REPORT

Rome, Italy
15-17 November 2011

Meeting of the Steering Committee on Sea Containers
November 2011

Food and Agriculture Organization of the United Nations

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1.   Opening of the meeting

1.1   Welcome by the IPPC Secretariat and Host

The IPPC Secretariat welcomed the participants of the Steering Committee on Sea Containers (SCSC) and hoped that the meeting would be productive. The participants were thanked for their work in preparing for this meeting. The Secretariat emphasized that the purpose of the meeting was to address and attempt to resolve a number of outstanding and complex issues in order to facilitate the full EWG in developing a globally acceptable standard at the expert working group (EWG) meeting planned for 2012.

1.2   Introductions

Participants introduced themselves. In addition to the SCSC, four members of the expert working group (EWG) had also been invited to attend. These members were selected due to their substantive comments on the first version of the draft ISPM that had been circulated by e-mail.

1.3   Roles of the Participants

The Secretariat informed the participants that the role of the experts is to help produce a globally acceptable standard and noted that the participants are here as experts, not representatives of their region or country. It was also noted that the role of the Secretariat is to facilitate these discussions.

Given the absence of developing countries in this SCSC meeting, the Secretariat stressed the fact that it is important their positions are taken into consideration when working on this topic. The Secretariat also noted that a long-term commitment is necessary for the adoption of a standard, which is usually a five-year process.

1.4   Selection of the Chair

The SCSC selected Mr John HEDLEY as Chair.

1.5   Selection of the Rapporteur

The SCSC selected Mr Steve ASHBY as Rapporteur.

1.6   Adoption of the Agenda

The panel modified and approved the agenda (see Appendix 1 to this report). Due to the ad-hoc nature of the meeting and limited time available, not all items on the agenda were fully discussed.

2.   Administrative Matters

The EWG reviewed the documents list (see Appendix 2 to this report).

The meeting participants noted and provided updates to their contact information as necessary (see Appendix 3 to this report).

3.   Updates from 2010-2011 Virtual Meetings and inter-sessional Work

Since November 2010, the SCSC has been meeting virtually (approximately once a month) using a web based virtual meeting tool. There have been some technical difficulties (poor voice transmission and some experts can not get permission to use the software).

It was agreed that the SCSC and EWG should persevere with the use of virtual meetings because these meetings are necessary to complete some work. The Secretariat noted that if experts do not have sufficient internet connections they may contact the Secretariat who will be able, in some cases, to arrange access to the FAO country office where they can use the high speed internet connection. It was noted that, with the SCSC and EWG members located around the world, it will be difficult to find a

convenient meeting time for all members, but logistical problems can be resolved with a collaborative approach.

4.   Outstanding issues regarding the development of the draft ISPM

4.1   Full EWG meeting

The SCSC discussed the need for a full EWG face-to-face meeting or whether working virtually is sufficient and it was concluded that a full meeting was needed. Tentative dates were set for 28 May to 1 June 2012 and Malaysia had agreed to host the meeting.

4.2   Communications planning

The SCSC briefly discussed a communications strategy. It was agreed that it would be needed, but it would come later in the process.

4.3   Phasing in of standard to industry

There was discussion at length regarding how the adopted standard would be implemented. It was decided that the complexity of the topic required a phased-in approach and that initially this standard would only address empty containers ready to be packed. Future additions could be made for empty containers being repositioned and packed containers. It was proposed that the EWG work with industry representatives to help with the production of material that would be included in their guidance for those involved in the industry cleaning of containers. The draft ISPM developed would provide guidance to all involved in the movement of containers, in particular the NPPOs overseeing the state of cleanliness of sea containers.

