



**ICHCA**

**July 2021**

**Press Clippings**

**Collated by Portcare International**

*Press clippings relating to the following press release:*

**Cargo Integrity Group calls for risk-based measures to  
prevent pest contamination**

Distributed on 26 July 2021

29 July 2021

---

# CIG crack down on pest transference

By **Yasmin Turner**

Jul 29, 2021



The international freight transport organisations of the Cargo Integrity Group are calling for urgent action from actors in global supply chains to reduce the risk of pest transference through international cargo movements.

The five partners in the Cargo Integrity Group, known as CIG, say they recognise the vital importance of focusing on the threat of invasive pests to natural resources across the world, and of the urgency in crafting risk reduction measures that address the situation.

This call to action follows the intentions by pest control experts under the auspices of the International Plant Protection Convention (IPPC), to take all-encompassing, internationally imposed steps to mitigate such risks. One measure under serious consideration is the mandatory certification of cleanliness for all containers prior to loading on board a ship, a measure that would have significant impact on global trade when it comes to both time and cost.

Lars Kjaer, senior vice president of the World Shipping Council (WSC), explains the CIG partners concerns around these very broad proposals: "We know that more serious risks occur among certain types of goods and from identified regions. The CIG recommendation centres on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes."

The partners in CIG state they are committed to ensuring that international trade is conducted in a safe, secure, and environmentally sustainable manner. They rigorously promote the use of the 'Code of Practice for the Packing of Cargo Transport Units' published by the IMO, the UNECE and the ILO (the CTU Code).

The serious issue of the transfer of invasive pests between different natural ecosystems is very much a part of this commitment. It is also crucial that the development of any such controls is 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 and industry practitioners.

"There are identified risk areas and cargoes which must be addressed, and the CIG partners look forward to contributing essential industry expertise to the work of the IPPC to ensure an effective and efficient set of recommendations and best practices to stop the transfer of invasive species," concludes James Hookham, secretary general of Global Shippers Forum.

26 July 2021

---

## Cargo Integrity Group calls for risk-based measures to prevent pest contamination

- July 26, 2021

The international freight transport organisations of the Cargo Integrity Group are calling for urgent action from actors in global supply chains to reduce the risk of pest transference through international cargo movements.

The five partners[i] in the Cargo Integrity Group, known as CIG, recognise the vital importance of focusing on the threat of invasive pests to natural resources across the world, and of the urgency in crafting risk reduction measures that address the situation.

- [TT Club: Are your containers fit for purpose?](#)
- [ABS verifies SBM Offshore's AI-Powered Mooring Solution](#)
- [IMO working group agrees further measures to cut ship emissions](#)
- [IMO defines new guidelines on EEXI and CII to support GHG measures](#)
- [IMO: Cutting GHG emission from shipping-10 years of mandatory rules](#)

This call to action[ii] follows the intentions by pest control experts under the auspices of the International Plant Protection Convention (IPPC)[iii], to take all-encompassing, internationally imposed steps to mitigate such risks. One measure under serious consideration is the mandatory certification of cleanliness for all containers prior to loading on board a ship, a measure that would have significant impact on global trade when it comes to both time and cost.

Lars Kjaer, Senior Vice President of the World Shipping Council (WSC), explains the CIG partners concerns around these very broad proposals: *"We know that more serious risks occur among certain types of goods and from identified regions. The CIG recommendation centres on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes."*

The partners in CIG are committed to ensuring that international trade is conducted in a safe, secure, and environmentally sustainable manner. They rigorously promote the use of the 'Code of Practice for the Packing of Cargo Transport Units' published by the IMO, the UNECE and the ILO (the CTU Code).

The serious issue of the transfer of invasive pests between different natural ecosystems is very much a part of this commitment. It is also crucial that the development of any such controls is 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 and industry practitioners.

*"There are identified risk areas and cargoes which must be addressed, and the CIG partners look forward to contributing essential industry expertise to the work of the IPPC to ensure an effective and efficient set of recommendations and best practices to stop the transfer of invasive species,"* concludes James Hookham, Secretary General of Global Shippers Forum.

[i] The five organisations co-operating in the Cargo integrity Group are:

Container Owners Association (COA)

Global Shippers Forum (GSF)

International Cargo Handling Co-ordination Association (ICHCA International)

TT Club

World Shipping Council (WSC)

[ii] The full CIG submission to the IPPC can be accessed here: <https://www.worldshipping.org/statements/the-cargo-integrity-group-issue-statement-on-the-avoidance-of-pest-contamination>

[iii] The IPPC is an international convention, signed by over 180 countries and governed by the Commission on Phytosanitary Measures, part of the UN's Food and Agriculture Organisation (FAO). Agreed amendments to the convention are enforceable by all national governments which are signatories.

27 July 2021

---

## Cargo Integrity Group calls for urgent action to prevent pest contamination

Date: July 27, 2021



The brown marmorated stink bug has previously disrupted cargo shipments

The five partners in the Cargo Integrity Group (CIG) have called for risk-based measures from actors in global supply chains to reduce the risk of pest transference through international cargo movements.

The CIG consists of the Container Owners Association (COA), Global Shippers Forum (GSF), International Cargo Handling Co-ordination Association (ICHCA International), TT Club and the World Shipping Council (WSC).

The group has highlighted the threat of invasive pests to natural resources across the world, and of the urgency in crafting risk reduction measures that address the situation.

