

Sub-Committee on Carriage of Cargoes and Containers (CCC) 10th session, 16-20 September 2024

Action Required: IR Commission members are invited to note the relevant outcomes of CCC 10.

General introduction

The CCC Sub-committee of the Maritime Safety Committee (MSC) is concerned principally with the regulation and safety of commercial shipping engaged in the carriage of cargoes of all types, including containers. World Sailing's interest in the activities of the CCC is currently limited to the issue of containers lost overboard from ships, which can self-evidently constitute a serious hazard to other vessels, especially small craft, in collision with containers floating either at or just below the surface.

Background

There are currently over 6,000 container ships in the global fleet, shipping some 250 million containers annually. In the 8 years from 2015 to 2022, an average of 1,566 containers were lost overboard every year. The regions recording the most container ship casualties have been East Asia and Europe.

For several years the IMO has sought, via the Maritime Safety Committee and its CCC Sub-committee, to address the hazard of lost containers by investigating the scope for new regulations and/or standards targeting:

- Container ship stability
- Container weighing
- Cargo lashing and associated software
- Container securing mechanisms
- Ship routeing measures
- Reporting, detection, tracking and recovery of lost containers.

Outcomes of the CCC 10 meeting

The CCC 10 meeting took stock of these aspirations, noting that:

- Rules for the reporting of the Verified Gross Mass of embarked containers were introduced in 2016;
- Safe routeing measures for container ships in the North Sea entered force in 2023
- Mandatory regulations for the carriage of electronic inclinometers are expected to enter force on 1 January 2026;
- The mandatory reporting of lost containers is expected to enter force on 1 January 2026.

Subsequently, the CCC Sub-committee at its September 2024 meeting:

- Endorsed the preliminary inventory on finalized, current and foreseeable work related to the prevention of the loss of containers at sea;
- Endorsed the preliminary work plan for the consideration and potential development of the topics identified in the inventory (ie, further studies, and practical measures to assist in the prevention, detection, tracking and recovery of lost containers);
- Agreed to the draft terms of reference for the CCC Correspondence Group on Prevention of the Loss of Containers at Sea, and Development of Performance Standards and Guidelines for Lashing Software.

Relevance to World Sailing: WS should remain closely engaged with this work, which addresses a real and probably increasing risk to small vessel navigation

There were no other issues raised of relevance to World Sailing.