

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 Northern Japan. It lays eggs in June and July in Southern and Central Japan. 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 Japanese ports where certification is required (see [Table 3-3-14](#) on [page 3-3-30](#)) has been developed: the AGM Vessel Alert List.

Although APHIS has no regulation prohibiting the entry of ships designated from areas where AGM is prevalent, the Plant Protection Act grants the authority to order infested ships to leave U.S. waters [[Title IV- Plant Protection Act, 7 U.S.C. 7701, Subtitle A, Section 411 \(a\)](#)].

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 Japanese certification ports (see [Table 3-3-14](#) on [page 3-3-30](#))

A narrative description of the main steps involved in determining your action follows. [Table 3-3-13](#) on [page 3-3-29](#) and [Table 3-3-15](#) on [page 3-3-31](#) 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 the [CBPnet webpage](#) or the [PPQ gypsy moth website](#) for the ship's name and hull number (IMO 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 Japanese certification ports during designated periods (see [Table 3-3-14](#) on [page 3-3-30](#)).

If an arriving ship has a name very similar to one on the alert list, check with the agent to verify the hull number (IMO 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 (IMO number) **never** changes.

Step 2: Check the Ship's Itinerary

Targeting of ships is most critical. Check ship's itinerary to see if it has called on suspect port areas during designated AGM flight periods in current year and previous year. 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. The other ports in Far East Russia that are regulated are: Posyet, Slavyanka, Zarubino, Olga, Plastun, and Vanino.



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 Japanese port requiring certification. The list of Japanese ports includes Hachinohe, Hakodate, Hannan, Hiroshima, Kobe, Ooita, Otaru, Sakata, Shimizu, and Tomakomai.

Refer to definitions in the Introduction for a non-inclusive list of ports of the high risk area. AGM is also present in Northern China, Korea, and other sections of Japan. Ports in these countries may also present an AGM suspect origin for ships and may be subject to inspection.

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												
	California												
	Great Lakes												
	Hawaii												
	Oregon												
	Puerto Rico												
	Washington												
Atlantic Coast	Norfolk, VA and northward												
	South of Norfolk, VA to Jacksonville, FL												
	South of Jacksonville, FL												
Gulf Coast	Alabama, Florida, Louisiana, Mississippi, and Texas												

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 or a Japanese certification port (see **Table 3-3-14** on **page 3-3-30**) of the previous or current year. This would include ships designated from other areas where AGM is prevalent.
- ◆ 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 3-3-28**.

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, or from designated areas where AGM is prevalent
- ◆ Itinerary including a Far East Russian port between July 15 and September 30 of the previous year or a Japanese certification port (see **Table 3-3-14** on **page 3-3-30**) 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 3-3-31**.

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 of 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 for hatching AGM larvae.

See **Table 3-3-13** on **page 3-3-29**, which summarizes the procedures for determining 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
			Is present	◆ ALLOW movement to berth ◆ BOARD on arrival or at sunrise
		Other than the time of year above	→	◆ BOARD on arrival or at sunrise
	Includes a Japanese certification port ¹		→	GO to Table 3-3-14 on page 3-3-30
	Does not include a Far Eastern Russian or Japanese certification port ⁴		→	REQUIRE standard, non-AGM boarding procedures
Cannot be ascertained		→	PROVIDE options for inspection outside the port area ³	
On the alert list or visited certification ports in Far Eastern Russia or Japan		→	Is absent	PROVIDE options for inspection outside the port area ³
			Is present	◆ ALLOW movement to berth ◆ BOARD on arrival or at sunrise

- 1 Ports that require certification 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.
- 4 Vessels from other countries and areas where AGM is prevalent may also be subject AGM inspection at berth.

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

If the port is:	And the ship called at the port:	And the ship:	Then:
Hannan, Hiroshima, Kobe ¹ , or Ooita	Between June 1 and August 15	Has a pre-departure inspection certificate issued by an approved company in Japan ²	<ul style="list-style-type: none"> ◆ ALLOW movement to berth ◆ BOARD on arrival or at sunrise
		Lacks the above certification	PROVIDE options for inspection outside the port area ³
	Other than the time of year above	→	REQUIRE standard, non-AGM boarding procedures
Shimizu ¹	Between June 15 and September 1	Has a pre-departure inspection certificate issued by an approved company in Japan ²	<ul style="list-style-type: none"> ◆ ALLOW movement to berth ◆ BOARD on arrival or at sunrise
		Lacks the above certification	◆ PROVIDE options for inspection outside the port area ³
	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 ²	<ul style="list-style-type: none"> ◆ ALLOW movement to berth ◆ BOARD on arrival or at sunrise
		Lacks the above certification	PROVIDE options for inspection outside the port area ³
	Other than the time of year above	→	REQUIRE standard, non-AGM boarding procedures
Otaru ¹	Between July 1 and October 1	Has a pre-departure inspection certificate issued by an approved company in Japan ²	<ul style="list-style-type: none"> ◆ ALLOW movement to berth ◆ BOARD on arrival or at sunrise
		Lacks the above certification	◆ PROVIDE options for inspection outside the port area ³
	Other than the time of year above	→	REQUIRE standard, non-AGM boarding procedures
Hachinohe, Hakodate, or Tomakomai ¹	Between July 15 and October 1	Has a pre-departure inspection certificate issued by an approved company in Japan ²	<ul style="list-style-type: none"> ◆ ALLOW movement to berth ◆ BOARD on arrival or at sunrise
		Lacks the above certification	PROVIDE options for inspection outside the port area ³
	Other than the time of year above	→	REQUIRE standard, non-AGM boarding procedures

