

# MEMBER ALERT



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**APRIL 21, 2014**

## **US DEPARTMENT OF AGRICULTURE – 2014 UPDATE – ASIAN GYPSY MOTH**

Reference is made to the June 2009 issue of **Currents** as well as the Member Alerts of June 1, 2010 and July 16, 2009 regarding the Asian gypsy moth, and measures to prevent infestation of commercial vessels calling at ports in western North America.

The United States Department of Agriculture (USDA) has recently issued “Special Procedures for Suspect Asian Gypsy Moth (AGM) Ships” from its *Manual for Agricultural Clearance*, as attached. The Manual provides Customs and Border Protection (CBP) personnel at relevant locations with policy and protocol guidelines to prevent the invasion of pests which threaten US agriculture.

This problem is of particular concern for vessels calling from ports in China, Korea, Japan, far eastern Russia and northern China (ports north of Shanghai). The period of risk for the Asian gypsy moth in these regions of Asia is from June 1 through September 30.

Your Managers recommend that Members review the attached information and take appropriate actions as needed. The *Manual for Agricultural Clearance* can also be found in its entirety at the following website:

[http://www.aphis.usda.gov/import\\_export/plants/manuals/ports/downloads/mac.pdf](http://www.aphis.usda.gov/import_export/plants/manuals/ports/downloads/mac.pdf).

Should Members have any questions, your Managers would be happy to address them. In this regard, Members should contact Dr. William Moore, Senior Vice President & Loss Prevention Manager (Direct Dial: +1-212-847-4542; email: [william.moore@american-club.com](mailto:william.moore@american-club.com)).

## **Special Procedures for Suspect Asian Gypsy Moth (AGM) Ships**

The purpose of this manual section is to provide guidance and protocol to prevent the artificial spread of Asian gypsy moth (AGM), *Lymantria dispar*, from high-risk areas including Far East Russian, Northeast Chinese, Korean, and Japanese ports where AGM populations are at high densities (see **Figure 6-2** on **page 6-32**). 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 feed on larch and other conifers as well as on alder and willow. Oaks and other hardwood species are also acceptable hosts. Adults die after laying eggs.

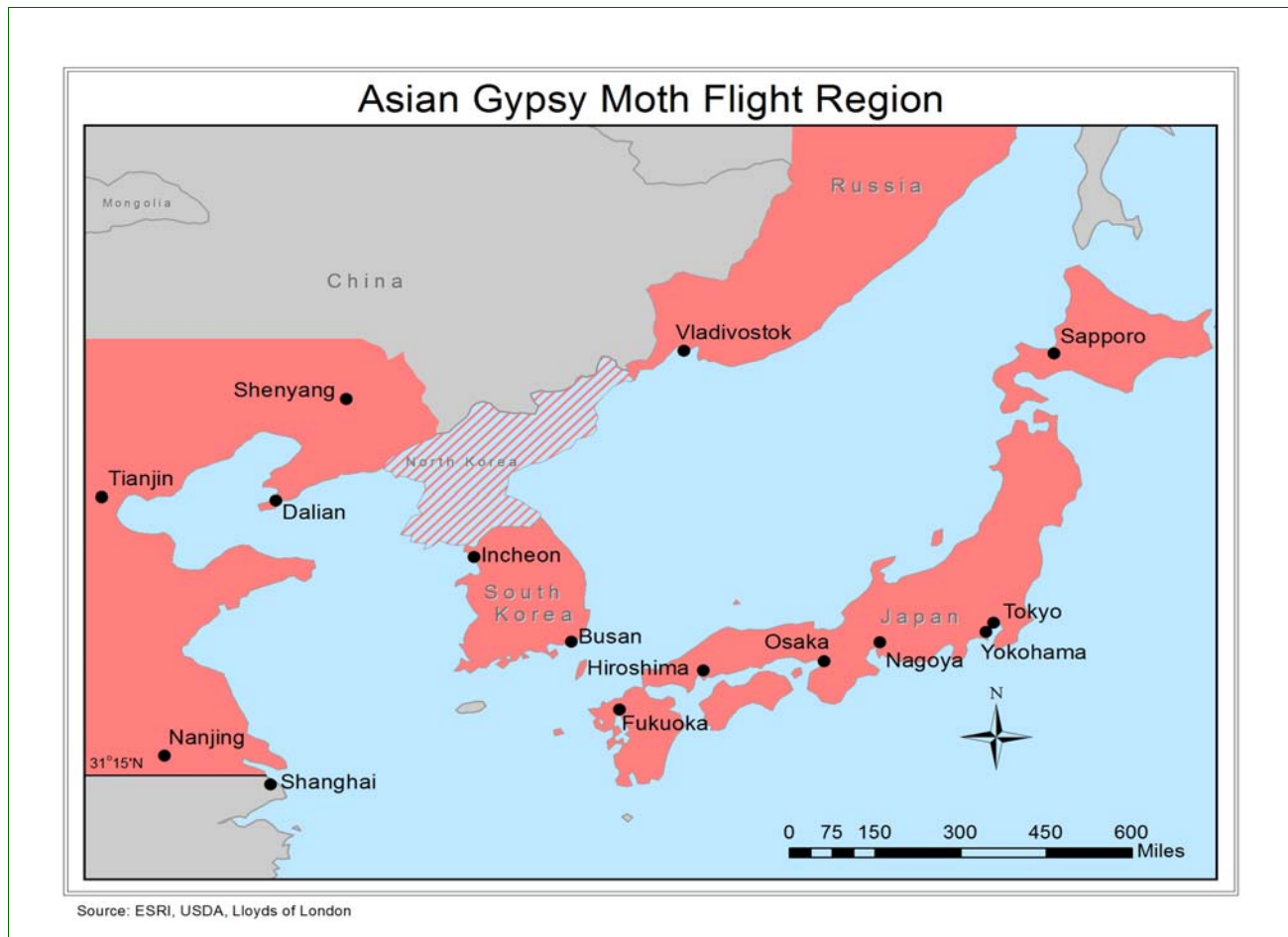
The female AGM lays eggs primarily during July through September in Far East Russia and northern Japan; from June through August in central and southern Japan; and from June through mid-September in South Korea and northern China (including all ports north of 31° 15' N latitude; north of Shanghai). Attracted by the lights on ships, the females may lay eggs on the superstructure.

### **Determine Status of Arriving Ships**

Research to determine which ships should be boarded on arrival; which vessels require normal, non-AGM boarding procedures; and which ships should be excluded entry. 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 \(a\)](#)]. These procedures use two approaches: (1) PPQ requires ships to obtain a certification that they are free from AGM prior to departure during PPQ designated high-risk periods and (2) if a pest is found, CBP has the authority to order a ship to leave U.S. waters to resolve the situation.

## Clearing Vessels

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**FIGURE 6-2: Asian Gypsy Moth Flight Region**

**EXEMPTION:** The following States/territories are exempt (shall **not** exclude vessels) because climate factors are **not** conducive for AGM hatching or proliferation: Guam, Hawaii, Puerto Rico and the U.S. Virgin Islands. Therefore, throughout the year, ships from Far East Russian and identified high-risk Japanese ports are allowed to arrive in Guam, Hawaii, Puerto Rico, and the U.S. Virgin Islands, subject to inspection. If the ship's schedule includes subsequent continental U.S. ports of call, then the ship **must** be inspected for AGM.

### Assessing Risk

#### Step 1: Check the Ship's Itinerary

Assess voyage history to determine if a vessel called on high risk ports during designated AGM flight periods during the current and previous year. It is critical to review the itinerary for the previous 24 months or more to ensure that it covers the entire previous high risk season. A 24 month history helps assess likelihood of egg viability.

## Country Specific Indicators

Check the ship's itinerary for a Far East Russia port that occurs within the range from Posyet to Nikolayevsk. The three most common ports of call in Far East Russia are Nakhodka, Vladivostok, and Vostochnyy. The other ports in Far East Russia that are regulated are Kozmino, Olga, Plastun, Posyet, Slavyanka, Vanino, and Zarubino.



Important

If strange names are on the itinerary, get a map of the high-risk area (extreme southeast mainland of Russia) and match any listed ports.

Check and verify the ship's itinerary to see if it has called on a Japanese, northern Chinese or South Korean port during designated flight periods.