This call to action follows the intentions by pest control experts under the auspices of the International Plant Protection Convention (IPPC)iii, to take all-encompassing, internationally imposed steps to mitigate such risks.

One measure under serious consideration is the mandatory certification of cleanliness for all containers prior to loading on board a ship, a measure that would have significant impact on global trade when it comes to both time and cost.

Lars Kjaer, senior vice president of the World Shipping Council (WSC), said: “We know that more serious risks occur among certain types of goods and from identified regions.

“The CIG recommendation centres on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes.”

The CIG partners are promoting the use of the ‘Code of Practice for the Packing of Cargo Transport Units’ published by the IMO, the UNECE and the ILO (the CTU Code). The transfer of invasive pests between different natural ecosystems falls within this commitment.

According to the partners, it is crucial that the development of any such controls is 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 and industry practitioners.

James Hookham, secretary general of Global Shippers Forum, said: “There are identified risk areas and cargoes which must be addressed, and the CIG partners look forward to contributing essential industry expertise to the work of the IPPC to ensure an effective and efficient set of recommendations and best practices to stop the transfer of invasive species.”



27 July 2021

---

# Cargo Integrity Group Calls For Risk-Based Measures to Prevent Pest Contamination

**The international freight transport organisations of the Cargo Integrity Group are calling for urgent action from actors in global supply chains to reduce the risk of pest transference through international cargo movements**

**By News Team**

Published on 27 July 2021

The five partners in the Cargo Integrity Group, known as CIG, recognise the vital importance of focusing on the threat of invasive pests to natural resources across the world, and of the urgency in crafting risk reduction measures that address the situation.

This call to action follows the intentions by pest control experts under the auspices of the International Plant Protection Convention (IPPC), to take all-encompassing, internationally imposed steps to mitigate such risks. One measure under serious consideration is the mandatory certification of cleanliness for all containers prior to loading on board a ship, a measure that would have significant impact on global trade when it comes to both time and cost.

Lars Kjaer, Senior Vice President of the World Shipping Council (WSC), explains the CIG partners concerns around these very broad proposals: “We know that more serious risks occur among certain types of goods and from identified regions. The CIG recommendation centres on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes.”

The partners in CIG are committed to ensuring that international trade is conducted in a safe, secure, and environmentally sustainable manner. They rigorously promote the use of the ‘Code of Practice for the Packing of Cargo Transport Units’ published by the IMO, the UNECE and the ILO (the CTU Code).

The serious issue of the transfer of invasive pests between different natural ecosystems is very much a part of this commitment. It is also crucial that the development of any such controls is 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 and industry practitioners.

“There are identified risk areas and cargoes which must be addressed, and the CIG partners look forward to contributing essential industry expertise to the work of the IPPC to ensure an effective and efficient set of recommendations and best practices to stop the transfer of invasive species,” concludes James Hookham, Secretary General of Global Shippers Forum.

27 July 2021

---

## Cargo Integrity Group calls for risk-based measures to prevent pest contamination

in [International Shipping News](#), [Marine Insurance P&I Club News](#) 27/07/2021

---



The international freight transport organisations of the Cargo Integrity Group are calling for urgent action from actors in global supply chains to reduce the risk of pest transference through international cargo movements.

The five partners[i] in the Cargo Integrity Group, known as CIG, recognise the vital importance of focusing on the threat of invasive pests to natural resources across the world, and of the urgency in crafting risk reduction measures that address the situation.

This call to action[ii] follows the intentions by pest control experts under the auspices of the International Plant Protection Convention (IPPC)[iii], to take all-encompassing, internationally imposed steps to mitigate such risks. One measure under serious consideration is the mandatory certification of cleanliness for all containers prior to loading on board a ship, a measure that would have significant impact on global trade when it comes to both time and cost.

**Lars Kjaer, Senior Vice President of the World Shipping Council (WSC), explains the CIG partners concerns around these very broad proposals:** “We know that more serious risks occur among certain types of goods and from identified regions. The CIG recommendation centres on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes.”

The partners in CIG are committed to ensuring that international trade is conducted in a safe, secure, and environmentally sustainable manner. They rigorously promote the use of the ‘Code of Practice for the Packing of Cargo Transport Units’ published by the IMO, the UNECE and the ILO (the CTU Code).

The serious issue of the transfer of invasive pests between different natural ecosystems is very much a part of this commitment. It is also crucial that the development of any such controls is 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 and industry practitioners.

“There are identified risk areas and cargoes which must be addressed, and the CIG partners look forward to contributing essential industry expertise to the work of the IPPC to ensure an effective and efficient set of recommendations and best practices to stop the transfer of invasive species,” concludes James Hookham, Secretary General of Global Shippers Forum.

Source: TT Club

27 July 2021

---

## Cargo Integrity Group calls for risk-based measures to prevent pest contamination

Posted on [July 27, 2021](#) by [News Hound](#)



The international freight transport organisations of the Cargo Integrity Group are calling for urgent action from actors in global supply chains to reduce the risk of pest transference through international cargo movements. The five partners in the Cargo Integrity Group, known as CIG, recognise the vital importance of focusing on the threat of invasive pests to natural resources across the world, and of the urgency in crafting risk reduction measures that address the situation.

