

# IMO's efforts to minimize pest contamination

**International workshop - Pest risk mitigation of sea containers and their cargoes and the facilitation of international trade - defining the way forward**

**17 – 19 July 2023**

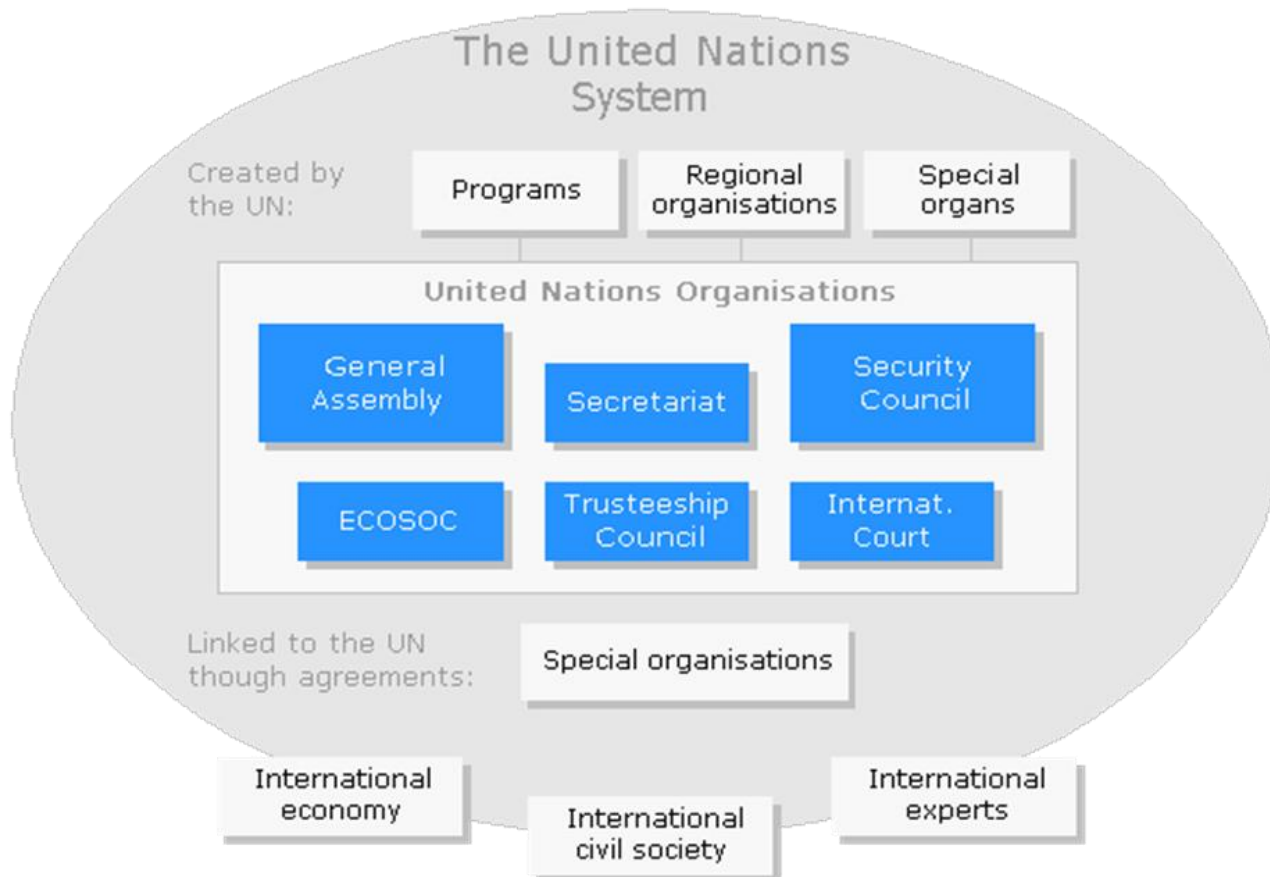
*Bingbing Song  
International Maritime Organization*

# Brief introduction about IMO



Specialised UN agency

Focusing on developing and maintaining a comprehensive regulatory framework for shipping-safe, secure and efficient shipping on cleaner oceans





