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REPORT

3RD MEETING OF THE IPPC SEA CONTAINERS TASK FORCE (SCTF)

**Baltimore, United States of America
23-27 September 2019**

IPPC Secretariat

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1. Opening of the Meeting

1.1. Opening Remarks from the Secretariat of International Plant Protection Convention (IPPC)

- [1] Mr Xia JINGYUAN, Secretary to the International Plant Protection Convention (IPPC) welcomed participants of the meeting. He highlighted the importance of collaboration between representatives of NPPOs, Implementation and Capacity Development Committee (IC), Standards Committee (SC), regional plant protection organizations (RPPOs), industry and different international organizations to manage phytosanitary risk associated with the movement of sea containers. Four main issues for the Sea Containers Task Force (SCTF) to be focused on were underscored: (1) awareness raising, (2) need for urgent actions to minimize the risk associated with the movement of sea containers and their cargo, (3) effect of globalization and climate change on safe international trade and (4) emerging pests moving around the world *inter alia* via conveyances and having the devastating global impact on food security. The international collaboration for the implementation of the IPPC Strategic framework for 2020 -2030 was thought as the way to facilitate safe trade and deal with global phytosanitary issues. The Secretary wished the SCTF fruitful deliberations.

1.2. Welcome Address from the hosts

- [2] Mr John GREIFER, Assistant Deputy Administrator, Plant Protection and Quarantine (PPQ), Animal and Plant Health Inspection Service (APHIS), United States department of Agriculture (USDA) highlighted the importance of the work delivered by the SCTF and conveyed the message of Mr Osama El-Lissy, Deputy Administrator, PPQ, APHIS, USDA, to the SCTF as to the first group that sets a real example of partnership between regulators and industry at the IPPC level and expected to recommend internationally acceptable actions to reduce the risks along the sea containers pathway. The high value of the shipping industry participation in the task force was underscored as the way to ensure all players along the shipping chain are contributing to the cleanliness of sea containers and reduction of pest spread through the pathway. He congratulated to the SCTF on their achievements and urged to complete the cleanliness guidelines/best practices document during the meeting as a concrete practical output and have it ready to roll out for the international year of plant health in 2020.
- [3] Mr Greg WOLFF, Bureau member for North America of the Commission on Phytosanitary Measures (CPM), welcomed participants and invited them to have open discussions. Hosting the SCTF meeting by US demonstrates the importance of the issue for the region which is also well reflected in the work delivered by the North American Sea Container Initiative (NASCI). The mandate of the SCTF is expiring by the end of 2020 thus leaving limited period for the development of recommendations to the IC and CPM.

2. Meeting Arrangements

2.1. Introduction of the Participants

- [4] The participants introduced themselves.

2.2. Election of the Chairperson

- [5] Mr Gregory WOLFF, CPM Bureau member for North America, was elected as the Chair of the SCTF third meeting.

2.3. Election of the Rapporteur

- [6] Mr Mamoun ALBAKARI, IC Lead for the SCTF, was elected the rapporteur of the meeting.

2.4. Adoption of the Agenda

- [7] The Chair proposed to hold in depth discussion on potential phytosanitary measures to be applied along sea containers supply chains under agenda item 10. The agenda was adopted with the proposed change (APPENDIX 1).

3. Administrative Matters

3.1. Documents List

- [8] The list of documents is in APPENDIX 2 of the report.

a. Updated Participants List

- [9] The list of participants is available in APPENDIX 3 of the report.

b. Local Logistical Information and Arrangements

- [10] Hosts provided the participants with the local information.

4. Update on the Status of the SCTF

- [11] The Chair recalled discussions on the status of the SCTF held at the CPM Bureau April 2019 meeting and CPM -14 (2019). It was highlighted that the phytosanitary community confirmed once again the importance of industry participation in the SCTF work, however due to concerns with regard to industry involvement in the decision making, the CPM decided to avoid significant changes to existing governance and the establishment of any problematic procedures that could contradict the Food and Agricultural Origination (FAO) rules and procedures. Therefore the CPM -14 (2019) requested the IC to modify Rule 7 on decision-making of the IC Sub-group Rules of Procedures to clarify that IC Sub-groups do not in fact take decisions but instead develop recommendations to the IC. It is the IC and CPM to take any related decisions. The IC has applied the relevant changes and now Rule 7 refers to recommendations to be made by Sub-groups to the IC.
- [12] The representative of the World Shipping Council (WSC), underscored his displeasure that the industry representatives were to be named observers. His statement was supported by the representatives of the Containers Owner Association (COA) and the Global Shippers Forum (GSF).
- [13] The Chair invited the representatives of industry to actively participate in discussions so that consensus based recommendations to the IC are developed.
- [14] The SCTF *noted* the update.

5. Outcomes of CPM 14 (2019) and IC Meetings (November 2018 & May 2019)

- [15] The IC Lead for the SCTF provided the update on the IC November 2018 and May 2019 meetings. The IC adopted the SCTF 2019 work plan and Multi-year action plan. The SCTF is requested to provide information on outcomes of each activity for their 2019 and future work plans. The IC approved nominations of observers to the SCTF third meeting.
- [16] The SCTF *noted* the update.

6. Update on the 2019 Action Items

- [17] The IPPC Secretariat presented the list of action items of the SCTF 2019 work plan linked to the agenda items of the meeting. The completed action items were noted as reflected in the APPENDIX 4 of the report. The need to identify expected outcomes for action items as per IC request was highlighted. The representative of the COA underscored that the industry is not in position to undertake an industry survey as committed to earlier. The representative of the WSC informed the meeting that the SCTF proposal to include phytosanitary related issues in the next revision of the Cleaning Guidelines had been communicated to the Institute of International Container Lessors (IICL). Once Guidelines are open for revision relevant changes may be applied. Therefore the item can be considered completed.
- [18] The SCTF *agreed* to discuss action items in progress under relevant agenda items.

6.1. AEO and IPPC requirements

- [19] The representative of the World Customs Organization (WCO), informed the group on the WCO SAFE Framework of Standards (FoS) and criteria and requirements for Authorized Economic Operators (AEO). Taking into account the Members' initiatives (such as US, Brazil, China), the WCO is agree to open the door for a discussion on a possible inclusion of the agricultural or phytosanitary requirements under the AEO requirements of the SAFE FoS. Indeed, a similar request came also from one of the WCO Members during the SAFE Sub-Group meetings in September. She highlighted that if there is an agreement to add agricultural requirements to the AEO then discussions could be initiated in the WCO's SAFE Working Group (WG) as well as a part of the implementation of the IPPC - WCO Secretariats Joint Work Plan for Cooperation (2019-2022). She invited the IPPC or a representative of the SCTF to participate in the upcoming SAFE WG and also the Permanent Technical Committee meetings to share their thoughts with the WCO Members. She also shared a few more opportunities/options to start the discussions on this topic.
- [20] A SCTF member noted that the AEO framework is based on customs requirements and not tailored for phytosanitary aspects. The benefits of the introduction of agricultural requirements should be examined carefully. Possibilities to develop a phytosanitary framework analogous to the SAFE FoS could be investigated. The difficulties faced with regard to the cooperation of different agencies involved on national level to be considered. A question was raised whether the accreditation of importers could be considered a possible way to ensure that sea containers cleanliness issues are dealt appropriately.
- [21] The industry underscored the importance of cooperation and coordination among all border agencies to ensure that containers, where required, are inspected only once. Industry further called for mutual recognition among border agencies of programs such as AEO to avoid a plethora of programs with duplicative and potentially contradictory requirements.
- [22] The SCTF:
- *Decided* to further discuss the issue under the agenda item 10.

6.2. Donor Agency Support Pilot

- [23] The representative of the World Bank Group (WBG), informed the participants on the developing countries challenges to manage phytosanitary risks associated with the movement of sea containers such as legislative gaps precluding from inspections of sea containers and lack of capacity to deal with the broad scale inspections that would also cover sea containers. Countries of the Pacific region where the WBG has active TFA projects are to be identified for a pilot to assist with the implementation of sea containers surveys. Fiji, Samoa and Tonga were named as potential options. The work could be initiated next year.
- [24] The SCTF *noted* the update.

6.3. Information and Data Collection:

The SCTF Questionnaire on Monitoring of Sea Container Cleanliness

- [25] The IPPC Secretariat introduced the results of the 2019 SCTF Questionnaire on Monitoring of Sea Container Cleanliness. The low rate, 37%, of the participation of contracting parties (CPs) (68 out of 183 CPs), was noted, as well as the Secretariat's follow up actions to understand the reasons for why CPs' did not participate so that future IPPC surveys could be improved.
- [26] The industry representative raised a question how a standard could help with the managements of sea containers risk when in many cases there is no national legislation and/or data management systems in place as outlined in the report of the Questionnaire. In the conditions when the SCTF is lacking data on the sea containers cleanliness the application of the risk based approach seems to be troublesome. The WBG representative confirmed that lack of enabling legislation is the issue in many cases.

[27] The IMO representative suggested to consider mechanisms to involve industry in reporting so that a comprehensive data set on sea containers cleanliness is created.

[28] The SCTF thought that the purpose of the Questionnaire is not well stated in the report and the report needs improvement with that regard. No need to request CPs that have not participated in the Questionnaire to provide their responses. To increase clarity, the word “Questionnaire” should be used throughout the report instead of the word “survey”. In general, the report confirmed the SCTF’s views of the situation.

Sea Containers Survey

[29] The IPPC Secretariat informed the participants that currently, no data from the national sea containers surveys has been received from NPPOs.

[30] The representative of New Zealand briefed participants on the difficulties with regard to the sea containers surveys, such as resource constraints and involvement of third party authorities in data collection. It was communicated that results will be available not earlier than 2021.

[31] The results of Canadian and US surveys will be available at later stages as NPPOs need to consolidate collected data. The US representative reported on the difficulties to identify whether a pest intercepted was associated with a consignment or a container.

[32] The representative of China highlighted that phytosanitary risks associated with the movement of sea containers could not be questioned. Available historical data support this. It should be a responsibility of exporting countries to ensure relevant checks of sea containers.

[33] The representative of Australia recalled that the purpose of the data collection is to measure the uptake and efficiency of the CTU code. Whether the sea containers pose the phytosanitary and biosecurity risk is not questioned. Therefore data are to be collected to measure the uptake of the CTU code. The NZ representative supported these statements, underscoring that phytosanitary risks are well established and that the purpose of the SCTF was to measure the effectiveness of the CTU code.

[34] The Chair underscored the experience gained by the phytosanitary community through the development and implementation of the International Standard for Phytosanitary Measures (ISPM) 15 *Regulation of wood packaging material in international trade*. The ISPM 15 sets a good example of international agreement on the main pests of concern. The same approach could be applicable for sea containers. He also noted that the feasibility and potential benefits of the establishment of audit systems and application of stamps should be examined when developing recommendations on possible ways forward under agenda item 10. Stakeholders within the sea containers supply chains should be aware of the fact that if recommendations are not agreed then CPs might impose country specific import requirements that would even more complicate the operation of industry.

[35] The observer from North American Plant Protection Organization (NAPPO) underscored that ISPM 38 *International movement of seeds* serves as another good example how to deal with the complexity of movement of goods that pass through different countries along the production chain.

[36] The SC representative thought that the CTU code and other practices available to be exploited to have a good baseline implementation. Even if an ISPM was adopted, CPs might still lack the capacity to implement it. At any circumstances applied phytosanitary measures to be predictable, acceptable and feasible.

[37] The SCTF:

- *Noted* the results of the Questionnaire as reflected in the APPENDIX 5 of the report
- *Requested* the IPPC Secretariat to clarify the purpose of the Questionnaire in the report, as well as to consistently use the word Questionnaire rather than survey

- *Requested* the IPPC Secretariat to translate the report of the Questionnaire into FAO languages and make language versions available on the IPP.
- *Agreed* to discuss possible measures and approaches to minimize the phytosanitary risk associated with the movement of sea containers under agenda item 10.

6.4. Use of the WCO Data Models to Facilitate Tracking of Information Related to the Cleanliness of Sea Containers

- [38] The representative of the WCO presented the WCO Data Model (DM). She explained the WCO DM Maintenance Procedure and provided information on the relevant WCO working bodies. With regard to adding data fields about the cleanliness of containers to the WCO DM, she said that once the IPPC Secretariat and the SCTF has a clear idea or decision about the data elements/fields required and business processes, it would be possible to initiate the WCO DM Maintenance Procedure through a Data Maintenance Request. She also mentioned that this work is outlined in the IPPC - WCO Secretariats Joint Work Plan for Cooperation (2019-2022).
- [39] The WCO representative thought that before the initiation of the work, the SCTF needs to conduct a feasibility study to understand the process and to clarify who, how and when will be involved in data collection and submission along the sea containers chain. The representatives of industry agreed and stated that container depots are not subject to or interact with border agencies. Nor can shipping companies document the cleanliness of containers and their cargoes after dispatch of empties from depots.
- [40] The value of the pre-arrival information was highlighted. Australia and New Zealand both require a declaration from the importer to confirm the cleanliness of sea containers. If not provided then targeted inspections are undertaken. The record keeping has been done manually, but if a data model is developed, it could help in the aggregation of information and contribute to more efficient operations. New Zealand collects information from importers through the single window approach. The use of a WCO DM was thought to be beneficial for the purposes of the implementation of the Trade Facilitation Agreement as well.
- [41] The SCTF felt that while measures might be applied at pre-border and post-border locations, borders would serve the best place for data collection. It was thought that one additional field on sea containers cleanliness could be considered to be introduced to the relevant WCO DM, to provide information on whether stakeholders involved are aware of the issue and relevant checks are done. It was agreed that the import customs declaration was the most appropriate document for that.
- [42] The SCTF:
- *Noted* the concerns expressed by industry in regard to the challenges and ways of providing relevant information to be potentially reflected in the WCO DM
 - *Noted that* the representatives of Australia and New Zealand may decide to work with their national customs counterparts to identify types of information to be collected in the import customs declaration taking into account concerns of industry
 - *Asked* the industry representatives to identify challenges and ways of providing relevant information to be potentially reflected in a WCO data model so that NPPOs could reflect that when/if a potential model is being developed
 - *Agreed* to further discuss the relevance to adding data fields about the cleanliness of containers to the WCO DM under Agenda item 10.

7. Updates by Countries

7.1. Status Report on Sea Containers Cleanliness by Kenya

- [43] The representative on Kenya presented the status report on sea containers cleanliness in Kenya. Overall contamination rate of examined sea containers were reported to be 48%, that included about 49% contamination of empty containers, 47% - of containers packed with non-agricultural commodities and 57% of packed with agricultural commodities. The type of contamination includes about 31% containers contaminated with soil, 28% - with plant materials, 6.1% - with live/dead insect/arthropod and 3% with seed/grain. The conclusions were drawn that full external and internal inspections of all containers on arrival is impractical, risks associated with the pathway are diverse and not likely to be adequately mitigated by application of a single measure. Current mitigations measures (CTU code) put in place by shipping industry to manage contamination of sea containers are not adequately addressing the challenge. Based on the preliminary findings of this survey, it is clear that the sea container pathway poses significant plant bio-security risk to Kenya. Recommendations were made to consider the establishment of offshore certification of sea containers and the improvement of the CTU code to address the biosecurity risks.
- [44] The representative of the COA felt that in order for information from physical inspections of containers to be meaningful, consistent and able to be used for statistical purposes, proper education and training of stakeholders was important and necessary.
- [45] The SCTF *noted* the report.

7.2. Case Studies on Sea Containers Cleanliness

- [46] The representative of New Zealand presented the New Zealand's Sea Container Standard and challenges faced while preventing the introduction of Brown Marmorated Stink Bug through the movement of sea containers and their cargoes. Preliminary results of the sea containers survey were shared. 1,131 empty containers were inspected out of which 209 containers were "contaminated". Over all "contamination" is around 18.5%. Annual contamination rate for empty sea containers arriving in NZ is 18%. However these results are 'biased' as NZ already implements measures to manage the risk. New Zealand also noted that in their experience, unless measures are mandatory they will not manage the phytosanitary risks to an appropriate level.
- [47] The representative of the US presented the case study on sea container contamination - identification of snails associated with five containers located at the Boeing facility in Salt Lake City, Utah. The PPQ's approaches on the use of cold treatment options and to design and build a portable cold treatment structure was introduced. The importance of the collaboration between the NPPO and the high volume importer the way to protect American Agriculture was underscored.
- [48] The representative of Australia reported on the sea container survey conducted by Australia. The survey was completed but the results will be made available at a later stage.
- [49] The representative of China delivered a presentation on the Chinese case study. The overview of the biosecurity risks of containers, statistics and analysis of the interception of harmful organisms in inbound empty containers and suggestions to minimize the pest movement by sea containers and conveyances in international trade were provided. It was noted that there were 55 species of quarantine pests were intercepted for 649 times for the period of 2010 – July 2019. 10,676 other non-compliance cases of import empty containers were recorded from 2013 to 2017. The concern was raised with regard to cleaning up repositioning containers transferred internationally before exporting. Even if the CTU Code were revised, no shipping company would be willing to clear repositioning containers before exporting without mandatory requirements. Only when the repositioning containers are cleaned before exporting, the pest risk of emptying can be controlled. Therefore, cleaning up containers before exporting is the key to minimize the pest risk of container pests, which is not related to the implementation of CTU Code. It was underscored that the CTU Code has no binding force over the cleanliness management of exterior part of loaded containers or of empty containers. Therefore there is

a need to develop a comprehensive ISPM to help NPPOs to address all issues related to sea containers, and to fill the blank space through surveillance by NPPOs.

- [50] The Secretary to the IPPC proposed that the first step should be to conduct surveys of empty containers. However participants thought that as empty and packed containers are not handled differently, it would be difficult to justify the proposed approach. The representative of the WSC noted that as mainly empties are controlled, logically the reported contamination is high in empty containers. Also, the role of the consignee for container cleanliness had hitherto not received sufficient attention. A blunt, non-risk based approach for the inspection of containers could not be supported by industry as it would be costly, spread finite government and industry resources too thinly and thus be ineffective.
- [51] The importance of the recognition of the operational constraints of NPPOs and industry to implement an ISPM if developed was underscored. A case of the collaboration between industry and NPPOs for the implementation of ISPM 38 was brought to the attention of participants by the NAPPO observer. The NAPPO held a joint workshop to discuss the major issues and develop a scheme for the implementation of the ISPM 38. In addition the NAPPO proposed a topic for the development of the Annex to the ISPM 38 where seeds are to be looked as a pathway and a systems approach to be developed. The same approach could be taken for sea containers.
- [52] The representative of the COA highlighted that there is no pest management practices for the industry to mitigate the risk. Educational materials are needed to facilitate the implementation and understanding of the CTU code.
- [53] The industry felt that the identification of risk tolerance levels could help with risk management. There was some discussion about the contribution to decreasing risks that could result from replacing of wooden floors by steel floors potentially to be achieved within a ten-year period.
- [54] Following discussion, it was mentioned that one of the possible ways to increase the uptake of the CTU code might be making it mandatory and that would carry consequences for all stakeholders. The IMO representative underscored that the CTU Code should be implemented by all member states involving collaboration with the different industries, though the CTU cleanliness is covered by the CTU Code, the Code may not resolve the pest risk related issues by itself as it was not primarily designed for that. It should also be taken into account that the issue to making CTU Code mandatory or not should be discussed and decided by the member states of IMO, UNECE and ILO.
- [55] The SCTF
- *Noted* the reports of contracting parties
 - *Agreed* to further discuss the issues raised under agenda item 10.

8. CTU Code and Industry Guidelines

8.1. IMO Update (CTU Code, Inspection Programmes, ACEP)

- [56] The representative of the International Maritime Organization (IMO), provided information on the IMO, the outcomes of the Maritime Safety Committee meeting (MSC 100) and the sixth session of the Subcommittee on Carriage of Cargoes and Containers (CCC -6).
- [57] The discussions held by the CCC - 6 on the revision of the Inspection programmes for cargo transport units carrying dangerous goods and inclusion of the CTU cleanliness among the selection criteria for inspection programmes were highlighted. The CCC - 6 has agreed to amend the inspection programme, in order to (1) clarify that the selection criteria should be applied equally to CTUs carrying all types of cargoes, rather than being specifically on those declared to be carrying dangerous goods; (2) adequately refer to the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code); and (3) cover the reports from non-governmental organizations. In terms of CTU cleanliness and pest control the CCC -6 thought that the development of regulatory requirements on pest control associated with the movement of containers and their cargoes should be based on a proper risk analysis and

approach. Safety of CTU and issues related to contamination/cleanliness and pest control were normally dealt with by different competent authorities; the existing inspection programme was developed based on mandatory requirements related to dangerous goods and therefore, it was not appropriate to cover any contamination/cleanliness and pest control in the inspection programme. However some member countries felt that the CTU code should be amended in order to cover contamination/cleanliness and pest control, as it could serve as guidance for possible joint inspections carried out by different competent authorities. The collection of information on cleanliness would assist with efforts to measure incidences of pest contamination of CTUs and their cargoes to complement the data collection by NPPOs and it would facilitate the identification of ways to manage pest risks associated with the movement of CTUs globally and develop a common risk-based approach for managing phytosanitary risks associated with containers and their cargoes. In this context, the Sub-Committee decided to establish a correspondence group to further consider contamination and pest control matters with regards to CTU inspections, taking into account the CTU Code. The correspondence group to report to the CCC -7.

