



ETS CONSULTING
SAFETY AND SECURITY IN THE SUPPLY CHAIN

COMMISSION ON PHYSTOSANTARY MEASURES

SPECIAL TOPIC SESSION
ON SEA CONTAINERS





ETS CONSULTING
SAFETY AND SECURITY IN THE SUPPLY CHAIN

IMO / ILO / UN ECE Code of practice for packing cargo transport units (CTU Code) and other tools

Bill Brassington
ETS Consulting



ETS CONSULTING
SAFETY AND SECURITY IN THE SUPPLY CHAIN

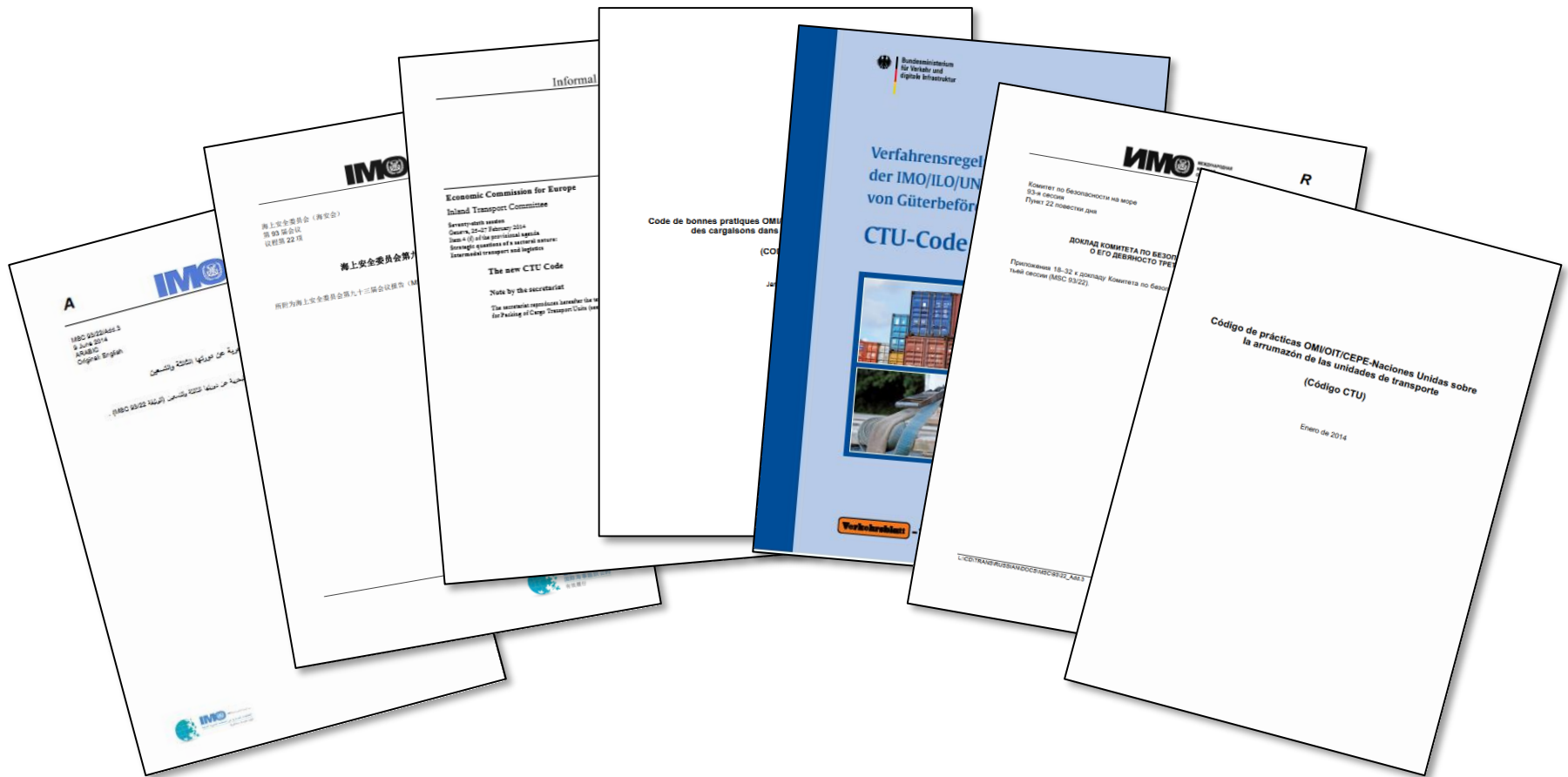
Bill Brassington

- Nearly 20 years experience in the container industry
- 7 years as an independent Safety and Security Consultant
- Author of ILO report “*Safety in the supply chain in relation to packing of containers*”
- Consultant author of “*IMO / ILO / UN ECE Code of Practice for the packing of cargo transport units (CTU Code)*”
- Research into container gross mass, eccentricity and declared mass in containers
- Expert witness and incident investigator
- IMO working group member



ETS CONSULTING
SAFETY AND SECURITY IN THE SUPPLY CHAIN

An introduction to the Code





ETS CONSULTING
SAFETY AND SECURITY IN THE SUPPLY CHAIN

An introduction to the Code

It is also available online:

<https://www2.unece.org/wiki/display/TransportSustainableCTUCode/CTU+Code>



How can the CTU Code help?

- *The only opportunity for full inspection and cleaning is at repair depots;*
- *Not all containers pass through a repair depot every trip;*
- *The most likely points for contamination are pack points;*
- *Shipping companies have no control over pack points or terminal operations.*

Mike Downes Maersk Line

Containers are cleaned and decontaminated at depots.

4.2.1 The CTU operator is responsible for providing CTUs that:

Are clean, free of cargo residues, noxious materials, plants, plant products and visible pests.





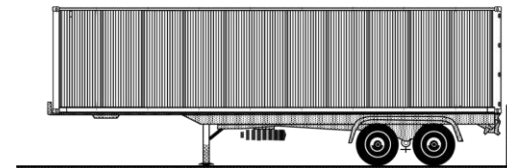
How can the CTU Code help?

- *The only opportunity for full inspection and cleaning is at repair depots;*
- *Not all containers pass through a repair depot very trip;*
- *The most likely points for contamination are pack points;*
- *Shipping companies have no control over pack points or terminal operations.*

Mike Downes Maersk Line

Containers may be re-contaminated any time afterwards

- Where the container is placed on the ground;
- Where the doors are open and material (cargo and debris) is being moved into the container.





How can the CTU Code help?

The Code of Practice

