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外航組合員各位

アジア型マイマイガ(Asian Gypsy Moth)について

アジア型マイマイガ（AGM）の発生時期を控え、本年も東アジアの発生地域（極東ロシア、日本、韓国および中国北部）からの北米向け運航船に対する駆除対策の指示が、米国農務省およびカナダ食品検査庁より合同で出されました。昨年同様、AGM 不在証明書不備の場合、あるいは船上でAGMが発見された場合、荷役や通関に大幅な遅れが生じる可能性があるとして、スキームの確認と注意喚起がなされています。当該地域を航行する船舶は十分ご留意願います。詳細については、添付資料をご参照ください。

以上

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添付1：米国農務省及びカナダ食品検査庁からの通達（原文）及び当組合試訳

添付2：米国農務省からの通達（原文）及び要約



Asian Gypsy Moth

February 2017

Asian gypsy moth (AGM) is a serious pest that can be carried on ships and cargo. AGM populations are prevalent in some seaport areas in Far East Russia, Japan, Korea, and Northern China. If introduced, AGM would have significant negative impacts on North American forestry and agriculture, the natural environment, the commerce that relies on those plant resources, and market access.

Vessels must arrive in North American ports free of AGM and with required pre-departure certification. It is vital that the maritime industry and authorities in the United States (U.S.) and Canada collaborate on measures to minimize the risk of AGM incursion. Although the plant health and agricultural agencies of the U.S. and Canada are independent and have differences in their legislation, AGM risk mitigation and exclusion efforts are a joint effort and a high priority.

When vessels arrive without the required AGM certification, or when AGM is detected, significant delays in cargo loading or discharging activities as well as in routine clearance can occur, resulting in loss of revenue to the shipping line and associated parties.

The shipping industry is now more aware of necessary quarantine compliance for AGM. This has been vital to maintaining shipping schedules. Both countries are committed to working with industry partners on measures to reduce AGM risk at origin.

Actions

For vessels that have called on areas regulated for AGM during the specified periods, as outlined in Table 1, the following measures are required:

- 1. Vessels must be inspected and must obtain pre-departure certification** from a recognized certification body. A copy of the certificate, stating that the vessel is free of AGM life stages, must be forwarded to their U.S or Canadian agents. The certificate must be issued from at least the last port of call in a regulated area that was visited during the specific risk period.
- 2. Vessels must arrive in North American ports free from AGM.** To avoid facing inspection delays, re-routing and other potential impacts associated with mitigating the risk of entry of AGM to North America, shipping lines should perform intensive vessel self-inspections to look for, remove (scrape off) and properly dispose of or destroy all egg masses and other life stages of AGM prior to entering U.S. and Canadian ports.
- 3. Vessels must provide two year port of call data, at least 96 hours prior to arrival in a North American port, to the Canadian or U.S. agent.** The agent is to ensure that this information is provided to U.S. and Canadian officials.

Table 1. Regulated Areas and Specified Risk Periods		
Country	Port or Prefecture	Specified Period
Russian Far East	Nakhodka, Ol'ga, Plastun, Pos'yot, Russkiy Island, Slavyanka, Vanino, Vladivostok, Vostochny, Zarubino, Kozmino	July 1 to September 30
People's Republic of China	All ports in northern China, including all ports on or north of 31° 15'	June 1 to September 30
Republic of Korea	All ports	June 1 to September 30
Japan – Northern	Hokkaido, Aomori, Iwate, Miyagi, Fukushima	July 1 to September 30
Japan Western	Akita, Yamagata, Niigata, Toyama, Ishikawa	June 25 to September 15
Japan – Eastern	Fukui, Ibaraki, Chiba, Tokyo, Kanagawa, Shizuoka, Aichi, Mie	June 20 to August 20
Japan – Southern	Wakayama, Osaka, Kyoto, Hyogo, Tottori, Shimane, Okayama, Hiroshima, Yamaguchi, Kagawa, Tokushima, Ehime, Kochi, Fukuoka, Oita, Saga, Nagasaki, Miyazaki, Kumamoto, Kagoshima	June 1 to August 10
Japan - Far Southern	Okinawa	May 25 to June 30

In addition, vessels are reminded to ensure they are in good repair and decks are clear of debris and unnecessary obstacles to allow for thorough inspection both in AGM regulated areas and upon arrival in North America. While in regulated ports during moth flight periods and where port operations and safety allow, reducing lighting and keeping exterior doors and curtains closed may reduce the number of moths being attracted to the vessel. Requesting inspection and certification services as far in advance as possible and providing two-year port of call history at the time of that request allows the inspection and certification body to better plan for delivery of the service in a timely manner.

