



WORLD SHIPPING COUNCIL
PARTNERS IN TRADE

CONTAINER CLEANLINESS:

CONTAINER LOGISTICS AND JOINT INDUSTRY GUIDELINES

*Lars Kjaer, Senior Vice President
NAPPO, Tucson, October 2018*





WORLD SHIPPING COUNCIL
PARTNERS IN TRADE

About the World Shipping Council

- **Coordinated voice for international liner shipping on public policy:**
 - Economic regulation
 - Cargo and maritime security
 - Customs matters
 - Environmental impacts
 - Maritime transportation infrastructure
 - Maritime Safety
 - Cyber security
- **Formed in 2000**
- **Headquartered in Washington, D.C.**
- **Brussels office in 2007**
- **Singapore office in 2018**
- **18 member companies**
 - ~ 90% of global liner shipping capacity



www.worldshipping.org



WORLD SHIPPING COUNCIL
PARTNERS IN TRADE

WSC Members

- **A.P. Moller-Maersk Group (including Maersk Line, Hamburg Süd, Safmarine, Seago, SeaLand, MCC Transport)**
- **China COSCO Shipping Corporation Ltd. (COSCO)**
- **CMA CGM Group (including ANL, APL, U.S. Lines, MacAndrews)**
- **Crowley Maritime Corporation**
- **Evergreen Marine Corporation**
- **Hapag-Lloyd Container Line (including CSAV, UASC)**
- **Hyundai Merchant Marine Company**
- **Independent Container Line (ICL)**
- **Kawasaki Kisen Kaisha Ltd. (K-Line)**
- **Mediterranean Shipping Company (MSC)**
- **NYK Line**
- **Ocean Network Express (ONE)**
- **Orient Overseas Container Line (OOCL)**
- **TOTE, Inc.**
- **Wan Hai Lines Ltd.**
- **Wallenius Wilhelmsen**
- **Yang Ming Marine Transport Corporation**
- **Zim Integrated Shipping Services Ltd.**



WORLD SHIPPING COUNCIL
PARTNERS IN TRADE

What is liner shipping?

Liner shipping is the service of transporting goods by ship on:

❖ Regular routes

❖ Fixed schedules



Liner services

➤ *Liner services include container services and vehicle carrier services.*



WORLD SHIPPING COUNCIL
PARTNERS IN TRADE

Scope of Global Liner Shipping

- About 500 weekly services connecting main trade lanes
 - Dozens of intra-region & feeder services
- ~6100 ships active on liner trades, 85% of ships and 98% of capacity fully cellular
 - 10% of global shipping fleet
- Transport more than 60% of value of seaborne trade
 - More than \$4 trillion worth of goods annually
 - **210 million loaded TEU* (2017)**
 - **137 million empty TEU (2017)**
 - **Using 25 million container units (2017)**
- Annual economic impact
 - ~ \$440 Billion, 13.5 million jobs
 - * TEU: *Twenty-foot Equivalent Units*

Value of World Seaborne Trade (US\$)

