

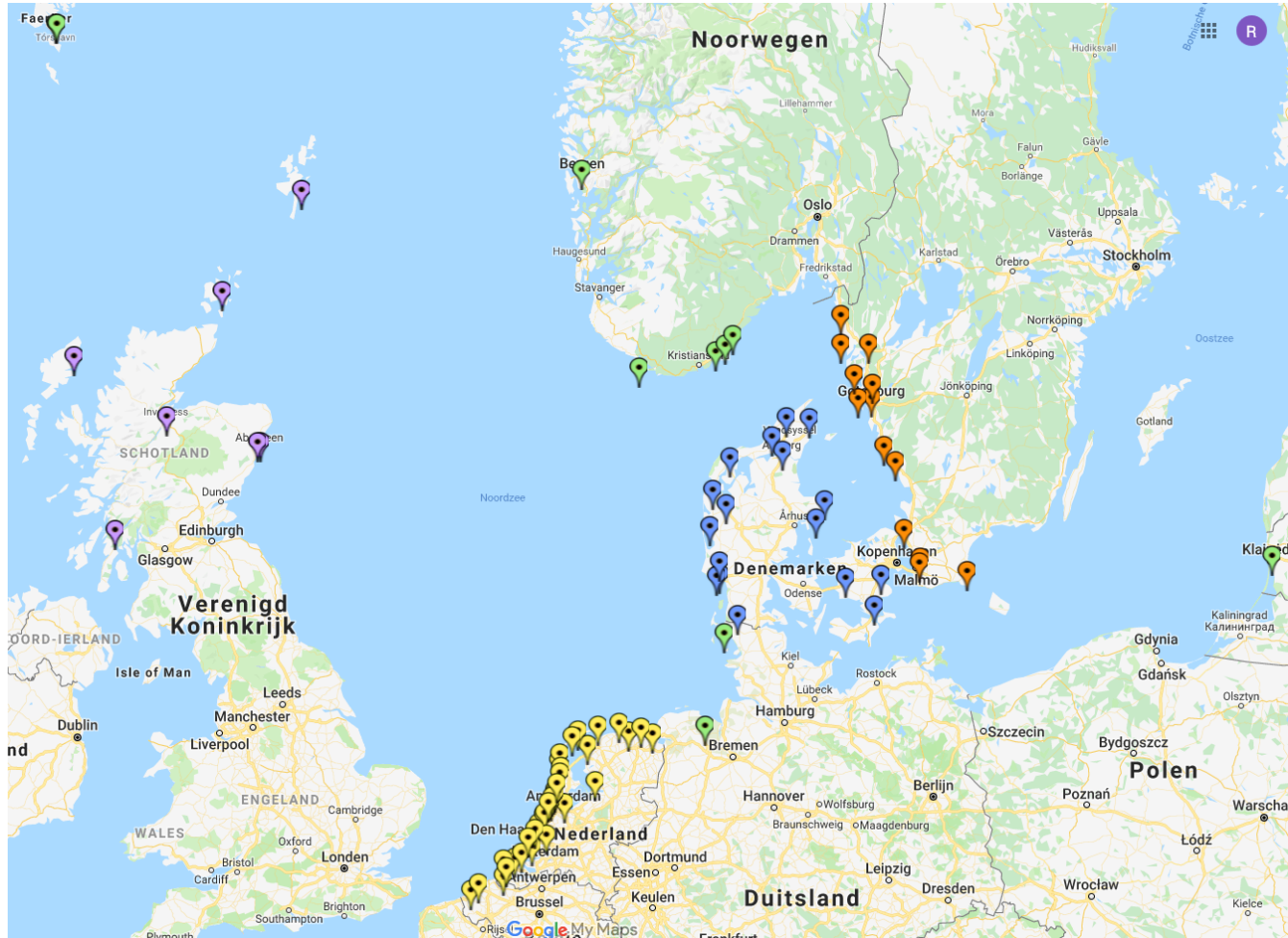
The local impact



Brussels, 4th of July, 2019

Bert Wassink, Mayor of Terschelling

Members KIMO* International



“Kommunenenes Internasjonale Miljøorganisasjon”

Route of the MSC ZOE



- [Bert Wassink - containerramp.mp4](#)



























What it took?

