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REACT

RUSSIAN INVASION OF UKRAINE

BLACK SEA REPORT

Update issued by Skytek: at 12:00 GMT on 1 March 2022

 Incident:	Marine Casualty
 Impact:	Marine Hull Exposure, War, Cargo
 Location:	Black Sea

SUMMARY

In January 2022 wheat exports from Ukraine were up 25% from January 2021. However, ships calling at Ukrainian ports decreased slightly due to heightened geopolitical tensions between Russia and Ukraine.

On 15 February 2022 the JWC (Joint War Committee), added Ukrainian and Russian waters in the Black Sea and the Sea of Azov to the HRA (High Risk Areas) through circular JWLA-028.

On 24 February, there were 120 ships moored under cargo operations in Ukrainian ports, with another 60 cargo ships waiting at anchor. The Russian invasion into Ukraine saw vessels in anchorage being immediately instructed to leave the escalated risk area. On the morning of February 24th, the first 24 ships departed anchorage displaying destinations as: "Open Sea" and "For Orders".

Vessels moored in Ukrainian port have remained alongside due to the suspension of operations in all Ukrainian sea ports.

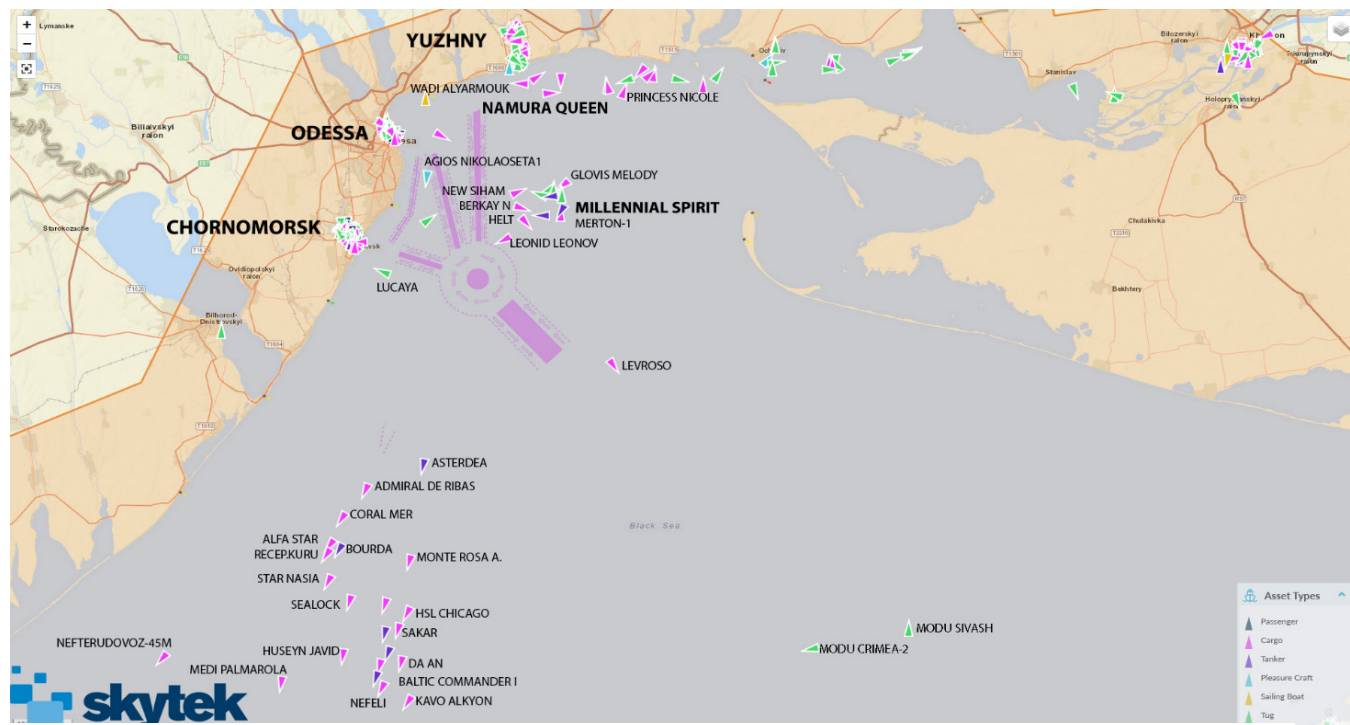


Figure 1 – REACT shows ships fleeing the anchorages at the beginning of the military action on 24 February 2022

On 24 February 2022, Russia suspended ship movements in the Azov Sea until further notice, following its move to launch military operations in the Donbas region of the Ukraine, a spokesperson for the Russian Agency for Maritime and River Transport (Rosmorrechflot) stated.