1 Vessels from Kobe, Otaru, Shimizu, or Tomakomai, can enter U.S. berths without 2008 certification.

- 2 Allow vessels on the 2009 Japan certification list to enter U.S. berths for AGM inspection. This list is presently under review and subject to change.

As of 2008, vessels from the certification 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)

- 3 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	—————→	<ul style="list-style-type: none"> ◆ ALLOW movement to berth ◆ BOARD on arrival or at sunrise
Not on the alert list	Includes a Far East Russian or Japanese certification port	
	Does not include a Far East Russian or Japanese certification port	REQUIRE normal, non-AGM boarding procedures
	Cannot be ascertained, it is a Russian or Japanese flag ship, or has transited suspect areas	<ul style="list-style-type: none"> ◆ 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-1-109** 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

Have on hand the following AGM inspection tools and supplies:

- ◆ AGM Boarding Bag to include:
 - ❖ Binoculars
 - ❖ Blank EAN
 - ❖ Cell Phone
 - ❖ Digital Camera
 - ❖ Flashlight
 - ❖ Mirrors
 - ❖ Plastic bags that zip closed
 - ❖ Scraper
- ◆ Golden Pest Oil Spray and applicator
- ◆ Safety Equipment: Hard hat, reflective vest

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 always present an **unacceptable** pest risk any time of the year at any U.S. port. If you detect egg masses or hatching larvae, inspect the entire ship to fully determine the extent of infestation.

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, around light fixtures, and underneath the hold rims
- ◆ Binoculars may allow you to see unreachable areas of the ship
- ◆ Use a flashlight and mirror to help inspect hard to see areas
- ◆ Establish a pattern in order to inspect the entire super-structure
- ◆ 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-3-3-34** 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 that was **not** on the AGM Alert lists.

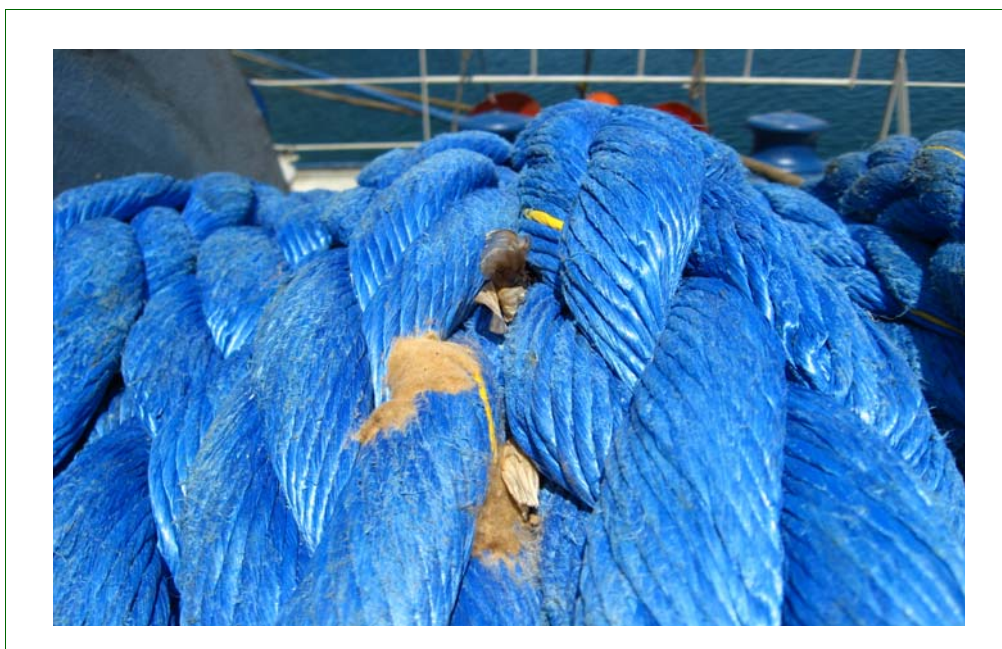


FIGURE 3-3-3: Asian Gypsy Moth Egg Masses on Blue Nylon Rope

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

TABLE 3-3-16: Inspect Suspect AGM Ships or Ships with Far East Russian or Japanese Certification 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 3-3-32)
	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
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 3-3-32)
	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.

