

Stakeholders workshop on lost containers, 4 July 2019, DG MARE

State of play with lost containers – current “toolbox” of measures

Considerations by the German Federal Ministry of Transport and Digital Infrastructure

Loss of containers - MV MSC Zoe



source: WSV

Loss of containers MV MSC Zoe



source: WSV

View of the German Transport Ministry

- **Cargo securing, tracing** or recovery of lost containers should be regulated **on an international level**. MSC and its sub-committees (CCC or NCSR) is appropriate
- Measures should be **requested from IMO upon presentation of the accident investigation report on MSC Zoe**.
- "**Nairobi International Convention on Waste Removal from 2007**" contains **reporting requirements**:
 - Article 1 (5) (c) of the Convention provides: “... *any objects which a ship has lost at sea and which are stranded or sunk or drifting at sea shall be treated as shipwrecks within the meaning of the Convention ...*”.
 - Any **duplication of reporting requirements** must be **avoided** for practical and legal reasons.

View of the German Transport Ministry

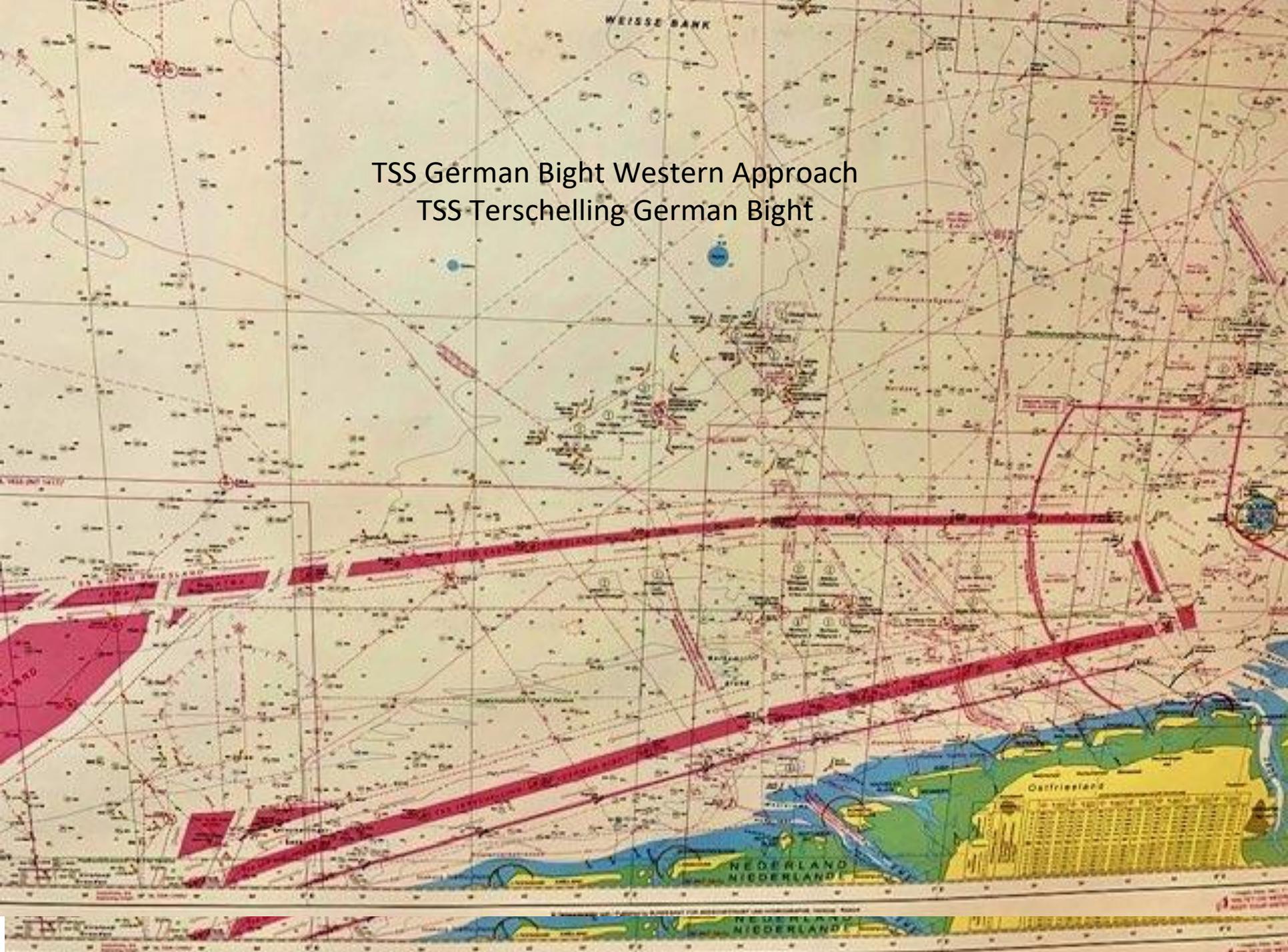
- **Plastic waste pollution in the marine environment must be stopped**
- **MARPOL Convention is the relevant provision for plastic waste**, as it is already relevant for other wastes
- **MEPC** has already established a **Correspondence Group** to further develop the Action Plan on Marine Plastic Litter from ships