Upon arrival in North America, there have been detections on vessels that obtained pre-departure certification. If certification is issued many days prior to ship departure from an area regulated for AGM, re-infestation can occur. **Therefore, it is important that inspection and certification be conducted as close to time of departure as feasible during flight periods.**

It is the responsibility of the shipping lines to meet all requirements for entry to the U.S. and Canada, including freedom from AGM and other pest concerns. We strongly urge maritime interests to take all possible precautions.

Please be advised that, although the U.S. and Canada are in full agreement on the requirement for AGM pre-departure certification and vessels arriving free from all AGM life forms (egg masses, pupae, adults), due to sovereign regulations and policies, there are differences in port-of-entry processes between the two countries. Please contact local inspection authorities in the port of entry if you have any questions regarding AGM import requirements or clearance procedures.

Asian Gypsy Moth

2017年2月

Asian gypsy moth(AGM)は、船舶や貨物を経路として侵入する可能性のある、危険な害虫です。AGMの生息域は、極東ロシア、日本、韓国、および中国北部の一部港地域に広がっております。AGMが持ち込まれた場合、北米の農林業や自然環境、これらの植物資源に依存する関連ビジネスやマーケットに重大な悪影響を及ぼすことになります。

船舶は、AGMが付着していない状態で、かつ必要な出航前の証明書をえた状態で北米の港に到着しなければなりません。AGMの侵入リスクを最小限に抑えるためには、海運業界と米国・カナダ当局の連携した対策が必要不可欠です。米国とカナダの植物検疫及び農業機関はそれぞれ独立しており、両国の法律には異なる部分があるものの、AGMのリスク軽減および排除の取り組みは共同の取り組みであり、最優先事項です。

必要なAGMの不在証明書なしで船舶が到着する場合、または船上でAGMが発見された場合、荷役作業ならびに所定の通関手続きに大幅な遅れが生じることがあり、船会社や関係部署に収益の損失をもたらします。

海運業界では、現在AGMに対する必要な検疫遵守についてより認識するようになっています。これは、本船スケジュールの維持には不可欠となっています。両国は、AGM発生のリスクを低減する対策に関し、業界パートナーと連携しています。

措置

表1に定められた特定期間中にAGM規制地域（極東ロシア、日本、韓国および中国北部）に寄港する船舶には、以下の対策が求められます：

1. 船舶は、検査を受け、認定検査機関の出航前証明書を取得しなければならない。本船にAGMが存在しないことを記載した証明書のコピーを、米国・カナダの代理店に送付しなければならない。証明書は、特定リスク期間中に寄港した規制地域の最終寄港地で発行されたものでなければならない。
2. 船舶は、AGMが存在しない状態で北米の港に到着しなければならない。検査の遅延や、ルート変更、その他北米へのAGM侵入リスク軽減に関係する潜在的影響に遭遇するのを避けるため、船会社は、米国およびカナダの港に入る前に、全ての卵塊およびその他の形態のAGMを探し、排除し(削り落とし)、そして適切に処理または破壊するための集中的な船舶の自己点検を実施すべきである。
3. 船舶は、過去2年間の寄航港の記録を、北米の港に入港する96時間前までに、米国／カナダの代理店に提出しなければならない。代理店は、米国／カナダ政府当局にこれらの情報が通知されるよう対応する。

表 1 規制地域および特定リスク期間		
国	港または地区	特定期間
極東ロシア	Nakhodka, Ol'ga, Plastun, Pos'yet, Russkiy Island, Slavyanka, Vanino, Vladivostok, Vostochny, Zarubino, Kozmino	7月1日～9月30日
中華人民共和国	中国北部、北緯 31 度 15 分上、もしくは同緯度以北の全ての港	6月1日～9月30日
大韓民国	全ての港	6月1日～9月30日
日本－北部	北海道、青森県、岩手県、宮城県、福島県	7月1日～9月30日
日本西部	秋田県、山形県、新潟県、富山県、石川県	6月25日～9月15日
日本－東部	福井県、茨城県、千葉県、東京都、神奈川県、静岡県、愛知県、三重県	6月20日～8月20日
日本－南部	和歌山県、大阪府、京都府、兵庫県、鳥取県、島根県、岡山県、広島県、山口県、香川県、徳島県、愛媛県、高知県、福岡県、大分県、佐賀県、長崎県、宮崎県、熊本県、鹿児島県	6月1日～8月10日
日本－極南	沖縄県	5月25日～6月30日

