

CPTPP Webinar
Promotion of International Co-operation to Prevent the Spread
of Invasive Alien Species through Unintentional Introduction
Pathways Associated with Trade-Related Logistics

24 June 2021

‘The Sea Container Industry’s
Contribution to Facilitating Safe Trade via
Sea Containers’

James Hookham
Global Shippers’ Forum



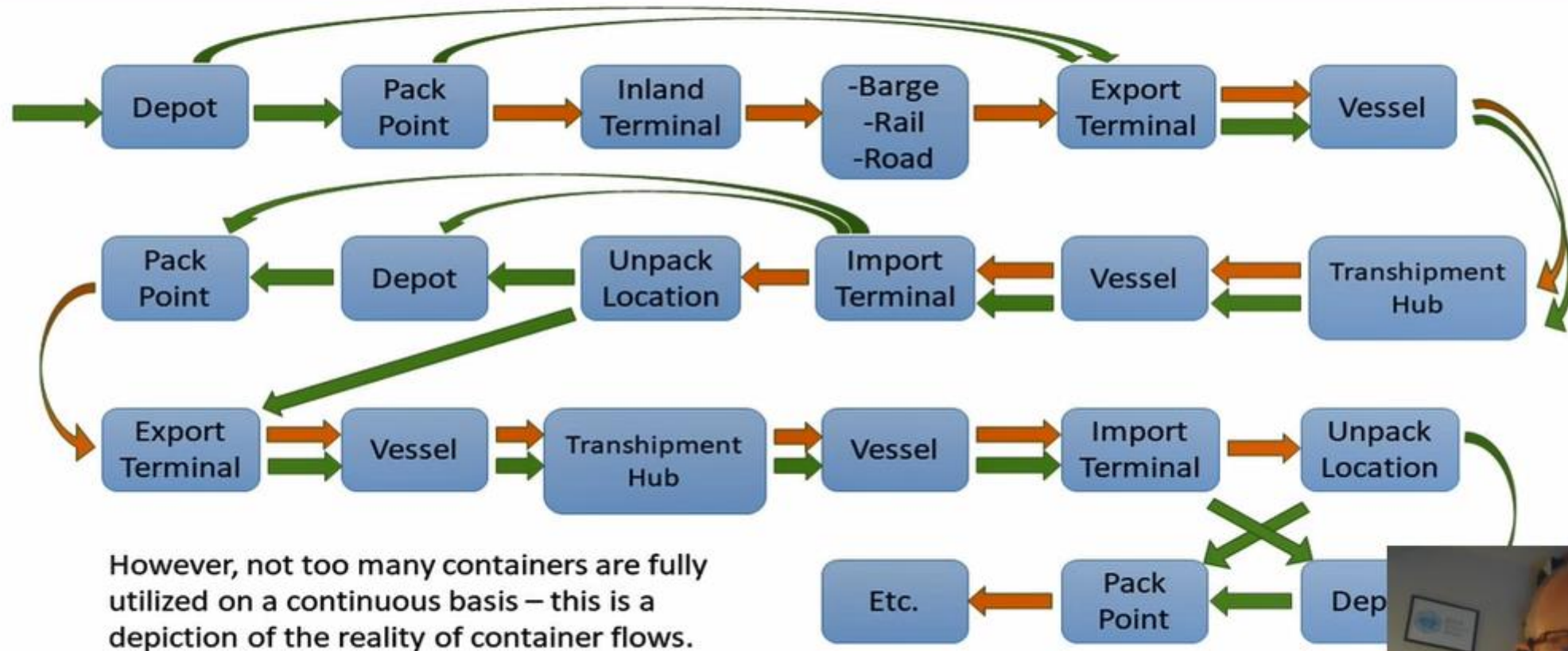
Agenda



- Flow of goods in international trade
- Parties in the supply chain
- Challenges in container cleanliness
- Other methods for risk mitigation
- Information sources
- A collective challenge



The international transport of goods in sea containers



→ Empty Container → Full Container

24/06/2021

Source: Mr Michael Patrick Downes, Container Owners Association (COA), Senior Equipment Technical Expert, Centre Operations, Maersk Line in Commission on Phytosanitary Measures, Eleventh Session, Rome, 14-19 April 2018, Logistics on Sea Containers, Agenda item 14
<https://www.ippc.int/en/publications/82320/>