When suspect egg masses are found and reported to the CBP Supervisor, the CBP Supervisor will submit a CBP Significant Incident Report (SIR) and a CBP Significant Agriculture Incident Report (SAIR) within 24 hours of the incident. Update both reports as the timeline progresses.

Order a Ship to Leave

Conditions may require that the ship be ordered out of the U.S. berth. Upon interception of suspect AGM egg masses or lifeforms by CBP, contact must be made with QPAS and the State Plant Health Director (SPHD), or designated PPQ representative by e-mail or telephone through the proper CBP chain of command. A copy of all correspondence to QPAS and/or PPQ must be sent to OFO, APTL Headquarters personnel via the designated APTL Mailbox at cbp.ofo-apl@dhs.gov. PPQ, QPAS will provide CBP with e-mail addresses for points of contact suspect findings, this will include evenings and weekends.

Determination if the ship should be ordered out of U.S. territorial waters is made by consensus by QPAS and CBP and is dependent upon degree of infestation or if there is risk of pest dissemination. If it is determined that the vessel is infested, then CBP will order the ship out of U.S. territorial waters (at least 12 miles) for removal of all egg masses. The CBP Port Director or their designee will coordinate with the U.S. Coast Guard for assistance in escorting the vessel out of U.S. territorial waters.

When ordering a ship to leave the U.S. territorial waters, issue **CBP Form AI-523A, Chain of Custody** (see **Table A-1-10** on **page A-1-51** for instructions on completing the form). Any additional CBP forms will be issued as required by CBP policies and procedures. 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.

Ships may request reentry to the port when they give CBP assurances that all egg masses are removed and given to CBP on reentry or disposed of properly. In case of large numbers of egg masses detected or any hatching larvae, the ship's agent may be ordered to employ a pest control company capable of handling large commercial assignments to fully inspect and certify freedom from AGM life forms. With less severe situations, the ship's agent should be strongly encouraged to use commercial pest control companies.

CBP will then instruct the vessel on a time and place where reinspection will occur. This may be to a designated remote location or instream. The ship will then receive another full inspection.

Inspectors should note possible areas where egg masses had been previously detected. Notification to QPAS for direction must be made if any additional egg masses are found. Further interceptions may lead to action of denying entry to the U.S.

Step 5: Submitting Egg Samples

Samples of egg masses are needed for identification. Remove as many egg masses as possible from the ship. Using a knife, paint scraper, or putty knife, scrape the egg masses from the ship's surface and place into a container. **Be careful not to drop egg masses into the water.**

To preserve egg masses for submission, please observe the following procedure and submit to the port Identifier:

1. Submit and keep egg masses separate in individual plastic bags that zip closed and double seal with additional bag.
2. Submit the whole egg mass—**no** portions unless noted as found.
3. Send the egg mass live, **not** treated or killed, should rearing be necessary.
4. Submit to PPQ Identifier with a completed **PPQ Form 309, Pest Interception Record**. Consult **Appendix G** for the PPQ area entomology identifier that covers the port. Upon preliminary identification as suspect Asian gypsy moth egg mass, the PPQ Identifier will forward sample with proper permit, if necessary.

Send all suspect Asian gypsy moth egg masses and lifeforms to the Otis Pest Survey Detection and Exclusion Laboratory (PSDEL) through PPQ specialists for confirmation through DNA analysis. Address the interceptions:

Asian Gypsy Moth Analysis
USDA, APHIS, PPQ
Otis PSDEL
Bldg. 1398, W. Truck Rd.
Buzzards Bay, MA 02542-1329

Telephone 508-563-9303

The PPQ identifier will send the specimens to the Otis laboratory by overnight carrier, and send an e-mail notification with the tracking number and Pest ID collection number to the following contacts:

- ◆ State Plant Health Director (SPHD)
- ◆ QPAS AGM Program Manager
- ◆ Laboratory Director, Otis PSDEL
- ◆ ppq.nis.urgents@aphis.usda.gov

Step 6: Treat Egg Masses

After scraping the egg masses for collecting and submission, drench the space around the those areas 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. Use this spray to ensure treatment of stray gypsy moth eggs.

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.

Each port should establish contingency plans for ordering vessels out of U.S. waters and 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 conduct remedial inspections and to apply the treatment. Commercial application will be at the expense of the agent, ship, or port authority.

Step 7: Monitor Ships

After removal and disposal of suspect egg masses, monitor ships that have been allowed to dock until they leave the port.



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 8: 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 24 hours of the inspection** to (301) 734-5269. Please include a copy of **CBP Form AI-288, Ship Inspection Report** 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-1-45**, 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. CBP and/or 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 [CBPnet webpage](#) and the [PPQ gypsy moth website](#) as changes occur.