- [58] The IMO representative thought that even though the proposed cleanliness questions have not been included in the inspection programmes yet, the cleanliness issues were well recognized by the IMO member states. The topic is still under discussion and could be further addressed through future collaboration. Furthermore, the possibility for a two-way data exchange through the inspection programmes was raised (e.g. FAO/IPPC Secretariat could submit container cleanliness inspection data through CTU inspection programmes).
- [59] A SCTF member questioned how data would be used if agreement on data exchange were to be reached. The IPPC Secretariat felt that this kind decision should be discussed by the IC with recommendations going to the CPM.
- [60] The COA representative highlighted that the IMO circular on inspection is very helpful, as it provides leverage for inspection procedures and a legal foundation, as well as it describes what could be inspected in detail. A low level of reporting on inspections might be due to unclarity on who reports. There is no information available on international level on trustworthy third parties who could perform inspections. Industry, noting the clear support for a risk-based approach to container cleanliness, thought that the CCC -6 deliberations were successful, even though some governments had expressed reservations about including cleanliness issues in the CTU inspection programs.
- [61] The SCTF:
- *Noted* the deliberations and decisions of the MSC 100 and CCC -6
 - *Agreed* further discuss the issues under agenda item 10.

8.2. Inclusion of the CTU Cleanliness Among the Selection Criteria for the CTU Inspection Programmes

- [62] The IPPC Secretariat recalled the steps and activities undertaken to support the inclusion of the CTU cleanliness among the selection criteria for the CTU inspection programmes. The FAO/IPPC Secretariat statement during the MSC -100 that proposed to include CTU cleanliness among the selection criteria for the container inspection programmes to be developed was noted. The statement at the MSC -100 resulted in the invitation to the FAO/IPPC Secretariat to submit the further proposal to the CCC-6. It was underscored that the decision of the CCC - 6 to discuss the issues within the framework of the correspondence group still provides opportunities to pursue the issue. However to be successful, the collaboration of the NPPOs with their national IMO counterparts is needed so that relevant views are expressed within the correspondence group, as well as support is gained when outcomes of the correspondence group discussions are submitted to the CCC -7 meeting. Any further proposal for the inclusion of the cleanliness in the inspection programmes should be technically sound and reflect not only the type of the information to be collected, but the procedures and processes for the inspection, recording and reporting.

[63] The SCTF:

- *Noted* the work of the IPPC Secretariat on the inclusion of the sea containers cleanliness among criteria for the CTU inspection programmes
- *Requested* the IPPC Secretariat to continue working with the IMO Secretariat and correspondence group to further advocate for the inclusion of cleanliness among the selection criteria for IMO inspection programmes and inform the SCTF on the outcomes
- *Requested* all SCTF meeting participants to *encourage* contracting parties and NPPOs to work with their IMO counterparts to advocate for the inclusion of cleanliness among the selection criteria for IMO inspection programmes

8.3. Discussion on the revision of Convention on Facilitation of International Maritime Traffic (FAL)

[64] The IPPC Secretariat informed the participants that IPPC Secretariat was approached through the FAO to participate in the revision of the Convention on Facilitation of International Maritime Traffic (FAL). The IPPC Secretariat has developed joint proposals for the amendment of the Section 6 of the Convention in collaboration with the OIE and Codex to be submitted to the correspondence group as a joint position from the three sisters. In addition the IPPC Secretariat identified sections of the Convention that could have been potentially amended and proposed some additional changes to reflect phytosanitary approaches. The SCTF and CPM Bureau were invited to submit comments for the revision. The participants thought that additional comments provided by the IPPC Secretariat were not relevant.

[65] The SCTF:

- *Agreed* that it would not be appropriate to introduce restrictive elements related to pest management in the IMO Trade Facilitation Convention and did not provide any related suggestions for its revision.

8.4. Proposals for the CTU Code Update

[66] The IPPC Secretariat and the representative of the WSC informed the participants on the decision of the United Nations Economic Commission for Europe (UNECE) supported by the IMO to review the CTU Code. The UNECE Secretariat plans to establish a new Group of Experts on the CTU Code to be tasked with considerations of the deficiencies of the Code and providing proposals for its update as appropriate. The next meeting of the relevant UNECE Working Party is to convene November 2019. The IPPC Secretariat contacted the UNECE Secretariat with the request to be involved in the updating of the CTU code through the possible membership/participation to the UNECE Group of Experts. A preliminary agreement is in place. If established, the Group of Expert would also look at the use/roll-out of the app to support the uptake of the CTU code. However due to the lack of financial resources the development of the app could be delayed. The industry is considering initiating the development of a simplified version of the app that could be then used as the basis for the more advanced version. It is envisaged that the app will have a section on prevention on pest contamination.

[67] The SCTF discussed different approaches on providing comments for the improvement of the CTU code. It was thought that pest risk associated issues could be consolidated in one section. The text of the whole CTU Code should be reviewed with the view of making responsibilities and relevant actions more clear and well described along the chain of custody of CTUs. The language of the proposed amendments should take into account the status of the revised CTU Code: mandatory vs. voluntary. The scope of the revision should result in a version of the CTU Code that could be used as an independent document for the management of pest risks.

[68] The SCTF:

- *Agreed* all members and observers as presented at the SCTF third meeting to provide their proposals for the CTU Code update through the SCTF eforum by 15 February 2020
- *The IPPC Secretariat* to consolidate comments and be ready when the CTU code is open for the revision.

8.4. Promotion of CTU Code Cleanliness Aspects to Shippers/Packers

[69] The representative of the Global Shippers Forum informed participants on the activities undertaken for the CTU code uptake. It was highlighted that the GSF and its industry partners recognize that future dissemination activities should focus on targeting specific sectors with selected advice on particular topics in order to aid comprehension and adoption of advice. The GSF is participating in activities in collaboration with industry partners to develop new and collateral materials that can be used to reach, in particular entities responsible for the packing of cargo in sea containers, to help them improve their adoption of higher standards of packing and container cleanliness. Considerations are given to the development of online training and briefing material, and the development of mobile phone apps that provide easy reference to the CTU Code's advice and guidance. The GSF recognises that the CTU Code's guidance on avoidance of pest contamination should be expanded and strengthened in the course of the next revision cycle. The most significant challenge for future dissemination programs will be ensuring the advice and material developed reaches the many small and medium sized entities that are responsible for the packing of sea containers.

[70] The SCTF *noted* the update.

8.6. Industry Engagement on Joint Guidelines

[71] The Representatives of the WSC and COA reported that the uptake of the CTU code is lacking and there is a continuing need for awareness raising and training. The industry faces challenges with the involvement of all stakeholders, including governments that in many cases are felt by industry not to have actively promoted the CTU Code. The recent meeting of the industry has identified pest management issues among the priorities. To increase the uptake of the CTU code the industry is considering to develop different instruments such as a shorter version of the Code, mobile phone app, pocket version and a check list for shippers and packers.

[72] The SCTF:

- *Noted* the update
- *Requested* the WSC and COA to share the check list with the SCTF once ready.

9. Training, Education, Communication and Outreach

9.1 SCTF Communication Plan (events calendar, list of relevant materials)

[73] The SCTF reviewed the draft SCTF communication plan. It was thought that communication is essential for the proper implementation along with the good understanding of challenges and gaps. The focus on communication and outreach is the starting point for the implementation. All stakeholders along supply chains should be reached so that the reason and purpose of the measures applied could be easily understood. The group identified additional stakeholders to be targeted. It was highlighted that the draft communication plan is missing the purpose and that specific messages should be tailored to the different targeted audiences.

[74] A question was raised whether the WBG and donors in general could condition their loans to different entities to require compliance with the CTU Code including sea containers cleanliness. The representative of the WBG thought that the approach is feasible but will depend on the circumstances.

[75] The Chair proposed "Change is coming" as one of the messages to signal that the IC and CPM are about to make decisions that would call for actions. In that regards "Why now?" message is also relevant. It was highlighted that the messages should carry positive connotation and inform the audience that pests are issues not only when agricultural consignments are moved - "Not only agriculture".

[76] The government to industry communication channel was thought to be of outmost importance. The IMO and WCO meetings should be used to raise awareness through the delivery of presentations and informative packages.

[77] The SCTF:

- *Agreed* on the communication plan as reflected in APPENDIX 6 of this report
- *Encouraged* the IPPC Secretariat to use the IMO, WCO and other international meetings as venues to communicate the importance of sea containers cleanliness issues.

9.2 Training/Education Modules/App development

[78] The Chair informed participants that decisions on funds availability to support the SCTF activities to be made in a one- month time.

[79] The SCTF *noted* information.

10. CPM Recommendation R-06 on Sea Containers – proposals for updating touch points?

[80] The IPPC Secretariat recalled that the group had initially planned to propose the content of the IPPC Best Practice Guidelines for the improvement of the CPM recommendation on Sea Containers. Later it was decided to issue the Best practices and an associated one page leaflet, as independent documents. The update of the CPM Recommendation could be considered at a later stage, as part of the SCTF recommendations to the IC and/or once the outcomes of the CTU code revision is known.

[81] The SCTF discussed “ The IPPC Sea Container Supply Chains and Cleanliness: An IPPC Best practice Guidance on Measures to Minimize Pest Contamination” and the related one page leaflet. The participants agreed that references to seals as they were proposed would create a wrong impression that if a seal is affixed then the container is clean. Therefore it was agreed to delete references to seals (except for one place that notes that pursuant to the CTU Code all containers in international traffic should be sealed). It was also agreed that the document should refer to “contamination” instead of “recontamination”.

[82] The SCTF:

- *Agreed* on the guidance document entitled “The IPPC Sea Container Supply Chains and Cleanliness: An IPPC Best practice Guidance on Measures to Minimize Pest Contamination” as presented in APPENDIX 7 of the report
- *Agreed* on a leaflet entitled “ Reducing the Spread of Invasive Pests by Sea Containers” in APPENDIX 8 of the report
- *Agreed* the guidance document entitled “The IPPC Sea Container Supply Chains and Cleanliness: An IPPC Best practice Guidance on Measures to Minimize Pest Contamination” and the relevant leaflet to be presented to the IC for approval and processed through the FAO Publication Workflow System (PWS).

Discussion on Purpose and Future Actions:

[83] Given that only one year of work remains for the SCTF, the Chair invited participants to discuss needs, challenges and proposals for future actions of the SCTF. Needs and challenges to be identified so that some consensus can be reached to facilitate identification of relevant actions/ future steps.

[84] It was highlighted that monitoring/recognition of compliance could operate in different ways and that what matters is the outcome. Monitoring/recognition of compliance should be in place and it should then be up to NPPOs to recognize and address non-compliance. The participants though that social

responsibility programmes could include commitments to undertake measures that would help ensure cleanliness.

- [85] A proposal was made to consider whether the CTU code should be mandatory and whether the IPPC Secretariat should become one of the co-sponsors. The IPPC Secretariat highlighted that the proposal calls for complex procedures to be explored. IC and CPM agreement would be needed to initiate the process.
- [86] The group thought that there is not enough evidence to differentiate between risks associated with empty vs. packed containers. The need for a better risk-management approach by border agencies and cooperation and coordination between customs and SPS agencies was also acknowledged.
- [87] The Chair underscored that governments and the IPPC community as a whole could not be successful if inflexible systems are imposed. Experience shows that successful systems are often those that are developed by industry and audited by governments. Several different approaches could be applied to manage pest risks associated with sea containers. One key challenge is that there is no comprehensive, real-time tracking of the movement and origin of sea containers at the global level. Although some localized or focused systematic approaches are in place, there is a need for analyses of all existing tools. Commonalities to be identified for MBSB programme, AEO, quality systems, NASCI, Italian industry, sea containers hygiene system and finally the earlier draft ISPM (that described an audit-based system).
- [88] The representative of RPPOs raised a concern on how NPPOs could be confident that, even if the CTU Code became mandatory, how well would it be implemented by stakeholders? Would mandatory mean that it is linked to the legislation? The industry thought that if the CTU Code were to become mandatory, then NPPOs should have procedures/processes in place to check/inspect actions undertaken along the chain. They felt that industry cannot be responsible for enforcement. The representatives of NPPOs thought that if there is no trust in the system by the industry then they would not be in position to trust it themselves.
- [89] The representative of the GSF stated that they do not have any position on the CTU Code becoming mandatory. However if decided, then the language of the Code would have to be changed.
- [90] The representative of Australia recalled concerns of industry with regard to the earlier draft ISPM on Minimizing pest movement by sea containers (2008-001), putting all responsibilities on shipping companies, and queried whether the industry - if that was addressed - would be willing to revisit their position on an amended draft ISPM.
- [91] The representative of the US highlighted that there are differences between issues dealt by ISPM 15 and challenges faced with sea containers. If the wood packaging material is treated there is a very low chance for it to be re-contaminated, while that it is not the case for sea containers. All players of the chain of custody should be brought to the table. For that awareness raising activities and outreach programmes would need to be launched and big importers to be brought to the table.
- [92] Australia and New Zealand presented their systems in place to manage the pest risks associated with the movement of sea containers including pest risk-driven approaches. Those were thought efficient and being examples of good practices by some participants. Canada outlined some of the activities underway or planned to increase awareness and collaboration among Canadian government departments/agencies, collect data and monitor container cleanliness; however, Canada does not have an established system for sea container cleanliness evaluation.
- [93] The IPPC Secretariat presented the Beyond Compliance Tools to be possibly used to map sea containers chains. Participants thought that the tools were useful when managing a pest, while with sea containers, the aim is to identify an acceptable risk level for all pests. In addition the tools do not allow to evaluate the efficiency of measures. The tool was not thought to be so relevant for sea containers.
- [94] The SCTF members agreed that understanding of the responsibilities along the chain is the key to developing effective mechanisms to address cleanliness. The challenge with conveyances is that there is no way to track all stakeholders involved (especially packers) and therefore full accountability or

custodianship is missing. Industry was invited to propose their approach to manage the risk. In addition, questions were raised on the cost of containers inspections for industry.

[95] The SCTF agreed that holding a workshop to identify and describe the roles and responsibilities of all the parties and different stakeholders will be beneficial. Participants should include large retailers, and importers and exporters, so that small packers are reached out to via them as there are not organised associations of packers. Government representatives should also participate. A possibility to hold two workshops - one for NPPOs another for industry to be examined. February 2020 was identified as the tentative timing for the workshop with a location in or around Washington DC. The workshop should also identify ways to reduce the risk of pest contamination of containers and their cargoes. For that to materialize participants should come with feasible and workable and realistic proposals.

[96] The possibility to hold a pre - CPM session on sea containers was also discussed.

[97] The SCTF thought that several materials could be hosted on the IPP. The IPPC Secretariat could then monitor statistics on the use of the IPP sea containers page. The IPPC Secretariat and the observer from NAPPO, who is also the IC Lead for the IC Team for Guides and training materials, thought that the inclusion of the SCTF page in the Implementation & Capacity Development landing Page could raise awareness and help to reach stakeholders.

[98] The representative of China thought that minimizing the pest risk associated with sea containers is in the public interest. The reduction of operational costs through a harmonized approach would be beneficial for industry. If the IPPC community gave up on sea containers cleanliness only for purposes of the reduction of the cost for individual enterprises, it would result in paying global environmental costs and preventing to reach the objective of protecting agriculture and natural resource. The representative thought that the development of an ISPM on sea containers is an absolute need and proposed a suggested framework of the ISPM with four main elements:

- What is a clean container; containers should be clean before exporting whether loaded containers or repositioning containers
- IPPC encourages NPPOs of import countries to conduct inspection on sea containers on border
- IPPC best practice guidance on measures of minimizing pest contamination upon sea containers. IPPC encourages NPPOs of export countries to conduct supervise on the measures.
- Shipping companies take the chief responsibility as a bridge between the NPPO and other parties of sea containers logistical chain which include terminals, depots, packers, and consignees.

[99] However, the SCTF agreed that it was not within their remit to make recommendations on the development of an ISPM on Sea Containers and its possible content and that is the IC, SC and CPM who could consider relevant proposals.

[100] A potential regional pilot on audit systems was proposed. The representative of Australia thought that Regional discussions seem to be feasible. A pilot for the Pacific region would harmonize import requirements for the Pacific islands. Then the resulting analysis could be used by other countries.

[101] With regard to the AEO the SCTF noted that adding agricultural requirements to the AEO is being discussed by several member countries. The US customs already apply that approach. However, some participants thought that if an NPPO is involved in the validation of the AEOs and if the criteria are mutually recognized, only then could the AEOs could be recognised. The important issue to remember is that the risk associated with the consignments/ convenience is different for each country. A single border approach is a complex issue due to diverse nature of risks managed by customs and SPS agencies. It is not clear how SPS non-compliance would be managed if there was customs compliance as this might complicate the approach. The industry representatives advocated for the greatest collaboration and coordination between all border agencies, and for avoiding duplicative and redundant approval,

inspection, compliance and enforcement systems, stressing that any approach to minimizing pest contamination should be risk based and driven by data.

[102] With regard to the WCO Data Model, the SCTF agreed to explore the possibility to include additional fields into the import customs declaration to be later reflected in the relevant WCO Data Model once agreed by the SCTF.

[103] The SCTF reviewed their tasks assigned in their Terms of Reference:

- Measuring the impact of the CTU code - the SCTF thought that the SCTF will not be able to measure the uptake of the CTU code due to the lack of relevant data. Even though data is collected by several NPPOs, that might not be statistically valid due to the small amount of data collected and not having an opportunity to compare results with the baseline data. The representative for New Zealand thought that a five-year period to measure uptake of the CTU Code was ambitious. The industry data on the uptake of the CTU Code is essential. The industry thought that the inclusion of the cleanliness criteria into CTU inspection programmes could assist to measure uptake.
- Increasing awareness of pest risks of sea container - the SCTF acknowledged the IPPC Secretariat's work with IMO, UNECE and WCO, NAPPO panel discussion on sea containers during their annual 2019 meeting, CPM -14 (2019) side session on sea containers that was attended by more than 100 participants, development and dissemination of the SCTF leaflet on sea containers cleanliness and Survey Guidelines for NPPOs. Future activities include a planned regional/international workshop for sea containers, a pre-CPM session, presentations during IMO and WCO meetings, publishing the IPPC best practices for sea containers.
- Providing information on pest risks of sea containers and their management - to be done by the fourth SCTF meeting as the final output of the SCTF work
- Coordinating with contracting parties, regional plant protection organizations (RPPOs), industry and other international organizations - the SCTF thought that the task is well on track with the activities such as CPM -14 (2019) side session, collaboration with NASCI, activities undertaken by NAPPO, and others as mentioned above.
- Establishing a mechanism for contracting parties to report to Commission on Phytosanitary Measures (CPM) on their progress and achievements - It was thought to introduce sea containers related issues as a standing item on the CPM agenda.
- Providing advice on how the Cargo Transport Unit (CTU) code or any other instrument could be updated - the SCTF recalled the IPPC Secretariat's activities related to the revision of FAL, providing input to the inclusion of the cleanliness among criteria for CTU inspection programmes and future CTU Code revision.

[104] The SCTF:

- *Concluded* with regard to the uptake of the CTU code that:
 - Sea containers surveys are not proceeding as expected
 - CTU Code uptake seems to be limited
 - Work with the IMO to be continued with regard of the CTU Code revision and other related issues, including CTU inspection programs
 - CPs to respond to relevant surveys
 - The final conclusion on the success should be made during the next meeting.

