



Food and Agriculture  
Organization of the  
United Nations



International  
Plant Protection  
Convention

## **REPORT**

# **First Meeting of the IPPC Sea Container Task Force**

**Shanghai, China  
6-10 November 2017**

**IPPC Secretariat**

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## **1. Opening of the Meeting**

### **1.1. Opening remarks from the IPPC Secretariat**

- [1] Mr Jingyuan Xia, Secretary of the International Plant Protection Convention (IPPC) opened the first meeting of the Sea Container Task Force (SCTF) welcoming the participants. He introduced the senior Chinese participants Yijuan Li from General Administration of Quality Supervision, Inspection and Quarantine (AQSIQ) of the People's Republic of China, and Yucheng Zeng from China Inspection and Quarantine Services of Shanghai (SHCIQ).
- [2] Mr Xia noted the importance of globalization regarding the movement of goods and people stressing the importance of containers in the movement of goods in the air and over land and sea. Sea container issues are of great importance to all countries. There are social, environmental and economic benefits associated with the promotion of trade.
- [3] Mr Xia stressed that participants in this first meeting provided a wide representation of concerned organizations and areas and included experts from Australia, Kenya, United States (U.S.) and China along with a Bureau member (Canada) and a member from the IPPC Implementation Committee (IC) (Jordan), a regional plant protection organization (RPPO) representative, plus invited experts from industry, the former sea container expert working group (The Netherlands), the World Bank (WB), the World Customs Organization (WCO), the International Maritime Organization (IMO) (member unable to attend but a paper was provided), the Container Owners Association (COA) and the World Shipping Council (member unable to attend but a presentation was provided). The main objectives of the meeting were – to develop a five-year plan and to plan in detail for the next year's activities.
- [4] Mr Xia had three requests for the participants – to have active participation, extensive discussion, and positive contributions.
- [5] Mr Xia noted that Shanghai is the largest port dealing with sea containers. He hoped that the meeting would be fruitful and successful.

### **1.2. Welcome remarks from CIQ, Shanghai**

- [6] Mr Yucheng Zeng, Deputy Director-General of SHCIQ, welcomed the participants of the first SCTF meeting. He said that Shanghai owes its existence to the shipping industry and has developed into the world's largest port dealing with 37.3 million TEU per annum at present and this was predicted to reach 40 million TEU shortly. This meeting should provide the IPPC and the sea container industry with innovative ideas. The port visit should provide useful experience. He wished the group a successful meeting.

### **1.3. Welcome remarks from AQSIQ, China**

- [7] Ms Yijuan Li, Deputy Director-General of AQSIQ welcomed the participants to Shanghai. She noted that in October 2005 China joined the IPPC. In China three departments are concerned with agriculture and trade. AQSIQ deals with trade, imports and exports. There are local CIQs – in Shanghai and Beijing. AQSIQ has been involved in many recent IPPC meetings – in Malaysia and in Africa. There are 10 experts involved in IPPC groups. Ms Li recounted some of the input supplied to IPPC work over the years. China has 7 out of the 10 largest sea container ports in the world. China has been involved in the sea container standard work since its inception and hopes to continue to contribute to the work of the IPPC. Ms Li again welcomed the participants to Shanghai and wished them a successful meeting.

### **1.4. Briefing on Sea Container in China**

- [8] This item was deferred to coincide with the Port and Terminal visit on Thursday 10 November.

## **2. Meeting Arrangements**

### **2.1 Introduction of the participants**

- [9] Mr Mike Downes was confirmed as the SCTF coordinator. All other participants introduced themselves as part of Mr. Xia's address to the meeting.

### **2.2 Election of the Chairperson**

- [10] Ms Marie-Claude Forest was nominated and confirmed as Chairperson. Mr Mamoun Albakri was nominated and confirmed as Vice Chairperson.

### **2.3 Election of the Rapporteur**

- [11] Dr J. Hedley and Mr M. Downes were nominated and confirmed as rapporteurs.

### **2.4 Adoption of the Agenda**

- [12] The Agenda was adopted without change (APPENDIX 1).

## **3. Administrative Matters**

### **3.1 Documents list**

- [13] The documents list is in APPENDIX 2.

### **3.2 Participants list**

- [14] See attached participants list (APPENDIX 3).

- [15] Noted that Mr Lars Kjaer, World Shipping Council (WSC), and Mr Ezequiel Ferro, SC representative, were unable to attend. Three AQSIQ observers were attending the first SCTF meeting. The participants list was updated accordingly.

- [16] Ms Gu noted that there is currently no representative from the shipping side of the Sea Container industry on the SCTF membership and she would like the Bureau to consider this. She will send the name of the Chinese sea container industry representative shortly for the Bureau to review at its December conference call. Local logistical information and arrangements were discussed.

### **3.3 Local logistical information and arrangements**

- [17] Mr Zhongbin Cheng advised the participants regarding meeting arrangements, including the field trip, meal arrangements, welcome banquet etc. and some recommendations on local attractions and transport.

## **4. Review of the IPPC SCTF Terms of Reference (ToR) and Rules of Procedure (RoP)**

- [18] The chair went through document *05 SCTF\_2017\_Nov* on the Terms of Reference and Rules of Procedure outlining the scope, coordinator roles, SCTF key functions and membership.

- [19] It was noted that the SCTF reports to the IC, which reports to the Commission on Phytosanitary Measures (CPM). A final report from the SCTF on Sea Container Complementary Action Plan is due by 2021.

- [20] The WCO representative advised that WCO is not the owner of the Code of Practice for Packing of Cargo Transport Units (CTU Code); the International Maritime Organization (IMO), the International Labour Organization (ILO) and the United Nations Economic Commission for Europe (UNECE) are. The IMO representative will cover this aspect when attending an SCTF meeting. The ToR was revised to include an IMO representative (as CTU Code manager).

- [21] It was requested to amend under Invited experts “World Seas Containers” to read “World Shipping Council” in the ToR. One member proposed to add one expert from the Global Shippers Forum to ensure shippers are part of the discussion on risk management for sea containers.