Identify which inbound vessels are a high risk for AGM. Examples include:

- ◆ Itinerary/port of call list/crew embarkation ports
- ◆ Ships that have been in Far East Russia ports between July 15 and September 30 of the previous or current calendar year
- ◆ Ships that have been in ports in Japan, South Korea, and northern China during designated flight periods (see [Table 6-14](#) on [page 6-37](#))
- ◆ Other voyage particulars that indicate risk, and include specific information from a captain, crew, agent, or U.S. Coast Guard about presence of suspect AGM egg masses



Important

A ship's name, registration and flag may change, but a ship's hull number (IMO number) **never** changes.

## Step 2: Review Vessel's AGM Certificates

### AGM certified

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

### Non-certified

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

**Clearing Vessels**

Special Procedures for Suspect Asian Gypsy Moth (AGM) Ships

**Policy**

AGM inspection policy emphasizes ship inspections. All vessels from AGM areas during the high risk flight period **must** arrive with valid AGM certification. Ships without certification are a greater risk because AGM required risk mitigation efforts have not been applied. Elevated safeguarding measures will be applied to non-certified ships and these vessels will likely encounter delay. Vessels can expect to receive the following enforcement monitoring actions:



- ◆ Non-certified vessels: will receive an AGM inspection at all US 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 (see [Table 6-18](#) on [page 6-44](#))

**Step 3: Consider Ship’s Date of Arrival**

Refer to [Table 6-13](#) on [page 6-34](#) to determine when to inspect a vessel based on the ship’s date of arrival.

**TABLE 6-13: Asian Gypsy Moth Inspection Periods at U.S. Ports for Ships Arriving from Far East Russia, Japan, South Korea, or Northern China Ports (Per APTL and APHIS Policy) Based on Favorable Hatching Climate Conditions**

| Port Location   | Date of Arrival |     |     |     |     |     |     |     |     |     |     |     |
|---|-----------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|   | Jan             | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Alaska  |                 |     |     |     |     |     |     |     |     |     |     |     |
| Great Lakes   |                 |     |     |     |     |     |     |     |     |     |     |     |
| Hawaii  |                 |     |     |     |     |     |     |     |     |     |     |     |
| Oregon  |                 |     |     |     |     |     |     |     |     |     |     |     |
| Puerto Rico   |                 |     |     |     |     |     |     |     |     |     |     |     |
| Washington State  |                 |     |     |     |     |     |     |     |     |     |     |     |
| Norfolk, VA and northward                                       |                 |     |     |     |     |     |     |     |     |     |     |     |
| South of Norfolk, VA to Jacksonville, FL                        |                 |     |     |     |     |     |     |     |     |     |     |     |
| South of Jacksonville, FL                                       |                 |     |     |     |     |     |     |     |     |     |     |     |
| Alabama, California, Florida, Louisiana, Mississippi, and Texas |                 |     |     |     |     |     |     |     |     |     |     |     |

 Inspection required during this high-risk period  
 Inspection **not** required but recommended



Southern ports need to be more aware of AGM inspection of ships year round. There is a possible risk of larvae hatching in these warmer climates even during the months which are **not** considered the high-risk hatching period.

### Criteria

Making decisions: Determine which ships are to be considered a risk. Before boarding, consider the following:

1. Is vessel in possession of AGM Certificate?
2. What is the vessel's history of high risk ports (itinerary)?
3. What calendar dates match high risk profile for AGM?
4. Is there evidence of interceptions from previous ports?

A ship's itinerary determines risk level. Refer to **Table 6-14** on **page 6-37** for procedures during the high-risk period and to **Table 6-17** on **page 6-39** for procedures during the low-risk period. Refer to **Table 6-13** on **page 6-34** for climatic periods that are conducive for sustaining AGM life cycles in the U.S.

**High-Risk Ships**—A ship is consider high-risk when in an AGM country during the high-risk flight period. Refer to **Table 6-14** on **page 6-37** for boarding decisions.

**Low-Risk Ships**—A low-risk ship was **not** in an AGM country during the flight period (refer to **Table 6-17** on **page 6-39**).

**High-risk Period**—Refer to **Table 6-13** on **page 6-34** for boarding vessels during high-risk inspection periods in the U.S. AGM is not likely to complete its life cycle outside of the high-risk period due to the climate factors involved. If possible, at least two officers should inspect the ship.

**Boarding AGM Vessels**—Refer to **Table 6-14** on **page 6-37** for AGM boarding guidance. All AGM-certified vessels may proceed to dock. If specific and elevated risk has been articulated by a previous port, the vessel's agent, U.S. Coast Guard, the vessel's captain or crew, consult PPQ and APTL for alternative boarding strategies including anchorage, instream, pre-approved remote sites, and offshore cleaning procedures.

If you determine an arriving ship to be infested with AGM, go to **Prevent AGM Introduction** on **page 6-36**.

Boarding a ship offshore is an option which must be requested by the agent and approved by CBP. All arrangements concerning transportation to the ship and the method of boarding should be confirmed before the trip to the ship begins. Boarding ships offshore is a nonstandard procedure. If approved, then use the following guidelines:

1. Request the ship's agent or the U.S. Coast Guard (at particular sites) to arrange for and provide boarding and retrieval launch, and a suitable boarding method. U.S. Coast Guard units at ports without sufficient resources to transport a CBPAS can provide CBP with a list of certified, commercial marine taxis or launch services.
2. Follow local port procedures, including all safety gear/devices.
3. Board the ship on arrival, within 1 hour after sunrise and 3 hours before sunset.
4. Board by conventional gangway or another method judged safe by the boarding officers.

### **Prevent AGM Introduction**

See **Table 6-14** on **page 6-37**, which summarizes the procedures for determining action to take for ships arriving during the high-risk hatching period. While in port, monitor previously infested ships for hatching AGM larvae. See **Table 6-18** on **page 6-44** to determine safeguarding action. Every effort should be made to encourage voluntary exclusion of ships that are identified as high-risk for AGM infestation arriving at a U.S. port during the high-risk hatching period.

To reduce risk of AGM introduction, excluding infested ships provides the benefit of saving money for the shipping industry by reducing the possibility of a ship being ordered out of U.S. waters after traveling inland waterways.

**TABLE 6-14: Procedures to Follow for Ships Arriving During High-Risk Period<sup>1</sup>**

| <b>If a ship's itinerary:</b>  | <b>And called at port:</b>               | <b>And certification<sup>2,3,4</sup> is:</b> | <b>Then:</b>   |
|--|--|--|--|
| Includes a Far East Russia port <sup>2</sup>   | Between July 15 and September 30         | <b>Absent</b>                                | ◆ PROVIDE options for inspection outside the port area <sup>5</sup><br>◆ GO to <b><i>Inspect for AGM</i></b> |
|  |  | Present                                      | ◆ ALLOW movement to berth  |
|  | <b>Other than</b> the time of year above | —————→                                       | ◆ REFER to APTL and APHIS policy in <b>Table 6-13</b> on <b>page 6-34</b>                                    |
| Includes a Japan port <sup>1</sup>   | —————→                                   | —————→                                       | GO to <b>Table 6-15</b> on <b>page 6-38</b>  |
| Includes a South Korea or Northern China port <sup>3, 4</sup>                                      | Between June 1 and September 30          | Absent                                       | ◆ ALLOW movement to berth<br>◆ GO to <b><i>Inspect for AGM</i></b>   |
|  |  | Present                                      | ◆ ALLOW movement to berth  |
|  | <b>Other than</b> the time of year above | —————→                                       | ◆ REFER to APTL and APHIS policy in <b>Table 6-13</b> on <b>page 6-34</b>                                    |
| Does <b>not</b> include a Far East Russia, Japan, South Korea, or Northern China port <sup>6</sup> | —————→                                   | —————→                                       | REQUIRE standard, non-AGM boarding procedures  |
| <b>Cannot</b> be ascertained or the ship has transited an area where AGM is known to occur         | —————→                                   | —————→                                       | ◆ ALLOW movement to berth<br>◆ GO to <b><i>Inspect for AGM</i></b>   |
| Includes a Far East Russia port <sup>2</sup>   | —————→                                   | <b>Absent</b>                                | ◆ PROVIDE options for inspection outside the port area <sup>5</sup><br>◆ GO to <b><i>Inspect for AGM</i></b> |
|  |  | Present                                      | ◆ ALLOW movement to berth<br>◆ REFER to APTL and APHIS policy in <b>Table 6-13</b> on <b>page 6-34</b>       |
| Includes a Japan, South Korea, or Northern China port <sup>3, 4</sup>                              | —————→                                   | Absent                                       | ◆ ALLOW movement to berth<br>◆ GO to <b><i>Inspect for AGM</i></b>   |
|  |  | Present                                      | ◆ ALLOW movement to berth<br>◆ REFER to APTL and APHIS policy in <b>Table 6-13</b> on <b>page 6-34</b>       |

- 1 Dates of risk are subject to annual changes.
- 2 Certifications from Far East Russian ports must be from the Federal Service for Veterinary and Phytosanitary Surveillance of the Russian Federation and declare that the vessel is free from AGM.
- 3 South Korean AGM Certificates issued after March 1, 2012 will be issued by the International Plant Quarantine Accreditation Board (IPAB). See [Examples of AGM Certificates](#) on **page 6-51**.
- 4 Certifications from China must come from CCIC Inspection Co., LTD (CCIC).
- 5 If ships are found to be infested, then the options for inspection are off-shore inspections or inspections at remote docking locations away from port areas.
- 6 Vessels from other countries and areas where AGM is prevalent may also be subject AGM inspection at berth.