# Brief introduction about IMO



to promote safe, secure, environmentally sound,  
efficient and sustainable shipping through cooperation

Established in 1959

Headquarters in London, UK

Secretariat – about 270 staff, more than 50 nationalities



# Brief introduction about IMO

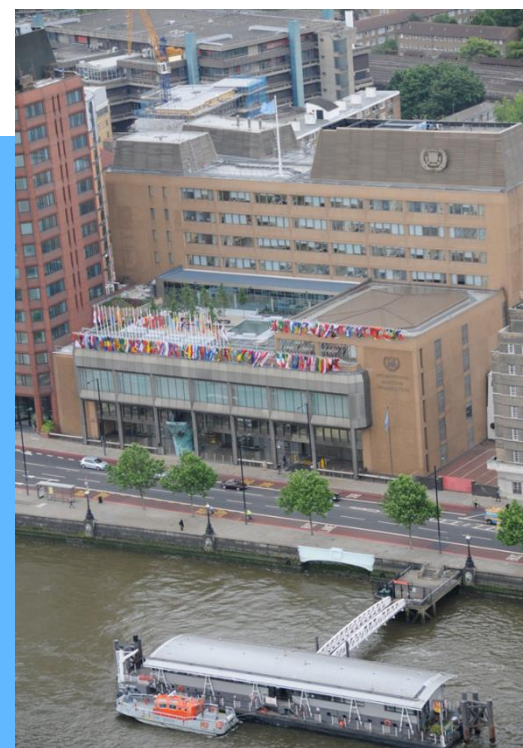


## Financed by Shipping Nations

Annual budget £30+ million.

Contributions based on flat base rate with additional components based on ability to pay and merchant fleet tonnage.

|                          |        |        |
|--------------------------|--------|--------|
| Panama                   | £4.98m | 14.99% |
| Marshall Islands         | £3.40m | 10.23% |
| Liberia                  | £3.38m | 10.17% |
| Singapore                | £1.97m | 5.94%  |
| Malta                    | £1.70m | 5.12%  |
| China                    | £1.43m | 4.32%  |
| Bahamas                  | £1.37m | 4.13%  |
| United Kingdom           | £1.36m | 4.09%  |
| Greece                   | £0.96m | 2.89%  |
| United States of America | £0.90m | 2.72%  |