## **5. Review of the CPM-12 Decisions and the Adopted Complementary Action Plan**

- [22] These items were briefly reviewed. No questions arose.

## **6. Update of Current Contracting Parties (CPs)/National Plant Protection Organizations (NPPOs), Regional Plant Protection Organizations (RPPOs), Regional and International organizations Initiatives on Sea Container Phytosanitary Risk Management**

### **6.1 The New Zealand Sea Container System**

**Sea container system including the Sea container hygiene system** – Dr. S. Waghorn, Ministry for Primary Industries (MPI), New Zealand

- [23] To deal with the high level of contamination of sea containers from the Pacific required a great deal of resource from MPI. The system was developed to lower this input.

#### **New Zealand’s sea container import system**

- [24] Dr Waghorn described the import sea container system using transitional facilities. Sea containers shippers have to supply a sea container declaration form – declaring freedom from pests and wood packaging. The declaration is the responsibility of the exporter via the shipping line. If the contents are deemed to be of risk they are sent to the appropriate facility. Industry works well with MPI. Now risk assessments are done before inspection. Accredited persons can carry out inspections for low risk. Medium risk may be inspected at a wharf or transitional facilities. High-risk items processing was described.

#### **Aspects of a basic system for clean sea containers** – Dr. J. Hedley, MPI, New Zealand

- [25] The movement of sea containers and the opportunities for decontamination was discussed. If a sea container cleanliness system were to have the support of industry it would have to provide the benefit of facilitating sea container clearance. For that to happen, NPPO would have to be able to see some notification that said the sea container had been found to be clean. Therefore, a basic sea container cleanliness system would include the identification of the place of inspection and the inspection agency, the notification of the cleanliness of sea containers – possibly using the WCO Data Model - and a compliance system to check on the inspections undertaken by industry.

### **6.2 The North American Sea Container Initiative –**

Wendy Beltz, Plant Protection and Quarantine (PPQ), Animal and Plant Health Inspection Service (APHIS), United States Department of Agriculture (USDA)

- [26] The initiative was developed from an agreement between the U.S. and Canada. The provided presentation was discussed. The difficulty with under-side examination of sea containers was noted. The initiative has a large number of participants from the U.S. and Canada. The idea is to understand the phytosanitary risks of sea containers and the movement of sea containers. Ms Beltz presented a Sea container cleanliness bulletin for industry and the public. Industry seems to be supportive of this initiative. The presentation was welcomed by the participants.
- [27] The USDA and the CFIA are currently struggling with measuring the effect of the CTU code and are developing an outreach programme. However, they are working on data gathering and a plan is to be developed.

### **6.3 Positive action to address potential risks of the spread of pests associated with sea containers in China –**

Ms. Guanghao Gu, Shenzhen Airport Entry-Exit Inspection & Quarantine Bureau, China

- [28] Ms Gu showed a number of slides of contaminated sea containers. China trades with 150 countries. The plant findings were noted and included maize weevil, *Tribolium*, Arachnida, *Diptera* and *Lasioderma*. Ms Gu went on to describe the establishment of projects and research for a national standard in China. There are three projects – rules for plant quarantine for import containers, for export containers and a guide for a plant health system for both import and export sea container depots. There has been communication with industry with information on the risk of pest movement with sea containers. Two local Shenzhen Municipal local standards have been approved to be established.
- [29] Ms Gu noted three recommendations for the implementation of the complementary action plan: the promotion of New Zealand's experiences, cooperation under the framework of the action plan, and joint work to accomplish the sea container complementary action plan.

### **6.4 Australia's Offshore Sea Container Risk Management initiative –**

Mr. Rama Karri, compliance Division, Department of Agriculture and Water Resources, Australia

- [30] Mr Karri provided a background to the Australian situation. He discussed the risk management approach using modelling. There are two systems operating – the Sea Container Hygiene System operated by industry and government officials. Other agreements, such as one with Mauritius, established standards with the NPPO involved dealing with pest free areas and surveillance systems. The benefits of the systems were noted – with the associated cost savings for industry (\$2-300 per sea container).
- [31] Risk assessment is based on country of origin, offshore risk management and destination in Australia. There is differentiation between urban and rural areas. In rural areas 100% inspection is undertaken because contamination once introduced is difficult to contain and eradicate. Risk managed offshore guarantees protection for Australia whereas risk managed on arrival will not work especially for highly mobile pests.

### **6.5 Kenya perspectives on Sea Container Management and initiatives –**

Mr. Frederick Makathima, Kenya Plant Health Inspectorate Service (KEPHIS), Kenya

- [32] Mr Makathima noted that the Kenyan NPPO feels that a common standard is needed to provide guidance. Mombasa is the major seaport that deals with goods for Uganda, Rwanda, Burundi, and the Democratic Republic of the Congo. Most containers are devanned at the port.
- [33] Between 2014 and 2016 there were 10,000 containers of phytosanitary concern; 84 containers with interceptions of pests, soil etc. Soil is prohibited. They have also found large grain borer, *Bactrocera invadens*, papaya mealybug – some 334 pests in the recent past. There is concern about Khapra beetle and Asia Gypsy Moth.
- [34] The biosecurity strategy includes pre-border measures, border measures and post border measures. Diagnostic capability is available.
- [35] There is a proposal on the bio-security risk for sea containers – surveillance will be carried out at Mombasa, with 1000 containers included in the study. It will look at soil and plant debris, pests etc. and evaluate level of cleanliness internally and externally. Risk categories and geographic zones will be considered. The way forward would include common standard, treatments, profiling with a database, and new techniques for conducting inspections – e.g. probe camera and sniffer technology.

