



## MINUTES OF THE SEA CONTAINERS TASK FORCE, IC Sub-group

*Virtual meeting, 27–28 April 2021, 14:00–16:00 (CET)*

### 1. Opening of the meeting

#### 1.1 Opening

- [1] The IPPC Secretariat (Secretariat) opened the meeting and welcomed all participants.

#### 1.2 Election of the Chairperson

- [2] Participants of the IC Sub-group on Sea Containers Task force (SCTF) elected Mr Greg WOLFF as Chairperson of the meeting.

### 2. Meeting arrangements

#### 2.1 Summary of CPM-15 (2021) decisions regarding sea containers

- [3] The Chairperson began by reminding participants that the SCTF mandate was ending in December 2021. CPM had provided guidance on five core objectives for SCTF to address in the remainder of its mandate, as outlined in [CPM 2021/INF/13](#). Other work, such as surveys, should be ongoing as it was of benefit and would continue on beyond the SCTF mandate, but SCTF should focus on those five core objectives.
- [4] One participant said it continued to be necessary to collect more data in order to illustrate risks and to identify risk vectors. Without a risk-based approach, resources would be spread too thin implementing an approach that applied universally to all containers. The IC Lead said there was already an International Standard for Phytosanitary Measures (ISPM) to categorize commodities according to risk, No. 32 (*Categorization of commodities according to their pest risk*) which, although not directly associating sea containers to pest risk, could inform the work of SCTF.

#### 2.2 Adoption of the agenda

- [5] The Chairperson suggested adding a summary of CPM decisions to the agenda. SCTF agreed, and the agenda was adopted as presented in Appendix 1.

### 3. Administrative matters

#### 3.1 Participants list

- [6] Participants<sup>1</sup> present are as listed in Appendix 2.
- [7] The Secretariat asked participants to ensure their contact details were up to date.

### 4. Updates and actions from last meeting

#### 4.1 IC Update

- [8] The IC Lead presented a report on engagement by IC on SCTF work. The IC Lead said that IC reviewed and adopted the SCTF annual work plan at the IC meeting in February 2021 (attached to the IC meeting report). The IC Lead provided detailed information about the events that had occurred at CPM-15 (2021) in relation to SCTF, and outlined five core objectives for SCTF to consider. Those points for

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<sup>1</sup> SCTF membership list: <https://www.ippc.int/en/publications/85435/>

consideration were clear, but needed to be prioritized, and SCTF was best positioned to be able to prioritize its own work.

- [9] Following up on the earlier discussion on surveys, the IC Lead clarified that SCTF should analyse existing data and place less on emphasis on new data collection. This did not mean stopping efforts to collect data, as more data would always be better. Work being conducted by NPPOs, RPPOs, industry and multilateral organizations should all continue. But given the limited time remaining in the SCTF mandate, there were more tangible deliverables to work on, including setting the terms of reference for the future focus group on sea containers and answering the questions raised in [CPM 2021/INF/13](#). It was also important to continue to advocate at IMO meetings that pest contamination be included in IMO inspection programmes. CPM would continue to recommend the implementation of surveys where practicable, but data or information collected should be delivered to the SCTF in written form, allowing SCTF meetings to focus on other work.

## 4.2 Complied written updates provided by SCTF participants

- [10] The Secretariat said that comments on the Written Updates from the Members of the Sea Containers Task Force on the 2021 Work Plan had been added in track changes, allowing participants to have insight on inputs and ongoing discussions.
- [11] The Secretariat said that discussions with the Secretariats of both the International Maritime Organization (IMO) and World Customs Organization (WCO) indicated their support for the work of the SCTF.
- [12] The Secretariat also informed that meeting documents would be published on the MS Teams platform and the SCTF restricted area on the IPP would eventually be phased out. This would also allow a folder to be set up which would allow SCTF participants to comment on documents and if anyone was having difficulty access MS Teams, they should request assistance from the Secretariat.
- [13] One participant said they would submit a national case study on pest risk assessment in the sea container pathway with historical data on interception of pest risks from 2003 to 2017. The Chair noted the announcement with thanks. Case studies reflected national experiences and views, and were submitted to SCTF for informational purposes.

