

MS DAILY BRIEF - 1 September 2022

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Iran has captured a US drone. The USV, recovered after a textbook operation by US warships

On 30 August, a ship of the Iranian Islamic Revolutionary Guard Corps (IRGC) briefly captured a US Navy naval drone in international waters in the Persian Gulf. The unmanned vehicle was recovered after a US Navy helicopter and patrol vessel intercepted the Iranian vessel, which surrendered without resistance.

US Naval Forces Central Command (NAVCENT) released images of the IRGC ship "Shahid Baziar" towing the unmanned surface vehicle (USV) Sairdrone Explorer in international

waters in the Persian Gulf before it was intercepted by the US Navy Cyclone-class coastal patrol ship USS Thunderbolt (PC 12).

NAVCENT spokesman Tim Hawkins said the US 5th Fleet also dispatched an MH-60S "Sea Hawk" helicopter from the 26th Sea Combat Helicopter Squadron to intervene in resolving the incident.

"The actions taken by U.S. naval forces in response resulted in the USV being released from the IRGC vessel and departing the area approximately four hours later," Hawkins said.

"The U.S. Navy resumed its missions without further incident."

US admits incident was serious

Hawkins said the Saildrone Explorer is an unmanned ship on a commercial mission and does not store sensitive or classified information.

However, Vice Admiral Brad Cooper, commander of the 5th Fleet, said the Iranian ship's actions "were serious, unjustified and inconsistent with the conduct of a professional maritime force."

The incident also comes amid ongoing negotiations between President Joe Biden's administration and Iranian officials over a potential return to the 2015 nuclear deal with Iran, known as the Joint Comprehensive Plan of Action (JCPOA).

NAVCENT began operating the Saildrone Explorer naval drone in the Persian Gulf on January 27, 2022. The craft is a 7m long solar and wind-powered vehicle that can operate continuously and independently for more than a year. The ship has a variety of sensors to monitor the ocean, with NAVCENT saying it is using the drone to build "an integrated picture of the surrounding seas" in its Middle East area of operations.

Source: https://www.defenseromania.ro/iranul-a-capturat-o-drona-a-sua-uav-ul-recuperat-dupa-o-operatiune-ca-la-carte-a-navelor-de-lupta-americane_617944.html

US Navy rejects Iranian attempt to capture Saildrone USV

The US Navy has prevented a support ship of Iran's Islamic Revolutionary Guard Corps (IRGCN) Navy from capturing an unmanned surface vessel operated by the US 5th Fleet in the Arabian Gulf, 29-30 August.

While transiting international waters around 11:00 pm. (local time), Aug. 29, the U.S. 5th Fleet observed the IRGCN support vessel Shahid Baziar towing an unmanned surface vessel (USV) Saildrone Explorer in an attempt to detain it. The US Navy coastal patrol vessel USS Thunderbolt (PC 12) was operating nearby and responded immediately. The US 5th Fleet also launched an MH-60S Sea Hawk from Sea Combat Helicopter Squadron 26, based in Bahrain.

The actions taken by US Naval Forces in response resulted in the IRGCN's tow line to the USV being disconnected and the area departing approximately four hours later. The US Navy resumed operations without further incident.

"The IRGCN's actions were egregious, unjustified and inconsistent with the conduct of a professional maritime force. U.S. naval forces remain vigilant and will continue to fly, sail and operate wherever international law allows, while promoting rules-based international order throughout the region." Vice Admiral Brad Cooper, Commander, U.S. Naval Forces Central Command, 5th Fleet and U.S. Combined Maritime Forces Saildrone Explorer USV that the IRGCN attempted to seize is owned by the U.S. government and equipped with sensors, radars and cameras for navigation and data collection. This technology is commercially available and

does not store sensitive or classified information. The U.S. 5th Fleet operates a network of manned and unmanned systems in accordance with international law. Integrating unmanned systems and artificial intelligence into fleet operations improves maritime vigilance for U.S. forces and international partners in Middle Eastern waters.