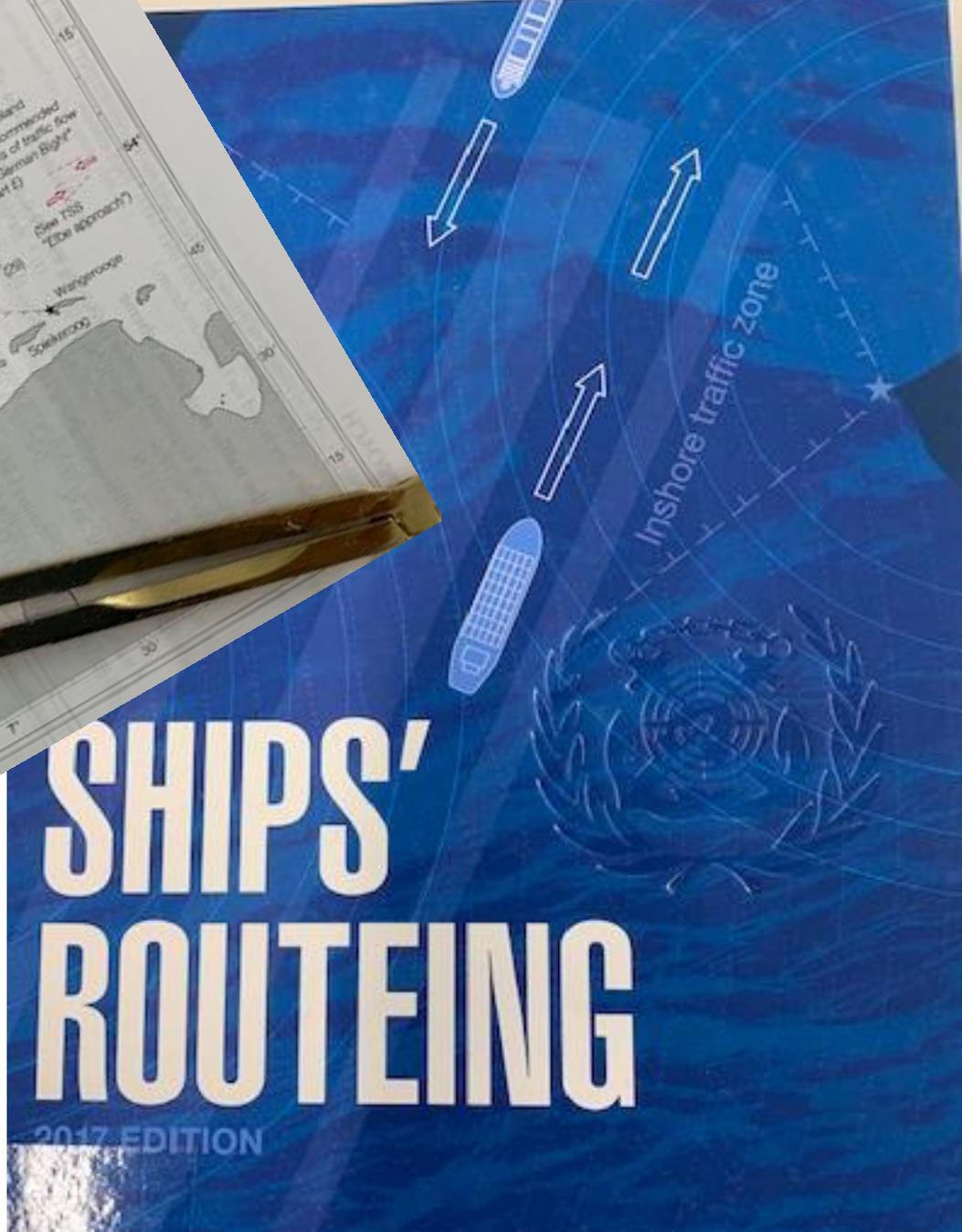