## 5. SCTF and Programme

### 5.1 New CPM direction

- [14] When considering the five core objectives for SCTF to work on for the remainder of its mandate, as outlined in [CPM 2021/INF/13](#), the Chairperson noted that some objectives would benefit being addressed before others. For its work, SCTF would reorganize the order of the objectives and address them in a series of monthly virtual meetings. Information would come to light and participants would be better placed to respond to some objectives later in the year. That would help inform the group and build responses that would be captured in the final report of the SCTF, recognizing that the group may not have complete information on all facets of sea container issues.
- [15] The Chairperson hoped for the possibility of a final in-person meeting at the end of the year to conclude SCTF work, but recognized that ongoing COVID-related restrictions may necessitate virtual meetings.
- [16] SCTF concluded that:
- (1) SCTF would meet monthly to address the objectives as set in CPM 2021/INF/13;
    - The best order for SCTF to address the objectives would be to:
  - (2) discuss and answer the 11 core questions set to SCTF in CPM 2021/INF/13 in order to inform work on the subsequent objectives;
  - (3) discuss the concept of holding an international workshop;
  - (4) draft a Terms of Reference for a proposed CPM Focus Group on sea containers;

- (5) discuss core aspects for inclusion in a potential revision of CPM recommendation on Sea Containers (R-06) and/or a potential ISPM on sea containers;
- (6) develop any other considerations, recommendations or options for CPM-16 (2022) to take into account;
- (7) revisit the 11 core questions set to SCTF in CPM 2021/INF/13 to understand what progress had been made.
- (8) *Prepare and agree to responses and recommendations to CPM to the core strategic questions laid out in CPM 2021/INF/13.*

[17] One participant noted that it was important to answer first the core strategic questions laid out in [CPM 2021/INF/13](#), “Update from the Sea Containers Task Force – Proposal for a Path Forward for the Sea Container Task Force”, as that would facilitate SCTF work and identify what was and was not realistically possible. Revisiting these core questions towards the end of the SCTF mandate would allow the group to appreciate how understanding of sea container issues had progressed.

[18] One participant noted that core strategic question No. 10, “If we pursue the development of IPPC guidance on sea containers, what would be the most critical and essential elements that need to be addressed?”, did not seem in line with the core objective from CPM to “outline potential core aspects that the SCTF would consider important for inclusion in: a) a potential revision of CPM Recommendation No. 6 on Sea Containers; and/or b) the continued development of an ISPM on sea containers”. The Chairperson explained that the virtual format of CPM-15 (2021) had hindered in-depth discussions; the overlap between the two items was unintentional, and that the CPM objective superseded core strategic question No. 10.

[19] SCTF concluded that:

- (9) The May 2021 meeting of SCTF would further discuss the core strategic questions laid out in CPM 2021/INF/13.
- (10) *Outline potential core aspects that the SCTF would consider important for inclusion in: a) a potential revision of CPM Recommendation No. 6 on Sea Containers; and/or b) the continued development of an ISPM on sea containers*

[20] The Chairperson said that it was imperative that CPM arrive at informed decisions. All information on the challenges, impediments and sensitivities of supply-chain logistics that SCTF included in its final report would help to inform CPM decisions and could provide a means to develop successful guidance that accounted for industry concerns. It was particularly critical that the final report capture industry viewpoints to minimize the chance of unexpected consequences arising from any decision on guidance.

[21] SCTF could provide broad insights and pertinent information to support Contracting Parties’ decisions on guidance.

[22] The Secretariat noted the broad similarity between SCTF work on sea container guidance and the efforts to develop a standard on grain, in which CPM had tasked a workshop to have open discussions and develop advice with regard to a possible standard.

[23] The Chairperson also noted the parallel with ISPM No. 15 (*Regulation of wood packaging material in international trade*), where a workshop held after adoption of the standard proved useful in resolving some the impediments to implementing the standard.