52% CONTAINER

22% TANKER

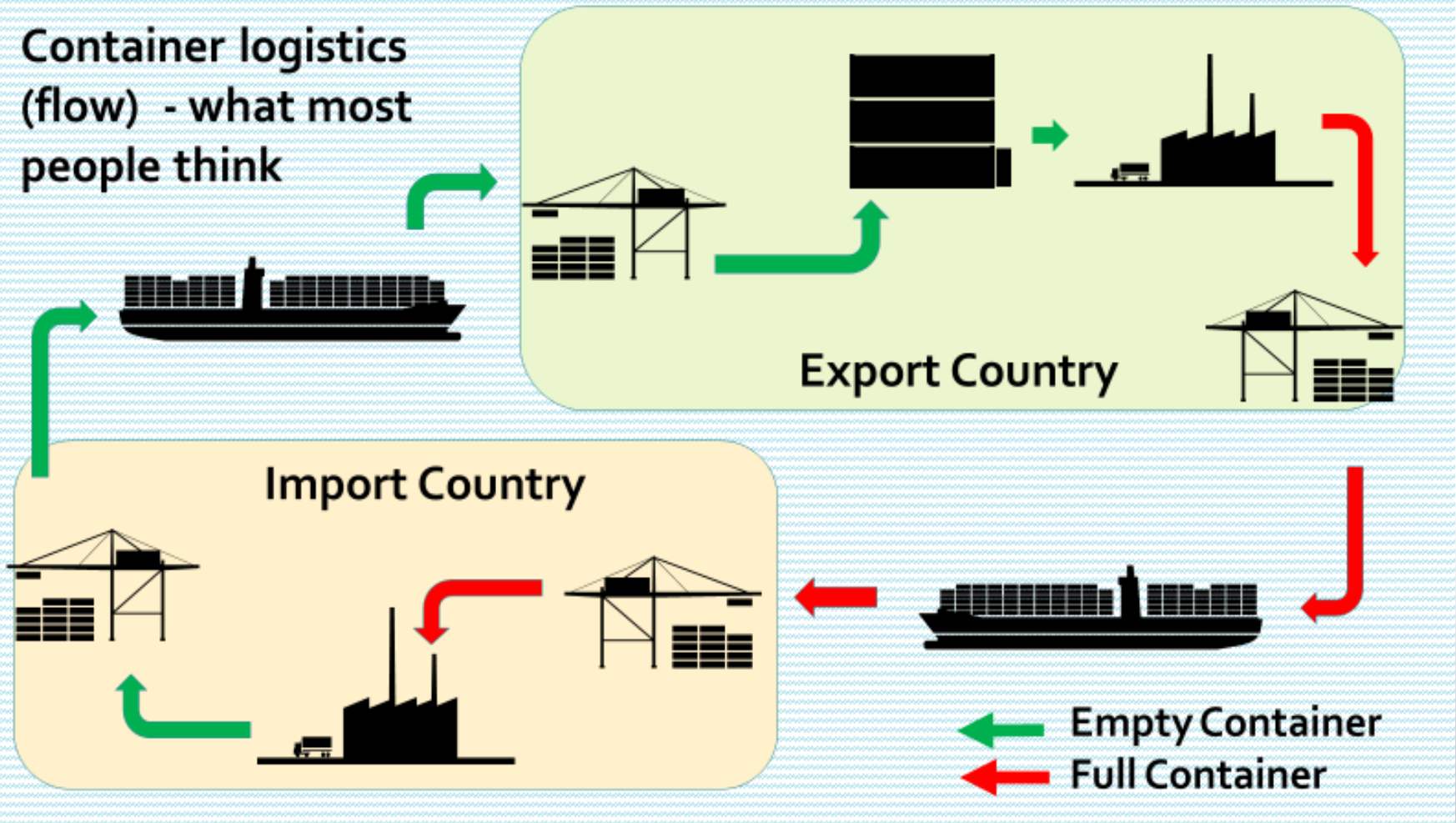
20% GENERAL CARGO

6% DRY BULK

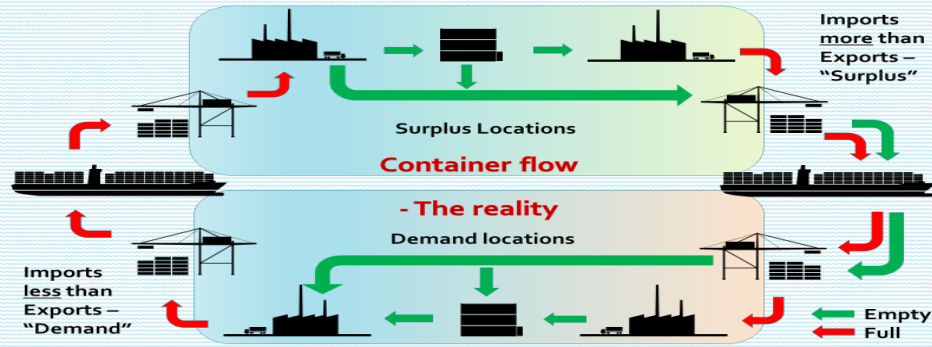
Source: Lloyd's Maritime Intelligence Unit (LMIU)

Container logistics: The Myth

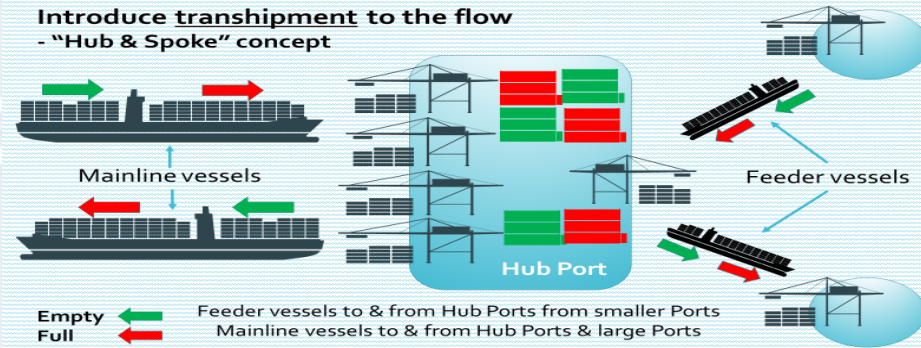
Container logistics
(flow) - what most
people think