The parties responsible for the cleanliness of sea containers



Party	Function	Role
Shipper	owns the goods in the container	Checks for contamination of goods
Freight forwarder	arranges for transport of the container	Specifies correct type of container
Container owner	owns and maintains the container	Supplies correct container type
Container packer	packs goods into the containers	Checks cargo and container for pest contamination
Container haulier (to port of loading)	transports container the port of loading (by road, rail and/or barge)	Checks for visible exterior contamination and report incidents
Port or terminal	Provides storage for containers pending loading or collection	Provides safe and secure conditions for
Shipping line	transports the container by sea	Checks for visible exterior contamination and report incidents
Container haulier (to destination)	transports the container to its destination (by road, rail and/or barge)	Checks for visible exterior contamination and report incidents
Consignee	unpacks goods from the container	Checks for visible exterior contamination and report incidents



Challenges in maintaining the cleanliness of sea containers



No of transport units, actors, shipments

- No of containers in circulation ~ **22 million**
- No of loaded container movements by sea ~ **130 million/year**
- No of empty container movements by sea ~ **90 million/year**
- Annual growth rate: **13% on Q1 2020**
- No of governments represented at IMO = **174**
- No of entities packing goods in containers: **unknown**

Cost of treatments

- Heat treatment: **60 deg C for three hours**
- Cleaning: **Container wash water treatment and disposal**
- Fumigation: **Methyl bromide health hazards; pesticide use restrictions**
- Inspection and cleanliness enforcement capacity: **resource costs; deployment strate**



Opportunities for risk mitigation and avoidance



Accreditation of procedures for packing containers in high-risk countries

- Description of standards to be achieved and processes to be followed
- Periodic NPPO approval and accreditation (delegated)
- Evidence of conformity with accredited procedures accompanies goods

Use of container tracking and tracing technology

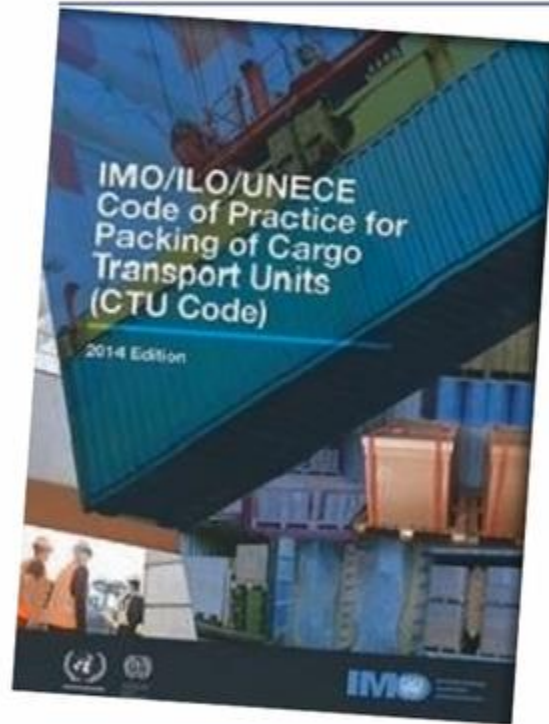
- Global standards for track and tracing containers in development
- Provide evidence of journey history and cleaning history
- Evidencing container cleanliness
- Supplement by photographs of container interiors



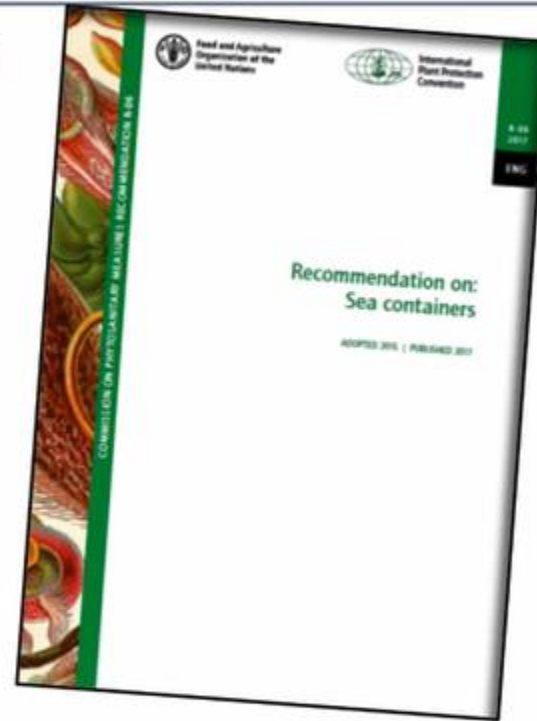
Information sources on container cleanliness and avoidance of pest contamination