Source: <https://www.navalnews.com/naval-news/2022/08/u-s-navy-foils-iranian-attempt-to-capture-saildrone-usv/>

The Saildrone Explorer USV is a new unmanned surface vehicle (USV) designed and developed to autonomously collect high-quality data from the oceans that can be further processed and used for a variety of applications. The Royal Jordanian Navy and the U.S. Navy's 5th Fleet have established an Unmanned Task Force to integrate unmanned systems and artificial intelligence into its operations in September 2021. The Jordanian naval base in Aqaba has served as the joint center for Saildrone USV. operations in the Red Sea since December 2021. Operational testing of the Saildrone Explorer USV was conducted during the Digital Horizon exercise conducted in the Gulf of Aqaba in December 2021. Saildrone Explorer USV has a tall, stiff sail, the angle of which can be adjusted by a blade at the tail end to achieve adequate exposure to the wind and to hold the sail in position. The USV's rudder controls the direction of the hull, while the keel maintains the USV's position. The Saildrone Explorer USV has a hull length of 23 ft (7 m), a wing height of 15 ft (5 m) and a draft of 6 ft (2 m).

Navigation and autonomy: Saildrone USV sails autonomously across large areas of ocean based on point-to-point navigation through wind and currents. It is constantly monitored by a pilot who can command and control the USV using satellite communications. The USV features an Automatic Identification System (AIS) transceiver, radar reflector, navigation lights, high-visibility lights and colours and four on-board cameras to enhance safety during operations at sea. Payload options available for the Saildrone: Can carry a wide range of sensors including Gill Windmaster 3D ultrasonic anemometer for measuring wind speed and direction, Rotronic HC2 - S3 with radiation shield for measuring air temperature and humidity, Vaisala Barocap PTB210 pressure sensor for measuring barometric pressure, LI-COR LI Underwater Sensor -192SA for accurately measuring photosynthetic active radiation and Seabird SBE 37 sensor for recording salinity and temperature. The Seabird SBE 37 ODO payload can be used to measure dissolved oxygen, Wetlabs ECO-FL-S G4 fluorometer for chlorophyll-a, Heitronics CT 15 infrared pyrometer. 10 for temperature, a Global Positioning System (GPS)-assisted Inertial Measurement Unit (IMU) for measuring wave height and period, and the Pacific Marine Environmental Laboratory's (NOAA) Autonomous Surface Vehicle CO2 (ASVCO2). The USV can be equipped with a smart camera array, which includes high-resolution 360° optical cameras with target detection for smart imaging. In addition, the sensor suite includes options such as the Teledyne RDI Workhorse Acoustic Doppler current profiler (ADCP) for measuring ocean currents and the Simrad WBT Mini (EK80) echo sounder, as well as the Airmar DT800 (shallow single-beam), and Teledyne Echotrac E20 (deep single beam) echosounder for collecting bathymetric data.

Propulsion and performance:The USV Saildrone Explorer is equipped with systems that harness solar and wind power for operation. Wind energy from the force generated by the wind passing over the wing is used to propel the platform, while solar energy from panels installed on the wing and hull is used to power meteorological and oceanographic sensors and on-board electronics. The USV can cruise at an average speed of 3 kt (5.55 km/h) and can carry out long-duration

missions to collect ocean and climate data over a 12-month period in open ocean conditions. The use of sustainable energy reduces the platform's carbon footprint.

Source: <https://www.naval-technology.com/projects/saildrone-explorer-unmanned-surface-vessel-usv-usa/>

Turkey: The "MILDEN" submarine project is in the design phase. It has been launched to strengthen the Turkish Naval Forces

Golcuk Shipyard, the main submarine construction and maintenance facility of the Turkish Naval Forces, has recently published new information on the Reis-class submarine project (Type-214TN) and the "MILDEN" submarine project, which is to join the Turkish Navy after 2030.

Even though the MILDEN project has been known for years, this is the first time that the Turkish Navy has provided relevant information about the future submarine, which is intended to be a 100% Turkish naval product.

Gölcük Shipyard Commander Mustafa Saygili told Anadolu Agency that the design phase of MILDEN 2022 has been completed and approved by the Turkish Naval Forces Command and the preliminary design phase, in which the main and auxiliary systems were worked out in detail, has been started. He also provided some information on the project timeline.

"We intend to start construction of our submarine in 2025 and deliver it to the Navy in the early 2030s," said Mustafa Saygili

The design and engineering work of the MILDEN project was carried out at the "MILDEN Design Office" in Gölcük Shipyard. Currently 28 people (23 engineers, 5 design technicians) work in this office.