- *Agreed* to hold a regional/international sea containers workshop in 6 months for NPPOs and industry with the involvement of NASCI
- *Requested* the Bureau representative to explore the feasibility of pre CPM -15 session on sea containers during the upcoming Bureau meeting
- *Requested* the Bureau representative to propose to the Bureau October meeting to add sea containers related issues as a standing agenda item for future CPMs
- *Requested* the CPM Bureau representative and IPPC Secretariat to investigate the issues related to the potential co-sponsoring of the CTU Code, its revision and exchange of the cleanliness data with IMO
- *Identified* the needs and challenges related to the international movement of sea containers as reflected in the APPENDIX 9 of this report

11. Development of the IPPC SCTF Work Plan for 2019 – 2020

[105] The SCTF reviewed their 2018 -2019 work plan.

[106] The SCTF:

- *Agreed* and recommended the SCTF 2019 - 2020 work plan to the IC, as presented in the APPENDIX 10 of the report.

12. IPPC SCTF Multi -Year Action Plan

[107] The SCTF thought that as there is only one year left, that it was no longer appropriate to review and update the SCTF Multi -Year Action Plan.

13. Any Other Business

[108] None.

14. Date and Venue of the Next Meeting

[109] The SCTF agreed to hold the next meeting on 30 November - 4 December 2020 to ensure a wide attendance of participants and allow sufficient time for the preparation of final recommendation for the IC.

[110] The NAPPO and China expressed willingness to host the next meeting. The WBG also offered to host the meeting in Washington. However the SCTF thought that as the pest risks associated with the movement of sea containers and their cargoes is a global issue, and SCTF meetings were already held in China and US the next meeting to convene in Europe thus ensuring the best possible wide coverage and involvement of FAO regions.

[111] The SCTF:

- *Requested* the IPPC Secretariat to contact EPPO to explore opportunities to hold the meeting at the EPPO premises. If agreement is not reached then to convene the next meeting in FAO HQ, Rome

15. Review and Adoption of the Report

[112] The draft report to be circulated by the IPPC Secretariat. The SCTF to provide comments by 28 October 2019.

16. Close of the Meeting

[113] The Chair closed the meeting.

APPENDIX 01: Agenda

Agenda Item		Document No.	Presenter
8:30-09:00, Monday 6th November - Registration of the Participants			
1.	Opening of the Meeting		
1.1	Opening Remarks from the Secretariat of International Plant Protection Convention (IPPC)		Jingyuan XIA, IPPC Secretariat
1.2	Welcome Address from the hosts		TBD
2.	Meeting Arrangements		
2.1	Introduction of the Participants		Participants
2.2	Election of the Chairperson		Jingyuan XIA, IPPC Secretariat
2.3	Election of the Rapporteur		Chairperson
2.4	Adoption of the Agenda	01_SCTF_2019_Sep	Chairperson
3.	Administrative Matters		
3.1	Documents List	02_SCTF_2019_Sep	Chairperson
3.2	Updated Participants List	03_SCTF_2019_Sep	Chairperson
3.3	Local Logistical Information and Arrangements	04_SCTF_2019_Sep	Local Organizer
4.	Update on the Status of the SCTF	2019-03 CPM Bureau Report CPM-14 Report	Greg WOLFF, CPM Bureau Member for North America
5.	Outcomes of CPM 14 (2019) and IC Meetings (November 2018 & May 2019)	CPM-14 Report 2018-11 IC Report 2019-05 IC Report	Greg WOLFF, CPM Bureau Member for North America Mamoun ALBAKRI, IC Lead for the SCTF
6.	Update on the 2019 Action Items	12_SCTF_2019_Sep	Ketevan LOMSADZE, IPPC Secretariat ALL PARTICIPANTS
6.1	AEO and IPPC requirements	TBP	Wendy BELTZ, USA

		Presentation: WCO Safe Framework of Standards AEO Requirements Sea Containers Cleanliness	Özlem SOYSANLI, WCO
6.2	Donor Agency Support Pilot	Oral update	Shane SELA, WB
6.3	Information and Data Collection: <ul style="list-style-type: none"> - Draft Analysis Report of the Sea Containers Questionnaire - Analysis of Existing Survey Data - Industry Survey of Contaminated Containers 	06_SCTF_2019_Sep_20 19 Oral update Oral update	Mamoun ALBAKRI, IC Lead for the SCTF Ketevan LOMSADZE, IPPC Secretariat Rama KARRI AUSTRALIA Uffe ERNST-FREDERIKSEN, COA
6.4	Use of the WCO Data Models to Facilitate Tracking of Information Related to the Cleanliness of Sea Containers	TBP Presentation: WCO Safe Framework of Standards AEO Requirements Sea Containers Cleanliness	Sina WAGHORN, RPPOs Özlem SOYSANLI, WCO
7.	Updates by Countries		
7.1	Status Report on Sea Containers Cleanliness by Kenya	Presentation: Status Report on Sea Containers Cleanliness by Kenya	Frederick MAKATHIMA, KENYA

7.2	Case Studies on Sea Containers Cleanliness	<p>Presentation: New Zealand's Sea Container Standard - Regulating an emerging high priority risk species</p> <p>TBP</p> <p>11_SCTF_2019_Sep_Rev</p>	<p>Sina WAGHORN, RPPOs</p> <p>Wendy BELTZ, USA</p> <p>Guanghao GU, CHINA</p> <p>ALL PARTICIPANTS</p>
8.	CTU Code and Industry Guidelines		
8.1	IMO Update (CTU Code, Inspection Programmes, ACEP)	Oral update	Bingbing SONG, IMO
8.2	Inclusion of the CTU Cleanliness Among the Selection Criteria for the CTU Inspection Programmes	<p>FAO/IPPC Statement on the Inclusion of CTU Cleanliness among the Selection Criteria for the Container Inspection Programmes (MSC 100)</p> <p>FAO/IPPC proposal for inclusion of Cleanliness among the items to check in Inspection Programmes for CTUs (CCC 6)</p> <p>Revision of the inspection programmes for cargo transport units carrying dangerous goods (msc.1/circ.1442, as amended by msc.1/circ.1521) - New Zealand and ICHCA (CCC 6)</p> <p>Comments on FAO/IPPC proposal for inclusion of Cleanliness among the items to check in inspection programmes for CTUs - Submitted by ICS, BIMCO, ICHCA, IICL and WSC (CCC 6)</p> <p>13_SCTF_2019_Sep</p>	<p>Ketevan LOMSADZE, IPPC Secretariat</p> <p>Bingbing SONG, IMO</p> <p>Lars KJAER, WSC</p>

8.3	Discussion on the revision of Convention on Facilitation of International Maritime Traffic (FAL)	FAL Convention FAL Convention with comments 14_SCTF_2019_Sep	Ketevan LOMSADZE, IPPC Secretariat ALL PARTICIPANTS
8.4	Proposals for the CTU Code Update	Oral	ALL PARTICIPANTS
8.5	Promotion of CTU Code Cleanliness Aspects to Shippers/Packers	09_SCTF_2019_Sep 10_SCTF_2019_Sep	Jennifer HEDRICK, GSF
8.6	Industry Engagement on Joint Guidelines	Oral update	Lars KJAER, WSC Uffe ERNST-FREDERIKSEN, COA
9	Training, Education, Communication and Outreach		
9.1	SCTF Communication Plan (events calendar, list of relevant materials)	05_SCTF_2019_Sep	Wendy BELTZ, USA
9.2	Training/Education Modules/App development	Oral update	Greg WOLFF, CPM Bureau Member for North America
10.	CPM Recommendation R-06 on Sea Containers – proposals for updating touch points? Sea Container Supply Chains and Cleanliness: An IPPC Best Practice Guidance on Measures to Minimize Pest Contamination Phytosanitary measures to be applied along sea containers supply chains	CPM 11 Recommendation R-06: Sea containers 07_SCTF_2019_Sep 08_SCTF_2019_Sep	Ketevan LOMSADZE, IPPC Secretariat Lars KJAER, WSC ALL PARTICIPANTS ALL PARTICIPANTS
11.	Development of the IPPC SCTF Work Plan for 2019 - 2020		ALL PARTICIPANTS
12.	IPPC SCTF Multi -Year Action Plan	Sea Container Task Force (SCTF) multiyear plan	ALL PARTICIPANTS
14.	Any Other Business		ALL PARTICIPANTS

15.	Date and Venue of the Next Meeting		Chairperson
16.	Review and Adoption of the Report		Chairperson
17.	Close of the Meeting		Chairperson

APPENDIX 02: Documents List

DOCUMENT NO.	AGENDA ITEM	DOCUMENT TITLE	DATE POSTED / DISTRIBUTED
01_SCTF_2019_Sep	2.4	Draft Agenda	2019-07-11 2019-09-12 2019-09-16 2019-09-17 2019-09-18 2019-09-19 2019-09-23
02_SCTF_2019_Sep	3.1	Documents list	2019-09-17 2019-09-18 2019-09-19 2019-09-23 2019-09-24
03_SCTF_2019_Sep	3.2	Updated Participants list	2019-09-12
04_SCTF_2019_Sep	3.3	Local information	2019-09-12
05_SCTF_2019_Sep	9.1	Communication plan	2019-09-12
06_SCTF_2019_Sep	6.3	Draft Analysis Report of the Sea Containers Questionnaire	2019-09-12
07_SCTF_2019_Sep	10	IPPC Best Practice Guidance on Measures to Minimize Pest Contamination	2019-09-12
08_SCTF_2019_Sep	10	USDA Sea Container Pest Reduction	2019-09-12
09_SCTF_2019_Sep	8.5	Promotion of CTU Code Cleanliness Aspects to Shippers/Packers	2019-09-12
10_SCTF_2019_Sep	8.5	GSF Working with Containers package summary	2019-09-12
11_SCTF_2019_Sep_Rev	7.2	Case Studies on Sea Containers Cleanliness in China	2019-09-17 2019-09-23
12_SCTF_2019_Sep	6	SCTF 2019 Work Plan	2019-09-19

DOCUMENT NO.	AGENDA ITEM	DOCUMENT TITLE	DATE POSTED / DISTRIBUTED
13_SCTF_2019_Sep	8.2	Inclusion of the CTU Cleanliness Among the Selection Criteria for the CTU Inspection Programmes	2019-09-19
14_SCTF_2019_Sep	8.3	Discussion on the revision of Convention on Facilitation of International Maritime Traffic (FAL)	2019-09-19
15_SCTF_2019_Sep	5	IC 4th meeting May 2019 outcomes for SCTF meeting	2019-09-24
Presentations			
AEO and IPPC requirements	6.1	Presentation: WCO Safe Framework of Standards AEO Requirements Sea Containers Cleanliness	2019-09-12
Status Report on Sea Containers Cleanliness by Kenya	7.1	Presentation: Status Report on Sea Containers Cleanliness by Kenya	2019-09-13
Use of the WCO Data Models to Facilitate Tracking of Information Related to the Cleanliness of Sea Containers	6.4	Presentation: Use of the WCO Data Models to Facilitate Tracking of Information Related to the Cleanliness of Sea Containers	2019-09-18
Case Studies on Sea Containers Cleanliness	7.2	Presentation: New Zealand's Sea Container Standard - Regulating an emerging high priority risk species	2019-09-19
Additional documents			
Discussion on the revision of Convention on Facilitation of International Maritime Traffic (FAL)	8.3	FAL Convention with Comments	2019-09-19
Discussion on the revision of Convention on Facilitation of International Maritime Traffic (FAL)	8.3	FAL Convention	2019-09-19

DOCUMENT NO.	AGENDA ITEM	DOCUMENT TITLE	DATE POSTED / DISTRIBUTED
Inclusion of the CTU Cleanliness Among the Selection Criteria for the CTU Inspection Programmes	8.2	Comments on FAO/IPPC proposal for inclusion of Cleanliness among the items to check in inspection programmes for CTUs - Submitted by ICS, BIMCO, ICHCA, IICL and WSC (CCC 6)	2019-09-19
Inclusion of the CTU Cleanliness Among the Selection Criteria for the CTU Inspection Programmes	8.2	Revision of the inspection programmes for cargo transport units carrying dangerous goods (msc.1/circ.1442, as amended by msc.1/circ.1521) - New Zealand and ICHCA (CCC 6)	2019-09-19
Inclusion of the CTU Cleanliness Among the Selection Criteria for the CTU Inspection Programmes	8.2	FAO/IPPC proposal for inclusion of Cleanliness among the items to check in Inspection Programmes for CTUs (CCC 6)	2019-09-19
Inclusion of the CTU Cleanliness Among the Selection Criteria for the CTU Inspection Programmes	8.2	FAO/IPPC Statement on the Inclusion of CTU Cleanliness among the Selection Criteria for the Container Inspection Programmes for MSC 100	2019-09-19
IPP LINKS:			Agenda item
2019-03 CPM Bureau Report			4
CPM-14 Report			4
2018-11 IC Report			5
2019-05 IC Report			5
CPM 11 Recommendation R-06: Sea containers			10
Sea Container Task Force (SCTF) multiyear plan			12

APPENDIX 03: Participants list

Region/ Role	Name, mailing, address, telephone	Email address
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APPENDIX 04: 2018 Work Plan - Completed Actions

Action Item	Detail	Expected outcome	Action Party	When	Status/Agenda item
ToR & RoP	The SCTF ToR and RoP proposal to the IC for approval Approval of IC of revised ToR and RoP	The IC approve the SCTF ToR and RoP	Mamoun Albakri (IC lead) IPPC Secretariat	November 2018	Completed
Agreement for Industry Survey	Intercepted contaminated containers will be either returned to source of origin or cleaned in a suitable certified container depot		Mr. Jason Sheng (COA)	April 2019	Industry is not in position to undertake an industry survey as committed to earlier.
IICL Cleaning Guidelines	To report on Progress on inclusion of Joint Industry Guidelines		Mr. Mike Downes SCTF coordinator	By the end of 2018	The SCTF proposal to include phytosanitary related issues in the next revision of the Cleaning Guidelines had been communicated to the Institute of International Container Lessors (IICL). Once Guidelines are open for revision relevant changes may be applied.
Questionnaire revision & approval	The SCTF to provide the questionnaire to the IC for approval		Mamoun Albakri (IC Lead), IPPC Secretariat	November 2018	Completed
Survey and Inspection Guidelines and Questionnaire distribution	Send out survey & questionnaire		IPPC Secretariat Mr. Rama Karri (Australia) Mr. Mamoun Albakri (IC Lead)	Feb. 2019	Completed
World Bank pilot project on implementing the cleanliness and inspection guidelines	To support one or two of the 40-50 countries receiving technical assistance under the WBG Trade Facilitation Support Programme (TFSP) in this matter		Ms. Theresa MORRISSEY (World Bank)	Initiation by April 2019	In progress
Call for existing survey data	Pre-existing survey data		IPPC Secretariat	2019	Completed, to be followed up in 2020

Promotion of CTU code Cleanliness aspects to shippers/packers	Details to be introduced		Travis John BROOKS-GARRETT (GSF)	Initiation April 2019	In progress
Training/education modules/App development			IPPC Secretariat SCTF Chairman	December 2018	Subject to the funds availability
Events calendar	List of forthcoming and attended events		Wendy Beltz (APHIS USA) Secretariat	Ongoing	In progress
Communication plan	Looking for a communication expert to help in setting up a communication plan		Wendy Beltz (APHIS USA)	April 2019	Completed
Communication plan	Compile communication plan		Wendy Beltz (APHIS USA)	Draft to be ready by April 2019	Completed
Relevant publications: sea container cleanliness articles, any relevant publications, materials	Compile list Where it will be published? In IPPP I guess		Wendy Beltz (APHIS USA) All SCTF participants	November 2018 – October 2019	In progress
Generic SCTF presentations to target different stakeholders	Input for slide deck etc		Mike Downes (SCTF coordinator) All SCTF participants	By December 2018 for Mr Mike on going for SCTF participants	Completed
IMO DG inspection regime to be linked to the 2.1 of complementary action plan	SCTF duties		IPPC Secretariat to investigate Lars Kjaer (WSC)	By December 2018	In progress
UNECE CTU Code App	SCTF duties		Lars Kjaer (WSC)	By November 2018	In progress
IPPC supply chain best practice	Possible IMO Circular		IPPC Secretariat, Gregory WOLFF (CPM Bureau Member) Lars KJAER (WSC)	Draft to be ready by December 2018 (e-Decision by SCTF once ready)	Completed
Case studies based on the Objective and target audience (including NPPO-industry collaboration, SC hygiene system, Italian tile case)			SCTF Participants of NZ , US, Australia, China	October 2019	In progress

How AEO status could contribute to the management of pest risks associated with sea containers	SCTF meeting paper		SCTF rep. of WB, WSC, USA	October 2019	In progress
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APPENDIX 05: Results of the Sea Containers Questionnaire on Monitoring of Sea Container Cleanliness



Food and Agriculture
Organization of the
United Nations



International
Plant Protection
Convention

FINDINGS FROM THE 2019 SEA CONTAINER SURVEY ON MONITORING OF SEA CONTAINER CLEANLINESS

**A survey for the IPPC Sea Container Task Force
15 March – 16 August 2019**

Report version: September 2019

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Executive summary

Invasive pests travel around the globe in and on the agricultural and forestry products we trade. They also catch a ride on and in the millions of rail wagons, trailers and sea cargo containers that crisscross our oceans and continents on trains, trucks and ships.

The Sea Containers Task Force (SCTF) was established to support the implementation of the Sea Container Complementary Action Plan (SCCAP) to reduce the pest risks associated with the movement of sea containers endorsed by CPM-12. The SCTF initiated a survey among national plant protection organisations (NPPOs) to assess their current level of monitoring of sea containers and its outcomes, their implementation of existing guidelines and to gauge which data are being recorded and would be available for assessment by the SCTF.

A questionnaire was developed and implemented as an online-only survey using the World Bank's Survey Solutions software. All 183 contracting parties to the IPPC plus 40 local contacts and information points of non-contracting parties were sent an email invitation which included a link to the online questionnaire. The invitations were sent out between 18-20 March 2019 and the survey closed 16 August.

Despite monthly reminders and a request to the CPM Bureau to advocate participation among contracting parties, participation was low, with only 36% of contracting parties (n=66) fully or partially completing the questionnaire (2 non contracting parties also participated – see the section on Questionnaire design, survey implementation and response for further details). Reasons for this high non-response are not known, but an email has been sent to non-participating NPPOs in which they were asked why they had not taken part. The response to this email will be included in the final version of this report.

The low response means that the results of the survey are unlikely to reflect overall NPPO perceptions and activities related to sea containers and their cargo, and they should therefore be interpreted with care.

Participation per region varied, with highest participation in North America (2 out of 2 countries), and lowest in the Near East (only 20% of all Near East contracting parties participated). In absolute numbers, most responses came from African countries (22), followed by European participants (14), and these regions therefore have a larger impact on the overall results presented in this report. Due to the low number of observations, results per region are not presented separately (as these would be based on very few observations for some regions).

Survey results

The main results of the survey are discussed below and presented in Table 1 at the bottom of the Executive summary.

Almost all responding NPPOs perceive containers and their cargo as a risk, but for around a quarter (18 out of 68 countries) this is only the case when the containers are carrying regulated articles. Only three countries did not consider them a risk, but two of these motivated their answer by saying they were landlocked and therefore did not receive sea containers directly. This may indicate a need to raise awareness among landlocked countries and add clarification in future questionnaires, as sea containers entering a country indirectly can still carry a risk.

Close to half of all responding NPPOs (32 out of 68 countries) said they have regulations in place that allow them to deal with the risk of sea containers and their cargo. In all likelihood this is an underestimate as some countries seem to have misunderstood the question as only referring to having regulations specifically relating to containers, rather than any regulations that allow them to inspect containers and act upon found pests.

Of the 66 NPPOs that responded to this question 54 said they inspect containers and their cargo, mostly in targeted inspections (n=32), but also as part of inspections not directly targeting containers (n=22). Most commonly NPPOs that inspect containers do so following official national procedures or guidelines (30 of the 46 countries that inspected containers). Existing industry guidelines such as the

CTU Code and the Joint Industry Container Cleanliness Guidelines were each mentioned by only one respondent. The inspections predominantly took place in the port of (un)loading, or in a container depot or (un)packing location.

Measures were taken or authorised if risks on imported containers or their cargo were found said 51 of the 62 countries that answered this question, while 43 NPPOs said to do the same with ready-to-export containers. Of the eight countries that said not to take measures, some indicated they saw no risk, and one country indicated there was no provision for this within their legislation. The most common measure for imported containers is rejection, but cleaning and/or treating containers was also a commonly selected answer. Cleaning and/or treating containers is the most common measure for ready-to-export containers, with equal numbers indicating they would do this with and without unpacking containers first (most do both).

