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[A mine damaged the military ship sent to destroy it. Aboard the sea dredger are 75 Romanian sailors as the ship began to take on water](#)



The sea dredger "Locotenent Dimitrie Nicolescu" (DM-29) was damaged by a mine today about 50 km off Constanta while sailors were trying to destroy it, local media reported, citing military sources. No sailors were injured, but the ship was damaged and the stern is taking on water.

"Hydrometeorological conditions in the maritime district where the war mine was located worsened after the arrival of the sea dredger in the district due to the intensification of the wind speed (10-12 m/s), the sea having a degree 4 (wave height of 1.5-2 m). This situation did not allow to leave the EOD craft in the water and execute the mission. Although safety precautions were taken after dark, due to the adverse weather conditions, the military vessel was struck by the sea mine, which was carried adrift by the storm. The explosion produced a small water hole, located at the limit of the ship's waterline, in the stern area (aft part of the ship). There were no casualties or injuries as a result of the explosion, the ship's crew of 75 were not at risk, the ship's buoyancy was not affected and there was no major damage on board."

It was the third mission by the military sailors to destroy mines coming from the northern Black Sea, where clashes between Russia and Ukraine have been taking place since Putin invaded the neighbouring country on 24 February.

The seaborne dredger left the port of Constanta on Thursday, 8 September, at around 1.15pm to execute a war mine intervention mission, which was discovered by the GSP "Falcon",

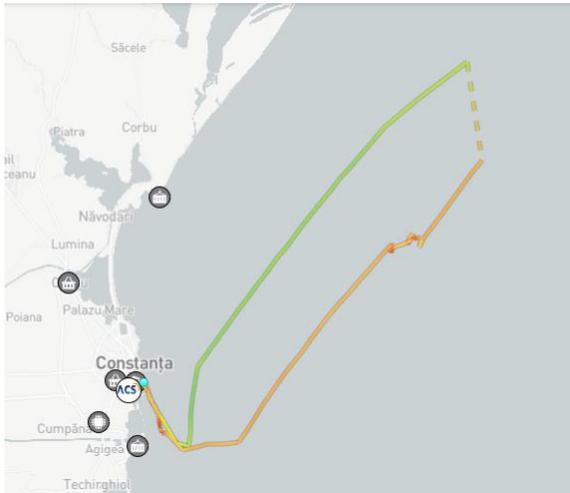
which was carrying out specific activities at a distance of about 25 nautical miles (46 km), NE of the entrance to the port of Constanta, according to the Naval Forces.

The GSP "Falcon" reported, around 11.45 am, the presence of a drifting sea mine, after which, according to the legal procedures in force, operational procedures for intervention with specialised personnel were implemented.

The maritime dredger "Locotenent Dimitrie Nicolescu" is on permanent combat duty from 5 to 12 September and has on board a detachment of EOD divers specialised in the destruction of explosive devices for this intervention mission, the SMFN added.

After the outbreak of armed aggression by the Russian Federation in Ukraine, this is the third war mine to arrive in the area of responsibility of the Romanian Naval Forces. Since the start of the war, 28 sea mines have been destroyed in the western Black Sea so far, including three by Turkey, two by Romania, one by Bulgaria and 22 by Ukraine.

The Romanian naval forces have four maritime dredgers and one mine shaft, all built in the 1980s.



Source and related articles:

<https://www.maritimebulletin.net/2022/09/09/romanian-navy-minesweeper-damaged-by-rogue-mine-taken-on-tow-black-sea/>

<https://www.romaniajournal.ro/society-people/social/romanian-naval-forces-minesweeper-damaged-after-being-hit-by-mine/>

<https://hungary.postsen.com/world/59420/A-Romanian-minesweeper-hit-a-mine-in-the-Black-Sea.html>

<https://www.dailymail.co.uk/news/article-11196513/Navy-dredger-belonging-NATO-member-Romania-hit-Black-Sea.html>

<https://worldakkam.com/romanian-navy-minesweeper-damaged-after-hitting-landmine-the-romania-journal/916274/>