According to Captain Izzet Emre Afacan, Chief Engineer of the MILDEN Design Office, Turkey, as a result of the MILDEN project, will be able to design submarines on its own.

Captain Afacan said that construction work on the first prototype is scheduled for early 2025, with construction, installation and testing to be completed by the end of 2031.

Turkey reveals for the first time information about the "MILDEN" submarine project "MILDEN" is designed as a diesel-electric submarine with a displacement of about 2,700 tons and a length of more than 80 meters, powered by an anaerobic propulsion system. Compared to our current submarines, MILDEN will stay submerged longer, have a larger payload and be able to operate at greater depths," said Captain Izzet Emre Afacan, Chief Engineer of the MILDEN design office.

Aimed at building and creating a new class of submarine, MILDEN is an ambitious effort by the Turkish defence sector, which is also developing a range of electrical, telecommunications and sensor systems, as well as propulsion and weapons systems to be incorporated on the submarine.

The national submarine development programme, which is coordinated by the Naval Research Centre Command in Turkey, began in March 2012. The project is currently in the design phase, which should be completed by 2023. Although there is no clear timetable for the project, the submarines are expected to be delivered to the Turkish Navy from 2035.

According to available information, the know-how developed during the design of the Reis-class submarine (Type-214 TN) will be applied during the development and construction of the MILDEN submarines.

Source: https://www.defenseromania.ro/turcia-proiec-submarine_617946.html

Solomon Islands Government bans US military vessels from entering its ports

The Solomon Islands government has told the United States it will impose a moratorium on US military vessels entering its ports, the US embassy in Canberra announced on Tuesday, according to Reuters.

The Solomon Islands government has a strained relationship with the US and its allies after signing a security pact with China in May this year. In that agreement, it is specified that Solomon Islands could request security assistance from China, and China could, "as appropriate and with the consent of Solomon Islands, make port visits, resupply and have transitional stops and visits to Solomon Islands" as well as protect its Chinese targets and citizens there. In this context, the US believes Beijing wants to build a naval base on the Solomons, which would give China military access to logistics centers and thus facilitate the projection of Chinese power in Oceania.

"On 29 August, the US received formal notification from the Solomon Islands Government of a moratorium on all naval visits, pending an update on protocol procedures," the US Embassy in Canberra reported.

The spokesman for the Solomon Islands Prime Minister, however, denied the existence of the moratorium, saying that Prime Minister Sogavare will give a speech on Tuesday evening in which he will welcome the arrival of a US Navy hospital ship to the port of Honiara for a two-week mission. The US Embassy claims that the hospital ship Mercy had arrived in the port of Honiara before the moratorium was issued.

This announcement by the US Embassy comes as a US Coast Guard ship was unable to enter the Solomon Islands last week for refuelling and supplies because the government did not respond to its request. The US vessel Oliver Henry was on an illegal fishing patrol in the South Pacific when it failed to refuel in Honiara.

Source: <https://monitorulapararii.ro/guvernul-insulelor-solomon-interzice-navelor-militare-americane-intrarea-in-porturile-sale-1-45291>

Suhoi Su 57 can also be chartered

If the Suhoi 57, the Russian "stealth", not only did not break the ground but is not operational even now (although by 2022 it should have been in combat-ready status) and in terms of aircraft built and delivered to the Air Force we have 2 aircraft in 2021 and probably two more in 2022.

But nevertheless, Yury Slyusar - the general director of United Aircraft Corporation, announced on August 16 that the Russian Navy (we have already seen how exceptional it is) is going to equip itself with ultra-modern aircraft carriers (an old and rather nastrusive idea, by the way), and to such ultra-modern aircraft carriers there is no other way than with a Suhoi 57 in the naval version, similar - in the opinion of the Ivorians, with the F 35C...

The Russian director declares: "The groundwork laid under the Su-57 program makes it possible to solve the tasks of the Russian Navy's naval aviation within the shortest time possible." In other words, the "land" version of the Su 57 is ready for combat, the results are very good, the project is mature, so it goes that a naval version, worthy successor of the Suhoi Su 33, will be developed on its basis. This after not so long ago it was announced the intention to develop a two-seater Su 57 variant.

