

3

Agricultural
Clearance

Examining Carriers

Clearing Vessels

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Introduction

The *Clearing Vessels* section of Examining Carriers provides the standard procedures and guidelines for vessel clearance. If a Port Director needs to establish boarding and sealing procedures which deviate from those set down in this manual, he or she must get approval from Headquarters CBP-APL through the DFO. Examples of situations which may warrant establishing nonstandard procedures like instream boarding are identified where appropriate in this manual.

Materials Needed

When inspecting vessels, be sure to have the following materials readily available:

- ◆ Agricultural Safeguard Notices (translated version for non-English speaking crew members)
- ◆ *Animal Product Manual*
- ◆ Boarding bag
- ◆ CBP Form AI-288, Ship Inspection Report
- ◆ CBP Form AI-591, Alleged Violation
- ◆ CBP Form AI-592, Notice of Violation
- ◆ Cleaning and disinfecting equipment
- ◆ Flashlight
- ◆ Hand lens
- ◆ Hard hat
- ◆ Knife
- ◆ *Manual for Agricultural Clearance*
- ◆ *Nursery Stock Restrictions (M319.37-A & B)*
- ◆ *Plant Import: Nonpropagative Volume of Manuals*
- ◆ PPQ Form 227, Request for Customs Action
- ◆ PPQ Form 523, Emergency Action Notification
- ◆ Quarantine tags
- ◆ Sealing cord
- ◆ Seals—strip, (Tyden) strap, and button
- ◆ Vials

Advance Notification of Arrival

You should already have information on the vessel arrival since the owner/operator or representative is required to provide this information under the provisions of Advance Notification of Arrival as specified in 7 CFR 330.111¹ and reproduced in **Figure 3-3-1** below.

The owner, operator, or other representative of any aircraft or watercraft entering the United States from a foreign country, or arriving in the continental United States from Hawaii or any territory or possession of the United States, shall provide every Plant Protection and Quarantine office (PPQ office) serving a port of arrival on the itinerary of the craft while in the United States with advance notification of intent to arrive at that port. This advance notification of arrival shall:

1. Reach the appropriate PPQ office not less than 12 hours before the craft's estimated time of arrival at the port;
2. Be communicated by radio, wire, telephone, or any other means; and
3. Include the following information:
 - a. The name or other identifying feature of the individual craft;
 - b. The date and estimated time of arrival at the port;
 - c. The location of arrival, providing the most site-specific data available, such as the dock, pier, wharf, berth, mole, anchorage, gate, or facility, and;
 - d. The names of all foreign and non-Continental U.S. ports where any cargo, crew, or passenger destined for the continental United States has boarded the craft since its most recent arrival at a port in the United States.
4. If the craft's estimated time of arrival changes by more than one hour, the PPQ office that serves the port of arrival must be notified and provided with updated information immediately.
5. If the craft's site of arrival changes after a PPQ office has received advance notification of arrival, both that PPQ office and the newly affected PPQ office shall be notified of this change immediately. This applies, too, to site-specific changes involving watercraft.
6. If the craft's point of arrival is an anchorage, the PPQ office shall be notified, as soon as possible after the craft's arrival at the anchorage, of the specific site, such as berth, mole, pier, to which the craft will be moving, as well as of its estimated time of arrival at that site.
7. Aircraft and watercraft meeting any of the following conditions are exempt from the provisions in this section, and need not provide advance notification of arrival:
 - a. The craft is not regularly used to carry passengers or cargo for a fee;
 - b. The aircraft is making a flight scheduled in the Official Airline Guide, North American Edition, or the Official Airline Guide, Worldwide Edition, unless the scheduled time of arrival changes by more than one hour or the plane is diverted to another landing port;
 - c. An inspector has precleared the aircraft in Hawaii, a territory or possession of the United States, or a foreign port, having determined that the aircraft contained only articles that are not prohibited or restricted importation into the United States under the provisions of 7 CFR chapter III and 9 CFR chapter I; or
 - d. Personnel of the United States armed forces, including the U.S. Coast Guard, in Hawaii, a territory or possession of the United States, or a foreign port, have precleared an aircraft, having determined that the aircraft contained only articles that are not prohibited or restricted importation into the United States under the provisions of 7 CFR chapter III and 9 CFR chapter I.
 - e. The owner, operator, or other representative of the aircraft or watercraft not leaving the United States has been informed in writing by a PPQ inspector that notification of intended arrival is not required at subsequent ports in the United States.

FIGURE 3-3-1: Advance Notification of Arrival of Aircraft and Watercraft

¹ Although this CFR refers to PPQ, authority has been delegated to CBP.

Once the port has received the notification of arrival, that port must determine if the vessel is on the Garbage Violation List. The current list is available to all port offices. See [Monitoring Garbage](#) on **page 3-1-1** for more information.

Determining if a Vessel Requires Boarding on Arrival

The first step in clearing a vessel is to determine if boarding is required. If it is, then determine whether boarding is to be on arrival or can be deferred. (Deferred means to board during regular work hours as time permits.) If you determine that boarding is **not** necessary based on your port policy, then monitoring of the vessel's garbage is required. Monitoring procedures are covered in [Monitoring/Surveillance](#) on **page 3-3-13**.



CBP should board all foreign arrivals and coastwise vessels if notified of garbage or sealing problems. CBP is also responsible for boarding foreign vessels transiting Hawaii and Puerto Rico to the mainland. PPQ is responsible for monitoring domestic vessels that go directly from Hawaii and U. S. territories like Puerto Rico to the mainland.

Categories of Vessels Which Require Boarding on Arrival

The following categories of vessels require boarding on arrival:

- ◆ Foreign arrivals that are likely to require sealing based on past experience
- ◆ Certain foreign arrivals that may harbor the Asian gypsy moth (see [Taking Emergency Action for Suspect Asian Gypsy Moth \(AGM\) Ships](#) on **page 3-3-24**)
- ◆ Foreign flag, foreign arrivals that will depart for another U.S. port before regular working hours
- ◆ Foreign flag, military vessels
- ◆ Vessels on the current Garbage Violation List or khapra beetle infested vessels that sailed foreign without treatment²
- ◆ Passenger cruise vessels with Caribbean, Mexican or Bermuda itineraries — board up to 10% of these vessels to monitor for proper catering/garbage handling and adherence to compliance agreement requirements (see [Uniform Standards for Compliance Agreements for Cruise Ships with Caribbean, Mexico, or Bermuda Itineraries](#) on **page B-1-38**).

² Khapra beetle endemic countries include Afghanistan, Algeria, Bangladesh, Burkina Faso, Cyprus, Egypt, India, Iran, Iraq, Israel, Libya, Mali, Mauritania, Morocco, Myanmar, Niger, Nigeria, Pakistan, Saudi Arabia, Senegal, Sri Lanka, Sudan, Syria, Tunisia, and Turkey

- ◆ Passenger cruise vessels with itineraries other than the Caribbean, Mexico or Bermuda (only if eight or more passengers/crew are being landed)
- ◆ Coastwise arrivals with prior notice of sealing, garbage violations, or critical pest risk situations (see **Sealing Stores** on page **3-3-14**)

Categories of Vessels Which May Warrant Boarding on Arrival



You must have the approval of CBP AI Headquarters to include these nonstandard categories of vessels in the board on arrival category.

The following are categories of vessels that may warrant boarding on arrival:

- ◆ Vessels immediately proceeding to locations where boarding is impractical or unsafe
- ◆ Cargo control procedures which require CBP presence on arrival or during cargo discharge, e.g., restricted meat, fresh fruit, cotton at southern ports
- ◆ U.S. military vessels which historically have recurring quarantine violations
- ◆ Vessels docking in proximity to high-risk, agricultural areas (Alabama, California, Florida, Hawaii, Louisiana, Mississippi, Puerto Rico, Texas, or the U.S. Virgin Islands)

To determine whether to board vessels on arrival, refer to **Table 3-3-1**.

