



United States Department of Agriculture

Special Procedures for Ships Arriving from Areas with Asian Gypsy Moth (AGM)

Purpose

This guidance provides information for ships arriving in the continental United States after being in areas with a high risk for AGM (*Lymantria dispar*) and other Lymantrid species infestation. It identifies the policy, obligations of shippers, and what to expect upon arrival at a United States port.

Policy

The Plant Protection Act grants the authority to prevent entry of high-risk vessels and to order infested ships to leave U.S. waters. [Title IV-Plant Protection Act, 7 U.S.C. 7701, Subtitle A, Section 411 (a)]. PPQ requires ships to obtain a certification that they are free from AGM prior to departure from the AGM high-risk area during PPQ-designated high-risk periods and if a pest is found, U.S. Department of Homeland Security's Customs and Border Protection (CBP) has the authority to order a ship to leave U.S. waters to resolve the situation.

Ships without certification will receive an AGM inspection at all U.S. ports on each voyage when itinerary suggests an AGM risk, and may face significant delays. Additionally, if AGM is detected on a ship, that ship may not be allowed entry into the United States, or may not be allowed to load or unload cargo.

Your Obligations

You are responsible for the following:

Certificates

You (ship's agent) must obtain a certificate documenting that the ship was inspected and found free of AGM. The certificate is mandatory if the vessel called on a port in a high-risk area listed in [Table 1](#) during PPQ-designated high-risk periods over the last 24 months. [Table 2](#) lists approved certifiers in the AGM high-risk area. You must allow CBP to conduct AGM inspections of the vessel, if CBP determines it is necessary. You must comply with the CBP officer's instructions to mitigate risk of the introduction of AGM into the United States.

The female adult AGM lays eggs primarily during July through September in Far East Russia and northern Japan; from June through August in central and southern Japan; and from June through mid-September in South Korea and northern China (including all ports on or north of 31° 15' N latitude; north of

Shanghai). Attracted by the lights on ships, the females may lay eggs on the superstructure and elsewhere.

Refer to [Table 1](#) to determine times when a certificate is needed from AGM regulated countries.

Table 1 Regulated Areas and Specified Risk Periods

Country	SRP Region		Area/Prefecture	Current SRP (2021)	Revised SRP (beginning in 2022)
Japan	Northern		Hokkaido, Aomori, Iwate, Miyagi, Akita, Yamagata, Fukushima	July 1 – September 30	June 15 – October 15
	Central	Western	Niigata, Toyama, Ishikawa	June 25 – September 15	June 1 – September 30
		Eastern	Fukui, Ibaraki, Chiba, Tokyo, Kanagawa, Shizuoka, Aichi, Mie	June 20- August 20	
	Southern		Wakayama, Osaka, Kyoto, Hyogo, Tottori, Shimane, Okayama, Hiroshima, Yamaguchi, Kagawa, Tokushima, Ehime, Kochi, Fukuoka, Oita, Saga, Nagasaki, Miyazaki, Kumamoto, Kagoshima	June 1 – August 10	May 15 – August 31
	Far southern		Okinawa	May 25 – June 30	May 25 – June 30 (no change)
Russia	Far east			July 1 – September 30	June 15 – October 15
China	On or north of 31° 15'N latitude			June 1 – September 30	June 1 – September 30 (no change)
Republic of Korea	all areas			June 1 – September 30	June 1 – September 30 (no change)

Table 2 Approved Certifiers in AGM High-risk Area

Region of Port	Certifiers
Far East Russian ports	Federal Service for Veterinary and Phytosanitary Surveillance of the Russian Federation
South Korea	International Plant Quarantine Accreditation Board (IPAB)
China	China Certification and Inspection Group, LTD
Japan	<ul style="list-style-type: none"> ◆ All Nippon Checkers Corporation (ANCC) ◆ Hokkaido Bouekikunjyo Co., LTD (HBKC) ◆ Hokuriku Port Service Co., Ltd. (HPS) ◆ Intertek Testing Services (Australia) Pty Limited (Pty Ltd) ◆ Japan Cargo Tally Corporation (JCTC) ◆ Japan Export Vehicle Inspection Center Co., Ltd. (JEVIC) ◆ Japan Grain Inspection Association (JGIA) ◆ Kanto Fumigation Co., Ltd (KFCO) ◆ Keiyochiku Plant Quarantine Association (KPQA) ◆ Kobe Plant Quarantine Association (KOBEPQA) ◆ Kyoritsu Sanitary Co., Ltd. (KRS) ◆ Muroran & Tomakomai Plant Quarantine Association (MTPQA) ◆ NAVREX & Corporation (NRX) ◆ Nikkun Co., Ltd (NCL) ◆ Nippon Kaiji Kentei Kyokai (NKKK) ◆ Okayama-Ken Plant Quarantine Association (OKYPQA) ◆ Osaka Plant Quarantine Association (OPQA) ◆ Osaka Timber Quarantine Association (OSKTQA) ◆ Shin Nihon Kentei Kyokai (SNKK) ◆ Techno Kasei Co., Ltd. (TKL) ◆ Tokai Plant Quarantine Association (TOKAIPQA) ◆ Tokyo Plant Quarantine Association (TPQA) ◆ Yokohama Plant Protection Association (YPPA)

