

Evergreen confirms Ever Given arrested pending \$916m claim including \$300m for loss of reputation



Sam Chambers • April 15, 2021 6 8,422 1 minute read



Taiwanese liner Evergreen confirmed on Wednesday that the 20,388 teu [Ever Given](#) has been arrested by a court in Egypt this week. The giant, near full ship is in the Great Bitter Lake with a crew of 25 onboard, weeks after it [ran aground, blocking the Suez Canal](#). The ship is operated by Evergreen and owned by Japan's Shoei Kisen Kaisha.

According to the vessel's insurer, the UK P&I Club, Shoei Kisen has been hit with a \$916m claim from the Suez Canal Authority (SCA).

Evergreen stated in a release that the claim includes \$300m claim for a salvage bonus and \$300m for "loss of reputation".

"During the meeting between the shipowners and SCA on April 12, 2021, no consensus was reached as SCA's claims are largely unsupported and lack any detailed justification. The following day (13th April), SCA immediately filed an application to arrest the Vessel and this

has been granted by the Court," Evergreen stated in its release issued on Wednesday.

General Average has been declared with shippers very unclear when they might get their cargoes onboard the ship.

For its part, the UK P&I Club said it was disappointed with the SCA's decision to arrest the vessel.

"The SCA has not provided a detailed justification for this extraordinarily large claim," the insurer stated this week.

The vessel's classification society, the American Bureau of Shipping (ABS), completed surveys on on the ship 10 days ago and issued a certificate of fitness to allow the vessel to move from Great Bitter Lake.

The SCA is expected to issue its report into why the vessel came to be lodged on the eastern bank of the canal on Thursday, while the ship's registry, Panama, will take many more months to issue its full accident investigation report.

[#Egypt](#)

[#Ever Given](#)

[#Taiwan](#)

Comments



Director Business Development

April 14, 2021 at 8:16 pm

Vessel arrest is not the right action done by #SCA .Their claim shall be settled by Pnl asap which will not lead more issues from.the cargo owners which is on board.The Shoei Kisen owners are reputed owners so SCA shall reconsider arrest of vessel and anu action on board crew. Since SCA Pilot was on board and due to #climatic conditions it all happened. SCA why not stopped transit of giant vessels in such weather conditions.

Keeping blame game aside vessel shall be released without further delays.

We stand with Shoei Kisen owners and crew on board.

Reply



Destroyer of disaster in maritime industry

April 15, 2021 at 3:20 am

This is going for long time & why till date not able to conclude the cause of investigation by the investigation team. It is very easy with all the data on board like VDR & data from ECR / alarm data recordings & course plotter etc.

First to find out the true cause of this incident with great shame & concern all over the world & positive counter measures to eliminate such incidents with proper timely risk assessments. Can not take this incident very easily & human errors should be analyzed seriously & concerned should be dealt seriously including the pilot on board for their easy attitude or taking things very lightly. It is a punishment just like murdering maritime industry & concerned should be dealt very seriously, otherwise more surprises can happen in future & company may close down.

Also company complete history of previous incidents & actions taken should be reviewed very seriously & company ISM/ ISO systems / procedure & creditability of shore & staff on board must be reviewed very serious concern here !!!!! Money & reputation are related with quality of staff & management here. Very sad & it is a very serious concern. If it would have happened in USA, company 100% Bankrupt & concerned in jail for ever as a good lesson. Hope this is taken very seriously & thorough investigation is carried out & serious action taken in time.

Reply

**Megh**

April 15, 2021 at 1:04 pm

In an ideal world I'd agree with you. SCA arresting the vessel essentially is holding its cargo and crew hostage. Is it questionable? Of course. SCA should let the ship and its crew move on and analyse the data and chain of events and arrive at a figure with the insurers in due course of time – in an ideal world.

Coming back to reality, maritime insurers are notorious for bargaining claims down to 20-30% of the actual claims even for small amounts, and here we're talking about \$1 Billion! Whichever portion of that is proven to be warranted, we all can be damn sure, P&I will bargain it down to a great extent – after stretching the case over years in 4 different international jurisdictions and courts. SCA had exactly one bargaining chip – the vessel in its waters – and they're holding on to it. It might be a morally questionable move, but this was the only way SCA could pressurise P&I. Now it's not just SCA, everyone would hound P&I to close this case. The Japanese want their ship back, to make other consignments and carry on earning money. The crew members stuck on it is a separate crisis in itself. Tens of thousands of customers whose cargo is stuck (read: their insurers) are looking at expense counters running into millions for every day of delay. Basically, P&I will bleed money if it plays the delay game that insurers play.

A bit brutal and somewhat overreaching move, but SCA and Egypt gov. have displayed immense balls with this development. Here's hoping for everyone's sakes that the case closes ASAP.

Reply

**Director Marketing**

April 15, 2021 at 12:31 am

Expose the contents on the ship...

Reply



Abdulgani Serang

April 15, 2021 at 12:31 pm

National Union of Seafarers of India (NUSI) stands in solidarity with all 25 seafarers onboard the "Ever Given". The importance of Suez Canal is always mentioned. What about the importance of seafarers who move the world.

"SEAFARERS KEEP THE WORLD ALIVE – WORLDWIDE SUPPORT FOR EVER GIVEN – 25",

They are not alone –

Abdulgani Serang, General Secretary cum Treasurer, National Union of Seafarers of India (NUSI)

Reply



Aloysius Ling

April 15, 2021 at 4:38 pm

May be evergreen should make counter claim against the sca pilot for piloting the ship aground, with the understanding that the ship captain/navigator was navigating the ship under the direction of the sca pilot. What is the \$600m bonus and reputation? Would it not be cheaper to sail around the cape?

Reply