TABLE 3-3-1: Determine Whether to Board Vessels on Arrival

If the vessel:	And your port:	And your port policy is to:	Then:
Falls into one of the categories for boarding on arrival	_____	_____ →	GO to Inspecting the Vessel on page 3-3-6
Does not fall into one of the categories for boarding on arrival	Has approval from Headquarters CBP-AI to include the category as a board on arrival	_____ →	
	Does not have approval from Headquarters CBP-AI to include the category as a board on arrival	DEFER ¹ boarding of vessel	◆ GO to Categories of Vessels for Deferred Boarding on page 3-3-6
		MONITOR vessel	◆ GO to Monitoring/Surveillance on page 3-3-13

- 1 Defer means to board during regular work hours as time permits.

Categories of Vessels for Deferred Boarding

All vessels **not** boarded on arrival are either deferred for boarding or they are monitored for garbage compliance. Use port policy to determine whether to defer boarding or monitor the following categories of vessels. The Port Director or designee determines port policy based on the port's previous experience and workload. If you board the vessel, continue to [Inspecting the Vessel](#) on **page 3-3-6**. If you monitor the vessel, see [Monitoring/Surveillance](#) on **page 3-3-13** for instructions.

The following categories are examples of vessels to be boarded as time permits during regular working hours:

- ◆ U.S. military vessels **not** boarded on arrival
- ◆ U.S. flag vessels
- ◆ Private pleasure boats
- ◆ Fishing vessels
- ◆ Coastwise vessels arriving without notice of problems or sealing requirements
- ◆ Vessel which frequently arrives at a port and has demonstrated low risk based on absence of pest risk, garbage problems, significant pest interceptions, or other quarantine problems requiring corrective action

Boarding Safety

Boarding Instream

Boarding vessels instream is a nonstandard procedure. If instream boarding has been approved, follow safety precautions.



When boarding instream, consider your physical capabilities and use a flotation jacket!

If the vessel leaves your port prior to boarding, then notify the next port on the vessel's itinerary to board vessel.

Inspecting the Vessel

The actions you take during your inspection are going to be determined primarily by two factors:

- ◆ Location of your port (whether you're in a sealing area)
- ◆ Areas of the world the vessel has transited, loaded cargo, and taken on stores (to assess pest risk)

Determining if You Are at a Sealing Port

Use **Table 3-3-2** to determine if you're at a location that requires sealing of vessel stores.

TABLE 3-3-2: Determine if You Are at a Sealing Port

If your port is in:	Then:
Alabama, California, Florida, Hawaii, Louisiana, Mississippi, Puerto Rico, Texas, or the U.S. Virgin Islands	<ul style="list-style-type: none"> ◆ CONTINUE in this step, then ◆ GO to Sealing Stores on page 3-3-14
St. Lawrence Seaway or Great Lakes	<ul style="list-style-type: none"> ◆ CONTINUE in this step ◆ CHECK seals and reseal meats if necessary in support of Agriculture Canada's sealing
Other than the locations listed in the two cells above	<ul style="list-style-type: none"> ◆ CONTINUE in this step ◆ DO NOT SEAL

Activities Involved When Inspecting Vessels

Inspecting vessels involves the following activities:

- ◆ Gathering information
- ◆ Inspecting the galley, storerooms, quarters, and deck area
- ◆ Inspecting the condition of the garbage containers
- ◆ Inspecting cargo holds when they contain cargo from khapra beetle areas

Gathering Information

Locate the captain or a responsible vessel's officer to gather information for filling out CBP Form AI-288. See **Table A-1-7** on **page A-1-44** for instructions on completing the form.

The information on foreign ports transited during the voyage can help you assess the areas in which to focus your inspection. Customs Form 1300 lists the complete foreign itinerary of the vessel. During your discussion with the captain, you can also inform the captain of the garbage regulations to be observed while in port. Ask the captain how many cabins have refrigerators and do they allow fruit and meat in the cabins. If the vessel is coming from Africa, Central America, South America, or Mexico, ask if any bee swarms have been sighted. Give the captain a phone number where CBP can be contacted if any swarms are found.

TABLE 3-3-3: Determine Where to Focus Your Inspection Based on Risk

If the vessel transited or loaded cargo or stores from:	Then:
Afghanistan, Algeria, Bangladesh, Burkina Faso, Cyprus, Egypt, India, Iran, Iraq, Israel, Libya, Mali, Mauritania, Morocco, Myanmar (Burma), Niger, Nigeria, Pakistan, Saudi Arabia, Senegal, Sri Lanka, Sudan, Syria, Tunisia, or Turkey	INSPECT the vessel for khapra beetle
Africa—all countries on the continent, Belize, Brazil, Colombia, Costa Rica, El Salvador, Ecuador, French Guyana, Guatemala, Guyana, Honduras, Mexico, Nicaragua, Panama, Peru, Suriname, or Venezuela	INSPECT the deck area for bee swarms; these countries are known to have Africanized honeybees

Inspecting Galley, Stores, Quarters, and Deck

Inspect the galley as follows:

- ◆ Inspect and note the quantity and origin of all fresh fruits and vegetables
- ◆ Inspect the dry provisions (flour, rice, grain cereals) and spices carefully for khapra beetle larvae and cast skins when aboard khapra beetle suspect vessels

Inspect the stores as follows:

- ◆ Inspect and note the quantity and origin of restricted or prohibited fruits and vegetables
- ◆ Inspect the fruits and vegetables using the inspection guidelines given in the [Fruits and Vegetables Import Manual](#)
- ◆ Inspect the dry provisions (flour, rice, grain cereals) and spices carefully for khapra beetle larvae and cast skins when aboard khapra beetle suspect vessels

Taking Emergency Action on Khapra Beetle

TABLE 3-3-4: Emergency Action to Take When Kaphra Beetle Is Found

If you found:	Then:
Live khapra beetle(s)	1. ISSUE a warning notice to the captain of the vessel 2. SEAL the infested storerooms or safeguard the infested material 3. CONTINUE below
Dead khapra beetle(s) or their cast skins	◆ DO NOT take emergency action unless further inspection reveals live pests ◆ ASK the Captain or ship's agent if the vessel was previously treated to assure yourself that there are no live khapra beetles

If live khapra beetles were found, issue the following warning notice on the CBP Form AI-288:

An insect believed to be khapra beetle, a serious agricultural pest, has been found in your vessel. If identification is confirmed, an Emergency Action Notification will be issued by Customs and Border Protection.

If identification is confirmed as khapra beetle, then issue PPQ Form 523, Emergency Action Notification. See [Table A-1-34](#) on [page A-1-110](#) for instructions on completing the form. Have the captain or the vessel's agent sign the form to acknowledge they have received the Emergency Action Notification, and give a copy to the person signing.

Taking Emergency Action on Quarantine Actionable Pests OTHER THAN Khapra Beetle

Exercise your professional judgment when you find active infestations of known or suspected plant pests (other than khapra beetle) that would require quarantine action if encountered in articles for entry. Consider using the following available tools: sealing, withholding permission to discharge, destruction, and any other safeguard deemed appropriate.

Require treatment to start within 24 hours after receipt of PPQ Form 523 unless the vessel sails foreign or there are insufficient facilities for treatment. You may extend the 24-hour starting period to 48 hours if you determine the reasons for delay to be satisfactory. The Deputy Administrator is the only person authorized to extend delays beyond 48 hours. Notify local PPQ that treatment is required.

Inspect the quarters as follows:

- ◆ Inspect quarters in a fruit fly sealing area to collect all fruit which requires sealing
- ◆ Inspect quarters when you suspect pet birds are being kept by crew, and/or you want to verify the birds are caged and kept inside a cabin (see [Birds Aboard Commercial Vessels](#) on [page 3-3-23](#) for further instructions on pet birds)
- ◆ Inspect high-risk plants or cut flowers used as ship's furnishings

Inspect the deck as follows:

- ◆ Inspect the deck area to check for garbage maintenance aboard the vessel; garbage containers should be as follows:
 - ❖ Inside the railing
 - ❖ **Not** leaking
 - ❖ Covered

If the preceding conditions are **not** present, then go to ***Ocean Vessel Garbage Violations*** on **page 8-1-8** for instructions on assessing civil penalties for a vessel’s garbage violations.

