

## **DALI allision with Francis Scott Key Bridge in Baltimore, MD, USA**

Update 2 / 01 April 2024

As widely reported, the 9962 TEU container vessel DALI struck the Francis Scott Key Bridge in Baltimore at about 1:30am this morning leading to the bridge's collapse.

### **Response / Channel / Port Reopening**

The first priority is the clean up of the channel and the reopening of the Port of Baltimore. As per available information, the channel depth is 50 feet, suggesting that ALL steel, concrete, asphalt and other debris (including possibly sunken containers) will need to be cleared for the port to be accessible by vessels whose draft can easily reach 48 feet.

The operations are estimated to last for at LEAST one month.

The Key Bridge Response 2024 Unified Command includes the:

U.S. Coast Guard

U.S. Army Corps of Engineers

Maryland Department of the Environment

Maryland Transportation Authority

Witt O'Brien's representing Synergy Marine

Maryland State Police

A summary of updates from the Unified Command Joint Information Center follows:

Latest update:

The Captain of the Port (COTP) is preparing to establish a temporary alternate channel on the northeast side of the main channel in the vicinity of the Francis Scott Key Bridge for commercially essential vessels as a phased approach to reopening the port. The temporary channel will have a controlling depth of 11 feet, a 264-foot horizontal clearance and a vertical clearance of 96 feet.

Engineers with the Unified Command continue to conduct salvage assessments to determine safest and most effective plan for salvage operations.

A 2000-yard maritime Safety Zone as well as a Temporary Flight Restriction with a radius of three nautical miles from the surface remain in effect.

The Unified Command deployed the Chesapeake 1000 crane barge to the incident site. The barge arrived at 0600 on Friday 29 March 2024.

Wreckage removal commenced on Saturday, 30 March 2024 with demolition crews cutting the top portion of the north side of the collapsed bridge into smaller sections for removal by crane. Two crane barges, a 650-ton crane and a 330-ton crane are actively working on scene.

The removed wreckage is transferred to barge as daylight allows. A 230-ton shore-based crane will offload and process wreckage at Tradepoint Atlantic.

Divers continue to conduct underwater assessments of the bridge and the MV DALI for future removal operations.

The Unified Command is working with Baltimore Gas & Electric (BGE) to reduce pressure of an underwater pipeline that spans the width of the channel and runs under the incident site. Pipeline operations continued through the weekend. As of Sunday, 31 March, BGE had reduced the pressure of the pipeline to 35psi.

At the same time crews are monitoring for spilled oils and hazardous materials. There is 2,700 feet of sorbent boom deployed at the site and 2,700 feet of hard containment boom.

The National Transportation Safety Board has its own YouTube channel. A video showing the view from on board the vessel can be found here: <https://www.youtube.com/watch?v=YwWVqTy4Ofg>

### **Carrier Updates**

Carriers confirmed to have invoked Force Majeure:

Evergreen

Mediterranean Shipping Company (MSC)

CMA CGM

COSCO

#### **Evergreen Advisory (28 March 2024)**

For Export Cargoes: Shippers are advised to retrieve any containers/cargo that had already been delivered to the port prior to the incident. All confirmed bookings with no activity were cancelled by 28 March 2024.

For Import Cargoes: All cargoes currently on terminal can be taken off as usual. Ports America Chesapeake remains open. Empty containers to be returned as usual.

Customers with import cargo not yet arrived will be advised once more information becomes available.

#### **MSC Advisory**

For Export Cargoes:

Containers en route to Baltimore or already at Baltimore – customers urged to contact booking office to retrieve/re-route.

No new export bookings at Baltimore until further notice.

For Import Cargoes:

Containers already on the water to be rerouted and discharged at an alternate port. Costs for cargo's account.

Containers still at origin Port of Loading – customers urged to contact booking office.

No new import bookings to Baltimore until further notice.

MSC is implementing contingency plans for cargo originally destined for Baltimore (see Appendix)

#### **CMA CGM Advisory (29 March 2024)**

For Export Cargoes:

Cargoes currently on terminal to remain there until port reopens, unless shipper instructs otherwise.

As of 11am 26 March 2024 terminal stopped accepted exports until further notice.

No new export bookings until further notice.

For Import Cargoes:

Those on the water will be discharged at an alternate port, to be advised.

Booked, but not yet loaded at Port of Loading, customers to contact booking office for re-routing.

No new import bookings until further notice.

Maersk Update (28 March 2024)

No new bookings into or out Baltimore accepted. Other USEC (US East Coast) port options are available.  
For Import Cargoes: Cargo already at the terminal should be picked up as soon as possible.  
Empty containers to be returned as usual.

**Vessels**

Trapped in harbor:

We have no updates on cargoes which may be aboard vessels trapped in Baltimore.