## 6.6 WCO Initiatives Related to Sea Containers –

Mr Theo Hesselink, Compliance and Facilitation Directorate , World Customs Organization

- [36] Established in 1947, the Customs Cooperation Council became the World Customs Organization (WCO) in 1997. It covers 97% of world trade. The organization was outlined. Rules and standard setting are the main objectives. Import duties are not the big issues any more. However, revenue collection is more important for developing countries. Society protection and trade facilitation are most important areas. After 2001 security became more important with risk management being applied early in the process.
- [37] WCO and the Container Convention – this convention deals with the movement of sea containers in terms of customs treatment. The convention is from 1972. The SAFE Framework of standards to Secure and Facilitate Global Trade (SAFE Framework) covers a.o. the security of supply chains. It is a joint industry-government system. The 2005 global framework of standards have been adopted but is not a binding text. Standards with facilitation lead to certainty and predictability. This enables integrated and harmonized supply chain management, enhances the role, functions and capabilities of Customs, and strengthens security.
- [38] SAFE Framework is consistent with Revised Kyoto Convention (RKC), and recommends progressively phased approach, and is applicable to all modes of transport. It has four core elements: advanced electronic information; risk management, outbound inspection, business partnerships.
- [39] Mr Hesselink then discussed the three pillars of SAFE Framework. Risk management systems are applied with targeting and communication. There are still problems with employee integrity. With customs and business partnerships – there can be partnership programmes with Authorized Economic Operators (AEOs) – with control at a lower rate. The idea is to provide for joint efforts of Customs and AEOs to maximize security and facilitation. AEOs can include virtually any operator in trade.
- [40] The AEO programme could be interesting for the IPPC. It is being used with the International Civil Aviation Organization (ICAO). It could be used by other government agencies. It was noted that the efficiency of the import or export programmes affects the cost of the items and the preference of trade partners. The single window environment needs cooperation and fully operational government bodies.

## 6.7 WB Initiatives Related to Sea Containers –

Ms Theresa Morrissey, World Bank

- [41] Many trade facilitation programmes are operating at the moment – in 90 countries costing \$7.2 billion. Variations in export and import document compliance were described.
- [42] Border and document clearance takes the time. An example of Papua New Guinea coffee was discussed – with coffee fumigation and inspection and sea container suitability.
- [43] The WTO Trade Facilitation Agreement (TFA) is about simplification, standardization and harmonization. Logistics costs have a disproportionate burden for smaller firms. Some of the common bottlenecks were described – lack of awareness by traders of procedures, outdated legislation, lack of capacity internally, lack of an integrated approach to risk management for border clearance, and duplicate checking of documents. The different time scales for compliance were noted. There are three categories. There must be a governance model across agencies.
- [44] The national Trade Facilitation Committee (TFC) has a role in accordance with the TFA to set the scope and objectives to meet national trade priorities, to oversee the development of action plans, etc.
- [45] Common challenges include lack of IT capacity, the need to focus on permits, licensing approval and inspection agencies etc. Sea container initiative challenges include: TFC with private sector participation, lack of regulatory agency capacity, lack of equipment etc.

- [46] The TFA - Opportunities include: improved border agency cooperation, better engagement with traders and logistics providers, cooperation and coordination with risk management. Sea container initiatives opportunities include: coordination with border agencies on risk management and coordinated inspection, education of traders and logistic providers, the single window IT connecting to Sanitary Phytosanitary (SPS) agency systems for more timely information, improved quality of data, enhanced regulatory environment etc. It was suggested that adding a 100% phytosanitary certificate requirement would blow out processing export times for developing countries whereas the TFA talks about cutting export times for perishable goods.
- [47] It was noted that there is political will to help trade facilitation without detracting from the purpose of SPS agreements and there are funds to streamline border activities to facilitate consignment movement. It is a WB observation that many developing countries legislation only covers inspection of products in containers but not phytosanitary risks associated with the container itself.

### **6.8 IMO Initiatives Related to Sea Containers** (provided in writing)

- [48] The IMO was unable to send a representative to the meeting however they provided broadly supportive comments as per the following précis:
- [49] It is agreed that the CTU code is Safety focused however the CTU Code holds a recommendatory status only therefore it is not mandatory for Member States.
- [50] Environmental matters under IMO's purview today are limited to the protection of Marine Environment. In order to include in the CTU Code recommendations or reference to be observed in relation to spread of pests a common understanding and interagency collaboration would be required on the way forward. Examples:
- Revised Recommendations on the safe use of pesticides in ships (MSC.1/Circ.1358)
  - Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds (MSC.1/Circ.1264);
  - Revised Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo transport units (MSC.1/Circ.1361)
- [51] The above recommendations are references contained in the Supplement to the mandatory International Maritime Dangerous Goods Code (IMDG) Code.
- [52] This approach may not be the preferred SCTF one but may help to determine what countries would like to do regarding IPPC provisions in relation to sea transportation instruments.
- [53] If a formal proposal is to be put forward to IMO for consideration/cooperation/collaboration, a new output would be required in the Maritime Safety Committee (MSC) to modify the informative materials of the CTU Code, then the proposal could be referred to the Sub-Committee on carriage of cargoes and containers (CCC) and only MSC could approve any changes. For changes to the CTU Code the same process applies but all three agencies would have to approve the final changes. In the case of the CTU Code IMO would inform ILO and UNECE so that they could participate in the work.
- [54] Any Member State or FAO (UN Agency (i.e. governmental)) can propose a new output to MSC. NGOs need a sponsor to make such proposals.
- [55] Note also, that the requirement for a new certificate of control related to plant health and Invasive Alien Species, if decided by IPPC, will directly affect the Convention on Facilitation of International Maritime Traffic (FAL Convention) dealing with the clearance of ships, crews, passengers and cargo, effective port operation and vessel' turnaround.

### **6.9 Other CP/NPPO, RPPO or International Organisation initiatives**

- [56] Mr Horn (Europe/Netherlands) advised that there are more complex trade flows in Europe than for other regions e.g. Australia and New Zealand. The situation is quite different amongst EU member states.

[57] There are sporadic issues with the inside of containers including soil inside reefer containers. The outside is not inspected for cleanliness. Inside inspection often does not entail going inside a container and adding a requirement to actually enter to inspect would entail huge extra cost and time. Enhanced depot inspection may be the compromise position accepting that contamination may occur later or elsewhere.

### **7. Background information on Container Logistics – Mr Brian Rysz, Container Owners Association (COA)**

[58] The COA was established in 2004. It has 179 members of which 26 are shipping lines.