This call to action follows the intentions by pest control experts under the auspices of the [International Plant Protection Convention](#) (IPPC), to take all-encompassing, internationally imposed steps to mitigate such risks. One measure under serious consideration is the mandatory certification of cleanliness for all containers prior to loading on board a ship, a measure that would have significant impact on global trade when it comes to both time and cost.

Lars Kjaer, Senior Vice President of the World Shipping Council (WSC), explains the CIG partners concerns around these very broad proposals: “We know that more serious risks occur among certain types of goods and from identified regions. The CIG recommendation centres on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes.”

The partners in CIG are committed to ensuring that international trade is conducted in a safe, secure, and environmentally sustainable manner. They rigorously promote the use of the ‘Code of Practice for the Packing of Cargo Transport Units’ published by the IMO, the UNECE and the ILO (the CTU Code).

The serious issue of the transfer of invasive pests between different natural ecosystems is very much a part of this commitment. It is also crucial that the development of any such controls is 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 and industry practitioners.

“There are identified risk areas and cargoes which must be addressed, and the CIG partners look forward to contributing essential industry expertise to the work of the IPPC to ensure an effective and efficient set of recommendations and best practices to stop the transfer of invasive species,” concludes James Hookham, Secretary General of Global Shippers Forum.

26 July 2021

---

## **Cargo alliance opposes requirement that all freight containers be certified "clean" of pests**

The Cargo Integrity Group (CIG), an alliance of:

- Container Owners Association (COA)
- Global Shippers Forum (GSF)
- International Cargo Handling Co-ordination Association (ICHCA International)
- TT Club
- World Shipping Council (WSC)

has said that it was "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". The CIG estimated the additional costs to be in the order of \$20bn a year, adding that "this burden would fall disproportionately on exporting countries".

The CIG said that Spreading scarce resources across the totality of the approximately 230m containers moved internationally each year, not supported by science and proper risk assessments, would be unproductive and not accomplish the desired outcome.

The CIG asserted that "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."

The CIG has called instead for risk-based measures to prevent pest contamination through international cargo movements.

The five partners] in the Cargo Integrity Group (CIG) said that they recognized the vital importance of focusing on the threat of invasive pests to natural resources across the world, and of the urgency in crafting risk reduction measures that would address the situation.

Its "call to action" followed the intentions by pest control experts under the auspices of the International Plant Protection Convention (IPPC) to take "all-encompassing, internationally imposed steps to mitigate such risks".

Lars Kjaer, Senior Vice President of the World Shipping Council (WSC), said that the CIG partners had concerns around these very broad proposals: "We know that more serious risks occur among certain types of goods and from identified regions. The CIG recommendation centres on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes", he said.

While the CIG said that "the serious issue of the transfer of invasive pests between different natural ecosystems is very much a part of this commitment", it added that it was "also crucial that the

development of any such controls is 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 and industry practitioners".

The five organisations co-operating in the Cargo integrity Group are:

The CIG said that, where mandatory measures were evidenced as justified, according to proper risk assessment, they should be limited to movements of specified types of goods between named countries and they should target specific pest species.

The partners in the Cargo Integrity Group said that they remained "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".

<https://www.worldshipping.org/statements/the-cargo-integrity-group-issue-statement-on-the-avoidance-of-pest-contamination>

27 July 2021

---

## Cargo Integrity Group calls for risk-based measures



- July 27, 2021

The international freight transport organisations of the Cargo Integrity Group are calling for urgent action from actors in global supply chains to reduce the risk of pest transference through international cargo movements.

The five partners in the Cargo Integrity Group, known as CIG, recognise the vital importance of focusing on the threat of invasive pests to natural resources across the world, and of the urgency in crafting risk reduction measures that address the situation.

This call to action follows the intentions by pest control experts under the auspices of the International Plant Protection Convention (IPPC), to take all-encompassing, internationally imposed steps to mitigate such risks. One measure under serious consideration is the mandatory certification of cleanliness for all containers prior to loading on board a ship, a measure that would have significant impact on global trade when it comes to both time and cost.

Lars Kjaer, Senior Vice President of the World Shipping Council (WSC), explains the CIG partners concerns around these very broad proposals: “We know that more serious risks occur among certain types of goods and from identified regions. The CIG recommendation centres

on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes.”

The partners in CIG are committed to ensuring that international trade is conducted in a safe, secure, and environmentally sustainable manner. They rigorously promote the use of the ‘Code of Practice for the Packing of Cargo Transport Units’ published by the IMO, the UNECE and the ILO (the CTU Code).

The serious issue of the transfer of invasive pests between different natural ecosystems is very much a part of this commitment. It is also crucial that the development of any such controls is 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 and industry practitioners.

“There are identified risk areas and cargoes which must be addressed, and the CIG partners look forward to contributing essential industry expertise to the work of the IPPC to ensure an effective and efficient set of recommendations and best practices to stop the transfer of invasive species,” concludes James Hookham, Secretary General of Global Shippers Forum.



26 July 2021

---

# Shippers should adopt risk-based approach to container pest threat

*The Cargo Integrity Group is seeking to head off container inspection regulations*

- 26 Jul 2021

- NEWS

[James Baker@JamesBakerCI](mailto:James.Baker@JamesBakerCI) [james.baker@informa.com](mailto:james.baker@informa.com)

The risk to the environment from invasive species is real. But efforts to prevent the transfer of pests in containers should be based on risk and not steps that would disrupt the entire supply chain



*Source: Tomasz Klejdysz / Alamy Stock Photo* INSPECTION OF CONTAINERS FOR PESTS COULD BE MORE DISRUPTIVE TO THE SUPPLY CHAIN THAN THE PANDEMIC.