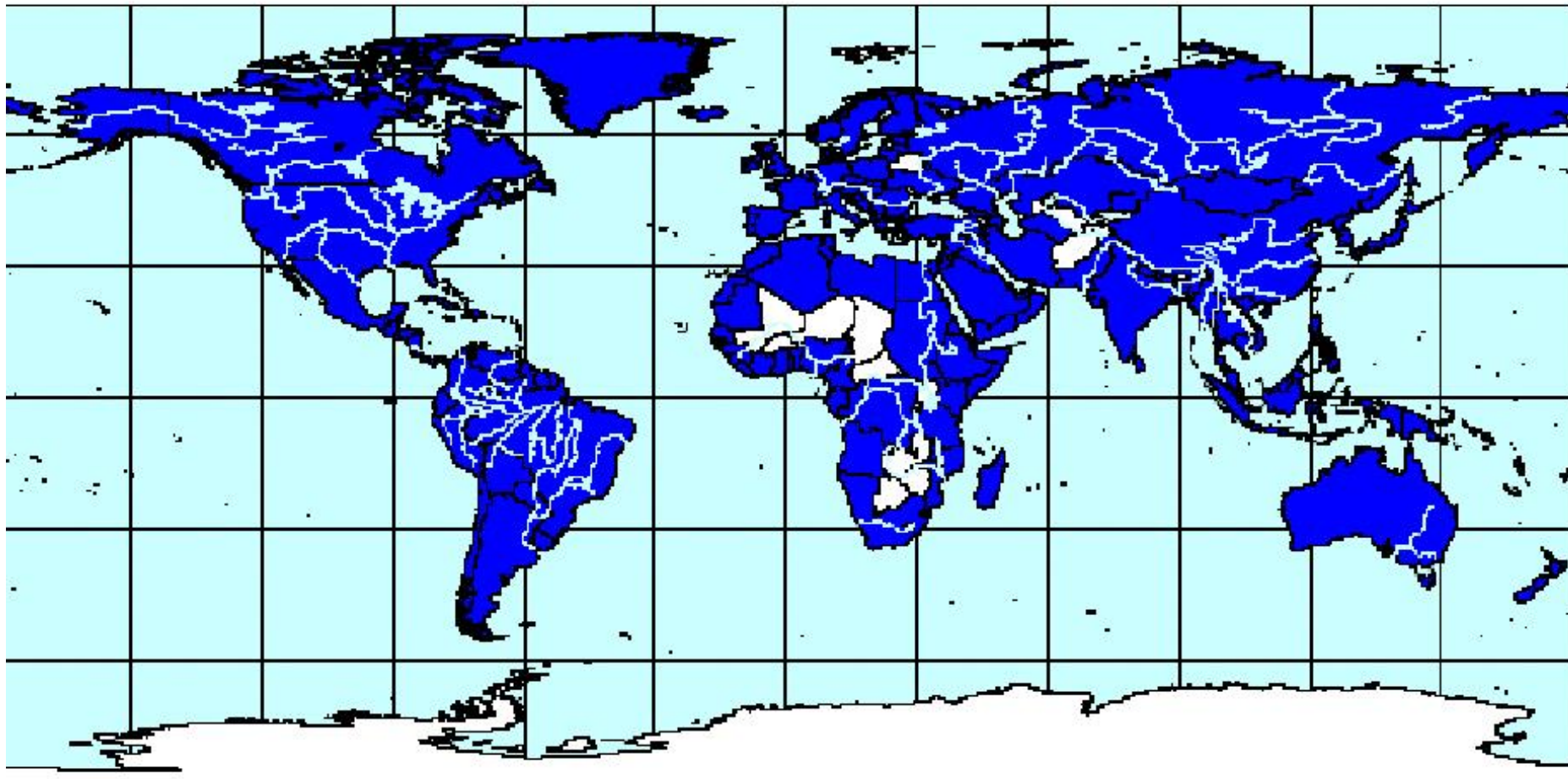


# Brief introduction about IMO