[24] SCTF concluded that:

- (11) The September 2021 meeting of SCTF would further discuss potential core aspects it would consider important for inclusion in a potential revision of CPM recommendation on Sea Containers (R-06) and/or the continued development of an ISPM on sea containers.
- (12) *Consider and communicate viewpoints on the potential value of an international workshop (or open-ended technical consultation) that could be held in late 2022*

- [25] SCTF participants felt there was value in workshop as it would provide important opportunities for awareness-raising of pest contamination issues and exchanges on the sensitivities of supply-chain logistics. Workshop participants should include a broad range of stakeholders, not just government representatives. A number of participants noted that it was important for the workshop to have the potential to influence decisions to be taken by CPM. Industry would contribute if it felt it could have an impact on outcomes, but would not been keen to participate if decisions had already been made.
- [26] The Chairperson noted that even if CPM made a decision on a guidance, preparing the recommendation or continuing the development of a standard were processes that would take time, and the workshop would continue to be an opportunity to influence those processes.
- [27] SCTF concluded that:
- (13) There was value in holding an international workshop;
  - (14) Participation in the workshop should include a broad range of stakeholders;
  - (15) In its final recommendations, SCTF should recommend to CPM that any decision on guidance or regulatory efforts should not be taken until after a workshop was held, so that CPM could be better informed about the concerns and challenges of the stakeholders involved and take due consideration of industry viewpoints. Any action or final decisions on guidance should not come until CPM-17 in 2023;
  - (16) The June 2021 meeting of SCTF would further discuss the potential of an international workshop.
  - (17) *Develop any other considerations, recommendations or options that CPM-16 (2022) may wish to take into account*
- [28] The Chairperson noted that this broad objective gave SCTF the mandate to comment on the wide range of issues before the group, including for example the complexity of sea container logistics and supply chains, and risk-based approaches versus other measures. The considerations, recommendations or options for CPM-16 (2022) to take into account would be captured in the development of the final report. The lessons learned by the group, its key concerns and the problems it had identified would form a key part of the final report.
- (18) *Develop a draft Terms of Reference (ToR) for a prospective CPM Focus Group which would be charged with arranging a possible 2022 workshop/consultation or any other tasks which CPM 16 (2022) decide upon and assembling related information and/or recommendations for subsequent communication to CPM-17 (2023)*
- [29] Noting that the SCTF mandate ended in December 2021, CPM would consider how to move forward with work on sea containers, which may include a revised recommendation and/or the continued development of a standard. A focus group on sea containers could support CPM efforts in that regard. The Terms of Reference for that focus group should identify recommendations for participation in the group, noting that it would particularly benefit from industry participation.
- [30] SCTF concluded that:
- (19) It should be recommended that industry participate in the focus group;
  - (20) The July 2021 meeting of SCTF would further discuss the Terms of Reference (ToR) for a prospective CPM focus group on sea containers.
  - (21) *Joint statement by partners in the Cargo Integrity Group on the avoidance of visible pest contamination of freight containers and their cargoes*
- [31] The Cargo Integrity Group (CIG) was a partnership of five industry organizations, three of which had representatives participating in SCTF. Given the critical importance of SCTF discussions to the activities of CIG members, CIG had felt compelled to make statement, attached in Appendix 4. The statement would ensure CIG contributions to SCTF work in its final year were understood and the Group's points

of view respected. The joint statement was indication of the strength and unity of CIG members on those issues.