5.   Presentation by the Container owners' association

The Container Owners' Association (COA) delivered a short presentation providing background information on the usage cycle of containers and related inspections (see Appendix 4 to this report). In summary, the presentation outlined the points at which a container is inspected and the average use-cycle of a container. Generally, all containers are inspected, repaired and cleaned internally as required before being released to shippers for packing. However, these inspections may be carried out after the container has been in transit through several countries. In areas where the number of imported containers exceeds the demand for export (surplus locations), large numbers of empty containers are often directed straight to ocean terminals after unpacking (repositioning). These containers are not inspected or cleaned, but instead are shipped to demand locations (often in another country), where they are then inspected and cleaned before being released to shippers. The internal cleaning of one container costs around 60 USD and is an expense incurred by the shipping company.

These types of inspections are more focused towards finding and repairing damage to the containers and container safety than on cleaning the container. There is an obligation by shipping companies to remove all the packaging material before giving the container to a new user, however this does not always happen.

There are different inspection criteria in place which are related to container structure and safety compliance. These criteria are used by shipping companies to carry out their inspections, but not all shipping companies use them and these inspections have very little to do with cleaning the container from pests but rather they help ensure the container is clean enough for the next cargo.

The following are codes used by industry for several categories of cleaning criteria for containers:

-        [1]**IICL 5**: International Institute of Container Lessors (Leasing Companies - criteria for leased containers), related to Inspection & Repair Criteria for DRY containers.

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[1] The first three criteria are used at times of on-hire and off-hire of containers, so are not related to the development of this standard

- **IICL 3**: for REEFER (refrigerated) containers.
- **CIC**: Container Interchange Criteria (also for leased containers), related to Inspection & Repair Criteria for DRY containers (sometimes called IICL "Light").
- **UCIRC**: Unified Container Inspection & Repair Criteria (used by most shipping companies), related to Inspection & Repair Criteria for DRY containers.
- **RCIRC**: Refrigerated (used by most shipping companies), related to Inspection & Repair Criteria for REEFER containers.

The SCSC recommended trying to include phytosanitary requirements in existing Inspection and Repair Criteria and in existing Cleaning Criteria.

The SCSC also highlighted some issues regarding existing inspection criteria and noted that the criteria and associated inspections are only valid in depots and shippers, consignees and terminals all have a responsibility to help ensure the inspection criteria are met.

The SCSC agreed on the need to involve additional stakeholders in the development of the draft ISPM. Some possible stakeholders include the International Chamber of Shipping (ICS), the International World Shipping Council (IWSC) and the International Maritime Organization (IMO). The COA representative stressed that there is a willingness on the part of industry to do whatever is required as long as there is consultation and industry is able to recover their costs.

6. Discussion on Issues Identified by EWG during review of initial draft ISPM

6.1 Explanation for why we are dealing with empty containers only (inside and outside)

Participants agreed that the standard should address three categories of containers:

Empty containers ready to be packed

These are containers that have been emptied and are sent back to the depot. They are checked at the depot. If the container is in need of repair or cleaning, it is serviced. If the container is in good condition and clean, it is sent out to be used by a customer.

Empty containers for repositioning

These are containers that have been emptied and are sent back to the depot. The container is not needed locally so it is repositioned to another depot (possibly in another country) where it is needed.

Packed containers

These are containers that have been packed with goods and are ready to be shipped.

It was agreed to begin work with the first category - empty containers ready to be packed - because shipping companies are better prepared to clean and inspect empty containers rather than full containers. This would also be an easier starting point for the industry because empty containers, ready to be packed, are already inspected at a depot. In addition, by beginning work with this category and targeting depots, almost all containers will be cleaned eventually (containers enter a depot from three to four times a year when used for long haul voyages and approximately ten times per year if they are used on short haul routes).

6.2 Air containers

There was a discussion on combining the topics of air containers and sea containers into one draft ISPM as the Standards Committee (SC) thought that similar requirements might apply to both types of containers. The SCSC decided that it would be inappropriate to try to cover air containers in the draft ISPM because they are a very different type of container with a different set of stakeholders and a different set of issues. It was noted that when development of the air containers draft ISPM commenced, relevant sections of the sea containers draft ISPM could be used for reference.