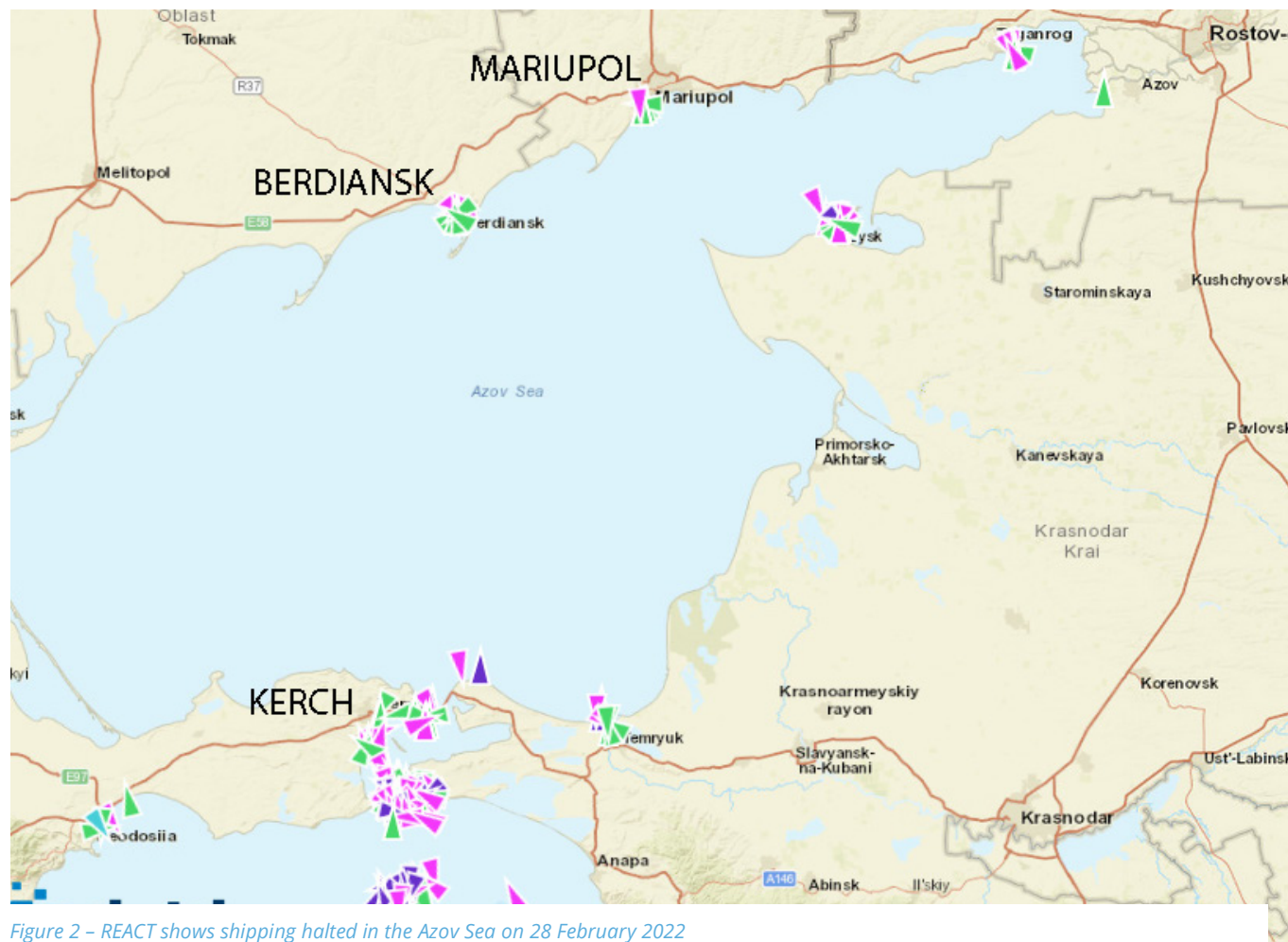


Figure 2 – REACT shows shipping halted in the Azov Sea on 28 February 2022

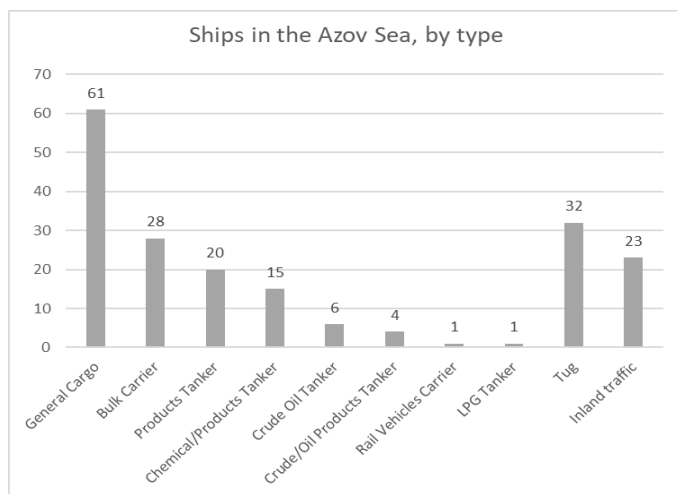


Figure 3 - Ships distribution in Azov Sea by type, 28 February 2022

Ships are seen clustered around the Strait of Kerch and in ports around the Azov Sea, 67 blue water ships at anchor and 45 blue water ships moored in the main ports of the Ukraine inside the Azov Sea.