<https://monitorulapararii.ro/o-mina-a-avariat-nava-militara-trimisa-sa-o-distruga-la-bordul-dragorului-maritim-sunt-75-de-marinari-romani-in-timp-ce-nava-a-inceput-sa-ia-apa-1-45594>

<https://www.blackseanews.net/read/194124>

https://www.stiripesurse.ro/dragorul-romanesc-afectat-de-explozia-unei-mine-marine-a-acostat-la-constanta-comunicatul-forteli-navale_2548520.html

A trilateral declaration on the development of the North-South transport corridor signed in Baku

The Baku Declaration on the development of the international North-South transport corridor was signed following the outcome of the first trilateral meeting between Azerbaijan, Russia and Iran. RZD-Partner writes about this with reference to Russian media. In a document signed by Azerbaijan's Deputy Prime Minister Shahin Mustafayev, Russia's Deputy Prime Minister Alexei Novak and Iran's Minister of Roads and Urban Development Rustam Ghasemi, the sides agreed to "intensify joint efforts to develop the North-South transport corridor". In particular, they stressed "the importance of further discussions on the completion of the construction and commissioning of the Rasht (Iran) - Astara (Iran) railway line". A draft agreement on the construction of this branch will be prepared within a month and specific negotiations on its launch are planned to start before the end of 2022. "The parties confirm their intentions to facilitate border crossing procedures and expand cooperation between relevant bodies in Azerbaijan, Russia and Iran in this direction. In addition, the parties will work to unlock all economic and transport links in the region, including through the creation of new communications," the document said. An intergovernmental agreement on the creation of a North-South multimodal transport corridor was signed by Russia, India and Iran in 2000. The group has since expanded to 14 members. The aim of the project is to attract the transit of cargo flows from India, Iran and the Persian Gulf countries through Russian territory to Europe (compared to the sea route through the Suez Canal, the distance is more than half, which reduces transport time and cost). The project now combines several different transport systems of individual countries. India has invested about \$2.1 billion in it, some of it in building transport infrastructure in Iran, the newspaper writes.

Source: <https://www.blackseanews.net/read/194140>

Details about the North-South corridor in the article:

<https://www.forumulsecuritatiiamaritime.ro/transformarea-itc-nord-sud-intr-un-coridor-de-transport-major/>

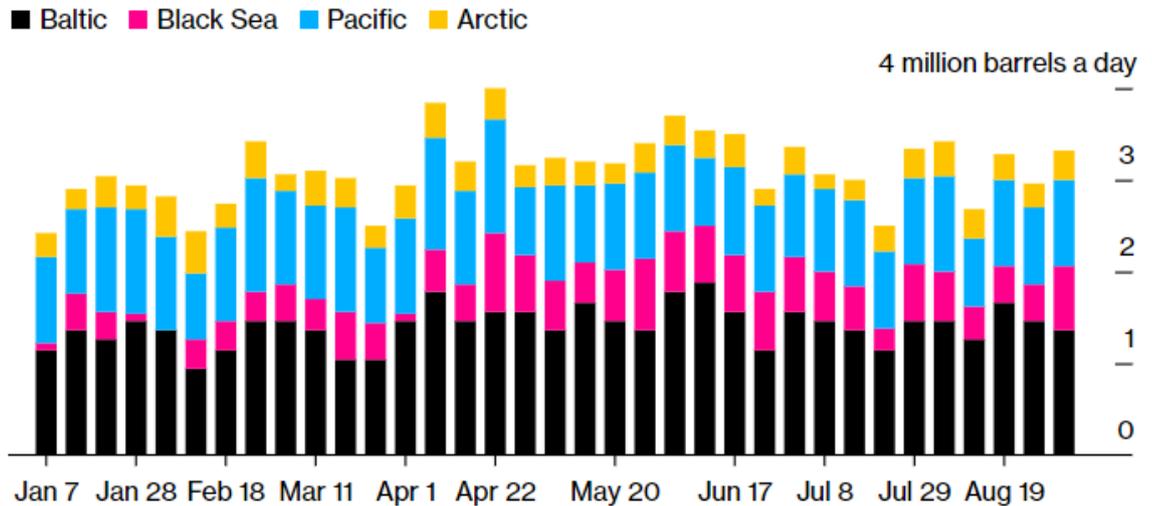
Captains of two ships Russia uses to transport stolen Ukrainian grain are suspected