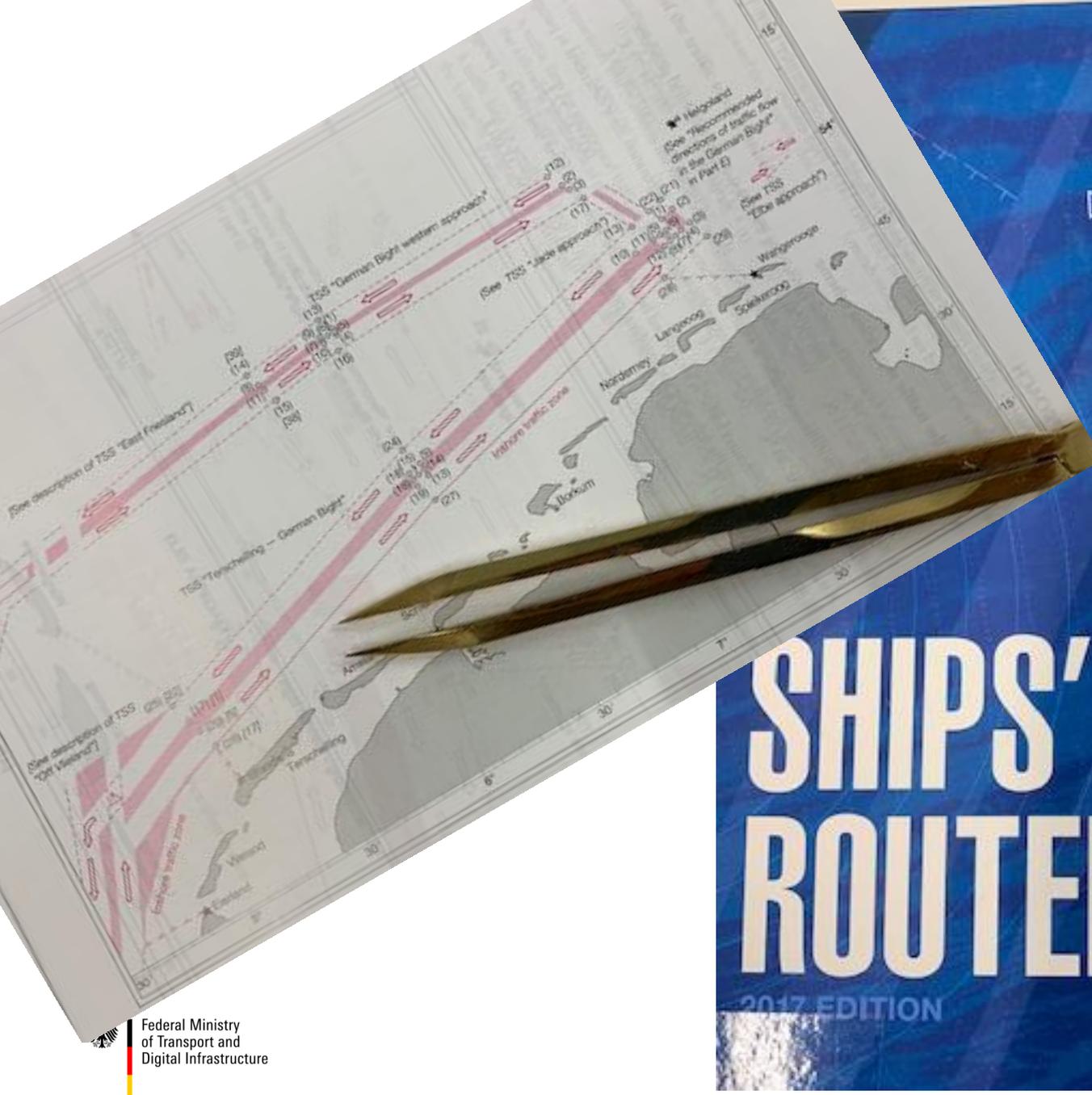
View of the German Transport Ministry