## Clearing Vessels

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**TABLE 6-15: Procedures to Follow for Ships that Call on Japanese Ports**

| If the ship called at the port:  | And:  | Then:  |
|--|---|--|
| Not during an AGM flight period for a port listed in <a href="#">Table 6-16</a> on <a href="#">page 6-39</a> | →   | <ul style="list-style-type: none"> <li>◆ ALLOW movement to berth</li> <li>◆ REFER to APTL and APHIS policy in <a href="#">Table 6-13</a> on <a href="#">page 6-34</a></li> </ul> |
| During an AGM flight period for a port listed in <a href="#">Table 6-16</a> on <a href="#">page 6-39</a>     | Has a pre-departure inspection certificate issued by an approved company in Japan <sup>1</sup> or any other approved inspection certification |  |
|  | Lacks the above certification   | <ul style="list-style-type: none"> <li>◆ ALLOW movement to berth</li> <li>◆ GO to <a href="#">Inspect for AGM</a></li> </ul>   |

- 1 Allow vessels from Japan to enter U.S. berths for Asian Gypsy Moth (AGM) inspection. This list is presently under review and subject to change.

Vessels that call on ports in Japan during high-risk periods should arrange to have pre-departure certification issued by the following authorized third-party inspection bodies in Japan. The certificates will include the seal of the company that conducted the certification. The names of the approved and authorized companies are as follows:

- ◆ All Nippon Checkers Corporation (ANCC)
- ◆ Hokkaido Bouekikunjo 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)



Ships from Japan, South Korea, and Northern China can proceed to U.S. berths for AGM inspection procedures, unless there is evidence that suggests AGM may be present.

**TABLE 6-16: AGM Flight Regions by Japan Prefectures**

| Port Location |  |   |                   |
|---------------|--|---|-------------------|
| Region        | Prefecture   | Non-inclusive List of Ports Within Flight Region  | AGM Flight Period |
| Northern      | Aomori, Fukushima, Hokkaido, Iwate, or Miyagi  | Aomori, Hachinohe, Hakodate, Ishikariwanshinko, Kushiro, Muroran, Otaru, Rumoi, and Tomakomai   | Jul 1 – Sep 30    |
| Western       | Akita, Ishikawa, Niigata, Toyama, or Yamagata  | Fushiki, Kanazawa, Nanao, Naoetsu, Niigata, Sakata, and Toyama Shin   | Jun 25 – Sep 15   |
| Eastern       | Aichi, Chiba, Fukui, Ibaraki, Kanagawa, Mie, Shizuoka, or Tokyo  | Chiba, Gamagori, Kashima, Kinuura, Kisarazu, Nagoya, Shimizu, Toyohashi, Tsuruga, and Yokohama  | Jun 20 – Aug 20   |
| Southern      | Ehime, Fukuoka, Hiroshima, Hyogo, Kagawa, Kagoshima, Kochi, Kumamoto, Kyoto, Miyazaki, Nagasaki, Oita, Okayama, Osaka, Saga, Shimane, Tottori, Tokushima, Wakayama, or Yamaguchi | Aboshi, Amagasaki, Fukuyama, Hakata, Hannan, Hibikinada, Hirohata, Hiroshima, Kakogawa, Kobe, Kokura, Komatsushima, Kudamatsu, Matunaga, Mizushima, Nagahama, Niihama, Oita, Osaka, Sakai, Sakai-Senboku, Takamatsu, Tobata, Tokuyama, Ube, Uno, and Yahata | Jun 1 – Aug 10    |
| Far Southern  | Okinawa  | Naha  | May 25 – Jun 30   |



If a port is **not** listed, use an online search engine to determine which prefecture includes the port.

**TABLE 6-17: Procedures to Follow for Ships Arriving During Low-Risk Period**

| If a ship's itinerary:  | Then:  |
|---|--|
|   | <ul style="list-style-type: none"> <li>◆ ALLOW movement to berth</li> <li>◆ REFER to APTL and APHIS policy in <a href="#">Table 6-13</a> on <a href="#">page 6-34</a></li> </ul> |
| Includes a Far East Russia, Japan, South Korea, or Northern China port                |  |
| Does <b>not</b> include a Far East Russia, Japan, South Korea, or Northern China port | REQUIRE normal, non-AGM boarding procedures  |
| Cannot be ascertained, or has transited suspect areas                                 | <ul style="list-style-type: none"> <li>◆ ALLOW movement to berth</li> <li>◆ REFER to APTL and APHIS policy in <a href="#">Table 6-13</a> on <a href="#">page 6-34</a></li> </ul> |

### Inspect for AGM



Board suspect AGM ships on arrival or within 1 hour of sunrise if the ship arrives during the night. AGM is known to fly toward light sources and during dawn and dusk periods.

### Step 1: Prepare Materials

Have on hand the following AGM inspection tools and supplies:

- ◆ AGM Boarding Bag to include:
  - ❖ **AGM Boarding Inspectional Guide Sheet** (see **Appendix C**)
  - ❖ Binoculars
  - ❖ Blank EAN
  - ❖ Cell Phone
  - ❖ Digital Camera
  - ❖ Flashlight
  - ❖ Mirrors
  - ❖ Plastic bags that zip closed
  - ❖ Scraper
- ◆ Golden Pest Spray Oil and applicator
- ◆ Recommended Safety Equipment: Hard hat, reflective vest

### **Step 2: Look for Egg Masses**

Inspect all accessible areas of the ship's super-structure. Use binoculars to inspect unreachable areas of the ship. Inspect the ship's hold(s) when there are indications (physical evidence on the superstructure or ship records) that the ship has been cleaned for AGM. Egg masses are the most likely life stage to be found on the superstructure of ships. During March through August, hatching larvae can be found. Hatching larvae always present an **unacceptable** pest risk any time of the year at any U.S. port. If you detect egg masses or hatching larvae, inspect the entire ship to fully determine the extent of infestation.

While some adult moth infestations on the exterior surfaces of vessels may be of foreign origin, it is possibly the result of native insects flying to the lights of the ship from the US shore. (Example: a vessel departs coastwise from the berth in the evening, with lights on, during a time of high insect activity). Refer to *Inspecting the Deck* on **page 6-10** for more information.