Seal to prevent use while in U.S. territorial waters if the vessel’s garbage handling equipment includes either of the following:

- ◆ Garbage chutes
- ◆ Garbage containers built into the railing

When checking garbage aboard a vessel, be sure to check for compliance with MARPOL Annex V. Note the “yes” or “no” answers to the following questions:

1. Is a functional incinerator or other disposal method aboard the vessel?
2. Did the responsible vessel representative show you a garbage pickup receipt or other evidence of lawful disposal of plastics ashore?

After answering the above questions, go to **Table 3-3-5**.

TABLE 3-3-5: Determine if Violation of MARPOL Annex V Exists

If the answers to the above questions were:	Then:
1. No 2. No	A violation of MARPOL Annex V exists; do the following: 1. COMPLETE the Addendum to PPQ Form 288 2. GET the responsible vessel representative to sign the PPQ Form 288 and the Addendum 3. FORWARD PPQ Form 288 with an original signature and Addendum to the local Coast Guard Captain
Other than those listed in the cell above	DO NOT complete the Addendum to PPQ Form 288

Also, if a crew member informs you (volunteers the information without your questioning) that plastics were dumped at sea, then complete the Addendum to PPQ Form 288 and indicate in *Block 25, Remarks* section the crew member’s statement. Have the crew member sign the Addendum and indicate the crew member’s position (for example, Captain, Chief Mate, etc.)

Plastics for disposal ashore are considered regulated garbage when they are used as wrappers for meats, containers for animal products, or are commingled with the vessel garbage. All other plastic stored separately aboard the vessel may be disposed of ashore without restriction.

Materials Needed When Inspecting for Africanized Honeybees

If the vessel is arriving from or transited a country known to have Africanized honeybees, then make sure you have the phone number of the contractor responsible for bee disposal and proper protective equipment as follows:

- ◆ Bee veil and helmet or bee suit
- ◆ White or tan coveralls
- ◆ Thick gloves to protect your hands from stings
- ◆ Aerosol pesticide (d-phenothrin 10 percent), available from port office³
- ◆ CO₂ fire extinguisher; available from port office

Inspection Procedures for Africanized Honeybees



Do not assign employees known to be sensitive to bee venom to this job.

Inspect the deck area of the vessel for swarms of bees. Look for bees around garbage containers and any water source, such as water faucets. Check any opening on deck or on the bridge for possible colony sites. Pipes, mast crossbars, air vents, and other equipment stored on deck offer excellent colony sites for bees.

If you find bees⁴, then do the following:

1. Advise the agent to contact a local commercial pest control operator that can eliminate Africanized honeybee populations.



Treating for bees can be very dangerous. Do not attempt to destroy a bee colony without the services of a pest control professional.

2. Examine the dead bees to determine if the queen is present.
3. Question personnel in the dock area to locate additional bees that may have escaped detection.
4. Notify the local USDA APHIS entomologist.
5. Submit a written report through channels to QPAS within 2 weeks.
6. Note the fact that you found live bees on CBP Form AI-288, Ship Inspection Report.

³ If stock aerosol pesticide is unavailable, purchase and use a commercial wasp and bee killer.

⁴ Even if you find no live bees, note this fact on the Ship Inspection Report (PPQ Form 288).

7. See **Routine Interceptions** on **page 7-1-9** for directions on how to submit interceptions.



If you are stung, immediately scrape the stinger off by scraping it in the direction **opposite** where it entered the skin. You may scrape the stinger off by using your fingernail or any straight-edged instrument. **Never** pull the stinger out because this will force more venom into your skin as well as release more alarm pheromone. Since the stinger is barbed, immediate removal can greatly reduce the effect of the sting. To avoid more stings (since the site of the sting is releasing alarm pheromone), get to safety quickly and wash the site of the sting with soap and water.

Documenting Ship Clearance

Complete **CBP Form AI-288, Ship Inspection Report** on **page A-1-43**, to document your inspection. See **Table A-1-7** on **page A-1-44** for instructions on completing the form.

If the vessel transited or loaded cargo or stores in a country known to have the Africanized honeybee, note whether or **not** live bees were found on the vessel. On PPQ Form 288, *Block 25, Remarks* write a message to the captain requesting “If live bees are sighted on the ship or a container, then call a CBP officer at [port phone number].”

Notifying and Reporting

When a direct vessel is proceeding to another port within the United States, its possessions, or its territories, Agriculture Specialists or Agriculture Specialist Supervisors must notify the Agriculture Operations Specialist in the originating Field Office if they discover certain risk factors. These risk factors include, but are not limited to:

- ◆ Garbage violations
- ◆ Vessels on the Asian Gypsy Moth Alert Lists
- ◆ Stores containing fruit fly host material that require sealing
- ◆ Other identified pest risks

Agriculture Operations Specialists will then notify their counterparts at the subsequent Field Offices by telephone or e-mail of the specific risk factors. Agriculture Operations Specialists will also notify all subsequent coastwise ports in their areas of responsibility, and if possible, will fax a copy of the PPQ Form 288 to these ports as well.

If the port receiving the direct vessel decides not to clear the vessel or if the vessel is deferred and sails coastwise prior to clearance, Agriculture Specialists must notify subsequent ports through the same official channels.

The first port identifying a vessel with identified risk factors has the responsibility to notify all subsequent ports via the Field Office chain of command. For vessels with fruit fly host materials, all subsequent coastwise ports with sealing requirements must be notified. Ports without sealing requirements do not require this notification.

Monitoring/Surveillance

QPAS establishes program policies to ensure that garbage handling and safeguarding of stores on vessels in port are monitored on an unannounced, spot-check basis, as follows:

- ◆ Vessels **not** boarded will be monitored when feasible
- ◆ Vessels boarded—at least 50 percent will be subsequently monitored

The Port Director may use CBP Form AI-288 or a local log to record monitoring activities.

In monitoring, make sure that garbage aboard a vessel is as follows:

- ◆ Inside the railing
- ◆ In a leakproof container
- ◆ In a covered container

If the vessel is **not** complying with these garbage conditions, then require remedial measures and assess a civil penalty. Instructions for assessing civil penalties are contained in [Ocean Vessel Garbage Violations](#) on [page 8-1-8](#).

Purging Stores and Garbage

Vessels may purge their stores and garbage and disinfect if necessary to attain “domestic status.” By purging their stores and garbage, vessel owners are provided an opportunity to reduce their costs associated with garbage removal. This opportunity will most likely be taken by vessels entering mainland U.S. and Canadian service for either an extended period or permanently.



If a United States military vessel, use the directions for [Handling Regulated Garbage Aboard U.S. Naval and Coast Guard Vessels](#) on [page 3-1-8](#).¹ Once purged, the vessel may have its stores and garbage regulated as if it were domestic.

1 These directions are based on NAVSUP (Naval Supply Systems Command) for the Navy or the *Subsistence Manual* for the Coast Guard.

Directions for allowing nonmilitary vessels to purge their regulated stores and garbage are as follows:

1. Monitor the purging of the vessel’s regulated stores and garbage.
 - A. The purged material must be incinerated, sterilized, or transferred to another vessel
 - B. If transfer to another vessel is the option selected for purging, see **Transferring Meat or Poultry in a Vessel’s Stores** on **page 3-3-19**.
 - C. If the vessel calls only at a U.S. Territory or Hawaiian port, then only the regulated produce needs to be purged; there is no animal disease risk. Otherwise, require the purging of both regulated animal products and produce.
2. Fill in “Purged—now domestic” in PPQ Form 288, *Block 25, Remarks*
 - A. Give a copy of the completed form to the captain.
 - B. Tell the captain to keep the copy of the form as evidence of domestic status until the vessel sails again outside of the continental U.S. or Canada.

Sealing Stores

Sealing stores is a safeguarding practice which prevents the use or movement of fruit fly host materials (fresh fruits and vegetables) aboard a vessel while in U.S. territorial waters.



Putting fruit fly host material in a cardboard box and taping it shut does **not** constitute proper secure sealing!

Make sure the crew cannot get into the sealed area.

In climates that can support fruit fly year round, all fruit fly host materials are sealed in vessel stores. See **Table 3-3-6** to determine if you are in an area where sealing is standard practice.

