

## Deep Sea Miners Take Greenpeace to Court for Peaceful Protest at Sea

Targeted News Service

November 29, 2023 Wednesday 8:30 AM EST

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**Length:** 987 words

**Byline:** Targeted News Service

**Dateline:** AMSTERDAM, The Netherlands

### Body

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Greenpeace Canada issued the following news release on Nov. 27, 2023:

Would-be deep sea miners The Metals Company has launched legal proceedings against Greenpeace International for an ongoing peaceful protest at sea in the Pacific Ocean, in an attempt to silence environmental concerns about deep sea mining. NORI, a wholly-owned subsidiary of The Metals Company (TMC), a Canadian company sponsored by the Pacific island nation of Nauru, has filed for an injunction to try to stop Greenpeace International's peaceful protest, which is now into its seventh day.

A hearing before a Dutch court is due at 14:30 CET today. NORI are seeking an immediate halt to the peaceful protest, asking for the judge to set a fine of up to Euros10 million if the protest continues. In correspondence, NORI said the protest involving two kayaks, two small boats and a five-person climb team from Greenpeace International has cost the company "nearly a million euros a day", and that "the whole project is delayed". The writ submitted by NORI states that if "Greenpeace is not prohibited from stopping its actions, this campaign risks failure and would have to be redone at a later date."

"Two kayaks, two small boats and five climbers have rocked this wannabe extractive industry to its core. This is the importance of peaceful activism and bearing witness to an industry that has always operated in the shadows. We will not look back and regret standing up when we had the chance to stop deep sea mining from ever starting. This industry knows the writing is on the wall for them and they know we won't stay silent.", said Greenpeace International Stop Deep Sea Mining campaigner Louisa Casson, aboard the Arctic Sunrise.

NORI's legal suit is a response to a peaceful protest by Greenpeace International activists prevented the MV Coco, a ship being used by TMC, from conducting exploration activities in a deep sea mining contract area. The company has publicly stated this expedition will help them finalise the first-ever deep sea mining application.

TMC has repeatedly stated their intention to apply to mine the international seafloor after July 2024, despite growing political opposition and ongoing negotiations at the International Seabed Authority. While trying to present this expedition as "purely research", TMC CEO Gerard Barron was quoted in the past week saying: "we don't see a situation in front of us at the moment where we would not launch that application along that timeline". In its last impact report the company has also recognized deep sea mining "cannot be sustainable".

## Deep Sea Miners Take Greenpeace to Court for Peaceful Protest at Sea

TMC is facing multiple legal cases including a class action lawsuit filed by shareholders for making false statements and failing to disclose information. In addition, TMC has received two delisting notices from the NASDAQ stock exchange in the last 12 months after their share price stayed below \$1 for over 30 working days, twice. The company reported a net loss of \$12.5 million for the third quarter of 2023, with total cash in hand reported as approximately \$22.5 million at September 30, 2023.

Casson continued: "TMC is a desperate company running out of cash and ways to disguise the lack of public support for its plans to open up the world's last untouched ecosystem. Its expedition in the Pacific is just a box ticking exercise: TMC said it will file for a permit to go mining regardless of the mounting scientific warnings and governments' negotiations at the International Seabed Authority. This is the company that used a legal loophole to try to force the start of commercial deep sea mining this year, and is still pressing ahead with what could be entirely unregulated mining in the deep ocean."

NORI stated that the suit has the support of the supposed regulator of the industry, the International Seabed Authority (ISA). NORI's writ of summons submitted on 27 November states: "ISA and the Republic of Nauru support NORI's claim. They have agreed to state so in writing." The ISA Secretariat has been criticised for its close relationship with industry, and the writ of summons confirms ISA staff are on board the MV COCO vessel being used by The Metals Company for its industrial exploration.