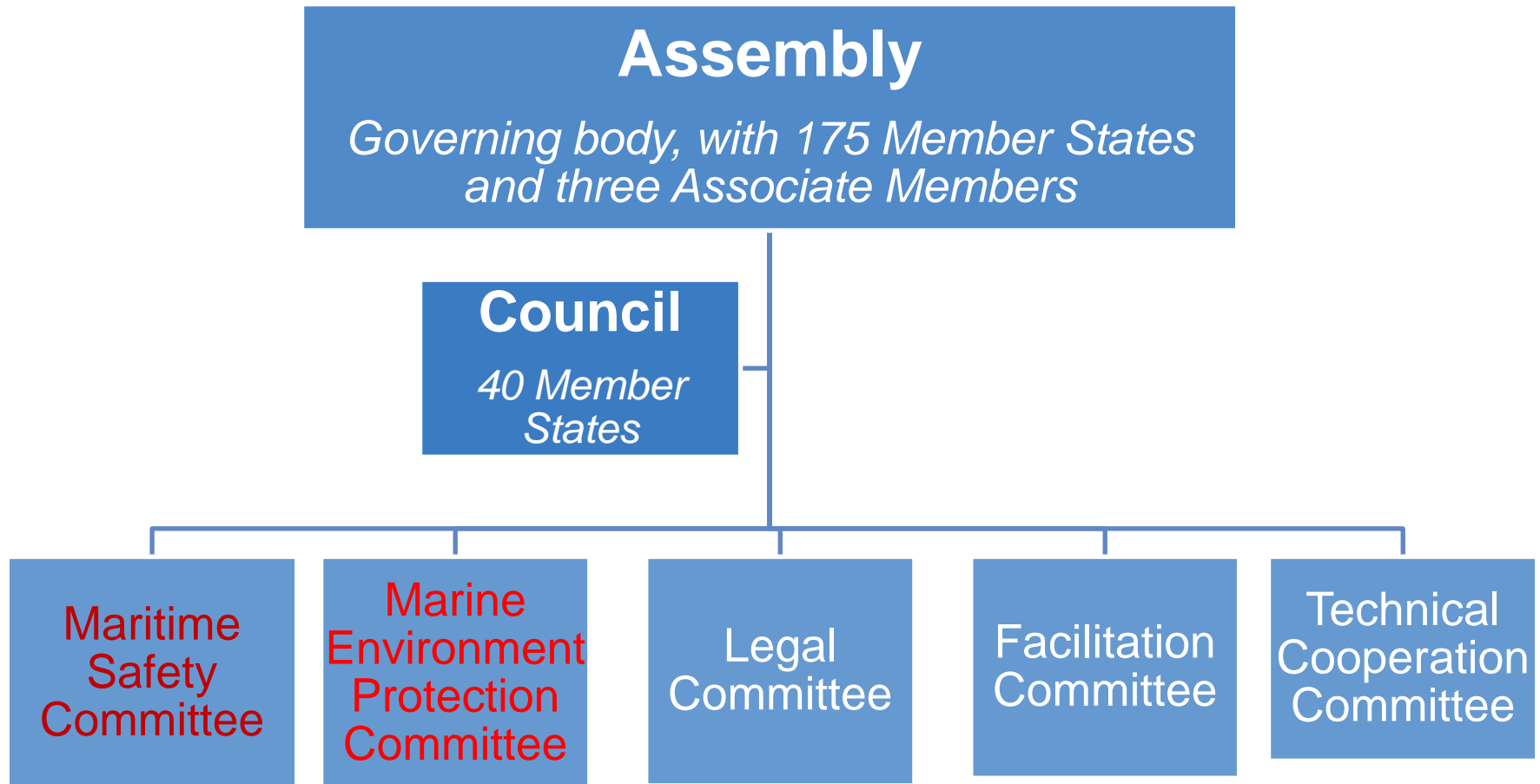
175 Member States, three associate members