Pests, organisms or other contamination were encountered by almost three quarters of the NPPOs that answered this question (46 out of 61 countries that answered this question). The remaining 16 NPPOs said they had not encountered anything or did not inspect containers. The most commonly selected pre-listed answer options – those selected by at least half the responding NPPOs – were:

- Insects (beetles, flies, etc) – selected by 39 countries¹
- Soil – selected by 36 countries
- Plants/plant products/plant debris – selected by 31 countries
- Seeds – selected by 30 countries

All but four of the 43 countries that had found pests on containers and that answered this follow-up question said these included quarantine (32 countries) and non-quarantine pests (35 countries), and 28 NPPOs indicated both. A full list of these pests is included in the annexes. There is not a lot of overlap in the indicated pests, and no quarantine pest was entered by more than three respondents; for non-quarantine pests, this was four respondents. Most pests were found alive or both dead and alive. Almost no-one indicated only to have found dead examples of the pests.

Of the 58 NPPOs that responded to this question, 36 said they did not have an information management system in which information about containers and their cargo was stored. Those countries with a system most commonly enter data about presence of pests (n=18) and the type of contamination (n=17). Contamination location is also entered by more than half the countries with a system (n=14), but the level of contamination (e.g., high/low) is less commonly stored (n=9), and only a minority (n=5) store information about absence of contamination, indicating that structural data keeping necessary to determine the proportion of containers that harbour pests is uncommon. Most countries with an information management system said they were willing to share this information with the SCTF (17 countries).

Table 1 Summary of main results

Questions	# countries
Are containers and their cargo seen as a risk for spreading pests?	68
Yes, regardless of the type of cargo	47
Yes, but only if carrying regulated articles	18
No	3
Are regulations in place to deal with the risk of containers and cargo?	68
Yes	32
Future plans	15
No	21
Are there inspections of containers and cargo?	66
Yes, focussed specifically on containers and their cargo	32

¹ In the questionnaire this answer option was included near the bottom of the pre-listed answers and phrased as "Other insects (including beetles, flies, etc.)". Ants, moths, wasps and bees were included in other pre-listed answer options and therefore are not included in this answer.

Yes, but not as separate inspections focussed on containers	22
No	17
Are measures taken if risks on containers and cargo are discovered?	62
Yes, on imported containers	51
Yes, on ready-to-export containers	43
No	8
Are pests, other organisms or contamination found on containers and cargo?	61
Yes, including quarantine pests	32
Yes, including non-quarantine pests	35
No, not found or containers and cargo not inspected	16
Is there an information management system for container-related information?	58
No	36
Yes (to varying degrees)	22

Introduction

Invasive pests travel around the globe in and on the agricultural and forestry products we trade. They also catch a ride on and in the millions of rail wagons, trailers and sea cargo containers that crisscross our oceans and continents on trains, trucks and ships. Once introduced, pests are very difficult and expensive to control or eradicate. They can severely damage agricultural production, affect property values, and reduce water availability and quality. The total cost of lost revenue and clean-up can run into billions of dollars.

CPM Recommendation (R-06) on sea containers was adopted by CPM 10 with the purpose to protect agriculture, forestry and natural resources against pests. This recommendation includes the encouragement by the Commission for national plant protection organisations (NPPOs) to recognize the risks that sea containers might pose, support the implementation of existing guidelines related to container hygiene and cleanliness, such as the IMO/ILO/UNECE Code of Practice for Packing Cargo Transport Units ([CTU Code](#)) and the [Joint Industry Guidelines for Cleaning of Containers](#), and gather information on pest movements via sea containers, among others.

The Sea Containers Task Force (SCTF) was established to support the implementation of the Sea Container Complementary Action Plan (SCCAP) to reduce the pest risks associated with the movement of sea containers endorsed by CPM-12. The SCTF initiated this survey among NPPOs to assess their current level of monitoring of sea containers and its outcomes, their implementation of existing guidelines and to gauge which data are being recorded and would be available for assessment by the SCTF.

Questionnaire design, survey implementation and response

In its second meeting in November 2018, the SCTF approved a draft of the sea container questionnaire, which was further developed and programmed into web-based survey software in January and February 2019. Late February, invitations to pre-test the questionnaire online were sent to 15 NPPOs and 8 SCTF members and other interested parties. Ten responses were received back. Using comments from the pre-test, the English questionnaire was finalised on 1 March and sent out for translation in all other official FAO languages: Arabic, Chinese, French, Russian, and Spanish. After proofreading the translations by native speakers of the IPPC Secretariat, the survey was launched on 18 March.

The survey was an online-only survey using the World Bank's Survey Solutions software and internet server. All 183 contracting parties to the IPPC plus 40 local contacts and information points of non-contracting parties were sent an email invitation which included a link to the online questionnaire. Internet access was necessary while completing the survey, but the questionnaire could be paused and re-opened at any time without the loss of entered information. As decided by the SCTF, a deadline for responses was set for 16 August to allow time for analysis and reporting before the next SCTF meeting in September 2019. Reminders were sent each month to those who had not completed the questionnaire, the last sent on 5 August. Furthermore, in June the CPM Bureau was asked to advocate participation among contracting parties.

Of the 213 invitations sent, 74 countries opened and left responses, but 6 of these did not go beyond the first or second question and were excluded from the analysis.² This left 68 responses, 66 from contracting parties to the IPPC, and one IPPC local contact and information point each. The latter two countries are included in the main results as it made no sense presenting results separately for only two countries. Both are from the Southwest Pacific region.

Among contracting parties, the response rate was only 36%. A follow-up email was sent to non-participating countries asking for the reasons they did not take part, but the responses could not yet be included in this draft report. The low response rate means that results presented here are unlikely to reflect the perceptions and activities of all NPPOs, and they should therefore be interpreted with care.

² One further country only filled out the first two questions, but left a comment to explain why they thought the questionnaire was not relevant to them. These answers are included.

Due to the low response, to avoid a false perception of representativeness, results are not expressed in percentages; instead, the actual number of countries that selected particular answers will be shown.

Figure 1 shows the number of responses and the proportion of responding contracting parties per region.³ The higher the (absolute) number of responses from a particular region, the more influence it will have on the overall results presented in this report. For example, the 22 responses from African countries will carry a relatively heavy weight.

Due to the low number of responses, no regional results are presented in the remainder of this report, as for some regions these would be based on a very small number of respondents and could therefore be far off the mark for the region as a whole.

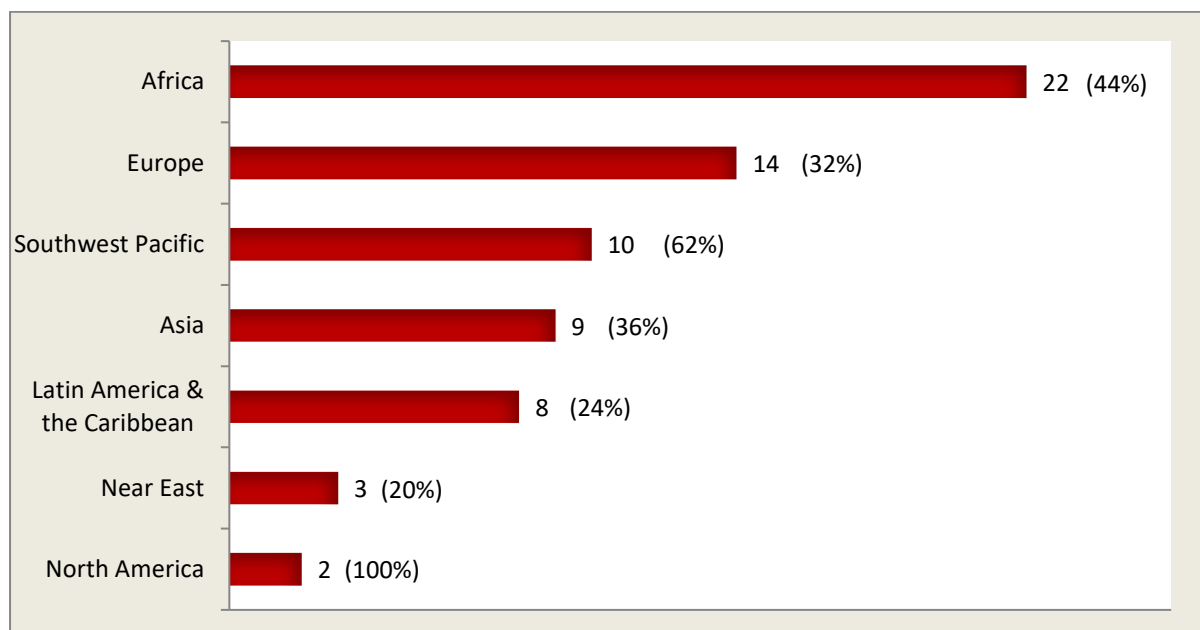


Figure 1 Number of participants per region, and proportion of all contracting parties per region

The questionnaire covered the perceived threat level of sea containers and their cargo, existing legislation, inspections, measures, the type of pests found, and finally the data collected by NPPOs. Most questions had multiple choice answers, with the possibility to enter non-listed answers. Comments could be left with each question. The English version of the questionnaire is included in Annex 1.

In its second meeting in November 2018, the SCTF decided to include cargo of non-regulated articles in the survey, as it was seen that pests can be introduced to containers via such cargo if the cargo itself carries pests, soil, plant debris, egg sacs, etc. This was explained in the questionnaire after question 1, and a note was added to each later question that mentioned cargo to indicate "this referred to cargo in general, not only cargo of regulated articles that is itself associated with pest risks". Despite these notes, some answers (and comments left with answers) do indicate that these reflected actions or perceptions relating to cargo of regulated articles, rather than to the containers and cargo in general.

The questionnaire consistently used the term sea (shipping) container; in this report the word container refers to the same.

³ The numbers include the two non-contracting parties, but the proportions are for contracting parties only (there were 10 survey participants in the Southwest Pacific region, but only 8 contracting parties from a total of 13 in the region: 62%).

Survey results

Risk perception and existing regulations

The questionnaire started by asking how NPPOs assessed the risks related to sea containers and their cargo. Almost all responding NPPOs perceive containers and their cargo as a risk, but for around a quarter this is only the case when the containers are carrying regulated articles (Figure 2). One country that considers containers a risk regardless of their cargo did indicate that the level of risk is higher for containers carrying regulated articles or wood packaging. Only three countries said not to perceive containers as a risk, but the term *sea* container may have been misleading here, as two of these countries motivated their answer by saying they are landlocked countries and therefore do not receive sea containers, at least not directly.

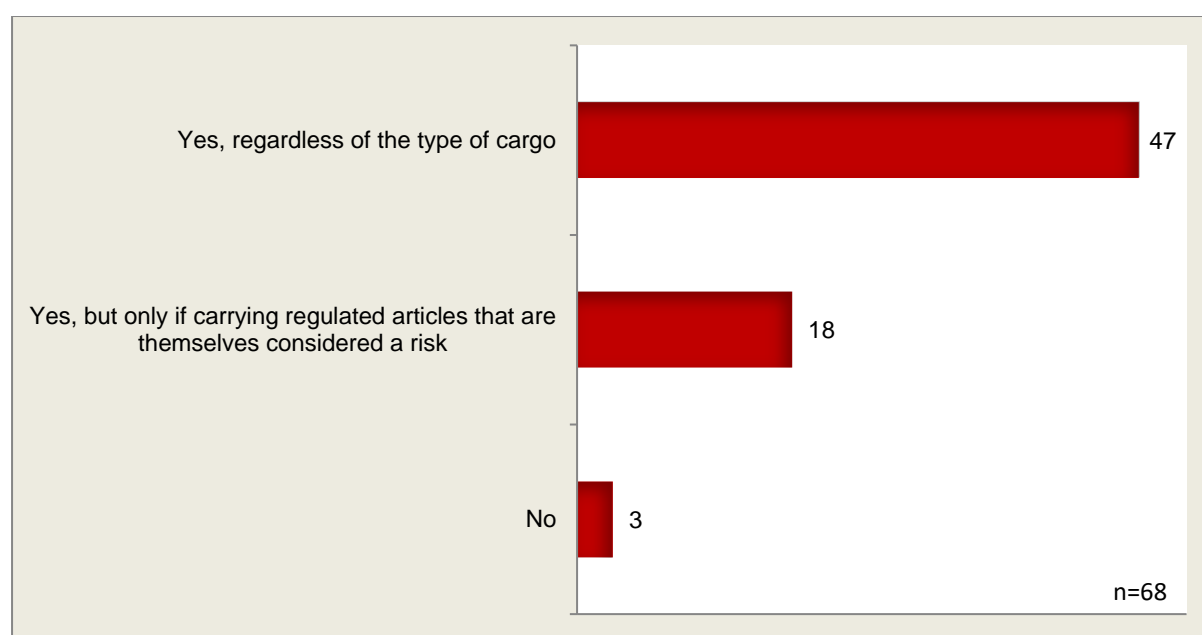


Figure 2 Risk perception

Close to half the responding countries have regulations in place to deal with the risks associated with containers and their cargo, while close to a third did not and the remainder indicated such regulations were being developed (Figure 3). However, the real number of countries with regulations is probably higher. Some countries seem to have interpreted the question as asking about specific container-targeted regulation, rather than any regulation that would allow inspection of containers and necessary action. For example, two EU Member States indicated the EU is responsible for this and has no relevant regulations. However, three other Member States indicated that while specific regulations did not exist, it is possible to have risk based controls, and other countries made similar comments.

Having regulations in place is more common among the countries that see containers as a risk regardless of the type of cargo: 55% of these countries said they had regulations versus just under 30% for those who do not see containers as a risk or only when carrying regulated articles. The exact proportions should be interpreted with care due to the low number of observations.

Countries without regulations were asked to explain. Reasons given included that there was no need (no risk, or not too relevant), or regulations would be too difficult to implement.

Countries that indicated to have regulations were asked to send these by soft or hard copy to the IPPC Secretariat or to provide an internet link if the regulations were available online. Half the countries (16) provided an internet link; 2 indicated to send their legislation.

These countries were also asked to list the authorised bodies or agencies tasked with implementing these regulations, which most countries did. These answers have been stored in the database.

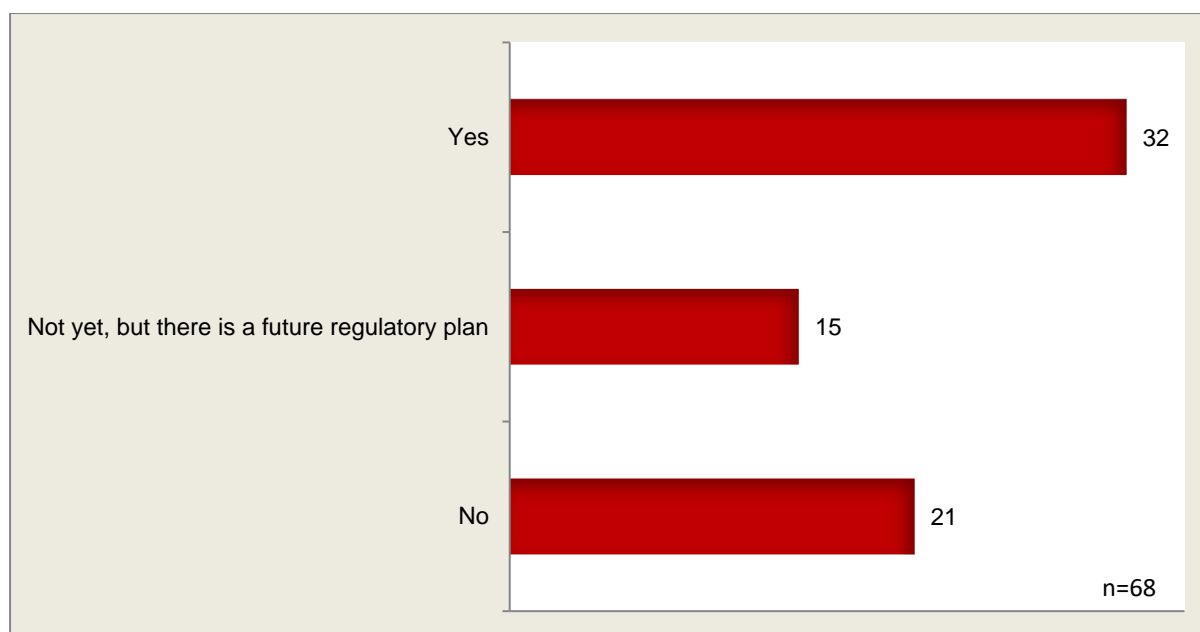


Figure 3 Regulations in place to deal with risks of containers and their cargo

Inspections

All countries were asked whether they undertake or authorise inspections of empty and/or packed containers and their cargo.⁴ As shown in Figure 4, most countries do inspect containers, mostly through specifically targeted inspections, but containers are also controlled as part of other inspections (five countries indicated to do both). One country commented that focussed inspections mostly take place when containers carry agricultural cargo.

Countries that said to have regulations in place to deal with the risks of containers were more likely to hold inspections, but a majority of countries where regulations were only in a planning phase still said to inspect containers (mostly in non-targeted inspections) and a minority of countries without regulations indicated the same. While it is not certain what caused this apparent inconsistency, as stated above, some respondents seem to have read the question about regulations too narrowly.

A quarter of the responding countries indicated not to inspect containers. Reasons not to hold inspections included:

- Not considered a risk, and insufficient capacity;
- Regulations only allow the inspection of regulated articles;
- Only on suspicion of quarantine pests;
- There is no capacity to inspect large amounts of empty containers or those carrying non-phytosanitary cargoes;
- Only regulated articles carried in containers are inspected, but not containers themselves as this would lead to long delays, and lead to chaos at the customs levels due to the large number of containers that would need to be retained for inspection;
- Lack of information about this issue;
- Containers are not inspected at border crossings that are designated to stop the introduction of a plant pest. Containers are sealed from the seaport to the consignee (landlocked country).

All NPPOs that hold inspections do so for packed containers, while about half also inspect empty ones. Two countries elaborated their answer by saying that empty containers are inspected if they are to carry agricultural produce.

⁴ Respondents were asked to say no if they only inspected containers carrying regulated articles.

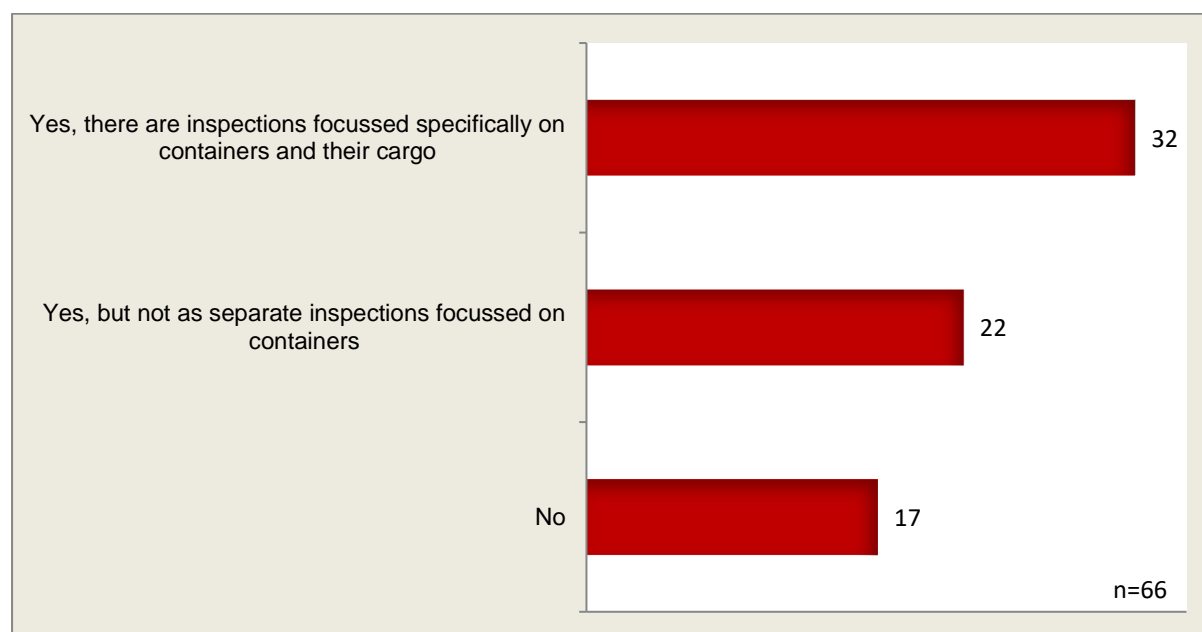


Figure 4 Inspections of containers and their cargo⁵

Three quarters of the countries that inspect containers and answered this questions (n=46) said they follow official written procedures for these inspections.⁶ Mostly these are national procedures or guidelines (Figure 5). Quite a few countries also selected the IPPC guidelines on sea container surveys. These were published only in March 2019, and sent out together with the launch of this questionnaire, so it is somewhat questionable to what extent these have actually already been implemented or whether these answers reflect what might have been thought of as a 'desirable answer' or reflect future plans.