The ISA Secretary-General has also written a letter to its member states and Greenpeace International, demanding an end to the protest at sea "in the light of immediate and urgent threat of serious harm to the marine environment and the safety of life at sea in the Area". The regulator is also encouraging the Kingdom of the Netherlands to take legal action against Greenpeace International. "What threatens the marine environment is the prospect of commercial deep sea mining," said Casson. "The cozy ties between the so-called regulator and the industry are now abundantly clear. States must take clear control of the ISA, put protection of the marine environment front and centre of its work and establish an immediate moratorium on deep sea mining"

Over 800 scientists and policy experts from 44 countries have recommended that "the transition to the exploitation phase be paused until sufficient and robust scientific information has been obtained to make informed decisions as to whether deep-sea mining can be authorized without damage to the marine environment and, if so, under what conditions". There are now 24 countries calling for a moratorium on deep sea mining, which Greenpeace claims is the only responsible way for states to fulfil their obligations under the Law of the Sea Convention to protect the marine environment.

\* \* \*

Original text here: <https://www.greenpeace.org/canada/en/press-release/62022/deep-sea-miners-take-greenpeace-to-court-for-peaceful-protest-at-sea/>

[Category: Environment]

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**Load-Date:** November 29, 2023

## Dutch Court orders Greenpeace to disembark from research vessel MV Coco

Impact Financial News

December 1, 2023 Friday

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**Length:** 260 words

### Body

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NEW YORK: TMC The Metals Company Inc. ("TMC" or "The Metals Company"), an explorer of lower-impact battery metals from seafloor polymetallic nodules, today announced that the District Court of Amsterdam in the Netherlands has issued a court order requiring Greenpeace International ("Greenpeace") to disembark from the research vessel, MV Coco, with immediate effect. The vessel is currently undertaking environmental and scientific studies as part of its subsidiary Nauru Ocean Resources Inc (NORI) ' s Environmental and Social Impact Assessment.

Since disruptions began on November 23, Greenpeace ' s unsafe and unlawful activities have hindered independent scientists from leading marine research institutions around the world in conducting environmental and scientific studies to assess ecosystem function and recovery one year on from NORI ' s integrated collector test. Upon notification of the court order, Greenpeace have promptly complied with the order and have disembarked the vessel.

TMC CEO & Chairman Gerard Barron commented: "We are pleased with today ' s court opinion. We respect Greenpeace ' s right to peaceful protest and expression of opinions. However, our foremost responsibility is to ensure the safe continuance of our legally-mandated operations, and the safety of all those involved. Greenpeace are free to protest from a safe distance and to assert their opinion, but theirs is not the only one that matters and we will continue to gather the important scientific data that all ISA members have requested for informed decision-making."

**Load-Date:** December 5, 2023

Court confirms Greenpeace right to peaceful protest as activists 200 hour long protest against deep sea mining in the Pacific continues

## Court confirms Greenpeace right to peaceful protest as activists 200 hour long protest against deep sea mining in the Pacific continues

Impact News Service

December 1, 2023 Friday

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Length: 578 words

### Body

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Canada: Greenpeace International has issued the following press release:

A Dutch court has largely rejected a request by a deep seabed mining company to issue an injunction against protest by Greenpeace International, stating that it is “understandable” the organisation has resorted to direct action in the face of the “possibly very serious consequences” of the company’s plans.[1]

In the case brought by NORI, a wholly-owned subsidiary of The Metals Company (TMC), the judgement states that Greenpeace International’s climbers who were occupying the vessel’s stern crane must disembark, but denies NORI’s request to keep Greenpeace activists from being within a 500 metre radius of MV Coco. The court decision comes after nearly 200 hours of peaceful protest by Greenpeace International activists against the MV Coco, which is collecting data for TMC as part of its drive to file the first-ever deep sea mining application next year.[2]

“This is without question a massive setback for the deep sea mining industry. The Dutch court not only affirmed Greenpeace’s right to protest but also agreed that nodule mining is a highly controversial activity. The Metals Company has never been interested in scrutiny and they can’t stand that Greenpeace is watching and opposing them at every turn. Our activists are speaking the truth to destructive companies like TMC that are only out for their own profit, at huge cost to us all. We are determined to keep bringing this dangerous industry to public attention and will continue to disrupt its plans”, said Mads Christensen, Executive Director of Greenpeace International.

After five days of a non-stop kayak activity around the MV COCO, the vessel was safely climbed by five Greenpeace International activists on 25 November. Activists aboard the Greenpeace ship Arctic Sunrise took turns occupying the vessel’s stern crane to peacefully draw attention to the demand that TMC stop its deep sea mining exploration activities and drop its destructive plans in one of the world’s last untouched ecosystems. NORI claims the protest has been costing it 1M Euros a day.