TABLE 3-3-6: Determine if You Are in an Area Where Sealing Stores Is Standard Practice

If you are in:	Then:
Alabama, California, Florida, Hawaii, Louisiana, Mississippi, Puerto Rico, Texas, or the U.S. Virgin Islands	GO to Determining What Fruit Fly Material to Seal on page 3-3-15
Other than the locations listed in the above cell	DO NOT SEAL for fruit flies or for the Canadian Food Inspection Agency

Determining What Fruit Fly Material to Seal

Seal all fleshy botanical fruits **except** those listed in [Table 3-3-8](#) and those originating in the “No sealing” areas. However, material that is host to fruit flies, but was grown in the contiguous United States does **not** require sealing. If you’re located in Hawaii, you **do not** need to seal any fruit fly material from Mediterranean⁵ (West) countries. If you’re in Puerto Rico or the U.S. Virgin Islands, then you **do not** need to seal any fruit fly material from the West Indies⁶. If you are interested in an explanation of the reasons for **not** sealing, see [Appendix M](#).

Inspect for and collect all fruit fly host material from the quarters and galley. Combine all the collected material with all fruit fly host materials in the refrigerated stores. Seal excessive amounts of fruit fly host material in a secure compartment within the storeroom. A secure, refrigerated compartment is one which ensures that the only way to gain access to the compartment is by breaking the seal. If you must seal the entire storeroom, then give the chief steward the opportunity to remove all nonhost material from the storeroom for use while in port. Bags or boxes are **not** considered secure compartments within a storeroom. Move the bags or boxes to a secure compartment for sealing, or seal the entire storeroom.

Small Amounts of Fruit Fly Material

In sealing areas, if only a small amount of fruit fly host material is found, give the chief steward the option to destroy the material or seal it in a secure compartment. If the chief steward chooses to have the fruit fly material destroyed, you may seize the material by placing it in a plastic bag for destruction and examination at a later time. Make a note on PPQ Form 288 of all fruit fly materials seized. Use [Table 3-3-7](#) on [page 3-3-16](#) to determine which fruit fly materials require sealing based on the origin of the commodities.

5 Mediterranean (West) countries: Albania, Algeria, France, Greece, Italy, Libya, Morocco, Portugal, Spain, Tunisia, and former Yugoslavia (now Croatia, Bosnia and Herzegovina, Serbia and Montenegro, and Macedonia).

6 West Indies: Annually, Antigua and Barbuda, Bahamas, Barbados, Cayman Islands, Cuba, Dominica, Dominican Republic, Grenada, Guadeloupe (and St. Barthelemy), Haiti, Jamaica, Martinique, Montserrat, St. Eustatius, St. Kitts and Nevis, St. Lucia, St. Martin, St. Vincent and the Grenadines, Turks and Caicos Islands, and the British Virgin Islands.

TABLE 3-3-7: Determine Which Fruit Fly Materials Require Sealing Based on Origin of Commodities

If the fleshy botanical fruits are from:	Then:
Africa (not including Algeria, Libya, Morocco, and Tunisia) ¹	SEAL all fleshy botanical fruits
Asia (except for Asian Russia, Japan, Korea, or Mongolia)	
Australia	
Chile	SEAL only tomatoes
Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua, or Panama	GO to Table 3-3-8 on page 3-3-17
Hawaii	SEAL all fleshy botanical fruit except papaya (treated) and pineapple
Japan and Korea	SEAL only cucurbits
Mediterranean (West) ²	GO to Table 3-3-8 on page 3-3-17
Mexico or Belize	
Northern Eurasia ³ [not including Mediterranean (West), Japan, or Korea]	SEAL only cherries
Puerto Rico or U.S. Virgin Islands (located in the West Indies)	GO to Table 3-3-8 on page 3-3-17
South America, Tobago, and Trinidad (except Chile)	
West Indies and Lesser Antilles ⁴ (includes Aruba, Bonaire, and Curacao)	
Other than a country or State listed in the cells above	GO to Figure 3-3-2 on page 3-3-18 , which shows the countries for which sealing is not required

- 1 Algeria, Libya, Morocco, and Tunisia are considered to be Mediterranean (West) countries.
- 2 Mediterranean (West) countries: Albania, Algeria, France, Greece, Italy, Libya, Morocco, Portugal, Spain, Tunisia, and former Yugoslavia (now Croatia, Bosnia and Herzegovina, Serbia and Montenegro, and Macedonia).
- 3 Northern Eurasia countries: All countries **north of** Mediterranean (West) and **north of** Turkey, Iran, Afghanistan, and China.
- 4 West Indies: Anguilla, Antigua and Barbuda, Bahamas, Barbados, Cayman Islands, Cuba, Dominica, Dominican Republic, Grenada, Guadeloupe (and St. Barthelemy), Haiti, Jamaica, Martinique, Montserrat, St. Eustatius, St. Kitts and Nevis, St. Lucia, St. Martin, St. Vincent and the Grenadines, Turks and Caicos Islands, and the British Virgin Islands.

If the seal is broken or removed while in U.S. territorial waters, then complete CBP Form AI-592, Notice of Violation.

TABLE 3-3-8: Determine Which Fleshy Botanical Fruit to Seal

If the country of origin is:	And the fruit is:	Then:
Central America (except Belize) ¹	Banana, cucurbit, eggplant, okra, legume, lemon, lime, pineapple, strawberry	DO NOT seal fruit
	All other fleshy, botanical fruit	SEAL fruit
Mediterranean (West) ¹	Cucurbit, eggplant, legume, lemon, lime (sour), okra, pineapple, strawberry	DO NOT seal fruit
	All other fleshy, botanical fruit	SEAL fruit
◆ Mexico ¹ ◆ Belize ¹	Banana (<i>Musa</i> sp.), breadfruit, cactus fruit, cucurbit, date, grape, legume, lemon, lime (sour), litchi, mangosteen, okra, papaya, pineapple, Solanaceae ² , strawberry	DO NOT seal fruit
	All other fleshy, botanical fruit	SEAL fruit
◆ South America (except Chile) ¹ ◆ Trinidad ¹ ◆ Tobago ¹	Banana, eggplant, legume, lemon, lime (sour), okra, pineapple, strawberry	DO NOT seal fruit
	All other fleshy, botanical fruit	SEAL fruit
West Indies ¹	Avocado, banana, breadfruit, cactus fruit, citrus, cucurbit, date, genip, grape, legume, litchi, mangosteen, okra, papaya, pineapple, Solanaceae ² , strawberry	DO NOT seal fruit
	All other fleshy, botanical fruit	SEAL fruit