The following points will help you detect gypsy moth infestations:

- ◆ Egg masses normally are deposited:
  - ❖ In sheltered locations
  - ❖ In crevices or cavities
  - ❖ Under tarps
  - ❖ Behind walls and doors
  - ❖ Around light fixtures
  - ❖ Underneath the hold rims

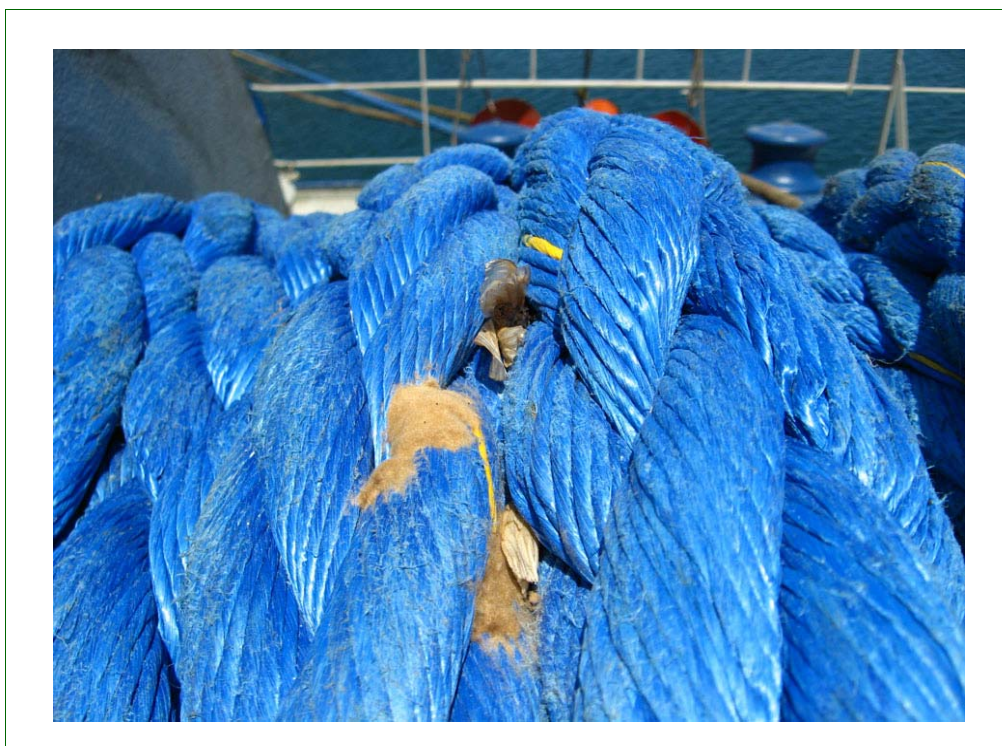
- ◆ Establish a pattern in order to inspect the entire super-structure
- ◆ Female AGMs are attracted to light; therefore, the female moths could lay their egg masses on surfaces of the ship that are exposed to night lights. However, if the ship was lit with shore-based flood lights while in a foreign port, egg masses could be found in all locations
- ◆ Look for evidence of fresh paint covering scrapes on walls or painted over egg masses
- ◆ Look for hatching larvae that may be blowing on silk strands from the ship. Peak hatching of eggs is in the morning. Dispersing larvae move toward vertical structures and climb rapidly

If you find suspect AGM specimens, refer to **Table 6-18** on **page 6-44** for safeguarding actions.

See **Figure 6-3** on **page 6-42** for a photograph of AGM egg masses aboard a ship. The egg masses appear as brown fuzz on the blue nylon rope. **Figure 6-4** on **page 6-42** illustrates AGM eggs found between two bays on a support beam near a cargo hold opening.



Vessel crews may paint over egg masses before a ship arrives in the U.S. Consider these egg masses to be viable organisms and submit for identification when found!



**FIGURE 6-3: Asian Gypsy Moth Egg Masses on Blue Nylon Rope**



**FIGURE 6-4: AGM Eggs Found Between Two Bays on a Support Beam Near a Cargo Hold Opening**

### **Step 3: Detect and Collect Egg Masses**

Samples of egg masses, larvae, and adults are needed for identification. Remove as many egg masses as possible from the ship. Using a knife, paint scraper, or putty knife, scrape the egg masses from the ship's surface and place into a container. **Be careful not to drop egg masses into the water.**

When suspect egg masses are found, CBP will generate an **AGM Scientific Report**, which is communicated to PPQ and APTL. CBP will then submit a Significant Incident Report (SIR). Upon final pest determination, CBP will submit a Significant Agriculture Incident Report (SAIR).

### **Step 4: Apply Treatment Where Interceptions Were Removed**

After scraping the egg masses for collecting and submission, drench those areas associated with egg masses with *Golden Pest Spray Oil* registered for gypsy moth. This product is available from Stoller Enterprises, Inc., 4001 W. Sam Houston Pkwy N., Houston, TX 77043-1226 telephone number (713) 461-1493, FAX (713) 461-4467. Use this spray to ensure treatment of stray gypsy moth eggs.

**Application Technique**—Mix equal amounts of *Golden Pest Spray Oil* and water and apply to egg masses as a 50% mix. Make a new mix each day treatments are made. Using a small hand sprayer, apply the mixture to individual egg masses until they are completely saturated. Keep the mixture agitated while treating.

Port Directors should work with port authorities and/or ships' agents to arrange for commercial pesticide applicators to be on standby in the event they are needed to conduct remedial inspections and to apply the treatment. Commercial application will be at the expense of the agent, ship, or port authority.

**Clearing Vessels**

Special Procedures for Suspect Asian Gypsy Moth (AGM) Ships

**TABLE 6-18: Handling Interceptions and Notifications**

| If:                                      | And:  | And:   | Then:   |
|--|---|--|---|
| AGM vessel inspection performed          | A small number of suspect AGM specimens are detected <sup>1</sup>                         | →  | <ul style="list-style-type: none"> <li>◆ Collect specimens and apply Golden Pest Spray Oil (GPSO) to the area where the specimens were removed. Continue inspection until complete.</li> <li>◆ Issue Warning Notice: “Asian gypsy moth, a serious plant pest, is suspected and has been found on your vessel. The vessel may be reboarded, and may be ordered to leave U.S. territorial waters depending on additional pest risks.”</li> </ul>  |
|  | An <b>excessive infestation amount</b> of suspect AGM specimens are detected <sup>1</sup> | Any AGM threat has been mitigated and all risks have been removed <sup>2</sup>                                       | <ul style="list-style-type: none"> <li>◆ Prepare interception specimens as URGENT (see <b>Step 6</b> on <b>page 6-45</b>)</li> <li>◆ Record data, complete the <b>AGM Scientific Report</b> (see <b>Step 7</b> on <b>page 6-46</b>)</li> <li>◆ Notify PPQ and APTL via email with subject line “Suspect AGM Detected” (see <b>Step 8</b> on <b>page 6-47</b>)</li> <li>◆ Allow the vessel to proceed coastwise; notify and inform next CBP port(s) of the pest risk and estimated times of arrival</li> </ul> |
|  |   | There is a concern for additional unknown egg masses on the vessel, too many to survey, or out of reach <sup>3</sup> |   |
| Unloaded <b>cargo</b> inspected on shore | Suspect AGM egg masses are detected <sup>5</sup>  | →  | GO to <b>Step 9: Monitor Ships and Break Bulk Cargo</b> on <b>page 6-48</b>   |
| Reboarding for re-inspection             |   | →  | Go to <b>Table 6-19</b> on <b>page 6-51</b>   |
| <b>No</b> interception submitted         |   | →  | Email <b>CBP Form AI-288, Ship Inspection Report</b> , and AGM certificate to PPQ <a href="mailto:AGM@aphis.usda.gov">AGM@aphis.usda.gov</a> with subject line “Ship Inspection Report” or FAX to PPQ at 301-734-5269   |

- 1 Suspect AGM specimens include egg masses that appear fresh, viable for hatching, and are consistent with evidence to indicate that AGM life stages are possible from the itinerary and history of the vessel’s presence where AGM is known to occur.
- 2 Even if excessive egg masses were present, CBP concludes the threat of AGM organisms has been eliminated.
- 3 If fresh egg masses that appear viable are found scattered about the vessel, and the threat of potential spread remains, then removal and safeguarding steps are warranted. CBP will notify PPQ of the intent to remove the vessel and/or safeguarding measures.
- 4 Depending on the life stage found and the host material present at the port, weather and other variables, ordering a ship to leave may spread AGM over a larger area than allowing the ship to stay at the berth.
- 5 A separate AGM Scientific Report is required for cargo, even if an ASR was generated for egg masses on the vessel/conveyance.

### Step 5: Finalize Vessel Inspection

- ◆ Continue searching the vessel to locate and treat areas where AGM was suspected.
- ◆ CBP is **not** expected to cleanse or treat the entire vessel when excessive egg masses are discovered; however it is beneficial to detail the extent of the infestation, and mitigate threat where necessary.
- ◆ Consider shipments being discharged, and inspect containers and bulk cargo that is of high risk for AGM contamination, particularly when excessive egg masses are found on the super structure.
- ◆ Notify the Captain that a serious plant pest has been detected and the vessel may be re-boarded if AGM is confirmed. Then after confirmation, if excessive viable suspect AGM life stages are found, depending on weather and safeguarding conditions, the vessel must leave U.S. waters for decontamination prior to re-entering or beginning operations at any U.S. port.