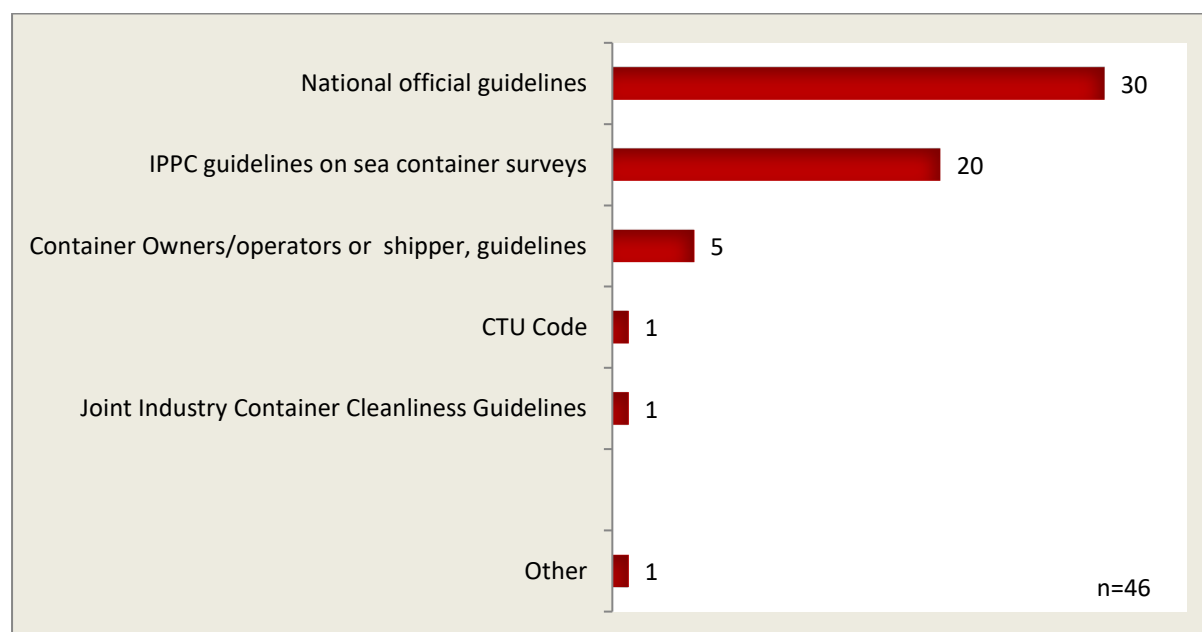


Figure 5 Guidelines used for inspection

Imports in general are usually inspected within the country of the NPPO, but several NPPOs have also organised inspections in the country of export. To accommodate the latter, the pre-listed answer options

⁵ Two countries did not answer this question; more than one answer could be selected.

⁶ One country was excluded from this question on, as its answer pattern became unreliable.

for the question where inspections of containers and their cargo usually take place also included locations abroad. A separate question was asked for imported and ready-to-export containers.

Imported containers are mostly inspected at the port of unloading or a container depot or unpacking location within the importing country, but 15 countries also different locations abroad (Figure 6).⁷ As this question related to inspections done under the authority of the *responding* NPPO, the relatively large number of respondents who selected locations abroad is surprising and perhaps shows that (some) respondents also included inspections done by foreign NPPOs. If there was a misunderstanding, the overall results should not be too distorted as just two countries *only* selected locations abroad.

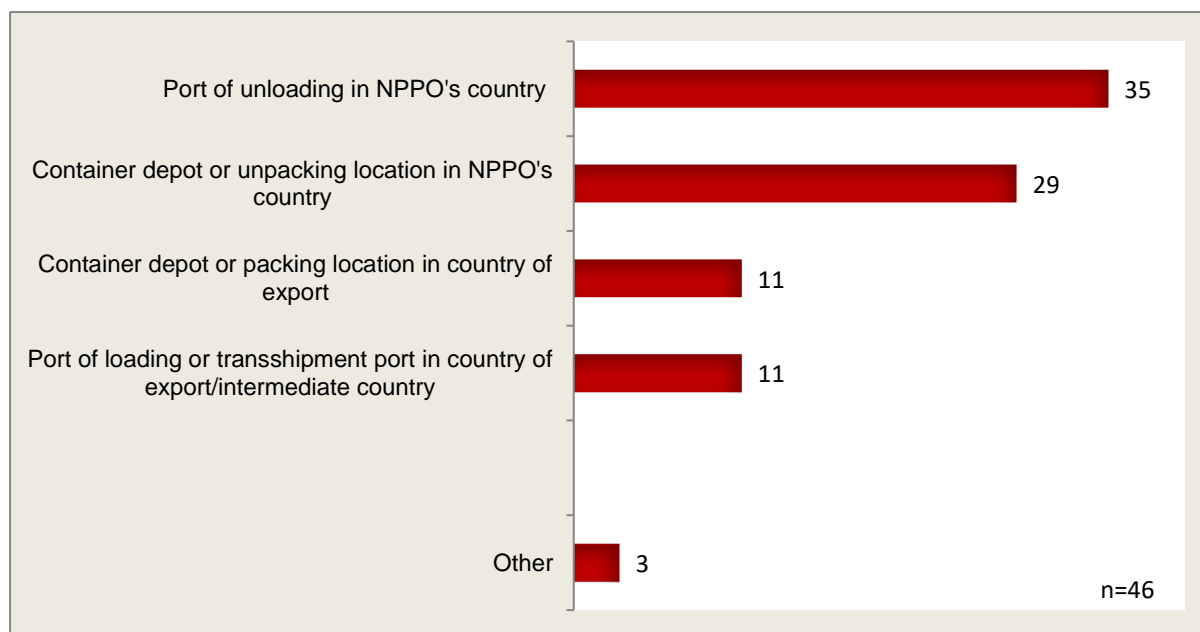


Figure 6 Inspection locations of imported containers

Ready-to-export containers are inspected by fewer countries. Besides the six countries indicated in Figure 7 that said not to hold such inspections, there were a further two countries where such inspections do not always take place (depending on work plans, or different regimes in different regions of the country). For those countries that do inspect ready-to-export containers, the container depot or packing location and the port of loading are almost equally frequent locations.⁸

⁷ Respondents could select more than one answer.

⁸ One country that indicated to check ready-to-export containers in container depots or the packing location considered these to be empty containers ready for loading with export goods covered by a phytosanitary certificate. This NPPO did not say whether other ready-to-export containers were inspected.

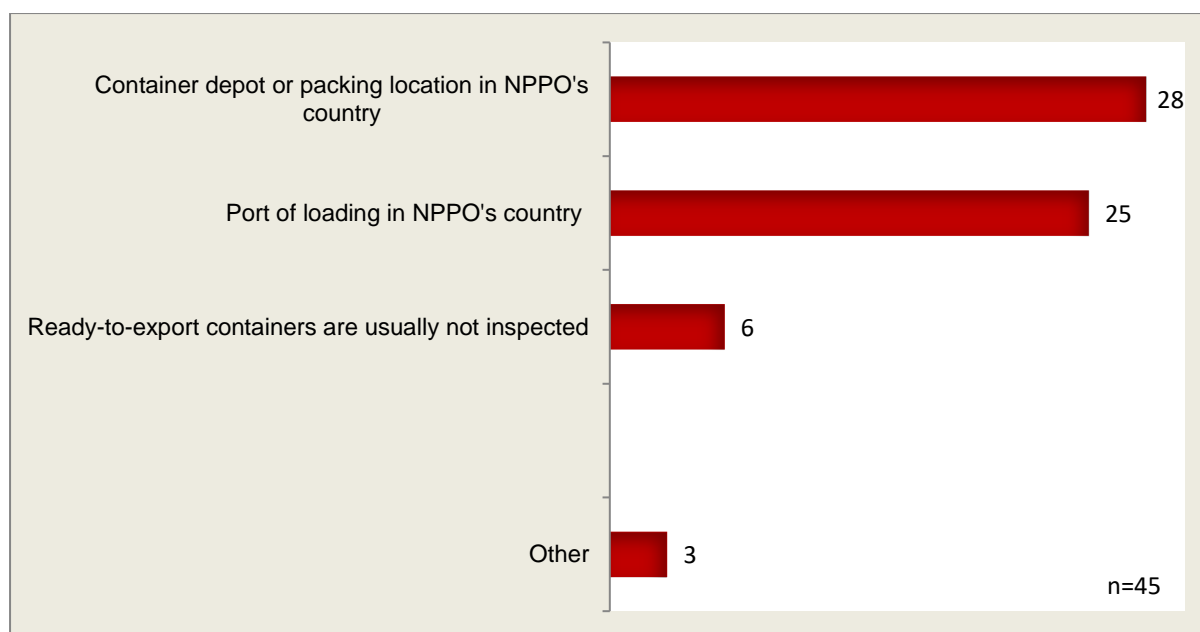


Figure 7 Inspection locations of ready-for-export containers

Measures

All NPPOs, regardless of whether they ran container inspections were asked whether they apply or authorise phytosanitary measures in cases where risks had been identified.⁹ Countries were asked to indicate this separately for imported and ready-to-export containers. Of the 62 countries that answered this question, 51 said they apply or authorise measures on imported containers, and 43 also do so on ready-to-export containers. There were two countries that said to apply measures on ready-to-export containers but not on imported ones. One of these indicated its government's policy meant it did not to have much control over imports.

Only eight countries said not to apply measures. The reasons for not doing so included:

- We are not aware of risks related to sea containers, but if we knew about a risk on imported containers, we may ask to apply phytosanitary measures;
- Containers are not inspected, only the regulated articles inside;
- Our law does not provide provisions of this kind;
- No risks have been identified;
- Of course there are risks but goods do not come directly into our country but are inspected by countries with sea ports (answer from a landlocked country).

⁹ The reason for also asking countries that do not regularly inspect containers was that the NPPO may be made aware of risks associated with a container through other ways, for example by chance discoveries.



Figure 8 Phytosanitary measures taken on imported and ready-to-export containers

Countries that said to take or authorise measures on *imported* containers after the discovery of a phytosanitary risk were asked what those measures were. Among the 50 countries that answered this question (one did not), the most common measure is rejection of the empty or packed container (Figure 9). Empty containers are also often treated and/or cleaned, and for packed containers, it appears slightly more common to clean and/or treat them without first unpacking, but most NPPOs clean/treat both with and without unpacking. This will undoubtedly depend on the level and location of the discovered risk, with pests or contamination perhaps more easily detected on the outside of containers. Most respondents selected at least two of the prelisted answer options, but among those who only selected one, more than half selected rejection of the container.

Countries that selected the "other" answer were asked to specify, but of those that did no actual other measures were given; mostly they elaborated on procedures or responsibilities. For example, some countries said that the measures depended on the risk level, and one country indicated that cleaning and/or treating containers is the responsibility of the container management company. Two countries also indicated that containers would be treated if necessary, but without specifying whether this applied to packed or empty containers.



Figure 9 Types of measures taken if phytosanitary threat is found on imported containers

Among the 42 countries that said to take measures on *ready-to-export* containers, 29 clean and/or treat empty containers. Packed containers are cleaned and/or treated with and without unpacking by a similar number of countries, and 17 countries do both. Two of the latter said the choice of whether to unpack or not depended on the commodity being carried in the container. Of the seven countries that selected the "other" option, four said they would withhold the phytosanitary certificate. Other answers were that it again depended on the risk level, or that treatment would be applied if necessary.



Figure 10 Types of measures taken if phytosanitary threat is found on ready-to-export containers

Pests, organisms or contamination encountered on containers and their cargo

Regardless of previous answers, all countries were asked about the main pests, organisms or contamination they had encountered (if any) on and in sea containers and their cargo. Sixty-one countries answered this question. Around a quarter of these indicated not to have encountered anything

or not to hold inspections of containers (half of these had indicated earlier in the questionnaire not to hold inspections).

As shown in Figure 11, the pre-listed options that were selected most often (by half or more of the respondents) were:

- Other insects (including beetles, flies, etc.);
- Soil;
- Plants, plant products or debris;
- Seeds.

Quite a few countries indicated "other contamination potentially harbouring pests". Where specification of these answers was given, these were mostly examples of earlier listed categories, rather than additional categories of pests, organisms or contamination. Where possible these answers were corrected, but most countries that ticked the "other" option did not specify their answers and we do not know whether their answers really refer to other types of contamination.

Specified other contamination that wasn't included in the prelisted options was dust, sawdust, wood shavings and extraneous matter. Examples of animals found were lizards, snakes, mice, bats and cane toads.

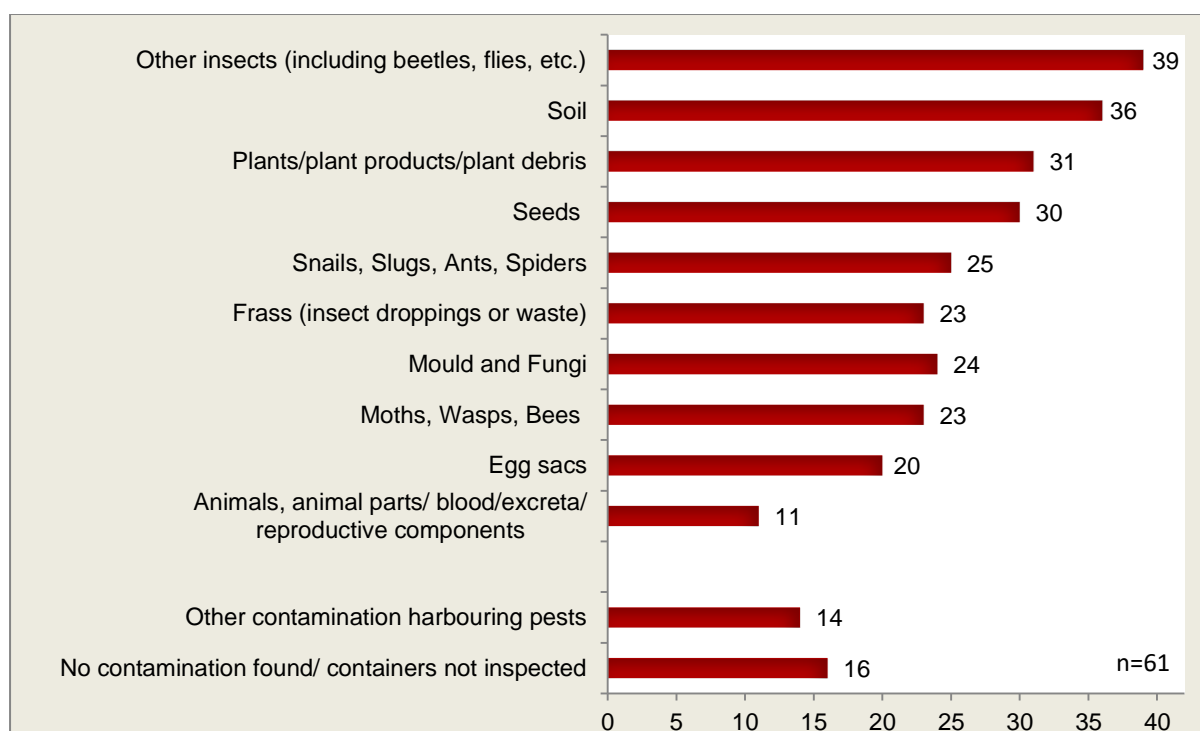


Figure 11 Pests, organisms or contamination encountered on/in containers and their cargo

Of the 43 countries that indicated to have found any of the pests, organisms or other contamination mentioned above, and that answered the following question, all but four had found quarantine or non-quarantine pests among the contamination (Figure 12), and 28 countries found both.

If NPPOs indicated they had encountered quarantine pests on containers and their cargo, they were asked to provide the Latin names of the most common ones found. For each entered quarantine pest, respondents were also asked to indicate the pests' status as found: dead, alive, or both dead and alive. Of the 32 countries that had encountered quarantine pests, 22 entered names and pest status. A full list of the entered quarantine pests can be found in Annex 2, together with the frequency with which they were mentioned (only a few were mentioned by more than one country, and no pests were mentioned by more than three countries – *Monochamus* spp. and *Trogoderma* spp.), and the status of the pest as found.

Of the 35 countries that said they had found non-quarantine pests on containers and their cargo, 22 entered names of these, and 21 countries indicated the status of the pests found. A full list of non-quarantine pests can be found in Annex 3. Again, only a minority of the pests were mentioned by more than one country and no pest was mentioned by more than four countries (*Rhizopertha dominica* and *Tribolium castaneum*).

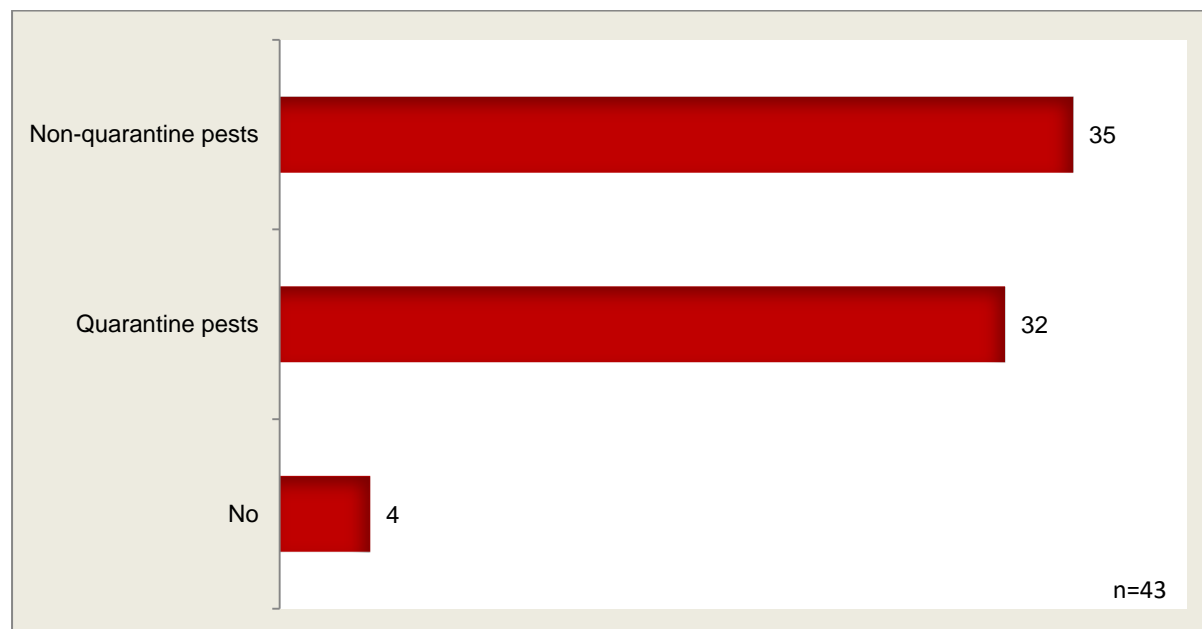


Figure 12 Quarantine and non-quarantine pests

All NPPOs were asked what they did if non-plant pests were encountered on containers and their cargo, for example pests that pose a potential risk to human, livestock or wildlife health. Most NPPO said they contact the relevant agency responsible for the type of pest found (Figure 13). Interestingly, of the 38 countries that selected this answer option, 8 indicated that the NPPO is also responsible for non-plant pests. This seems contradictory, but it is possible that these NPPOs are responsible for some non-plant pests but not all, or that a different division within the same organisation is responsible.

All of the respondents that specified their "other" answers (n=3) said they would treat the container, with one of these saying that if non-plant pests were found, this could also indicate plant pests were present, which therefore warranted treatment.