- [32] Industry was not in denial about the scale of problem of pest contamination. It recognized the risks, understood what was at stake and accepted responsibility in contributing to solutions. Given the sensitivity of trade to unintended disruptions, however, there were no simple solutions to address the risk of the international transfer of invasive pests.
- [33] The CIG took the opportunity to formally record its opposition to the possibility of mandatory certification of containers prior to loading on a ship. The CIG saw that approach as being particularly disruptive to international trade. Regulatory solutions needed to be thought through extremely carefully, widely discussed and consulted on, and avoided if at all possible, given their possible implications. The CIG accepted that measures may be necessary, but stated that measures should be risk-based, cost effective and specifically targeted. There were examples of good regulatory practices implemented in various countries around the world that could be drawn on.
- [34] The CIG offered a constructive way forward, presenting a six-point plan in the statement that largely supported and endorsed the work of SCTF and CPM.
- [35] The Group restated the important need for industry consultation. The statement (Appendix 4) would be submitted to the CPM Bureau and the CIG would request consultative rights for industry to provide comment on revisions to some CPM recommendations. Recognizing the scale of the task at hand, but also the consequences of not dealing with the issue correctly, it was hoped that work could proceed in partnership, with value accorded to industry knowledge, experience and contributions.
- [36] The Chairperson took note of the statement and the SCTF agreed to attach it in appendix to this report as a way of raising awareness and drawing attention to what was being proposed and discussed in relation to work with sea containers. The Chairperson said considerations could also be given to including the statement in the final report of SCTF, where it could be most impactful and reach the widest audience, noting that CIG might wish to make updates to the statement as SCTF work progressed.
- [37] In summarizing the discussions proceeding the presentation of the statement, the Chairperson said that there was a fundamentally different approaches that could be taken, including pest-specific measures and broader, pathway-based measures. The systems approach being developed for seeds was discussed, and could offer some useful lessons. The immense complexity of sea container logistics was underscored; existing presentations and materials thereon should be made available to Contracting Parties and regional groups to facilitate understanding. Similarities, comparisons and differences with the earlier ISPM 15 (*Regulation of wood packaging material in international trade*) were identified, and SCTF should learn from those experiences. Broader systems-based approaches could have potential when considering guidance on sea containers, and would be considered at the September meeting of SCTF. The group discussed the concept that risk reduction in the sea container pathway could never be absolute; the aim was to reduce the risk, not eliminate it.
- [38] SCTF participants welcomed the discussions that followed the statement and felt that progress had been made on the issue. The statement had been beneficial as it helped clarify industry concerns and would serve to inform future discussions of the group.
- [39] SCTF concluded that:
  - (22) The CIG statement could serve as a reference to inform discussions during SCTF meetings;
  - (23) The final report should capture the different approaches that could be taken, including pest-specific measures, broader, pathway-based measures and systems approaches;
  - (24) Existing presentations and materials on the complexities of sea container logistics should be made available to Contracting Parties and regional groups to facilitate understanding of the sensitivities of container logistics and supply-chain operations;
  - (25) SCTF should learn from the similarities and differences with ISPM 15 (*Regulation of wood packaging material in international trade*). The systems approach being developed for seeds may also offer useful parallels;



- (26) The September 2021 meeting of SCTF would further discuss the potential of systems approaches when considering guidance on sea containers.

## 5.2 Output/Work Area II – Coordination with CPs, RPPOs, industry and other organizations

*Informal meeting on the CTU Code, 27–28 May 2021*

- [40] SCTF participants provided information on the process to update the Code of Practice for Packing of Cargo Transport Units (CTU Code). The United Nations Economic Commission for Europe (UNECE) was leading an informal process, with the participation of one of the Code's co-sponsors, IMO, to prepare the groundwork for such a time when the Code's third co-sponsor, the International Labour Organization (ILO), were ready to join the process. Any formal amendment to the Code would require the approval of all three co-sponsors.
- [41] A participant asked if the update to the Code would cover the annexes to the document, which contained useful information. The representative of IMO explained that the annexes were out of scope of the current work being led by UNECE, but IMO was open to their revision.
- [42] The IMO representative also clarified that there were two parallel, ongoing processes related to SCTF work: the IMO correspondence group for container inspection programme guidelines, which was working to include criteria for pest contamination, and the informal process to revise the CTU Code, led by UNECE with the participation of IMO.
- [43] A question was raised as to whether SCTF should participate in the process to revise the CTU Code and, if so, to what extent. It was noted by a number of participants that if SCTF were not involved in the process, any revision to the CTU Code would not be sufficiently cognizant of pest contamination issues.
- [44] The Chairperson, noting the limited time available to SCTF before its mandate expired, recommended a secretariat-to-secretariat approach to for participating in the revision process. The IPPC Secretariat could pass on relevant information to SCTF. A secretariat-to-secretariat approach would also provide for continuity after the SCFT mandate expired. The IPPC Secretariat should participate with support from the IC Lead and, if deemed relevant, with input from some SCTF members.
- [45] The Secretariat said it would attend the forthcoming meeting on CTU Code revisions, and report back to SCTF at its May 2021 meeting. SCTF could then decide on what level of engagement would be appropriate, and pass any proposal on engagement to IC for consideration.
- [46] SCTF concluded that:
- (27) IPPC Secretariat participate from the outset of the process to revise the CTU Code, as it would be important in ensuring that sufficient consideration was taken of pest contamination issues;
  - (28) SCTF approach IC to request that the IPPC Secretariat follow up on the process to revise the CTU Code.