The second occupant will have as main role the control of drones (S 70 Okhotnik), a kind of "Loyal Wingman" in the Russian version. The Russians haven't made much progress, but the Chinese have caught the idea on the fly and will have a variant of the J-20 with a fixed nose cone based on the same idea. Where do we see the great minds meeting somewhere high above us common mortals.

Mr. Slyusar also tells us how many Suhoiuri 57 have been manufactured so far: 4 pieces, with 22 to be delivered by 2024, and all 76 pieces ordered by the Ministry of Defence by 2028. It is hard to believe, however, that this rate will be respected, especially as it is not known what the Russians will do with the dedicated engine and the extremely difficult to mass-produce radar.

Besides, at the moment, the Russians are having trouble screwing up the Su 57's communications system.

But the Russians are optimistic and although they are not able to build military ships of a slightly larger tonnage, they are dreaming of aircraft carriers.

In the meantime Suhoi Su 57 has absolutely no foreign customers, not even potential ones.

Source: <https://www.rumaniamilitary.ro/suhoi-su-57-poate-si-navalizat>

The Mykolaiv port terminal has caught fire from Russian bombing

Following the shelling of Mykolaiv by Russian occupation forces on Wednesday, August 31, silos at the Ship district grain terminal caught fire. According to Porty Ukrainy, this was reported by the press service of the Mykolaiv Oblast State Emergency Service. According to the State Emergency Service, the estimated area of the fire is 200 square meters, as of 13.30, its extinguishing is underway. The day before, a fire was extinguished at another Mykolayiv Port facility - due to the impact of ammunition and their debris, garbage, dry grass and burning tires. Two fire departments of the 5th State Fire and Rescue Unit extinguished the fire over an area of 120 square meters.

Source : <https://www.blackseanews.net/read/193764>

A group of Russian warships has been detected in Ireland's exclusive economic zone

The Irish Defence Force was monitoring the activity of Russian warships that made a U-turn off the country's coast on Tuesday. Euractiv reports on this, according to European Truth. The group of ships, which remained in international waters but in Ireland's exclusive economic zone (EEZ), was being monitored by Irish, British and US forces. The ships are said to have been heading north from the Mediterranean Sea and were spotted off the south coast of Ireland, returning back to Russia via the Irish Sea or the English Channel. However, on Tuesday morning, the group changed direction and began heading south again. Irish air and naval forces have been mobilised to monitor the vessels, which are also being monitored by the UK Royal

Navy. The group consists of at least two warships and a naval tanker. According to reports in the Irish press, one of the ships is the cruise missile ship Marshall Ustinov, which was due to take part in live-fire exercises planned off the coast of Ireland in February. However, after rejection by Dublin and the Irish fishing industry, Russia moved the training outside the country's EEZ. The Irish Defence Force said it was aware of the vessels' activities and was "monitoring the situation". The moves came shortly after another group of Russian warships was spotted in the Adriatic Sea between Italy and Albania, raising concerns on both sides of the Otranto Strait.

Source: <https://www.blackseanews.net/read/193753>

In the Black Sea, Russia keeps three ships with 20 Kalibr missiles

There are three enemy ships in the Black Sea with a total salvo of 20 Kalibr missiles. This was announced in Telegram by the press service of the Naval Forces of the Ukrainian Armed Forces, Ukrinform reports. "On August 31, 2022, in the Black Sea there are three enemy carriers of Kalibr cruise missiles in combat service, the total salvo is 20 missiles," the message reads. In addition, in the Sea of Azov, the enemy continues to control maritime communications, keeping up to three ships and boats in combat service; in the Mediterranean Sea - five Kalibr cruise missile carriers. It is noted that during the day, in the interests of the Russian Federation, the passage through the Strait of Kerki-Yenikal was carried out: to the Sea of Azov - 30 ships, of which eight ships moved from the Bosphorus Strait; to the Black Sea - 38 ships, of which six ships continued their movement in the direction of the Bosphorus Strait. The Navy said the Russian Federation continues to violate the 1974 International Convention for the Safety of Life at Sea (SOLAS) by turning off automatic identification systems (AIS) on civilian ships in the waters of the Sea of Azov.

