



Incident MSC Zoe Role of Dutch authorities

Joris Brouwers MSc EU DG MARE 4 July 2019



What has happened?

- 2nd of January MSC Zoe (395x59x13m; 20000 TEU) sailed eastbound in TSS Terschelling German Bight
- In southern, eastbound lane she lost 342 containers in heavy weather







What have the authorities done?

In close coordination with MSC

- Coordinated regional incident response to minimise ecological impact and improve ships' safety
- International cooperation with Germany
- Dutch state holds MSC liable and obliged MSC to salvage operation
- > Port state control and hull inspection in Bremen and Gdansk
- > Hydrographic survey entire Waddensea area
 - Completed medio 2019
- Claim management portal regional (N)GOs



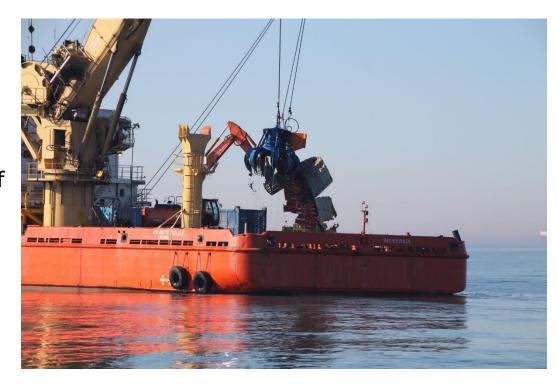
What have the national authorities done?

- International cooperation with Germany
- Started investigations
 - Panama Flag state
 - Germany Coastal and Port state
 - Netherlands Coastal State
 - Criminal investigation by maritime police
 - Independent investigation by Dutch Safety Board, based on national law
- > Initiated reseach
 - Quick scan location of plastics (RUG)
 - Quick scan container tracking methods (TNO)
- Focus on cargo securing (Netherlands Shipping Inspectorate)



What's next?

- Proceed with salvage operation
 - 2383 tons (NL and Ger, on- and offshore) of a total of 3200 (cf cargo manifest) have been retrieved so far
 - Expected to be completed at sea Q3 2019, onshore Q2-Q3 2020
 - Fishing for litter program
 - Hot spot net catching pilot
 - Settlement of financial claims, transfer of data
- > Environmental research and monitoring
 - EU directive environmental liability (ELD)
 - Dutch law: significant degradation of habitats/N2000
- Completion of quick scan Q3 2019
- Completion of investigations expected Q1 2020





Thank you for your attention

Any questions?