

Burning "Morning Midas": Flaming warning of e-car risks

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Symbol image: photoikigai

The freighter "Morning Midas" is still burning. For two weeks. The cause? Most likely a battery fire in one of the hundreds of electric cars on board. In the worst-case scenario, the ship, which is drifting rudderless, threatens to tip over and capsize.

A freighter drifts burning through the North Pacific - and with it, the promises of "green" mobility drift away in toxic smoke. [Since June 3](#), more than 3,000 vehicles have been on fire, including hundreds of electric vehicles. The Morning Midas is an impressive demonstration of how dangerous lithium-ion batteries can become in enclosed cargo holds. While politicians and industry continue to celebrate their climate delusions, the burning deck is literally providing the very latest facts.

Blazing fire - difficult to control

The fire ate its way from the lower vehicle deck to the top within minutes. CO₂ systems, foam pipes, deluge sprays - everything fizzled out ineffectively because the battery packs supply their own oxygen. The crew and tug had to watch in horror as the flames spread further and further. The Morning Midas has been drifting without a rudder ever since - a floating tinderbox in the cold North Pacific.

Car freighter Morning Midas on fire: 800 electric cars on board, criticism of salvage operation



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Ten days after the eruption, only a single tugboat reached the wreck, with a second chugging leisurely behind. Every crash of the waves drives oil films across the surface of the water, while black clouds drift for miles. Fire-fighting teams complain about inadequate equipment against battery fires - but the shipping company remains silent. But if the fire is not extinguished, they may lose the entire ship.

Electric vehicles on the high seas - risk underestimated

Manufacturers are promoting electric vehicles as saviors, but on board cargo ships, these "green" icons are turning into highly dangerous time bombs. The "Felicity Ace" (2022) and "Fremantle Highway" (2023) accidents could have served as a warning. Instead, electric vehicles continue to be sailed across the world's oceans as if such disasters were mere trifles. The Morning Midas now fits seamlessly into this chronicle of failure.

Thermal runaway - a single cell collapse is enough to trigger chain reactions. In densely packed car decks, the fire jumps from vehicle to vehicle - almost like sparks in dry grass. Traditional marine extinguishing technology has no chance, because battery cells cannot simply be "suffocated". The result: burning wrecks, damage costing millions and incalculable risks for the crew and the environment.

Ecological time bomb

In addition to the 350 tons of gas oil, around 1,500 tons of heavy oil are stored in the hull - a black sludge that could flow into the sea at any crack. The first oil slicks have already been spotted, but officials emphasize that everything is "under control". Meanwhile, highly toxic metal oxide is being released from the smoking batteries and dispersed into the air and water.

When the ship sinks, lithium, cobalt and nickel end up on the seabed and end up back on human plates via the food chain. Alaska's coastal fishing industry looks anxiously at the horizon, where the wreck floats like a floating flare of smoke. Nobody wants to eat Alaskan pollock enriched with heavy metals and toxins.

Technical defects, political failure

Despite two previous accidents, the regulations for battery transportation remained largely untouched. Neither reinforced extinguishing foam systems nor temperature-sensitive sensors are prescribed. Crews rarely receive specialized training, although experts have been sounding the alarm for years. The International Maritime Organization (IMO) is discussing new guidelines - but they won't put out the flames.

While the fire rages, Western governments are presenting new e-car subsidy programs. Billions flow into purchase premiums, while emergency concepts at sea remain poorly funded. The industry is focusing on image cultivation instead of safety retrofitting. This results in cost shifting: Profits are privatized, while risks are socialized - at the expense of the environment, consumers and taxpayers.