Ukraine's Security Service has notified the captains of the Russian-flagged ships "Matros Koshka" and "Amur-2501" of their participation in the illegal transport of Ukrainian grain from Crimea to third countries by the occupiers. According to the press service of the Prosecutor General's Office, the suspect was charged with violation of the procedure for entry into the temporarily occupied territory of Crimea (Part 2 of Article 332-1 of the Criminal Code of Ukraine), reports Porta Ukrainy. According to the investigation, two citizens of the Russian Federation, captains of the ships "Matros Koshka" and "Amur-2501", carried out six illegal activities and exits from the closed port of Sevastopol. The suspects ensured the loading of the ships with grain, which the representatives of the aggressor country illegally exported from the temporarily occupied territories of Ukraine, and their transport to third countries. Aware of the illegality of their actions, the ship captains regularly turned off the Automatic Identification System (AIS) and entered fictitious information about the course of the ships into it. They were allegedly heading for ports of the Russian Federation and not for closed seaports in occupied Crimea," the investigation reports. Both vessels are being held in absentia. Last week, Kiev's Shevchenkivskiy District Court seized in absentia six Russian ships used by Russia to transport Ukrainian grain stolen by the occupiers. They are the "Amur-2501", "Alexander Green", "M. Andreev", "Fyodor", "St. Konstantin" and "Captain Korchin". The arrest was imposed in criminal proceedings on the charges of violating the order to enter the temporarily occupied territory (Part 2 of Article 332-1 of the Criminal Code). Previously, in the framework of this procedure, arrests have already been imposed on other criminal vessels - "Matros Koshka", "Matros Pozynich", "Mikhail

Nenashev" under the Russian flag and the Syrian vessel Finikia and the captains of the Russian vessels. Matros Pozynich" and "Mikhail Nenashev". under part 2 of Article 332-1 of the Criminal Code of Ukraine.

Source: <https://www.blackseanews.net/read/194118>

Russian maritime oil exports hit a four-week high



The average daily volume of Russian crude oil seaborne exports in the period from 27 August to 2 September 2022 increased by 12.5% compared to the previous weekly period to 3.32 million barrels. This is reported by Bloomberg, writes the Porta Ukraina publication. During the reporting period, marine oil reserves reached a four-week high.

Infographic: bloomberg.com

In the reporting week, 32 tankers were loaded at Russian sea oil ports, up from 29 in the previous week. Distribution of tankers by ports in four export regions: Baltic region: Port of Primorsk - 6 tankers (previous week - 8); Port of Ust-Luga - 7 (6). Pacific region: Port of Kozmino - 8 (8); Port of Prigorodne - 1 (1). Black Sea region: Port of Novorossiysk - 7 (4). Arctic region: Port of Murmansk - 3 (3). Overall, the volume of oil transported during the reporting week was 22.2 million barrels, compared to 19.6 million barrels a week earlier. Revenue in the Kremlin's military coffers from oil export taxes remains higher than it was before the war," the agency notes. According to the agency's estimates, export tax revenues last week amounted to \$167.3 million, up from \$149.4 million the previous week. The share of export duties in September is 2% lower than in August due to the lower price of the flagship Urals brand in the period from mid-July to mid-August. The Urals discount to Brent fell to about \$18.68 per barrel during the period, compared with a high of \$34.39 per barrel between mid-April and mid-May. "There are only three months left until the EU embargo on Russian seaborne oil imports comes into force, and the continent remains heavily dependent on supplies from Moscow. Since the beginning of August, flows to EU countries have recovered to around 1 million barrels a day. This is higher than the level seen at the end of July, but has fallen sharply below the peaks of April and June," the agency said. Analysing seaborne export dynamics using a four-week moving average indicator, supply to the largest customers in a weekly comparison looks like this, in particular: to China - down 14.5% to 710. 000 barrels per day; to India - down 14.8% to 690,000 barrels per day; to the Netherlands - up 13.3% to 340,000 barrels per day; to Italy - down 25% to 300,000 barrels per day; to Turkey - unchanged at 300,000 barrels per day. Tanker deliveries not specifying final destination increased 2.8 times to 310,000 barrels per day. The average daily volume of Russian crude oil seaborne exports for the period 20 August to 26 August 2022 fell 19% from the previous weekly period to 3.04 million barrels. During the week, 30 tankers were loaded compared to 34 in the previous week.