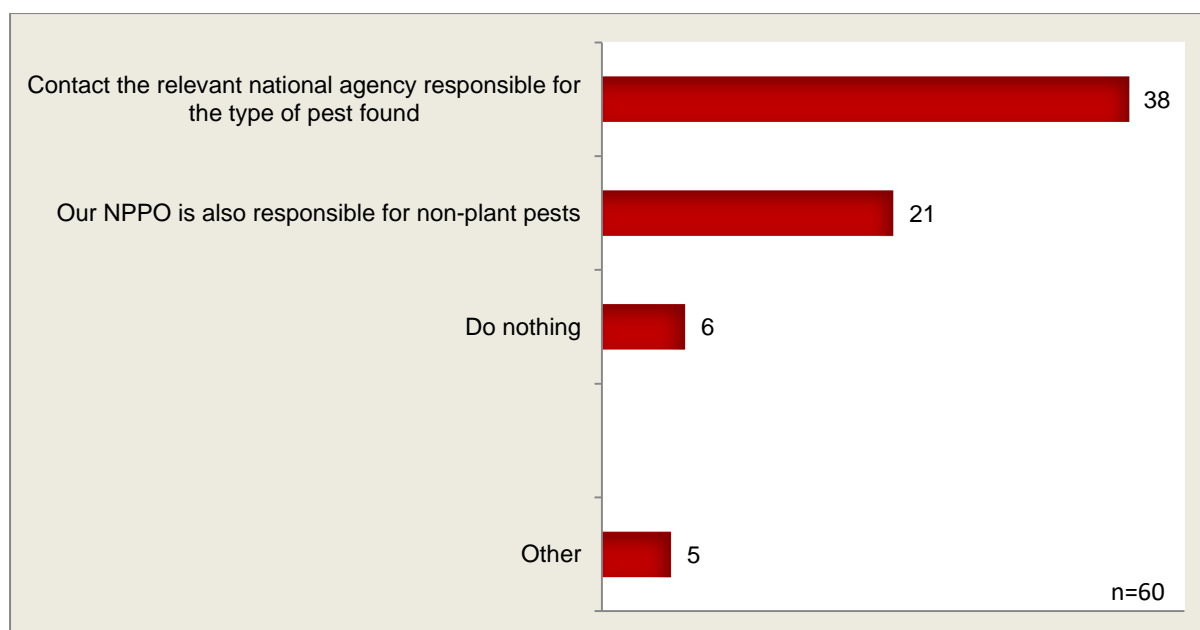


Figure 13 Actions taken if non-plant pests are encountered on containers and their cargo

Information management systems for container information

All NPPOs were asked whether they have access to an information management system in which information about pests and other contamination found on containers and their cargo is kept, and if so, to indicate what type of information is stored in the system. Close to two thirds of responding countries do not have such a system (Figure 14). The two countries that selected the "other" option indicated that information is stored (e.g., on forms), but this is not entered into a database.

For those countries that do have information management systems, the presence of contamination is most often stored together with the contamination type (e.g., soil, dead/live insects). The contamination location was also recorded by more than half the responding NPPOs that have a system.¹⁰ The contamination level (e.g., high or low) is less often recorded, and especially the lack of tracking absence of contamination indicating that structural record keeping necessary to determine the proportion of containers that harbour pests is uncommon.

¹⁰ One country indicated that quarantine pests and new harmful organisms found on imported containers is usually transmitted to EUROPHYT, but that this is not possible for contamination found on exported containers or if the contamination is of low phytosanitary risk. Furthermore, it is not possible to find out from the system if the contamination related to the container or to the packaging of the goods.

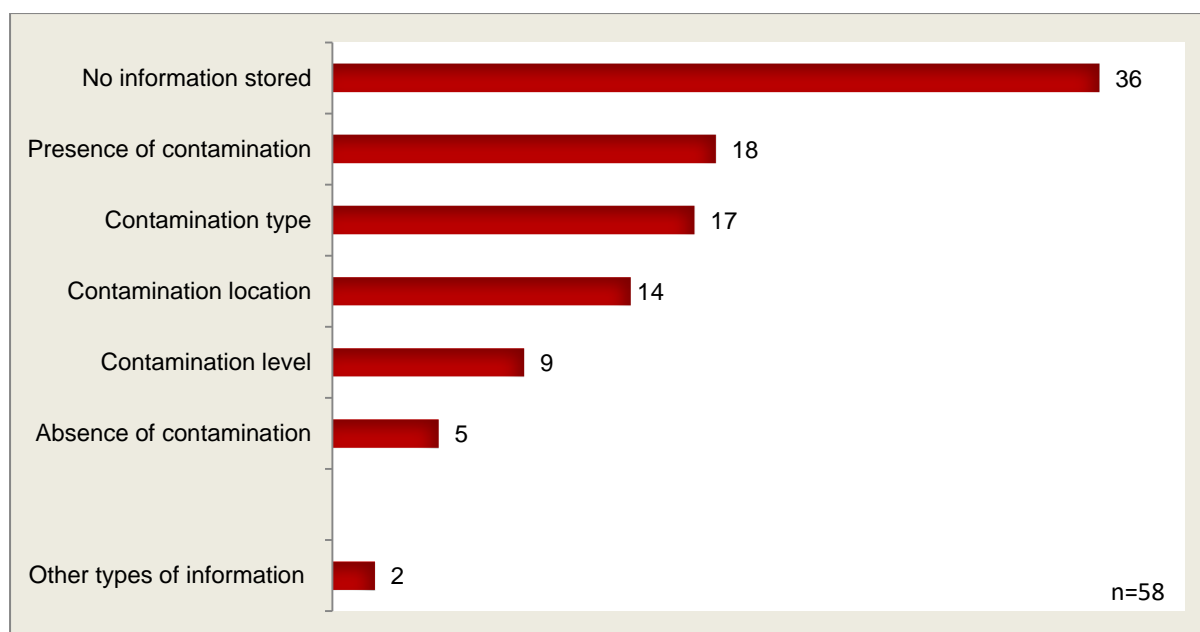


Figure 14 Information about container cleanliness stored in information management system

Of the 23 countries that said to have some form of data storage system, 22 answered the next question whether they would be willing to share this information with IPPC Sea Container Task Force, to which 17 said yes.¹¹ These countries were then informed how they could best share this information. Of the five countries that said they could not share these data, three answered that the records were only kept in hard copy.

The NPPOs with database systems were also asked whether they publish information on sea container cleanliness and phytosanitary risks related to containers. Only five said they did; three of which online (they provided links to this information), and two said they publish this in hard copy, which they were requested to send to the IPPC Sea Container Task Force.

Summary and concluding remarks

This section starts with several comments left by responding NPPOs after completing the questionnaire:

- "We appreciated the survey, and we will be happy to receive the summary of this interview from you. Given the relevance of this topic, we are seeking material and financial support for capacity building of our officers on maritime container issues."
- "We appreciate you for the questionnaire, however, there are challenges faced by [our] NPPO in carrying out sea container inspection such as 1. Inadequate personnel 2. Poor facility and equipment. We need support for capacity development on sea container inspections."
- "Dear Colleagues of the IPPC, if you have noticed that I have not continued the questionnaire, it is because my country [...] has no seaport. All inspections are done at land borders and at the airport. Thanks for taking it into account."
- "The [... sea containers task force] has aroused the attention of [our] NPPO agents, because previously we had no idea that the containers are large pest disseminators, so my team and I support the marine container team and [hope] their work lead to the development of a useful standard."
- "Special attention should be paid to cleaning and treatment of containers inside and outside, in particular soil and mollusks [...]."

¹¹ Some countries that agreed to sharing data said that due to privacy legislation they would not be able to share all information in their databases, or that authorisation first needed to be received.

- "[Our] country does not deal with sea containers" (landlocked country).
- "See container inspection is new topic to [our country]" (landlocked country).
- "Measures to inspect sea containers carrying non-regulated goods will also serve as another barrier to affect trade of developing countries."
- "[Our NPPO] is pleased to be given a chance to provide details on Sea Container Hygiene and encourages a similar procedure for airline containers as well. We will be happy to discuss further details in this regards. "
- "Container transport is a common transport system in the world. There is a risk of containers carrying harmful organisms between countries. The IPPC's work on this issue is positive."
- "The programme on sea containers is not quite organised within the NPPO although we have phytosanitary inspectors at the seaport doing inspection and certification. We require capacity building in this area."
- "I am happy with the questionnaires which will make it possible to understand if the circulation of containers poses a phytosanitary problem. [We are] an landlocked country that is not interested in maritime transport issues."
- "This is a serious pathway for the introduction and spread of invasive pests and phytosanitary measures must be put in place to mitigate the risks"

The survey was designed and implemented to provide the Sea Container Task Force with information about the current level of NPPO sea containers monitoring and its outcomes, the level of implementation of existing guidelines and about the data that are being recorded and would be available for assessment by the Task Force.

Due to the low rate of response to the survey – only 36% of all Contracting Parties provided full or partial response – its results have to be interpreted with care, as the outcomes are unlikely to reflect the opinions and activities of all NPPOs.

The main results are summarised in Table 2. Almost all responding NPPOs perceive containers and their cargo as a risk, but for around a quarter (18 out of 68 countries) this is only the case when the containers are carrying regulated articles.

Close to half of all responding NPPOs (32 out of 68 countries) said they have regulations in place that allow them to deal with the risk of sea containers and their cargo. In all likelihood this is an underestimate as some countries seem to have misunderstood the question as only referring to having regulations specifically relating to containers, rather than any regulations that allow them to inspect containers and act upon found pests.

Of the 66 NPPOs that responded to this question 54 said they inspect containers and their cargo, mostly in targeted inspections (n=32), but also as part of inspections not directly targeting containers (n=22). Most commonly NPPOs that inspect containers do so following official national procedures or guidelines (30 of the 46 countries that inspected containers). Existing industry guidelines such as the CTU Code and the Joint Industry Container Cleanliness Guidelines were each mentioned by only one respondent.

Measures were taken or authorised if risks on imported containers or their cargo were found said 51 of the 62 countries that answered this question, while 43 NPPOs said to do the same with ready-to-export containers. Of the eight countries that said not to take measures, some indicated they saw no risk, and one country indicated there was no provision for this within their legislation.

Pests, organisms or other contamination were encountered by almost three quarters of the NPPOs that answered this question (46 out of 61 countries that answered this question). The remaining 16 NPPOs said they had not encountered anything or did not inspect containers. All but four of the 43 countries that had found pests on containers said these included quarantine (32 countries) and non-quarantine pests (35 countries), and 28 NPPOs indicated both.

Of the 58 NPPOs that responded to this question, 36 said they did not have an information management system in which information about containers and their cargo was stored. Those countries with a system most commonly enter data about presence of pests (n=18) and the type of contamination (n=17). Contamination location is also entered by more than half the countries with a system (n=14), but the level of contamination (e.g., high/low) is less commonly stored (n=9), and only a minority (n=5) store information about absence of contamination, indicating that structural data keeping necessary to determine the proportion of containers that harbour pests is uncommon.

Most countries with an information management system said they were willing to share this information with the SCTF (17 countries).

Table 2 Main results

Questions	# countries
Are containers and their cargo seen as a risk for spreading pests?	68
Yes, regardless of the type of cargo	47
Yes, but only if carrying regulated articles	18
No	3
Are regulations in place to deal with the risk of containers and cargo?	68
Yes	32
Future plans	15
No	21
Are there inspections of containers and cargo?	66
Yes, focussed specifically on containers and their cargo	32
Yes, but not as separate inspections focussed on containers	22
No	17
Are measures taken if risks on containers and cargo are discovered?	62
Yes, on imported containers	51
Yes, on ready-to-export containers	43
No	8
Are pests, other organisms or contamination found on containers and cargo?	61
Yes, including quarantine pests	32
Yes, including non-quarantine pests	35
No, not found or containers and cargo not inspected	16
Is there an information management system for container-related information?	58
No	36
Yes (to varying degrees)	22

English questionnaire

Questionnaire on Monitoring of Sea Container Cleanliness Monitoring of Sea Container Cleanliness

Plant pests including contaminating pests, are moved around the globe in and on the agricultural and forestry products we trade. They may also be transported on and in the millions of rail wagons, trailers and sea containers that traverse our oceans and continents on trains, trucks and ships. Once introduced, such pests are very difficult and expensive to control or eradicate. They can severely damage agricultural production, affect property values, and reduce water availability and quality. The total cost of lost revenue and clean-up can run into billions of dollars.

The Commission on Phytosanitary Measures (CPM) has adopted a CPM Recommendation (R-06) on Sea containers, the purpose of which is to protect agriculture, forestry and natural resources against pests transported by sea containers. This Recommendation helps promote sea container cleanliness and it complements the IMO/ILO/ UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code). Everyone involved in packing and moving containers has an opportunity to protect our crops and forests by ensuring that containers and their cargo are free from pests such as unwanted plants, insects, snails and soil. The [International Phytosanitary Portal \(IPP\) page on Sea Containers](#) provides more information on this initiative.

[The Sea Containers Task Force \(SCTF\)](#), a Sub-group of the Implementation and Capacity Development Committee (IC), supervises the actions contained in the [Sea Containers Complementary Action Plan for Assessing and Managing the Pest Threats Associated with Sea Containers](#), endorsed by CPM12, under the oversight of the IC.

The SCTF has proposed a [number of actions](#) to monitor the uptake and efficiency of the CTU Code. The Task Force concluded that monitoring by NPPOs to gauge the uptake and effect of the CTU Code adoption over time is necessary in addition to obtaining industry cleaning data. The questionnaire below is intended to ascertain which NPPOs can provide such data and/or which are currently undertaking such monitoring. Your responses on the questionnaire are highly appreciated.

If you have any questions regarding this questionnaire, please contact XX. While entering this questionnaire you must have an active internet connection. However, you can pause and continue the questionnaire later without losing your data. For this please use the original web-link.

<p>1. Does your National Plant Protection Organization (NPPO) consider sea (shipping) containers and their cargo to be a potential pathway for the introduction of plant pests into your country, thereby forming a phytosanitary and/or a biosecurity risk*?</p>	<p>Yes, but only if carrying regulated articles that are themselves considered a risk.....1 Yes, regardless of the type of cargo.....2 No (please explain why not).....0</p> <p>*Phytosanitary risk: According to ISPM 5 (Glossary of phytosanitary terms) a pest risk for quarantine pests is the probability of introduction and spread of a pest and the magnitude of the associated potential economic consequences [ISPM 2, 2007] Phytosanitary risk is concerned with endangered areas: An area where ecological factors favour the establishment of a pest whose presence in the area will result in economically important loss [ISPM 2, 1995]</p> <p>*Biosecurity risk: According to FAO it is all relevant risks to human, animal and plant life and health, and associated risks to the environment.</p>
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<p><u>In the remainder of this questionnaire when we refer to cargo, we mean cargo in general, not regulated articles that are themselves considered a risk.</u> Cargo in general is included in the questionnaire, as pests can be introduced to containers via non-regulated articles if those carry pests, soil, plant debris, egg sacs, etc. themselves.</p>	
<p>2. Do your phytosanitary and or biosecurity regulations include regulations to deal with the risks associated with sea (shipping) containers and their cargo¹²?</p>	<p>Yes.....1 Not yet, but there is a future regulatory plan.....2 >>Q5 No (please explain).....0 >>Q5</p>
<p>3. Could you please provide us with either soft copies, hard copies or internet links to the regulations that relate to sea (shipping) containers and their cargo? Links can be entered here. Soft copies can be sent to XXX. Hard copies can be sent to XXX. There will be a reminder with these contact details at the end of this questionnaire.</p>	<p>_____</p> <p>_____</p> <p>_____</p>
<p>4. Which are the authorized bodies/agencies responsible for implementation of these regulations? Please mention all, if there are more than one.</p>	<p>_____</p> <p>_____</p> <p>_____</p>
<p>5. Does your NPPO, alone or together with other agencies such as Customs, undertake or authorise inspections of empty and/or packed sea (shipping) containers and their cargo¹³? Please select all answers that apply.</p>	<p>Yes, there are inspections focussed specifically on containers and their cargo.....1 Yes, but not as separate inspections specifically focussed on containers and their cargo.....2 No (please explain).....0 >>Q10</p>
<p>6. Do these inspections cover empty and/or packed containers? If both, please select both answers.</p>	<p>Empty containers.....1 Packed containers.....2</p>
<p>7. Does your NPPO follow an official written documented procedure for such inspections, or does it use procedures or guidelines from other national or international organizations dealing with container movements?</p> <p><u>PLEASE SELECT ALL THAT APPLY</u></p>	<p>National official guidelines.....1 Joint Industry Container Cleanliness Guidelines.....2 CTU Code.....3 Container Owners/operators or shipper, guidelines....4 IPPC guidelines on sea container surveys.....5 Others, please specify.....99 No written procedures or guidelines are followed.....0</p> <p>CTU Code: 2014 IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units</p>
<p>8. <u>Where</u> are these inspections usually performed for containers that are <u>IMPORTED</u> into your country? If more than one location is commonly used, please select all that apply.</p>	<p>Container depot or unpacking location in your country.....1 Port of unloading in your country2 Port of loading or transshipment port in country of export/intermediate country.3 Container depot or packing location in country of export..4 Other, please specify.....99</p>

¹² We mean any regulations that allow you to deal with risks associated with sea (shipping) containers and their cargo in general (not only cargo of regulated articles).

¹³ By cargo we mean cargo in general, not cargo of regulated articles that is itself associated with pest risks. If inspections ONLY occur on containers carrying regulated articles, please answer "No" and explain this in the space provided.

<p>9. Where are inspections usually performed for READY-TO-EXPORT containers? If ready-to export containers are not inspected, please choose that answer option. If more than one location is commonly used, please select all that apply.</p>	<p>Container depot or packing location in your country.....1 Port of loading in your country2 Ready-to-export containers are usually not inspected.....0 Other, please specify.....99</p>			
<p>10. Does your NPPO apply or authorize phytosanitary and/or biosecurity measures if phytosanitary and/or biosecurity risks have been identified on imported or ready-to-export sea containers (packed and/or empty)? Please select all answers that apply.</p>	<p>Yes, on imported containers.....1 Yes, on ready-to-export containers.....2 No (please explain).....0 >Q13</p>			
<p>ONLY ASK IF Q1110 INCLUDES 1</p> <p>11. Which measures are taken if phytosanitary and/or biosecurity risks have been identified on <u>IMPORTED</u> containers? Please select all answers that apply.</p>	<p>Rejection of the containers (EMPTY or PACKED).....1 Clean and/or treat EMPTY containers.....2 Unpack, clean and/or treat, and repack PACKED containers.....3 Clean and/or treat PACKED containers without unpacking.....4 Others (please specify).....99</p>			
<p>ONLY ASK IF Q1110 INCLUDES 2</p> <p>12. Which measures are taken if phytosanitary and /or biosecurity risks have been identified on <u>READY-TO-EXPORT</u> containers? Please select all answers that apply.</p>	<p>Clean and/or treat EMPTY containers.....2 Unpack, clean and/or treat, and repack PACKED containers.....3 Clean and/or treat PACKED containers without unpacking.....4 Others (please specify).....99</p>			
<p>13. What are the main pests, organisms or contaminants found by your NPPO on/in sea (shipping) containers and their cargo¹⁴? If none are found, or containers are not inspected, please select that option.</p> <p><u>PLEASE SELECT ANSWERS ALL THAT APPLY</u></p>	<p>Soil.....1 Plants/plant products/plant debris.....2 Seeds3 Moths, Wasps, Bees4 Snails, Slugs, Ants, Spiders.....5 Mould and Fungi.....6 Frass (insect droppings or waste).....7 Egg sacs.....8 Animals, animal parts/ blood/excreta and reproductive components or parts thereof.....9 Other insects (including beetles, flies, etc.).....10 Other contamination that shows visible signs of harbouring pests (please specify).....99 No contamination found/containers not inspected....0</p>			
<p>14. Do the option(s) selected in the previous question include <u>quarantine</u> and/or non-quarantine pests? If both, please select both answer options.</p>	<p>Includes quarantine pests.....1 Includes non-quarantine pests....2 No.....0 >>Q17</p>			
<p>ONLY ASK IF Q14 INCLUDES 1</p> <p>15. Please indicate the Latin names of the main <u>quarantine</u> pests that have been intercepted during sea container inspections?¹⁵</p> <p>For each quarantine pest mentioned, please indicate whether they are found dead, alive, or both.</p>	<p>_____</p> <p>_____</p> <p>_____</p>	<p>Dead</p> <p>...1</p> <p>...1</p> <p>...1</p>	<p>Alive</p> <p>...2</p> <p>...2</p> <p>...2</p>	<p>Both</p> <p>...3</p> <p>...3</p> <p>...3</p>

¹⁴ By cargo we mean cargo in general, not cargo of regulated articles that is itself associated with pest risks.

¹⁵ The purpose of collecting this information is to create a list of pests associated with sea containers so that relevant pest risk management recommendations can be provided.

