

Managing FSMC risks

Flighted Spongy Moth Complex



Frequently Asked Questions

Flighted Spongy Moth Complex

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The Asian Gypsy Moth (AGM) has been renamed Flighted Spongy Moth Complex (FSMC). See our [Alert of 31 March 2023](#) for details.

Vessels calling at certain ports in the Asia Pacific between May and September should be inspected and “certified free of FSMC” prior to departure, to minimise the potential for regulatory action when arriving in a country where this destructive forest pest is not native.

Background

The FSMC, including *Lymantria dispar asiatica*, *Lymantria dispar japonica*, *Lymantria albescens*, *Lymantria umbrosa*, *Lymantria postalba*, is a destructive forest pest known to spread via ocean-going vessels in international trade. The pest has established populations only in countries in the Asia Pacific, such as Russia, China, Korea, and Japan. If introduced in countries where it does not exist naturally, it has the potential to seriously affect the country's agricultural and forest resources. Adult moths frequently lay their egg masses on vessels and shipping containers, and since these egg clusters often survive to hatch at ports of call around the world, exclusion efforts are considered a priority by many local port authorities.

Preventing the introduction and spread of FSMC is a shared responsibility that relies on cumulative efforts at origin, en route and at arrival in port. However, it is the responsibility of the ship operator to meet all port entry requirements related to FSMC and managing the risk at its origin to ensure that a vessel is free of FSMC upon departure from ports in the infested areas is recognised as the key measure.

Frequently asked questions (FAQ)

General knowledge about the FSMC and each country's requirements on how to manage FSMC risks will minimise the potential for regulatory action and delays during port entries. The purpose of this FSMC is therefore to provide answers to some of the AGM related questions raised by Gard's Members and clients, to summarise the requirements set forth by each of the regulating countries and provide links to relevant government websites. The FAQ also contains guidelines for how the crew can carry out systematic self-inspections onboard the vessel while en route.

Disclaimer

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Q1: What are the risks related to the introduction of FSMC?

The United States has detected and eradicated many FSMC infestations in the past and their Department of Agriculture describes the risks as follows: "Large infestations of FSMC can completely defoliate trees, weakening the trees and leaving them more susceptible to disease. If FSMC defoliates trees for 2 or more years, it can lead to the death of large sections of forests, orchards, and landscaping. An introduction into the United States would pose a major threat to the landscape of the North American continent"

Q2: Why does the maritime industry have a role in managing FSMC risks?

Attracted to lights, the FSMC females often lay their eggs on a vessel's superstructure. Vessels and cargo, such as containers, are therefore known to be involved in the artificial spread of the pest by carrying the egg masses from one port to another. FSMC egg masses tolerate extremes in temperature and moisture, and the larvae can, under the right conditions, hatch from an egg mass up to a year after it was attached to a vessel's structure. After hatching, the larvae travel great distances with the wind to find food and may colonise in a new country if left unaddressed. It is therefore vital that the maritime industry and relevant port authorities collaborate on measures to minimise the risk of FSMC incursions and implement procedures and policies emphasising vessel inspections.

Q3: Which ports are infested by FSMC and at what time of the year do the FSMC females lay their eggs?

FSMC is found in Asia Pacific and there are high density populations in ports in East Russia, Northeast China, Korea, and Japan. These FSMC infested areas are also referred to as the regulated areas or the risk areas.

The FSMC flight season, when females lay their eggs and there is a risk of egg mass depositions, extends from May to October/September, primarily from June to October/September in East Russia and northern Japan, from June to September in Korea and China, from mid-May to mid-September in the remaining parts of Japan depending on the specific port location. The FSMC flight season is also referred to as the specified risk period or the high-risk period in each of the regulated areas.

Q4: Which countries regulate and inspect arriving vessels for FSMC?

Countries where this pest is not native and that are currently known to regulate and inspect arriving vessels for FSMC are: the United States, Canada, Chile, Argentina, Australia and New Zealand (the regulating countries) and question Q9 below provides an overview of their relevant requirements. However, authorities in other countries are also likely to be alert to the risk of this invasive and destructive pest.

Q5: What are the criteria for classifying a vessel as high risk of FSMC?