Source: <https://www.blackseanews.net/read/194117>

Container turnover at terminals in the northwest of the Russian Federation has doubled since the beginning of the year

The drop in container turnover at North-West terminals in the summer of 2022 amounted to about 80%. This was announced to journalists at the Eastern Economic Forum by Dmitry Pankov, CEO of Delo Management Company, reports the Russian edition of PortNews. "The situation in the Northwest is quite tragic. Our forecasts of an 80% decline are coming true. Such indicators were in June, July and August. Taking into account the statistics of the first five months, when the terminals worked well, the cumulative decrease over 7 months is 45%. Transshipment of containers has practically stopped. We are replacing containerised goods with non-containerised goods: fertilisers, waste, equipment for the machinery industry," he added. Recall that the largest international operators, including Maersk, Mediterranean Shipping Company (MSC), CMA CGM, Hapag Lloyd and ONE, have announced the refusal of ship calls to Russia after the start of a full-scale Russian military invasion of Ukraine in February 2022. Under the new conditions and due to lack of demand for steering, container cargoes "flow from northwest Russia to the south and east". Delo Group of Companies is Russia's largest transport and logistics holding company, operating sea container terminals in the Azov-Black Sea, Baltic and Far East basins, a network of rail container terminals, a container fleet and assembly platforms. The parent company of the group is Delo Management Company LLC. The stevedoring business includes the holding company DeloPorts and the main container terminal operator Global Ports. The transport and logistics division consists of the multimodal transport operator Ruscon and the intermodal container operator TransContainer. The shipping business line is the holding company JSC Sakhalin Shipping Company (SASCO).

Source: <https://www.blackseanews.net/read/194106>

"HN IDF will dominate the Aegean Sea" - Hellenic Navy



During a recent visit to the Naval Group shipyard in Lorient, Naval News had the chance to interview a commodore of the Hellenic Navy under the FDI HN programme. The programme for three frigates (plus one as an option) for the Hellenic Navy was signed on 24 March 2022. According to Naval Group, FDI HN will rapidly and sustainably improve the capabilities of the Hellenic Navy's surface fleet as they will be delivered in a very short timeframe, starting in 2025 for the first two units and in 2026 for the third. Naval News had the opportunity to ask Commodore Theodoros Chatzopoulos, commander of the Hellenic Navy Detachment in Lorient, a few questions. Naval News: What is your role and the role of your crew here at the shipyard? Commodore Theodoros Chatzopoulos: The mission and tasks of the Hellenic Navy Detachment in Lorient is to coordinate all necessary actions in relation to the proper implementation of the relevant Contract and to monitor the process and progress of the shipbuilding.

How important will ISD be for the Hellenic Navy?

Commodore Theodoros Chatzopoulos: The introduction of IDF in the Greek fleet will be a key point in rejuvenating the capabilities needed to address the security challenges of the coming decades in our area of interest. These powerful fighters will dominate the Aegean and Eastern Mediterranean proudly flying the Greek flag.

