

# Sea Containers Task Force Update

**IPPC Secretariat  
2018 IPPC Regional Workshop**



## Risks Associated with Movement of Sea Containers

- Sea containers (Cargo Transport Units (CTUs)) - pest pathway
- High level of risk - once introduced, pests are very difficult and expensive to control or eradicate
- Involvement of different stakeholders in the supply chain for cooperation

***Joint actions are needed***



## Factors to be Understood

- The movement of sea containers
- Where sea containers can be checked for cleanliness and cleaned if necessary
- How NPPOs can be notified of the cleanliness of sea containers
- How a system for checking sea containers and cleaning if necessary can be overseen and audited

***Joint actions are needed***



# Sea Container Flows

## Sea Container flows

- can be complex
- may involve multiple transport modes and border crossings, multiple actors and control points

The only opportunity for full inspection and cleaning is at repair depots.

Key to following slides:



Container  
Depot



Container  
Terminal



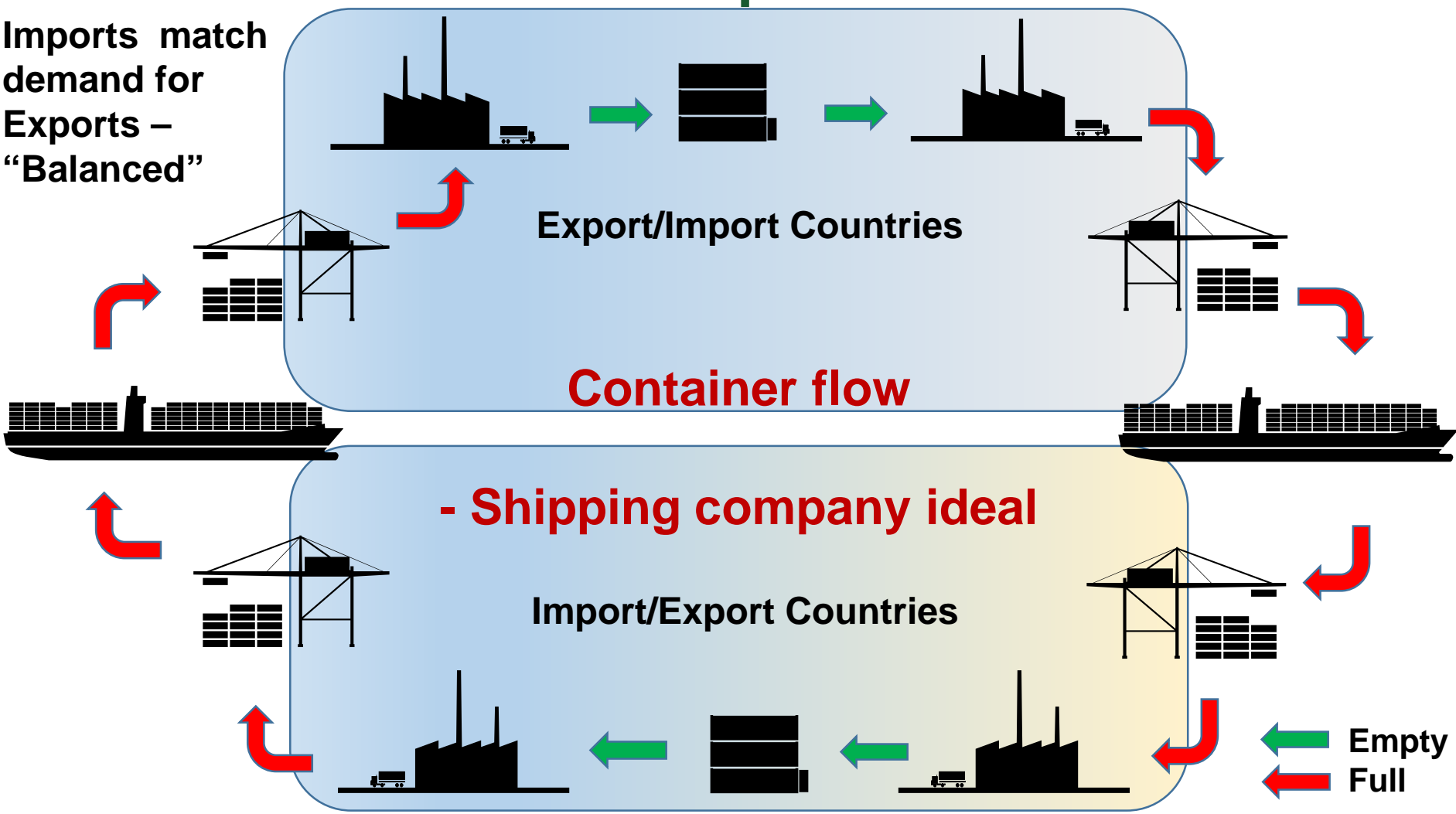
Pack or  
Unpack  
location

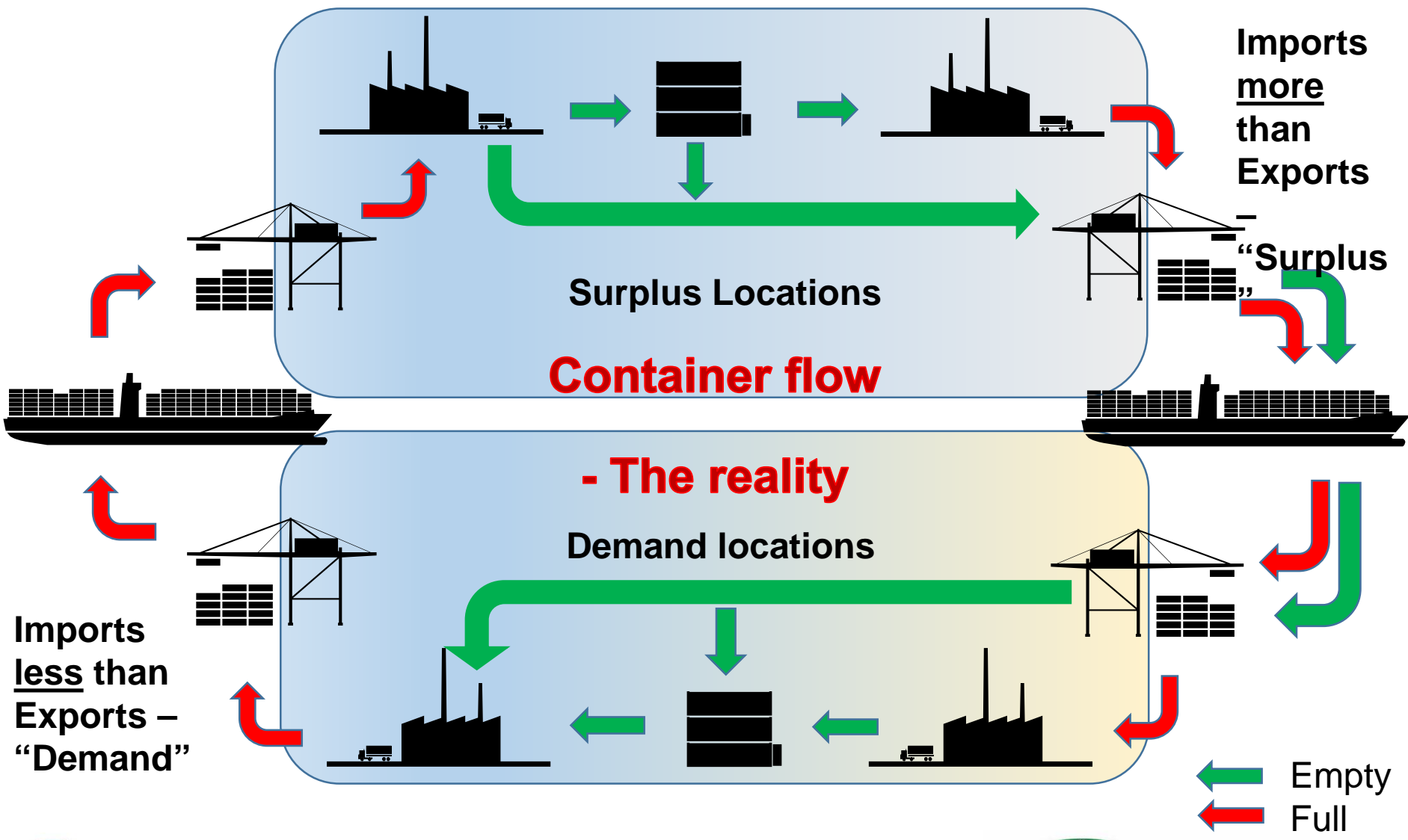


Container Vessel

# Perception

Imports match demand for Exports – “Balanced”





# Sea Container Flows

## Summary

- Container flows are complex, involve multiple transport modes, border crossings, actors and control points
- The most opportune place for full checking and cleaning is at repair depots BUT not all containers pass through a repair depot
- Pack points are the most likely points for contamination BUT Shipping companies have no control over these
- The CTU code is directed at the shipper and packer (pack points)



# IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)

- Produced by :
  - International Maritime Organization (IMO)
  - International Labour Organization (ILO)
  - The United Nations Economic Commission for Europe (UNECE)
  - *In cooperation with industry*
- Approved in 2014
- A voluntary instrument, a best practice guide, with no mandatory requirements.





