



SPECIFICATION 52

Minimizing pest movement by air containers and aircraft

(2010)

Title

Minimizing pest movement by air containers and aircraft (2008-002).

Reason for the standard

The movement of goods and people by aircraft is a significant pathway for the entry of pests. Air travel provides a means for increasing the global distribution of pests over great distances in a short time span; in particular, in a much shorter time span than would normally occur as a result of natural spread. There are numerous examples where aircraft and air containers are the cause for the introduction of a pest in a country or area where it was previously not present in likely contaminated articles (e.g. air containers) which had travelled by air (e.g. the introduction of *Diabrotica virgifera virgifera* into Europe and its spread within). Some of these pests may already have been regulated by some countries as quarantine pests, while others may not yet have been evaluated in a pest risk analysis but may be potential quarantine pests.

Air travel is highly internationalized and many air companies are active on the global scale. Therefore for many countries it is not feasible or difficult to set up specific requirements based on Article I.4 and VII of the IPPC for air containers and aircraft, and a standard is needed to provide guidelines for managing such phytosanitary risks. As several countries have already developed and implemented phytosanitary standards related to this issue, there is also a need to harmonize phytosanitary measures related to this.

Scope and purpose

The standard will provide guidance to NPPOs and organizations (such as airline and airport authorities, including military aviation authorities and companies dealing with air containers or aircraft) on appropriate phytosanitary measures for minimizing the risk of quarantine pests moved as contaminating pests by this means. This standard will help to minimize the risk of global spread of pests of plants including those, which can be considered Invasive Alien Species, and other organisms whose pest risk have not yet been identified.

The standard will provide guidance and where appropriate guidelines on:

- identifying particular pest risks associated with air containers and aircraft as pathways between countries

- appropriate phytosanitary measures to mitigate such risks, in particular at airports and other places where air containers are loaded
- verification procedures.

Tasks

The expert working group should:

- (1) Consider the extent and importance of international pest spread caused by air containers and aircraft and identify relevant examples.
- (2) Identify the ways that contamination of air containers and aircraft leading to pest introduction can occur and note the critical points, including issues regarding origin and seasonality.
- (3) Identify types of pests that may be transmitted as contaminants by air containers and aircraft.
- (4) Identify the most likely places within the aircraft where pests may be found.
- (5) Consider the report of the survey on introduced species by the International Civil Aviation Organization (ICAO)¹ and the guidance developed by that organization and the International Air Transport Association (IATA) standards².
- (6) Review existing international conventions, standards and industry practices that may be relevant in helping to reduce risks of pest introduction from air containers and aircraft internationally and delimit the scope of this standard accordingly.
- (7) Identify and describe potential phytosanitary measures and best management practices to reduce pest risks, including:
 - . procedures for packing, loading and cleaning of air containers and aircraft to minimize contamination with pests, including treatment options and safe disposal of contaminants
 - . procedures and practical methods to be taken at airports and other places where air containers are packed or loaded taking into account pest risk within the relevant area (e.g. mass development of pests, attractants (light, colour), overwintering aggregation)
 - . measures carried out in the area surrounding airports and where loading and storage takes place (e.g. surveillance, establishment of PFAs or areas of low pest prevalence)
 - . consider different measures for the various flight types (diplomatic, military, commercial passenger/cargo, commercial cargo, general aviation/private small jets).
- (8) Review existing verification systems (or if necessary, describe possible new feasible systems) to record and certify the origin, cleanliness, cleaning or treatments of containers in respect of compliance with this standard or parts thereof, including consideration of:
 - . a checking system leading to the use of compliance documents or verifying labels
 - . a system for the authorization/accreditation of container companies, export, shipping or treatment companies.
- (9) Describe the distribution of responsibilities among NPPOs, other related organizations and stakeholders.
- (10) Consider to include specific guidelines for minimizing pest movements by air containers and aircraft as appropriate, to be used by NPPOs and organizations (such as airline and airport authorities, including military aviation authorities and companies dealing with air containers or aircraft).
- (11) Consider ways for further consultation with and involvement of stakeholders on the subject of this standard during the development of this ISPM and provide a recommendation on this to the SC.

¹ Report by the Council on progress in implementation of resolution A33-18: preventing the introduction of invasive alien species, A35-WP/12 EC/4 19/5/04 http://www.icao.int/icao/en/assembly/a35/wp/wp012_en.pdf

² International Air Transport Association air cargo standards, <http://www.iata.org/whatwedo/cargo/standards/Pages/index.aspx>

- (12) Consider whether the standard could affect in a specific way (positively or negatively) the protection of biodiversity and the environment. If this is the case, the impact should be identified, addressed and clarified in the draft standard.
- (13) Consider implementation of the standard by contracting parties and identify potential operational and technical implementation issues. Provide information and possible recommendations on these issues to the SC.

Provision of resources

Funding for the meeting may be provided from sources other than the regular programme of the IPPC (FAO). As recommended by ICPM-2 (1999), whenever possible, those participating in standard setting activities voluntarily fund their travel and subsistence to attend meetings. Participants may request financial assistance, with the understanding that resources are limited and the priority for financial assistance is given to developing country participants.

Collaborator

To be determined.

Steward

Please refer to the list of topics for IPPC standards appended to the SC report.

Expertise

Five to seven phytosanitary experts with one or more of the following areas of expertise:

- export or import systems dealing with air containers and aircraft
- aircraft and air inspection and pest interception
- airport ground management
- treatment of air containers or aircraft
- pest risk analysis
- development of phytosanitary measures
- insect ecology and insect ethology
- verification systems (including certification/auditing/accrediting/authorizing systems).

In addition to those experts, the ICAO, IATA and the Secretariat of CBD are each invited to nominate an expert to attend the relevant parts of the expert drafting group meetings.

Participants

To be determined.

References

The IPPC, relevant ISPMs and other national, regional and international standards and agreements as may be applicable to the tasks, and discussion papers submitted in relation to this work.

A site acting as a source of relevant papers to be set up on the IPP is being discussed with the Secretariat.

Discussion papers

Participants and interested parties are encouraged to submit discussion papers to the IPPC Secretariat (ippc@fao.org) for consideration by the expert drafting group.

Publication history

This is not an official part of the specification

2007-11 SC introduced the topic Minimizing pest movement by air containers and aircraft 2008-002

2008-04 CPM-3 added topic (2008-002)

2010-04 SC approved draft specification for MC

2010-09 MC

2010-11 MC revised and approved specification

2011-11 SC added new tasks regarding implementation issues

2011-11 reformatted

2011-12 applied consistency changes in line with the decision made by SC May 2009

2012-11 SC replaced task regarding implementation issues

2013-03 repeated tasks were deleted

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