On the Agenda of this workshop:

“Establishing and applying an adequate Vessel Traffic Management system, especially for transports near vulnerable areas such as the Wadden Sea area, including legislation/guidelines on which vessels are allowed to take which route”

TSS German Bight Western Approach
TSS Terschelling German Bight





GERMAN BIGHT WESTERN APPROACH

(Reference chart: German Federal Maritime and Hydrographic Agency 87 (INT 1413), 1991 edition.
Note: This chart is based on European datum.)

Description of the traffic separation scheme

- (a) A separation zone is bounded by a line connecting the following geographical positions:
- | | |
|-----------------------------|-----------------------------|
| (1) 54°10'53 N, 006°22'47 E | (3) 54°10'29 N, 007°25'17 E |
| (2) 54°11'28 N, 007°24'27 E | (4) 54°09'53 N, 006°22'53 E |
- (b) A separation line connects the following geographical positions:
- | | |
|-----------------------------|-----------------------------|
| (5) 54°10'03 N, 006°22'50 E | (7) 54°09'87 N, 006°19'11 E |
| (6) 54°10'00 N, 006°20'80 E | |
- (c) A separation zone is bounded by a line connecting the following geographical positions:
- | | |
|-----------------------------|------------------------------|
| (8) 54°08'97 N, 006°01'33 E | (10) 54°09'37 N, 006°19'14 E |
| (9) 54°10'37 N, 006°19'08 E | (11) 54°08'00 N, 006°01'90 E |
- (d) A traffic lane for westbound traffic is established between the separation zones/line described in paragraphs (a), (b) and (c) and a line connecting the following geographical positions:
- | | |
|------------------------------|------------------------------|
| (12) 54°13'27 N, 007°22'46 E | (14) 54°10'90 N, 006°00'20 E |
| (13) 54°12'50 N, 006°20'65 E | |
- (e) A traffic lane for eastbound traffic is established between the separation zones/line described in paragraphs (a), (b) and (c) and a line connecting the following geographical positions:
- | | |
|------------------------------|------------------------------|
| (15) 54°06'10 N, 006°03'00 E | (17) 54°08'31 N, 007°26'98 E |
| (16) 54°07'51 N, 006°20'95 E | |

Notes:

This traffic separation scheme forms part of the "Mandatory route for tankers from North Hinder to the German Bight and vice versa" (see part G, section II).

Application and use of the route

The following classes of ships are referred to the provisions being part of the description of the "Mandatory route for tankers from North Hinder to the German Bight and vice versa" (see part G, section II):

- (a) tankers of 10,000 tons gross tonnage and upwards, carrying oil as defined under Annex I to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL);
- (b) chemical tankers of 5000 tons gross tonnage and upwards, carrying noxious liquid substances in bulk assessed or provisionally assessed as Category X or Y of Annex II to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL);
- (c) chemical tankers and NLS tankers of 10,000 tons gross tonnage and upwards, carrying noxious liquid substances in bulk assessed or provisionally assessed as Category Z of Annex II to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL);
- (d) ships of 10,000 tons gross tonnage and upwards, carrying liquefied gases in bulk.

These ships shall avoid the sea area between the mandatory route and the adjacent Frisian Islands' coast, except when joining or leaving the route at the nearest point of the route to the port of departure or destination which permits a safe passage from or to that port.

The classes of ships referred to above shall use the mandatory route or part of it:

- (i) when sailing from North Hinder to the Baltic or to North Sea ports of Norway, Sweden, Denmark, Germany or the Netherlands north of latitude 53° N and vice versa;

TERSCHELLING-GERMAN BIGHT

(Reference charts: German Federal Maritime and Hydrographic Agency 84, 1987 edition (INT 1413), 1991 edition; Netherlands Hydrographic Office 1352, 1988 edition; 1353, 1988 edition.
Note: These charts are based on European datum.)