Notifications

Vessels are required to provide a mandatory advanced notification of arrival. Incoming vessels must inform port CBP officials of intent to arrive at least 96 hours in advance of entry into U.S. waters.

What to Expect

CBP will determine which ships should be boarded on arrival for AGM inspection; which vessels require normal, non-AGM boarding procedures; and which ships should be excluded entry.

Vessels can expect to receive the following enforcement monitoring actions:

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- ◆ Non-certified vessels: will receive an AGM inspection at all U.S. ports on each voyage when itinerary suggests AGM risk
 - ◆ Certified vessels: certificates along with additional research are to be used for risk assessment to determine need for inspection
 - ◆ If AGM is suspected on a vessel, re-inspections at subsequent ports will occur
 - ◆ If AGM is detected, and/or confirmed, vessels are subject to receive removal orders and be removed from port

Certified

A vessel requesting to arrive in the United States, and having visited an AGM high-risk area in the previous or current season, during AGM high-risk periods, and having been issued a predeparture AGM inspection certificate from an approved entity in Russia, China, South Korea or Japan.

Non-certified

A vessel requesting arrival in the United States that did not receive a predeparture AGM inspection during the most recent voyage to an AGM high-risk area, and does not have an AGM inspection certificate having visited an AGM high-risk area in the most recent voyage, whether this season or dating back to the previous season's high-risk flight period.

Risk factors considered by CBP

- ◆ Vessel called on high-risk ports during designated AGM high-risk periods during the current or previous year. APHIS uses a 24-month history to help assess likelihood of egg viability.
- ◆ Reports or observations that indicate AGM may be present
- ◆ Not receiving a predeparture AGM inspection during the most recent voyage to a high-risk area
- ◆ Not having an inspection certificate after being in a high-risk area on the most recent voyage.

Ships entering Guam, Hawaii, Puerto Rico and the U.S. Virgin Islands will not be excluded, but may be inspected for AGM if the ship's schedule includes subsequent continental U.S. ports of call.

AGM Inspection

If CBP determines that an AGM Inspection is needed, the officer will request to board the vessel. The officer will search for egg masses, larvae, pupae, or adult moths. This is a visual inspection that includes the whole ship. Officers will look:

- ◆ In sheltered locations
- ◆ In crevices or cavities
- ◆ Under tarps
- ◆ Behind walls and doors
- ◆ Around light fixtures
- ◆ Underneath the hold rims
- ◆ And anywhere else that AGM might lay eggs

See [Figure 1](#) for a photograph of AGM egg masses aboard a ship. The egg masses appear as brown fuzz on the blue nylon rope. [Figure 2](#) illustrates AGM eggs found between two bays on a support beam near a cargo hold opening.

