No.1114
2021年3月17日

JAPAN P&I NEWS

外航組合員各位

米国、カナダーアジア型マイマイガ（Asian Gypsy Moth）注意報－2021年飛翔シーズン

アジア型マイマイガ（Asian Gypsy Moth: AGM）の発生時期を控え、今年も米国農務省およびカナダ食品検査庁から合同で駆除対策の指示が発表されました。

AGM飛翔期間中に東アジアのAGM発生地域（極東ロシア、日本、韓国および中国北部）に寄港した船舶が米国およびカナダへ入港する場合、AGMの検査および取り締まりの対象となります。

2019年、2020年はAGMが大量発生し、北米に入港した非常に多くの船舶でAGMの卵塊が発見されました。該当地域を航行し北米へ入港予定の船舶は、AGM不在証明書の取得と本船クルーによる自主検査実施を徹底するよう改めてご留意ください。

2020年9月23日付JAPAN P&I NEWS No.1092では、ボルチモアに入港した4隻の自動車専用船からAGMの卵塊がボルチモアCBPの検疫により発見された件について注意喚起していますのでご参考にしてください。

米国、カナダの他、チリ、ニュージーランドおよびアルゼンチン（アルゼンチンは、2021年4月12日からAGM新規制が施行予定）もAGM規制国であり、同様の対応が要求されますのでご注意ください。豪州はAGM規制国ではありませんが、試験的な位置づけでAGM関連の船舶検査を実施していますので、入港前には本船クルーによる自主検査実施をお勧めします。

なお、添付の米国農務省およびカナダ食品検査庁からの通達（2021年2月発行）について、和文仮訳が必要な場合は、本ニュース掲載ページの右下にある「この記事に関するお問合せはこちら」からご連絡ください。

本船のご安航をお祈りいたします。

以上

添付資料：米国農務省およびカナダ食品検査庁からの通達（2021年2月発行）

Canadian Food Inspection Agency | Agence canadienne d'inspection des aliments

USDA United States Department of Agriculture

Asian Gypsy Moth

February 2021

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.

Both countries are committed to working with industry partners on measures to reduce AGM risk at origin. The shipping industry's role in promoting and meeting AGM requirements has been vital to preventing the introduction of AGM to North America and maintaining shipping schedules. 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.

During the 2019 and 2020 AGM flight periods, very high numbers of moths were observed in many regulated ports. Due to these population outbreaks, a high number of vessels arrived in North American ports with AGM egg masses in 2020. Vessels that called on the areas with population outbreaks in 2019 or 2020 may arrive in North American ports in 2021. **To prevent a similar high number of vessels with egg masses arriving in 2021, extra vigilance in conducting self-inspection— in addition to obtaining AGM certification— is requested.**

Actions

For vessels that have called on areas regulated for AGM during the specified risk 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 the vessel's 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 re-routing, being ordered out of port for cleaning 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 vessel's Canadian or U.S. agent.** The agent is to ensure that this information is provided to U.S. or 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'yet, 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

Vessel operators are also reminded to ensure that the vessels 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.**

Upon arrival in North America there have been AGM detections on vessels that obtained pre-departure certification. **During the flight period** inspection should be conducted and certification issued as close to departure as possible — ideally during daylight hours and on the same day as departure. Where vessel departure is delayed post certification, there is the possibility that moths may re-infest the vessel and deposit egg masses post certification.

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

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. For further information on the AGM program, please visit the Canadian Food Inspection Agency and/or Animal and Plant Health Inspection Service's websites.