6.3   Prioritizing containers

The SCSC discussed this issue and agreed that it is not possible to prioritize containers or particular trade routes as high or low risk because high risk locations and pathways will be different for each country and the standard must be applicable to all containers.

6.4   Cleaning facilities

The participants discussed how containers are currently cleaned and how facilities are accredited. It was noted that depots are currently audited by shipping lines and there was discussion whether this may be more feasible than to have national plant protection organizations (NPPOs) checking depots. The SCSC is seeking consistent accreditation of depots, with the goal to facilitate the cleaning process and disposal of contaminants. Discussion followed on whether accreditation should be in the standard and whether this accreditation should be carried out by the shipping line.

Another discussion point was the role of the NPPO in the accreditation of depots. By accrediting, an NPPO could have some control in the process, which could build confidence and trust. In addition, accredited facilities could be monitored which may provide an increased level of confidence in the system. It was also proposed that guidelines could be set up to assist NPPOs, for example, describing how a depot might operate in order to meet specific requirements. The SCSC agreed that accrediting by the NPPO should be optional.

6.5   Creating links between plant health and other authorities

The SCSC discussed the many national authorities involved with the movement of containers and discussed methods to enhance cooperation and communication between them. The participants thought that shipping companies and depots should also be involved. It was thought that the role of the NPPO should be defined in relation to the roles of port authorities and shipping companies. An outline of all roles will be included in the body of the draft ISPM.

6.6   Verification of cleanliness

The group discussed methods to verify that a container has been cleaned. Shipping companies have systems for tracking the history of cleaning, the cargo the container has carried and where it has been. The SCSC noted that the customs information system, used by the World Customs Organization (WCO), records container information. It was suggested that it might be possible for this system to be modified and additional fields requested to provide further information, such as the cleaning status of the container. It was noted that New Zealand is currently using this system and has found it to be very useful and easy to use. The group agreed to contact the WCO to explore this further.

The SCSC discussed using the Bay Plan Stowage Plan of Occupied and Empty Spaces System (BAPLIE) to house this information. BAPLIE provides the location of a container on board or within a container vessel. However, the SCSC concluded that this is a ship storage plan and would not be the proper place for storing cleaning information.

6.7   Military containers

The SCSC identified two categories of military containers: military-owned and special containers. It was agreed that military containers should be treated like any other container in terms of risk. Many countries do not allow military containers to pass through and that there are two types of military containers:

-       military-owned containers that are not normally used by shipping companies and
-       regular containers contracted to the military

For purposes of this standard, the SCSC concluded that military containers should not be differentiated and should be treated like any other container**.**

6.8   Recontamination

The SCSC agreed that guidance will need to be developed on how to avoid recontamination of both the inside and outside of the container after cleaning. This guidance will be included in the draft ISPM.

6.9   Non-plant pests

The SCSC discussed the issue of non-plant pests and it was agreed that the standard will focus on phytosanitary issues only. However, bio-security issues could be discussed further in cooperation with the Convention on Biological Diversity (CBD) and the World Organization for Animal Health (OIE). This could also be addressed in a technical guidance document developed for the shipping companies.

7.   Development of the Draft ISPM

7.1   Review of the Specification

The steward presented the specification 51:2010 *Minimizing pest movement by sea containers and conveyances in international trade* and explained the tasks outlined.

The following points were discussed:

The term "sea container" and what type of containers should be address in the draft ISPM was discussed. The official International Organization for Standardization (ISO) definition of a container is:

> "an item of equipment for transport purposes, that must be of a permanent character and accordingly strong enough to be suitable for repeated use, especially designed to facilitate the carriage of goods, by one or more modes of transport without intermediate reloading, fitted with devices permitting its ready handling, particularly from one mode of transport to another; so designed as to be easy to fill and empty, having an internal volume of 1 m3 or more."