## 5.3 Output/Work Area III – Communication and awareness-raising

- [47] Commenting on the preparation of items related to the work of the SCTF on the International Phytosanitary Portal (IPP), the Secretariat said that a number of news items were expected, but few were received. The Secretariat encouraged SCTF participants to submit materials to be posted on the IPP.
- [48] A poster on sea container cleanliness poster produced by Australia would be posted to IPP. Australia was also preparing videos on the subject to educate the supply-chain network, and would make those available to SCTF when complete.
- [49] There was an invitation to several participants of the SCTF and to the IPPC Secretariat from Japan's Ministry of the Environment to participate in a side event to the Environmental Subcommittee of the Trans-Pacific Partnership (TPP), a webinar entitled "Promotion of International Cooperation to Prevent

Unintentional Invasion of Invasive Alien Species from Distribution” on 24 June 2021. Wendy ASBIL, Wendolyn BELTZ and James HOOKHAM volunteered to contribute to a presentation. The Secretariat was tasked with collecting more information on what was expected.

- [50] During IC discussions, it was suggested that SCTF prepare guidance for NPPOs on how to approach their national counterparts in related agencies, such as IMO and WCO, to improve collaboration on sea containers and raise awareness of pest contamination of sea containers. The Secretariat was tasked with collecting more information on expectations, as the process to follow and agencies to contact would vary among Contracting Parties.

#### **5.4 Output/Work Area IV – Elaboration of recommendations to CPM**

*Process for elaboration of the recommendations and report based on CPM-15 (2021) decisions*

- [51] The Chairperson said that agenda item 5.4 had been already addressed through discussions earlier in the meeting. The main issues to focus on at upcoming SCTF meetings for 2021 (Appendix 3 to this report) had been laid out and SCTF would work through the items at its forthcoming meetings.

#### **6. Any other business**

- [52] The Secretariat said that a draft report of the present meeting would be posted in MS Teams for comments.
- [53] SCTF participants were asked to contact the Secretariat if they had any issues using the MS Tools platform. The Secretariat would investigate the possibility of using MS Teams for meetings, as it allowed for meeting participants to collaborate on documents.
- [54] The Chairperson thanked outgoing IC Lead, Ms Stephanie BLOEM, for her work and contribution to SCTF, and welcomed the new IC Lead, Mr Dominique PELLETIER, who would join SCTF from its forthcoming meeting.

#### **7. Date and arrangement of the next meeting**

- [55] The participants of SCTF agreed to have their next virtual meeting on 19 or 20 May 2021 from 22:00 to 00:00 CET. The Secretariat would confirm the date as soon as was possible.
- [56] Having agreed to a series of monthly meetings moving forward, the Secretariat noted that the SCTF participants come from several time zones and suggested rotating the timings of future meetings so that all participants had the opportunity to participate in some meetings during normal working hours and to “share the pain” of meetings scheduled outside of normal working hours.

#### **8. Close of the meeting**

- [57] The Chairperson thanked the participants for their contributions and the Secretariat closed the meeting.

**APPENDIX 1****THE IPPC SEA CONTAINERS TASK FORCE (SCTF)****27-28 April 2021 - 14:00-16:00, Rome (CET)****AGENDA**

	<b>Agenda Item</b>	<b>Document No.</b>	<b>Presenter</b>
<b>1.</b>	<b>Opening of the meeting</b>		
1.1	Opening		SECRETARIAT
1.2	Election of the Chairperson		SECRETARIAT
<b>2.</b>	<b>Meeting arrangements</b>		
2.1	Summary of CPM 15 (2021) decisions regarding sea containers		WOLFF
2.2	Adoption of the Agenda	01_SCTF_VM_2021_Apr	CHAIRPERSON
<b>3.</b>	<b>Administrative matters</b>		
3.1	Participants list	<a href="#">Link</a>	SHAMILOV
<b>4.</b>	<b>Updates and actions from last meeting</b>		CHAIRPERSON
4.1	IC Update: <ul style="list-style-type: none"> <li>IC meeting to review SCTF work plan</li> <li>CPM-15 decisions</li> <li>IC e-forum results on CPM 15 decisions</li> </ul>	02_SCTF_VM_2021_Apr	BLOEM
4.2	Complied written updates provided by SCTF participants	03_SCTF_VM_2021_Apr	SHAMILOV
<b>5.</b>	<b>SCTF and Programme</b>		
5.1	<b>New CPM direction:</b> <ul style="list-style-type: none"> <li>consider and prepare responses to the core strategic questions laid out in CPM 2021/INF/13</li> <li>outline potential core aspects that the SCTF would consider important for inclusion in: a) a potential revision of CPM Recommendation No. 6 on Sea Containers; and b) a potential ISPM on sea containers;</li> <li>consider and communicate viewpoints on the potential value of an international workshop (or open-ended technical consultation) that could be held in late 2022</li> <li>develop any other considerations, recommendations or options that CPM-16 (2022) may wish to take into account</li> <li>develop a draft Terms of Reference (ToR) for a prospective CPM Focus Group which would be charged with arranging a possible 2022 workshop/consultation or any other tasks which CPM 16 (2022) decide upon and assembling related information and/or recommendations for subsequent communication to CPM-17 (2023)</li> </ul>	<a href="#">CPM 2021/INF/13</a>	CHAIRPERSON
5.2	<b>Output/Work Area II- Coordination with CPs, RPPOs, industry and other organizations</b> <ul style="list-style-type: none"> <li>Informal meeting on the CTU Code, 27-28 May 2021</li> </ul>	05_SCTF_VM_2021_Apr	SHAMILOV