IGOs and NGOs participate as observers

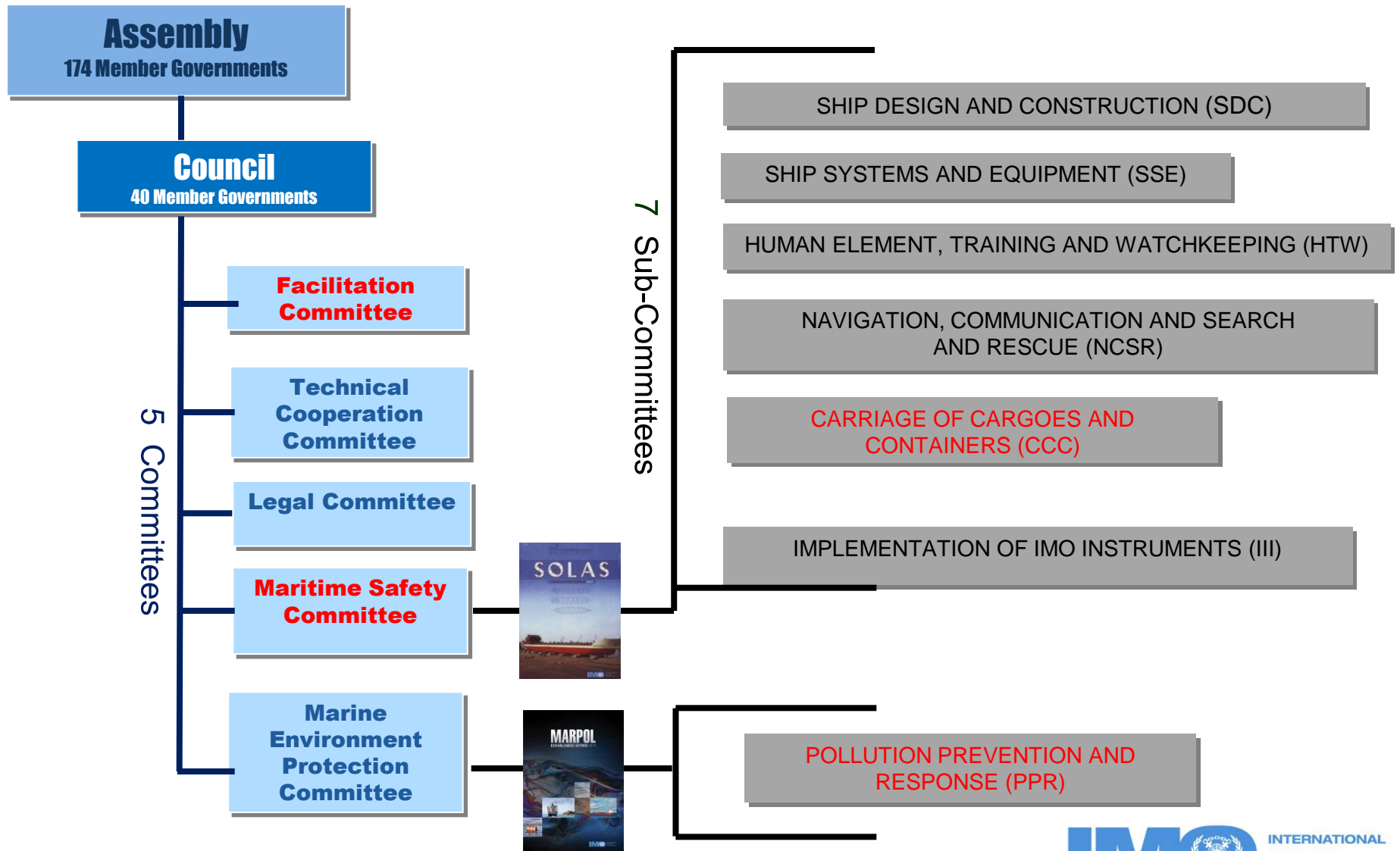




# Brief introduction about IMO



# IMO's regulation development



# IMO's regulation development



IMO is the intergovernmental body that deals with matters **on sea transport**, which are referred to it by its **Member Governments**.

IMO is mainly involved in development of international regulations, on the basis of **proposals** by Member Governments.

The practical design and application is the responsibility of the **maritime Administrations**.



# IMO's regulation development



- Some 50 IMO Conventions and Protocols
- Hundreds of codes, guidelines and recommendations
- Almost every aspect of shipping covered:
  - Design
  - Construction
  - Equipment
  - Maintenance
  - Crew



# IMO's regulation development



IMO mission: safe, secure and efficient shipping on clean oceans

|               |             |                      |
|---------------|-------------|----------------------|
| • SOLAS       | 167 Parties | 98.89% world tonnage |
| • Load Lines  | 164 Parties | 97.73% world tonnage |
| • MARPOL I/II | 160 Parties | 98.86% world tonnage |
| • MARPOL VI   | 99 Parties  | 96.16% world tonnage |
| • COLREG      | 162 Parties | 96.60% world tonnage |
| • STCW        | 166 Parties | 98.88% world tonnage |

# Regulatory framework



The intensified volume and movement of international transported goods can spread plant pests and diseases with associated risks to plant health, agriculture, and biodiversity worldwide.

The United Nations Convention on the Law of the Sea provides the global framework by requiring States to work together “to prevent, reduce and control human caused pollution of the marine environment, including the intentional or accidental introduction of harmful or alien species to a particular part of the marine environment.”

IMO is responsible, inter alia, for conventions and other instruments that are of importance for the prevention of the transfer of invasive alien species.

