



Stakeholder workshop on lost containers

EU maritime safety considerations

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Introduction

Incident

Detection

Reporting

Hazmat / Track and trace / identify / 'mark'

Removal/retrieval

Taking ashore

Handling ashore



Introduction

Existing legal requirements at EU Level

Established operational system for reporting

Possibilities for identification, tracking and tracing

Requirements at the International Level



VTMIS Directive (2002/59/EC)

Article 17

Reporting of incidents and accidents at sea

1. Without prejudice to international law and with a view to preventing or mitigating any significant threat to maritime safety, the safety of individuals or the environment, Member States shall monitor and take all appropriate measures to ensure that the master of a ship sailing within their search and rescue region/exclusive economic zone or equivalent, immediately reports to the coastal station responsible for that geographical area:



VTMIS Directive (2002/59/EC)

(d) any slick of polluting materials and containers or packages seen drifting at sea.



VTMIS Directive (2002/59/EC)

Using the Union Maritime Information and Exchange System (SeafeSeaNet)

Hazmat/Dangerous and Polluting Goods Information Incident Reporting Guidelines

SafeSeaNet
IR Guidelines
GUIDELINES FOR EXCHANGING INCIDENT
REPORTS THROUGH SSN



IR Guidelines -

4. Lost and Found Objects Incident Report (Article 17.1(d))

This message reports the loss (by the ship which has lost cargo) or the observation (by another ship or observer) of containers or packaged goods. A coastal station holding such information shall notify it to SSN following the national procedure.

This incident report can be distributed to those Member States possibly affected by the drifting items (e.g. expected drift, distance to shore, cargo inside, etc.).

It has to be noted that this type of incident might be considered as a shipping safety related incident (as per section 1 of the Annex if a possible collision with the drifting objects is considered. It could also be considered as an environmental issue if the lost object contains dangerous or polluting goods.

The Incident Report form that may be used is shown in Appendix 6.



IR Guidelines – Appendix 6

This form (herewith filled with examples) should be used.

Item	Title	Description		
	Date and Time (UTC)	These elements are included to facilitate	09.09.2008 23:30 UTC	
	From	the identification of the message and the	MRCC Madrid	
	То	stakeholders	FR, UK	
1	Type of report	a. Loss (ship having lost one or more	Type: Observation.	
		containers/packaged goods)	Date/time: 09.09.2008	
		b. Observation (ship noting the	at 12:00 UTC	
		presence of containers/		
		packages/goods drifting at sea)		
2	SHIP'S IDENTITY	IMO Number/Name/Call Sign/MMSI	IMO: 1234567	
		Number	Name: tests ship	
3	LAST PRESUMED POSITION	Last seen position of object/container at	Lat 43-33,2 N	
	OF OBJECT/CONTAINER	sea, or last position of ship when the	Long 005-12,0 W	
	LOST/LAST SEEN POSITION	object/container was presumably lost		
	OF OBJECTS/CONTAINERS			
4	NUMBER OF		2	
	OBJECTS/CONTAINERS			
5	TYPE OF GOODS IN	DG/PG : Y/N	Unknown	
	CONTAINERS	IMO/UN/IMDG Code Number		



IR Guidelines – Appendix 6

6	DESCRIPTION OF	Description of objects/containers:	20 feet. Both green. No	
	OBJECTS/CONTAINERS	dimension, colour, marks, numbers,	marks sighted	
		condition		
7	CARGO LEAKING?	Yes/No/Not visible	Not visible	
		Description of pollution		
8	WIND DIRECTION AND SPEED	Indicates wind direction and speed in	Wind North, 20 kn	
		degrees and in m/sec. The direction		
		always indicates from where the wind is		
		blowing		
9	CURRENT DIRECTION AND	Indicates current direction and	Current South, 0,5 kn	
	SPEED AND/OR TIDE	speed in degrees and knots and		
		tenths of knots. The direction		
		always indicates the direction in		
10	SEA STATE AND VISIBILITY	which the current is flowing Sea state indicates the wave height in	Sea state: smooth,	
10	OL/(OI/(IL/(ND VIOIDIEIT)	metres. Visibility should be indicated in	visibility very good	
		nautical miles	(>10')	
11	DRIFT OF	Indicates drift course and speed of	Not found	
' '	OBJECTS/CONTAINERS	pollution in degrees and knots or tenths	Not lound	
	OBSESTO/CONTAINENCE	of knots. In cases of air pollution (gas		
		cloud), drift speed should be indicated in		
		m/sec		
12	ADDRESS WHERE CARGO	111/300	unknown	
12	INFORMATION CAN BE FOUND		dikilowii	



Does it work?