"Both guidelines and codes of practice are instruments that, without being binding nor imposing legal obligations upon member states, provide guidance to governments, employers and workers concerning a particular sector. They may be distinguished as follows. While guidelines aim to provide broad orientations, codes of practice are typically more detailed and technical. Codes of practice are intended to assist governments and employers' and workers' organizations in drawing up regulations and can thus be used as models for national legislation."



Other tools available....

AQIS GUIDANCE ON CONTAINER HYGIENE

Purpose

This information is about AQIS container external cleanliness standards for the international shipping and forwarding trade, and provides guidance to minimise the transmission of exotic pests and diseases to Australia.

Who is this information for?

This notice is of particular interest to customs brokers, freight forwarders, transport companies, shipping lines, elevators, and any other operators in the supply and logistics chain that have control of sea containers from the discharge port to delivery.

Sea container hygiene

What do we mean when we talk about sea container hygiene?

Sea container hygiene is exactly that - hygiene of sea containers. In this context we are talking about shipping containers, specifically clean shipping containers.

Clean shipping containers are those containers that arrive in Australia free from contaminants and other biosecurity risks.

What do we mean when we talk about biosecurity?

In Australia means that AQIS (in partnership with a set of measures designed to reduce risk via import or export pathways. Schemes and measures.

AQIS is improving the way it carries out sea cargo inspection more than ten million sea cargo information has enabled AQIS to improve its inspecting containers coming from countries that are destined for Australia's sensitive shipping containers that pose a nil or low through the wharf clearance process.

Shipping partnership review (the Seale Review) arrangements conducted in 2008. The Seale Review on areas of highest biosecurity risk.

Inspections is not about reducing biosecurity risk's biosecurity system so we can tackle the change and other factors.

Ins for exotic pests, diseases or other attached to the surfaces of containers or located in the container.