加えて、AGM 規制地域での、また北米到着時の徹底した検査が行えるよう、船舶には手入れが行き届いて、甲板上にはゴミや不要物が取り除かれているよう注意喚起がなされています。AGM 飛翔期間中規制された港で港務及び安全上問題がなければ、照明を落とし外部ドア及びカーテンを閉めることで本船へ吸い寄せられる AGM の数を減らすことができます。できるだけ前もって検査や証明書発行を申請し、申請時に 2 年分の入港履歴を提出すると、検査及び認証機関では入港許可発行に向けタイムリーにサービスの提供を受けられるためのより良い提案が可能です。

北米到着時には、出航前証明書取得済み船舶についても検査が行われています。AGM 規制地域からの出航の何日も前に証明書が発行されると、検査後に AGM が再度本船に侵入する場合があります。したがって、AGM 規制地域での検査と証明書の発行は飛翔期間中可能な限り出航時間に近いタイミングで実施することが重要です。

AGM その他の害虫の不在の証明を含む米国／カナダへの入国要件の全てを満たすことは、船会社の責任です。可能な予防策を全て講じるよう、海事関係者に強く要請します。

AGM 不在証明及びあらゆる形態(卵塊、さなぎ、成虫)の AGM が付着していない状態で寄港することに関する要求基準について、米国とカナダ両国は完全に合意していますが、政策などにより二国間で入港手続きが若干異なります。AGM の要件及び通関手続きに関して不明な点がある場合は、入港する港の現地検査機関に問い合わせして下さい。



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 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	Port or Prefecture	AGM Flight Period
Russian Far East	Kozmino, Nakhodka, Ol'ga, Plastun, Pos'yet, Russkiy Island, Slavyanka, Vanino, Vladivostok, Vostochny, Zarubino	July 1 – September 30
People's Republic of China	All ports in northern China, including all ports north of 31° 15'	June 1 – September 30
Republic of Korea	All ports	June 1 – September 30
Japan – Northern	Aomori, Fukushima, Hokkaido, Iwate, Miyagi	July 1 – September 30
Japan – Western	Akita, Ishikawa, Niigata, Toyama, Yamagata	June 25 – September 15
Japan – Eastern	Aichi, Chiba, Fukui, Ibaraki, Kanagawa, Mie, Shizuoka, Tokyo	June 20 – August 20
Japan – Southern	Ehime, Fukuoka, Hiroshima, Hyogo, Kagawa, Kagoshima, Kochi, Kumamoto, Kyoto, Miyazaki, Nagasaki, Oita, Okayama, Osaka, Saga, Shimane, Tokushima, Tottori, Wakayama, Yamaguchi	June 1 – August 10
Japan – Far Southern	Okinawa	May 25 – June 30

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:

- ◆ 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 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.

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.

要訳<米国向け船舶対象 要注意事項>

米国農務省 AGM 規制地域からの船舶に対する入港手続き

AGM 規制地域から米国の港に入港する船舶に対する主な要求基準は、「米国農務省及びカナダ食品検査庁からの通達」のとおりです。ここでは、米国海域を航行する際に、本船が AGM 検査の対象となる場合の注意事項を以下にご案内します。

- 米国では、国土安全保障省の Customs and Border Protection (CBP) が AGM に対する検疫業務を行っています。不在証明書のない船舶は、米国内での寄港地全てで AGM 検査を受けることとなりますので、大幅な遅れが生じることとなります。また、AGM の存在が疑われた場合は次の港で再検査があり、AGM が発見された場合は入港を拒否されます。
- CBP による AGM 検査は、本船上の主に以下の部分を目視で行います。
 - ・(覆い等で) 隠れた場所
 - ・割れ目や空洞
 - ・シートの下
 - ・壁や戸の後ろ
 - ・照明器具周辺
 - ・ホールドリムの下部
 - ・AGM が卵を産む可能性のある場所
- 検査で AGM が発見されると、汚染のレベル等によって異なりますが、最悪の場合に本船は速やかに米国海域を離れ AGM を除去するよう命じられます。この場合、バンカー等の堪航性に関わる事情以外では、米国海域に留まることは許可されません。
- AGM 除去後再入国するためには、CBP による再検査が指定された遠隔地等で行われますが、疑わしい AGM が見つかり、さらなる遅延と駆除のための措置が追加で必要となります。また、専門業者による完全駆除を要求されることもあります。