Source: <https://www.blackseanews.net/read/193756>

GERMAN NAVAL YARDS unveils new corvette design: SEAGUARD 96

GERMAN NAVAL YARDS will unveil its new corvette design for the first time at this year's SMM 2022 in Hamburg from 6 to 9 September 2022. The corvette has been designed in close collaboration with the team at partner shipyard CMN. Compared to the naval vessels already built in the large portfolio of the European CMN NAVAL Group, this is a completely new development. The new SEAGUARD 96 is an innovative, state-of-the-art corvette capable of carrying out a full range of naval operations. It is equipped with the latest generation of Combat Management Systems, a 3D radar, as well as a full range of customisable dedicated anti-air and anti-surface warfare weapon systems and sensors. The hull shape has been developed from the group's proven lines, with an innovative thin bow section to improve sea keeping and efficiency. The topsides and superstructures feature a state-of-the-art modular and concealed design with an integrated main mast and side hull compartments. The stern enhances a suitable platform for the helicopter with hangar. The SEAGUARD 96 corvette is 96 metres long and 13.5 metres wide with a displacement of approx. 2000 tons and accommodation for 60 people. The propulsion and power generation system, perfectly adapted to the ship and its missions, are centred on twin main diesel engines and CPP propellers, together with four diesel generators, providing a maximum speed of 28 knots and a drag of over 4000 nm. For more information about the SEAGUARD 96, you can visit GERMAN SHIPBUILDERS at SMM in Hall B4, Stand 213.

Source: <https://www.navalnews.com/naval-news/2022/08/german-naval-yards-unveils-new-corvette-design-seaguard-96/>

Large commercial ships have the greatest potential for nuclear power

As the maritime industry continues to seek solutions to meet the challenges of decarbonisation and practical long-term financial applications, new interest is developing in nuclear-powered propulsion for commercial shipping. Considered 75 years ago to be the future of the maritime industry, researchers are renewing exploration based on new technologies. New research conducted at the Dutch technical university TU Delft for C-Job Naval Architects is the latest to conclude that nuclear power could be applied as marine propulsion in the future. According to the independent ship design company, nuclear technology has seen several exciting developments and should be considered for future maritime applications. "Developments in nuclear power have mostly focused on land-based applications. However, a number of aspects make them of interest for maritime application. In particular, the significant reduction of harmful emissions," concludes Koen Houtkoop, Msc. Graduate in Marine Technology at TU Delft who carried out the research. "There are obvious concerns with nuclear energy, such as nuclear waste, as well as societal perception. In addition, we should be aware that the regulations for marine application are outdated and require significant effort for a successful application." The research identified large ocean-going vessels as having the greatest potential for nuclear propulsion. By creating four different concepts (bulk, container, tanker and offshore), key elements were analysed, including the mass and volume of the energy storage and generation system. It shows that although the shield around the reactor represents a significant part of the respective mass and volume of the nuclear power generation system, in most cases the nuclear option is lighter and more compact than the conventional marine diesel option. One of the key attractions driving the new interest in nuclear propulsion for commercial transport is the solution for eliminating carbon emissions. Compared to conventional fuel-based systems, research shows there can be up to 98% reduction in CO₂ emissions. In addition, air pollution emissions such as SO_x, PM and NO_x are eliminated. While marine nuclear propulsion has a high capital cost, research shows that it pays for itself in five to fifteen years, depending on the cost of fuel and the operational profile of the vessel. In addition, marine nuclear propulsion offers the potential to consider higher design speeds, making the ship more profitable. This is because the fuel cost (OPEX) increases only marginally with higher speeds, where ultimately the main limiting factor would be the CAPEX of the higher power plant. Based on the research, C-Job, like others exploring the field, is attracted to the benefits of the Molten Salt Reactor. They have concluded that it has the greatest long-term potential for commercial transport. The combination of passive safety, high burnup and future potential for thorium cycle use make it best suited for marine applications, C-Job said. "Where maritime applications for ammonia, hydrogen and methanol have advanced, nuclear power has not been considered a viable option until now," said Niels de Vries, principal naval architect at C-Job. "As with other energy sources, there need to be adequate safety measures in place and the technology needs to be further developed before it is mature enough to be implemented, but nuclear technology has serious potential." This research comes as others are also engaging in research into future applications of nuclear-powered propulsion. The U.S. Department of Energy, for example, recently awarded new research projects to the American Bureau of Shipping to explore commercial applications and hurdles, and in a separate