It was acknowledged that there are different kinds of containers, such as inland, domestic, sea, intermodal freight, shipping, boxes, offshore containers, etc. It was decided that this draft ISPM should address sea containers defined as: freight containers which are designed primarily to be moved by sea in international transport (with the exclusion of ferry transport and coastal movements).

Reason for the standard

This section was considered clear.

Scope and purpose

The SCSC discussed the three bullet points under the section *Scope and purpose*.

Bullet 1 - *identifying particular pest risks associated with shipping containers as pathways in sea and overland transport between countries*

The meaning of overland transport was discussed and it was agreed to interpret the term "overland" as meaning the continuation of a sea voyage. Therefore, the phrase "sea and overland" will be considered one container movement.

Bullet 2 - *identifying appropriate phytosanitary measures to mitigate such risks, in particular prior to export, including procedures for packing and cleaning of the interior and exterior of shipping containers, as well as inspection and measures related to the area surrounding packing, storage and loading locations*

The SCSC considered packing a different topic related to cargo and recommended it not be covered in this draft ISPM.

Bullet 3 - *identifying verification procedures*

The SCSC had no comments on this bullet.

Tasks

It was concluded that for this draft ISPM the tasks should be restricted to empty containers.

Task 1) *identify the extent and importance of international pest dispersal caused by shipping containers and provide examples*

The SCSC agreed that it is important to consider the main pests that are dispersed by shipping containers. It was agreed to reference the paper Toy and Newfield (2010)[2] and collect further examples from data gathered by China and the United States. The SCSC assigned one participant to coordinate the development of a list of pests with input from this data.

Task 2) *identify the ways that contamination leading to pest risk can occur and note the critical points, including issues regarding types of shipping containers, origin and seasonality*

The SCSC felt this draft ISPM should address containers in general terms and that annexes could address specifics on the following:
- empty containers ready to be packed
- empty containers for repositioning
- packed containers

The representative from the COA agreed to provide a list of types of containers transported by sea.

Task 3) *review existing international conventions, international and national standards and industry practices that may be relevant in helping to reduce pest risks from shipping container movement in international trade and delimit the scope of this standard accordingly*

The following international organizations were identified as being relevant to help reduce the pest risks associated with sea containers (refer to last slide in COA presentation in Appendix 4 to this report):
- International Maritime Organization (IMO)
- Container Owners' Association (COA)
- Institute of International Container Lessors (IICL)
- International Chamber of Shipping (ICS)
- World Shipping Council (WSC)
- International Organization for Standardization (ISO)

Task 4) *identify and describe possible phytosanitary measures and best management practices to reduce pest risks, including:*

Procedures for packing and subsequent storage, loading and transport of shipping containers to minimize contamination

It was agreed that this first sub-bullet would be interpreted as follows when considering this task for packed containers.

Procedures and practical methods for decontaminating and treating shipping containers (outside and inside) prior to export or at import, including treatment options (including treatments for permanent container flooring made of plant material) and the safe disposal of contaminants

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[2] **Toy, S.J., & Newfield, M. J.** 2010. The accidental introduction of invasive animals as hitchhikers through inanimate pathways: a New Zealand perspective. *Rev.sci. tech. Off. Int. Epiz.*, (29 (1): 123-133.

The SCSC agreed to use the Australian Quarantine and Inspection Service (AQIS) requirements for container floors as the basis to help develop similar requirements for all three categories of containers (see Task 2).

Measures carried out in the area surrounding locations where packing, storage and loading of shipping containers takes place to minimize pest occurrence and the probability of contamination

It was agreed that this can be provided as general guidance in the main body of the draft ISPM. The group agreed the EWG should identify and describe possible phytosanitary measures and best management practices to reduce pest risks.

Inspection prior to export or at import

It was agreed that the NPPO should be provided with inspection criteria and that the EWG should identify the parameters the NPPO should consider. Targeted inspections at depots are perceived as the best way to address this issue because it is a critical point for empty containers and the best place for inspection (considering that it is estimated that 200 million containers are currently in use). It was also agreed that shipping companies should be held accountable and collaborate with the NPPO to resolve issues that might occur at depots. These criteria will need to be developed for all three categories of containers (see Task 2).