In general, and since the FSMC larvae can hatch from egg masses up to a year after they were laid/attached to the vessel, a vessel which has called at a port in a regulated area during the specified risk period of the current or previous calendar year is considered high risk of FSMC. However, there is no uniform international definition of the regulated areas or specified risk periods and we refer to Q9 and the country specific requirements for further details.

Q6: What is required from a vessel that is classified as high risk of FSMC?

The regulating countries generally require all arriving vessels to declare whether they have traded to ports within the regulated areas in the current or previous specified risk period and the need for an inspection will be determined based on an assessment of the vessel's overall FSMC risk. Most regulating countries also require vessels to be certified free of FSMC. Please see Q9 for details about each country's entry requirements.

Q7: Are the regulating countries performing FSMC inspections all year round?

Vessels entering a regulating country may be subject to inspection at any time of the year to verify freedom from FSMC. However, as the potential for larvae to hatch from egg masses attached to a vessel in port, and spread, depends on the local climatic conditions at a specific port, each of the regulating countries may specify certain periods of the year with heightened surveillance and more systematic inspection for FSMC. Please see Q9 for details about each country's inspection procedures.

Q8: What happens if FSMC egg masses are detected during port inspections?

Actions imposed on the vessel depend on each country's regulation, taking into account climatic conditions at the time of entry as well as the degree of FSMC infestation, and the stage of development of the egg masses detected.

In some cases the vessel may be allowed to berth before being cleaned and handled with insecticide spraying whilst alongside. In other cases, if the vessel's itinerary indicate that the presence of FSMC life stages are possible and large amounts of egg masses that appear fresh and viable for hatching are detected, the risk may be considered too high and the vessel can be ordered to leave the country's territorial waters immediately. In extreme cases, vessels may be refused entry for up to two years during the FSMC risk periods in that country (e.g. Canada).

Q9: What are the county specific requirements?

Below is a summary of available information from each of the countries known to regulate and inspect arriving vessels for FSMC. Each country's definition of FSMC regulated areas and specified risk periods as well as entry requirements and inspection procedures are emphasised.

United States of America (US)

The FSMC programme is managed by the Animal and Plant Health Inspection Service (APHIS, www.aphis.usda.gov).

US' definition of regulated areas and specified risk periods

Regulated areas include ports in East Russia, Japan, Korea and Northern China and the US base its FSMC policy on the specified risk periods presented in the table below.

US entry requirements

Vessels that, in the past 24 months, have visited one of the regulated 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 regulated 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 at least 96 hours prior to arrival. The agent must ensure that this information is provided to US officials at least 96 hours prior to arrival.

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 FSMC 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 FSMC inspections at all US ports on each voyage when the itinerary suggests an FSMC risk.
- Certified vessels will be subject to an assessment of risk to determine the need for inspection.
- If FSMC is suspected on a vessel, re-inspections at subsequent ports will occur.
- If FSMC 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 [Spongy Moth web page](#), found under the Plant Pests and Diseases Programs. This page provides links to a number of useful publications such as the [FSMC pest identification](#) photo gallery as well as to the relevant inspection requirements, outlined in the [Revised Special Procedures for Ships Arriving from Areas with FSMC](#).

Changes to specified risk periods

Beginning in 2022, the US and Canada have implemented changes to their policies on FSMC regulated areas, which means that the time period during which FSMC certification is required for vessels that have called on certain ports in Japan and Russia has been increased/lengthened. However, it is assumed that for the first years of implementation, a transition between their old and new AGM program policy will be in place. For example, a vessel that received its FSMC certificate when the old risk periods were in place (2021) will not be penalised if it has not returned to one of the regulated areas in the years after the new risk periods came into force (2022 or 2023).

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

Country/ports or prefectures	2021 SRP	Revised SRP
East Russia Nakhodka, Ol'ga, Plastun, Pos'yet, 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 (2022-23)	Japan - Western (2021) Niigata, Toyama, Ishikawa	25 Jun - 15 Sep
	Japan - Eastern (2021) Fukui, Ibaraki, Chiba, Tokyo, Kanagawa, Shizuoka, Aichi, Mie	20 Jun - 20 Aug
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

Canada

The FSMC programme is managed by the Canadian Food Inspection Agency (CFIA, www.inspection.gc.ca).