FREIGHT transport bodies have called for risk-based measures to be introduced to prevent the spread of pests through cargo in the supply chain in an effort to prevent the mandatory inspection of containers.

The Cargo Integrity Group, which is made up of the World Shipping Council, TT Club, Global Shippers Forum, International Cargo Handling Co-ordination Association and the

Container Owners Association, warned that unless action was taken by the industry, it risked having regulation imposed on it.

The CIG said it recognised the risk posed to natural resources from invasive pests and the urgency of crafting risk reduction measures that addressed the situation.

If this was not achieved, the International Plant Protection Convention could take “all-encompassing” steps to mitigate the risk.

“One measure under serious consideration is the mandatory certification of cleanliness for all containers prior to loading on board a vessel, a measure that would have significant impact on global trade when it comes to both time and cost,” the CIG said.

CIG members are concerned by the broad-brush nature of these proposals.

“We know that more serious risks occur among certain types of goods and from identified regions,” said WSC senior vice-president Lars Kjaer.

“The CIG recommendation centres on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes.”

The CIG wants to ensure that trade is conducted in a “safe, secure, and environmentally sustainable manner”, but recommend the wider adoption of the CTU Code as the better way forward.

“There are identified risk areas and cargoes which must be addressed, and the CIG partners look forward to contributing essential industry expertise to the work of the IPPC to ensure an effective and efficient set of recommendations and best practices to stop the transfer of invasive species,” said GSF secretary-general James Hookham.

While the CIG accepts the seriousness of the transfer of invasive pests, it said it was crucial that any controls were undertaken in consultation with other appropriate bodies, as well as supply chain stakeholders and the industry.

Speaking at a webinar earlier this year, TT Club risk management director Peregrine Storrs-Fox [warned](#) that phytosanitary inspections of containers could lead to supply chain disruptions that would make the current difficulties faced by shippers look “trivial”.

27 July 2021

---

## **IPPC pushes for cleaning certificates for every container – but 'it's unworkable'**



© Sutisa Kangvansap Dreamstime.com.

By [Nick Savvides](#)

27/07/2021

Members of the International Plant Protection Convention (IPPC) are pushing for the industry to clean every container transported by ship, with certification that it has been cleaned, to prevent the spread of invasive species.

According to the five-member Cargo Integrity Group (CIG), the IPPC has become impatient with the maritime industry, which was meant to develop a workable plan to deal with the spread of pests like the Khapra beetle, Asian gypsy moths and fire ants.

In an effort to develop a workable system, the IPPC established the Sea Container Task Force five years ago, which is due to report back by the end of this year on progress

made by the industry in an area that could see the cost to economies run to billions of dollars.

In the absence of a workable alternative to protecting against pests, the IPPC favours a blanket regulation that “could have a similar detrimental effect on supply chains to the Covid pandemic”, according to James Hookham, of the Global Shippers Forum.

Industry figures believe the IPPC would prefer to “err on the safe side” rather than allow the possible destruction of millions of dollars of crops. But the CIG believes the IPPC has not allowed the maritime sector sufficient time to develop a more nuanced system.

According to Mr Hookham, the CIG has promoted the CTU Code, which is a non-mandatory code for the packing of containers, along with the Quick Guide check list to help those that pack containers to understand the problems involved.

“The IPPC has seen these measures as ineffective and wants the industry to act more decisively,” admitted Mr Hookham, but he added that international trade had not been normal since the pandemic.

“The IPPC has not given us a fair chance to make the system work.”

Richard Steele, newly appointed head of the International Cargo Handling Coordination Association (ICHCA), and another CIG member which has been designated as the point of contact with the IPPC, believes there needs to be a fair distribution of the costs involved in implementing new procedures for the cleaning of containers.

All the CIG members agree that the IPPC’s blanket clean-all-containers approach would be unworkable in today’s maritime and supply chain industries, and the group favours a more targeted approach.

“The industry as a whole needs convincing of the real risks and challenges involved,” said Mr Steele. If the message is too vague it will be difficult to get the necessary traction, he explained.

“Companies want to know that we’re not sitting on the bleeding edge, and that they’re [the only ones] doing all the bleeding,” explained Mr Steele, outlining the fear of individual companies that they could be put at a competitive disadvantage.

Even so, regulatory authorities are waking up to the threat posed by invasive species, and the maritime sector and the rest of industry involved in international supply chains will need to sit up and take notice.

*The Loadstar* reported on the system developed by the Australian Department of Agriculture Water and the Environment (DAWE) to deal with the Khapra beetle. Peregrine Storrs-Fox of insurer the TT Club, believes this system could be a blueprint for dealing with invasive species.

"It is a risk-based approach that takes into account the seasons, the geography and the characteristics of each pest concerned, with a targeted approach to dealing with the pest," he said.

The TT Club, a member of CIG, would allow trade to continue while also dealing with what Mr Storrs-Fox described as a "significant global problem".

The DAWE told *The Loadstar*: "The Khapra urgent actions are designed specifically to address the emerging risk of Khapra beetle, considering its biology, likely mode of arrival and its establishment risks. The Khapra policy is based on scientific principles and is applied to the extent necessary to protect Australia's agricultural industries." According to the calculations made by the DAWE the stakes are very high.