Ballast water, ships' hull, containers and their cargo



# Regulatory framework

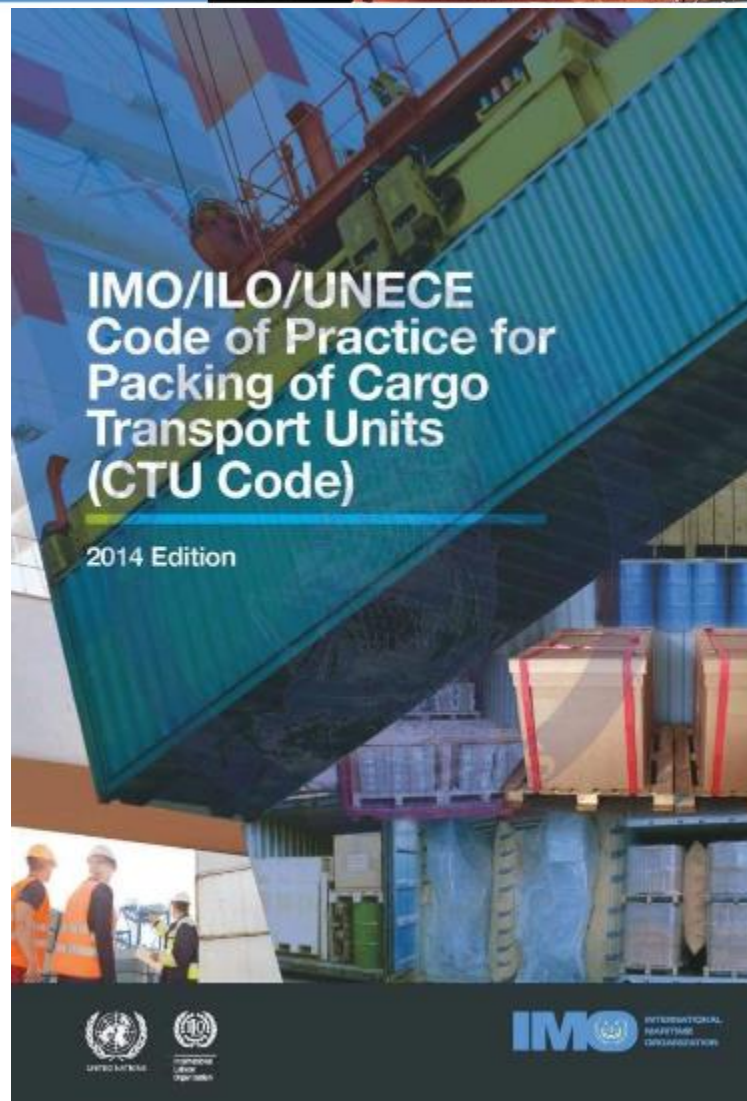


- The International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (**BWM Convention**), whose aim is to minimize the transfer of invasive aquatic species by shipping, specifically **through ballast water**.
- The Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species (**Biofouling Guidelines**), which address the transfer of invasive aquatic species through biofouling, which is the accumulation of various aquatic organisms **on ships' hulls**.



# Regulatory framework

IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code), which is a **non-mandatory** global code of practice for the handling and packing of cargo transport units, including shipping containers, for transportation by land and sea, designed to promote best practice and assist all actors involved in the global supply chain. It is stated that **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 animal.