[59] Mr Rysz discussed sea container movement. Sea containers sizes are generally 20ft or 40ft and built to comply with ISO rules. The common terms (depot, terminal etc.) were outlined. The commonly understood flow of sea containers was described. There is an entry-depot inspection undertaken by a qualified person who inspects for defects (practical and cosmetic) and the interior. It takes 3 minutes for a 12-sided inspection. Most shipping companies firms have the same guidelines. If dirty, the sea container will be cleaned. When taken by the hirer, it has to meet the hirer's requirements of cleanliness.

[60] Sea Container flows can be complex and may involve multiple transport modes and border crossings, multiple actors and control points. The only opportunity for full inspection and cleaning is at repair depots. This is the only time the shipping firm knows what is going on and has control of the sea container.

[61] The packing of sea containers is the hirer's business – there are stuffing guidelines but that is all. The shipping firms do not have control over terminals or ports.

[62] The presentation engendered a large amount of discussion of various points including interchange points, inspection, cleaning, packing and the complexity of container flows. It was noted that a huge number of containers are shipped empty to the next load port without inspection or cleaning at the port of departure.

[63] Clarification on the percentages of containers associated with the four main flows demonstrated was requested and Mr Horn provided an illustrative slide (attached under Appendix 4) for clarification. Mr Rysz will provide the requested percentages based on the flows associated with his employing company, which is deemed to be representative of the majority of container flow patterns.

### **8. Container Cleanliness: The CTU Code and Industry Guidelines – Mr Lars Kjaer, World Shipping Council (WSC)**

[64] This was delivered by Mr Mike Downes on behalf of Mr Lars Kjaer, WSC.

[65] The WSC was formed in 2000; its current membership accounts for 90% global liner capacity.

[66] Liner shipping is transport over a regular route on a fixed schedule. There are over 300 weekly services connecting main trade lanes. 6050 ships on these routes. Sea container ships transport 60% of value of seaborne trade.

[67] The CTU Code was produced because the former guidelines were out of date and has not effectively addressed the danger of unsafe or deficient packing practices. The former guidelines also did not take account of trade developments, including new techniques and technologies. Nor were they easily accessible. The ILO, UNECE and the IMO produced it in cooperation with industry and it was approved in 2014. It is a voluntary instrument – a best practice guide – with no mandatory requirements. There is an associated IMO Circular on Due Diligence giving guidance to in particular shippers on the selection of CTU providers.

[68] The most important paragraph was noted – “all persons involved in the movement of CTUs also have a duty to ensure, in accordance with their roles and responsibilities in the supply chain, that the CTU is not infested with plants, plant products, insects or other animals.”

[69] The IPPC Recommendation CPM-10/2015/01 on Sea Containers 2015 confirms “The packing of sea containers with cargo is the most likely stage in the sea container supply chain at which sea contamination can occur”. It encourages NPPOs to support the implementation of the relevant parts of the CTU Code. It sets out the principle that any measures to mitigate pest contamination risk should be justified, practical and proportionate.

[70] The WSC, the Institute of Container Lessors (IICL), COA and the International Cargo Handling Coordination Association (ICHCA) produced joint Industry Guidelines for Cleaning of Containers. These guidelines apply when the container is in the container operator’s direct control, i.e. is in a container depot. It was noted that the awareness of the CTU Code is currently low. Industry has launched a campaign to promote the CTU Code, including container cleanliness, and calls on governments to participate in that education and outreach effort.

### **9. Development of the IPPC SCTF Five-Year Action Plan**

[71] With the guidance of the Chairperson the group reviewed again the CPM Complementary Action Plan and SCTF ToR.

[72] It was agreed that there are two distinct work streams for the SCTF: 1) Monitoring CTU code implementation, and 2) Communication/raising awareness activities

[73] It was further agreed to use “Today” as a baseline for monitoring and to continue with current monitoring and data gathering over the 5-year period.

[74] The five-year action plan agreed by the SCTF is available in the APPENDIX 5.

### **10. Development of the IPPC SCTF Work Plan and Proposed Budget for 2018**

[75] The group reviewed the current status i.e. “What do we know” and discussed various points related to this. Subsequent to the discussion a number of action points were agreed as follow, which constitute the 2018 Work Plan. The SCTF 2018 Work Plan is available in the APPENDIX 6.

### **11. Any Other Business**

- (1) A question arose pertaining to the languages that the CTU Code is available in. It is subsequently confirmed that the IMO/ILO/UNECE Code of Practice for Packing Cargo is available in English, French, Arabic, Chinese, Russian, Spanish and German languages.
- (2) A similar question arose pertaining to the Joint Industry Guidelines for Cleaning of Containers. At this point the Guidelines are only available in English.
- (3) The Chair and Members recommended keeping the composition of the SCTF fixed and as stable as possible. In that respect the continued participation of Dr. John Hedley is regarded as hugely valuable and approval for this including associated funding will be sought to allow him to attend future meetings.

[76] The group recommended to add further experts to the current SCTF membership and, if agreed, to provide timely suitable nominations for the CPM Bureau.

- (4) Inviting a Chinese industry expert: China will recommend a representative from the Chinese industry for subsequent approval by the Bureau and attendance at SCTF meetings. It was recommended to invite representation from the Global Shippers Forum as mentioned under section 4. Missing industry representative. It was noted that a shipping industry representative (from a shipping company) has not been nominated in addition to a COA representative. This would need to be considered by the Bureau.

### **12. Date and Venue of the Next Meeting**

[77] The next SCTF face to face meeting will be in Shenzhen, China and is likely to be a week earlier than the 2017 meeting with inter-sessional conference calls in January 2018 and May-June 2018 (specific dates to be determined).

### **13. Review and Adoption of the Report**

- [78] The report was not available by close of meeting and was subsequently distributed, reviewed and adopted by the SCTF members by correspondence.

### **14. Close of the Meeting**

- [79] The meeting was closed by the Chair at 3pm Friday 10 November 2017.

