



World
Shipping
Council



CUSTODIAL RESPONSIBILITIES AND SUPPLY CHAIN ACTORS

*Pest Risk Mitigation of Sea Containers and their Cargoes and the Facilitation of International Trade –
Defining the Way Forward*

17 July 2023

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Principle of “Custodial Responsibility”

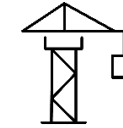
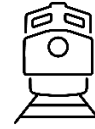
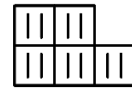
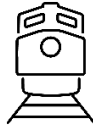
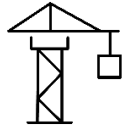
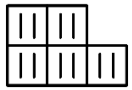
Offers guidance for each party along the international containerized supply chain that tenders and receives a container. Still work in progress.

Refers to the responsibility of the receiving container custodian to determine whether the previous custodian has met their responsibility and hold them accountable in case actions to minimize pest contamination have not been done and the container is “unclean”.

PEST PREVENTION RESPONSIBILITY EXPORT

POSSIBLE EMPTY RELEASE LOCATION

Carrier responsible to provide clean container



Responsibility
AT DEPOT

Responsibility
AT TERMINAL

Responsibility
AT RAIL YARD

Responsibility
AT CLIENT
PREMISES

Responsibility
AT DEPOT

Responsibility
AT RAIL YARD

Responsibility
AT TERMINAL

Responsibility
WHEN
LOADING
ON SHIP

Responsibility
WHILE ON SHIP

CARRIER HAULAGE

EMPTY GATE OUT

EMPTY GATE OUT

EMPTY
GATE OUT

EMPTY
GATE IN

FULL
GATE OUT

FULL GATE IN

FULL GATE IN

FULL GATE IN

LOADING

Carrier trucker

Carrier trucker

Carrier trucker

Client

Carrier
trucker

Depot operator

Yard operator

Terminal operator

Terminal operator

Carrier

MERCHANT HAULAGE

EMPTY GATE OUT

EMPTY GATE OUT

EMPTY
GATE OUT

EMPTY
GATE IN

FULL
GATE OUT

FULL GATE IN

FULL GATE IN

FULL GATE IN

LOADING

Client trucker

Client trucker

Client trucker

Client

Client

Depot operator

Yard operator

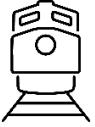
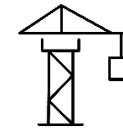
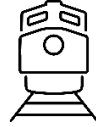
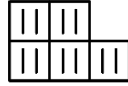
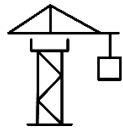
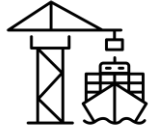
Terminal operator

Terminal operator

Carrier

PEST PREVENTION RESPONSIBILITY

IMPORT



POSSIBLE RETURN LOCATION

Responsibility WHILE ON SHIP	Responsibility WHEN UNLOADING FROM SHIP	Responsibility AT TERMINAL	Responsibility AT DEPOT (if drayed off)	Responsibility AT RAIL YARD (if rail move)	Responsibility AT CLIENT PREMISES	Responsibility AT TERMINAL	Responsibility AT DEPOT (if drayed off)	Responsibility AT RAIL YARD (if rail move)
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CARRIER HAULAGE									
	DISCHARGING	FULL GATE OUT	FULL GATE OUT	FULL GATE OUT	FULL GATE IN	EMPTY GATE OUT	EMPTY GATE IN	EMPTY GATE IN	EMPTY GATE IN
Carrier	Terminal	Carrier trucker	Carrier trucker	Carrier trucker	Client	Carrier trucker	Terminal operator	Depot operator	Yard operator

MERCHANT HAULAGE									
	DISCHARGING	FULL GATE OUT	FULL GATE OUT	FULL GATE OUT	FULL GATE IN	EMPTY GATE OUT	EMPTY GATE IN	EMPTY GATE IN	EMPTY GATE IN
Carrier	Terminal	Client trucker	Client trucker	Client trucker	Client	Client	Terminal operator	Depot operator	Yard operator

PEST PREVENTION RESPONSIBILITY EMPTIES

EMPTIES LOADED	EMPTIES DISCHARGED
<p>While containers are waiting to be loaded, the IPPC's «Sea container supply chains and cleanliness. Measures to minimize pest contamination» should apply. These responsibilities fall on the terminal based on the principle «gated in clean, stay clean».</p>	<p>While containers are waiting to be released to truckers, the IPPC's «Sea container supply chains and cleanliness. Measures to minimize pest contamination» should apply. These responsibilities fall on the terminal.</p>

Considerations and Proposed Next Steps

- Custodial Responsibility to extend to all parties in the supply chain, including carriage by sea, even where the risks of contamination are low
- Support for the principles set out in the Safeguarding Continuum concept noting pertinent details are still to be established
- It is essential that we avoid the risk of creating additional bureaucratic processes without real benefits to NPPOs and industry
- Opportunity for incentives to reward highly compliant supply chains with tangible facilitation clearance at destination
- Stakeholders dependent on manual labour need to provide individuals the means, skills, authority and facilities to comply

Considerations and Proposed Next Steps *cont.*

- Any new and expanded responsibilities require a focused “informed compliance” programme with guides, awareness and training tools
- Stakeholders utilising automated facilities to embrace existing and emerging technologies to comply
- Need to aim for global standards to avoid / minimise a myriad of global compliance regimes
- Clarity is required as to whether processes will be overseen by regulators or managed on a voluntary / self-assessed basis by industry
- Clarity is required as to what role (or roles) the NPPOs will play and detail of any obligations, liabilities and sanctions.

The key to meaningful reform is extensive industry consultation across ALL stakeholder groups