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**DRAFT ISPM:  
MINIMIZING PEST MOVEMENT BY SEA CONTAINERS (2008-001)**

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**Publication history**

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<b>Steward history</b>	2010-11 SC John HEDLEY (NZ, Lead), Steve ASHBY (UK, Assistant)
<b>Secretariat notes</b>	2013-05-21 The draft ISPM submitted to the 2013 member consultation is preliminary. IPPC contact points are only invited to submit general conceptual comments through the OCS on sections of text (not on individual paragraphs). Comments on the draft would then be reviewed by the SC (and not by the SC-7 as normally). This draft ISPM would be subject to another member consultation at a later date.

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**CONTENTS**

[To be inserted]

## [4] INTRODUCTION

### [5] Scope

This standard provides guidelines on how to reduce the risk of the introduction and spread of quarantine pests associated with the movement of sea containers in international trade, empty or full, regardless of associated cargo.

### [6] References

**ISO 830:1999.** *Freight containers – Vocabulary*. Geneva, International Organization for Standardization.

**ISPM 5.** *Glossary of phytosanitary terms*. Rome, IPPC, FAO.

**ISPM 13.** 2001. *Guidelines for the notification of non-compliance and emergency action*. Rome, IPPC, FAO.

**ISPM 20.** 2004. *Guidelines for a phytosanitary import regulatory system*. Rome, IPPC, FAO.

### [7] Definitions

Definitions of phytosanitary terms used in the present standard can be found in ISPM 5 (*Glossary of phytosanitary terms*). The following definitions have been used for the purpose of the present standard only.

[8] **accreditation** [or authorization] Procedure for authorizing a third party organisation by an NPPO to undertake specific procedures to a required level

[9] [or Procedure by which a body with jurisdiction recognizes the competence of an inspection or certification body to provide inspection or certification services.]

[10] **freight container** Article of transport equipment which is a) of a permanent character and accordingly strong enough to be suitable for repeated use; b) specially designed to facilitate the carriage of goods by one or more modes of transport, without intermediate reloading; c) fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another; d) so designed as to be easy to fill and empty; e) having an internal volume of at least 1 m<sup>3</sup> [ISO 830:1999]

[11] **repositioning** The international movement of empty containers by sea from an area where they are surplus to cargo requirements to an area where they are required for export cargo.

[12] **sea container** A freight container primarily moved by sea in international transport.

[13] The following terms used in the present document are defined in ISPM 5. They are listed here for convenience of readers during the draft stages of the standard.

[14] **contamination** Presence in a commodity, storage place, conveyance or container, of pests or other regulated articles, not constituting an infestation (see infestation) [CEPM, 1997; revised CEPM, 1999] (*for the definition of infestation see ISPM 5*)

[15] **inspection** Official visual examination of plants, plant products or other regulated articles to determine if pests are present or to determine compliance with phytosanitary regulations [FAO, 1990; revised FAO, 1995; formerly inspect]

[16] **pest** Any species, strain or biotype of plant, animal or pathogenic agent injurious to plants or plant products. Note: In the IPPC, plant pest is sometimes used for the term pest [FAO, 1990; revised FAO, 1995; IPPC, 1997; revised CPM, 2012]

[17] **phytosanitary certificate** An official paper document or its official electronic equivalent, consistent with the model certificates of the IPPC, attesting that a consignment meets phytosanitary import requirements [FAO, 1990; revised CPM, 2012]

[18] **quarantine pest** A pest of potential economic importance to the area endangered thereby and not yet present there, or present but not widely distributed and being officially controlled [FAO, 1990; revised FAO, 1995; IPPC 1997]

[19] **visual examination** The physical examination of **plants, plant products**, or other **regulated articles** using the unaided eye, lens, stereoscope or microscope to detect **pests** or **contaminants** without **testing** or processing [ISPM 23:2005]

## [20] **Outline of Requirements**

To be developed at a later date.

## [21] **BACKGROUND**

Sea containers being moved around the world have been found to be a pathway for the introduction and spread of plant pests and other organisms including invasive alien species.

Given the huge number of containers moved worldwide and the rapidity of movement in and out of ports, it is impractical for NPPOs to inspect each sea container to ensure it is free from pests when moved internationally. However, shipping companies' examining and cleaning procedures could be added to with a visual examination and cleaning if necessary for plant pests to reduce the risks of the introduction and spread of pests. Therefore, it is worthwhile to develop an international system that certifies shipping companies so they can ensure that container cleaning processes are effective.

Shipping companies, consignees, and depots, all share responsibility to help ensure each container is maintained free from plant pests and other organisms including invasive alien species. However, depots are particularly important in this regard because these are where sea containers are normally visually examined and cleaned as required. (For the purpose of this standard a depot is a location other than a container yard, maintained by or on behalf of shipping companies at which shippers or consignees may pick up or drop off empty sea containers.)

It is recognized that the IPPC's mandate for this standard focuses on pests. However, the IPPC also recognizes the potential impact on biodiversity, human/animal health and infrastructure by non-native organisms. Thus this standard includes advice for preventing the introduction and spread of other organisms including invasive alien species.

## [22] **REQUIREMENTS**

The minimum requirement for this standard is to have clean containers to reduce the level of possible contamination. Any additional requirements by an importing country should be technically justified by conducting a pest risk analysis (PRA).

### [23] **1. Clean Containers**

For the purposes of this standard, a clean container is one that, after visual examination, is considered free from contamination and organisms, including invasive alien species, i.e. all life stages of insects, snails, slugs, fungi, seeds or other plant parts. Contamination includes such things as soil, organic residues from previous cargoes, dunnage.