**APPENDIX 1 - Agenda****THE 1 ST MEETING OF THE IPPC SEA CONTAINERS TASK FORCE  
(SCTF)**

*9:00 - 16:00, 6-10 November 2017  
Cypress Hotel, Shanghai, China*

**AGENDA**

*(Updated 2017-11-01)*

Field Trip - Yangshan Port in Shanghai - 9 November, Thursday

Agenda Item		Document No.	Presenter
<b>8:30-09:00, Monday 6th November - Registration of the Participants</b>			
<b>1.</b>	<b>Opening of the Meeting</b>		Xia
1.1	Opening remarks from the IPPC Secretariat		Xia
1.2	Welcome remarks from CIQ, Shanghai, China		Yucheng Zeng
1.3	Welcome remarks from AQSIQ, Shanghai, China		Yijuan Li
1.4			
<b>2.</b>	<b>Meeting Arrangements</b>		Xia
2.1	Introduction of the participants		Participants
2.2	Election of the Chairperson		Xia
2.3	Election of the Rapporteur		Chairperson
2.4	Adoption of the Agenda	01_SCTF_2017_Nov	Chairperson
<b>3.</b>	<b>Administrative Matters</b>		
3.1	Documents list	02_SCTF_2017_Nov	Chairperson
3.2	Participants list	03_SCTF_2017_Nov	Chairperson
3.3	Local logistical information and arrangements	04_SCTF_2017_Nov	DG (or DDG) of the CIQ-Shanghai
<b>4.</b>	<b>Review of the IPPC SCTF ToR and RoP</b>	05_SCTF_2017_Nov	Chairperson All participants
<b>5.</b>	<b>Review of the CPM-12 Decisions and the Adopted Complementary Action Plan</b>	06_SCTF_2017_Nov	Marie Claude Forest
<b>6.</b>	<b>Update of Current CPs/NPPOs, RPPOs, Regional and International organizations Initiatives on Sea Container phytosanitary risk management</b>		

	<b>Agenda Item</b>	<b>Document No.</b>	<b>Presenter</b>
6.1	The New Zealand: <ul style="list-style-type: none"> <li>- New Zealand's Sea Container Hygiene System in the Pacific</li> <li>- New Zealand's Sea Container Import System</li> <li>- Aspects of a basic system for clean sea containers from New Zealand</li> </ul>	08_SCTF_2017_Nov  09_SCTF_2017_Nov  07_SCTF_2017_Nov	Waghorn  Waghorn  Hedley
6.2	The North American Sea Container Initiative	Presentation	Beltz
6.3	Positive action to address potential risks of the spread of pests associated with sea containers in China	Presentation	GU
6.4	Australia's Offshore Sea Container Risk Management initiative	Presentation	Karri
6.5	Kenya perspectives on Sea Container Management and initiatives		Makathima
6.6	<b>WCO Initiatives Related to Sea Containers</b>	Presentations	Hesselink
6.7	<b>WB Initiatives Related to Sea Containers</b>		TBD
6.8	<b>IMO Initiatives Related to Sea Containers</b>		TBD
6.9	Any other CP/NPPO, RPPO or International Organisation initiative.		TBD
7.	<b>Background information on Container Logistics</b>	Presentation	Rysz
8.	<b>Container Cleanliness: The CTU Code and Industry Guidelines</b>	Presentation  <a href="#">IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)</a>  <a href="#">Informative material related to the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)</a>	Kjaer
9.	<b>Development of the IPPC SCTF Five-Year Action Plan</b>		Chairperson All participants
10.	<b>Development of the IPPC SCTF work plan and proposed budget for 2018</b>		Chairperson All participants
11.	<b>Any Other Business</b>		All participants
12.	<b>Date and Venue of the Next Meeting</b>		Chairperson
13.	<b>Review and Adoption of the Report</b>		Chairperson
14.	<b>Close of the Meeting</b>		Chairperson

**APPENDIX 2 – List of Documents****1 ST MEETING OF THE SEA CONTAINERS TASK FORCE (SCTF)**

*9:00 - 16:00, 6-10 November 2017  
Cypress Hotel, Shanghai, China*

**LIST OF DOCUMENTS**

<b>Document No.</b>	<b>Agenda item</b>	<b>Document title</b>	<b>Date posted/ Distributed</b>
01_SCTF_2017_Nov	1.1	Provisional Agenda	2017/10/17
02_SCTF_2017_Nov	3.1	List of Documents	2017/10/17
03_SCTF_2017_Nov	3.2	List of Participants	2017/10/17
04_SCTF_2017_Nov	3.3	Local Information	2017/10/17
05_SCTF_2017_Nov	4	Terms of Reference and Rules of Procedure of the Sea Container Task Force (SCTF)	2017/10/17
06_SCTF_2017_Nov	5	Complementary Action Plan for Assessing and Managing the Pest Threats Associated with Sea Containers	2017/10/17
07_SCTF_2017_Nov	6.1	A Basic System For Clean Sea Containers	2017/10/27
08_SCTF_2017_Nov	6.1	New Zealand's Sea Container Hygiene System In The Pacific.	2017/10/31
09_SCTF_2017_Nov	6.1	New Zealand's Sea Container Import System	2017/10/31
Presentation	7.0	Logistics of movement of Sea Containers	2017/10/27
Presentation	6.4	Australia's Sea Containers offshore risk management	2017/10/27
Presentation	8.0	The CTU code and joint industry guidelines	2017/10/27
Presentation	6.3	Positive action to address potential risks of the spread of pests associated with sea containers in China	2017/10/27
Presentation	6.6	WCO General Information	2017/11/02
Presentation	6.6	WCO and Container Convention	2017/11/02
Presentation	6.6	Introduction to SAFE Framework	2017/11/02

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Document No.	Agenda item	Document title	Date posted/ Distributed
		<a href="#">SCTF membership</a>	2017/09/06
		<a href="#">CPM Special Topic 2016 – Sea Containers</a>	2017/09/06
		<a href="#">CPM Recommendation on Sea Containers</a>	2017/10/23
		<a href="#">Sea Container – IPP webpage</a>	2017/10/23

**APPENDIX 3 – List of Participants****THE 1ST MEETING OF THE IPPC SEA CONTAINERS TASK FORCE  
(SCTF)****Participants List (in attendance)**