## Court confirms Greenpeace right to peaceful protest as activists 200 hour long protest against deep sea mining in the Pacific continues

The Dutch court denied NORI ' s request for an injunction to keep Greenpeace activists from being within a 500 metre radius of Coco, a call that was repeated by the International Seabed Authority Secretary-General but which the judge described as 'not an enforceable measure ' [3].

Greenpeace International climbers descended on 30 November, but the 200-hour ongoing peaceful protest continues.

"The ISA Secretariat should learn from Greenpeace International activists as an example of a bold fight back against the destruction of this still unknown ecosystem. The power of the global movement against deep sea mining is growing, and is undimmed by corporate efforts and behind the scene ' s agreements to limit protest. Brave action across the world by people standing up for what is right will stop deep sea mining", said Greenpeace International Stop Deep Sea Mining campaigner Louisa Casson, aboard the Arctic Sunrise.

Greenpeace International activist Sofia Castellanos said: "We are standing up against the first ever deep sea mining application that TMC are trying to rush through against scientific warnings and political opposition of 24 countries calling for a moratorium. We will continue to protest every time TMC tries to push forward this dangerous industry, for the sake of our oceans and the rich and mysterious life of the deep sea. "

**Load-Date:** December 2, 2023

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## Greenpeace USA Urged Port of Long Beach to Deny Entry to Deep Sea Mining Vessel

Targeted News Service

November 29, 2023 Wednesday 6:10 AM EST

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**Byline:** Targeted News Service

**Dateline:** LONG BEACH, California

### Body

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Greenpeace USA, an organization that says it uses protest and confrontation to expose environmental problems and promote solutions, issued the following news release:

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Greenpeace USA has issued an urgent call to the Port of Long Beach to refuse entry to the Maltese-flagged deep sea mining vessel, the Hidden Gem, slated to arrive at 12pm on Monday, November 27th. The ship, originally a drill ship, is now being used exclusively to develop deep sea mining, igniting concerns over environmental impact and safety.

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In a formal letter addressed to Mario Cordero, CEO of the Port of Long Beach, Greenpeace USA has issued an urgent call to the Port of Long Beach to refuse entry to the Maltese-flagged deep sea mining vessel, the Hidden Gem, slated to arrive at 12pm on Monday, November 27th. The ship, originally a drill ship, is now being used exclusively to develop deep sea mining, igniting concerns over environmental impact and safety.

The ship is carrying polymetallic nodules extracted from the ocean floor in the Pacific Ocean, in the first deep sea mining test since the 1970s. This cargo may be radioactive and could present a health risk to workers. The cargo was collected under an International Seabed Authority (ISA) exploration license, strictly prohibited for commercial use. This material, extracted by the Metals Company, originated from the Clarion Clipperton Zone between Hawai'i and Mexico. The corporation reported that over 4,500 tons of polymetallic nodules were collected during these mining tests, with 3,000 tons of this placed in the hull of the ship.

"Deep sea mining risks causing severe and potentially irreversible damage to the deep ocean and to the marine life that calls it home. The Metals Company seems determined to ignore science, good sense and global public opposition to mine in the world's last untouched frontier. The potential risks associated with the cargo are alarming, with documented concerns regarding radiation exposure and health hazards," stated Arlo Hemphill, Global Corporate Lead of the Stop Deep Sea Mining Campaign at Greenpeace USA.

## Greenpeace USA Urged Port of Long Beach to Deny Entry to Deep Sea Mining Vessel

Moreover, the State of California has already prohibited seabed mining under the California Seabed Mining Prevention Act (California Assembly Bill 1832) passed in 2022. Despite this legislation, the vessel controversially intends to dock at the Port of Long Beach.

"We urge the Port of Long Beach to prevent the entry of this vessel, in alignment with California law and the growing global concerns surrounding the environmental and social impacts of deep-sea mining," added Hemphill.

Greenpeace's urgent appeal to Long Beach Port Authority CEO Mario Cordero seeks to prevent the vessel's entry into the port and requests access to pertinent information regarding its activities and plans.

Greenpeace USA's request to deny the deep sea mining vessel entrance into the California port comes as Greenpeace International activists are currently occupying another vessel in the Pacific engaged in deep sea mining related operations.