What it took :

- Waste storage capacity;
- Hundreds of volunteers and soldiers (municipalities facilitating);
- Total costs island municipalities so far € 260.000;
- Local companies: € 777.296;
- Example municipality Schiermonnikoog

→ Financial situation is not acceptable

→ Also a national contingency plan

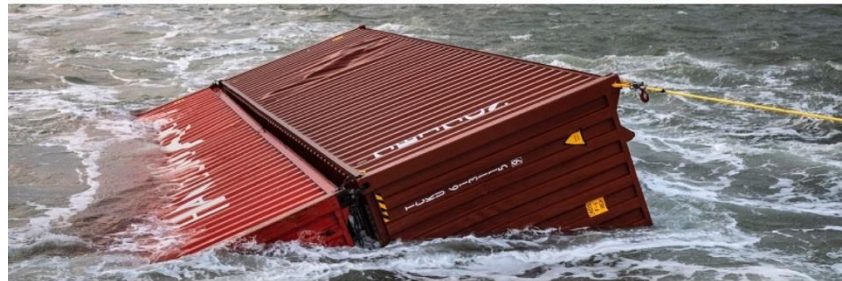
What it takes?

What it still takes?

- Time investment and money because:
 - More waste will wash ashore coming years, thus clean – up actions are still needed to be taken;
 - Discussion on the liability for all the costs with the shipowner

→ Island municipalities: Strive for 10 year cleaning-up budget

Lucky?!



Other events with lost containers this century alone:

Only this century the Dutch islands experienced the following:

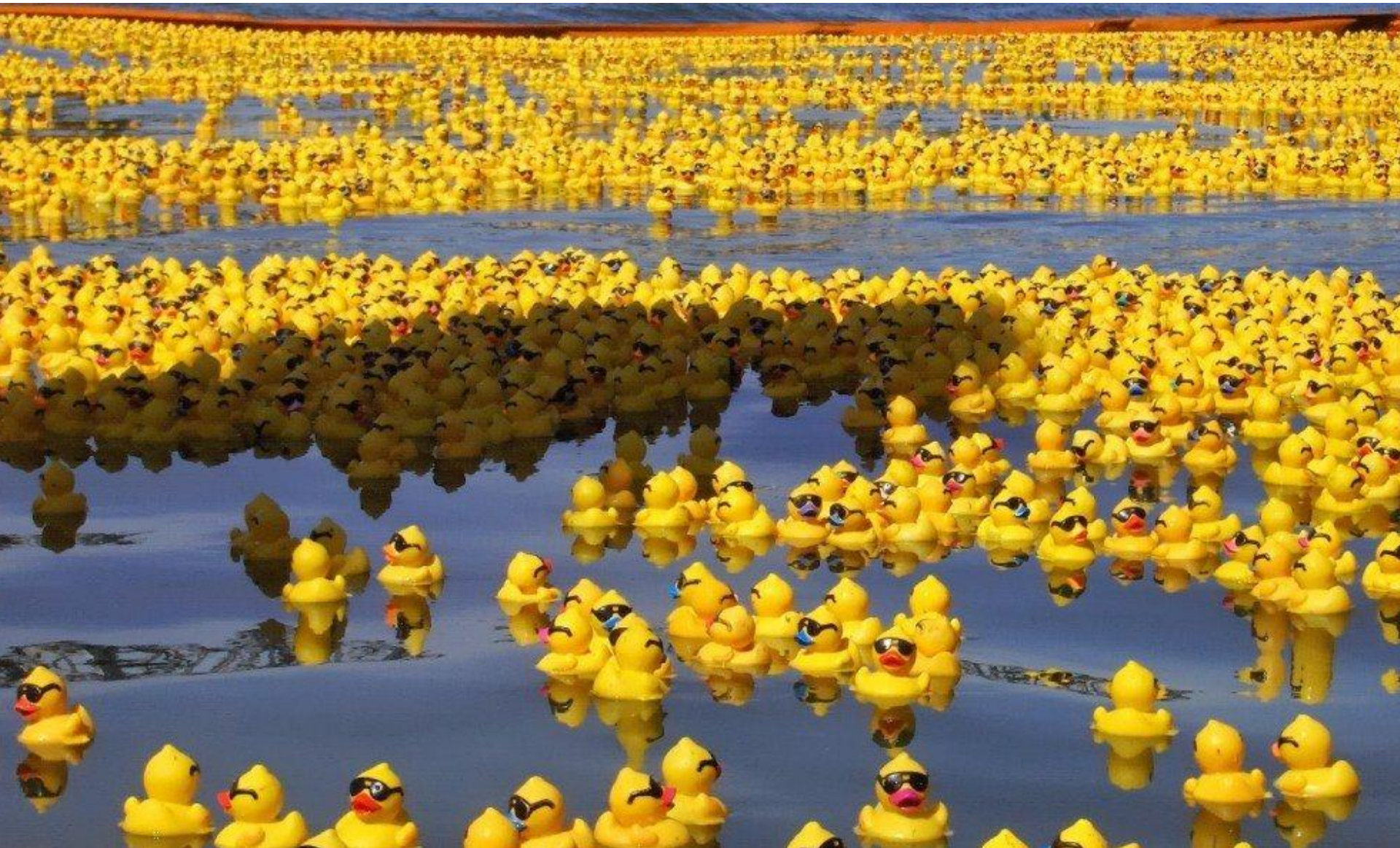
- 2001 stranding of a German coastal vessel “Hunt” near the island of Texel;
- 2002 fire on the “Sloman Traveler”, loaded with chemicals (on the island of Terschelling windows and doors had to remain closed due to the chlorine smell);
- 2003 the “MS Andinet” lost barrels and containers with highly toxic substances above Texel;
- 2007, November 6th: “MS Duncan Island” lost 8 containers;
- 2007, November 8th: “NYK Antaris” lost containers;
- 2019, January 2nd: “MSc Zoë” more than 300 containers overboard and the beaches, the Wadden Sea, Groningen and Frisian coasts flooded with goods and microplastics;
- 2019, March 28th: A ship loses oil near the island of Texel.

International examples

1992: Rubber ducks on the way from the US to Hongkong

1997: Cornwall loss of lego pieces → in 2014 still washing a shore

2017: Kinder Surprise eggs washing up on the German Wadden Sea island of Langeoog





DEW



KIMO resolutions

- Resolutions of the KIMO:
 - Lost containers from shipping 1/08
 - Spatial Organisation Plan and Maritime Traffic Control for the North Sea 17/01
 - A Convention on Liability and Compensation for Damage in Connection with the Carriage of Non-Toxic Substances 1/05
- Worldwide data of lost containers:
 - Between 550 and 1700 containers are lost annually (incl. catastrophic events)

Future risks

- Due to climate change stormy weather is expected to occur more often;
- Container transport via water is increasing annually;
- Container vessels are getting bigger;
- Dutch traffic route in the North Sea is becoming more crowded due to offshore windparks etc.

Concluding:

- Similar accidents will happen more often. Thus, ecological/environmental damage will increase; social costs will increase

Measures

- Proper lashing of cargo (**Cargo Management Systems**);
- Establishing and applying an adequate **Vessel Traffic Management (VTM) system**;
- **GPS-trackers on sea containers**, especially with dangerous load;
- Tracking containers under water
- Financial agreements
- Contingency plan