<b>Participant role</b>	<b>Name, mailing, address, telephone</b>	<b>Email address</b>
<b>SCTF Coordinator</b>		
SCTF Coordinator	<b>Mr. Mike Downes</b> Independent Consultant / SCTF Coordinator 14 Carlisle Street, Waimate 7924, NEW ZEALAND Tel: +64 21 255 9704	<a href="mailto:michael.downes732@gmail.com">michael.downes732@gmail.com</a>
<b>Core members</b>		
CPM Bureau member	<b>Ms. Marie-Claude FOREST (SCTF Chairperson)</b> National Manager and International Standards Adviser Plant Protection Division Canadian Food Inspection Agency 59 Camelot Drive Ottawa, Ontario K1A 0Y9, CANADA Tel: +1 613 773 7235	<a href="mailto:Marie-Claude.Forest@inspection.gc.ca">Marie-Claude.Forest@inspection.gc.ca</a>
Representative of the IC	<b>Mr. Mamoun ALBAKRI (SCTF Vice Chairperson)</b> Head of Phytosanitary Laboratories, Jordan Ministry of Agriculture. P. O. Box 8374, Amman, JORDAN Tel: +96 27990 63228	<a href="mailto:mambakri@email.com">mambakri@email.com</a>
Contracting party member: United States of America	<b>Ms. Wendolyn (Wendy) BELTZ</b> National Field Operations Director, United States Department of Agriculture-Animal and Plant Health Inspection Service, Plant Protection and Quarantine. 2150 Centre Avenue, Building B, Fort Collins, CO 80526, UNITED STATES OF AMERICA Tel: +1 970 494 7564	<a href="mailto:wendolyn.beltz@aphis.usda.gov">wendolyn.beltz@aphis.usda.gov</a>
Contracting party member: China	<b>Ms. Guanghao GU</b> Deputy Director, Shenzhen Airport Entry-Exit Inspection & Quarantine Bureau. 1011 Hangzhangyi Road, Bao'an District, Shenzhen City, Guangdong Province, PEOPLES' REPUBLIC OF CHINA Tel: + 86 755 2750 0984	<a href="mailto:gugh@szciq.gov.cn">gugh@szciq.gov.cn</a>
Contracting party member: Australia	<b>Mr. Rama KARRI</b> Assistant Director, Cargo Pathways Team, Compliance Division, Department of Agriculture and Water Resources. 7 London Circuit, Canberra, ACT 2601, AUSTRALIA Tel: +61 6272 5737	<a href="mailto:rama.karri@agriculture.gov.au">rama.karri@agriculture.gov.au</a>
Contracting party member: Kenya	<b>Mr. Frederick MAKATHIMA</b> Senior Inspector, Kenya Plant Health Inspectorate Service (KEPHIS) P.O. Box 80126-80100 Mombasa, KENYA Tel: + 25 4722 560 936	<a href="mailto:makathima@kephis.org">makathima@kephis.org</a>