Appropriate reporting, safeguarding actions and phytosanitary measures to be taken in cases on non-compliance

The SCSC discussed the need to inform the shipping company if non-compliances are reported and concluded that shipping companies should be held accountable and collaborate to help resolve issues that might occur at depots.

Task 5) *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

With reference to the task of reviewing existing verification systems, the SCSC noted that depots are where verification (labelling and cleaning activities) is done. Electronic verification and the implementation of country codes are recommended by industry and New Zealand. Shipping lines currently use codes for each sea voyage, but only in certain countries. The SCSC also discussed whether or not to do verification on a trust basis and whether the shipping line should report to some authority. It was noted that shipping companies have different tracking systems (some are old, others are very modern). The SCSC agreed to the possibility to utilize the booking system that sends information on the carried material to customs. A EWG member was appointed to liaise with the WCO on this issue.

Task 6) *describe the distribution of responsibilities among NPPOs and stakeholders*

The SCSC agreed that an outline of all roles should be developed in the main body of the draft ISPM.

Task 7) *consider whether the standard could affect in a specific way (positively or negatively) the protection of biodiversity and the environment, and if so, the impact should be identified, addressed and clarified in the draft standard*

It was decided that the EWG should coordinate the drafting of a technical document with the CBD and OIE and will make recommendations about safe disposal of dunnage and wash water, use of chemicals, etc. It was agreed that the draft ISPM should be developed with an environmental-friendly

perspective and minimize negative impacts on the environment by ensuring that national regulations are respected. The EWG should also include wording regarding limiting the spread of invasive alien species (IAS), etc.

Task 8) *consider options for a broader interim consultation on elements of the draft with stakeholders and provide a recommendation on this to the Standards Committee*

It was noted that work has begun on this task, there is stakeholder involvement in the EWG and that the EWG will promote consultations with stakeholders and national experts.

Task 9) *consider whether and how the resulting guidelines for shipping containers could support the development of guidelines for minimizing pest movements by conveyances*

The participants considered that conveyances should not be addressed in this draft ISPM. However, after adoption of the standard, this issue could be re-visited to determine if any sections could be applicable to conveyances.

7.2 Drafting of the international standard

Ideas for a draft ISPM had been developed before the meeting and the SCSC considered this in the meeting.

Title of the draft standard

Because the SCSC felt conveyances should not be addressed in this draft ISPM, it was proposed to remove the term "and conveyances" from the title. The proposed title is *Minimizing pest movement by sea containers in international trade*.

Introduction

Scope

It was suggested that the NPPO could be responsible for accrediting shipping lines to encourage communication between the NPPO and the shipping lines. It was questioned what would happen if goods from a non-accredited shipping line were received. The SCSC noted that the shipping industry could develop criteria with input from the EWG.

The SCSC concluded that spiders, ants and many other organisms should be included in the ambit of this draft ISPM, even if they are not of concern under the IPPC. It was also decided that critical aspects of decontamination and the prevention of re-contamination after cleaning should be addressed in appendixes to the draft.

Definitions of terms

The EWG discussed the definitions of terms not already defined in ISPM 5: *Glossary of phytosanitary terms*. Terms related to other types of containers were deleted with the aim to add their description on a separate paragraph in the background section.

Purpose

The SCSC added a reference to the classification of containers and guidelines and provisions were further explained.

Requirements

The concept of cleanliness of containers was discussed and it was concluded that it should be considered equivalent to pest-free. The section title was changed to "Pest-free containers". With regards to economic convenience, the high number of containers and the assumption that there is a high number of un-cleaned containers, it was recognized that it would be difficult to achieve 100% pest-free containers but the pest risk would be reduced.

It would be important to consult with shipping companies regarding minimizing the pest risk. It was agreed that all containers should ideally be pest-free before being moved between countries but this might be difficult to achieve and additional work may be needed to explain difficulties involved in the movement of containers, explaining that the pest risk is reduced.