Canada's definition of regulated areas and specified risk periods

CFIA and the US APHIS are working together to manage FSMC risks at origin and the Canadian requirements are aligned with the requirements enforced in US ports. Hence, Canada's definition of regulated areas and specified risk periods are equivalent to those of the US specified in the table above. In addition, CFIA has published a [policy clarification](#) stating that the country's FSMC policy does not exempt bunkering locations, including those at anchorage sites, located in the defined regulated areas.

Changes to specified risk periods

Beginning in 2022, Canada and the US have implemented changes to their policies on FSMC regulated areas, which means that the time period during which FSMC certification is required for vessels that have called on certain ports in Japan and Russia has been increased/lengthened. However, it is assumed that for the first years of implementation, a transition between their old and new FSMC program policy will be in place. For example, a vessel that received its FSMC certificate when the old risk periods were in place (2021) will not be penalised if it has not returned to one of the regulated areas in the years after the revised risk periods came into force (2022 or 2023).

Canadian entry requirements

As for entry to US ports, vessels that, in the past 24 months, have visited one of the regulated 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 regulated 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 and any relevant FSMC inspection reports issued by authorities in the US, Chile or New Zealand, to the vessel's local agent in time to ensure the information can be made available to Canadian officials at least 96 hours prior to arrival

Failure of the Canadian agent to notify the CFIA of the arrival of a regulated vessel, prior to the vessel entering Canadian water, is considered to be a non-compliance.

Inspections in Canadian ports

CFIA states that the FSMC risk period for Canada begins on 1 March in Western Canadian ports and on 15 March in Eastern Canadian ports and ends on 15 September for all Canadian ports. During these periods, vessels arriving without the required certificates and inspection reports may be refused entry into Canada unless an inspection by the CFIA at a designated offshore inspection site is conducted, and the inspector is satisfied that the risk of introducing FSMC has been mitigated. If an inspector is not satisfied that the risk of introducing FSMC has been mitigated, the vessel will be ordered out of Canadian waters and may be refused entry for up to two years during the FSMC risk period for Canada. Outside the FSMC high risk periods for Canada, vessels classified as high risk of FSMC are likely to be allowed to berth without interruption, subject to inspections at the discretion of the CFIA.

Vessels which have visited a regulated area, that present a valid pre-departure certificate, and that are found free of FSMC after phytosanitary inspection by authorities in the US, Chile, or New Zealand, may enter a Canadian port without inspection, provided that the original confirmation of inspection is presented as part of the pre-arrival documentation. However, it is important to note that any such inspection reports issued by authorities in the US, Chile or New Zealand are not considered as a replacement for the required pre-departure certificate issued by a recognised certification body in the Asia Pacific port.

Vessels calling on all ports of Labrador and north across Canada to the Yukon territory (including all ports in Yukon territory, Northwest territory, Nunavut, and all ports in Ontario and Quebec adjacent to Hudson Bay or James Bay) are exempt from the FSMC certification requirements if these ports are the first and only ports of call in Canada. However, vessels calling on these northern ports are not exempt from notification requirements for FSMC and must provide their port of call data as per the requirements above.

Available information from CIFA

Relevant information includes a separate [FSMC web page](#), found under the Plant Protection Program. This page provides links to a number of useful publications such as the [Pest Factsheet](#) as well as to the relevant inspection requirements, outlined in [Policy Directive D-95-03](#). In addition, CFIA has produced an [Inspect Before Entry Guide](#) which provides helpful instructions to the crew responsible for performing self-assessments. The guide can also be printed as a poster that can be displayed onboard the vessel.

Chile

The FSMC programme is managed by the Chilean Agriculture and Livestock Service (Servicio Agrícola y Ganadero (SAG), www.sag.cl).

Chilean entry requirements

Vessels that, in the past 24 months, have visited one of the regulated 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 regulated area; and
- ensure a copy of the pre-departure certificate together with two years of port of call data is forwarded to the Chilean officials at least 24 hours prior to arrival.

Inspections in Chilean ports

We are not aware that any specific heightened surveillance periods are specified for Chilean ports. Vessels arriving without the required certificates will be subject to inspections – the extent and location of the inspection will be determined based on an assessment of a vessel's overall FSMC risk. Such inspection must take place in daylight and free pratique may not be granted until the inspection has been completed.

Available information from SAG

Relevant information (in Spanish) includes a separate [FSMC web page](#), with links to the country's regulations, procedures, instructions and forms, and other guiding documents.