Description of the traffic separation scheme

- (a) A separation zone is bounded by a line connecting the following geographical positions:
- | | |
|-----------------------------|-----------------------------|
| (1) 54°00'55 N, 007°39'77 E | (3) 53°58'22 N, 007°44'85 E |
| (2) 54°01'00 N, 007°43'08 E | (4) 53°58'22 N, 007°42'23 E |
- (b) A separation zone is bounded by a line connecting the following geographical positions:
- | | |
|-----------------------------|-----------------------------|
| (5) 53°58'78 N, 007°37'53 E | (7) 53°57'58 N, 007°40'02 E |
| (6) 53°58'90 N, 007°39'13 E | (8) 53°57'35 N, 007°38'02 E |
- (c) A separation zone is bounded by a line connecting the following geographical positions:
- | | |
|------------------------------|------------------------------|
| (9) 53°48'77 N, 007°37'02 E | (12) 53°57'12 N, 007°37'10 E |
| (10) 53°58'27 N, 007°30'52 E | (13) 53°46'73 N, 006°23'83 E |
| (11) 53°58'65 N, 007°35'73 E | |
- (d) A separation line connects the following geographical positions:
- | | |
|------------------------------|------------------------------|
| (14) 53°47'25 N, 006°23'78 E | (16) 53°47'25 N, 006°20'43 E |
| (15) 53°47'50 N, 006°22'10 E | |
- (e) A separation zone is bounded by a line connecting the following geographical positions:
- | | |
|------------------------------|------------------------------|
| (17) 53°34'30 N, 005°08'60 E | (19) 53°34'22 N, 006°20'48 E |
| (18) 53°48'29 N, 006°20'37 E | (20) 53°32'37 N, 005°09'70 E |
- (f) A traffic lane for westbound traffic is established between the separation zones/line described in paragraphs (a), (b), (c), (d) and (e) and a line connecting the following geographical positions:
- | | |
|------------------------------|------------------------------|
| (21) 54°02'89 N, 007°41'89 E | (24) 53°51'58 N, 006°21'87 E |
| (22) 54°02'38 N, 007°38'13 E | (25) 53°37'13 N, 005°07'00 E |
| (23) 54°01'68 N, 007°33'00 E | |
- (g) A traffic lane for eastbound traffic is established between the separation zones/line described in paragraphs (a), (b), (c), (d) and (e) and a line connecting the following geographical positions:
- | | |
|------------------------------|------------------------------|
| (26) 53°29'57 N, 005°11'20 E | (28) 53°53'51 N, 007°33'20 E |
| (27) 53°43'42 N, 006°22'33 E | (29) 53°55'33 N, 007°46'61 E |

Inshore traffic zone

The area between the coast and the landward boundary of the traffic separation scheme is designated as an inshore traffic zone. The eastern limit of the inshore traffic zone is bounded by a line connecting geographical positions 53°53'51 N, 007°33'20 E (28) and 53°47'45 N, 007°51'51 E (Wangerooge lighthouse).

Notes:

The gaps in the separation zones of this scheme indicate the areas where a concentration of crossing traffic is likely to be met.

The following classes of ships are referred to the provisions being part of the description of the "Mandatory route for tankers from North Hinder to the German Bight and vice versa" (see part G, section II):

- (a) tankers of 10,000 tons gross tonnage and upwards, carrying oil as defined under Annex I to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL);
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SOLAS

Regulation 10: Ships' routeing - Measures

- Ships' routeing systems contribute to safety of life at sea, safety and efficiency of navigation and/or protection of the marine environment
- IMO is the only international body for developing guidelines, criteria and regulations on an international level for ships' routeing systems
- responsibility of the Government or Governments concerned
- should be submitted to the Organization (IMO) for adoption
- two or more Governments have a common interest in a particular area, they should formulate joint proposals
- monitor traffic in those systems
- shall be consistent with international law, including the relevant provisions of the 1982 United Nations Convention on the Law of the Sea (UNCLOS)
- Nothing in this regulation..... shall prejudice the rights and duties of Governments under international law

International
Water routes

Roads

Temporarily measures
(Construction areas,
towing units etc.)