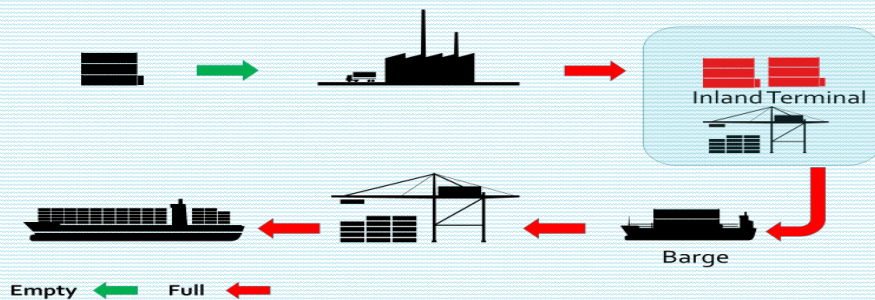
Container logistics: The Reality



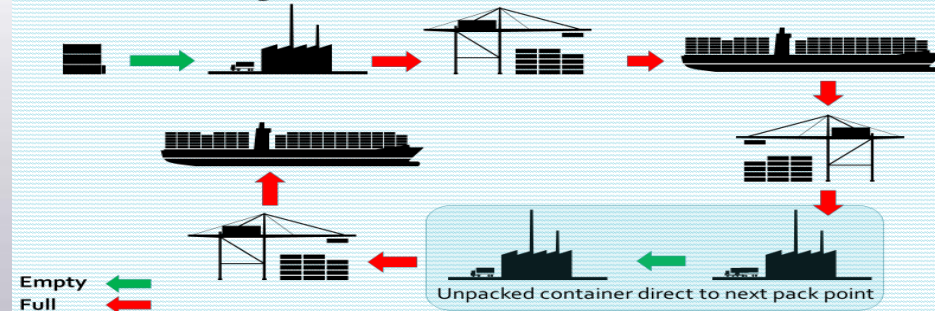
Introduce transshipment to the flow - "Hub & Spoke" concept



