



Flighted Spongy Moth Complex (FSMC)

(Lymantria dispar asiatica, L. d. japonica, L. albescens, L. postalba, and L. umbrosa)

February 2025

Due to population outbreaks in regions where FSMC is endemic, North American ports periodically experience a high number of vessels arriving with FSMC egg masses. Data from previous years indicate that populations could potentially reach outbreak levels in 2025. **In addition to obtaining FSMC certification, extra vigilance in conducting self-inspection is requested to prevent a high number of vessels with egg masses arriving in 2025.**

FSMC is a serious pest that can be carried on ships and cargo. FSMC populations are prevalent in some seaport areas in Far East Russia, Japan, Korea, and Northern China. If introduced to North America, FSMC would have significant negative impacts on our forestry and agriculture, the natural environment, the commerce that relies on those plant resources, and market access.

Vessels must arrive in North American ports free of FSMC and should have obtained pre-departure certification. It is vital that the maritime industry and authorities in the United States (U.S.) and Canada collaborate on measures to minimize the risk of FSMC incursion. FSMC risk mitigation and exclusion efforts are a joint effort and a high priority.

Both countries are committed to working with industry partners on measures to reduce FSMC risk at origin. The shipping industry's role in promoting and meeting FSMC requirements has been vital to preventing the introduction of FSMC to North America and maintaining shipping schedules. When vessels arrive without FSMC certification, or when FSMC is detected, significant delays in cargo loading or discharging activities as well as in routine clearance can occur, resulting in loss of revenue to the shipping line and associated parties.

Actions

For vessels that have called on areas regulated for FSMC during the specified risk periods, as outlined in Table 1, the following measures are required:

- 1. Vessels should be inspected and certificated free of FSMC** by a recognized certification body. A copy of the certificate, stating that the vessel is free of FSMC life stages, should be forwarded to the vessel's U.S. or Canadian agents. A certificate is valid until the ship calls on another port in a regulated area during the specified risk period.
- 2. Vessels must arrive in North American ports free from FSMC.** To avoid facing re-routing, being ordered out of port for cleaning and other potential impacts associated with mitigating the risk of entry of FSMC to North America, crews should perform intensive vessel self-inspections to look for, remove (scrape off) and properly dispose of or destroy all egg masses and other life stages of FSMC prior to entering U.S. and Canadian ports.
- 3. Vessels must provide two-year port of call data, at least 96 hours prior to arrival in a North American port, to the vessel's Canadian or U.S. agent.** The agent is to ensure that this information is provided to U.S. or Canadian officials.

Table 1. Regulated Areas and Specified Risk Periods

Country	Port or Prefecture	Specified Risk Period
Russian Far East	Nakhodka, Ol'ga, Plastun, Pos'yet, Russkiy Island, Slavyanka, Vanino, Vladivostok, Vostochny, Zarubino, Kozmino	June 15 to October 15
People's Republic of China	All ports in northern China, including all ports on or north of 31°15'	June 1 to September 30
Republic of Korea	All ports	June 1 to September 30
Japan – Northern	Akita, Aomori, Fukushima, Hokkaido, Iwate, Miyagi, Yamagata	June 15 to October 15
Japan – Central	Aichi, Chiba, Fukui, Ibaraki, Ishikawa, Kanagawa, Mie, Niigata, Shizuoka, Tokyo, Toyama	June 1 to September 30
Japan – Southern	Ehime, Fukuoka, Hiroshima, Hyogo, Kagawa, Kagoshima, Kochi, Kumamoto, Kyoto, Miyazaki, Nagasaki, Oita, Okayama, Osaka, Saga, Shimane, Tokushima, Tottori, Wakayama, Yamaguchi	May 15 to August 31
Japan – Far Southern	Okinawa	May 25 to June 30

*Specified risk period is the time period when there is a risk of FSMC flight and egg mass deposition

We also remind vessel operators to ensure that the vessels are in good repair and decks are clear of debris and unnecessary obstacles in order to allow for thorough inspection both in FSMC regulated areas and upon arrival in North America. While in regulated ports during moth flight periods and where port operations and safety allow, reducing lighting and keeping exterior doors and curtains closed may reduce the number of moths being attracted to the vessel.

Upon arrival in North America there have been FSMC detections on vessels that obtained pre-departure certification. **During the flight period** inspection should be conducted and certification issued as close to departure as possible — ideally during daylight hours and on the same day as departure. Where vessel departure is delayed post-certification, there is the possibility that moths re-infest the vessel and deposit egg masses. **Arranging for inspection and certification services as far in advance as possible and providing two-year port of call history at the time of that request allows the inspection and certification body to better plan for delivery of the service in a timely manner.**

Although we try to align the requirements for FSMC pre-departure certification and vessels arriving free from all FSMC life forms (egg masses, larvae, pupae, adults) between the U.S. and Canada, there are differences in port-of-entry processes between the two countries due to sovereign regulations and policies.

It is the responsibility of the shipping lines to meet all requirements for entry to the U.S. and Canada, including freedom from FSMC and other pests of concern. We strongly urge maritime interests to take all possible precautions. For further information on the FSMC program, please visit the [Canadian Food Inspection Agency](#) and/or USDA [Animal and Plant Health Inspection Service's](#) websites.