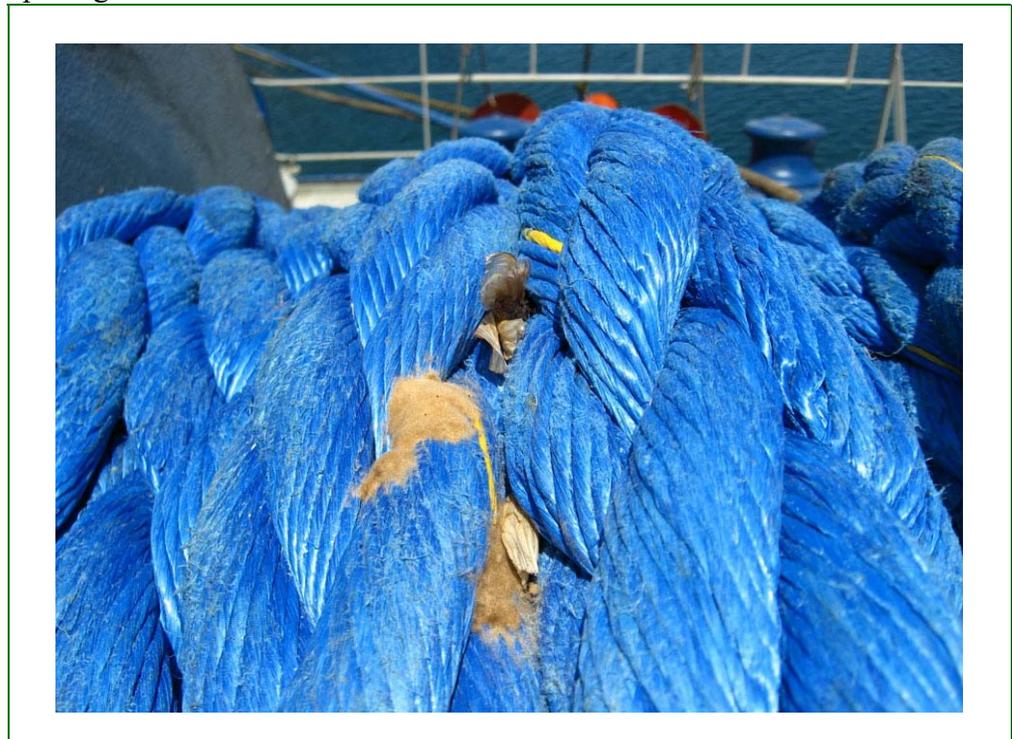


Figure 1 AGM Egg Masses on Blue Nylon Rope



Figure 2 AGM Eggs Found Between Two Bays on a Support Beam Near a Cargo Hold Opening

If the officer identifies eggs, larvae, pupae, or adult moths the suspects will be collected and the area treated. The suspect AGM will be sent for identification. The officer will determine the appropriate action based on the identification and the level of infestation.

If suspect AGM are found, CBP will notify the Captain that a serious plant pest has been detected and the vessel may be re-boarded if AGM is confirmed. If the identifier confirms the presence of AGM, the vessel may be instructed to leave U.S. waters for decontamination prior to re-entering or beginning operations at any U.S. port. The officer will determine if the ship must leave U.S. waters to be decontaminated, based on the level of infestation and the ability to mitigate the risk of introduction of AGM at the port.

Upon conclusion to remove a vessel from U.S. territorial waters, PPQ Form 523, Emergency Action Notification will be issued. Any additional CBP forms will be issued as required by CBP policies and procedures. The Captain will be asked to prepare for and execute an immediate departure. The notification will instruct the ship's agent to immediately call out necessary tugs, linesmen, and pilots for the ship's departure. The only actions allowed are those that make the ship seaworthy, such as bunkering.

Ships may request reentry to a U.S. port of entry when they give CBP assurances that all egg masses are removed or disposed of properly.

During re-inspection, any subsequent suspect AGM found will result in additional pest prevention action. These actions will result in costly delays and further detection of potential AGM presence may lead to denying entry into the United States.

Returning to Port for Re-inspection

CBP will instruct the vessel on a time and place where re-inspection will occur. This may be to a designated remote location or instream. Further detection of viable suspect AGM life stages will require additional action resulting in continued costly delays and intensive pest control actions.

Upon re-inspection, if additional viable suspect AGM life stages are detected, the vessel will be required to employ a pest control company capable of handling large commercial assignments. The commercial company shall fully inspect and certify freedom from all AGM life forms. Under normal circumstances this action should take place outside of U.S. territorial waters. If safeguarding, weather and/or safety must be considered, remedial measures must be deployed to minimize potential pest risks.

Background

AGM, *Lymantria dispar*, and other Lymantrid species from high-risk areas including Far East Russian, Chinese, South Korean, and Japanese ports where AGM populations are at high densities may infest ships and be transported to the United States. Inspection and exclusion of infested ships will prevent the spread of AGM.

The AGM displays significant behavioral differences compared to the European gypsy moth (EGM). The female AGM is an active flier that is attracted to lights, and capable of flying up to 25 miles. The AGM larvae have a broader host range and feed on larch and other conifers as well as on alder and willow. Oaks and other hardwood species are also acceptable hosts. Female adults die after laying eggs.