"Mining the deep sea is an environmental threat that must be stopped. This is why Greenpeace International has followed this reckless industry to the area at the heart of the deep sea mining debate, taking peaceful action to defend this precious ecosystem. The Metals Company is determined to ignore science, good sense and global public opposition to mine in the world's last untouched frontier, but we are here to call out this dangerous industry and let them know that deep sea mining won't start on our watch," said Greenpeace International Stop Deep Sea Mining campaigner Louisa Casson, aboard the Arctic Sunrise.

A coalition of concerned parties, including scientists, civil society groups, Indigenous Peoples, corporations and investors, are calling for a moratorium or outright ban on deep sea mining. At least 24 countries are now advocating for either a ban, precautionary pause, or moratorium.

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Greenpeace USA is part of a global network of independent campaigning organizations that use peaceful protest and creative communication to expose global environmental problems and promote solutions that are essential to a green and peaceful future. Greenpeace USA is committed to transforming the country's unjust social, environmental, and economic systems from the ground up to address the climate crisis, advance racial justice, and build an economy that puts people first. Learn more at [www.greenpeace.org/usa](http://www.greenpeace.org/usa).

\* \* \*

26 November 2023

Mario Cordero, Chief Executive Officer, Port of Long Beach, 415 W. Ocean Blvd., Long Beach, CA 90802

Dear Mr. Cordero,

A Maltese flagged vessel called The Hidden Gem is currently traveling towards your port with a reported ETA of 12pm on Monday, November 27th. Originally a drill ship, the vessel has been retrofitted for the singular purpose of deep sea mining. This nascent industry has significant environmental concerns, and a growing coalition of scientists, civil society groups, Indigenous Peoples, corporations, and investors are calling for a moratorium or outright ban on the practice.

At least 24 countries are now advocating for either a ban, precautionary pause, or moratorium.

The ship is carrying cargo that may be radioactive and could present a health risk to workers. It is unclear why the material is being transported into the United States or what the vessel's intentions are with it. The material was collected on an exploration license issued by the International Seabed Authority (ISA), a U.N. related agency established by the U.N. Convention on the Law of the Sea with competency over the international deep seabed, and cannot be sold commercially under an exploration license.

## Greenpeace USA Urged Port of Long Beach to Deny Entry to Deep Sea Mining Vessel

The history of this material is that it was collected between September and November 2022 in a remote area of the central Pacific called the Clarion Clipperton Zone, located between Hawai'i and Mexico within an exploration license area designated to NORI, a Nauru-based subsidiary of a Canadian-based deep sea mining corporation called The Metals Company. The corporation reported that over 4,500 tons of polymetallic nodules were collected during these mining tests, with 3,000 tons of this placed in the hull of the ship. From that point the vessel returned to the Port of Manzanillo, Mexico and remained there for over a year before departing for the Port of Long Beach on 19 November 2023. The collection of nodules has since been documented as a radiation exposure risk, including the inhalation or ingestion of nodule fines, the inhalation of radon gas in enclosed spaces and the potential concentration of some radioisotopes during nodule processing. Inappropriate handling of polymetallic nodules could pose serious health risks.

Greenpeace International has been in communication with AllSeas, the company that operates The Hidden Gem. In a communication this past week, after the ship began course for Long Beach, the CEO of AllSeas, Mr. Pieter Hereema confirmed that the cargo in question remains on the vessel.

In addition to the health risk, and concerns around the commercial use of the material, we would like to emphasize that the practice of seabed mining is illegal in the State of California under the California Seabed Mining Prevention Act (California Assembly Bill 1832) passed on August 26th, 2022. While the law does not prohibit passage of foreign deep sea mining vessels in California waters, the fact is that a vessel designed specifically for this activity and carrying a material acknowledged under California law as contrary to public interest is using a California port and infrastructure. This flies in the face of the will and intent of the people of California, as well as significant concerns raised globally on the environmental and social impacts of this activity.

We urge you to prohibit entry of this vessel and ask for access to any information you have concerning the plans for this vessel to berth in your Port. Details on their planned activities, including location of berth, intended duration of stay, and any plans to onboard or offboard equipment or cargo would be kindly appreciated.