1 For an explanation, see [Appendix M](#).

2 The botanical family Solanaceae includes tomato, pepper, and eggplant.

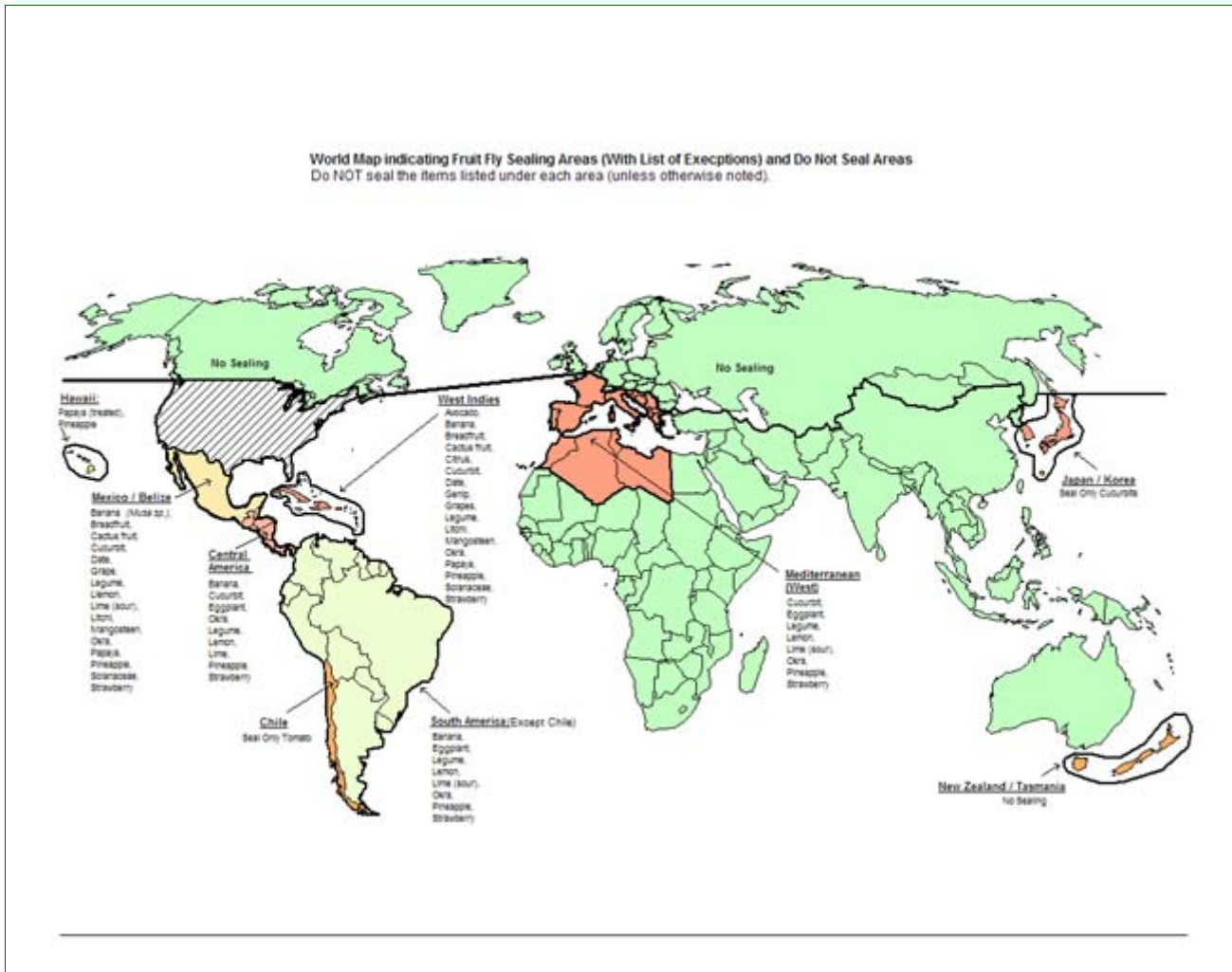


FIGURE 3-3-2: Map of Fruit Fly Seal and Do Not Seal Areas of the World

Animals Aboard Public Vessels

Live ruminant animals or swine should **not** be aboard public vessels given courtesy of the port. If live animals are aboard, notify VS. The vessel's captain is expected to prevent the removal of other animals (including birds) as well as other restricted or prohibited items.

Transferring Meat or Poultry in a Vessel's Stores

Meat, poultry and other edible animal products and by-products in a vessel's stores may be transferred over water from one vessel to another when permission in writing listing the items to be transferred is requested of CBP. The vessel's agent will also request approval from PPQ VRS HQ to transfer these commodities. The transfer will be made under the direct supervision of CBP. Stores must be transferred from one vessel onto a barge or other floating carrier, over water to the receiving vessel.

Stores in sealed, leak proof maritime containers may be moved overland within the port's environs with permission from CBP and VRS. The stores must be off-loaded from the donating vessel in a sealed leak-proof maritime shipping container. The container must not be opened while on land; it must remain sealed at all times. The container cannot leave the port of arrival. The meat or other animal products cannot be held in port for more than 72 hours.

Stores that cannot be transferred under the above conditions must be presented as a cargo shipment and meet all of the requirements for importation by the appropriate government agencies.

Follow these procedures for the transfer of meat:

- ◆ Determine the origin of the meat
- ◆ Determine from the vessel's log the ports the vessel has previously visited since taking on the meat to be transferred

Refer to **Table 3-3-9** on **page 3-3-20**.

TABLE 3-3-9: Transfer of Meat or Poultry in Vessel's Stores

If the meat or poultry originates:	And the vessel:	And it is in:	Then:
In countries free of bovine spongiform encephalopathy (BSE), foot-and-mouth disease (FMD), rinderpest (RP), classical swine fever (CSF), swine vesicular disease (SVD), African swine fever (ASF), HPAI (H5N1), and exotic newcastle disease (END)	Did not transit an infected country	Sealed, leakproof container	<ul style="list-style-type: none"> ◆ ALLOW transfer of meat under the direct supervision of CBP to another vessel or to a cold storage facility within the port environs for a maximum of 7 days ◆ Do not allow meat to be used ashore
	Transited an infected country	Sealed, leakproof container, packed as originally shipped	<ul style="list-style-type: none"> ◆ ALLOW only transfer of meat in unopened containers to another vessel or to a cold storage facility within the port environs for a maximum of 72 hours ◆ Movement must be under direct CBP supervision ◆ Do not allow meat to be used ashore
		Boxes or cartons that were opened (staples or bands removed or flaps unglued)	<p>ALLOW transfer of stores only under the following conditions:¹</p> <ul style="list-style-type: none"> ◆ Direct supervision of a CBP-AS officer ◆ Transfer direct, over water from one vessel onto a barge or other floating carrier, then over water to the receiving vessel
In an infected country	→	→	<ul style="list-style-type: none"> ◆ Require cleaning/disinfection of the barge and equipment following transfer

1 If either of the conditions is **not** practical, then contact the Headquarters VMO.

Special Procedures for Relanding Meat Aboard U.S. Military Vessels Returning from Foreign Countries

Require the following procedures for relanding U.S.-origin meat aboard military vessels having transited infected countries:

- ◆ Conduct movement of all meat under CBP AI supervision
- ◆ Allow only meat in unopened boxes to move
- ◆ Allow movement of meat to take place only within the metropolitan area of the port where the meat is off-loaded.
- ◆ Move meat to refrigeration units
- ◆ Seal refrigeration units with USDA seals until meat is to be loaded on an outbound vessel for use outside the United States
- ◆ Break USDA seals and supervise loading of meat back to vessels' stores when meat sealed in refrigeration units are ready for loading on an outbound vessel
- ◆ Contact PPQ-VRS-AQI or PPQ-VRS-HQ for approval of any deviations from the above procedures

Taking Action on Vessels In Lay-up Status

Vessels going into lay-up status (temporarily removed from commercial activity) are considered in a special category for restricted and prohibited stores.

Because of the unknown duration of lay-up, it is **not** practical to attempt to control the garbage.

Seal aboard ship, or have all restricted and prohibited stores removed before the vessel goes into lay-up. **Seal the entire locker or refrigerator** rather than a portion of a refrigerator from which stores might be removed. Periodically recheck sealed refrigerators to make sure that the seals are intact.

Transfer meat stores as directed in [*Transferring Meat or Poultry in a Vessel's Stores*](#) on **page 3-3-19**.

Taking Action on Live or Dead Animals

Use **Table 3-3-10** to determine the action to take if animals are found.


TABLE 3-3-10: Determine Action to Take if Animals Are Found

If the shipment is:	Then:
Live animals or dead animals that are part of a live animal shipment	GO to Live Animals on page 3-3-22
Solely dead animals	GO to Dead Animals on page 3-3-23

Live Animals

Live animals are the responsibility of VS. Additionally, VS has the responsibility for cleaning and disinfecting the vessel if it held live animals. Since CBP is often the first to board the vessel, follow the instructions in **Table 3-3-11** when VS is **not** present to meet vessels carrying live animals.