Introduce Inland movements to the flow



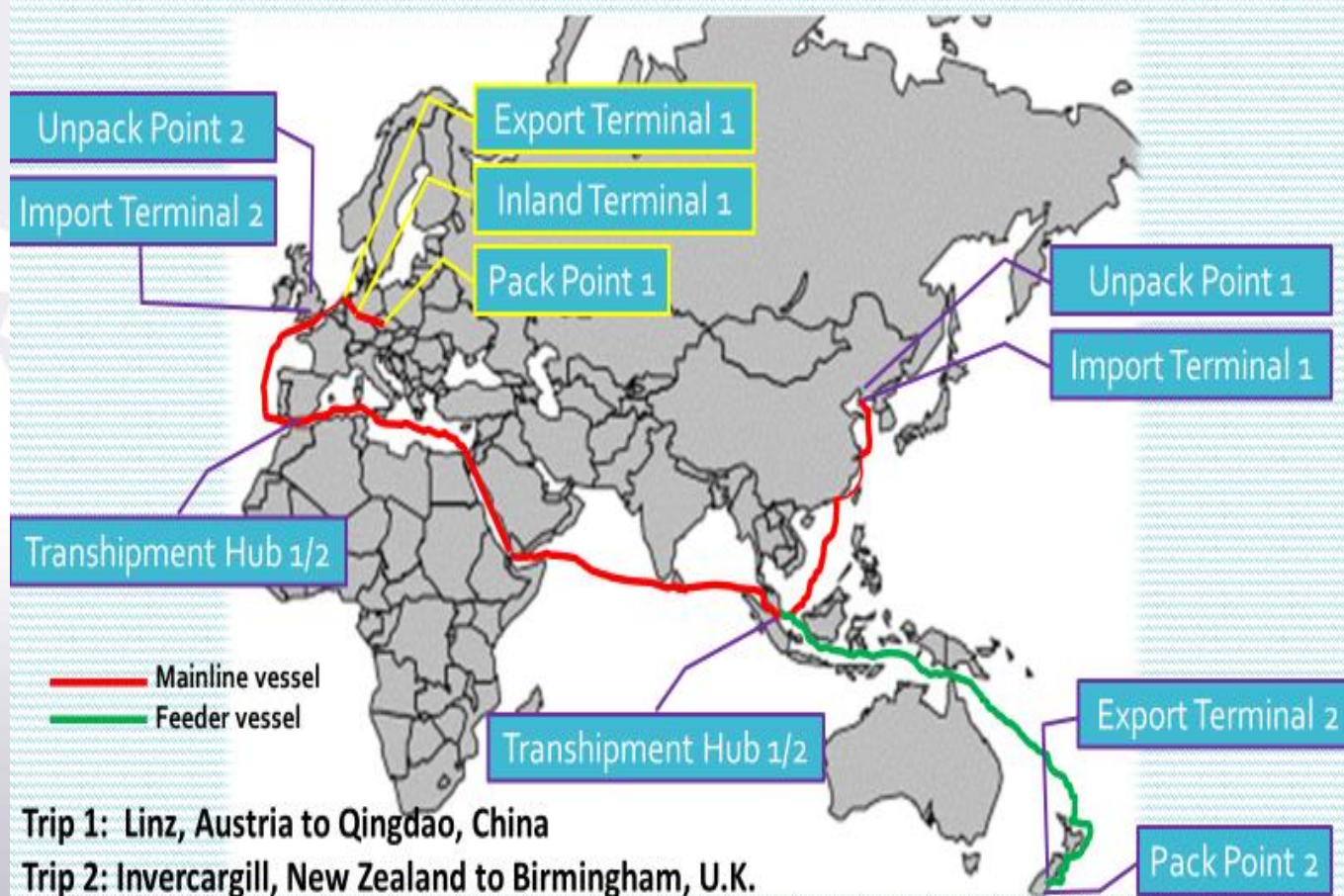
Introduce triangulation to the flow - so-called "street turns"





Container logistics: The Reality

What do real-life container trips look like?





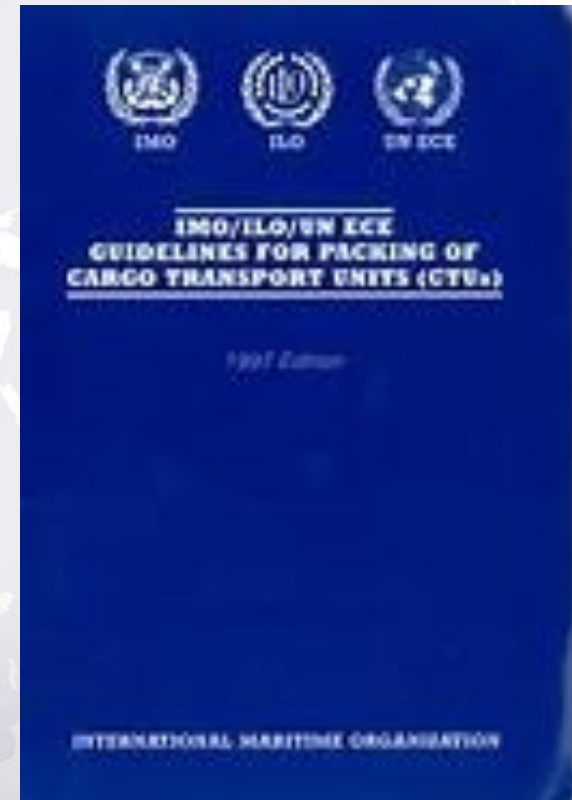
WORLD SHIPPING COUNCIL
PARTNERS IN TRADE

Container logistics: Summary

- **Container flows are complex**
- **Involve:**
 - multiple border crossings
 - multiple handovers of control
 - multiple modes of transport
 - multiple actors
- **Shipping company has little direct control over or access to containers during container trips**
- **Exception: Container depots, but...**
 - Not always part of every container trip

Background: CTU Code - Challenges

- Trade developments
- Body of expertise
- Accessibility of guidance
- New techniques and technologies





International Plant Protection Convention
2008-001: Draft ISPM - Minimizing pest movement by sea containers