<p>ONLY ASK IF Q14 INCLUDES 2</p> <p>16. Please indicate the Latin names of the main <u>non-quarantine</u> pests that have been intercepted during sea container inspections?¹⁶</p> <p>Please indicate for each non-quarantine pest mentioned whether they are found dead, alive, or both.</p>	<p>_____</p> <p>_____</p> <p>_____</p>	<p>Dead</p> <p>...1</p> <p>...1</p> <p>...1</p>	<p>Alive</p> <p>....2</p> <p>....2</p> <p>....2</p>	<p>Both</p> <p>....3</p> <p>....3</p> <p>....3</p>
<p>17. What does your NPPO do if non-plant pests are identified (i.e., pests that pose a potential risk to human, livestock or wildlife health)?</p>	<p>Our NPPO is also responsible for non-plant pests....1</p> <p>Contact the relevant national agency responsible for the type of pest found.....2</p> <p>Do nothing.....3</p> <p>Other, please describe.....99</p>			
<p>18. Does your NPPO have or have access to an information management system in which absence or presence of pests, organisms or other contaminants found on or in sea (shipping) containers and their cargo¹⁷ are recorded and kept? If yes, what type of information is recorded? Please select all answers that apply.</p>	<p>No.....0 >>END</p> <p>Presence of contamination.....1</p> <p>Contamination level (e.g., high/low).....2</p> <p>Contamination location (e.g., on cargo, internal/external).3</p> <p>Contamination type (e.g., soil, dead/live insects).....4</p> <p>Absence of contamination.....5</p> <p>Other types of information (please specify).....99</p>			
<p>19. Would your NPPO be prepared and able to share the data from the information system with the IPPC Sea Containers Task Force?</p>	<p>Yes.....1</p> <p>No (please explain)...2</p>			
<p>ONLY LOAD TEXT MESSAGE IF Q19=1</p> <p>Please send the data, going back no further than January 2016 to XXX. There will be a reminder with these contact details at the end of this questionnaire.</p>				
<p>20. Does your NPPO publish information on sea container cleanliness, phytosanitary and/or biosecurity risks found on and in sea (shipping) containers and their cargo¹⁸ (for example, information on the types of pests found or the proportion of clean containers)? Please select all answers that apply.</p>	<p>Yes, in hard copy.....1</p> <p>Yes, on the internet.....2</p> <p>No.....0 >>END</p>			
<p>21. Could you please provide us with either hard copies or links to this published information? Links can be entered here. Hard copies can be sent to XXX. There will be a reminder with these contact details on the final screen.</p>	<p>_____</p> <p>_____</p> <p>_____</p>			
<p>LIST OF INFORMATION TO SHARE WILL BE BASED ON ANSWERS GIVEN IN RELEVANT QUESTIONS</p> <p>Thank you for participating in this questionnaire! We would appreciate if you could send us:</p> <ul style="list-style-type: none"> - Soft or hard copies of the regulations within your regulatory framework that relate to sea (shipping) containers and their cargo. Alternatively, if these regulations are available online, you could also enter their links in Question 3. - Data from the information management system used by your NPPO that relates to sea containers and their cargo, going back no further than January 2016. 				

¹⁶ The purpose of collecting this information is to create a list of pests associated with sea containers so that relevant pest risk management recommendations can be provided.

¹⁷ By cargo we mean cargo in general, not cargo of regulated articles that is itself associated with pest risks.

¹⁸ Meant here is cargo in general, not cargo of regulated articles that is itself associated with pest risks.

- Hard copies of the information your NPPO published about pests and/or other contamination found on or in sea containers and their cargo. Alternatively, you could enter links to this published information by going back to **Question 21**.

Soft copies or data can be sent to XX. Hard copies can be sent to XXX. If you have any questions regarding this questionnaire or about other ways to share this information with the IPPC Sea Containers Task Force, please contact XX.

The analysis of this survey will be reported and shared with NPPOs through the IPPC SCTF and published on the Sea Container website <https://www.ippc.int/en/core-activities/capacity-development/sea-containers/>. The final report will be available at the end of October 2019.

Full list of quarantine pests with indication whether found dead, alive, or both

If NPPOs indicated they had encountered quarantine pests on containers and their cargo, they were asked to provide the Latin names of the most common ones found (22 countries did this). Instead of Latin names, some respondents entered common names, which are included at the bottom of . For each entered quarantine pest, respondents were asked to indicate the pests' status as found: dead, alive, or both dead and alive (21 countries entered this information). Sometimes respondents indicated the status for several pests simultaneously; these have been set to missing ('na') in .

Table 3 List of quarantine pests	# countries	Status as found ¹⁹
<i>Acanthocinus eadilis</i>	1	alive
<i>Achatina fulica</i>	1	alive & dead
<i>Acusta despecta</i>	1	alive & dead
<i>Alphitobius diaperinus</i>	1	alive & dead
<i>Ambrosia artemisiifolia</i> L.	1	alive
<i>Anoplophora glabripennis</i>	1	na
<i>Aphelenchoides besseyi</i>	1	alive
<i>Apis mellifera</i>	1	alive & dead
<i>Arhopalus ferus</i>	2	alive; alive & dead
<i>Aspergillus</i> spp.	1	alive & dead
<i>Bactrocera dorsalis</i>	1	alive
<i>Bemisia tabaci</i>	1	na
<i>Bursaphelenchus cocophilus</i>	1	na
<i>Candidula unifasciata</i> (Poiret) (Geomitridae)	1	alive
<i>Cerambycidae</i>	1	na
<i>Ceratitis cosyra</i>	1	alive
<i>Cernuella</i> sp. (Geomitridae)	1	alive
<i>Cernuella virgata</i> (da Costa) (Geomitridae)	1	alive
<i>Dermestidae</i> (others)	1	alive & dead
<i>Dermestidae Dermestes</i> sp.	1	na
<i>Franklinella occidentalis</i>	1	alive
<i>Fusarium oxysporum</i> f. sp. <i>cubense</i>	1	alive
<i>Gastropoda</i>	1	alive & dead
<i>Globodera rostochiensis</i>	1	na
<i>Grapholita molesta</i>	1	dead
<i>Halyomorpha halys</i>	2	alive & dead
<i>Harmonia axyridis</i>	1	alive & dead
<i>Helicella</i> sp. (Geomitridae)	2	alive
<i>Helicella virgata</i> da Costa (Geomitridae)	1	alive
<i>Imperata cylindrica</i> (L.) Raeusch. (Poaceae)	1	alive
<i>Lacertilia</i>	1	na
<i>Lipocelis</i> sp.	1	alive & dead
<i>Lissachetina fulica</i>	1	alive & dead
<i>Lymantria dispar</i>	1	alive & dead
<i>Massylaea vermiculata</i>	1	alive & dead
<i>Megacopta cribraria</i>	1	alive & dead
<i>Monacha cartusiana</i> (Müller) (Hygromiidae)	1	alive
<i>Monacha</i> sp. (Hygromiidae)	1	alive
<i>Monochamus</i> spp.	3	alive; alive & dead
<i>Mus musculus</i>	1	na
<i>Mycosphaerella fijiensis</i>	1	alive
<i>Phytophthora infestans</i>	1	alive
<i>Polygyra cereolus</i>	1	alive & dead

¹⁹ na: answer not provided, or overall answer provided for several species simultaneously.

<i>Pomacea canaliculata</i>	1	alive & dead
<i>Prietocella barbara</i> (Linné) (Geomitridae)	1	alive
<i>Puccinia</i> sp.	1	na
<i>Ralstonia solanacearum</i>	1	alive
<i>Saccharum</i> sp. (Poaceae)	1	alive
<i>Saccharum spontaneum</i> Linnaeus (Poaceae)	1	alive
<i>Schinus tenebinthitolius</i>	1	alive
<i>Sinoxylon anale</i>	1	alive & dead
<i>Sinoxylon conigerum</i> Gerstäcker	1	alive
<i>Spodoptera frugiperda</i>	2	alive; na
<i>Stegobium paniceum</i>	1	alive & dead
<i>Theba pisana</i> (O.F. Müller) (Helicidae)	1	alive
<i>Tilletia</i> sp.	1	na
<i>Tribolium</i> sp.	1	na
<i>Tridax procumbens</i> Linnaeus (Asteraceae)	1	na
<i>Trogoderma granarium</i>	2	alive & dead
<i>Trogoderma</i> spp.	3	alive & dead
<i>Trogoderma variabile</i>	1	alive & dead
<i>Xanthomonas axonopodis</i> pv. <i>manihotis</i>	1	alive
<i>Xanthomonas campestris</i> pv. <i>musacearum</i> (BXW)	1	na
<i>Xerotricha conspurcata</i> (Draparnaud) (Geomitridae)	1	alive
Quarantine pests (English name)	# countries	Status as found
African cassava mosaic begomovirus	1	alive
ants	1	na
aphids	1	na
Cassava brown streak virus disease	1	na
Diseases through moulds, decay grains	1	alive & dead
gekko	1	na
Grain moths	1	na
Maize lethal necrosis disease	1	na
Mealybug	1	na
Rodents	1	alive & dead
Slugs	1	na
Snails	2	na
Spiders	1	na
Wasps	1	na
weevils	1	na

Full list of non-quarantine pests with indication whether found dead, alive, or both

If NPPOs indicated they had encountered non-quarantine pests on containers and their cargo, they were asked to provide the Latin names of the most common ones found. Instead of Latin names, some respondents entered common names, which are included at the bottom of . For each entered non-quarantine pest, respondents were asked to indicate the pests' status as found: dead, alive, or both dead and alive. Sometimes respondents indicated the status for several pests simultaneously; these have been set to missing ('na') in . The three pests marked by an asterisk at the end of the list of Latin names are not considered 'quarantine' pests in the respondent's country who listed them, but as indicated by the respondent, they may however be regulated for other reasons including the potential to vector quarantine pests or diseases of biosecurity concern to animal or human health or due to their predatory nature.

Table 4 List of non-quarantine pests	# countries	Status as found ²⁰
<i>Acanthoscelides obtectus</i>	1	alive & dead
<i>Achaearanea tepidariorum</i>	1	alive & dead
<i>Acheta domesticus</i>	1	alive
<i>Agropes spp.</i>	1	alive & dead
<i>Alternaria sp.</i>	2	alive;na
<i>Alternaria tenuis</i>	1	na
<i>Amaranthus sp.</i>	1	alive
<i>Antrenus sp.</i>	1	na
<i>Aphelenchoides</i>	1	alive & dead
<i>Apocrita</i>	1	na
<i>Araneae</i>	1	alive & dead
<i>Arhopalus minutus</i>	1	alive & dead
<i>Aspergillus sp.</i>	1	alive
<i>Asteraceae spp.</i>	1	alive
<i>Attagenus spp.</i>	1	alive & dead
<i>Avena</i>	1	na
<i>Bethylidae</i>	1	alive & dead
<i>Blattella germanica</i>	1	alive & dead
<i>Blattodea</i>	1	alive & dead
<i>Bostrichids</i>	1	alive & dead
<i>Bradybaena similaris</i> (Rang) (Camaenidae)	2	alive; alive & dead
<i>Bulimulus sp.</i> (Bulimulidae)	1	alive
<i>Calcisuccinea luteola</i> (Gould) (Succineidae)	1	alive
<i>Callosobruchus chinenses</i>	1	alive & dead
<i>Callosobruchus maculatus</i>	1	alive & dead
<i>Calosoma olivieri</i>	1	alive
<i>Carphophilus obsoletus</i>	1	alive & dead
<i>Cerambycidae</i>	2	alive & dead; na
<i>Chenopodium album</i>	1	alive
<i>Cornu aspersum</i> (O.F. Müller) (Helicidae)	1	alive
<i>Crossopriza lyoni</i>	1	alive & dead
<i>Cryptolestes ferrugineus</i>	1	alive & dead
<i>Cryptolestes spp.</i>	1	alive & dead
<i>Cryptrugus</i>	1	alive & dead
<i>Cucujidae</i>	1	alive & dead
<i>Curculionids</i>	1	alive & dead
<i>Dinoderus minutus</i>	1	alive & dead
<i>Echinochloa sp.</i>	1	alive

²⁰ na: answer not provided, or overall answer provided for several species simultaneously.

<i>Eobania vermiculata</i> (Müller) (Helicidae)	1	alive
<i>Ephestia elutella</i>	1	alive & dead
<i>Ephestia kuehniella</i>	1	alive & dead
<i>Ephestia</i> spp.	1	alive & dead
<i>Epureae</i> spp.	1	alive
<i>Forficulidae</i> sp.	1	na
<i>Fusarium</i> sp.	2	alive; na
<i>Halyomorpha halys</i>	2	alive; na
<i>Hemidactylus frenatus</i>	1	alive & dead
<i>Iridomyrmex</i>	1	alive & dead
<i>Isoptera</i>	1	alive & dead
<i>Lasioderma serricorne</i>	3	alive & dead
<i>Lasioderma</i> spp.	1	dead
<i>Latrodectus geometricus</i>	1	alive & dead
<i>Lipocelis</i> sp.	1	alive & dead
<i>Melinis repens</i> (Willdenow) Zizka (Poaceae)	1	alive
<i>Mollusidea</i> spp.	1	alive
<i>Monomorium Destructor</i>	1	alive & dead
<i>Monomorium Pharaonis</i>	1	alive & dead
<i>Musa domestica</i>	1	alive & dead
<i>Oryza sativa</i> (red rice)	1	alive
<i>Oryzaephilus surinamensis</i>	2	alive & dead; na
<i>penicillium</i> sp	1	alive
<i>Periplanata americana</i>	1	alive & dead
<i>Pheidole Megacephala</i>	1	na
<i>Pholcus Phalangioides</i>	1	alive & dead
<i>Phragmites australis</i> (Cavanilles) Trinius ex Steudel (Poaceae)	1	alive
<i>Phragmites</i> sp. (Poaceae)	1	alive
<i>Plodia interpunctella</i>	1	alive & dead
<i>Poaceae</i> spp.	1	alive
<i>Psocoptera</i> spp.	1	alive
<i>Rhizopertha dominica</i>	4	alive & dead
<i>Rhizophilus surinamensis</i>	1	na
<i>Rhizopus</i> sp.	1	alive
<i>Sinoxylon anale</i>	1	alive & dead
<i>Sitophilus granarium</i>	2	alive & dead
<i>Sitophilus orizae</i>	3	alive & dead
<i>Sitophilus zeamais</i>	2	alive & dead
<i>Sitophylus</i> spp	1	alive & dead
<i>Sitotroga cerealella</i>	2	alive & dead
<i>Solenopsis</i>	1	alive & dead
<i>Succinea</i> sp. (Succineidae)	1	alive
<i>Tetramorium Bicarinatum</i>	1	alive & dead
<i>Tetranichus</i> sp.	1	na
<i>Theba Pisana</i>	1	alive & dead
<i>Tribolium castaneum</i>	4	alive & dead; na
<i>Tribolium confusum</i>	2	alive & dead
<i>Tribolium madens</i>	1	alive & dead
<i>Tribolium</i> spp.	2	alive & dead
<i>Triticum aestivum</i> Linnaeus (Poaceae)	1	alive
<i>Triticum</i> sp. (Poaceae)	1	alive
<i>Typha</i> sp. (Typhaceae)	1	alive
<i>Zea mays</i> Linnaeus (Poaceae)	1	alive
<i>Apis mellifera</i> *	1	alive & dead

<i>Culex quinquefasciatus</i> *	1	alive & dead
<i>Steatoda triangulosa</i> *	1	alive & dead
<i>Non-quarantine pests (English name)</i>	# countries	Status
ants (not identified)	1	na
Beetles	1	alive & dead
Moths	1	alive & dead
Spiders	1	alive & dead
Termites	1	na
White fungus (le mycélium blanc)	1	na

APPENDIX 06: Communication Plan

At the twelfth session of the Commission on Phytosanitary Measures (CPM-12), contracting parties endorsed the Complementary Action Plan for Assessing and Managing Pest Threats Associated with Sea Containers and noted the priority actions to be undertaken, including the establishment of the International Plant Protection Convention (IPPC) Sea Containers Task Force (SCTF). Part of the complimentary action plan encouraged National Plant Protection Organizations (NPPO) to inform industry on the risks and possible international actions to manage pest risks associated with sea containers. The draft SCTF communication plan was designed to provide a road map for NPPOs to use for outreach to industry on the importance of sea container cleanliness.

Action for SCTF: Further discuss to ensure everything has been captured

Draft Sea Container Task Force Communication Plan Foundation

Component of Plan	Details	Examples
Who needs to be communicated to?	Container owners Container operators Container lessors Container Lessees Freight forwarders Customs Brokers Consignees/Consolidators Government (e.g. border services, NPPOs, states/provinces) Non-government Organizations (e.g. Red Cross, Green Peace, etc.) Packers Unpackers Shippers Warehouse operators Container Depot Operators Terminal Operators Military Importers and exporters Regional Plant Protection Organizations Trade Associations Trade Based Media Port Authority Intermodal yards Border Agencies	

What messages to communicate	<p>Why now?</p> <p>Why is sea container cleanliness important to both industry and government?</p> <p>How can industry assist with container cleanliness?</p> <p>How can government assist with container cleanliness?</p> <p>What does clean mean?</p> <p>What role can anyone play?</p>	<p>Invasive pests hitchhike around the globe in and on the agricultural products we import. They also travel on and in the millions of rail wagons, trailers and sea cargo containers that crisscross our oceans and continents on trains, trucks and ships. Once introduced, invasive pests are very difficult and expensive to control or eradicate. They can severely damage agricultural production, affect property values, and reduce water availability and quality. The total cost of lost revenue and clean-up can run into billions of dollars.</p> <p>Invasive pests threaten crops, forests, and livestock. They also have a very real impact on trade. When a contaminated container is found in port, the cargo owner, importer, or shipper can expect: delayed cargo release, demurrage charges due to cargo holds, and unexpected costs associated with having the container quarantined, tarped and treated, cleaned, or re-exported back to origin at the cargo owner's expense</p> <p>By taking reasonable steps to keep containers and their cargo clean, you will help prevent the spread of invasive pests through commerce and facilitate the movement of your containers. As a result, you may experience: reduced port-of-entry inspections, faster cargo release, fewer unexpected expenses, such as demurrage charges due to cargo holds or costs associated with having your container quarantined, tarped and treated, cleaned, or re-exported back to origin</p>
Where to convey messages	<ul style="list-style-type: none"> • Industry meetings and events • Bilateral or multilateral meetings (government) • Social Media • Industry/trade magazines • Trade associations • Government/industry websites • Facilities and businesses • IPPC website • NGO sites • Port Authority 	
How to convey messages	<p>Written outreach</p> <p>Videos</p> <p>Presentations</p> <p>Meetings</p>	<p>Frequently Asked Questions</p> <p>General PowerPoint Presentations</p> <p>Audience specific presentations</p>

	Site visits Webinars	Blogs News Articles Easel-back posters (for use at trade shows) Infographics Bulletins Videos Pocket cards
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APPENDIX 07 - Sea Container Supply Chains and Cleanliness: an IPPC Best Practice Guidance on Measures to Minimize Pest Contamination

SEA CONTAINER SUPPLY CHAINS AND CLEANLINESS: AN IPPC BEST PRACTICE GUIDANCE ON MEASURES TO MINIMIZE PEST CONTAMINATION

Outline (Header)

This IPPC Guidance has been developed by the Sea Container Task Force (SCTF), the Sub-group of the Capacity Development and Implementation Committee (IC). It identifies, based on the IMO (International Maritime Organization)/ILO (International Labour Organization) /UNECE (United Nations Economic Commission for Europe)'s Code of Practice for Packing of Cargo Transport Units²¹ ("CTU Code"), parties in the international container supply chains, and describes their roles and responsibilities for minimizing visible pest contamination of sea containers and their cargoes, and best practices they may follow to meet that objective.

Executive Summary: Interchange Points in the Container Supply Chains and Best Practices to Minimize Pest Contamination

There are various points in the international containerized supply chains where custody of a container changes (so called "interchange points"). The associated best industry practices that are based on the guidance in the CTU Code, may be followed in order to minimise visible pest contamination and thereby reduce the risks of pest introduction by containers moving internationally. For the purpose of these best industry practices, and in conformance with the CTU Code, "pest" is broadly defined and is not limited to insect pests only²². Table 1 in the Annex summarizes these best industry practices.

Introduction

There is consensus internationally amongst competent authorities that containers and their cargoes can potentially carry and facilitate the spread of pests that could pose a serious risk to agriculture, forestry and natural resources. The risk for pests to contaminate containers and cargo is greatest at the packing location. Shippers and packers, acting on behalf of shippers, should put measures in place to minimize pest contamination during packing. However, others in the international container supply chain should also put measures in place to reduce the risk of pest contamination while the container is in their control. These measures, referred to as best practices, should be in accordance with the parties' roles and responsibilities in the supply chains and should take into consideration all safety and operational constraints.