	<b>Agenda Item</b>	<b>Document No.</b>	<b>Presenter</b>
5.3	<b>Output/Work Area III - Communication and awareness raising</b> <ul style="list-style-type: none"> <li>• Calendar for posting SCTF news items on IPP</li> <li>• Container cleanliness poster produced by Australia to be posted on IPP</li> <li>• Invitation from Japan to the side event of the Environmental Subcommittee of the Trans-Pacific Partnership (TPP): Webinar "Promotion of International Cooperation to Prevent Unintentional Invasion of Invasive Alien Species from Distribution" (24 June 2021)</li> <li>• Guidance for NPPOs on how to approach the different agencies to improve collaboration on sea containers.</li> </ul>	04_SCTF_VM_2021_Apr  <a href="#">Australian Government: 7 TIPS FOR KEEPING CONTAINERS CLEAN</a>	SHAMILOV
5.4	<b>Output/Work Area IV – Elaboration of recommendations to CPM</b> <ul style="list-style-type: none"> <li>• Process for elaboration of the recommendations and report) based on CPM-15 (2021) decisions</li> </ul>		CHAIRPERSON
6.	<b>Any other business</b>		CHAIRPERSON
7.	<b>Date and arrangement of the next meeting</b>		CHAIRPERSON
8.	<b>Close of the meeting</b>		CHAIRPERSON

**APPENDIX 2****Participants List**

<b>Region/Country /IPPC Body/Organization</b>	<b>Name</b>	<b>e-mail account</b>	<b>27 April 2021</b>	<b>28 April 2021</b>
CPM Bureau	<b>Mr Greg WOLFF</b>	<a href="mailto:greg.wolff@canada.ca">greg.wolff@canada.ca</a> ;	Attended	Attended
Regional Plant Protection Organizations (RPPO)	<b>Ms Sina WAGHORN</b>	<a href="mailto:sina.waghorn@mpi.govt.nz">sina.waghorn@mpi.govt.nz</a> ;	Attended	
Contracting Parties	<b>Ms Guanghao GU</b>	<a href="mailto:317352941@qq.com">317352941@qq.com</a> ;	Attended	Attended
Contracting Parties	<b>Mr Rama KARRI</b>	<a href="mailto:rama.karri@agriculture.gov.au">rama.karri@agriculture.gov.au</a> ;	Attended	Attended
Contracting Parties	<b>Ms Wendolyn (Wendy) BELTZ</b>	<a href="mailto:wendolyn.beltz@aphis.usda.gov">wendolyn.beltz@aphis.usda.gov</a> ;	Attended	Attended
Contracting Parties	<b>Mr Frederick MAKATHIMA</b>	<a href="mailto:makathima@kephis.org">makathima@kephis.org</a> ;		Attended
Former Expert Working Group drafting ISPM on sea containers	<b>Mr Nicolaas (Nico) Maria HORN</b>	<a href="mailto:nico.horn@epo.int">nico.horn@epo.int</a> ;	Attended	Attended
International Maritime Organization (IMO)	<b>Mr Bingbing SONG</b>	<a href="mailto:BSong@imo.org">BSong@imo.org</a> ;	Attended	Attended
World Customs Organization (WCO)	<b>Mrs Özlem SOYSANLI</b>	<a href="mailto:ozlem.soyanli@wcoomd.org">ozlem.soyanli@wcoomd.org</a> ;	Attended	Attended
Expert	<b>Mr John HEDLEY</b>	<a href="mailto:jhedley1910@gmail.com">jhedley1910@gmail.com</a> ;	Attended	Attended
Container Owners Association (COA)	<b>Mr Uffe ERNST- FREDERIKSEN</b>	<a href="mailto:Uffe.V.Ernst-Frederiksen@maersk.com">Uffe.V.Ernst-Frederiksen@maersk.com</a> ; <a href="mailto:secretary@containerownersassociation.org">secretary@containerownersassociation.org</a> ;	Attended	Attended
Global Shippers Forum (GSF)	<b>Mr James HOOKHAM</b>	<a href="mailto:secretariat@globalshippersforum.com">secretariat@globalshippersforum.com</a> ;	Attended	Attended
North American Sea Container Initiative (NASCI)	<b>Ms Wendy ASBIL</b>	<a href="mailto:wendy.asbil@inspection.gc.ca">wendy.asbil@inspection.gc.ca</a> ;	Attended	Attended
World Bank Group (WBG)	<b>Mr Shane SELA</b>	<a href="mailto:ssela@worldbank.org">ssela@worldbank.org</a> ;	Attended	Attended
World Shipping Council (WSC)	<b>Mr Lars KJAER</b>	<a href="mailto:lkjaer@worldshipping.org">lkjaer@worldshipping.org</a> ;	Attended	Attended