2008-001
Agenda Item:n/a

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

[2] **Publication history**

Date of this document	2013-06-26
Document category	Draft ISPM
Current document stage	2013-07 Submitted for Member Consultation
Major stages	<p>2007-11 Standards Committee (SC) recommended topic <i>Minimizing pest movement by sea containers and conveyances</i> (2008-001) for addition to the List of Topics for IPPC standards</p> <p>2008-03 CPM-3 added topic <i>Minimizing pest movement by sea containers and conveyances</i> (2008-001) to the List of Topics for IPPC standards</p> <p>2009-11 SC approved draft specification for MC</p> <p>2010-03 CPM-5 recommended this topic be worked on as a matter of urgency</p> <p>2010-04 SC approved Specification 51</p> <p>2011-11 Steering Committee on Sea Containers (SCSC) met and discussed the topic</p>



CONTAINER OWNERS ASSOCIATION



WORLD SHIPPING COUNCIL
PARTNERS IN TRADE



General Conceptual Comments on the DRAFT ISPM: MINIMIZING PEST MOVEMENT BY SEA CONTAINERS (2008-001)

Introduction



WORLD SHIPPING COUNCIL
PARTNERS IN TRADE

CTU Code

- Industry took the initiative to develop CTU Code
- Collaborative effort between industry stakeholders, IMO, UNECE and ILO
- CTU Code approved by all three UN bodies 2013-2014
- Consists of Code, Annexes and Informative Material
- Voluntary instrument **constituting Best Practices.** May be incorporated or referenced in national law.
- IMO Circular on Due Diligence (MSC 1/Circ. 1539)



Table 1: Summary of contents

Chapter		Referenced annexes		Related informative material ¹	
1	Introduction			IM1	Consequences of improper packing procedures
2	Definitions				
3	Key requirements				
4	Chains of responsibility and information	A1 A2	Information flow Safe handling of CTUs	IM2	Typical documents related to transport
5	General transport conditions	A3	Prevention of condensation damages		
6	CTU properties	A4	Approval plates	IM3	CTU types
7	CTU suitability	A4	Approval plates		
8	Arrival, checking and positioning of CTUs	A4 A5 A6	Approval plates Receiving CTUs Minimizing the risk of recontamination	IM4	Species of concern regarding recontamination
9	Packing cargo into CTUs	A7 A8	Packing and securing cargo into CTUs (supplemented with appendices 1 to 5) Access to tank and bulk tops, working at height	IM5 IM6 IM7 IM8	Quick lashing guides Intermodal load distribution Manual handling Transport of perishable cargo
10	Additional advice on the packing of dangerous goods				
11	On completion of packing			IM9	CTU seals
12	Advice on receipt and unpacking of CTUs	A5 A9	Receiving CTUs Fumigation	IM10	Testing CTUs for hazardous gases
13	Training in packing of CTUs	A10	Topics for consideration in a training programme		

CTU Code and Pest Contamination (2)

“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...”.

(CTU code, Chapter 4 “Chains of Responsibility and Information”, para. 4.1.4)





IPPC Commission Recommendation 10/2015/01

IPPC Commission “Recommendation CPM-10/2015/01 on Sea Containers” (2015)*:

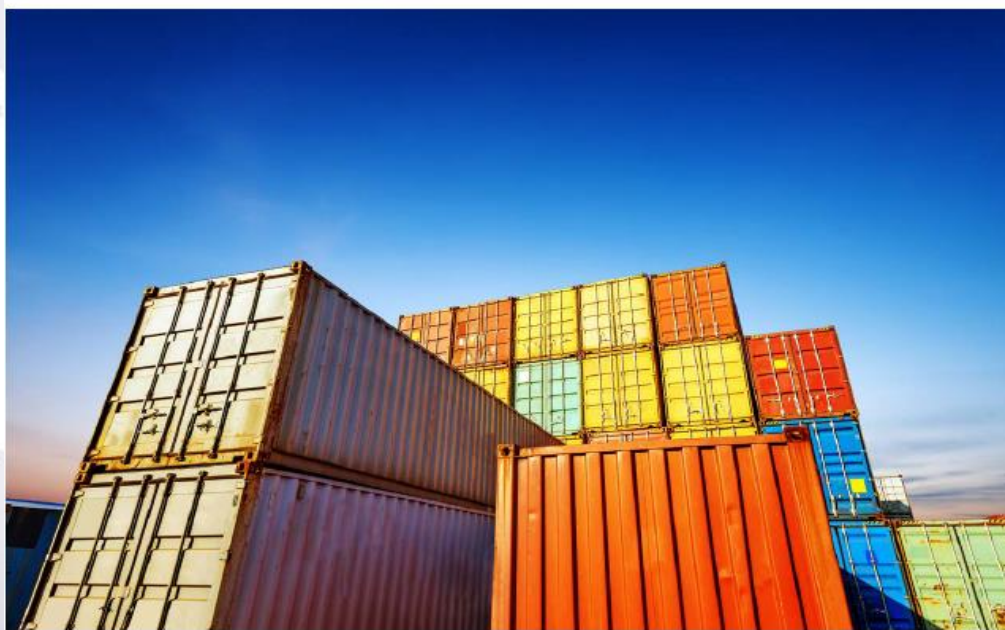
- ❖ Confirms that ‘the packing of sea containers with cargo is the most likely stage in the sea container supply chain at which contamination can occur’.
- ❖ Encourages National Plant Protection Organizations (NPPOs) to, *inter alia*, support **the implementation of the relevant parts of the CTU Code.**
- ❖ Sets out the principle that any measures to mitigate pest contamination risks should be ***justified, practical and proportionate.***