Incident Report Info

Incident Id:DEaTTolNo8Ggk2qAfIncident Type:LostFoundContainers

Incident Notification Status

Update Status: N

User Identification

SSNUserID: DE_24-7_GERMANY

Incident Report Vessel List

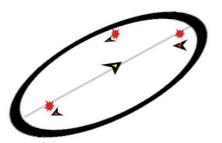
moracit Report Veccor Elec									
Vessel Identification	Vessel Description	Voyage Info	Ship Position At Time of Incident	Ship Position At Time of Reporting	Cargo Manifest				
IMO Number: 9703318 MMSI Number: 325757000 Call Sign: 3FQA Ship Name: MSC	Vessel Description :	Port of Departure : Port of Destination : Bremerhaven (DEBRV) Number of Persons : 22	Longitude: 3929000 Latitude: 32268000 Geographical Area: German Bight Bearing: null Distance: null Mark: null	Longitude : Latitude : Geographical Area : Bearing : Distance : Mark :					



Zone around the ship – expected Automated Behaviour Monitoring

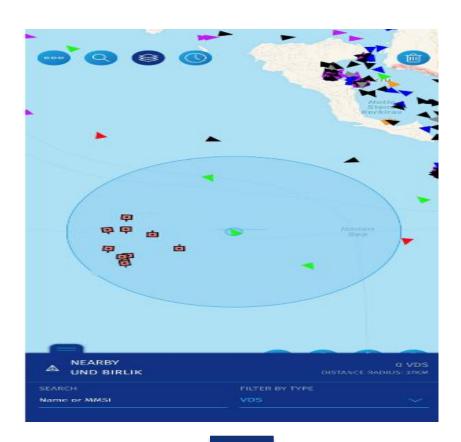
Objective will be to detect







'Near By' ships





Services provided by EMSA MAR-ICE and Mar-CIS

Marine Intervention in Chemical Emergencies Network

In close cooperation with the European Chemical Industry Council (Cefic) and the Centre of Documentation, Research and Experimentation on Accidental Water Pollution (Cedre, France), EMSA established a network of experts (MAR-ICE Network) who provide upon request information and specialist advice on chemicals involved in maritime emergencies. The MAR-ICE Network is based on the <u>voluntary</u> ICE (Intervention in Chemical transport Emergencies) network, which provides a similar type of assistance for land-based chemical spills.



Services provided by EMSA MAR-ICE and Mar-CIS

MAR-CIS: Marine Chemical Information Sheets

When responding to incidents involving hazardous and noxious substances (HNS) or chemical spills, the first concern is to identify the substances involved in order to assess their behaviour and the hazard they may create for the crew, the nearby population, and the marine environment.

The MAR-CIS information sheets provide in a concise way substancespecific and maritime relevant information on chemicals aiming to assist the competent authorities during the initial stage of the response to maritime incidents involving such substances.



International level

Regulations 31 and 32 of Annex V to the SOLAS Convention

Regulation 31: Danger Messages

Regulation 32: Information required in danger messages

MSC.1/Circ. 1310/rev 1/21-11-2014 provides guidance and examples on the navigational warning



MSC.1/Circ.1310/Rev.1 21 November 2014

REVISED JOINT IMO/IHO/WMO MANUAL ON MARITIME SAFETY INFORMATION (MSI)

5. Drifting hazards (including derelict ships, ice, mines, containers, other large items etc.)

Message element Example 2

- 1. Message series identifier NAVAREA II 78/14 PAZENN. CHART _____ (INT ______).
- 1. SIX CONTAINERS ADRIFT IN VICINITY 47-37N 006-26W AT 262200 UTC JUL 14.
- 2. CANCEL THIS MSG 292200 UTC JUL 14. 2



Thank you for your attention !

http://ec.europa.eu/transport/modes/maritime

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