### Step 6: Prepare Interception Specimens

To preserve specimens for submission, please observe the following procedure and submit to the port Identifier (combine AGM interceptions on a vessel for one pest ID number):



**Important**

**Never** submit multiple PPQ Form 309s for suspect AGM detected on the same vessel. Combine all egg masses, adults and larvae into one interception.

1. Prepare and keep egg masses separate in individual plastic bags that zip closed and double seal with additional bag.
2. Package the whole egg mass—**no** portions unless noted as found.
3. Send the egg mass live, **not** treated or killed, should rearing be necessary.
4. Prepare suspect AGM larvae, unboiled, in 95% ethyl alcohol.
5. Prepare suspect AGM adults dead and dry (do **not** put in alcohol). Adult moths can be frozen to kill them.
6. Forward to PPQ Identifier with a completed **PPQ 309, Pest Interception Record** and/or enter into Pest ID (see [Lists of PPQ Identifiers and PPQ National Specialists](#)). Mark suspect AGM life stages “URGENT” when submitting to identifiers. Upon preliminary identification as suspect AGM, the PPQ Identifier will forward sample with proper permit, if necessary.



Deliver and ship all suspect AGM specimens to PPQ Specialists. PPQ Specialists will forward to the Otis Pest Survey Detection and Exclusion Laboratory (PSDEL) for confirmation through DNA analysis.<sup>10</sup> Address the interceptions:

Asian Gypsy Moth Analysis  
USDA, APHIS, PPQ  
Otis PSDEL  
Bldg. 1398, W. Truck Rd.  
Buzzards Bay, MA 02542-1329  
Telephone 508-563-0909

The PPQ identifier will send the specimens to the Otis laboratory by overnight carrier, and send an e-mail notification with the tracking number and Pest ID collection number to the following contacts:

- ◆ State Plant Health Director (SPHD)
- ◆ PPQ AGM Program Manager
- ◆ Laboratory Director, Otis PSDEL
- ◆ [ppq.nis.urgents@aphis.usda.gov](mailto:ppq.nis.urgents@aphis.usda.gov)

### **Step 7: Record Results**

A detailed inspection summary follows:

1. Please include the following paperwork:
  - ❖ ***CBP Form AI-288, Ship Inspection Report***
  - ❖ AGM Certificate of Inspection from Russia, Japan, South Korea, China, or other authorized countries
  - ❖ ***AGM Scientific Report***, if necessary
2. Clearly identify the information with the title, “AGM Ship Inspection,” and capture additional data at the top portion of the form. Handwrite the information shown in green (see **Figure 6-5** on **page 6-47**) on the CBP Form AI-288.
  - ❖ Was an AGM certificate presented for the vessel?
  - ❖ Record the country that issued the certificate
  - ❖ Record the number of specimens found

Use ***CBP Form AI-288, Ship Inspection Report*** on **page A-48** to document the above information. Note in *Remarks* the results of inspection and the action taken.

---

<sup>10</sup> If conditions exist that prevent submission of pests using normal procedures, contact PPQ and APTL for guidance.

**AGM Ship Inspection**  
DEPARTMENT OF HOMELAND SECURITY  
U.S. Customs and Border Protection

**AGM Cert: Yes**  
**Country: S. Korea**  
**Specimens: 0**

**SHIP INSPECTION REPORT**

|  |  |                              |  |                             |  |
|--|--|------------------------------|--|-----------------------------|--|
| 1. PORT REPORTING  |  | 2. FLAG/NAME OF VESSEL       |  | 3. DOCK                     |  |
| 4. FROM (Port and Country)                                 |  |                              | 5. VIA                                       |                             |  |
| 6. ARRIVAL DATE  | 7. ARRIVAL TIME<br>ETA          ACTUAL |                              | 8. INSPECTION DATE                           |                             | 9. INSPECTION TIME<br>FROM          TO |
| 10. NUMBER PASSENGERS AND CREW CLEARED                     |  | 11. NUMBER PIECES OF BAGGAGE |  | 12. PROPOSED DEPARTURE DATE |  |
| <b>PROHIBITED AND/OR RESTRICTED AGRICULTURAL MATERIALS</b> |  |                              |  |                             |  |
| 13. COMMODITY  | 14. LOCATION                           | 15. COUNTRY OF ORIGIN        | 16. SAFE GUARD AND/OR DISPOSITION PRESCRIBED |                             |  |
|  |  |                              |  |                             |  |
|  |  |                              |  |                             |  |
|  |  |                              |  |                             |  |
|  |  |                              |  |                             |  |
|  |  |                              |  |                             |  |

**FIGURE 6-5: Ship Inspection Report Indicating AGM Ship Inspection**

The [Canadian Food Inspection Agency](#) (Ottawa) will notify Plant Protection and Quarantine (PPQ) of their AGM ship inspection results. CBP and/or PPQ will in turn notify CFIA of U.S. AGM ship inspection results. The vessel may possess an [inspection certificate from CFIA](#) indicating an AGM inspection was conducted on the current voyage.

3. Enter inspection results into CBP’s Vessel Management System (VMS).

**Step 8: Notify Contacts and Report Suspect AGM Detections**



- ◆ **When interceptions are not found**, Email [CBP Form AI-288, Ship Inspection Report](mailto:CBP Form AI-288, Ship Inspection Report) and any AGM certificates to [AGM@aphis.usda.gov](mailto:AGM@aphis.usda.gov) with subject line “Ship Inspection Report” or FAX to PPQ at 301-734-5269.
- ◆ **When specimens/suspect AGM organisms are detected**, the [AGM Scientific Report](#) should be spelled out in the body of an urgent email for critical decision-making. The [AGM Scientific Report](#) is found on the CBPnet Secure (Sharepoint): OFO, APTL, under the “Tools” column. Copy and paste the [AGM Scientific Report](#) into the email body, and send this information (along with photos, certificates, AI-288, and additional evidence) to [AGM@aphis.usda.gov](mailto:AGM@aphis.usda.gov) with the subject line “Suspect AGM Detected.” The accompanying documents can alternately be faxed to PPQ at 301-734-5269.
- ◆ **NOTE:** When notifying PPQ and APTL of the intent to remove a vessel from port: In the subject line of the AGM Scientific Report email to PPQ and APTL, write: “Vessel Removal: excessive egg masses.”

## Notifying Contacts

Upon interception of suspect AGM egg masses or lifeforms, CBP must contact PPQ, APTL, and State Plant Health Director (SPHD), or designated PPQ representative by email or telephone through the proper CBP chain of command. **Send all correspondence to PPQ at: [AGM@aphis.usda.gov](mailto:AGM@aphis.usda.gov)** and to OFO-APL Mailbox at: [cbp.ofo-apl@dhs.gov](mailto:cbp.ofo-apl@dhs.gov) and include a return phone number in the email message.

## Reporting Suspect AGM Detections

1. AGM Scientific Report
  - ◆ The AGM Scientific Report (ASR) **must** be used as the initial summary of the inspection, as real-time scientific evidence is gathered, collected, and recorded
  - ◆ CBP will use the ASR to report suspect AGM organisms on vessels and when removing a vessel from port for excessive quantities of viable egg masses
2. CBP Situation Room (SitRoom) Report
  - ◆ SitRoom reports **must** be generated when suspect AGM is detected, and will be updated as otherwise required
  - ◆ SIR can be updated upon final determination
3. Significant Agriculture Incident Report (SAIR)
  - ◆ SAIRs should be generated upon final determination
  - ◆ SAIRs should be used to record detailed interception information, including specifics techniques and tools, for inclusion in a final report

### Step 9: Monitor Ships and Break Bulk Cargo

## Monitor Ships

Monitor ships that have been allowed to dock until they leave the port. Consider the discharged cargo, along with co-mingled dunnage and WPM that need to be monitored for potential AGM contamination/infestation. Consider shipments being discharged, and inspect containers and bulk cargo that is of high risk for AGM contamination, particularly when excessive egg masses are found on the super structure.

#### EXAMPLE

If steel beams are being discharged at the seaport and you find suspect AGM on this vessel, consider monitoring the break bulk cargo that is discharged at the port for presence of AGM egg masses.