Information on cleaning of the interior and exterior of containers was moved to an appendix.

Text regarding accredited facilities was reviewed and it was agreed to try to present a consistent approach for the accreditation of the various processes to help ensure that containers are cleaned in an acceptable manner and that contaminants are disposed of properly. It was acknowledged that it may be possible to request WCO to modify their information systems which would allow shipping companies to add information.

Participants discussed whether accreditation of depots should be done by the shipping line or if it should be addressed in the standard as part of the responsibility of the NPPO. It was agreed that this should be optional and not a requirement so that the NPPO may decide who accredits depots. It was noted that accreditation may be a way for an NPPO to be satisfied that the process is working and build confidence and trust in the system. The SCSC noted that the section on electronic documentation be further discussed by the EWG.

Specific requirements

The EWG agreed to further develop this section virtually.

8.   Develop the EWG 2011-2012 work programme / Next steps

Refer to Appendix 5 to this report.

9.   Other business

The SCSC further discussed the development of a technical guidance document with industry. It was agreed that it should be aimed at the industry and include the information on what depots should consider when cleaning containers, both inside and out, and how to remove and dispose of pests if found. This guidance could also have input from the CBD and OIE so that it encompasses all types of pests, not just plant pests.

The SG discussed the implementation plan and noted that it would be very appreciated by the industry. In addition, it was remarked that the implementation plan should include a communication plan.

The concept of a trial with industry at one depot was considered. Some guidelines could be developed for industry and trialled at a depot to find out how the effects of the modified inspection process and help determine if this process would affect costs and to see how effective it would be. A trial protocol would need to be developed and a location selected and the NPPO would need to be agreeable. After much discussion the idea it was decided this would not be practical at this time.

10.   Recommendations to the SC

Refer the sections of this report for recommendations to the SC.

11.   Close of the meeting

The Chair and IPPC Secretariat thanked participants for their contribution and closed the meeting.

APPENDIX 1 – Agenda

AGENDA ITEM	DOCUMENT NO.	PRESENTER
1. Opening of the meeting		
1.1 Welcome by the IPPC Secretariat and Host		LARSON
1.2 Introductions		LARSON
1.3 Roles of the Participants		LARSON
1.4 Selection of the Chair		LARSON
1.5 Selection of the Rapporteur		CHAIR
1.6 Adoption of the Agenda	2011_EWGSeaCon_Nov_01	CHAIR
2. Administrative Matters		
2.1 Documents List	2011_EWGSeaCon_Nov_02	SISSONS
2.2 Participants List	2011_EWGSeaCon_Nov_03	SISSONS
2.3 Local Information	2011_EWGSeaCon_Nov_04	SISSONS
3. Updates from 2010-2011 Virtual Meetings and intersessional Work		TBD
4. Outstanding issues regarding development of standard		TBD
4.1 Full EWG meeting – is it needed, where and when		HEDLEY
4.2 Communications planning – what do we need to do, how do we get industry on board		SISSONS
4.3 Phasing in of standard to industry – how to accomplish this		DOWNES
5. Presentation by COA		DOWNES
6. Issues regarding content of Standard	2011_EWGSeaCon_Nov_05	TBD
6.1 Explanation for why we are dealing with empty containers only (inside and outside)		WESTON
6.2 Air containers – include or not		WESTON/KUMMEN
6.3 Dealing with high risk containers rather than all containers – can this be done, how		ALL
6.4 Cleaning facilities – accreditation, auditing, tolerances, recontamination		DOWNES
6.5 Creating links between Plant health and other authorities - e.g. ports, Customs, shipping companies		WESTON
6.6 Possible recognition that other requirements such as those from IMO or COA could be equivalent to fulfilling plant health import requirements		ASHBY
6.7 How to deal with military container movements		KUMMEN
6.8 Containers in transit or in bond		HORN
6.9 Containers of the future and cleaning compounds		DOWNES

