

# Stakeholders workshop on lost containers, 4 July 2019

## France experience

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# France exposed to container loss

- 14/02/2014 MAERSK SVENBORG – 517 containers – Biscay bay
- 12/07/2017 KEA TRADER – grounded – 756 containers – French Polynesia
- 11/03/2019 GRANDE AMERICA – 365 containers (45 DG)– Biscay Bay
- 02/01/2019 MSC ZOE – 345 containers – North sea



# Recent developments

- In 2014 the adoption of container gross mass verification requirements was a good progress but still not sufficient
- At CCC1, Spain and France submit proposal to keep on work on reporting, identification, detection, tracking and recovery, conditions of approval, stacking strength,...
- At 30th IMO Assembly, France cosponsor a call paper on plastic pollution, container loss was identified among other pollution sources.
- At MEPC 73 adoption of the action plan against marine plastic litter. Items 10 and 11 related to mandatory reporting of containers lost at sea and ways of communicating their location has been referred to MSC.



# Proposals

- AT MSC 101, EU proposal for inclusion of mandatory reporting of container loss in SOLAS V failed to pass silence procedure. Not submitted.
- MSC 101 has invited interested delegations to submit proposals for new output at MSC 102.
- At CCC6, France will cosponsor with WSC and BIC a proposal to align CSC Convention stacking strength provisions on ISO 1496-1.
- France is willing to submit proposal for new output at MSC 102 on container identification and tracking.



# Technical developments

- A French company « Seatrackbox » is currently developing a solution for identification and tracking of containers lost at sea consisting in:
  - Beacon placed on containers (magnetic fastening)
  - Automatic starting in case of fall at sea (acceleration and water detection)
  - Transmitting via GSM and Iridium
  - Battery Autonomy: 5 ½ years
  - Weight: 600 – 800 gr.
  - Cost: ≈ 2000 € - supported by insurance company
  - Lease cost: ≈ 100 € / voyage – supported by the shipowner / charterer.



# Technical developments

- Container afloat: the beacon transmit ident and position on regular basis
  - Container underwater (1 – 30 m) the beacon is afloat and linked to the container
  - Sunk container (> 30m) : the beacon is released and float-free - transmission continue with float-free status information.
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- Schedule:
  - Prototype february 2020
  - Operational test : May – June 2020
  - Commercial launch: September 2020
  - To be presented at IMO during MSC 102.

Questions ?



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