## Break Bulk/General Cargo

If suspect AGM is detected on break bulk/general cargo having been discharged/unloaded from the conveyance:

- ◆ Issue the separate CARGO AGM Scientific Report (located on CBP Sharepoint, APTL, under the “Tools” column)
- ◆ Send the Cargo AGM Scientific Report to PPQ and APTL, subject line title: Suspect AGM Detected-CARGO

- ◆ CBP should work closely with local PPQ to determine appropriate pest mitigation measures due to bulk cargo storage/safeguarding challenges
- ◆ If the vessel has sailed coastwise, alert the previous and next CBP port(s) to communicate risk

### Step 10: Order a Ship to Leave

If a vessel is found to have [fresh excessive suspect AGM life stages](#), this should be considered a significant pest risk and the vessel shall be ordered to leave the port (see [Table 6-18](#) on [page 6-44](#)).

- ◆ Order the vessel to immediately cease all operations to ensure that contaminated cargo is not offloaded
- ◆ Immediately issue PPQ Form 523, Emergency Action Notification (see [Table A-35](#) on [page A-124](#)) and order the ship to leave
- ◆ Promptly complete the AGM inspection and prepare interception specimens as URGENT (see [Step 6](#) on [page 6-45](#)), complete the AGM Scientific Report (see [Step 7](#) on [page 6-46](#))
- ◆ Notify PPQ and APTL via email that the vessel is being ordered out of port (see [Step 7](#) on [page 6-46](#), AGM Scientific Report)

In the subject line of the AGM Scientific Report email to PPQ and APTL, write: “Vessel ordered out: excessive egg masses.” Attach AGM Scientific Report, photos, and other evidence, including the AI-288 and AGM certificates (if provided) with the email (see [Notifying Contacts](#) on [page 6-48](#)).

Each port should establish contingency plans for ordering vessels out of U.S. waters. Ensure the vessel’s captain is aware of the following:

- ◆ All life stages and signs of potential AGM
- ◆ The vessel is being ordered out of port
- ◆ The CBP Port Director or their designee will coordinate with the U.S. Coast Guard for assistance in escorting the vessel out of U.S. territorial waters
- ◆ Prior to returning to any U.S. port of entry, all potential AGM specimens **must** be removed from the vessel, including scraping, cleaning and decontaminating, all life stages of suspect AGM organisms

Upon conclusion to remove a vessel from U.S. territorial waters, issue [PPQ Form 523, Emergency Action Notification](#) (see [Table A-35](#) on [page A-124](#) for instructions on completing the form). Any additional CBP forms will be issued as required by CBP policies and procedures. Request the ship’s master 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 and given to CBP on reentry, or disposed of properly.

### **Step 11: Re-inspect/Order Professional Treatment Cleaning**

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 U.S. Refer to **Table 6-19** on **page 6-51** for additional instruction regarding re-boarding and re-inspecting.

### **Coastwise Re-inspection**

When CBP detects suspect AGM at a US port of entry and the number of suspect AGM life stages are in manageable quantity, the vessel may proceed coastwise. CBP shall inform the next U.S. ports of the potential serious pest risk and shall continue to safeguard appropriately.

While in the same AGM season, and upon re-inspection at the next U.S. port, if Otis PSDEL has not provided final confirmation and CBP again detects the presence of viable suspect AGM life stages, so long as safeguarding, weather, and overall safety conditions are acceptable, CBP shall order the vessel out of U.S. territorial waters for decontamination, scraping, cleaning and removal of all signs of potential AGM life stages (see **Table 6-19** on **page 6-51**). Refer to **Step 10** on **page 6-49**, issue an EAN, and allow the vessel's crew to conduct the cleaning operation in offshore waters. If safeguarding, weather or safety conditions are of concern, require professional cleaning alternatives.

### **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 in-stream. 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. Refer to **Table 6-19** on **page 6-51** to appropriately safeguard from further AGM pest risk.

**TABLE 6-19: Reboarding and Re-inspecting**

| If:                              | And:  | And:  | Then:  |   |
|----------------------------------|---|---|--|---|
| Reboarding for re-inspection     | Otis PSDEL determined the previous interception was <b>not</b> AGM  | —————→  | Re-boarding is <b>not</b> required; however if viable suspect AGM are detected refer to <b>Table 6-18</b> on <b>page 6-44</b> for guidance when handling interceptions   |   |
|                                  | The vessel was referred, a previous port found suspect or confirmed AGM, and the vessel has <b>not</b> previously been ordered out of port during the current AGM season              | Additional viable AGM life stages are detected during re-inspection |  | <ul style="list-style-type: none"> <li>◆ Promptly complete the AGM inspection</li> <li>◆ Order the vessel to immediately cease all operations and order the vessel to leave (see <b>Step 10</b> on <b>page 6-49</b><sup>1</sup>)</li> <li>◆ Apply <b>Step 11</b> on <b>page 6-50</b>. Require a commercial cleaning company to remove all life stages of AGM with certification that the vessel is free of all suspect AGM organisms.<sup>2</sup></li> <li>◆ Prepare interception specimens as URGENT (see <b>Step 6</b> on <b>page 6-45</b>)</li> <li>◆ Record data, complete the <b>AGM Scientific Report</b> (see <b>Step 7</b> on <b>page 6-46</b>)</li> <li>◆ Unless all AGM associated risks are otherwise mitigated, notify PPQ and APTL that removing the vessel is warranted, and proceed to remove the vessel from port (see <b>Step 10</b> on <b>page 6-49</b>)</li> </ul> |
|                                  |   | No additional detections  |  | Allow the vessel to proceed   |
|                                  | The vessel was previously ordered out of port to clean and decontaminate from exceeding the allowable threshold of suspect or confirmed AGM life stages during the current AGM season | Additional viable AGM life stages are detected during re-inspection |  | Stop all vessel activity and Immediately issue <b>PPQ Form 523, Emergency Action Notification</b> (see <b>Table A-35</b> on <b>page A-124</b> ). Require a commercial cleaning company to remove all life stages of AGM with certification that the vessel is free of all life stages of AGM (see <b>Step 11</b> on <b>page 6-50</b> ).   |
|                                  |   | No additional detections  | Allow the vessel to proceed  |   |
| <b>No</b> interception submitted | —————→  | —————→  | Email AGM <b>CBP Form AI-288, Ship Inspection Report</b> , and AGM certificate to PPQ at <a href="mailto:AGM@aphis.usda.gov">AGM@aphis.usda.gov</a> with subject line “Ship Inspection Report” or FAX to PPQ at 301-734-5269 |   |

- 1 Depending on the life stage found and the host material present at the port, ordering a ship to leave may spread AGM over a larger area than allowing the ship to stay at the berth.
- 2 Consider local alternative options by collaborating with PPQ in certain situations including: safeguarding inland/interior waterways; weather and high wind scattering egg masses; and/or vessel safety due to unforeseen sea conditions.

### Examples of AGM Certificates

The following are examples of AGM certificates used by China, Japan, Russia, and South Korea.



**中国检验认证集团检验有限公司**  
CCIC INSPECTION CO., LTD.

正本  
ORIGINAL

地址: 北京市朝阳区百子湾东里18号三元大厦17、18层  
Add.: 17/F, 18/F, Sanyuan Building No.18, Xibaohe Dongli  
Chaoyang District, Beijing P.R.China  
电话(TEL): 86-10-64603222  
传真(FAX): 86-10-64603122  
邮编(P.O.): 100128

证书号码(No.):  
日期(Date):

**船舶无亚洲型舞毒蛾检查证书**

**CERTIFICATE OF VESSEL INSPECTION FOR FREEDOM FROM  
THE ASIAN GYPSY MOTH IN CHINA**

兹证明,如下船舶已经 CCIC 检查,被认为无亚洲型舞毒蛾 (AGM)。

This is to certify that the vessel described below has been inspected by CCIC and is considered to be free from AGM on board at the time of inspection.

