Sub-theme:

Import control and Quarantine Regulations

Title:

PATHWAYS THREATENING ALIEN PEST ENTRY THROUGH BORDER POINTS INTO KENYA

Presented by:

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Introduction

- Alien pests are increasingly being spread around the world through international trade.
- Movement of plants/plant materials across borders provide opportunities for pests to enter and establish where they find favorable environment.
- Invasive alien pests is the primary threat to biodiversity, economy and food security.
- Globally, the cost of damage caused by pest is estimated at $1.4 trillion per annum.

Problem Statement

- Once pests have entered and established in a certain area, eradication is extremely difficult.
- In Kenya, there are over ten land border points through which consignment are imported and this mainly includes plants/plant products.
- With such a large number of imports, this requires keen inspection of the commodities to limit the risk of pest entry.
- Phytosanitary inspectors are expected to stop consignments that are contaminated with harmful alien pests, however:
  - some pests are difficult to detect, while others require laboratory testing to be identified.

Justification

- In the last two decades Kenya has experienced devastating pest incursions.
- Prevention through early detection at ports of entry seems the only reliable measure to contain pests.
- Moving testing technology closer to the site of sampling reduce the detection time.
- Identification and documenting the risky pathways will inform the strategies which can be employed to reduce such risks.




Objectives

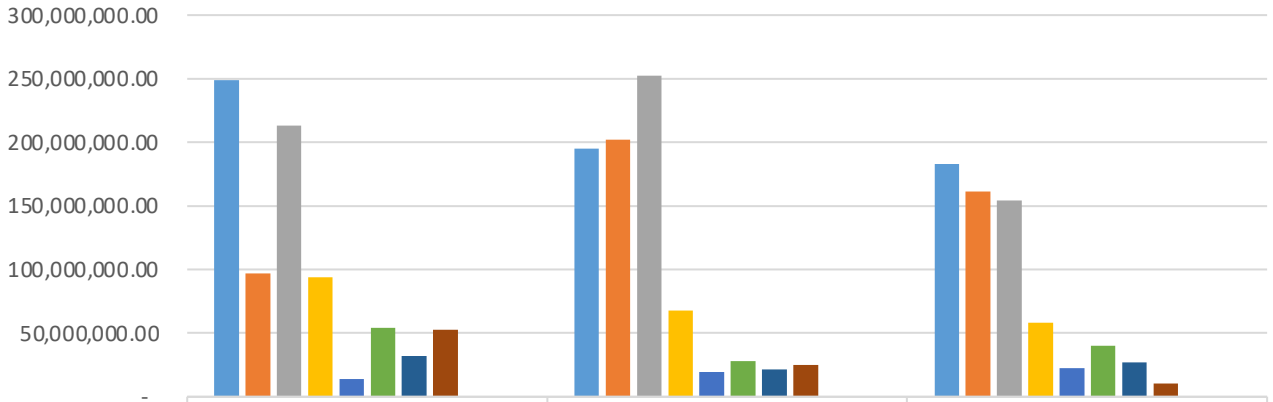
1. To identify and document the risky pathways of pest entry through Kenya's land borders.
2. To recommend strategies that will reduce the risk of pest entry.

Methodology

- The frequency, challenges and in-depth of inspecting imported plants/plant products were evaluated at border points to determine their effectiveness in preventing introduction of pest.
- Data on commonly imported commodities was obtained from the imports register.
- Interception database was also reviewed.
- Physical discussions with border phytosanitary inspectors were conducted at border points.
- Observations were made at border points on the movement and inspection of plants/plant materials, passenger self-declarations of plants/plant materials, empty containers.

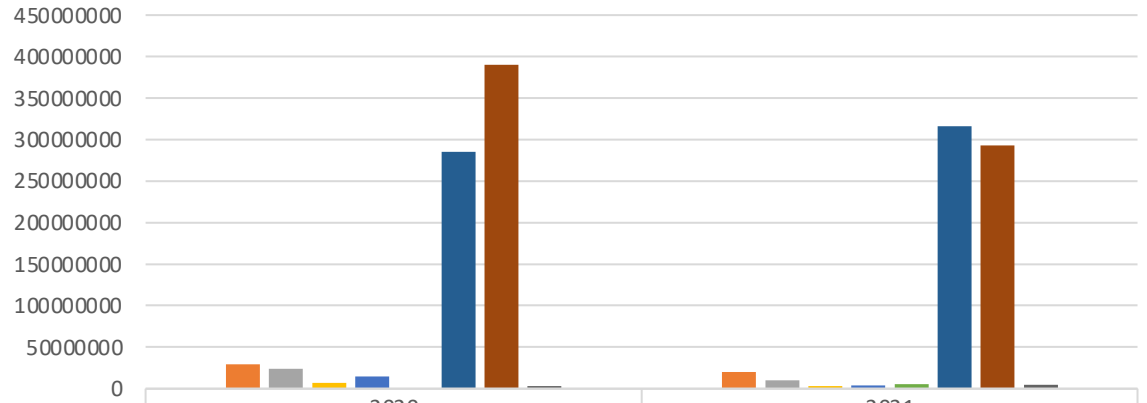
Results

Import quantities per border per year



	2019	2020	2021
Namanga	248,802,440.41	194,912,622.30	182,821,513.35
Busia	97,025,440.04	202,044,814.48	161,460,107
Malaba	212,981,738.20	252,402,210	154,323,495.00
Taveta	93,831,941.00	67,988,850.00	58,104,331.00
Isebania	14,152,544	19,307,449	22,358,838
Lungalunga	54,276,638	27,908,735	40,224,450
Loitoktok	32,000,520	21,458,042	26,978,981
Moyale	52,810,140	25,141,423	10,643,608
Lwakhakha	98,400.00	164,600.00	-
Suam	415,720.00	-	-

Import quantity per country of origin per year



	2020	2021
Burundi	837380	419904
DRC Congo	29,550,500	20,088,020
Ethiopia	24096808	9784108
Malawi	6,651,160	3,005,300
Rwanda	14699808	4241581
South Afria	391,618	5,130,214.15
Tanzania	285453318.1	315878987.2
Uganda	389,803,290	292719709
Zambia	3303000	4588000
Zimbambwe	20,000	0

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Results cont'

- Self-declarations by passengers across borders was very rare. Frequent checks in passenger luggage has revealed plant materials which have been intercepted.
- However, porosity of the borders limit such interceptions.

Cassava cuttings and tree seedlings (potted in soil) intercepted at Malaba OSBP from passengers.

Results cont'

- Visual inspection was the main mode of inspection used for verification of imports on-site. Proper visual inspection and sampling difficult for fully loaded trucks.
- Some samples were being collected and sent to the laboratories in Nairobi for verification.
- However, the detection time was longer to enable detention of concerned consignment.

Tomato and Oranges sampled at border showing symptoms of pest damage. Such samples would need laboratory testing to establish the cause.

Fully loaded truck

Results cont'

- Conveyance vessels/containers were observed to be contaminated with soil and plant materials.
- Such vessels/containers might not be inspected.

Conclusion

Although most of the commodities inspected as well as vessels pose a lower risk of introducing pests, high risks would emerge due to:

- Movement of un-inspected plants/plants products through un-manned routes,
- Undetected pathogens/pests that occur in latent form,
- Conveyance vessels/containers that are not inspected,
- Misidentify of some pests.

Recommendations

There is need to:

- Create awareness on the risk of introduction of pests through commodities,
- Provision of rapid diagnostic tools where necessary,
- Building capacity of phytosanitary inspectors on pest identification and
- Support inspection of conveyance vessels/empty containers.

Acknowledgements

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