Traffic density

Cargo,
draft

Accidents
black spots

Military

Routeing

Factors to be
considered

Hydrology
Hydrography

Sub-marine
Underwater World
Heritage Site

Bathymetry

environmental
protection areas
(Natura 2000)

natural
reserve

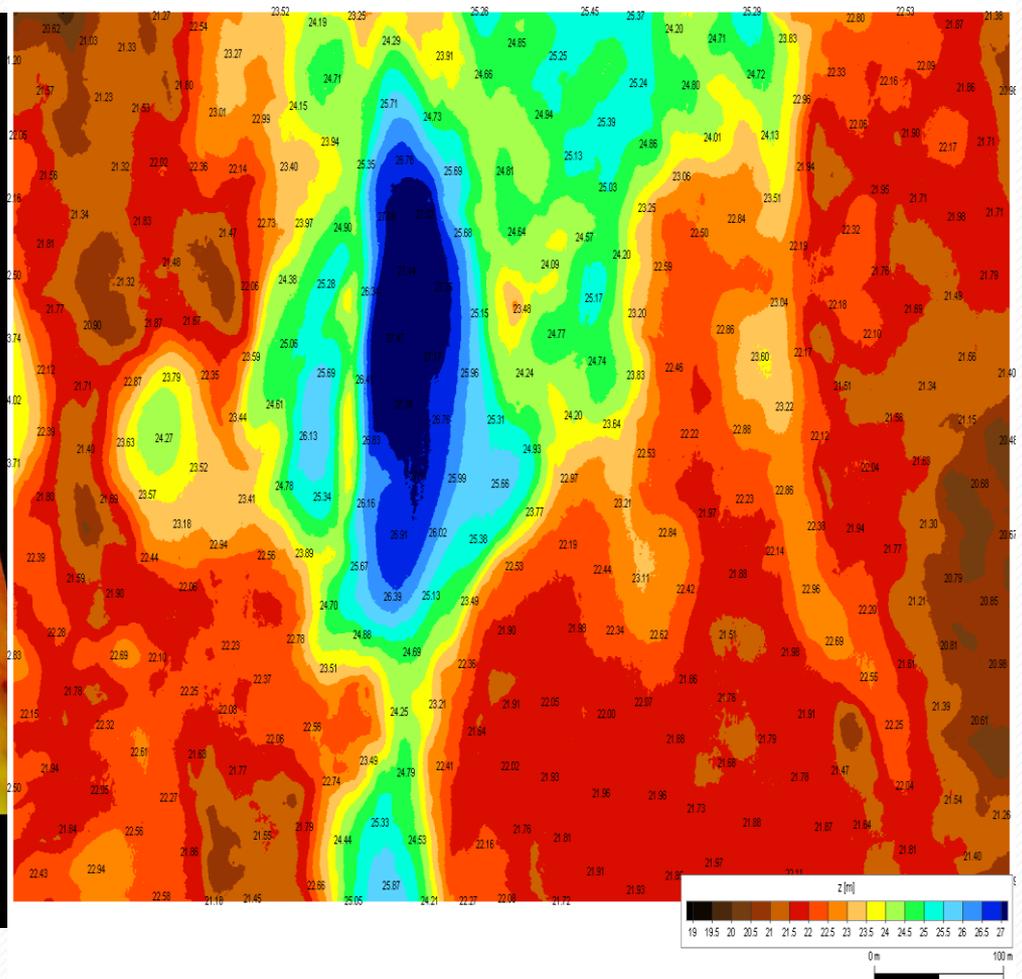
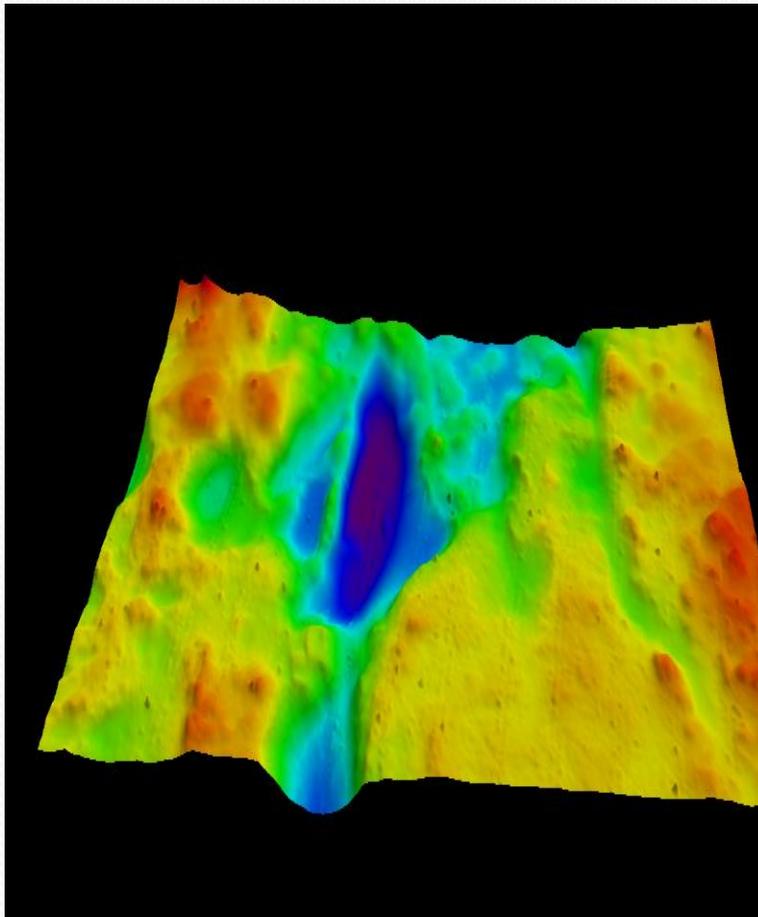
Fishing

