

JAPAN P&I NEWS

No.946-18/03/05

To the Members

Dear Sirs,

Asian Gypsy Moth (AGM) – 2018 Flying Season Starts (Revised)

(Revised the regulation information in Chile.)

Asian gypsy moth (AGM) is a serious forest pest prevalent in some seaport areas in East Asia including Japan, Russia and so on. If introduced in countries where it does not exist naturally, AGM would have significant impacts on their agriculture and the natural environment.

AGM can spread via ocean-going vessels and container cargos in international trade. To minimize the risk of AGM incursion, regulators in countries free from AGM work to mitigate the risk of AGM spreading in collaboration closely with shipping industries.

In these circumstances, the United States (US), Canada, Chile, New Zealand and Australia have implemented measures, such as pre-arrival inspections and submission of required AGM documentation, for vessels calling from high risk AGM areas during specific period of the years to prevent AGM being carried to their countries.

Here is a summary of the requirements for 2018 AGM flying season set forth by the above-mentioned regulating countries, for which Members should take note that there are still differences between each regulator.

The United States (US) and Canada

Vessels, having called ports in Far East Russia, Japan, Korea and Northern China during the AGM flight season in the past 24 months, must arrive in North America ports free from AGM and with required pre-departure certification, which should be obtained at the final calling port of the infected areas. For more details, please find the attached “[2018 USDA-CFIA Joint AGM Pre-Season Bulletin](#)”.

Chile

Vessels, having called ports in AGM regulated areas during AGM flight season in the past 24 months, arrive with required pre-departure certification. The government has defined the AGM regulated area as East Russia, Japan, Korea and China.

※With reference to the details of AGM regulation in Chile, we issued our Japan P&I News

[No.647](#), informing that the Resolution No.4412/2013 by Chilean Agricultural and Live Stock Service was published in the Official Gazette in August 2013. In this regard, we have obtained amended new Resolution No.8870/2015 which amended the previous one in respect of the definition of the regulated area in China. Members should take note that the authorities consider that the risk area is now all China (previous one only considered North of China) including a small portion of southern China at a latitude of 20 degrees south in this regulation.

New Zealand

Vessels, having called ports in AGM regulated areas during AGM flight season in the past 12 months, must be obtained required pre-departure certificate from an inspection body recognized by Ministry of Primary Industries (MPI). For more information, please find the “[Shipping notice 2017](#)” issued by MPI.

Australia

The heightened vessel surveillance window for AGM is between January and May each year. Vessels, having called ports in AGM regulated areas during AGM flight season in the past 24 months, will be risk assessed by the department to determine the need for a target AGM inspection on arrival. With regard to pre-departure certification, however, nothing needs to be submitted by vessels having called ports in AGM regulated areas excluding East Russia. For more information, please refer to the [Industry advice notice 06-2018](#) announced on 19th January 2018 by Department of Agriculture and Water Resources of Australian Government.

It is essential for the Members, who trade, or intend to arrange a vessel call at ports in AGM regulated areas, to remind their Masters and Crews of the importance of conducting proper AGM self-inspections on board. The Members should also be recommended that they keep in close contact with their local agents in calling port to check the latest status of the above requirements.

We hope it will be of help to you with regard to the safe voyage.

Yours faithfully,

The Japan Ship Owners' Mutual Protection & Indemnity Association

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Attachment 1 : Chilean Official Gazette “Exempt Resolution No.8870/2015” (provisional translation by the correspondent)

Attachment 2 : 2018 USDA-CFIA Joint AGM Pre-Season Bulletin

Free Translation

30/11/2015

ceropapel.sag.gob.cl/documentos/documento.php?idDocumento=33324674

[Coat of arms]	SAG Ministry of Agriculture Government of Chile
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EXEMPT RESOLUTION No.: 8870/2015

MODIFIES RESOLUTION No. 4412 OF 2013, WHICH ESTABLISHES PHYTOSANITARY REQUIREMENTS FOR THE ENTRY OF VESSELS COMING FROM AREAS WITH PRESENCE OF ASIAN GYPSY MOTH (AGM) - LYMANTRIA DISPAR ASIATICA VNUKOVSKIJ AND LYMANTRIA DISPAR JAPONICA (MOTSCHULSKY) (LEPIDOPTERA, LYMANTRIIDAE).