"If Khapra beetle was to establish in Australia, some trading partners may implement restrictions on the export of some stored products from Australia, such as wheat and grain. A widespread incursion could cost Australia A\$15.5bn over 20 years."

If that were to be multiplied by infestations across Europe, the US, Asia and Africa, the costs would be very much higher. But perhaps the greatest damage could be the destruction of substantial parts of the world's ecosystems.

The IPPC was contacted for comment, but had not responded by the time *The Loadstar* went to press.



27 July 2021

---

## **Pest control measures aimed at box sector would disrupt supply chains, says industry**



Credit Harmonia101 Dreamstime..

By [Nick Savvides](#)

01/07/2021

Australian authorities, after launching a six-phase programme to deal with the Khapra beetle which poses a threat to the country's grain exports, are set to introduce new regulations to the movement of goods in containers to deal with the pest.

Australia's Department for Agriculture, Water and Environment (DAWE) says its new restrictions should be a warning of the next major upheaval in container shipping, as governments act to restrict the movement of invasive species on and in containers.

Phases one and two of the DAWE programme began last autumn with a ban on high-risk products within low-value cargo and travellers' baggage. Phases three to five will see revisions in phytosanitary certification requirements next month.

In April, phase 6a introduced new measures for high-risk cargo in sea containers, and required pre-loading decontamination for high-risk boxes. And further measures will be imposed later this year, as phase 6b will include a “broader range of containers”, said DAWE.

James Hookham, of the Global Shippers’ Forum (GSF), told *The Loadstar*: “These measures are being applied to a relatively small number of boxes, but they are a taste of the standards to come and, if they’re applied globally, they could be very disruptive to supply chains.”

However, he added, the insect pests were “a real problem, it’s not illusory”.

Mounting costs to regional economies and their agricultural industries have seen governments, through the International Plant Protection Convention (IPPC), consider how best to deal with the potential threat of the carriage of unwanted pests via the supply chain. One option is to issue mandatory certificates of cleanliness for all containers prior to the cargo being loaded onto a ship.

According to Mr Hookham, the industry will need to “get on top of this problem”, as the costs could be enormous to the industry, particularly if each container has to be cleaned and issued with a certificate of cleanliness. And the slowing of cargo velocity through ports could also prove very costly, he added.

The World Shipping Council (WSC) estimates that 220m container loads are shipped globally each year, and the cost of cleaning the boxes could be \$20bn, said the liner shipping representatives.

“We are opposed to a new global requirement that all freight containers and their cargo 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,” said a joint press statement from the Cargo Integrity Group, a joint industry association that includes WSC, insurers the TT Club, the GSF, the Container Owners Association and the International Cargo Handling Coordination Association.

27 July 2021

---

## **Cargo Integrity Group calls for risk-based measures to prevent pest contamination**



***The international freight transport organisations of the Cargo Integrity Group are calling for urgent action from actors in global supply chains to reduce the risk of pest transference through international cargo movements.***

The five partners in the Cargo Integrity Group, known as CIG, recognise the vital importance of focusing on the threat of invasive pests to natural resources across the world, and of the urgency in crafting risk reduction measures that address the situation.

This call to action follows the intentions by pest control experts under the auspices of the International Plant Protection Convention (IPPC), to take all-encompassing, internationally imposed steps to mitigate such risks. One measure under serious consideration is the mandatory certification of cleanliness for all containers prior to



loading on board a ship, a measure that would have significant impact on global trade when it comes to both time and cost.

**Lars Kjaer, Senior Vice President of the World Shipping Council (WSC)**, explains the CIG partners concerns around these very broad proposals: “We know that more serious risks occur among certain types of goods and from identified regions. The CIG recommendation centres on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes.”

The partners in CIG are committed to ensuring that international trade is conducted in a safe, secure, and environmentally sustainable manner. They rigorously promote the use of the ‘Code of Practice for the Packing of Cargo Transport Units’ published by the IMO, the UNECE and the ILO (the CTU Code).

The serious issue of the transfer of invasive pests between different natural ecosystems is very much a part of this commitment. It is also crucial that the development of any such controls is 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 and industry practitioners.

“There are identified risk areas and cargoes which must be addressed, and the CIG partners look forward to contributing essential industry expertise to the work of the IPPC to ensure an effective and efficient set of recommendations and best practices to stop the transfer of invasive species,” concludes **James Hookham, Secretary General of Global Shippers Forum**.

29 July 2021

---

# Cargo Ship Infested with Insects Ordered to Leave New Orleans



PUBLISHED JUL 29, 2021 2:58 PM BY [THE MARITIME EXECUTIVE](#)

U.S. Customs and Border Protection (CBP) recently refused entry into the Port of New Orleans for a cargo ship and ordered it to depart U.S. waters after an inspection found invasive insects aboard the vessel. As part of the ongoing role of CBP, this incident also highlights a broader issue which is drawing increased interest from international organizations to reduce the risk of the spread of invasive insects and plants during cargo operations.

In the most recent incident, a Panamanian-registered bulker, the 32,599 dwt *Pan Jasmine*, arrived at the Port of New Orleans on July 17 and anchored just south of the port. The vessel had started its voyage in Paradip, India, and among the cargo was a shipment of aluminum held in place aboard the ship with wood packing. Arriving in Vera Cruz, Mexico the aluminum was offloaded before the vessel continued to New Orleans.