WORLD SHIPPING COUNCIL
PARTNERS IN TRADE

Joint Industry Guidelines

Prevention of Pest Contamination of Containers: Joint Industry Guidelines for Cleaning of Containers



Prepared by:





WORLD SHIPPING COUNCIL
PARTNERS IN TRADE

Important definitions

“Pest contamination”:

Visible forms of animal, insects or other invertebrates (alive or dead, in any lifecycle stage, including egg casings or rafts), or any organic material of animal origin (including blood, bones, hair, flesh, secretions, excretions); viable or nonviable plants or plant products (including fruit, seeds, leaves, twigs, roots, bark, intact or broken wood packing material, including dunnage); or other organic material, including fungi, or soil or water; where such products are not manifested cargo within the container.

(Source: CTU Code)

“Visible”:

Detectable by the human eye without the aid of any supporting instruments or aids such as magnifying glasses and microscopes, This applies to both the exterior and interior of the container.

*However, safety and other operational constraints in **depots and terminals** may limit inspection for visible trace soil and other pest contamination on **understructures and roofs**.*

(Source: Joint Industry Guidelines)

Interchange points: Measures to minimize visible pest contamination per CTU Code

Where	When	Inspection	Responsible party	Action
Container depot	Gate In	Structure, internal cleanliness, visible pest contamination	Depot (for container operator)	Remove contamination
Container depot	Gate out	Internal cleanliness, condition, suitability, visible pest contamination	Depot (for container operator)	Remove contamination or substitute container
Pack point	Receipt for packing	Internal cleanliness, condition, suitability, visible pest contamination	Shipper or Packer on behalf of shipper	Reject container or remove contamination; prevent re-contamination
Export Terminal	Gate In	Container & seal number; obvious major defects and exterior contamination*	Terminal	Report defects or contamination to container operator, or reject per local protocol

*Exception – automated gates and terminals

Interchange points: Measures to minimize visible pest contamination per CTU Code

(continued)

Where	When	Inspection	Responsible party	Action
Export terminal	Load on vessel	Container number, obvious major defects and exterior pest contamination*	Terminal	Report defects or contamination to container operator
Import terminal	Unload from vessel	Same as above*	Terminal	Same as above
Transshipment terminal	Unload/Load to/from vessel	Same as above*	Terminal	Same as above
Unpack location	Receipt for unpacking	Container & seal number, obvious defects, visible pest contamination	Consignee	Remove contamination or notify responsible authority as required; prevent re-contamination
Unpack location	Prior to return	Internal cleanliness (contractual obligation), visible pest contamination	Consignee	Remove contamination; prevent re-contamination

*Exception – automated gates and terminals



Container cleanliness and Joint Industry Guidelines

- **Any empty container used for the carriage of dry, special or reefer cargo should, when dispatched from a container depot under the control of the shipping company, be “clean”.**
- **“Clean” means that the empty container’s exterior and interior and, for reefer containers, ventilation inlet grilles and floor drain holes, should, at the time of dispatch, have no visible presence of any of the following:**
 - **Soil**
 - **Plants/plant products/plant debris**
 - **Seeds**
 - **Moths, Wasps, Bees**
 - **Snails, Slugs, Ants, Spiders**
 - **Mould and Fungi**
 - **Frass (insect and bird droppings or waste)**
 - **Egg sacs**
 - **Animals, animal parts/ blood/excreta and reproductive components or parts thereof**
 - **Other contamination that shows visible signs of harbouring pests.**