SANTIAGO, 27/11/2015

HAVING SEEN:

Organic Act No. 18.755 of the Agriculture and Livestock Service (SAG) regulations; the Ministry of Agriculture Law Decree No. 3.557, of 1980, which establishes regulations on Agricultural Protection; the Ministry of National Defense Supreme Decree No. 364, of 1980, that establishes the Regulations for Receiving and Dispatching Vessels; the Ministry of Transport and Telecommunications Supreme Decree No. 313, of 1997, that Establishes the Technical Commission and Sets Standards for the Facilitation and Simplification of Documentation in Maritime Shipping; the Ministry of Agriculture Decree No. 156, of 1998, which authorises ports for the import of vegetables, animals, agricultural and livestock products and sub-products, as well as supplies into Chilean territory; SAG Resolution No. 3.080, of 2003, and its modifications and resolution No. 4412, of 2013, that establishes phytosanitary requirements for the entry of vessels from areas with presence of Asian gypsy moth (AGM) (*Lymantria dispar asiatica* Vnukovskij and *Lymantria dispar japonica* (Motschulsky) (Lepidoptera, Lymantriidae).

CONSIDERING:

1. That, the Agriculture and Livestock Service is the official authority in charge of protecting Chile's phytosanitary patrimony; therefore, it can adopt the phytosanitary measures necessary to avoid the introduction and spread of quarantine pests into Chilean territory in regulated articles, such as ocean going vessels.
2. That, *Lymantria dispar asiatica* (Vnukovskij) and *Lymantria dispar japonica* (Motschulsky) (Lepidoptera:Erebidae:Lymantriinae) – Asian Gypsy Moth (AGM) species qualify as pests that require quarantine in Chile.
3. That ocean going vessels constitute a potential entry pathway into the country for these quarantine pests
4. That SAG inspectors have the authority to be present at the reception of vessels that arrive from overseas and to inspect all means of transport or cargo that may carry pests.

I HEREBY RESOLVE:

1. To modify Resolution No. 4412, of 2013, issued by this Service, that establishes phytosanitary requirements for the entry of vessels from areas with presence of Asian gypsy moth (AGM) (*Lymantria dispar asiatica* Vnukovskij and *Lymantria dispar japonica* (Motschulsky) (Lepidoptera, Lymantriidae), as follows:
 - 1.1 Replace “North China” for “China”, in number 2 of the Resolve section.
 - 1.2 Replace number 6 of the Resolve section for the following:

“Every ocean going vessel that arrives in Chile from areas with AGM presence must provide SAG with a copy of the logbook or list of ports where the vessel has called



during the last 24 months. This period can be shorter if it can be proved with the pertinent documents that the vessel has been sailing for less than 24 months or that the Owner of the vessel has changed.

The copy of this document must be provided by the vessel's representative at least 24 hours prior to the call of the vessel at a Chilean port.

TO BE NOTED, COMMUNICATED AND PUBLISHED

[Signed]
ANGEL SARTORI ARELLANO
NATIONAL DIRECTOR
AGRICULTURAL AND LIVESTOCK SERVICE

MMF/MPF/AMRJ/ACL/ACV/MMF/MBC/TGR/LHM/AOP

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Asian Gypsy Moth

February 2018

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 to North America, AGM would have significant negative impacts on our 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 Risk Period*
Russian Far East	Nakhodka, Ol'ga, Plastun, Pos'yed, 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

*Specified risk period is the time period when there is a risk of AGM flight and egg mass deposition

In addition, operators of vessels are reminded to ensure they are in good repair and decks are clear of debris and unnecessary obstacles in order 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. **Arranging for 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.**

It has been noted that, 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, there is the possibility that moths may re-infest the vessel with egg masses being deposited post certification. 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.