#### [24] **1.1 Visual examination of sea containers for contamination**

The interior and exterior of all six sides of the sea container (i.e. roof, underside, side walls and end walls, including doors) should be visually examined for potential contamination and should include the following areas:

- refrigeration intake screens and condenser coils
- removable equipment

- hollows in the container structure such as forklift pockets, corner castings, damaged areas, etc.

Equipment to aid visual examination such as adequate lighting, mirrors on poles, roof access structures, container stands and pole-mounted remote cameras should be used when necessary.

The examination would be carried out by the agent of the body certified to manage the visual examination and cleaning if necessary of the sea containers. This could be the staff of a depot working at a depot as employed by a shipping company.

If a container has no visible contamination, it is considered to be clean. Documentary verification of the cleanliness will be required.

## [\[25\]](#) **1.2 Methods to eliminate contamination**

The contamination removal method should be the most effective for the particular contamination present. Consideration should be given to confinement and treatment of sea containers that are contaminated with pests that have a potential to spread. In some cases the NPPO may request that specimens be collected for identification purposes.

Methods to eliminate contamination may include:

- sweeping out or vacuum cleaning the interior of the sea container, using an absorbent powder when necessary
- using low pressure water wash
- scraping or using a sanding disk or wire brush
- using a high pressure water wash with cold or hot water, with or without detergent
- using a steam clean method, with or without detergent
- using abrasive blasting
- heat treatment
- fumigation
- removal of seeds or plant parts from air intake fans on refrigerator units.

Methods for the disposal of contamination should be sufficient to prevent spread of pests and may include:

- bagging
- incineration
- deep burial
- containment
- where sea containers are stored for some time, pesticides may need to be applied.

Disposal of wash water must be appropriate to the risk and in accordance with national or local regulations.

## **[26] 2. Certification**

Shipping companies may be certified based on their ability to undertake specific procedures that may result in clean sea containers. The procedures may include:

- visual examinations
- cleaning or other methods for removing contamination if necessary, or treatment on assumption that contamination is present
- waste disposal, as required.

In this case, each shipping company certified would have its systems validated by [a conformance assessment body (CAB)<sup>1</sup>] or [the NPPO] and receive approval to operate. Where such systems operate, the CAB or NPPO will be required to verify ongoing compliance with this standard by audit<sup>2</sup> techniques as described in a manual for each certified shipping company.

Shipping companies or their agents should establish systems to include the specific procedures listed above.

The certification of a shipping company would mean that its procedures are deemed satisfactory wherever it operates.

[The certifying CAB and its certified shipping companies would be subject to auditing by an international accreditation organisation<sup>3</sup> to check that they are effective in ensuring that sea containers are clean. Records of these audits should be kept.]

The systems used by shipping companies may include:

- a quality management system
- documentation in a user manual
- operators trained and qualified
- appropriate recording methods
- auditing of the service suppliers
- storage areas that prevent recontamination of clean containers.

## **[27] 3. Verification of Cleanliness**

When a container has been visually examined and found to be clean it should be verified as clean.

Information including whether the sea container was visually examined and found to be being clean and the date of last visual examination should be made available upon import.

## **[28] 4. Preventing the Contamination of Clean Containers**

Shipping companies should ensure that appropriate measures are taken to prevent the contamination of clean containers. This may involve taking measures when a sea container is moved to / from a depot or terminal to another site to be unpacked, packed or stored or is transiting through another country and may

include storing the sea container:

- an appropriate distance away from pest habitats or pest populations (the distance will depend on the pest)
- in areas free of risk from contamination by vegetation, soil, free standing water such as fully paved/sealed storage and handling areas and
- in areas away from contaminated containers.

Other measures should be applied in specific situations to prevent attracting pests (such as when using artificial lights), or during seasonal pest emergence periods and occasional pest outbreaks.

NPPOs should inform shipping companies of any species-specific measures that need to be taken for quarantine pests listed by importing countries.

## **[29]** 5. Guidelines for Importing Countries

### **5.1 Inspection for compliance**

NPPOs of importing countries should check compliance through inspection or audits. Where an NPPO has confidence in the documentary verification supplied by the shipping company, it should reduce the on-arrival compliance inspections.

Where there is no evidence that a visual examination and cleaning system is in place, and the importing country has reason to believe that plant pests may be moved with the sea containers from a specific country, imported containers from that country should be inspected. The pest risks should be identified by conducting a PRA. The specific means of inspecting imported sea containers should be determined by the NPPO of the importing country and the shipping company. To limit the possible spread of pests, the inspections should be undertaken, and any necessary cleaning carried out, before the container leaves the port area. This may depend on the facilities and requirements of the port involved.

### **5.2 Non-compliance**

Where non-compliance occurs, the importing country may take phytosanitary action as noted in section 5.1.6.1 of ISPM 20:2004.

### **5.3 Notifications**

Notification of significant non-compliance should follow the requirements of ISPM 13:2001.

## **[30]** 6. Cooperation

Cooperation among importing and exporting countries' NPPOs and shipping companies may include:

- improvement of the cleanliness measures when non-compliances have been found
- research on methods to prevent contamination
- information exchange including inspection results.

**[31]** Footnote 1 [Note: A definition for CAB should be added. From the website of the Joint Accreditation System of Australia and New Zealand ( JAS-ANZ: [www.jas-anz.org](http://www.jas-anz.org)), CABs provide certification and inspection services to organizations and are accredited by an accreditation organization]

[32] Footnote 2 [Note: A definition/explanation for audit should be added]

[33] Footnote 3 [Note: A definition for international accreditation organization should be added. In this system under consideration, an accreditation organization might accredit a CAB to undertake the certification of the sea container sanitation system of a shipping company.]