Carmen (car carrier) – arrived 24 March  
Klara Oldendorff (Bulk) – loading coal at CNX - arrived 25 March  
Saimaagracht (multipurpose) – arrived 24 March  
Balsa 94 (general cargo) – arrived 23 March  
Palanca Rio (product tanker) – arrived 25 March  
Phatra Naree (bulk carrier) – importing alumina from Brazil - arrived 19 March  
JY River - loading coal at Curtis Bay Piers – arrived 25 March

Expected vessels to load coal:

Star Triumph - expected to load coal at CNX coal terminal – at anchor outside of Norfolk  
One Ocean - expected to load coal CNX – at anchor outside Baltimore  
CSSC Rotterdam - expected to load coal at CNX – at anchor outside Norfolk  
Patroklos - expected to load coal – at anchor outside Baltimore  
Panasiatic - expected to load coal – under way to Mobile, AL – ETA 04 April  
Star Majesty - expected to load coal at CNX – under way to Procel, Brazil  
CSL Tarantau - expected to load coal at CNX – under way, near Cuba, destination unknown

Expected vessels - Other cargo

Bonas - expected to deliver wood chips from Basaga International – arrived Norfolk on 31 March  
Armia Krajowa - expected to deliver her remaining partial cargo of raw sugar at the Baltimore sugar refinery terminal – at anchor outside Baltimore  
CSL Kajika (bulk carrier) – at anchor outside Baltimore  
Kmarin Goteborg (bulk carrier) – at anchor outside Baltimore

**Inbound, diverted:**

6000-ceu Hoegh Chiba: called Wilmington, DE on 28 March, departed 29 March, en route to Bremerhaven  
8386-teu container ship MSC Alina was diverted to Philadelphia – see Appendix (MSC)  
8,269-teu MSC Kumsal was diverted to New York, ETA 01 April  
4,544-teu Maersk Gironde diverted to Norfolk, 30 March, en route to Savannah, ETA 02 April

## **Port of Baltimore Terminals Overview (excl. Tradepoint Atlantic)**

### **Public Terminals:**

#### Dundalk Marine Terminal

Cargoes: Containers, break bulk, wood pulp, Ro/Ro, autos, project cargo, farm, construction equipment

4 container cranes

Rail & road access

#### Fairfield Automobile Terminals / Masonville Marine Terminal

Cargoes: Autos, light trucks

Rail & road access

#### North Locust Point Marine Terminal

Cargoes: Wood pulp, lumber, steel, paper, containers

1 container crane

Rail & road access

#### Seagirt Marine Terminal

Cargo: Containers

4 Neo-Panamax container cranes

8 Super Neo-Panamax container cranes

37 gantry cranes (per port website)

Rail & road access

#### South Locust Point Marine Terminal

Cargoes: Forest Products, automobiles

1 revolving gantry crane

No direct rail access

### **Private Terminals (partial list):**

#### Rukert Terminal

Cargoes: Bulk, break bulk, project cargo

Rail & road access

#### BWC Terminals

Cargoes: Bulk, liquid

Rail & road access

#### CNX Marine Terminals

Curtis Bay Piers (CSX): Coal

Consol Marine Terminal (CNX): Coal

Canton Marine Terminal : Project cargo

We will update continue to update the situation.

Please contact [eimc@eimc.com](mailto:eimc@eimc.com) for any specific inquiries or if we can be of assistance.

APPENDIX

MSC CONTINGENCY SCHEDULE (from MSC Customer Advisories per their Website)					
Service	Vessel	Voyage	ETA Baltimore	Contingent Port	New ETA
TURKIYE/GREECE TO USA	MSC ALINA	410R	27-Mar	PHILADELPHIA	27-Mar
EMPIRE	CCNI ANDES	411W	29-Mar	NORFOLK	28-Mar
EMERALD	MSC KUMSAL	409W	29-Mar	NEW YORK	1-Apr
EMPIRE	MAERSK YUKON	412W	1-Apr	NORFOLK	30-Mar
NEUATL2	MAERSK GIRONDE	413E	1-Apr	NORFOLK	30-Mar
USA TO SAEC	PARIS II	407R	1-Apr	NEW YORK	2-Apr
NEUATL2	MAERSK MAKUTU	414E	3-Apr	TBA	TBA
TURKIYE/GREECE TO USA	MSC PARIS	412R	3-Apr	NEW YORK	2-Apr
EXTRA SAILING	MSC MANZANILLO	410A	7-Apr	NEW YORK	5-Apr
USA TO SAEC	MSC ILONA	408R	7-Apr	NEW YORK	4-Apr
EMPIRE	MAERSK SHAMS	413W	8-Apr	NEW YORK	2-Apr
TURKIYE/GREECE TO USA	MSC JUDITH	413R	9-Apr	TBA	TBA
NEUATL2	MAERSK GATESHEAD	415E	10-Apr	TBA	TBA
MEDUSEC	MSC EVEREST VIII	413E	10-Apr	NEW YORK	2-Apr
USA TO SAEC	MSC ALMA VII	406R	10-Apr	NEW YORK	7-Apr
EMPIRE	GRAETE MAERSK	414W	13-Apr	TBA	TBA
USA TO SAEC	MSC DUBAI VII	409R	15-Apr	NEW YORK	11-Apr
EMPIRE	MAERSK SIRAC	415W	20-Apr	TBA	TBA
EMERALD	MSC BARBARA	415W	20-Apr	NEW YORK	21-Apr
USA TO SAEC	LYON II	410R	22-Apr	TBA	TBA
EMPIRE	MAERSK SKARSTIND	416W	27-Apr	TBA	TBA
USA TO SAEC	MSC PEGASUS	411R	29-Apr	TBA	TBA
EMERALD	EUROPE	413W	5-May	NEW YORK	7-May