MARITIME SECURITY THREAT ASSESSMENT:

- Marshal Islands Flag has imposed a Ship Security Level III (no cargo operations allowed) for Ukraine EEZ, and Security Level II for the rest of the Black Sea, along with the recommendation to avoid calling at ports in the Sea of Azov.
- Norwegian flag ships raised their ISPS to Level 3 for the area north of 44°52N 29°41E, 43°58N31°24E, 43°24N 36°17E, 44°15N 37°41E in Black Sea and the Azov Sea.
- Liberian flag vessels ISPS raised to Level 3 for Black Sea ports of Russia and Ukraine. All other ships should raise to Level 2. Vessels are prohibited from entry into the Sea of Azov.

CARGO VESSELS IMPACTED:

Several shipping incidents linked to the war conflict between Russia and Ukraine have been listed below, as Skytek closely monitors the evolution of events in the Black Sea:

Vessel	IMO	Flag	Owner
Yasa Jupiter	9848132	Marshall Islands	Ya Sa Shipping Industry
Namura Queen	9841299	Panama	Nissen Kaiun Co Ltd
Millennial Spirit	7392610	Moldova	Enertrans Ltd
Afina	8029272	Malta	Glorion SA
Princess Nicole	8319392	Ukraine	Talliar Ltd

Events timeline:

24 February

2019 built 61,078 DWT Bulk Carrier **YASA JUPITER**, IMO 9848132 under Marshall Islands flag, owned and operated by Ya Sa Shipping Industry, and is currently valued at \$28,65M. After unloading coal in Odessa under Cargill charter, the vessel was reportedly hit by a missile at Odessa OPL (Outer Port Limits). Damages were reported minimal, and the ship could sail to Altinova, Turkey, in the Marmara Sea, where it is moored since 27 February

25 February 2022

2020 built 85,065 DWT Bulk Carrier **Namura Queen**, IMO 9841299 under Panama flag, owned and operated by Nissen Kaiun Co Ltd, is currently valued at \$29,82M. A missile reportedly hit the vessel while anchored off Yuzhne, Ukraine, to load wheat.

The vessel sustained minor damage and non-life-threatening injuries to one crew member. It was able to flee the area to Altinova, Turkey, where it has moored on 28 February for assessment and repair.

1974 built 2,200 DWT Chemical Tanker **Millennial Spirit**, IMO 7392610 under Moldova flag, owned by ENERTRANS LTD and operated by Millennial Energy Trading Ltd. The Ukraine Naval Agency reported the vessel being hit by a missile. The twelve crew members of the abandoned ship were rescued. The **Millennial Spirit** sank on the 25 February with 0726 UTC last active on the AIS transponder.

26 February 2022

Media outlets have reported two ships with Ukrainian crew onboard being captured by Russian warships while en-route from Mykolaivsk, Ukraine to Constanta, Romania:

1983 built, 35,419 DWT Bulk Carrier **Afina**, IMO 8029272 under Malta flag, owned by Glorion SA and operated by Transship Ltd valued at \$4.72M, and 1984 built 28,215 DWT Bulk Carrier **Princess Nicole**, IMO 8319392 under Ukraine flag owned by Talliar Ltd and operated by Roadstead Terminal Concord, currently valued at \$3,29M.

Both vessels had their AIS transponder turned off from 25 February PM until 28 February early AM, when they showed up in Romanian territorial waters.

IMPACT OF SANCTIONS ON SHIPPING:

Beyond the geopolitical context, sanctions have been added rapidly to shipping companies with Russian interests, which increases the risk of effecting a sanctioned cargo operation unless a proper sanctions compliance assessment tool such as Skytek's React platform is used.

The **SOVCOMFLOT** IMO1351347 was listed on 24 February 2022 on the OFAC non-SDN list, RUSSIA-EO14024 programme.

Skytek tracks one of the SOVCOMFLOT 85 oil tankers, the 2005 built 110,043 DWT Crude Oil Tanker **NS Champion** IMO9299719, due to load at Port of Flotta Terminal, Scapa Flow, Orkney Islands, UK drifting away on the 28 February. The Orkney facility operator, Repsol Sinopec Resources UK (RSRUK), stated that they would not use the vessel, in line with a request of UK Transport Secretary Grant Shapps that ports around the UK should deny entry to Russian vessels.

Upon request, Skytek will provide an up-to-date list of shipping companies and vessels subject to sanctions and potentially exposed to the risk of a sanction breach.

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