1. 申请人名称  
Name of applicant : \_\_\_\_\_
2. 船东名称  
Name of owner : \_\_\_\_\_
3. 船名及类型  
Name and type of vessel : \_\_\_\_\_
4. 船籍、IMO 编号及总吨位  
Nationality, IMO number  
and Gross tonnage of vessel : \_\_\_\_\_
5. 目的国  
Country of destination : \_\_\_\_\_
6. 检查港  
Port of inspection : \_\_\_\_\_
7. 计划离港日期  
The estimated date of departure : \_\_\_\_\_
8. 检查日期  
Date of inspection : \_\_\_\_\_
9. 检查方法  
Method of inspection : \_\_\_\_\_
10. 授权签字人  
Name of authorized signature : \_\_\_\_\_

END



For and on behalf of  
CCIC INSPECTION CO., LTD.  
中国检验认证集团检验有限公司

.....  
is Authorized Signature(s) for AGM project

上海注册号码: 110108008071530

Page 1 of 1

C 0002773

**FIGURE 6-6: AGM Certificate—China**

**アジア型マイマイガ不在証明書**  
Certificate of Inspection of Freedom from Asian Gypsy Moth in Japan

証明書番号  
Certification No. \_\_\_\_\_

下記船舶は、証明機関の検査員により、できる限りの船体検査が行われ、検査時点ではAGMの付着が認められないことを証明する。  
This is to certify that the vessel, described below, was inspected as much as possible by the inspector of a certification body and is considered to be free from AGM at the time of the inspection.

1 船名及び船種  
Name and type of vessel \_\_\_\_\_

2 船籍、船舶番号及びトン数  
Nationality, IMO number and gross ton  
of a vessel \_\_\_\_\_

3 出港予定日  
The estimated date of departure \_\_\_\_\_

4 検査港及び検査地点  
Port of inspection and place of pier \_\_\_\_\_

5 証明書の船主名又は代理店名  
Name of Owner or Agent \_\_\_\_\_

6 受付番号  
Receipt No. \_\_\_\_\_

検査年月日  
Date of inspection \_\_\_\_\_

検査員名 (Signature of inspector) \_\_\_\_\_

Add company stamp or seal.  
Preferably embossed.  
第三者証明機関のスタンプ、  
シール又はエンボス加工

証明機関名  
Name of certification body \_\_\_\_\_

※ 原本には、右肩に赤字でその旨を明示する。  
It is specified that it is an original in the right shoulder part by a red character.  
※ この証明書の記述は英語を用いることとし、用紙はA4版とする。  
This certificate is described in English and uses A4size paper.

FIGURE 6-7: AGM Certificate—Japan (page 1)



**Clearing Vessels**

Special Procedures for Suspect Asian Gypsy Moth (AGM) Ships

AGM卵塊検査のチェックリスト  
Check list of inspections for AGM egg mass in a vessel

申請番号 Application No. : \_\_\_\_\_  
 受付番号 Receipt No. : \_\_\_\_\_  
 船舶名 Name of a vessel : \_\_\_\_\_  
 港名 Port of inspection : \_\_\_\_\_

| 検査場所<br>Areas to be inspected    | 卵塊発見の有無<br>Egg Masses Found | 備考<br>Remarks |
|----------------------------------|-----------------------------|---------------|
| ・前部甲板 Fore Deck                  | YES / NO                    | _____         |
| ・後部甲板 Aft Deck                   | YES / NO                    | _____         |
| ・通路 Gangways                     | YES / NO                    | _____         |
| ・ハッチ Hatches                     | YES / NO                    | _____         |
| ・手すり及びブルワーク Handrails & bulwalks | YES / NO                    | _____         |
| ・機械設備 Machinery                  | YES / NO                    | _____         |
| ・甲板貯蔵室 Deck Stores               | YES / NO                    | _____         |
| ・甲板積み貨物 Deck Cargo               | YES / NO                    | _____         |
| ・パイプ及び換気装置 Pipes & ventilation   | YES / NO                    | _____         |
| ・灯火 Lights                       | YES / NO                    | _____         |
| ・救命ボート Lifeboats                 | YES / NO                    | _____         |
| ・船楼 Superstructure               | YES / NO                    | _____         |
| ・ブリッジ Bridge                     | YES / NO                    | _____         |
| ・クレーン又は起重機 Cranes or derricks    | YES / NO                    | _____         |
| ・マスト Masts                       | YES / NO                    | _____         |
| ・煙突 Funnel                       | YES / NO                    | _____         |
| ・その他通知すべき事項 Others               | _____                       |               |


検査年月日 Date of inspection : \_\_\_\_\_  
 証明機関名 Name of certification body : \_\_\_\_\_  
 検査員名 Name of inspector : \_\_\_\_\_

上記の通り検査を行いましたので、その結果をお知らせします。  
 As we inspected the above areas of a vessel, we inform you of the result of inspection.

※ 原本には、右肩に赤字でその旨を明示する。  
 It is specified that it is an original in the right shoulder part by a red character.  
 ※ このチェックリストの記述は英語を用いることとし、用紙はA4版とする。  
 This check list is described in English and uses A4size paper.

**FIGURE 6-8: AGM Certificate—Japan (page 2)**

**ФЕДЕРАЛЬНАЯ СЛУЖБА  
ПО ВETERИНАРНОМУ  
И ФИТОСАНИТАРНОМУ НАДЗОРУ**



**FEDERAL SERVICE  
FOR VETERINARY  
AND PHYTOSANITARY SURVEILLANCE  
OF THE RUSSIAN FEDERATION**

**ФИТОСАНИТАРНЫЙ СЕРТИФИКАТ  
PHYTOSANITARY CERTIFICATE**

Организация по защите и карантину растений (страна)  
To: Plant Protection organisation of (country) \_\_\_\_\_

**INSPECTION OF VESSEL FROM ASIAN GYPSY MOTH**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**ОБЕЗЗАРАЖИВАНИЕ - Decontamination and/or disinfection treatment**

Дата - Date - Способ обработки - Treatment \_\_\_\_\_

Химикат и его концентрация  
Chemical (active ingredient) \_\_\_\_\_

Экспозиция и температура  
Duration and temperature \_\_\_\_\_

Дополнительная декларация - additional declaration: \_\_\_\_\_

time of commencement \_\_\_\_\_ time of completion \_\_\_\_\_

Печать организации  
Stamp of Organisation

Место выдачи  
Place of issue \_\_\_\_\_

Фамилия уполномоченного должностного лица  
Name of authorized officer \_\_\_\_\_

Дата - Date \_\_\_\_\_ Подпись Signature \_\_\_\_\_

В М 410767

FIGURE 6-9: AGM Certificate—Russia (page 1)

**Clearing Vessels**

Special Procedures for Suspect Asian Gypsy Moth (AGM) Ships

**АКТ ПРОВЕРКИ СУДНА НА НАЛИЧИЕ ЯЙЦЕКЛАДОК  
АЗИАТСКОГО НЕПАРНОГО ШЕЛКОПРЯДА  
CHECK LIST FOR SHIP ASIAN GYPSY MOTH EGG MASS INSPECTION**

Название судна: \_\_\_\_\_ Название порта: \_\_\_\_\_  
 Ship: m/v \_\_\_\_\_ Port: \_\_\_\_\_

| <u>Какие части судна проверены</u><br><small>Areas to be inspected</small>            | <u>Яйцекладки обнаружены</u><br><small>Egg Masses Found</small> | <u>Замечания</u><br><small>Remarks</small> |
|---|---|--|
| <u>Носовая палуба</u><br><small>Fore Deck</small>                                     | _____   | _____                                      |
| <u>Кормовая палуба (ют)</u><br><small>Aft Deck</small>                                | _____   | _____                                      |
| <u>Сходни</u><br><small>Galvanies</small>   | _____   | _____                                      |
| <u>Крышки люков</u><br><small>Hatches</small>   | _____   | _____                                      |
| <u>Поручни и фальшборты</u><br><small>Railings &amp; bulwarks</small>                 | _____   | _____                                      |
| <u>Машины</u><br><small>Machines</small>  | _____   | _____                                      |
| <u>Палубные кладовые</u><br><small>Deck Stores</small>                                | _____   | _____                                      |
| <u>Палубные грузы</u><br><small>Deck cargo</small>                                    | _____   | _____                                      |
| <u>Кладовые</u><br><small>Cargo</small>   | _____   | _____                                      |
| <u>Трубопроводы и вентиляционные каналы</u><br><small>Pipes &amp; ventilators</small> | _____   | _____                                      |
| <u>Освещение</u><br><small>Lights</small>   | _____   | _____                                      |
| <u>Спасательные шлюпки</u><br><small>Lifeboats</small>                                | _____   | _____                                      |
| <u>Надстройки</u><br><small>Superstructures</small>                                   | _____   | _____                                      |
| <u>Мостик</u><br><small>Bridge</small>  | _____   | _____                                      |
| <u>Краны и стрелы</u><br><small>Cranes &amp; derricks</small>                         | _____   | _____                                      |
| <u>Мачты</u><br><small>Masts</small>  | _____   | _____                                      |
| <u>Дымовая труба</u><br><small>Funnel</small>   | _____   | _____                                      |
| <u>Камбуз</u><br><small>Galley</small>  | _____   | _____                                      |
| <u>Помещения с выходом наружу</u><br><small>Cabins with outside access</small>        | _____   | _____                                      |
| <u>Трюма</u><br><small>Hold</small>   | _____   | _____                                      |