During a routine inspection, agriculture specialists from CBP observed the wood packing material scattered around the deck of the vessel. It had not been offloaded with the cargo in Mexico. The sight of the wood on the deck appeared unusual to the agents.

“No reason was provided to CBP as to why the dunnage was refused discharge in Mexico, and this raised a red flag,” said CBP. During a closer examination of the wood material, the U.S. team saw fresh sawdust on the deck and what appeared to be burrowing holes, all of which CBP said are signs of pests in the material.

After two examinations by CBP and USDA personnel, five separate pests were found and identified. Two of the pests discovered, a type of longhorned beetle and ants, both not native to the U.S. and considered a threat to U.S. agriculture. Three other species of pests were found also in the wood, but they were more common and known to be present in the U.S.



(CBP photo)

The species of beetle native to China and the Korean peninsula was first discovered in the U.S. in 1966 accidentally imported in wooden shipping materials. Within two years, nearly 7,000 trees were destroyed due to infestations in Illinois, Massachusetts, New Jersey, New York, and Ohio. According to the USDA Forest Service, between 1996 and 2013 alone, more than \$537 million has been spent for eradication campaigns for these beetles.

Due to the large volume of the wood material on deck and the presence of highly mobile pests, U.S. officials ordered the vessel to immediately depart U.S. waters, load the wood material into the cargo hold, and clean the decks before returning to the U.S. The *Pan Jasmine* departed on July 21 to Freeport, Bahamas, for disposal services, and is now scheduled to arrive in New Orleans on July 29 or 30.

“If the dunnage had been offloaded into the U.S., it would have been put in a Louisiana landfill where the insects could crawl out and invade the local habitat, causing incalculable damage,” said New Orleans Area Port Director Terri Edwards. “Inspecting wood dunnage

of otherwise lawful shipments is one of the many, lesser-known ways Office of Field Operations Agriculture Specialists help keep our country safe.”

The issue of pest migration in cargo operations is currently under discussion at the International Plant Protection Convention, an international organization formed by treaty in 1951 and overseen by the United Nations to prevent and control the introduction and spread of pests and plant products. IPPC pest control experts are considering several measures, including mandatory certification of cleanliness for all containers prior to loading on board a ship.

Five international freight transport organizations working under the World Shipping Counsel in the Cargo Integrity Group responding to the IPPC are calling for urgent action to reduce the risk of pest transference through international cargo movements.

“We know that more serious risks occur among certain types of goods and from identified regions,” said Lars Kjaer, Senior Vice President of the World Shipping Council. “The CIG recommendation centers on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes.”

The CIG says the development of any controls must be undertaken in full consultation with other appropriate bodies, in particular the international agencies responsible for the governance of world trade and the regulation of different modes of transport, as well as supply chain stakeholders and industry practitioners. They hope to work with the IPPC to ensure an effective and efficient set of recommendations and best practices to stop the transfer of invasive species.



21 July 2021

---

## Call for action against pest transfer in cargo

International freight transport organisations within the Cargo Integrity Group are calling for urgent action to reduce the risk of pest transference through international cargo movements.

The five partners in the Cargo Integrity Group, known as CIG, are focusing on the threat of invasive pests to natural resources across the world, and want urgency in crafting risk reduction measures that address the situation.

Their call to action follows the intentions by pest control experts under the auspices of the International Plant Protection Convention (IPPC) to take all-encompassing, internationally imposed steps to mitigate such risks.

One measure under serious

consideration is the mandatory certification of cleanliness for all containers prior to loading on board a ship, a measure that would have significant impact on global trade when it comes to both time and cost.

Lars Kjaer, senior vice president of the World Shipping Council explained the CIG partners concerns around

these very broad proposals. "We know that more serious risks occur among certain types of goods and from identified regions.

"The CIG recommendation centres on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes."



27 July 2021

---

## Cargo Integrity Group calls for cleanliness of containers, other risk-based measures to prevent pest contamination

---

27/07/2021 admin Uncategorized 0

---



Worried by the threat of invasive pest to natural resources across the globe, the international freight transport organisations of the Cargo Integrity Group has called for urgent action from actors in global supply chains to reduce the risk of pest transference through international cargo movements.

The five partners in the Cargo Integrity Group, known as CIG, recognise the vital importance of focusing on the threat of invasive pests to natural resources across the world, and of the urgency in crafting risk reduction measures that address the situation.

In a statement by the Group, “this call to action follows the intentions by pest control experts under the auspices of the International Plant Protection Convention (IPPC), to take all-encompassing, internationally imposed steps to mitigate such risks. One measure under serious

consideration is the mandatory certification of cleanliness for all containers prior to loading on board a ship, a measure that would have significant impact on global trade when it comes to both time and cost.”

Lars Kjaer, Senior Vice President of the World Shipping Council (WSC) explained that the CIG partners expressed concern around these very broad proposals. “We know that more serious risks occur among certain types of goods and from identified regions. The CIG recommendation centres on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes,” Kjaer said.

According to the statement, the partners in CIG are committed to ensuring that international trade is conducted in a safe, secure, and environmentally sustainable manner. They rigorously promote the use of the ‘Code of Practice for the Packing of Cargo Transport Units’ published by the IMO, the UNECE and the ILO (the CTU Code).

