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CARRIAGE OF CARGOES AND CONTAINERS

Report of the eleventh session of the Sub-Committee

Templates for use by masters when reporting loss or observation of drifting freight container(s) to coastal and flag States

**Submitted by Marshall Islands, Republic of Korea, South Africa, Thailand, BIC, BIMCO,
ICS, IFSMA, ITF, P&I Clubs and WSC**

SUMMARY

Executive summary: CCC 11 noted the discussion of its Working Group on Prevention of Loss of Containers at Sea on the usefulness of templates for use by masters when reporting lost containers or observations of drifting containers to coastal and flag States, respectively; and agreed to invite interested Member States and international organizations to consider the templates developed by the Working Group and to submit proposals in this respect to MSC 111. This document invites the Committee to consider encouraging Member States to request that the templates be used by masters when reporting loss or observations of drifting freight container(s).

*Strategic direction,
if applicable:* 7

Output: 7.20

Action to be taken: Paragraph 9

Related documents: CCC 11/16 and CCC 11/WP.6

Introduction

1 SOLAS regulations V/31 and V/32 were amended in accordance with resolution MSC.550(108), adopted on 23 May 2024, to require shipmasters to communicate the particulars of loss or observation of drifting freight containers by appropriate means without delay and to the fullest extent possible to ships in the vicinity and to the nearest coastal State and, in addition, to report the loss of freight containers to the flag State.

2 SOLAS regulation V/31 also requires that the flag State report incidents of lost containers to the Organization.

3 The mandatory SOLAS reporting requirements took effect on 1 January 2026. However, currently, no universal templates for masters' reporting of loss or observation of drifting freight container(s) exist.

4 The development and usage of such universal reporting templates would facilitate and streamline the reporting of loss and observation of drifting freight container(s), thereby supporting navigational and maritime safety. Harmonization of data elements to be reported would also facilitate any future data analysis and sharing. And, perhaps most importantly, universal reporting templates would assist in the Organization's steadfast policy of addressing the well-being and fatigue of masters and crew, which would not be helped by having to use a plethora of different reporting forms in different jurisdictions all over the world. This is a new reporting obligation on them and every effort should be made to make it as easy and familiar as possible.

Templates developed during CCC 11

5 During CCC 11, the Working Group on Prevention of Loss of Containers at Sea considered, and agreed on, the usefulness of templates for use by masters when reporting lost containers and observations of drifting containers to coastal States and, for lost containers, also to the flag State.

6 The templates developed by the Working Group as contained in its report (document CCC 11/WP.6, annexes 4 and 5) are reproduced (with minor editorial modifications to better reflect the text in SOLAS regulations V/31 and V/32) in annexes 1 and 2 of this document.

7 It should be noted that CCC.1/Circ.7 on *Requirements for reporting the loss of containers to the Organization pursuant to SOLAS regulations V/31 and V/32* requests Member States, as an interim measure pending the availability of an electronic reporting solution through the Global Integrated Shipping Information System (GISIS) platform, to submit their reports to the Organization on the loss of containers using the template provided via the following link: <https://forms.office.com/e/9iRJmBGRXK>. That link provides Member States with a template to fill in, which is the same template that the Member State would receive from the master, as drafted by the above-mentioned Working Group in annex 4 of CCC 11/WP.6. However, while Member States have been requested to use this template to report to the Organization, masters have not been requested to use the same for reporting to Member States.

8 The co-sponsors strongly support the usage of universally applicable templates. Such usage would facilitate and streamline the reporting of loss and observation of drifting freight container(s) in support of navigational and maritime safety. They respectfully encourage that the templates be requested by coastal and flag States to be used by masters when reporting loss or observation of drifting freight container(s).

Action requested of the Committee

9 The Committee is invited to consider encouraging Member States to request that the templates in annexes 1 and 2 to this document be used by masters when reporting loss or observations of drifting freight containers to the nearest coastal State and, in addition, when reporting lost freight containers to the flag State.

ANNEX 1

**REPORTING TEMPLATE IN THE EVENT OF LOSS OF FREIGHT CONTAINER(S)
(SOLAS REGULATIONS V/31 AND 32)**

1 General information

From (reporting party):

Master of the ship ☐ Yes ☐ No

Representative (contact details): _____

Type of report: Loss of freight container(s) from a ship

Date and time of the event (UTC): _____

Ship's identity:

IMO number: _____

Ship's name: _____

Call sign: _____

MMSI: _____

To (recipient authorities):

Nearest coastal State: _____

Flag State: _____

Message number: _____

(To be entered in sequential chronological order if multiple reports are sent)

2 Position reporting

Position of ship when freight container(s) lost:

Latitude/Longitude: _____

If exact position is not known, provide:

Estimated position: _____

Position upon discovery of loss: _____

Reporting aids used (if any):

☐ Mechanical ☐ Electronic ☐ Visual ☐ Other:

3 Number of freight container(s) lost:

Estimated number: _____

Total number: _____

4 Type of goods in freight container(s)

Dangerous goods? ☐ Yes ☐ No

UN number(s) (if known): _____

5 Description of freight container(s) lost (as far as available and practicable)

Dimensions of freight container(s) (e.g. 20 ft, 40 ft): _____

Type(s) of freight container(s) (e.g. reefer, dry, tank): _____

Number (or estimated number) of empty freight container(s): _____

6 Additional information (if available and practicable; for example but not limited to)

Cargo description according to the dangerous goods manifest, if applicable:

Description of any cargo spilled overboard:

Wind direction and speed at the time of loss:

Sea current direction and speed at the time of loss:

Estimated drift direction and speed of lost freight container(s):

Sea state (e.g. calm, moderate, rough) and wave height:

Other relevant information: _____

ANNEX 2

REPORTING TEMPLATE IN THE EVENT OF OBSERVATION OF FREIGHT CONTAINER(S) DRIFTING AT SEA

(SOLAS REGULATIONS V/31 AND 32)

1 General information

From (reporting party):

Master of the ship ☐ Yes ☐ No

Representative (contact details): _____

Type of report: observation of freight container(s) drifting at sea

Date and time of the event (UTC): _____

Reporting ship's identity:

IMO number: _____

Ship's name: _____

Call sign: _____

MMSI: _____

To (recipient authorities):

Nearest coastal State to the position of observation:

Position of ship when observed freight container(s) drifting at sea:

Latitude/Longitude: _____

True bearing and distance in nautical miles from a clearly identified
landmark (where possible): _____

Reporting aids used (if any):

☐ Mechanical ☐ Electronic ☐ Visual ☐

Other: _____

3 Number of freight containers observed (as appropriate):

Total number of freight container(s) observed: _____

4 Additional information (if available and practicable; for example but not limited to)

Dimensions of freight container(s) (e.g. 20 ft, 40 ft): _____

Type(s) of freight container(s) (e.g. reefer, dry, tank): _____

Description of any cargo spill: _____

Wind direction and speed: _____

Sea current direction and speed: _____

Estimated drift direction and speed of observed freight container(s):

Sea state and wave height: _____

Other relevant information: _____