Дата проверки: \_\_\_\_\_ Организация: \_\_\_\_\_  
 Date of inspection: \_\_\_\_\_ Organization: \_\_\_\_\_  
 Name of authorized officer: \_\_\_\_\_

**FIGURE 6-10: AGM Certificate—Russia (page 2)**

|   |   |
|---|---|
| <p><b>Министерство сельского хозяйства России</b><br/><b>Федеральная служба по ветеринарному и фитосанитарному надзору Российской Федерации</b></p>   | <p><b>Ministry of agriculture of Russia</b><br/><b>Federal Service for veterinary and phytosanitary surveillance of Russian Federation</b></p>  |
| <p>Приморский филиал ФГУ «Всероссийский центр карантин растений»</p>  | <p>FGU "All Russian center for plant quarantine", Primorskiy branch</p>   |
| <p>4. Народный проспект, г.Владивосток, Россия, 690014, тел./факс: 8(4232) 45-46-19, 45-49-72</p>   | <p>4 Narodniy district., Vladivostok, RUSSIA, 690014 phone/fax: 8-4232-45-46-19, 45-49-72</p>   |
| <p>Пункт организации досмотра _____</p>   | <p>Place of inspection _____</p>  |
| <p><b>Инструкция № 3</b></p>  | <p><b>Instruction № 3</b></p>   |
| <p>По подготовке к досмотру, очистке от испарного шлюкограда и сертификации судна.</p>  | <p>On preparation for inspection, clearing of a Asian Gypsy Moth and certification of a vessel.</p>   |
| <p>Наименование судна _____</p>   | <p>The name of vessel _____</p>   |
| <p>Фамилия капитана _____</p>   | <p>Surname of the captain _____</p>   |
| <p>К досмотру администрация судна обязана:</p>  | <p>To inspection the administration of a vessel is obliged:</p>   |
| <ol style="list-style-type: none"> <li>1. Очистить палубы; проходы, крышки трюмов от посторонних предметов (доски, мусор, пустая тара, россыпи зерна, угля и так далее).</li> <li>2. В зимнее время снести снег, сколоть лед.</li> <li>3. Снять чехлы с лебедок, шлюпок и другого оборудования.</li> <li>4. На время досмотра открыть все без исключения двери подсобных помещений, компрессорных, аккумуляторных, кладовок и шкафов хранения по внешнему контуру судна, крышки вентиляционных шахт (в присутствии ответственных лиц).</li> <li>5. На весь период досмотра выделить 4-х человек из команды судна, которые по указанию специалистов, устраняют недостатки, открывают крышки трюмов, снимают защитные кожуха с оборудования.</li> <li>6. Досмотр осуществляется только в светлое время суток в день отхода. Время досмотра определяет старший группы в зависимости от зараженности судна и метеоусловий (суда не досматриваются в дождь, снег, шторм, во время разгрузочно-погрузочных работ).</li> </ol> | <ol style="list-style-type: none"> <li>1. To clear decks, passes, cover of holds from extraneous subjects (wood panels, dust, empty container, loose of a grain, coal and so on).</li> <li>2. In winter time sweep away snow, split off ice.</li> <li>3. To remove covers from windlasses, life boats and other equipment.</li> <li>4. On time of inspection to open all doors of auxiliary rooms (without exception), compressor rooms, accumulator rooms, storerooms and cases of a storage on an external contour of vessel, cover of ventilating shafts (at the presence of the responsible persons).</li> <li>5. On the whole period of inspection to allocate 4-th persons from crew, which under the instruction the specialists are eliminated the defects, open covers of holds, remove of a protective casing from the equipment.</li> <li>6. Inspection is carried out only in light time of day of departure. The chief of the inspection's group defines the time of inspection depending on incidence of infection of a vessel and meteorological conditions (vessels are not examined in a rain, snow, storm, during of discharge-loading works).</li> </ol> |
| <p><i>Во избежание повторного заражения судна Лимаитридами, судно должно покинуть порт после окончания досмотра в тот же день до наступления сумерек.</i></p>   | <p><i>In protection of renew infestation of vessel of Lymatrids (AGM) the vessel have to leave port after the finishing inspection within same day before dark time.</i></p>  |
| <p><i>Инструкцию получил и обязуюсь выполнять все указанные в ней требования.</i></p>   | <p><i>I have received the instruction and oblige to execute all above requests.</i></p>   |
|   | <p>MASTER<br/>FOR INTEGRITY</p>   |

FIGURE 6-11: AGM Certificate—Russia (page 3)

**Clearing Vessels**

Special Procedures for Suspect Asian Gypsy Moth (AGM) Ships

(1 page)

**Certificate of Inspection of Freedom from Asian Gypsy Moth in Korea**

Certificate No. IPAB-PORT NAME-0000(year)-000(serial number)

This is to certify that the vessel, described below, was inspected as much as possible by the inspector of a certification body and is considered to be free from AGM at the time of the inspection.

1. Name and type of vessel: \_\_\_\_\_

2. Nationality, IMO number and gross ton of a vessel: \_\_\_\_\_

3. The estimated date of departure: \_\_\_\_\_

4. Port of inspection and place of pier: \_\_\_\_\_

5. Name of Shipping Company or Owner: \_\_\_\_\_

6. Receipt No.: \_\_\_\_\_

ADDITIONAL DECLARATION

 (Stamp of Organization)      Date of inspection: \_\_\_\_\_  
International Plant Quarantine      Name of inspector: \_\_\_\_\_  
Accreditation Board      (Signature of inspector)

※ No financial liability with respect to this certificate shall attach to the International Plant Quarantine Accreditation Board or to any of its inspectors or representatives.

Attachment : Check list of inspection for AGM egg mass in a vessel

**FIGURE 6-12: AGM Certificate—South Korea Issued by IPAB (page 1)**

(2 page)

**Check list of inspection for AGM egg mass in a vessel**

증명서번호 Certificate No. : IPAB-PORT NAME-0000(year)-000(serial No.)

선 박 명 Name of a vessel : \_\_\_\_\_

검역항구 Port of inspection : \_\_\_\_\_

| 검역장소<br>Areas to be inspected | AGM 표징 유무<br>AGM sign Found | 비고<br>Remarks |
|-------------------------------|-----------------------------|---------------|
| • 앞부분 갑판 Fore Deck            | YES / NO                    | _____         |
| • 후부 갑판 Aft Deck              | YES / NO                    | _____         |
| • 통로 Gangways                 | YES / NO                    | _____         |
| • 해치 Hatches                  | YES / NO                    | _____         |
| • 난간 등 Handrails & Bulwarks   | YES / NO                    | _____         |
| • 기계 설비 Machinery             | YES / NO                    | _____         |
| • 갑판 저장실 Deck Stores          | YES / NO                    | _____         |
| • 갑판 화물 Deck Cargo            | YES / NO                    | _____         |
| • 환기구 등 Pipes & Ventilation   | YES / NO                    | _____         |
| • 전등주변 Lights                 | YES / NO                    | _____         |
| • 구명보트 Lifeboats              | YES / NO                    | _____         |
| • 선 루 Superstructure          | YES / NO                    | _____         |
| • 브릿지 Bridge                  | YES / NO                    | _____         |
| • 크레인 등 Cranes or Derricks    | YES / NO                    | _____         |
| • 마스트 Masts                   | YES / NO                    | _____         |
| • 굴뚝 Funnel                   | YES / NO                    | _____         |


 외 통지해야 할 사항 Others notices \_\_\_\_\_

검역일기 Date of inspection : \_\_\_\_\_  
 검역기관 Name of Certification Body : International Plant Quarantine  
 Accreditation Board

검역자 Name of inspector : \_\_\_\_\_ (서명 signature)

As we inspected the above areas of a vessel, we inform you of the result of inspection.

**FIGURE 6-13: AGM Certificate—South Korea Issued by IPAB (page 2)**