How is the level of cooperation between the Hellenic Navy and the French Navy and industry

Cooperation is satisfactory Commodore Theodoros Chatzopoulos: The cooperation of the Hellenic Navy and Industry in the context of the ISD programme is just starting to take place, so all I can say at this point is that there are promising signs of a smooth and productive cooperation. I look forward to maintaining and even improving the current level of cooperation throughout, until all

ships are delivered within their contractual deadlines and specifications. The cooperation of the Greek and French navies has gained new momentum in the recently established framework of strategic cooperation between the two countries. In this context, it is multidimensional, extending beyond the ISD programme on different levels and areas: strategic to tactical, operations and exercises, training and education, logistics to name but a few. Naval News recently had exclusive access to the Naval Group shipyard in Lorient and was able to see the first blocks of the HN IDF. Technical specifications of the FDI HN Displacement: 4,500 tonnes Length: 122 metres Width: 18 metres Maximum speed: 27 knots Operational availability: 3. 500 hours per year; aviation: 10-ton class helicopter, VTOL unmanned aerial vehicle (UAV) The main weapon systems of the FDI HN are: 32 MBDA-developed Aster missiles, 8 MBDA-developed Exocet MM40 B3C missiles, RAM missiles, Naval Group-developed MU 90 torpedoes, 76 mm gun, 4 torpedo tubes, Naval Group-developed CANTO countermeasures.

Source: <https://www.navalnews.com/naval-news/2022/09/fdi-hn-will-dominate-the-aegean-sea-hellenic-navy/>

HII starts production of the second San Antonio II LPD class ship

Fabrication of the future USS Pittsburgh (LPD 31), the 15th San Antonio-class amphibious transport dock ship and the second ship built in the LPD Flight II configuration, began at Huntington Ingalls Industries (HII), Ingalls Shipbuilding Division, on September 7. The LPD 31 will be the 15th San Antonio-class amphibious transport ship and the second ship built in the LPD Flight II configuration. The continued production configuration of the LPD Flight II is intended to meet Navy and Marine Corps requirements to lift troops, aircraft, landing craft, vehicles and cargo. This milestone means that the first 100 tons of steel for the ship have been cut. "We are proud to have the future USS Pittsburgh under construction, the fifth ship to bear that name. With this ship, we will continue to honor the legacy of the great city of Pittsburgh and the state of Pennsylvania." Captain Cedric McNeal, Program Manager, Amphibious Warfare Program Office, Program Executive Office (PEO) Ships The first USS Pittsburgh was an armored ship that served during the American Civil War, and the second USS Pittsburgh (CA 4) was an armored cruiser that served during WWI. The third USS Pittsburgh (CA 72) was a Baltimore-class cruiser that served during World War II, supporting the landing at Iwo Jima. The fourth USS Pittsburgh (SSN 720) was a Los Angeles-class submarine that served the Navy from December 1984 to August 2019. At a 2021 reception celebrating LPD 31, Pittsburgh city officials also designated November 15 as Navy Day. Rear Admiral Thomas J. Anderson, Program Executive Office Ships Program was in attendance and recognized Pittsburgh as "A tough, hardworking, patriotic city with a legacy of resilience and selfless sacrifice." As one of the Department of Defense's largest acquisition organizations, PEO Ships is responsible for executing the development and procurement of all destroyers, amphibious ships, sealift ships, support ships and craft.

Source: <https://www.navalnews.com/naval-news/2022/09/hii-begins-fabrication-for-the-2nd-san-antonio-class-flight-ii-lpd/>

Spain selects Naval Strike missile as Harpoon replacement

The Spanish Navy (Armada Española) has confirmed to Naval News that it has selected Kongsberg's Naval Strike Missile (NSM) as a replacement for the old Harpoon anti-ship missile. Contacted by Naval News, the Spanish Navy confirmed the selection of the Norwegian anti-ship missile designed by Kongsberg Defence and Aerospace. The Spanish Navy's Communications Department added: "The decision was taken in a working group held to decide between 4th and 5th generation missiles. Different aspects were considered, such as operational capabilities, survivability, maintenance, etc. Spain thus becomes the 9th customer of the Naval Strike missile, joining the navies of Norway, Poland, Malaysia, Germany, the United States (for both the US Navy and the USMC), Romania, Canada and Australia. Naval News understands that three missiles were in competition: the