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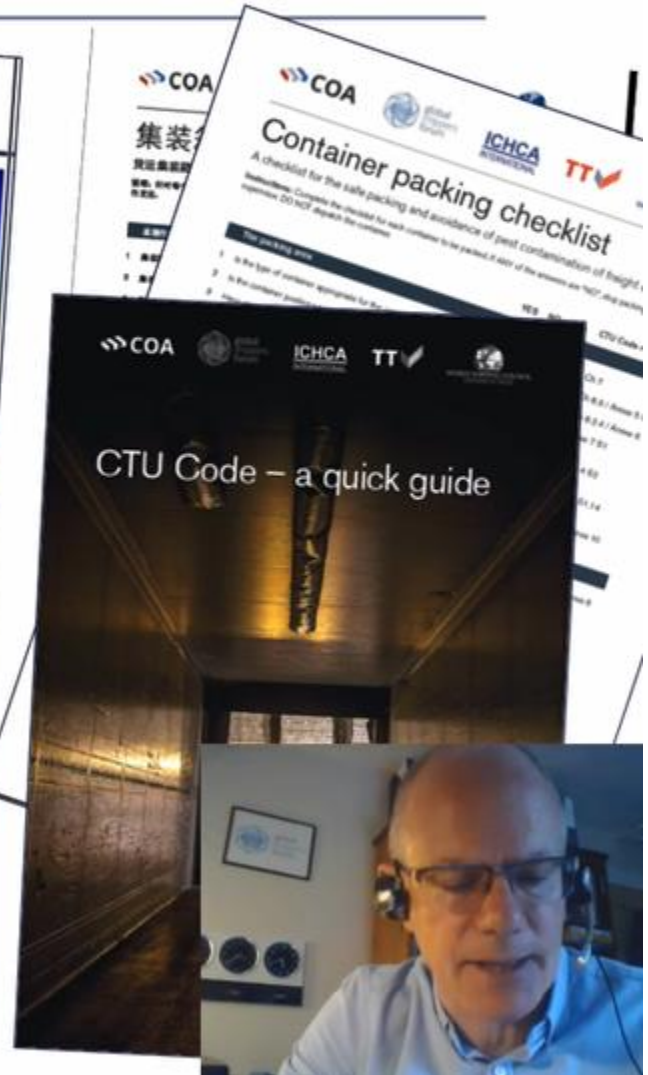
IMO/ILO/UNECE
CTU Code



IPPC Recommendation



Industry Guides &
Checklists



Our collective future challenge



WE ARE WITH YOU

- Industry **recognises** the risk of transfer of invasive species through the sea container pathway and accepts the need to **mitigate** this risk

BUT THIS IS COMPLEX ... REALLY COMPLEX!

- **Multiple** actors in **multiple** locations performing **multiple** functions under **multiple** jurisdictions

AND THERE ARE REAL COSTS TO CONTAINER CLEANLINESS

- Global mandatory cleanliness requirements would:
 - severely restrict availability of 'clean' containers, limiting export opportunities and impairing economic growth
 - consume significant energy, water and hazardous chemical resources (has this been evaluated?)
 - require commitment of enforcement and surveillance resources in all jurisdictions (has this been evaluated?)

The current 'shipping crisis' shows the sensitivity of world trade to container availability and port throughput capacity.

WORK WITH US IN PARTNERSHIP ...

- **Target high-risk trade routes and cargoes first**
- **Monitor national government measures for impacts and learnings**
- **Commit to a global education campaign with the sea container industry**
- **Explore use of container 'tracking and tracing' technology to evidence container status and history**
- **Partner with the industry in risk mitigation whilst allowing trade**



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