AGENDA ITEM	DOCUMENT NO.	PRESENTER
6.10 Dealing with re-contamination - safeguarding through the process of stuffing, storing, movement, port storage – or not		KUMMEN
6.11 How to promote implementation in developing countries		HORN
7. Development of draft ISPM	2011_EWGSeaCon_Nov_06	
7.1 Drafting of draft international standard • Title – what should it be • List of synonyms for container • Dealing with spiders and insects • Dealing with LMOs and biodiversity • Form of the standard –do we keep present form or will it be too repetitive		HEDLEY
8. Develop the EWG 2011-2012 work programme		ASHBY
9. Other business		
10. Recommendations to the SC		HEDLEY
11. Close of the meeting		
11.1 Adoption of the report		CHAIR
11.2 Close		CHAIR

APPENDIX 2 – Documents List

| DOCUMENT NUMBER	AGENDA ITEM	DOCUMENT TITLE	DATE POSTED/ DISTRIBUTED
2011_EWGSeaCon_Nov_01	1.6	Agenda	2011-11-03
2011_EWGSeaCon_Nov_02	2.1	Documents list	2011-10-26
2011_EWGSeaCon_Nov_03	2.2	Participants list	2011-10-13
2011_EWGSeaCon_Nov_04	2.3	Local information	2011-10-13
2011_EWGSeaCon_Nov_05	6.0	Issues identified with regards to development of a standard for minimizing pest movement by sea containers and conveyances in international trade	2011-10-26
2011_EWGSeaCon_Nov_06	7.0	Second draft of the standard *System to provide pest-free empty containers for plant quarantine*	2011-10-26

APPENDIX 3 – Participants List

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APPENDIX 4 – Presentation by the Container Owner's Association

Generic Container Flows
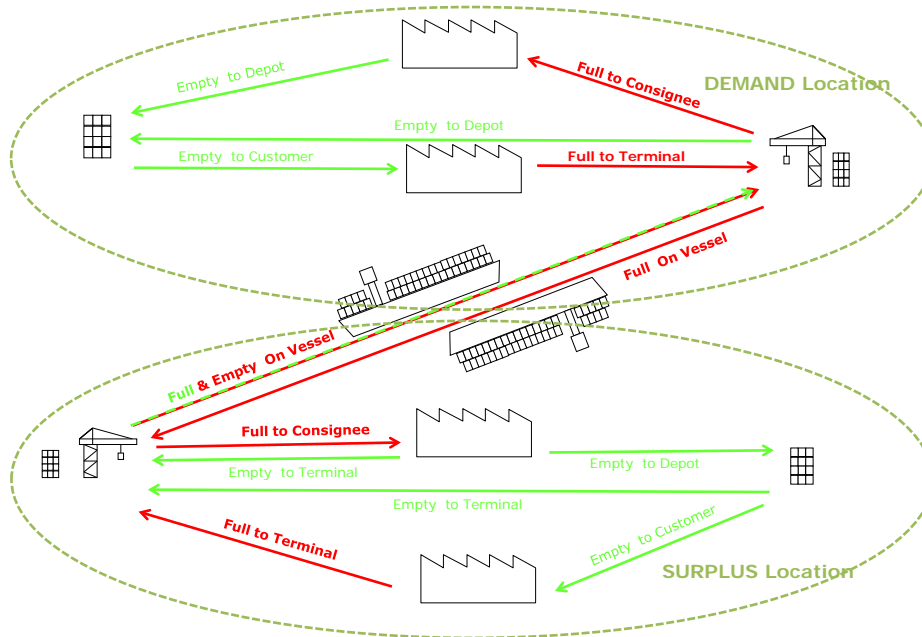
Demand Location

• Requirement for export containers exceeds number of full imports
• Large numbers of empty containers moving in
• Containers inspected, repaired, cleaned as required, before release to shippers

Surplus Location

• Number of full import containers exceeds export demand
• Large numbers of empty containers directed straight to ocean terminals after unpacking
• Empty containers to terminal not inspected or cleaned
• Smaller numbers directed to depots to meet export demand
• Containers inspected, repaired, cleaned as required, before release to shippers
• Depot excess stock moved to ocean terminals for movement to demand locations
• Excess stock generally not repaired or cleaned

Inspection – where/when does it take place?