NSM from Kongsberg, the Exocet MM40 Block 3c from MBDA and the Saab RBS 15 Mk3+. According to the Spanish Navy, the Naval Strike missiles will be fitted to two classes of ships: the F-100 Álvaro de Bazán class frigates, will be upgraded. As for deliveries, the Spanish Navy explained that "We expect to receive [the new] missile well in advance [before] the Harpoon missile is retired from active service around 2030". Contacted by Naval News, Kongsberg representatives confirmed the Spanish Navy's selection. "We have received confirmation from the Spanish Navy that they have selected NSM as the surface-to-surface missile to be fitted to their ships. NSM's customer base is growing rapidly and the Spanish Navy will be the 9th customer to select the Naval Strike missile." The Naval Strike Missile is a long-range, precision-guided missile that seeks out and destroys enemy ships at ranges greater than 100 nautical miles. It uses inertial navigation, GPS and terrain reference and infrared imaging (with a target database on board the missile). NSM is a highly flexible system that can be launched from a variety of platforms against a variety of targets at sea and on land. The airframe design and high thrust-to-weight ratio give the NSM extremely good manoeuvrability. The missile is fully passive and has proven its excellent sea-navigation capabilities and, with its advanced terminal manoeuvring, will survive enemy air defences. Autonomous Target Recognition (ATR) ensures that the correct target is detected, recognised and hit, at sea or on land. The NSM is a fifth-generation anti-ship missile produced by Kongsberg and managed in the US by Raytheon. NSM achieved initial operational capability on Norwegian Fridtjof Nansen-class frigates and Norwegian Skjold-class corvettes in 2012. It has also equipped the Polish Navy (coastal defence batteries) and has been selected by navies in Malaysia, Germany, Canada, Romania and Australia. NSM was also selected in 2018 as the winner of the U.S. Navy Over-The-Horizon Weapon System (OTH WS) competition and by the USMC in 2019.

TECHNICAL DATA

Speed: 0.7 - 0.9 Mach Weight: 407 kg (897 lbs) Length: 3.96 m (156 inches) Multi-mission: sea and land targets Battleship: >100 nm with automatic rapid mission planning and short reaction time.

Source: <https://www.navalnews.com/naval-news/2022/09/spain-selects-naval-strike-missile-as-harpoon-replacement/>

Pyongyang has officially declared itself a nuclear power

North Korean authorities have passed a new law that ensured the state's right to launch a pre-emptive nuclear strike against the enemy if Pyongyang deems the threat from the enemy imminent.

"Today, we have completed a historic act by fully legalising the nuclear force policy," North Korean leader Kim Jong-un told a meeting of the Supreme People's Assembly, which passed the Nuclear Force Policy Law. In particular, it states that the DPRK, being a "responsible nuclear power", will not transfer nuclear weapons to other countries, share nuclear technology, equipment and materials for their production. The document contains paragraphs on the structure and command of nuclear forces, on objectives, on conditions for the use of nuclear forces and on the procedure for making an appropriate decision. "The nuclear forces report exclusively to the President of the Council of State. The right to make all decisions on nuclear weapons belongs to the Chairman of the State Council," the law says. The conditions for the use of nuclear weapons are the use or an irreversible threat to use nuclear weapons against the DPRK, an attack on the country's leadership, including with the use of non-nuclear weapons, a military attack on important strategic facilities, the need to prevent the prolongation of hostilities or to provide an initiative. "Most importantly, we must continue to strengthen our preparedness for nuclear war by all means, continuing to diversify the means of using nuclear weapons, expanding the space for conducting tactical nuclear operations and improving the operational efficiency and reliability of our country's nuclear forces," Kim Jong-un said. Speaking about military pressure from South Korea and the United States, he stressed that the DPRK's Ministry of Defence and its military-industrial sector will take advantage of the situation to

strengthen the armed forces of the People's Republic. North Korea has so far conducted six nuclear tests, most recently in September 2017.

Sursa: <https://военное.рф/2022/%D0%9A%D0%BE%D1%80%D0%B5%D1%8F56/>