MSC 100  
December  
2018





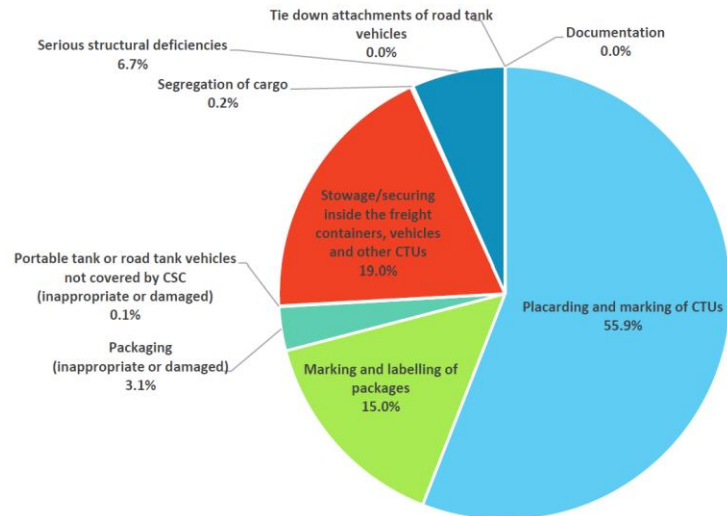
## Two distinct actions for inspections

- initial inspection by the inspection team to identify and report if there are any signs of pest contamination to the appropriate pest contamination competent authority;
  - detailed inspection and possible action by the pest contamination competent authority.
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- The inspector should identify if there are any signs of pest contamination.
- 
- It is recognized that proper identification of pest contamination may not be within the remit or knowledge of the inspector, therefore, if the inspector observes signs of pest contamination, they should report it as soon as is practicable to the pest contamination competent authority.

# Data collection from CTU inspection programmes



| Number of Units Inspected | Units with deficiencies |              | Type of deficiencies (number of units) |                                |                                   |                                      |   |   |                      |                                 |  | Total of Deficiencies |
|---------------------------|-------------------------|--------------|--|--------------------------------|-----------------------------------|--------------------------------------|---|---|----------------------|---------------------------------|--|-----------------------|
|                           | Number                  | Percentage   | Documentation                          | Placarding and marking of CTUs | Marking and labelling of packages | Packaging (inappropriate or damaged) | Portable tank or road tank vehicles not covered by CSC (inappropriate or damaged) | Stowage/securing inside the freight containers, vehicles and other CTUs | Segregation of cargo | Serious structural deficiencies | Tie down attachments of road tank vehicles |                       |
| 684                       | 2                       | 0.29%        | 0                                      | 2                              | -                                 | -                                    | -   | -   | -                    | -                               | -  | 2                     |
| 743                       | 215                     | 28.94%       |  | 38                             | 6                                 | 10                                   | 3   | 167   | 7                    | 3                               |  | 280                   |
| 3,525                     | 48                      | 1.36%        |  | 9                              | 7                                 | 8                                    | -   | 3   |                      | 4                               | -  | 31                    |
| 61586                     | 4102                    | 6.66%        | -                                      | 2837                           | 762                               | 144                                  | -   | 811   | 2                    | 337                             | -  | 5012                  |
| <b>66538</b>              | <b>4367</b>             | <b>6.56%</b> | <b>0</b>                               | <b>2886</b>                    | <b>775</b>                        | <b>162</b>                           | <b>3</b>  | <b>981</b>  | <b>9</b>             | <b>344</b>                      | <b>0</b>                                   | <b>5,325</b>          |



# IPPC's contribution



## MSC 100

- Statement affirming that CTU cleanliness was an integral part of the Code of Practice for Packing of Cargo Transport Units (CTU Code) and that FAO and the IPPC had proposed to include CTU cleanliness among the selection criteria for the container inspection programmes to be developed;

## MSC 102

- Statement expressing support for the work undertaken by the CCC and its Correspondence Group, in particular the Secretariat's participation as a member of the IPPC Sea Containers Task Force; and encouraging Member States and international organizations to take joint action, with a view to improving the management of contamination of CTUs and their cargoes.

## CCC 6 and CCC 7

- Active contributions to the development of revised Inspection programmes
- Participation of the correspondence group established by CCC 6
- Submissions to CCC 7





## Data collection from CTU inspection programmes

- assist in determining the number of incidences of pest contamination of containers and their cargoes thus complementing data collected by NPPOs, and in identifying ways to manage pest risks associated with the movement of CTUs.
- communication, co-ordination and co-operation at both national and local levels, between ships, port facilities, Customs and other competent authorities are of the utmost importance.

MSC reiterated the importance of IMO's involvement in the work of IPPC regarding the pest risks associated with the movement of CTUs and their cargoes; and requested the Secretariat to continue to follow the work of IPPC, in particular on the implementation of the Guidelines for the implementation of the inspection programmes for cargo transport units and to participate in its work with regard to sea containers.



**The International Maritime Organization's World Maritime Theme for 2023 is:**

**'MARPOL at 50 – Our commitment goes on'.**

The theme reflects the organization's long history of protecting the environment from the impact of shipping via a robust regulatory framework and emphasizes its ongoing commitment to this important work.



Thank you !



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