

Circular From GARD
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Managing AGM moth risks – United States (US) Changes to the Specified Risk Periods

Beginning in 2022, the US and Canada have implemented changes to their policies on AGM regulated areas, which means that the time period where AGM certification is required for vessels that have called on certain ports in Japan and Russia has been increased/lengthened. However, for the first year of implementation (2022), a transition between their old and new AGM program policy will be in place. For example, a vessel that received its AGM certificate when the old risk periods were in place (2021 SRP) will not be penalised if it has not returned to one of the regulated areas in the year that the new risk periods came into force (2022 SRP).

US (and Canada) regulated areas and specified risk periods (SRP)

COUNTRY / PORTS OR PERFECTURES		2021 SRP	2022 SRP
East Russia			
Nakhodka, Ol'ga, Plastun, Pos'yot, Russkiy Island, Slavyanka, Vanino, Vladivostok Vostochny, Zarubino, Kozmino		1 Jul – 30 Sep	15 Jun – 15 Oct
China			
All ports in northern China, including all ports north of Shanghai (defined as all ports on or north of 31°15' N latitude)		1 Jun – 30 Sep	1 Jun – 30 Sep
South Korea			
All ports		1 Jun – 30 Sep	1 Jun – 30 Sep
Japan - Northern			
Hokkaido, Aomori, Iwate, Miyagi, Akita*, Yamagata*, Fukushima		1 Jul – 30 Sep	15 Jun – 15 Oct
Japan Central (2022)	Japan – Western (2021)		
	Niigata, Toyama, Ishikawa,	25 Jun – 15 Sep	1 Jun – 30 Sep
	Japan – Eastern (2021)	20 Jun – 20 Aug	

COUNTRY / PORTS OR PERFECTURES		2021 SRP	2022 SRP
	Fukui, Ibaraki, Chiba, Tokyo, Kanagawa, Shizuoka, Aichi, Mie		
Japan - Southern Wakayama, Osaka, Kyoto, Hyogo, Tottori, Shimane, Okayama, Hiroshima, Yamaguchi, Kagawa, Tokushima, Ehime, Kochi, Fukuoka, Oita, Saga, Nagasaki, Miyazaki, Kumamoto, Kagoshima		1 Jun – 10 Aug	15 May – 31 Aug
Japan – Far Southern Okinawa		25 May – 30 Jun	25 May – 30 Jun
* Akita and Yamagata were in Western SRP region of Japan in 2021			

US entry requirements

Vessels that, in the past 24 months, has visited one of the risk areas during the specified risk period must:

- obtain a valid pre-departure certificate from a recognised certification body issued at the last port of call in a risk area;
- perform vessel self-inspections en route; and
- forward a copy of the pre-departure certificate together with two years of port of call data to the vessel's local agent in time to ensure the information can be made available to US officials at least 96 hours prior to arrival.

Vessels arriving without the required certificates will be inspected for AGM and are likely to encounter significant delays in cargo operations as well as in routine clearance.

Inspections in US ports

We are not aware that any specific heightened surveillance periods are specified for US ports. Although climatic periods conducive to sustain AGM lifecycles are likely to occur from March through September in Northern US ports, such conditions may exist all year round in Southern US ports. It is therefore the local climatic conditions at a given US port at the time of entry as well as a vessel's itinerary and certification that determines its level of risk. The following enforcement actions can be expected:

- Non-certified vessels will receive AGM inspections at all US ports on each voyage when the itinerary suggests an AGM risk.
- Certified vessels will be subject to an assessment of risk to determine the need for inspection.
- If AGM is suspected on a vessel, re-inspections at subsequent ports will occur.
- If AGM is detected, and/or confirmed, the vessel will be subject to receive removal orders and may be removed from port.

Available information from APHIS

Relevant information includes a separate [AGM web page](#), found under the Plant Pests and Diseases Programs. This page provides links to a number of useful publications such as the [AGM Pest Alert](#) as well as to the relevant inspection requirements, outlined in the [Special Procedures for Ships Arriving from Areas with AGM](#). APHIS has also produced an [AGM Inspectional Pocket Guide](#) which provides helpful instructions to the crew responsible for performing self-assessments, e.g. what the egg masses look like, where they might be found on vessels, and how the eggs should be removed.

Source of Information: The Gard P&I Club

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