The Cargo Integrity Group noted that the serious issue of the transfer of invasive pests between different natural ecosystems is very much a part of this commitment. It is also crucial that the development of any such controls is 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 and industry practitioners.

“There are identified risk areas and cargoes which must be addressed, and the CIG partners look forward to contributing essential industry expertise to the work of the IPPC to ensure an effective and efficient set of recommendations and best practices to stop the transfer of invasive species,” concludes James Hookham, Secretary General of Global Shippers Forum.

27 July 2021

---

2021 July 27 16:14

### [Cargo Integrity Group calls for risk-based measures to prevent pest contamination](#)

The five partners in the Cargo Integrity Group, known as CIG, recognise the vital importance of focusing on the threat of invasive pests to natural resources across the world, and of the urgency in crafting risk reduction measures that address the situation. This call to action follows the intentions by pest control experts under the auspices of the International Plant Protection Convention (IPPC), to take all-encompassing, internationally imposed steps to mitigate such risks.

One measure under serious consideration is the mandatory certification of cleanliness for all containers prior to loading on board a ship, a measure that would have significant impact on global trade when it comes to both time and cost.

Lars Kjaer, Senior Vice President of the World Shipping Council (WSC), explains the CIG partners concerns around these very broad proposals: "We know that more serious risks occur among certain types of goods and from identified regions. The CIG recommendation centres on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes."

The partners in CIG are committed to ensuring that international trade is conducted in a safe, secure, and environmentally sustainable manner. They rigorously promote the use of the 'Code of Practice for the Packing of Cargo Transport Units' published by the IMO, the UNECE and the ILO (the CTU Code). The serious issue of the transfer of invasive pests between different natural ecosystems is very much a part of this commitment. It is also crucial that the development of any such controls is 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 and industry practitioners.

"There are identified risk areas and cargoes which must be addressed, and the CIG partners look forward to contributing essential industry expertise to the work of the IPPC to ensure an effective and efficient set of recommendations and best practices to stop the transfer of invasive species," concludes James Hookham, Secretary General of Global Shippers Forum.

The five organisations co-operating in the Cargo integrity Group are: CONTAINER OWNERS ASSOCIATION (COA) GLOBAL SHIPPERS FORUM (GSF) INTERNATIONAL CARGO HANDLING CO-ORDINATION ASSOCIATION (ICHCA INTERNATIONAL) TT CLUB WORLD SHIPPING COUNCIL (WSC). The IPPC is an international convention, signed by over 180 countries and governed by the Commission on Phytosanitary Measures, part of the UN's Food and Agriculture Organisation (FAO). Agreed amendments to the convention are enforceable by all national governments which are signatories.



26 July 2021

---

# Risk-based measures can prevent pest contamination

The Cargo Integrity Group is calling for urgent action against pest transference

by The Editorial Team

July 26, 2021

in Loss Prevention

The five partners in the Cargo Integrity Group, known as CIG, recognise the vital importance of focusing on the threat of invasive pests to natural resources across the world, and of the urgency in crafting risk reduction measures that address the situation. As such, the Cargo Integrity Group is calling for urgent action from actors in global supply chains to reduce the risk of pest transference through international cargo movements.

This call to action follows the intentions by pest control experts under the auspices of the International Plant Protection Convention (IPPC), to take all-encompassing, internationally imposed steps to mitigate such risks. One measure under serious consideration is the mandatory certification of cleanliness for all containers prior to loading on board a ship, a measure that would have significant impact on global trade when it comes to both time and cost.

We know that more serious risks occur among certain types of goods and from identified regions. The CIG recommendation centres on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes.

...Lars Kjaer, Senior Vice President of the World Shipping Council (WSC) explains.

The partners in CIG are committed to ensuring that international trade is conducted in a safe, secure, and environmentally sustainable manner. They rigorously promote the use of the '[Code of Practice for the Packing of Cargo Transport Units](#)' published by the IMO, the UNECE and the ILO (the CTU Code).

The serious issue of the transfer of invasive pests between different natural ecosystems is very much a part of this commitment. It is also crucial that the development of any such controls is 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 and industry practitioners.

26 July 2021

---

# Cargo Integrity Group calls for risk-based measures to prevent pest contamination

By **Baibhav Mishra**



(Image Courtesy: TT Club)

The international freight transport organisations of the Cargo Integrity Group are calling for urgent action from actors in global supply chains to reduce the risk of pest transference through international cargo movements.

The five partners in the Cargo Integrity Group, known as CIG, recognise the vital importance of focusing on the threat of invasive pests to natural resources across the world, and of the urgency in crafting risk reduction measures that address the situation.

This call to action follows the intentions by pest control experts under the auspices of the International Plant Protection Convention (IPPC), to take all-encompassing, internationally imposed steps to mitigate such risks. One measure under serious consideration is the mandatory certification of cleanliness for all containers prior to loading on board a ship, a measure that would have significant impact on global trade when it comes to both time and cost.

Lars Kjaer, Senior Vice President of the World Shipping Council (WSC), explains the CIG partners concerns around these very broad proposals: "We know that more serious risks occur among certain types of goods and from identified regions. The CIG recommendation centres on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes."