Sincerely,

Arlo Hemphill, Global Corporate Lead, Stop Deep Sea Mining Campaign, Greenpeace USA

C.C. Governor Gavin Newsom

Rex Richardson, Mayor of Long Beach

Los Angeles Times

Tina Calderon, Ocean Protectors Program Director, Sacred Places Institute

Violet Sage Walker, Chairperson, Northern Chumash Tribal Council

Board of Harbor Commissioners, Long Beach

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Original text here: <https://www.greenpeace.org/usa/news/greenpeace-usa-urged-port-of-long-beach-to-deny-entry-to-deep-sea-mining-vessel/>

[Category: Environment]

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# Greenpeace USA Urged Port of Long Beach to Deny Entry to Deep Sea Mining Vessel

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## Greenpeace activists stage protest vs Shell

The Manila Times

November 30, 2023 Thursday

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### The Manila Times

**Length:** 644 words

**Byline:** Leander C. Domingo

### Body

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CLIMATE activists on kayaks blocked the access to the Shell import terminal in Batangas City on Wednesday, November 29, in a bid to disrupt the operations of the facility.

Other activists from Greenpeace International and Greenpeace Southeast Asia also positioned themselves at the two jetties, carrying banners that read "Make Climate Polluters Pay."

Led by Naderev "Yeb" Saño, Greenpeace Southeast Asia executive director, the activists also called on President Ferdinand Marcos Jr. and world governments to make Shell and other fossil fuel companies pay for losses and damages to the affected communities.

Saño said his hometown Tacloban was destroyed by Super Typhoon "Yolanda" (Haiyan) 10 years ago, "and I'm just one of the millions of Filipinos who have seen firsthand the damage caused by climate change."

He said companies like Shell are making billions of pesos from fossil fuel that drive the climate crisis while communities in countries like the Philippines pay the price.

"The fossil fuel companies most responsible for the climate crisis have become rich by exploiting people and the planet. Governments should make them pay for the damage their operations cause," Saño added.

Greenpeace said in a statement that their protest action was held on the eve of COP28, a United Nations climate change conference, in Dubai. It was recently reported that the United Arab Emirates planned to use the event to make oil and gas deals.

"It also comes just weeks after Shell UK launched an intimidation lawsuit against Greenpeace United Kingdom and Greenpeace International, demanding they stop protests at its infrastructure at sea or in port anywhere in the world, forever, or face an \$8.6 million damages claim and an injunction," the statement said.

Greenpeace said the lawsuit is Shell's response to a peaceful protest by Greenpeace International in late January in which activists occupied a moving oil platform to protest against the climate change loss and damage caused by Shell.

## Greenpeace activists stage protest vs Shell

Saño is among the activists individually named in Shell's legal claim due to his involvement in the action early this year.

Roselle Redelicia, a Filipino activist, said she joined a protest like this for the first time to take a stand for her children, adding that "the climate crisis has left us living in fear of the next catastrophe and is the biggest threat to our future."

"By continuing to destroy our climate, companies like Shell are robbing us of our dreams and aspirations, our chance at having a safe, dignified life - and I can no longer allow them to do this," Redelicia said.

According to Greenpeace, there have been recent initiatives in the Philippines to ensure that climate justice and accountability mechanisms will be in place.

These include the world's first climate impacts accountability bill filed in the Philippine Congress, as well as a landmark resolution filed by a municipality impacted by Super Typhoon Haiyan signifying their intent to take oil and gas companies to court.

Greenpeace Philippines campaigner Jefferson Chua said communities in countries like the Philippines are demanding loss and damage financing at COP28 to have a fighting chance against escalating climate impacts.

"This financing must include payments from fossil fuel companies. Beyond the climate negotiations, governments must ensure access to climate justice by urgently pursuing all avenues to make these big polluters pay, such as through legislating corporate accountability and payment for climate impacts, and by taking these companies to court," Chua said.

Meanwhile, the Rainbow Warrior recently visited climate survivor communities around the Philippines to amplify their calls for climate reparations. The ship was in Tacloban City for the 10th anniversary of Super Typhoon Haiyan to pay tribute to the courage of survivors and amplify their demand for corporate accountability.

**Load-Date:** November 29, 2023

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