TABLE 3-3-11: Action to Take When Live Animals Are Found

If the animal group is:	And the animals are:	Then:
Horse, ruminant, or swine	Aboard the vessel	<ul style="list-style-type: none"> ◆ HOLD the animals aboard the vessel ◆ NOTIFY VS by telephone
	Off-loaded from the vessel	<ul style="list-style-type: none"> ◆ HOLD the animals and the associated feed, bedding, etc., at the point of discovery¹ ◆ NOTIFY VS by telephone
Birds (includes poultry and pet birds)	A commercial shipment	<ul style="list-style-type: none"> ◆ HOLD the birds ◆ NOTIFY VS by telephone
	Birds in baggage	GO to Handling Pet Birds in Baggage on page 4-1-10
	Birds in quarters	GO to Birds Aboard Commercial Vessels on page 3-3-23
Canine ² (dogs)	Used with livestock ²	◆ HOLD the animals
	With open sore(s) ³	◆ NOTIFY VS by telephone
	Without open sore(s) or not used with livestock	RELEASE
Other than horse ruminant, swine, canine, or birds ⁴		<ol style="list-style-type: none"> 1. INSPECT cages for prohibited items and have them removed 2. REFER to Fish and Wildlife Service

1. Consider the welfare of the animals in severe weather. If you authorize movement, then clean and disinfect all areas occupied by, or equipment used to move the animals. Do not allow movement to an area where other animals are present or away from the immediate area of the point of discovery. Do not allow vessels to move prior to VS arrival.
2. Dogs kept around livestock may carry tapeworms.
3. Could possibly be screwworm which feeds on living tissue.
4. Refer primates to Fish and Wildlife Service and Centers for Disease Control.

Dead Animals

If only dead birds, horses, ruminants, or swine are discovered, then contact VS. If you find dead animals other than the above, no action is required by CBP or VS.

Birds Aboard Commercial Vessels

Allow birds to remain aboard vessels under the custody of the captain when the birds are maintained in a secure location throughout travel in U.S. territorial waters. Write the following statement on PPQ Form 288 in the *Remarks* section:

“I agree to keep the bird(s) caged or tethered and kept in a ship’s cabin while in U.S. territorial waters.”

(Captain’s Signature)

Get the captain to sign below the statement (shown above) on PPQ Form 288. If you harbored the vessel and find that the birds are **not** being kept as stated in the agreement, issue a civil penalty (PPQ Form 591) to the captain of the vessel. If you discover a crew member taking a bird off the vessel, then seize the bird and issue a civil penalty (PPQ Form 591) to the crew member. Assess a civil penalty if the crew member has attempted to conceal the bird.

Birds Aboard Noncommercial Vessels (Yachts and Pleasure Vessels)

Make sure that birds are kept aboard yachts and pleasure vessels while at any U.S. port. Write a notice on PPQ Form 288 stating that removal of the bird(s) is prohibited.

If a bird is to be removed from the yacht, it must meet import requirements (quarantine). Notify VS by telephone. After completing quarantine, the bird may move in and out of a port as a U.S. returned bird. U.S. returned birds must have the following:

- ◆ U.S. health certificate issued prior to departure
- ◆ Proper identification (leg band or tattoo)
- ◆ VS veterinary inspection

If a bird has been out of the country for more than 60 days, it must be quarantined at the owner’s residence for 30 days. Notify VS to take action.

Taking Emergency Action for Suspect Asian Gypsy Moth (AGM) Ships

The purpose of the emergency action is to prevent the artificial spread of Asian Gypsy Moth (AGM), *Lymantria dispar*, from high-risk areas including Far East Russian and Japanese ports where AGM populations are at high densities. Inspection and exclusion of contaminated ships will prevent the artificial spread of AGM.

The AGM displays significant behavioral differences compared to the North American gypsy moth (NAGM). The female AGM is an active flyer that is attracted to lights, and capable of flying up to 25 miles. The AGM feeds on larch and other conifers as well as on alder and willow. Oaks and other hardwood species are also acceptable hosts.

The female AGM lays eggs during August and September in Far East Russian and Japanese ports. Attracted by the lights on ships, the females may lay eggs on the superstructure. The larvae can be blown by the wind short distances on silk strands. Due to these characteristics, a list of vessels that called at Far East Russian ports between July 15 and September 30 of the previous year and high-risk Japanese ports (see **Table 3-3-14** on **page 3-3-29**) has been developed: the AGM Vessel Alert List.

Although APHIS has no regulation prohibiting the entry of AGM high-risk ships, the Plant Protection Act grants the authority to order infested ships to leave U.S. waters.

Determine Status of Arriving Ships

Determine which ships should be excluded entry, which should be boarded on arrival, and which require normal, non-AGM boarding procedures. These procedures use two types of exclusion: (1) If a pest is found, CBP has the authority to order a ship to leave U.S. waters (a mandatory exclusion); and (2) PPQ requests that the following ships have approved certification of freedom from AGM prior to departure during identified high-risk periods when female moths deposit egg masses:

- ◆ Ships that have been in Far East Russian ports between July 15 and September 30 of the previous year
- ◆ Ships that have been in high-risk Japanese ports (see **Table 3-3-14** on **page 3-3-29**)

A narrative description of the main steps involved in determining your action follows. See **Table 3-3-13** on **page 3-3-28**, and **Table 3-3-15** on **page 3-3-30**, which summarize the action.

EXEMPTION: Hawaii, Puerto Rico, and Guam are exempt from excluding entry to ships because the climate and host conditions are **not** suitable for AGM. Therefore, throughout the year, ships from Far East Russian and identified high-risk Japanese ports are allowed to arrive in Hawaii, Puerto Rico, and Guam subject to inspection. If the ship's schedule includes subsequent continental U.S. ports of call, then the ship must be inspected for AGM.



Southern ports need to be more aware of AGM inspection of ships year round. There is a possible risk of larvae hatching in these warmer climates even during the months which are **not** considered the high-risk hatching period.

Step 1: Check the AGM Vessel Alert List

Check the AGM vessel alert list for ports of loading in Russian and Japanese ports at <http://www.aphis.usda.gov/ppq/ispm/gm/index.html> for the ship's name and hull number to determine if the ship is high risk for AGM. The AGM vessel alert list includes ships that called at Far East Russian ports between July 15 and September 30 of the previous year and high-risk Japanese ports during designated periods (see **Table 3-3-14** on **page 3-3-29**).

If a ship arrives which has a name very similar to one on the alert list, check with the agent to verify the hull number or the itinerary of the ship between July 15 and September 30 of the previous year. The alert list is **not** all inclusive, so apply the ship risk criteria to all arrivals (**Step 3**).

The alert list of AGM suspect ships will be entered into the CBP Treasury Enforcement Communication System (TECS) database. This will alert the local CBP office when an AGM suspect ship reports to a port.



A ship's name may change, but a ship's hull number **never** changes.

Step 2: Check the Ship's Itinerary

Check the ship's itinerary for a Far East Russian port that occurs within the range from Posyet to Nikolayevsk. The three most likely ports are Nakhodka, Vladivostok, and Vostochnyy.



If strange names are on the itinerary, get a map of the high-risk area (extreme southeast mainland of Russia) and match any listed ports.

Check the ship’s itinerary for a high risk Japanese port. The list of high risk Japanese ports includes Hachinohe, Hakodate, Hannon, Hiroshima, Ooita, and Sakata.

Refer to definitions in the Introduction for a non-inclusive list of ports of the high risk area. Northern Chinese ports and Korean ports may also be suspect.



Verify when the ship called at the Far East Russian or Japanese port. Did it call at the port between July 15 and September 30?

Step 3: Apply Criteria to Arriving Ships

Refer to **Table 3-3-12** on **page 3-3-26** to determine the level of risk based on the ship’s date of arrival.

TABLE 3-3-12: Asian Gypsy Moth Inspection Periods at U.S. Ports for Ships Arriving from Far East Russian or High-Risk Japanese Ports

Port Location		Date of Arrival											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Great Lakes, Puerto Rico, and West Coast	Alaska	Low	Low	Low	High	High	High	High	High	Low	Low	Low	Low
	California	High	High	High	High	High	High	High	High	High	High	High	High
	Great Lakes	Low	Low	High	High	High	High	High	High	Low	Low	Low	Low
	Hawaii	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
	Oregon	Low	Low	High	High	High	High	High	High	Low	Low	Low	Low
	Puerto Rico	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
	Washington	Low	Low	High	High	High	High	High	High	Low	Low	Low	Low
Atlantic Coast	Norfolk, VA and northward	Low	Low	High	High	High	High	High	High	High	Low	Low	Low
	South of Norfolk, VA to Jacksonville, FL	Low	Low	High	High	High	High	High	High	High	High	Low	Low
	South of Jacksonville, FL	High	High	High	High	High	High	High	High	High	High	High	High
Gulf Coast	Alabama, Florida, Louisiana, Mississippi, and Texas	High	High	High	High	High	High	High	High	High	High	High	High

 Remote inspection required during this high-risk period
 Remote inspection **not** required during this low-risk period

High-risk Ships—Determine which arriving ships are high risk and are excluded entry. These ships can be boarded instream or at preapproved remote sites.