Container cleanliness and Joint Industry Guidelines *(continued)*

- ✓ Contain recommendations on cleaning methods for various types of visible pest contamination.
- ✓ In cases of doubt, local National Plant Protection Office or Quarantine Office should be contacted.
- ✓ Do not replace local regulatory pest contamination measures and requirements.
- ✓ Do not replace individual container operators' cleaning guidelines.
- ✓ Are additional to industry guidelines regarding non-pest contamination of containers.

February 2017

CPM 2017/INF/05



联合国
粮食及
农业组织

Food and Agriculture
Organization of the
United Nations

Organisation des Nations
Unies pour l'alimentation
et l'agriculture

Продовольственная и
сельскохозяйственная организации
Объединённых Наций

Organización de las
Naciones Unidas para la
Alimentación y la Agricultura

منظمة
الغذاء والزراعة
للأمم المتحدة

E

COMMISSION ON PHYTOSANITARY MEASURES

Twelfth Session

Incheon, Republic of Korea , 5-11 April 2017

Sea containers - Complementary Action Plan - Joint Industry Container
Cleanliness Guidelines

Agenda item 8.6

Prepared by the World Shipping Council and the Container Owners
Association

English only



E

MARITIME SAFETY COMMITTEE
98th session
Agenda item 22

MSC 98/22/2
23 February 2017
Original: ENGLISH

ANY OTHER BUSINESS

The CTU Code and minimizing pest movement by sea containers:
Joint industry guidelines for cleaning of containers

Submitted by ICS, BIMCO, ICHCA, IICL and WSC

SUMMARY

Executive summary: This document provides an update on activities related to minimizing pest movement by sea containers, including the development, following a 2016 Special Topics session of the IPPC's Commission on Phytosanitary Measures, of joint industry guidelines for cleaning of containers

Strategic direction: 1.1

High-level action: 1.1.2

Output: 1.1.2.1

Action to be taken: Paragraph 14

Related documents: MSC.1/Circ.1497, MSC.1/Circ.1498 and MSC 96/24/2

Background

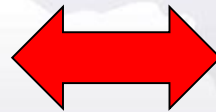
1 The Maritime Safety Committee, at its ninety-sixth session (11 to 20 May 2016), noted the information contained in document MSC 96/24/2 (FAO), providing an update on activities related to minimizing pest movements by sea containers undertaken under the framework of the International Plant Protection Convention (IPPC). The document reported that the IPPC's governing body, the Commission on Phytosanitary Measures ("the Commission"), at its tenth session (2015), decided to hold a Special Topics session during its eleventh session (2016) to consider the issues regarding pest movement by sea containers, including whether to proceed with the finalization of a draft standard on "Minimizing Pest Movement by Sea Containers (2008-001)".

2 Document MSC 96/24/2 drew special attention to the Commission's adoption, also at its tenth session, of "Recommendation CPM-10/2015/01 on Sea Containers". The Recommendation encourages National Plant Protection Organizations (NPPOs) to, inter alia, support the implementation of the relevant parts of the CTU Code. The Recommendation also sets out the principle that any measures to mitigate pest contamination risks should be justified, practical and proportionate.

RAISING AWARENESS – A JOINT EFFORT (1)

The CTU Code embodies that:

- ❑ Regulations do not provide all the solutions
- ❑ Training and outreach are important elements in enhancing safety
- ❑ All industry stakeholders have a shared responsibility to work towards this objective. **BUT We can't do it alone**



- ❑ Industry & government collaboration needed to support promotion and awareness of the CTU Code and maritime safety. **This also applies to efforts to minimize pest contamination**

RAISING AWARENESS – A JOINT EFFORT (2)

- **Awareness of the CTU Code continues to be low.**
- **2017/18: Global industry campaign to promote the CTU Code, including container cleanliness. That effort is now being re-assessed.**
- **As part of that re-assessment, consideration should be given to how best to benefit from the expertise and resources of:**

NASCI

NAPPO

IPPC and its SCTF

CTPAT and similar programs



WORLD SHIPPING COUNCIL
PARTNERS IN TRADE

For more information:

Please visit WSC's website at

www.worldshipping.org/industry-issues/safety