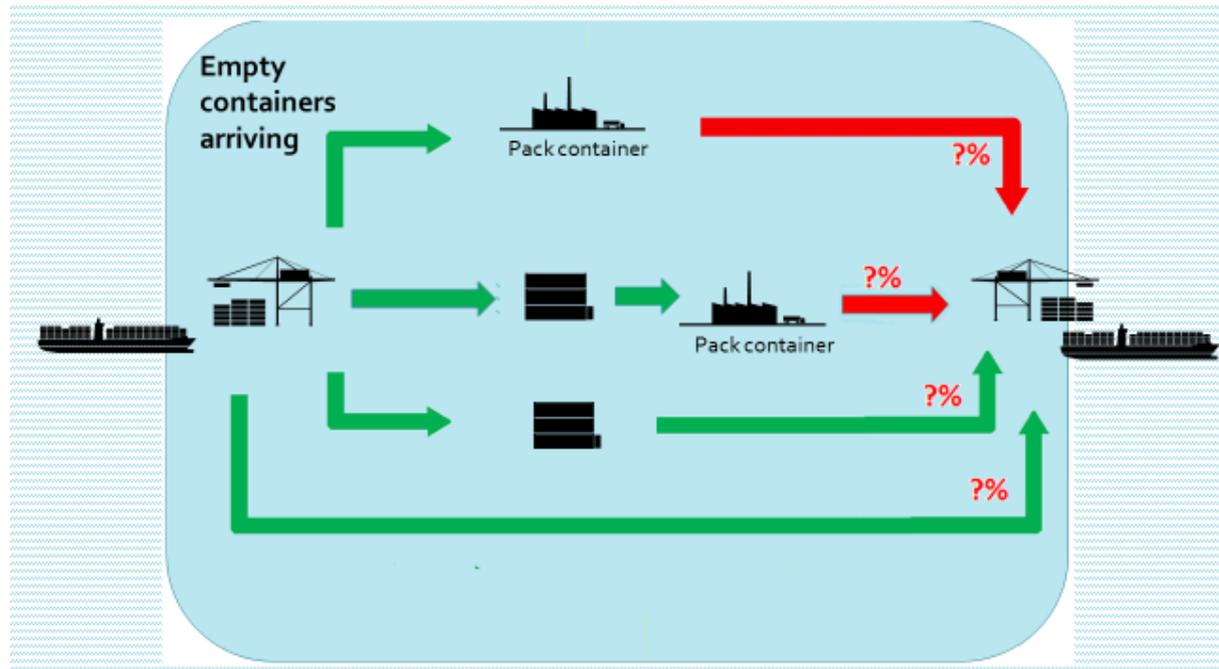
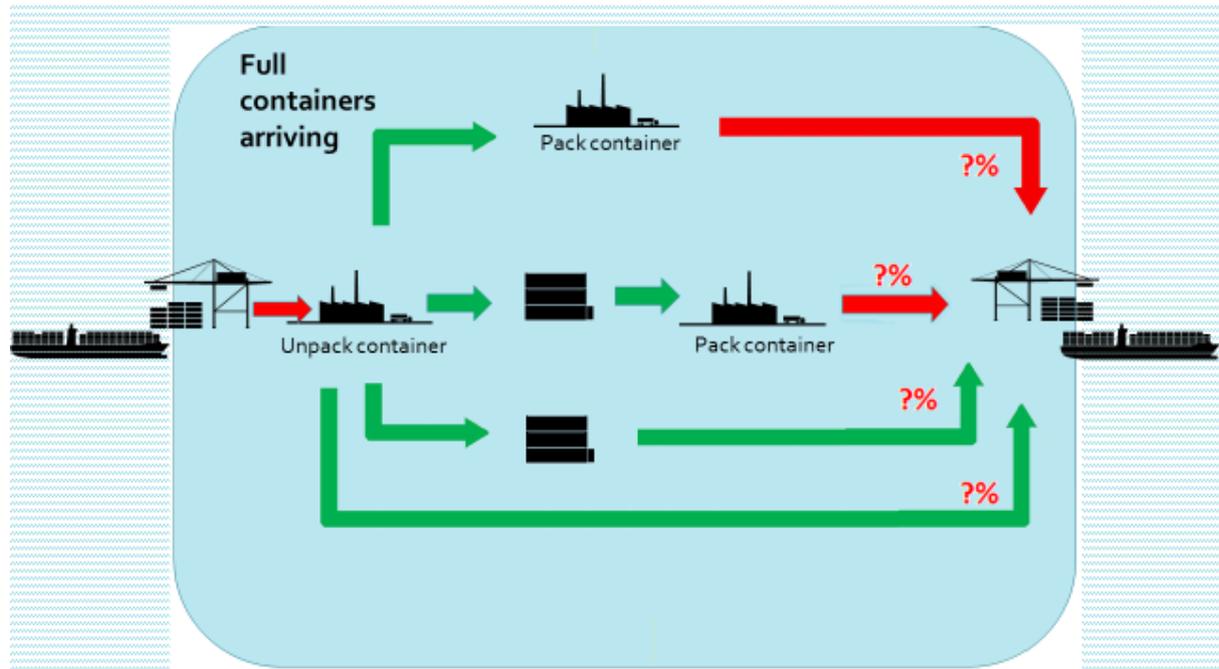
<b>Participant role</b>	<b>Name, mailing, address, telephone</b>	<b>Email address</b>
Representative of the RPPOs	<b>Ms. Sina WAGHORN</b> Senior Advisor, Biosecurity and Environment Group, New Zealand Ministry for Primary Industries (MPI). 14 Sir William Pickering Drive, Christchurch, NEW ZEALAND Tel: +64 3943 3234	<a href="mailto:sina.waghorn@mpi.govt.nz">sina.waghorn@mpi.govt.nz</a>
Representative of the WCO	<b>Mr. Theo HESSELINK</b> Technical Officer, Compliance and Facilitation Directorate, World Customs Organization. Rue du Marché, 30, B-1210 Brussels, BELGIUM Tel: +32 0 2209 9356	<a href="mailto:theo.hesselink@wcoomd.org">theo.hesselink@wcoomd.org</a>
<b>Invited experts</b>		
Expert from ex-SC EWG for sea containers	<b>Mr. Nicolaas (Nico) Maria HORN</b> Senior Officer Plant Health, Netherlands Food and Consumer Product Safety Authority (NVWA), National Plant Protection Organization (NPPO) P.O. Box 9102 6700 HC, Wageningen, THE NETHERLANDS Tel: +31 65199 8151	<a href="mailto:n.m.horn@nvwa.nl">n.m.horn@nvwa.nl</a>
Expert	<b>Mr. John HEDLEY (Rapporteur)</b> Principal Advisor, International Policy and Trade, Ministry for Primary Industries (MPI) 25 Terrace, Wellington 6011, NEW ZEALAND Tel: +64 4 894 0428	<a href="mailto:john.hedley@mpi.govt.nz">john.hedley@mpi.govt.nz</a>
Expert from WB	<b>Ms. Theresa Morrissey</b> Tel: +64 212770086	<a href="mailto:Theresa.morrissey.nz@gmail.com">Theresa.morrissey.nz@gmail.com</a>
Expert from COA	<b>Mr. Brian RYSZ</b> Senior Global Equipment Manager, Maersk Line, The Maersk Group, Esplanaden 50, 1098 Copenhagen K, DENMARK Tel: +45 3363 3063	<a href="mailto:brian.rysz@maersk.com">brian.rysz@maersk.com</a>
<b>Representative of IPPC Secretariat</b>		
IPPC Secretary	<b>Mr. Jingyuan Xia</b> International Plant Protection Convention Secretariat Viale delle Terme di Caracalla, 00153 Rome, Italy Tel: +39 06 57056988	<a href="mailto:jingyuan.xia@fao.org">jingyuan.xia@fao.org</a>
<b>Observers</b>		
AQSIQ, China	<b>Mr. Jun Luo</b> Deputy Director, Department of Supervision on Animal and Plant Quarantine, AQSIQ, China No.9 Madian Road East, Beijing, China Tel: +86 158 0117 9789	<a href="mailto:luoj@aqsiq.gov.cn">luoj@aqsiq.gov.cn</a>
AQSIQ, China	<b>Mr. Bing Yuan</b> Deputy Section Chief, Clearance Dept, Ningbo Inspection and Quarantine Bureau, China No.9 Mayuan Road, Ningbo, China Tel.: +86 135 6748 8460	<a href="mailto:nickyuan99@163.com">nickyuan99@163.com</a>
AQSIQ, China	<b>Mr. Shuhui Zhou</b> Section Chief, animal and plant quarantine dept., Shanghai Inspection and Quarantine Bureau, China No.1208, Minsheng Road, Pudong New Area, Shanghai, China Tel.: +86 13818943326	<a href="mailto:zhoushuhui@shciq.gov.cn">zhoushuhui@shciq.gov.cn</a>

**APPENDIX 4 – Flow of Sea Containers**



Key  to slide flow diagrams	Symbol	Description
		Container Depot
		Pack or Unpack point (warehouse)
		Container Terminal
		Container Vessel