What is inspected?

WHERE/WHEN   WHAT

Terminal :
      Gate In   FULL   Exterior, Security, Ctr Number, Seal Number
      Gate Out FULL   Exterior, Security, Ctr Number, Seal Number
      Gate In   EMPTY   Exterior, Interior, Ctr Number *
      Gate Out EMPTY   Exterior, Interior, Ctr Number **

Depot (Repair Shop):
      Gate In   EMPTY   Exterior, Interior, Ctr Number, Cleanliness
      Gate Out Empty   Ctr Number, (Trucker may inspect)

Shipper:
      Receipt   EMPTY   Exterior, Interior, Ctr Number, Cleanliness
      Despatch FULL   Security, Seal Number, Ctr Number

Inspection Criteria in use

Inspection and Repair Criteria focus on "what to repair". Common industry criteria:

IICL 5:   International Institute of Container Lessors (Leasing Companies)
      Inspection & Repair Criteria for DRY containers

IICL 3:   International Institute of Container Lessors (Leasing Companies)
      Inspection & Repair Criteria for REEFER containers

CIC :   Container Interchange Criteria (Leasing Companies)
      Inspection & Repair Criteria for DRY containers
      (Sometimes called IICL "Light")

UCIRC: Unified Container Inspection & Repair Criteria (Shipping Companies)
      Inspection & Repair Criteria for DRY Containers

RCIRC: Refrigerated Container Inspection & Repair Criteria (Shipping Companies
      Inspection & Repair Criteria for REEFER containers

When are the various Inspection Criteria used?

IICL 5 and IICL 3:

       Applied at time of on-hire and off-hire of leased containers

CIC:

       Applied at time of on-hire and off-hire of leased containers

UCIRC:

       Applied to In-Service inspection of Shipping Company containers
       (owned and leased)

RCIRC

       Applied to In-Service inspection of Shipping Company containers
       (owned and leased)

Notes: Some Shipping Companies use IICL as In-Service criteria
          Criteria contain minimal references to cleaning
          Not all Shipping Companies have separate Cleaning Criteria

Recommendations:

Include IPPC requirements in existing Inspection and Repair Criteria.

Include IPPC requirements in existing Cleaning Criteria.

Issues:

Criteria and associated inspections are only valid at depots

Shippers/Consignees have a responsibility

Terminals have a responsibility

APPENDIX 5 – 2012 Work Programme

Follow-up actions for the next meeting

- ✓ WESTON will coordinate work with EWG members from China and US to discuss the importance of the dispersal of international phytosanitary pests caused by shipping containers. It was agreed to reference the paper Toy and Newfield (2010)[3] and giving examples from China and the United States.

- ✓ EWG leads WESTON and KUMMEN to draft some technical guidance for industry

- ✓ The group agreed to contact the WCO and explore the possibility to modify customs information systems used by the World Customs Organization (WCO) to record container and other relevant information, such as the cleaning status of the container.

- ✓ The COA agreed to provide a list of types of containers for sea voyages.

- ✓ Obtain the Australian Quarantine and Inspection Service (AQIS) requirements for container floors.

- ✓ A EWG member was asked to liaise with the WCO on the possibility of exploiting the booking system that sends information on the carried material to customs.

- ✓ The EWG agreed to virtually develop the draft standard section on Specific Requirements.

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[3] **Toy, S.J., & Newfield, M. J.** 2010. The accidental introduction of invasive animals as hitchhikers through inanimate pathways: a New Zealand perspective. *Rev.sci. tech. Off. Int. Epiz.*, (29 (1): 123-133.