announcement today UK-based Core Power, the MIT Energy Initiative and the Idaho National Laboratory. will investigate the development of floating nuclear power plants off the coast of the United States. The companies are already exploring the commercial potential of molten salt reactors. Samsung Heavy Industries of South Korea, for example, has partnered with Seaborg, a Danish start-up pursuing next-generation nuclear technologies, and together they plan to develop floating barges for nuclear power plants using Compact Molten Salt Reactor technology. Ulstein also recently released a concept for an exploration cruise ship using the same technology. While the introduction of any form of nuclear-powered propulsion remains a few years away, the UK in 2021 has sought industry input into nuclear power. While respondents said it was unlikely that commercial nuclear-powered ships would be in service before the end of the decade, they also said the first of the ships was likely to be under construction by 2030.

Source: <https://www.maritime-executive.com/article/research-large-commercial-ships-have-most-potential-for-nuclear-power>

An unmanned ship for Sevastopol has been built at a shipyard in St. Petersburg

The experimental ship Pioneer-M has been built for Sevastopol State University at the Sredne-Nevisky shipyard in St Petersburg. Sea trials were completed on 8 August in Lake Ladoga and towing to the destination port began. The ship will pass through Russia's inland waterways for about 2,800 kilometres and arrive in Sevastopol in early September, reports Korabel.ru. They are preparing for the construction of the ship in 2016. It was designed with the participation of students and professors of Sevastopol State University, specialists of the Russian Academy of Sciences and representatives of the shipbuilding industry. In 2016, the project of an innovative research ship (NIS) received support from the Agency for Strategic Initiatives, Maxim Evstigneev, pro-rector for research at SevGU, told RG. We wanted to create the first unmanned ship in the country, which will either perform tasks completely independently or be remotely controlled from land. And also find out if a modern Russian university can design and build a real ship from scratch Sevastopol Design Bureau "Koral" was involved in the preparation of the technical project in 2017-2018. But then they decided to change the concept of the ship and build it not from metal, but from composite materials. United Shipbuilding Corporation became the industrial partner and OSK-Technologies became the designer. The Pioneer-M cost 300 million rubles to build. However, to implement all the experimental ideas, USC invested additional funds. Initially, the ship will operate with a small crew of four. Another 12 members of the research expedition - professors and students - will be taken on board. And in parallel, from the end of 2022, they will begin to introduce unmanned control elements. "Pioner-M" has a catamaran design, its length is 26 meters, width - 9 meters, maximum speed - 11 knots, displacement - 120 tons. The vessel can operate autonomously for five days, cruising range is 500 miles. It is recalled that Sredne-Nevisky Shipbuilding Plant JSC is on the sanctions lists of Ukraine, EU and USA. Details of the sanctions can be found in the Database of Legal Entities against which Ukraine, the EU and the US have imposed sanctions in connection with Russia's aggression against Ukraine.

Source: <https://www.blackseanews.net/read/193730>

First UN-chartered ship with Ukrainian agricultural products arrived in Africa

On 30 August, the bulk carrier Brave Commander, chartered by the United Nations World Food Programme, arrived in Djibouti. This is reported by Censor.NET with a link to the Facebook page of the Ukrainian Ministry of Infrastructure. It is noted that 23 thousand tons of wheat are on board, which after unloading will be delivered to consumers in Ethiopia. "Since signing the "grain initiative", we have understood Ukraine's global food responsibility to the world, especially to those countries in Africa and Asia that are in a state of humanitarian disaster. That is why, in close cooperation with the UN, we have already sent two ships with more than 50 thousand tons of agricultural products to help people in Ethiopia and Yemen. We, in turn, are ensuring the fastest and most efficient process for receiving, loading and sending these ships. Such transport is an unquestionable priority for us. We continue to work with the UN World Food Programme to increase the amount of food aid. I am grateful to our partners for their cooperation", commented Oleksandr Kubrakov, Minister of Infrastructure of Ukraine.

Source: <https://www.blackseanews.net/read/193726>

Source: https://www.defenseromania.ro/turcia-proiec-submarine_617946.html