One of the parties concerned with the movement of pests on sea containers is the International Plant Protection Convention (IPPC). The IPPC is a multilateral treaty that aims to secure coordinated, effective action to prevent and to control the introduction and spread of pests on plants, plant products,

²¹ The *IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units* <http://www.imo.org/en/OurWork/Safety/Cargoes/CargoSecuring/Pages/CTU-Code.aspx>

²² In conformance with the CTU Code, "pest contamination" means visible forms of animals, insects or other invertebrates (alive or dead, in any lifecycle stage, including egg casings or rafts), or any organic material of animal origin (including blood, bones, hair, flesh, secretions, excretions); viable or non-viable plants or plant products (including fruit, seeds, leaves, twigs, roots, bark, intact or broken wood packing material, including dunnage); or other organic material, including fungi; or soil, or water; where such products are not the manifested cargo within the container. "Visible" means detectable by the human eye without the aid of any supporting instruments or aids such as magnifying glasses and microscopes.

and other regulated articles²³. The IPPC recognizes the phytosanitary certification system and certificate (PC) as instruments to ensure and demonstrate that exported plants, plant products and other regulated articles moved internationally are in compliance with the import requirements of countries concerned. This guidance is supplemental to the [ISPM 7 Export Certification System](#), and covers all types of containers and cargoes that can carry pests associated with them.

Best Practices by Interchange Points for Minimizing Pest Contamination:

The chain of custody of containers in the international supply chains includes critical interchange points where risk of pest contamination can be mitigated. These interchange points are described below, and they and the associated best practices are summarized in the Table in the Annex.

Interchange Points: Container Depots

The CTU Code provides that any empty container intended to be used for the carriage of dry, special or reefer cargo should, when dispatched to a shipper customer from a container depot under the control of the shipping company, should be “clean”. The only place and time where a shipping company has direct control of the container and an ability to clean it, if required, is in a container depot (also known as “repair depot”). Many containers, however, do not go through a container depot before packing and/or after the container has been unpacked and is being moved empty to the next shipper customer or directly to a marine terminal for loading aboard ship.

Guidance on how the CTU Code requirement could be achieved by container operators when the containers are in their direct control in a container depot is provided in the *Joint Industry Guidelines for Cleaning of Containers*²⁴. According to the guidelines, “clean” means that the empty container’s exterior and interior and, for reefer containers, also 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, beetles
- Snails, slugs, ants, spiders
- Mould and fungi
- Insect and bird droppings or waste
- Egg sacs
- Animals, animal parts/ blood/excreta and reproductive components or parts thereof

²³ The IPPC defines “regulated articles” to mean: “Any plant, plant product, storage place, packaging, conveyance, container, soil and any other organism, object or material capable of harbouring or spreading pests, deemed to require phytosanitary measures, particularly where international transportation is involved” (source: [ISPM 5: Glossary of Phytosanitary Terms](#))

²⁴ [http://www.worldshipping.org/industry-issues/safety/Pest Contamination Cleaning Guidelines Feb 2017.pdf](http://www.worldshipping.org/industry-issues/safety/Pest%20Contamination%20Cleaning%20Guidelines%20Feb%202017.pdf) These guidelines are not intended to replace individual container operators’ cleaning guidelines. Nor do they replace applicable local regulatory pest contamination measures and requirements. Also, these guidelines are additional to industry guidelines regarding container cleanliness for non-pest contamination such as paint, oil etc.

- Other contamination that shows visible signs of harbouring pests.

The joint industry guidelines provide recommendations on cleaning methods for various types of visible pest contamination. They encourage that, in cases of doubt about how to proceed, the local office of the National Plant Protection Organization (NPPO) or, if animal origin contamination, the local Animal Quarantine Office should be contacted for guidance.

The joint industry guidelines stress the importance of exercising due diligence when inspecting containers for visible pest contamination. For example, no attempt should be made to enter a container until any unknown residue has been identified and the appropriate safety precautions have been taken. Similarly, due to safety concerns, access to undercarriage components (while on transport vehicles such as a chassis) or to the roof may not be available to inspect for visible trace amounts of soil or other pest contaminations.

Interchange Points: Shippers and Packers

According to the CTU Code, the shipper²⁵ is responsible for ensuring that a container requested from the container operator is safe for transport, clean and free of visible pests before being supplied to the consignor or the commencement of packing by the shipper or the packer.

If the shipper also packs the container then the shipper is also referred to as a “packer”. If the shipper instead – which is often the case – contracts with a third party to pack the container, then that third party becomes the “packer”. In either scenario, the shipper or packer has important roles and responsibilities for maintaining container cleanliness and in minimizing pest contamination of the container and its cargoes. This is because “the packing of sea containers with cargo is the most likely stage in the sea container supply chain at which contamination can occur. Operators’ procedures for cleanliness and cleaning of sea containers, for handling of containers and cargo, need therefore to take into account the risk of contamination at the packing stage”²⁶.

The IPPC’s *Fact Sheet on Sea Container Cleanliness*²⁷ identifies several measures that a shipper or packer can take to ensure the cleanliness of a container and prevent it being contaminated by pests while in the staging and packing areas. Such measures may include:

- Visually inspecting the outside and inside of the sea containers for visible contaminants such as plants, seeds, insects, egg masses, snails, and soil.
- Where required, sweep, vacuum, or wash containers before packing to remove potential contaminants. It should be taken in to account that environmental factors, such as heavy rains, may increase the likelihood of certain types of pest contamination.

²⁵ The CTU Code defines “shipper” as “The party named on the bill of lading or waybill as shipper and/or who concludes a contract of carriage (or in whose name or on whose behalf a contract of carriage has been concluded) with a carrier “. A shipper can be a beneficiary cargo owner, a freight forwarder acting as an agent, or a freight forwarder that issues its own (house) bills of lading (known as an “NVOCC”). A “consignor” is in the CTU Code defined as “The party who prepares a consignment for transport. If the consignor contracts the transport operation with the carrier, the consignor will undertake the function of the shipper and may also be known as: The shipper (maritime); The sender (road transport)”.

²⁶ [CPM Recommendation on Sea Containers \(R-06\)](#).

²⁷ <http://www.fao.org/3/I8960EN/i8960en.pdf>

- Ensure cargo packed into the sea container is clean and free of visible contaminants. Regulated articles may require [Phytosanitary Certificates](#) that certify compliance with applicable import requirements.
- Clear and clean the cargo staging and packing area to ensure that it is free from contaminants. Containers placed on grassy areas or soil are more likely to be contaminated by insects, snails and plant parts, including seeds.
- Without compromising safe working conditions, do not keep containers under bright lights, which will attract insects, such as moths, to the cargo staging area and increase the likelihood of contamination. If containers must be kept under bright lights, check them regularly for signs of insects and egg masses and clean containers as needed to remove these contaminants and prevent re-contamination.²⁸
- Where appropriate, use baits, traps, or barriers to keep pests out of the cargo staging and packing area. For example, a salt barrier may be used to prevent snail infestations.

The CTU Code identifies numerous additional, simple steps and practices that shippers and packers may take to prevent pest contamination including closing container doors and/or using tarpaulins once packing has started but not yet been completed.

The CTU Code also clarifies that packed containers in international traffic should be sealed.

Interchange Points: Marine export and import terminals and transshipment terminals (where applicable)

The CTU Code states that “intermodal operators” (a term that includes container marine terminals) are responsible for ensuring that “appropriate pest prevention methods are in place”.

For container marine terminals, this will primarily imply a visual inspection of the containers that they handle (e.g. discharge, stack, store and load). Such containers will be either packed with cargo or empty.

However, the operational characteristics of container marine terminals imply that container inspection will be done from a – sometimes significant - distance, and may otherwise be constrained by safety or other operational requirements. Detectable pest contamination will therefore be limited to obvious contamination of the exterior of the container. Inspection of the understructure (“undercarriage”) of the container by lifting it may also be severely constrained, if not impossible. Visual inspection of the exterior of the container cannot be expected to be done in terminals with automated gates.

Interchange Points: Consignees and Unpack Locations

The party to whom cargo is consigned under a contract of carriage or transport document is called the “consignee” (or in non-maritime modes of transport, the “receiver”).

The CTU Code provides that the consignee is responsible for “returning the CTU to the CTU operator completely empty and clean, unless otherwise agreed”. This language implies that the consignee almost always is obligated by the terms of the maritime carrier’s contract of carriage to ensure that the container upon unpacking is cleaned and free from pest contamination. The consignee is not relieved from this

²⁸ Usage of types of lights that are less attractive to insects such as LED lights or yard lights that do not give off ultraviolet radiation, could also be considered.

contractual obligation even if it has hired a third party to physically undertake the unpacking of the container.

Consignees can take several of the measures described above for shippers and packers in order to meet their responsibility for cleaning the interior of the container upon its unpacking. And for ensuring that the interior and exterior of the container is free of visible pest contamination. Similarly, the cleaning methods for visible pest contamination identified in the joint industry guidelines under container depots could also be applied by consignees and their unpackers. In cases of doubt about how to proceed with the cleaning, the local office of the National Plant Protection Organization (NPPO) or, if animal origin contamination, the local Animal Quarantine Office should be contacted for guidance.

Application of suitable measures and practical steps by the consignee to ensure the cleanliness of the container is not only a contractual obligation. It is essential for ensuring that the international container supply chains start and end with pest-free containers. This is particularly pertinent to such cases where unpacked and empty containers do not go from the consignee or unpacker through container depots prior to their dispatch to shipper customers. Examples of containers not going through container depots include: containers moving directly from unpacking locations to port terminals for loading aboard ship; release of empty containers for packing directly from port terminals; triangulation or so-called “street turns” where the container, after unpacking by the consignee or its unpacker, is moved directly to a shipper’s or packer’s premises for packing.

Conclusion

Minimizing pest contamination of containers and their cargoes is a shared responsibility of several parties in the international sea container supply chains. By applying best practices described in this Guidance in accordance with their roles and responsibilities, these parties can keep containers and their cargoes clean. This will prevent the spread of pests through commerce. Clean containers are also likely to move through ports and reach their final destination quicker and easier and therefore cheaper.

ANNEX: Interchange Points in the Container Supply Chains and Best Practices to Minimize Pest Contamination

TABLE 1

NOTE: The table is without prejudice to existing local requirements at either the export, import, packing and/or unpacking locations

Where	When	Inspection For	Responsible party	Action
Container depot	Gate In	Internal and exterior visible pest contamination	Depot (for container operator)	Remove contamination
Container depot	Gate Out	Internal and exterior visible pest contamination	Depot (for container operator)	Remove contamination or substitute for suitable container
Pack point	Receipt for packing	Internal and exterior visible pest contamination	Shipper or packer on behalf of shipper	Reject container or remove contamination and prevent contamination of the interior and exterior of the container and its cargo during packing.
Export Terminal	Gate In	Obvious exterior pest contamination ²⁹	Terminal	Report contamination to container operator, or reject per local protocol
Export Terminal	Load on ship	Obvious exterior pest contamination	Terminal	Report contamination to container operator
Import Terminal	Unload from ship	Obvious exterior pest contamination	Terminal	Report contamination to container operator and/or to responsible authority' as required

²⁹ Exception – automated gates. This applies also to import terminals and transshipment terminals, where applicable. “Obvious exterior pest contamination” refers to a visual inspection for pest contamination done from a, perhaps significant, distance from the container and in a fast-paced environment where safety is an overriding concern. In such an environment, pest contamination would need to be highly visible – “obvious” – in order to be detectable by visual inspection.

Transshipment Terminal, where applicable	Unload/Load from/to ship	Obvious exterior pest contamination	Terminal	Report contamination to container operator and/or responsible authority as required.as required
Consignees and unpack locations	Receipt for unpacking	Internal and exterior visible pest contamination	Consignee	Remove contamination or notify responsible authority as required; prevent recontamination
Consignees and unpack location	Prior to return	Internal and exterior visible pest contamination	Consignee	Remove contamination; prevent recontamination

APPENDIX 08 - Leaflet - Reducing the Spread of Invasive Pests by Sea Containers

Reducing the Spread of Invasive Pests by Sea Containers

Guidance from the International Plant Protection Convention's Sea Container Task Force

According to the Food and Agriculture Organization of the United Nations, invasive plant and animal pests are responsible for the loss of up to 40 percent of global food crops each year. They also cause trade losses exceeding \$220 billion annually. Everyone across the international sea container supply chain has an

opportunity to help make sure containers and their cargoes don't spread plant and animal pests. By taking recommended actions at critical interchange points, you can keep containers and their cargoes clean and help them move faster and easier through ports to their destination.

What to Look For



You can keep
containers
and their
cargoes clean.

Safety First!

Exercise caution when visually inspecting containers and their cargoes:



Do not attempt to enter a container before it has been determined that no harmful atmosphere, fumigation, or harmful fumes are present and all appropriate safety precautions have been taken.



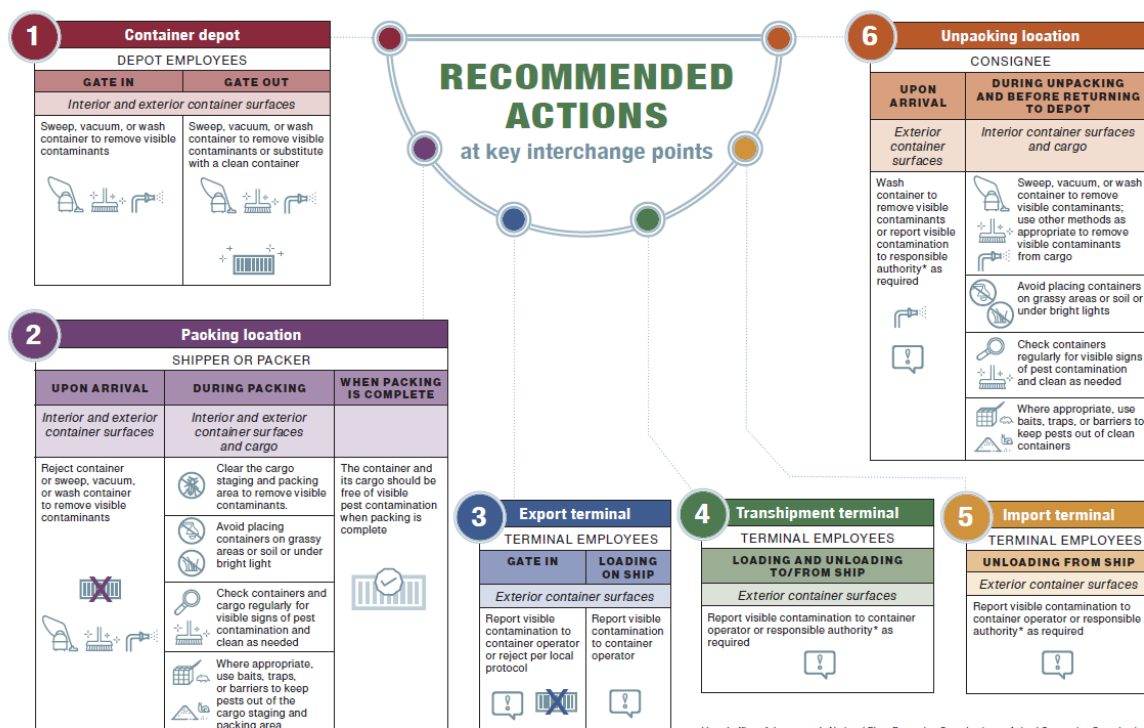
Do not attempt to inspect the undercarriage or roof unless it is safe to do so.



In marine terminals, when a close visual inspection is not possible due to safety or other factors, look from a distance for signs of obvious visible pest contamination.

Reducing the Spread of Invasive Pests by Sea Containers

Guidance from the International Plant Protection Convention's Sea Container Task Force



* Local office of the country's National Plant Protection Organization or Animal Quarantine Organization

APPENDIX 09 - Needs and Challenges related to the international movement of sea containers

Needs

In order to address the risks associated with the international movement of CTUs a series of complementary measures should:

- allow flexibility for industry and governments in managing these risk, minimizing costs or other burdens for industry and government and recognizing successes
- not impede and/or delay trade
- be outcomes based

Complete and successful implementation means that clean sea containers move between countries without undue phytosanitary restrictions and delays and with:

- managed risk
- flexibility
- technically justified and predictable phytosanitary requirements
- recognized success and without appropriate phytosanitary restrictions and undue delays

Challenges

- consolidated (i.e., grouped freight) containers with cargo controlled by multiple shippers
- complexity of container logistics
- avoidance of delays for containers/vessel loading
- sheer numbers of containers moving internationally
- constant increase in container numbers
- no clear single point and no single party responsible for non-disruptive actions
- concerns related to cost
- need for increased awareness
- jurisdiction differences
- different measures to be applied for success
- need for trade facilitation
- difficulties to identify an acceptable level of risk
- data collection and exchange
- lack of information systems
- complexity of supply chain and potential sources of risk
- identifying risk points of infestation
- challenges in developing a risk based approach

- no clear control point and no single party responsible for cleanliness throughout the container's voyage
- decontamination challenges

APPENDIX 10 - 2019 - 2020 SCTF Work Plan

Action Item	Detail	Expected outcome	Action Party	When	Comments
Initiate a World Bank pilot project on implementing the cleanliness and inspection guidelines	Support one or two of the 40-50 countries receiving technical assistance under the WBG Trade Facilitation Support Programme (TFSP) in this matter	More information on current situation is available	World Bank (Mr. Shane Sela)	Initiation by April 2020	
Issue a call for survey data	Pre-existing survey data or conduct survey using SCTF survey plan and guidelines	More data related to risks associated with the movement of sea containers is available	IPPC Secretariat	2019-2020	
Investigate possibilities to develop Training/education modules/ and App	Facilitate the update of the CTU Code	Awareness of stakeholders is raised	IPPC Secretariat SCTF Chairman Industry representatives	1 st quarter of 2020	Subject to availability of funds & resources
Develop a Communication plan	Finalize communication plan based on conversations during SCTF meeting	Awareness of stakeholders is raised	Wendy Beltz (APHIS USA)	Beginning of November 2019	
Transfer the IPPC SCTF page to new IPP landing page	Get IC approval. Develop structure of the page. NPPOs to provide relevant materials	Awareness of stakeholders is raised	IPPC Secretariat	Prior to CPM 2020	Subject to the IPPC Secretariat's IST support
Work on sea container cleanliness criteria to be included in IMO container inspection circular(s)	IPPC Secretariat to participate in the IMO correspondence group and encourage NPPOs to liaise with their competent national authorities	Data collected by NPPOs is complimented with data collected by IMO member state. Parties performing inspections are informing NPPOs of contamination	IPPC Secretariat and NPPOs	June 2020	
Publish IPPC supply chain best practice guideline	Approve by the IC and process FAO PWS. Secretariat to keep SCTF apprised of comments by IC	Uptake of the CTU code is increased by different stakeholders	IPPC Secretariat	End of October 2019	

Action Item	Detail	Expected outcome	Action Party	When	Comments
Gather Case studies based on the Objective and target audience (including NPPO-industry collaboration, sea containers hygiene system)		SCTF is informed of risk and potential management	SCTF members	SCTF meeting in 2020	
To deliver the International workshop with industry stakeholders including large retailers	Try to understand how to best communicate with all stakeholders involved with sea containers. How can measures be effectively targeted	Possible measures are identified and efficient communication regarding cleanliness is ensured	NASCI, WB	February/March 2020	
To deliver NPPO workshops	Understand container logistics and related pest concerns and challenges and to generate ideas about ways forward.	Raise awareness of challenges and seek suggestions for measures	To be determined	To be determined	
SCTF Members make proposals for amendments to the CTU code regarding pest contamination	SCTF members will comment on CTU code through e-forum.	Proposals for clearer information on pest risk and cleanliness is provided for addition to the CTU code	SCTF Members	February 2020	
Suggestions are developed for additional fields on cleanliness to be possibly added to the WCO data model for the import Customs declaration	Australia and New Zealand will propose additional fields to add to the WCO data model for discussion with SCTF	Clear indication of container cleanliness status is provided	Australia & New Zealand (Rama Karri & Sina Waghorn)	March/April 2020	
NPPOs explore the possibility of mutual recognition agreements, including in regard to AEO program	NPPOs to look at legal and any other considerations	A possible measure that can be used is identified	NPPOs	October 2020	