An English version (unofficial translation) of the Chilean regulations can be found here: [Res. No. 4412/2013 \(en\)](#) as revised by [Res. No.8870/2015 \(en\)](#). Another useful document in English include the poster: "[Check the ship before your arrival to Chile](#)".

Chile's definition of regulated areas and specified risk periods

Regulated areas include ports in East Russia, Japan, Korea and China between 60°N and 20°N latitude and Chile bases its FSMC policy on the specified risk periods presented in the table below.

Chile regulated areas and specified risk periods

All ports located between 60°N and 20°N latitude in:	
Country/ports or prefectures	Specified risk period
East Russia	1 Jul - 30 Sep
China	1 Jun - 30 Sep
South Korea	1 Jun - 30 Sep
North Korea	1 Jun - 30 Sep
Japan - Northern Hokkaido, Aomori, Iwate, Miyagi, Fukushima	1 Jul - 30 Sep
Japan - Western Akita, Yamagata, Niigata, Toyama, Ishikawa	25 Jun - 15 Sep
Japan - Eastern Fukui, Ibaraki, Chiba, Tokyo, Kanagawa, Shizuoka, Aichi, Mie	20 Jun - 20 Aug
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
Japan - Far Southern Okinawa	25 May - 30 Jun

Argentina

The FSMC programme is managed by the Argentine National Food Safety and Quality Service (Servicio Nacional De Sanidad Y Calidad Agroalimentaria, (SENASA), www.argentina.gob.ar/senasa).

Argentina's definition of regulated areas and specified risk periods

Regulated areas include ports in East Russia, Japan, Korea and China between 60°N and 20°N latitude and Argentina base its FSMC policy on the risk periods presented in the table below.

Argentine entry requirements

Vessels that, in the past 24 months, have visited one of the regulated 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 regulated area; 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 Argentine officials at least 72 hours prior to arrival.

Vessels that, in the past 24 months, have visited one of the FSMC regulated areas outside the specified risk period are exempted from the certification requirements, but are still required to notify SENASA about such visits.

Inspections in Argentine ports

We are not aware that any specific heightened surveillance periods are specified for Argentine ports. All vessels that, in the past 24 months, have visited one of the FSMC regulated areas will be subject to an assessment of risk to determine the need for inspection. A vessel's overall FSMC risk, and the extent and location of the required inspection, will be determined based on her trade pattern, length of stay in regulated areas, official certificates as well as seasonal variations such as population levels of FSMC.

Available information from SENASA

The [Argentine Resolución 764/2020](#), which regulates vessels arriving from ports known to be infested by FSMC, entered into force on **12 April 2021**. The resolution also has two important annexes: [Annex I](#) contains the prescribed form of certificate, and [Annex II](#) specifies the FSMC regulated areas and specified risk periods. It is worth noting that a revised Annex II entered into force in November 2022, as per [Resolución 533/2022](#), and the time period where FSMC certification is required for vessels that have called on certain ports in Japan and Russia was increased/lengthened, similar to that of the US and Canada.

Changes to the specified risk periods

Beginning in 2023, Argentina has implemented changes to its policy on FSMC regulated areas in line with the US and Canada. This means that the time period during which FSMC certification is required for vessels that have called on certain ports in Japan and Russia has been increased/lengthened. However, like in North America, it is assumed that for the first years of implementation, a transition between their old and new FSMC program policy will be in place. For example, a vessel that received its FSMC certificate when the old risk periods were in place (2021 or 2022) will not be penalised if it has not returned to one of the regulated areas in the year that the revised risk periods came into force (2023).

Argentina regulated areas and specified risk periods (SRP)