## IPPC and CTU Code

The most important paragraph in the **CTU code** relevant to the IPPC community:

***“all persons involved in the movement of CTUs also have a duty to ensure, in accordance with their roles and responsibilities in the supply chain, that the CTU is not infested with plants, plant products, insects or other animals.”***

### **CPM-10 (2015) Recommendation: Sea containers (R-06)**

*“The packing of sea containers with cargo is the most likely stage in the sea container supply chain at which sea contamination can occur”*



# Joint Industry Guidelines for Cleaning of Containers

- Produced by:
  - World Shipping Council (WSC)
  - Institute of Container Lessors (IICL)
  - Container Owners Association (COA)
  - International Cargo Handling Coordination Association (ICHCA)
- Purpose is to assist in minimizing the movement of pests by sea containers and their cargoes
- Complementary to the guidance given in the CTU Code

***Apply when the container is in the container operator's direct control i.e. is in a container depot***



## Joint Industry Guidelines

Any empty container used for the carriage of dry, special or reefer cargo should, when dispatched from a container depot under the control of the shipping company, be “clean”.

“Clean” means that the empty container's exterior and interior and, for reefer containers, ventilation inlet grilles and floor drain holes, should, at the time of dispatch, have no visible presence of any of the following:

- Soil
- Plants/plant products/plant debris
- Seeds
- Moths, Wasps, Bees
- Snails, Slugs, Ants, Spiders
- Mould and Fungi
- Frass (insect and bird droppings or waste)
- Egg sacs
- Animals, animal parts/ blood/excreta and reproductive components or parts thereof
- Other contamination that shows visible signs of harbouring pests.



## Joint Industry Guidelines cont'd

- Contain recommendations on cleaning methods for various types of visible pest contamination.
- In cases of doubt, local National Plant Protection Office or Quarantine Office should be contacted.
- Do not replace local regulatory pest contamination measures and requirements.
- Do not replace individual container operators' cleaning guidelines.
- Are additional to industry guidelines regarding non-pest contamination of containers.



## Sea Containers Task Force (SCTF)

- The SCTF is an IC Sub-group
- The SCTF purpose is to supervise and direct the implementation of the Sea Containers Complementary Action Plan endorsed by CPM 12, overseen by the IC
- The SCTF will operate for a temporary period, at the latest until CPM-16 in 2021



## SCTF Key Tasks

1. Measuring the impact of the CTU Code by:
  - The development of a joint IPPC/IMO/Industry protocol for the collection of data related to contamination of sea containers
  - Monitoring the uptake and implementation of the CTU Code
  - Verifying the efficacy of the CTU shipping code in ensuring the arrival of clean sea container

## SCTF Key Tasks cont'd.

2. Increasing awareness of pest risks of sea containers through:
  - Publication of the data of the (previous) Sea Container EWG
  - Requesting countries that have data on contamination to make it publicly available
  - Calling for and publication of pest risk management guidance material for sea containers
  - Encouraging NPPOs to inform industry on the risks and possible international actions to manage pest risks associated with sea containers



## SCTF Key Tasks cont'd.

3. Providing information on pest risks of sea containers and their management
4. Coordinating with contracting parties, regional plant protection organizations (RPPOs), industry and other international organizations
5. Establishing a mechanism for contracting parties to report to Commission on Phytosanitary Measures (CPM) on their progress and achievements
6. Providing advice on how the Cargo Transport Unit (CTU) shipping code or any other instrument could be updated.





## SCTF ongoing actions

### Monitoring uptake and efficacy of the CTU Code

- Industry monitoring of contaminated containers
  - Survey by at least one major shipping company. Not yet started.
- Engage industry at various forums
- Industry cleaning guidelines revision (e.g. Institute of International Container Lessors (IICL))
- Survey to determine regulatory basis for NPPO container monitoring

## SCTF ongoing actions

### Communication/Increasing Awareness

- Guidance on reporting for NPPOs
- Encourage best practice sharing
- Use of social media
- Factsheets



## SCTF ongoing actions

### Communication/Increasing Awareness (continued)

- Investigating applicability of the Authorized Economic Operator (AEO) requirements in conjunction with WCO to utilize data flow for IPPC reporting on container condition
- Donor agency support pilot for developing countries where there is no legal basis for the NPPO to determine what liaison is required with various entities e.g. customs etc.
- Encourage national compliance with IPPC/CTU Code guidelines.



## Contacts

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Food and Agriculture Organization  
of the United Nations



International Plant  
Protection Convention