Consider high risk a ship arriving at a continental U.S. port during the high-risk period identified in **Table 3-3-12** on **page 3-3-26** and **one** of the following conditions exist:

- ◆ Specifically identified on the AGM vessel alert list
- ◆ Itinerary including a Far East Russian port between July 15 and September 30 of the previous year or a high-risk Japanese port (see **Table 3-3-14** on **page 3-3-29**)
- ◆ Itinerary that **cannot** adequately verify the location of the ship between May 15 and October 15 of the previous year

If you determine an arriving ship to be high-risk, go to **Exclude Entry to High-Risk Ships** on **page 3-3-27**.

Low-risk Ships—Determine which arriving ships are low risk and are allowed to proceed to the intended berth for initial AGM inspection and follow-up monitoring, if necessary.

Consider low risk a ship arriving at a continental U.S. port during the low-risk period identified in **Table 3-3-12** on **page 3-3-26** and with **one** of the following:

- ◆ **Not** identified on the AGM vessel alert list
- ◆ Itinerary including a Far East Russian port between July 15 and September 30 of the previous year or a high-risk Japanese port (see **Table 3-3-14** on **page 3-3-29**) with approved certification of freedom from AGM
- ◆ Itinerary that can adequately verify the location of the ship between May 15 and October 15 of the previous year

If you determine an arriving ship to be low-risk, go to **Table 3-3-15** on **page 3-3-30**.

Exclude Entry to High-Risk Ships

Every effort should be made to encourage voluntary exclusion of ships identified as high-risk AGM ships arriving at a U.S. port during the high-risk hatching period.

During the high-risk hatching period, inspection can be accomplished by boarding instream or at preapproved sites. Provide options to inspect or to conduct an initial evaluation at a remote location. This option provides the mutual benefit of reducing the risk or pest introduction and of saving money for the shipping industry by reducing the possibility of a ship being ordered out of U.S. waters after traveling inland waterways. Boarding a ship instream is an option which must be requested by the agent and approved by CBP. All arrangements concerning transportation to the ship and the method of boarding should be confirmed before the trip to the ship begins.

If the ship is found to be free of suspect AGM egg masses and larvae, allow the ship to proceed to its intended berth. While in port, monitor the ship daily for hatching AGM larvae.

See **Table 3-3-13** on **page 3-3-28**, which summarizes the procedures for determining which action to take for ships arriving during the high-risk hatching period.

TABLE 3-3-13: Procedures to Follow for Ships Arriving During High-Risk Period¹

If ship's name is:	And the itinerary:	And called at port:	And certification²:	Then:
Not on the alert list	Includes a Far Eastern Russian port ¹	Between July 15 and September 30	Is absent	PROVIDE options for inspection outside the port area ³
		Other than the time of year above	Is present	◆ ALLOW movement to berth ◆ BOARD on arrival or at sunrise
	Includes a high-risk Japanese port ¹		→	→
	Does not include a Far Eastern Russian or high-risk Japanese port	→	→	REQUIRE standard, non-AGM boarding procedures
	Cannot be ascertained	→	→	PROVIDE options for inspection outside the port area ³
On the alert list	→		Is absent	PROVIDE options for inspection outside the port area ³
	→		Is present	◆ ALLOW movement to berth ◆ BOARD on arrival or at sunrise

- 1 High risk ports and dates of risk are subject to annual changes due to trapping data from Russia and Japan.
- 2 Certificate must be from the Federal Service for Veterinary and Phytosanitary Surveillance of the Russian Federation and declare that the vessel is free of Asian gypsy moth (AGM).
- 3 Options for inspection are off-shore inspections or inspections at remote docking locations away from port areas.

TABLE 3-3-14: Procedures to Follow for Ships Calling at High-Risk Japanese Ports

If the port is:	And the ship called at the port:	And the ship:	Then:
Ooita, Hiroshima, or Hannan	Between June 1 and August 15	Has a pre-departure inspection certificate issued by an approved company in Japan ¹	◆ ALLOW movement to berth ◆ BOARD on arrival or at sunrise
		Lacks the above certification	PROVIDE options for inspection outside the port area ²
	Other than the time of year above	—————▶	REQUIRE standard, non-AGM boarding procedures
Sakata	Between July 1 and September 15	Has a pre-departure inspection certificate issued by an approved company in Japan ¹	◆ ALLOW movement to berth ◆ BOARD on arrival or at sunrise
		Lacks the above certification	PROVIDE options for inspection outside the port area ²
	Other than the time of year above	—————▶	REQUIRE standard, non-AGM boarding procedures
Hachinohe or Hakodate	Between July 15 and October 1	Has a pre-departure inspection certificate issued by an approved company in Japan ¹	◆ ALLOW movement to berth ◆ BOARD on arrival or at sunrise
		Lacks the above certification	PROVIDE options for inspection outside the port area ²
	Other than the time of year above	—————▶	REQUIRE standard, non-AGM boarding procedures


- 1 Allow vessels on the 2007 high-risk list to enter U.S. berths for AGM inspection without certification. These vessels visited high-risk ports in Japan in 2006 and do not need certification.

For 2007, vessels from the six high-risk ports during the high-risk periods must have pre-departure inspection certificates issued by the following recognized third-party inspection bodies in Japan. The certificates will include the seal of the company that conducted the certification. The names of the approved and authorized companies are the following:

- ◆ All Nippon Checkers Corporation (ANCC)
- ◆ Japan Cargo Tally Corporation (JCTC)
- ◆ Japan Export Vehicle Inspection Center Co., Ltd. (JEVIC)
- ◆ Japan Grain Inspection Association (JGIA)
- ◆ Nippon Kaiji Kentei Kyokai (NKKK)
- ◆ Shin Nihon Kentei Kyokai (SNKK)

- 2 Options for inspection are off-shore inspections or inspections at remote docking locations away from port areas.

TABLE 3-3-15: Procedures to Follow for Ships Arriving During Low-Risk Period

If ship's name is:	And the ship's itinerary:	Then:
On the alert list		◆ ALLOW movement to berth ◆ BOARD on arrival or at sunrise
Not on the alert list	Includes a Far East Russian or high-risk Japanese port	◆ BOARD on arrival or at sunrise
	Does not include a Far East Russian or high-risk Japanese port	REQUIRE normal, non-AGM boarding procedures
	Cannot be ascertained and it's a Russian or Japanese flag ship	◆ ALLOW movement to berth ◆ BOARD on arrival or at sunrise

Board Instream—Boarding ships instream is a nonstandard procedure. If instream boarding has been approved, then use the following guidelines:

1. Request the ship's agent or the U.S. Coast Guard (at particular sites) to arrange for and provide boarding and retrieval launch, and a suitable boarding method. U.S. Coast Guard units at ports without sufficient resources to transport CBP officers can provide CBP with a list of certified, commercial marine taxis or launch services.
2. Wear a U.S. Coast Guard approved flotation jacket.
3. Board the ship on arrival, within 1 hour after sunrise and 3 hours before sunset.
4. Board by conventional gangway or another method judged safe by the boarding officers.

Order a Ship to Leave—When ordering a ship to leave U.S. waters, issue PPQ Form 523, Emergency Action Notification (see [Table A-1-34](#) on [page A-1-110](#) for instructions on completing the form). Request the ship's master 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.

Board Low-Risk Ships

During the low-risk period, board suspect AGM ships on arrival or within 1 hour of sunrise if the ship arrives during the night. Inspect all accessible areas of the ship's super-structure. Use binoculars to inspect unreachable areas of the ship. Inspect the ship's hold(s) when there are indications (physical evidence on the superstructure or ship records) that the ship has been cleaned for AGM. If possible, at least two officers should inspect the ship.