Current activities for the verification of shipping routes in the German Bight

The Netherlands and Germany have established a joined group of experts in order to **examine and evaluate the TSS “Terschelling - German Bight”** which is located near the coastline of both states. with the following priorities:

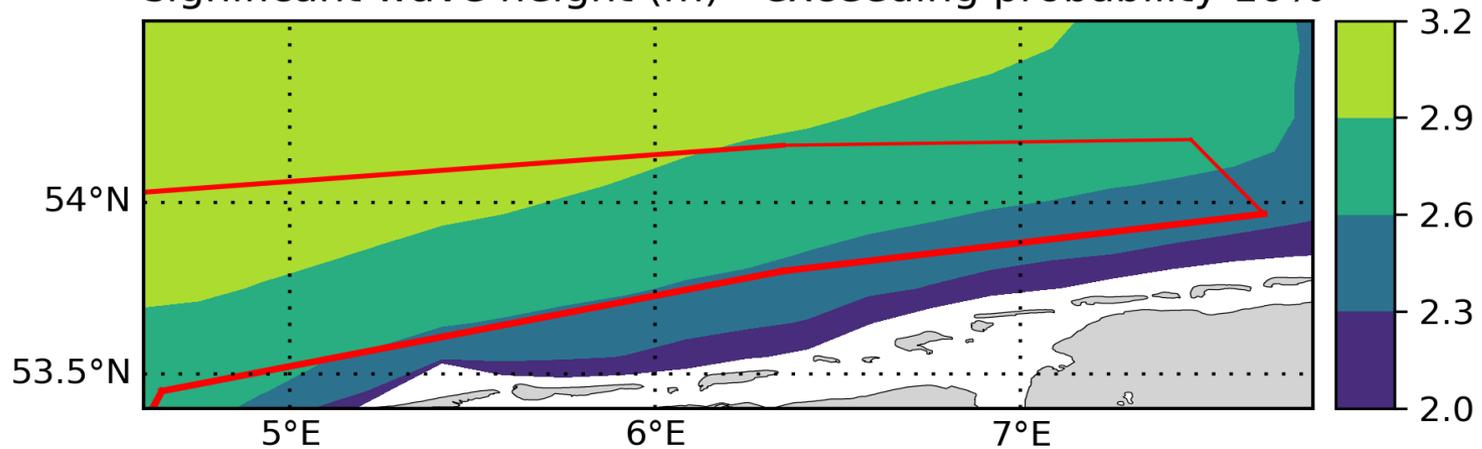
1. Bathymetry;
2. Traffic density by ship's size and types of ships;
3. Hydrological conditions in the sea area;
4. Behavior of Very Large Container Ships (VLCS) in sea swell and sea waves;
5. Legal basis for a possible reorganization of shipping routes

Bathymetry



Hydrology/ Hydrography

operational wave model data of DWD 2000 - 2012
significant wave height (m) - exceeding probability 10%



Thank you for your attention!

Any questions?

Contact

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