All ports located between 60°N and 20°N latitude in:		
Country/ports or prefectures	Specified risk period	Revised SRP
East Russia Petropavlovsk-Kamchatskiy, Vanino, Nevelsk, Kholmsk, Korsakov, Kozmino, Slavyanka, Posiet, Zarubino, Vostochny, Nakhodka, Vladivostok	15 Jul – 25 Sep	15 Jun – 15 Oct
China All ports	1 Jun - 30 Sep	1 Jun - 30 Sep
South Korea Busan, Jinhae, Masan, Tongyeong, Jangseongpo, Okpo, Gohyeon, Incheon, Pyeongtaek-Dangjin, Daesan, Taeon, Donghae-Mukho, Okgye, Hosan, Ulsan, Pohang, Gwangyang, Hadong, Samcheonpo, Yeosu, Gunsan, Mokpo, Boryeong	1 Jun - 30 Sep	1 Jun - 30 Sep
Japan - Northern Hokkaido, Aomori, Iwate, Miyagi, Fukushima	1 Jul - 30 Sep	1 Jul - 15 Oct
Japan - Western Akita, Yamagata, Niigata, Toyama, Ishikawa	25 Jun - 15 Sep	1 Jun - 30 Sep
Japan - Eastern Fukui, Ibaraki, Chiba, Tokyo, Kanagawa, Shizuoka, Aichi, Mie	20 Jun - 20 Aug	1 Jun - 30 Sep
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

Australia

The FSMC programme is managed by the Australian Department of Agriculture and Water Resources (DAFF, www.agriculture.gov.au).

Australia's definition of regulated areas and specified risk periods

The regulated areas include ports in Russia only and Australia base their FSMC policy on the specified risk periods in the table below:

Australia regulated areas and specified risk periods

Country/ports or prefectures	Specified risk period
East Russia All ports between 40°N and 60°N latitude and west of 147°E longitude	1 Jul - 30 Sep

Australian entry requirements

Operators of vessels are obligated to accurately report information in accordance with Section 193 of Australia's [Biosecurity Act 2015](#). As part of the Australian Maritime Arrivals Reporting System (MARS) and the required Pre-Arrival Report (PAR), vessels are required to:

- disclose whether they, in the past 24 months, visited a port in the regulated area during the specified risk period; and
- lodge the information in MARS no later than 12 hours prior to arrival.

Vessels should also advise DAFF if they since the last port call in a regulated area have been inspected and cleared by an agricultural authority in Australia, Russia, Canada, New Zealand or the US, and forward a copy of the relevant clearance certificate as an attachment to the PAR.

Inspections in Australian ports

DAFF states that the heightened surveillance period for Australian ports is between January and May each year. Vessels classified as high risk of FSMC will be assessed by DAFF to determine the need for FSMC inspection on arrival and will be notified if a targeted FSMC inspection is required as part of their first port arrival formalities.

Available information from DAFF

Relevant information includes a separate [Spongy Moth web page](#) and an [FSMC factsheet](#). Access to the [Maritime Arrivals Reporting System \(MARS\)](#), containing Pre-Arrival Report forms, user guides and frequently asked questions, is available via DAFF's [Biosecurity > Vessels](#) portal. Changes to the targeted FSMC inspection program are usually announced through their [Import Industry Advice Notices](#).



New Zealand

The FSMC programme is managed by the Ministry of Primary Industries (MPI, www.mpi.govt.nz).

New Zealand entry requirements

Vessels that, in the past 12 months, have visited one of the regulated 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 regulated area;
- make sure the certificate confirms that the vessel was inspected during the daylight hours on the same date as the vessel's departure; and
- forward a copy of the pre-departure certificate together with one year of port of call data to the MPI at least *48 hours prior to arrival*.

Inspections in New Zealand ports

We are not aware that any specific heightened surveillance periods are specified for New Zealand ports. Vessels arriving without the required certificates will be subject to inspection at a specific port as determined by the MPI or potentially four nautical miles offshore at an agreed location if the risk is considered to be very high.

Available information from the MPI

Relevant information is found under the [Hitchhiker Pests](#) website. This page provides links to a number of useful publications, such as the brochure "[Don't bring hitchhikers to New Zealand on your commercial vessel](#)" as well as to the relevant inspection requirements, outlined in the [Craft Risk Management Standard \(CRMS\) Vessels](#). In addition, the website [Vessel arrival process steps](#) provides an overview of all requirements applicable to vessels arriving in New Zealand, including those related to biosecurity and FSMC inspections.