Ins types of contaminants found on shipping

ICHCA International Limited

INTERNATIONAL SAFETY PANEL BRIEFING PAMPHLET NO 7

SAFE CLEANING OF FREIGHT CONTAINERS

By Jim Chubb, MNI

STANDARDS FOR FOOD QUALITY SHIPPING CONTAINERS

GUIDELINES

TO THE
DEPARTMENT OF AGRICULTURE, FISHERIES AND FORESTRY - AUSTRALIA (AFFA)
INSPECTION AND REQUIREMENTS

Number - 11/2012

November 2012

DRY CONTAINER CLEANLINESS STANDARDS

This Fact Sheet replaces Fact Sheet 04/2009 issued in May 2009. As a general guide and reference for all involved in the shipping container supply chain, Shipping Australia Limited (SAL) has categorised the standards of cleanliness required for the carriage of various cargoes into four basic groups. This guide has been formulated in consultation with various industry organisations to achieve national uniformity for cleanliness standards suitable for the carriage of cargo.

GRADE	Container Criteria	Commodity Description	Commodity Example
FOOD Quality (FC) DAFF Level 2 ⁽⁶⁾	No Obnoxious odours ⁽¹⁾ No Flaking paint or rust No Transferable stains or rust No Infestible material	Prescribed goods: Consumable (edible) plant products.	Grain* Mung beans Rice Hay and Straw
GENERAL Cargo (GC) DAFF Level 1 ⁽¹⁾	Clean & dry floor /No Cargo residue ⁽²⁾ No Infestation	Prescribed goods: Non-consumable plant products	Timber products Cotton lint Tin & Packaged food
<i>Consistent with Container</i>			
<i>(A) -</i>		Non-hazardous liquid cargo	Wine Fruit juice Vegetable oil
<i>orthy table table</i>		Non-Prescribed goods: Cargo not requiring phytosanitary certification.	Steel products Scrap metal Hides*

safe and weatherproof condition fitted with good door components, and complying with Container Owners for Safe Containers, International Road Transport Organization, Institute of International Container Lessors Australian Department of Agriculture, Fisheries and

viding the container fulfils the other criteria and is free of pests.

ided by the existing regulations and guides:

[Volume 11, Empty Container Inspections,](#)

[Empty Container Inspection Volume 11](#)

[Empty Container](#)

[11.2 Standards for Food Quality Shipping Containers.pdf](#)

[11.2 Standards for Food Quality Shipping Containers.pdf](#)

INTERNATIONAL SAFETY PANEL BRIEFING PAMPHLET NO 20

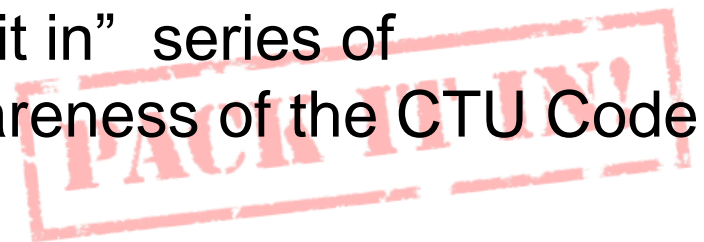
UNSEEN DANGERS IN FREIGHT CONTAINERS

E.J. Wijdeveld
Environmental and Safety Affairs
Detailsings
PO Box 54200
3008 JE ROTTERDAM
wijdeveld@detailsings.nl



Benefits of other tools

- The CTU Code provides the backbone to the minimising pest movement by sea containers;
- It can be used to form the basis of national legislation;
- It is a joint publication of the three UN bodies, and all need to participate in any changes.
- Other publications are easier to modify to keep up with modern practices and requirements;
- Other formats such as the “Pack it in” series of roadshows permits a greater awareness of the CTU Code and its contents.





Benefits of other tools

ensure that measures are put in place
minimize the risk of recontamination of CTUs when in their custody

The “other tools” could define and expand on the measures and specific methods and practices to minimise the risk of recontamination.



ETS CONSULTING
SAFETY AND SECURITY IN THE SUPPLY CHAIN



Outcomes and observations



ETS CONSULTING
SAFETY AND SECURITY IN THE SUPPLY CHAIN

*For those that have,
thank you for listening*

Bill Brassington

ETS Consulting

bill.brassington@ets-consulting.org

www.ets-consulting.org

“A well known lawyer, now a judge, once grouped witnesses into three classes: simple liars, damned liars and experts”

Nature Magazine November 26th 1885