<b>Region/Country /IPPC Body/Organization</b>	<b>Name</b>	<b>e-mail account</b>	<b>27 April 2021</b>	<b>28 April 2021</b>
REP NAPPO	<b>Ms Stephanie BLOEM</b>	<a href="mailto:stephanie.bloem@nappo.org">stephanie.bloem@nappo.org</a>	Attended	Attended
Oakhill Media Ltd	<b>Mr Patrick HICKS</b>	<a href="mailto:pwh@oakhillmedia.com">pwh@oakhillmedia.com</a>		Attended
IPPC Secretariat	<b>Mr Brent LARSON</b>	<a href="mailto:Brent.Larson@fao.org">Brent.Larson@fao.org</a>	Attended	
IPPC Secretariat	<b>Mr Artur SHAMILOV</b>	<a href="mailto:Artur.Shamilov@fao.org">Artur.Shamilov@fao.org</a>	Attended	Attended
IPPC Secretariat	<b>Mr Daniel McKINNON</b>	<a href="mailto:danielmckinnon@yahoo.com">danielmckinnon@yahoo.com</a>	Attended	Attended

**APPENDIX 3****Main issues to focus on at upcoming SCTF meetings for 2021**

		Meeting focus	Time
1.		Consider and [begin to] prepare responses to the core strategic questions laid out in CPM 2021/INF/13	<b>MAY (and return to them at the end) the week of 19 or 20 May 22:00 Rome time</b>
2.		Consider and communicate viewpoints on the potential value of an international workshop (or open-ended technical consultation) that could be held in late 2022	<b>JUNE</b> 22 June 06:00-08:00 am Rome time
3.		Develop a draft Terms of Reference (ToR) for a prospective CPM Focus Group which would be charged with arranging a possible 2022 workshop/consultation or any other tasks which CPM 16 decide upon and assembling related information and/or recommendations for subsequent communication to CPM-17 (2023)	<b>JULY or combine with No. 2 in June</b>
4.		outline potential core aspects that the SCTF would consider important for inclusion in: a) a potential revision of CPM Recommendation No. 6 on Sea Containers; and b) a potential ISPM on sea containers	<b>SEPTEMBER (or July and September)</b>
5.		develop any other considerations, recommendations or options that CPM-16 may wish to take into account	<b>OCTOBER and NOVEMBER</b>
6.		<b>Finalization of SCTF report</b>	<b>December</b>

## **APPENDIX 4**



### **CARGO INTEGRITY GROUP**

**Joint statement by partners in the Cargo Integrity Group on the avoidance of visible pest contamination of freight containers and their cargoes**

**Addressed to the national and international plant protection agencies and other agencies responsible for facilitating international trade**

*The partners in the Cargo Integrity Group are the Container Owners Association (COA), the Global Shippers Forum (GSF), the International Cargo Handling Co-ordination Association (ICHCA), the TT Club and the World Shipping Council (WSC).*