New Zealand's definition of regulated areas and specified risk periods

Regulated areas include ports in East Russia, Japan, Korea and Northern China and New Zealand base their FSMC policy on the following definition of regulated areas and specified risk periods:

New Zealand regulated areas and specified risk periods

Country/ports or prefectures	Specified risk period
East Russia South of 60°N latitude and west of 147° longitude (excluding those ports on the Kamchatka Peninsula)	1 Jul - 30 Sep
China North of 31° 15´ N latitude	1 Jun - 30 Sep
South Korea In all areas	1 Jun – 30 Sep
Japan - Northern Hokkaido, Aomori, Iwate, Miyagi, Fukushima	1 Jun - 10 Aug 1 Jul – 30 Sep
Japan – Western Akita, Yamagata, Niigata, Toyama, Ishikawa,	25 Jun – 15 Sep
Japan – Eastern Fukui, Ibaraki, Chiba, Tokyo, Kanagawa, Shizuoka, Aichi, Mie	20 Jun – 20 Aug
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
Japan – Far Southern Okinawa	25 May – 30 Jun

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Q10: How can the crew reduce the vessel's risk of FSMC infestation?

The implementation of proper routines for carrying out systematic self-inspections onboard the vessel while en route can be a good way to avoid delays and re-routing during subsequent port calls.

Guides for conducting vessel self-inspections have been published by various authorities and are available to download, examples are Canada's "[Inspect Before Entry](#)" and New Zealand's "[Don't bring hitchhikers to New Zealand on your commercial vessel](#)". The guides provide helpful instructions to vessel crews on what the egg masses look like, where they might be found onboard the vessels, and how the eggs should be removed and destroyed. In summary, the crew should:

- Carry out a thorough visual inspection of all accessible areas of the vessel's superstructure, decks, holds, cargo and cargo gear. Use binoculars to inspect unreachable areas. Egg masses are often deposited in sheltered locations, in crevices or cavities, under tarps, behind doors, around light fixtures, and underneath the hold rims. As female FSMCs are attracted to light, female moths could lay their egg masses on surfaces of the vessel exposed to night lights.
- Scrape off any egg masses found and destroy them in alcohol, boiling water or by incineration. Do not paint over egg masses or drop egg masses into the sea as this will not kill the eggs or larvae.
- Record details of the inspections undertaken and the removal and disposal of FSMC egg masses in the vessel's deck log book.

Do not paint over egg masses - scrape off and destroy them. Photo courtesy of the Canadian Food Inspection Agency (CIFA)



Look for moths while calling at ports in Asia Pacific.
Photo courtesy of US Department of Agriculture (USDA)



Search for egg masses while on route
Photo courtesy of the US Customs and Border Protection (CBP)

FSMC

Q11: Are there other relevant sources of FSMC information?

North American Plant Protection Organization (NAPPO)

NAPPO (www.nappo.org) is a forum for public and private sectors in Canada, U.S. and Mexico to collaborate in the development of science-based standards intended to protect agricultural, forest and other plant resources against regulated plant pests, while facilitating trade. NAPPO has published the standard [RSPM 33](#) which is the main reference guideline for how to regulate the movement of ships and cargo from areas infested with the FSMC. In December 2021, it also published a position paper documenting a review of, and proposed changes to, the [FSMC specified risk periods in Japan, Russia, South Korea, and China](#).

BIMCO

In January 2015, BIMCO published “[Clause for Time Charter Parties](#)” that focuses on the basic obligations and responsibilities of owners and charterers when dealing with FSMC. The Clause deals with any and all life stages of the moth and consists of three sub-clauses:

- Sub-clause (a) sets out owners' obligation to deliver a vessel free of FSMC and to provide an FSMC Free Certificate on delivery if the ship has traded to areas regulated for FSMC in the last 24 months prior to delivery.
- Sub-clause (b) sets out charterers' obligation during the time charter period to take all reasonable steps at their expense to mitigate the risk of infestation, remove any infestations from the ship and cargo, and to obtain FSMC Free Certificates. Should an infestation of FSMC be found or suspected, the charterers shall also be responsible for any consequences whatsoever.
- Sub-clause (c) ensures that the charterers' obligations on redelivery mirror those of the owners on delivery. The charterers must redeliver the vessel free of FSMC and with an accompanying FSMC Free Certificate, if relevant.

The full text of the BIMCO Clause can be found in the Contracts & Clauses section of BIMCO's website at www.bimco.org and Members and clients are recommended to verify that the wording of existing charterparties addresses the allocation of responsibilities in respect of the risk of infestation by FSMC.

A collection of FSMC information, both general and country specific, is also made available by BIMCO and can be found in the Ships, Ports & Voyage section of its website.



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