 Empty  
 Full



**APPENDIX 5 – The five-year action plan agreed by the SCTF****The five-year action plan****Year 1**

Establishment of SCTF

- Inaugural meeting
- Initial action plan assigned
- IC meeting – agreement for and subsequent calls for information

1<sup>st</sup> report

Update membership

o/c Bureau meeting for approval

**Year 2**

- Establishment of publicly accessible Sea Container and SCTF pages on the IPP
- Data collection – industry/NPPOs
- Alignment of industry container cleaning guidelines
- Develop joint how-to guidelines
- Receive existing NPPO data. Consolidate for review/analysis
- Work with IC/Secretariat to have actions for NPPO reports or CTU implementation/achievement – advocate work at SCTF at CPM-13 and subsequently
- Create a calendar of industry events for NPPO attendance
- Industry awareness/profile raising – SCTF member attendance
- Setting up mechanism for best practice sharing and fostering communication between NPPOs and RPPOs
- Presentation at TC-RPPOs annual meeting
- Production and distribution of outreach material
- Separate Calendar of industry events for SCTF members attendance including IMO meetings
- Translation of material
- Pilot AEO and WB/WCO management
- Receive and analyse results of call to establish regulatory basis for NPPO inspections and actions, subsequent recommendation to IC and CPM
- Report to IC and CPM.
- Create success criteria.

**Year 3**

- Data collection
- Communication / awareness activities including RPPOs at the regional level
- Prepare material for 2020 International Year of Plant Health (IYPH).
- Review material available to NPPOs

- Assess update / success requirements – provisional go/no go
- Plan for alternate action based on result ...standard or?
- Plan for future requirements e.g. data exchange
- Early warning to IC and CPM as appropriate
- Recommendation to design changes to sea containers to minimize contamination.

**Year 4**

- Continue awareness ...with continued involvement from NPPOs and RPPOs
- Continue monitoring and data collection/analysis
- Go/no go recommendation to IC and CPM – future action
- Final data collection /analysis. Report to SCTF annual meeting
- Elicit information from RPPOs.

## APPENDIX 6 – The SCTF 2018 Work Plan

### The SCTF 2018 Work Plan with Action Items

#### With respect to monitoring uptake and efficacy of the CTU Code:

- Industry will investigate and implement reporting of numbers of contaminated (Pest contaminated in IPPC terms) containers returned or positioned to container depots. It was agreed that a representative sample consisting of 2 or 3 major shipping lines would serve for this purpose initially with the intention to expand reporting further should it be deemed necessary based on sample findings.

Such reporting will be on a gross basis, that is to say, simply numbers of contaminated containers dealt with. The purpose of this is to provide simple trend monitoring over time, which will enable an assessment of the uptake and effectiveness of the CTU code provisions.

Action: COA, Mr Rysz

Timeline: 12 months

- It is recognised that there are a multitude of Container cleaning guidelines in use within the shipping industry and that some form of alignment with respect to the cleaning of pest contamination is required. Industry will be engaged at various industry forums to encourage acceptance and adoption of the joint Industry Guidelines for Cleaning of Containers and subsequent amendment of existing guidelines where appropriate.

Action: COA, WSC (to be discussed and confirmed)

Timeline: 12 months

- China noted that the IICL Guidelines for Container Cleaning is in common use in Chinese container depots. Inclusion of the Industry Guidelines for Container Cleaning in this document is recognised as highly desirable as, in addition to the cleaning documents above it has widespread industry usage. The IICL should thus be reached out to and requested to include the Industry Guidelines for Container Cleaning in their own documentation.

Action: Mr Downes

Timeline: 12 months

- 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 Industry cleaning data. It was agreed to request the Implementation Committee (IC) and IPPC Secretariat to make a call to ascertain which NPPOs can provide such data and/or who are currently undertaking such monitoring.

Once the results of the call are received the SCTF will collect data, review the findings and decide which of the above is applicable for baseline and on-going monitoring.

Action: Mr Albakri

Timeline: Discuss call request at forthcoming IC meeting in December.

- The Task Force recognised that, subsequent to the call above, other NPPOs may wish to undertake monitoring and reporting and that they should be encouraged to do so. To assist in this it was agreed that guidance on what should be reported and a suitable format to do so would be useful. This is to be developed and made available on the SCTF website.

Action: Mr Karri

Timeline: 2 months for consultation and reporting template agreement

#### With respect to Communication/Increasing Awareness

- NPPOs should attend SC industry events to foster awareness and cooperation. It is recognised that this may be limited by budgetary constraints
- Develop guidance and best-practice sharing. Liaise with IPPC Integration and Support Unit to determine how this can be achieved
  - Enhance website for Sea Container Pest Management guidance on the IPP
  - Communication kit for NPPOs and RPPOs
  - Social Media
    - Facebook
    - Twitter
  - IPPC branded outreach material
  - Risk guidance material able to be “local” branded and freely shared

Action: Mrs Marie-Claude Forest and Mr Mike Downes

- IPPC guidance/fact sheets – translated into FAO languages. Proposed that the excellent flyer distributed in the US and Canada (see attachment) is used as the basis for other region/country specific fact sheets subject to agreement from the US and Canada.

Action: Mrs Beltz

Timeline: Two months

- Determine what is already available both as existing NPPO guidance and in use nationally by NPPOs. Select and make available the most suitable material in an easy to access forum for both Industry and NPPOs.

Action: Ms Waghorn

Timeline: 6 months

- WCO AEO – proposal to add IPPC requirements to point number 7 of the AEO requirements. Liaise with WCO to assess feasibility.

Action: Mr Hesselink

Timeline: ?

- Pilot to assess what donor agency support e.g. WB is required to set up a basis for managing risk of sea containers in developing countries.

Action: Ms Morrissey

Timeline: End January 2018

- Regulations – encourage compliance in national regulations “consistent with” IPPC/CTU Code guidelines
- In order to assist NPPOs to establish monitoring regimes there is a need to establish how many have no regulatory basis for doing so. In addition, if a regulatory basis does exist, what authority is then delegated to NPPOs? An IC call is requested to establish this information.

Action: Mr Albakri

Timeline: Discuss call request at forthcoming IC meeting in December.