The partners in CIG are committed to ensuring that international trade is conducted in a safe, secure, and environmentally sustainable manner. They rigorously promote the use of the 'Code of Practice for the Packing of Cargo Transport Units' published by the IMO, the UNECE and the ILO (the CTU Code).

The serious issue of the transfer of invasive pests between different natural ecosystems is very much a part of this commitment. It is also crucial that the development of any such controls is 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 and industry practitioners.

"There are identified risk areas and cargoes which must be addressed, and the CIG partners look forward to contributing essential industry expertise to the work of the IPPC to ensure an effective and efficient set of recommendations and best practices to stop the transfer of invasive species," concludes James Hookham, Secretary General of Global Shippers Forum.

Sea News, July 26

27 July 2021

---

## **Call for risk-based measures to prevent cargo pest contamination**



**Group's representing cargo and shipping interests are calling for targeted, risk-based measures to prevent pest contamination from international cargo movements in the face of blanket regulations.**

[Marcus Hand](#) | Jul 27, 2021

The call by the five partners of the Cargo Integrity Group (CIG) follows moves by pest control experts under the auspices of the International Plant Protection Convention (IPPC), to take all-encompassing, internationally imposed steps to mitigate pest contamination risks.

One potential measure which is being seriously considered according to CIG is mandatory certification of cleanliness for all containers prior to loading on board a ship. The members warned this would have a significant impact on global trade in terms of time and cost.

Lars Kjaer, Senior Vice President of the World Shipping Council (WSC), explained the CIG partners concerns around the proposals: “We know that more serious risks occur among certain types of goods and from identified regions. The CIG recommendation centres on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes.”

The CIG partners stressed the need to for full consultation with appropriate bodies in formulating new measures.

James Hookham, Secretary General of Global Shippers Forum, ““There are identified risk areas and cargoes which must be addressed, and the CIG partners look forward to contributing essential industry expertise to the work of the IPPC to ensure an effective and efficient set of recommendations and best practices to stop the transfer of invasive species.”



26 July 2021

---

# Cargo Integrity Group opposes “clean” certification regulation for containers

26 Jul 2021 [by Paul Avery](#)

Requiring all containers to be certified as clean as a condition of loading would add US\$20 billion in costs to the supply chain, Cargo Integrity Group claims.



The Cargo Integrity Group (CIG) has come out against a proposal to require shipping containers to be certified as clean before they can be loaded on a vessel as a measure to prevent the spread of invasive pests

The CIG consists of 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). A proposed regulation on container

cleanings is being put forward by members of the Sea Containers Task Force (SCTF) of the International Plant Protection Convention (IPPC).

The CIG is calling the proposed regulation a “monumental change” that there is no “risk-based evidence” to support. “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,” the CIG said.

The CIG has now issued a “call to action” warning of “the intentions by pest control experts under the auspices of the International Plant Protection Convention (IPPC), to take all-encompassing, internationally imposed steps” to mitigate the threat of invasive pests in containers.

The CIG acknowledged the seriousness of the problem of the transfer invasive pests. The CTU code already states that all persons involved in the movement of containers have a duty to ensure that the CTU “is not invested with plants, plant products, insects or other animals”. The CIG believes global trade needs a targeted approach to addressing the problem.

“We know that more serious risks occur among certain types of goods and from identified region,” said Lars Kjaer, Senior Vice President of the World Shipping Council (WSC). “The CIG recommendation centres on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes.”

“There are identified risk areas and cargoes which must be addressed, and the CIG partners look forward to contributing essential industry expertise to the work of the IPPC to ensure an effective and efficient set of recommendations and best practices to stop the transfer of invasive species,” concluded James Hookham, Secretary General of Global Shippers Forum.



27 July 2021

---

## **Cargo Integrity Group calls for risk-based measures to prevent pest contamination**

2021-07-27 09:58By: xinde marine news



**The international freight transport organisations of the Cargo Integrity Group are calling for urgent action from actors in global supply chains to reduce the risk of pest transference through international cargo movements.**

The five partners in the Cargo Integrity Group, known as CIG, recognise the vital importance of focusing on the threat of invasive pests to natural resources across the world, and of the urgency in crafting risk reduction measures that address the situation.

This call to action follows the intentions by pest control experts under the auspices of the International Plant Protection Convention (IPPC) , to take all-encompassing, internationally imposed steps to mitigate such risks. One measure under serious consideration is the mandatory certification of cleanliness for all containers prior to loading on board a ship, a measure that would have significant impact on global trade when it comes to both time and cost.

Lars Kjaer, Senior Vice President of the World Shipping Council (WSC), explains the CIG partners concerns around these very broad proposals: “We know that more serious risks occur among certain types of goods and from identified regions. The

CIG recommendation centres on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes.”

The partners in CIG are committed to ensuring that international trade is conducted in a safe, secure, and environmentally sustainable manner. They rigorously promote the use of the 'Code of Practice for the Packing of Cargo Transport Units' published by the IMO, the UNECE and the ILO (the CTU Code).

The serious issue of the transfer of invasive pests between different natural ecosystems is very much a part of this commitment. It is also crucial that the development of any such controls is 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 and industry practitioners.

“There are identified risk areas and cargoes which must be addressed, and the CIG partners look forward to contributing essential industry expertise to the work of the IPPC to ensure an effective and efficient set of recommendations and best practices to stop the transfer of invasive species,” concludes James Hookham, Secretary General of Global Shippers Forum.