Inspect Suspect AGM Ships

Step 4: Look for Egg Masses

Inspect all accessible areas of the ship's super-structure. Use binoculars to inspect unreachable areas of the ship. Inspect the ship's hold(s) when there are indications (physical evidence on the superstructure or ship records) that the ship has been cleaned for AGM. Egg masses are the most likely life stage to be found on the superstructure of ships. During March through August, hatching larvae can be found. Hatching larvae present an **unacceptable** pest risk any time of the year at any U.S. port.

Use USDA/APHIS Program Aid Number 1329, *Don't Move Gypsy Moth*, for identifying life stages of gypsy moths.

The following points will help you detect gypsy moths:

- ◆ Egg masses normally are deposited in sheltered locations such as in crevices or cavities, under tarps, behind walls and doors, and underneath the hold rims
- ◆ Binoculars may allow you to see unreachable areas of the ship
- ◆ Female AGMs are attracted to light; therefore, the female moths could lay their egg masses on surfaces of the ship that are exposed to night lights. However, if the ship was lit with shore-based flood lights while in a Far East Russian port, egg masses could be found in all locations
- ◆ Viable egg masses on ships may be weathered, darkened, and appear old
- ◆ Look for evidence of fresh paint covering scrapes on walls or painted over egg masses
- ◆ Look for hatching larvae that may be blowing on silk strands from the ship. Peak hatching of eggs is in the morning. Dispersing larvae move toward vertical structures and climb rapidly

See **Figure 3-3-3** on **page 3-3-32** for a photograph of AGM egg masses aboard a ship. The egg masses appear as brown fuzz on the blue nylon rope. The rope in this photograph was on a ship arriving from Ishikariwan Shinko, Japan. The ship was **not** on the AGM Alert lists.

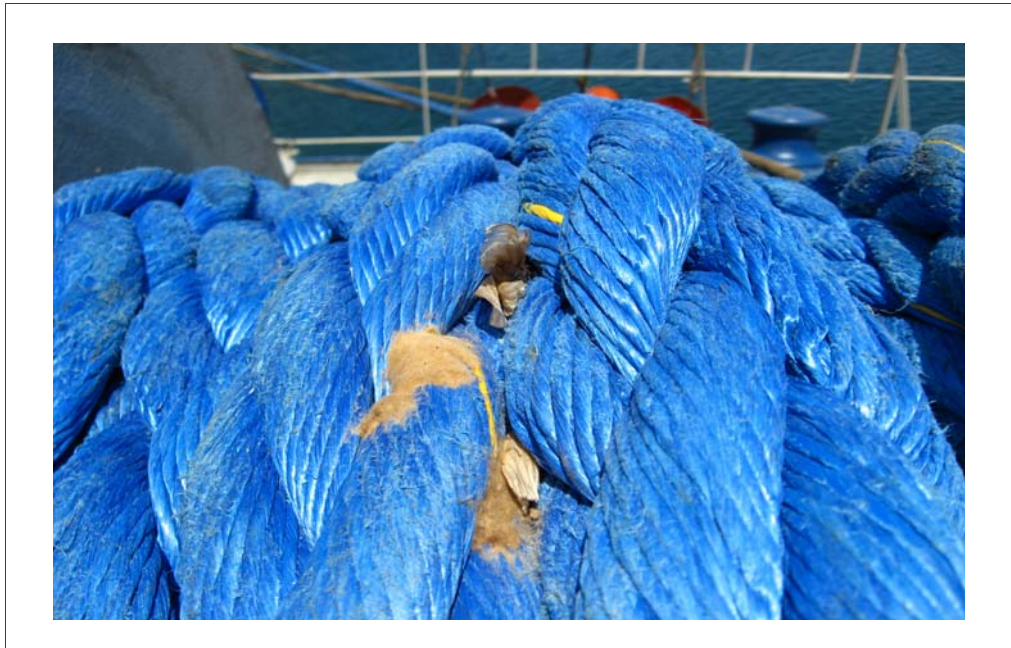


FIGURE 3-3-3: Asian Gypsy Moth Egg Masses on Blue Nylon Rope

Use **Table 3-3-16** to determine action to take when inspecting suspect AGM ships or ships with Far East Russian or high-risk Japanese ports of call.

TABLE 3-3-16: Inspect AGM Ships or Ships with Far East Russian or High-Risk Japanese Ports of Call

If the month is:	And you find:	Then:
High-risk hatching period	Egg masses or hatching larvae	CONTACT PPQ, QPAS through appropriate channels, who may instruct you to order the ship to leave ¹ (refer to the guidelines under Order a Ship to Leave on page 3-3-30)
	No life stages of AGM	<ul style="list-style-type: none"> ◆ ALLOW the ship to dock and conduct business ◆ REQUIRE daily monitoring for hatching larvae of AGM until the ship leaves the U.S. port
Low-risk hatching period	Egg masses	CONTACT PPQ, QPAS through appropriate channels, who will determine final regulatory action based on level of infestation and guidance from management
	Hatching larvae	CONTACT PPQ, QPAS through appropriate channels, who may instruct you to order the ship to leave ¹ (refer to the guidelines under Order a Ship to Leave on page 3-3-30)
	No life stages of AGM	<ul style="list-style-type: none"> ◆ ALLOW the ship to dock and conduct business ◆ MONITOR the ship while in port

1 Depending on the life stage found and the host material present at the port, ordering a ship to leave may spread AGM over a larger area than allowing the ship to stay at the berth.

Step 5: Treat Egg Masses

If required by PPQ, QPAS, drench the egg masses with *Golden Pest Spray Oil* registered for gypsy moth. This product is available from Stoller Enterprises, Inc., 4001 W. Sam Houston Pkwy N., Houston, TX 77043-1226 telephone number (713) 461-1493, FAX (713) 461-4467.

Application Technique—Mix equal amounts of *Golden Pest Spray Oil* and water and apply to egg masses as a 50% mix. Make a new mix each day treatments are made. Using a small hand sprayer, apply the mixture to individual egg masses until they are completely saturated. Keep the mixture agitated while treating.

Establish contingency plans for quick availability of commercial spray equipment for large applications. Port Directors should work with port authorities and/or ships' agents to arrange for commercial pesticide applicators to be on standby in the event they are needed to apply the treatment. Commercial application will be at the expense of the agent, ship, or port authority.

If a sample of egg masses is needed for identification, then remove a few egg masses from the ship. Using a knife, paint scraper, or putty knife, scrape a few egg masses from the ship's surface and place into a container. **Be careful not to drop egg masses into the water.**

Properly preserve, package, and send larvae to the Otis CPHST laboratory for confirmation through DNA analysis. Address the interceptions:

Asian Gypsy Moth Analysis
Otis Plant Protection Laboratory
USDA/APHIS
Building 1398
Otis ANGB, MA 02542
Telephone 508-563-9303

Step 6: Monitor Ships

Monitor ships **daily** that have been allowed to dock until they leave the port.



Important

Peak hatching of gypsy moth eggs is in the morning. Check the ship for dispersing larvae. These larvae move toward vertical structures and climb rapidly.

Step 7: Report Inspection Results

To report inspection results, do as follows:

1. Each CBP Office must report inspection results to PPQ, QPAS. **FAX these results within one week** to (301) 734-5269. Please include a copy of CBP Form AI-288 and all pertinent paperwork (like the Certificate of Inspection from Russia and the official itinerary from the Captain).
2. Clearly identify the information with the title, “AGM Ship Inspection.”
3. Include the following information regarding AGM ship inspections:
 - ❖ Ship Name
 - ❖ Flag
 - ❖ Port
 - ❖ Date of Inspection
 - ❖ Result of Inspection—positive (life stage found) or negative (action taken)—brief statement

CBP Form AI-288, Ship Inspection Report on **page A-1-43**, can be used to document the above information. Note in *Remarks* the results of inspection and the action taken.

The Canadian Food Inspection Agency (Ottawa) will notify Quarantine Policy, Analysis and Support (QPAS) of their AGM ship inspection results. QPAS will in turn notify CFIA of U. S. AGM ship inspection results. This information will be used by both countries to update the AGM Vessel Alert List. Updates to the AGM vessel alert list will be posted on the PPQ gypsy moth website (<http://www.aphis.usda.gov/ppq/ispm/gm/>) as changes occur.