*We work as a group on improving awareness of the need for the safe and secure packing, handling and transport of cargo transport units, including intermodal freight containers, and promoting use of the guidance contained in the 'Code of Practice for the Packing of Cargo Transport Units' published by the IMO, the UNECE and the ILO (the CTU Code).*

*We jointly make the following statement on behalf of our respective memberships:*

1. We share a collective ambition that international trade be conducted in a safe, secure and environmentally sustainable manner and are working to develop, improve and raise awareness of applicable standards and practices that contribute to that goal.
2. We recognise the risks to natural resources, forestry and agricultural industries, and to national economies reliant on them, arising from the transfer of invasive pests between different natural ecosystems. We further recognise that the international movement of goods can present a potential route for the transfer of such pests between countries. However, this is just one of many potential means of transfer and the vast majority of trade takes place in environments where these risks do not arise or are insignificant.
3. Liner ships transport approximately 60 percent of the value of seaborne trade or more than USD 4 trillion worth of goods annually, through multiple interactions between different parties around the world. Addressing the risks of transfer of invasive pests requires an understanding of the workings and interdependencies of these supply chains to ensure they remain effective and efficient for the conduct of world trade. This is especially true given the traumatic impacts of the recent global public health emergency on national economies.
4. Our collective goal remains to raise awareness of these risks amongst the parties involved in the preparation, packing, handling, storage and transport of containerised goods and to support and encourage preventative action to avoid the movement of goods or containers contaminated by visible pest infestation. To that end we have developed a range of communications in multiple formats and languages.
5. In addition, we are active participants in collaborative efforts partnering with governments in the IPPC's Sea Container Task Force (SCTF) and the North American Sea Container Initiative (NASCI). Our efforts here have been to develop and support programmes to raise awareness of the risk of pest contamination of sea containers and the availability of advice and guidance on its avoidance. These are significant communications challenges that continue to be hindered by the global health emergency.
6. We are opposed to a new global requirement that all freight containers and their cargoes must be certified clean as a condition for ship loading because there is no risk-based evidence to support such a monumental change. The compliance and enforcement costs of such measures would be disproportionate to the benefits obtained from mandatory certification of every container and its cargo. We estimate these additional costs to be in the order of USD 20 billion a year and that this



burden would fall disproportionately on exporting countries. Spreading scarce resources across the totality of the approximately 230 million containers moved internationally each year, not supported by science and proper risk assessments, would be unproductive and not accomplish the desired outcome.

7. Furthermore, a requirement for mandatory certification of container cleanliness would not provide assurance against visible pest contamination as re-infestation could occur at subsequent points in the supply chain. Mandatory controls instituted at one point in the movement of goods would likely breed complacency and a presumption of compliance elsewhere in the supply chain. Constant vigilance on the part of all stakeholders involved should be the desired outcome.
8. Where mandatory measures are evidenced as justified, according to proper risk assessment, they should be limited to movements of specified types of goods between named countries and target specific pest species. The development of any such controls must be undertaken in full consultation with other appropriate bodies, in particular the international agencies responsible for the governance of world trade and for the regulation of different modes of transport, as well as supply chain stakeholders.
9. The partners in the Cargo Integrity Group call upon the international plant protection community to:
  - a. Recognise the commitment and goodwill of the partners in the Cargo Integrity Group to addressing the risks of visible pest contamination of freight containers and their cargoes in international trade;
  - b. Recognise the immense on-costs to governments and industry of implementing, resourcing and enforcing a global requirement that all containers must be inspected and certified clean as a condition for export by ship;
  - c. Recognise the sensitivity of world trade to the disruptive effects of intrusive measures to inspect, certify and communicate the cleanliness of sea containers;
  - d. Focus their efforts and available budgets instead on targeting actions against specific high-risk pests in specific trade lanes where demonstrable threats to natural resources and economic interests are identified and quantifiable;
  - e. Seek further funding to support and sustain a greater awareness of the risks of transfer of invasive species commensurate with the scale of this task; and
  - f. Work co-operatively with industry partners to leverage the impact and effectiveness of the resources and knowledge so far developed in pursuit of these goals.

The partners in the Cargo Integrity Group remain committed to working with national and international agencies in pursuit of the shared goals of improved standards of packing of cargoes in cargo transport units and the avoidance of contamination by invasive pests.

