

## MS DAILY BRIEF - 6 September 2022

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### **Romania, with an eye on Brazil. The first French Scorpene-class submarine has been delivered to the Brazilian Navy (Video)**

Delivery to the Brazilian Navy of the Scorpene-class submarine Riachuelo. Photo: Naval Group  
Romania is keeping a close eye on Brazil's programme to equip the country with French Scorpene-class submarines, as the country has expressed its intention to purchase the same type of submarines.

Last week, the first French Scorpene-class submarine was delivered to the Brazilian Navy. Brazil has ordered four such vessels under the ProSub programme.



## FORUMUL SECURITĂȚII MARITIME



The first submarine delivered is named Riachuelo and was launched in 2019. The vessel has successfully passed all tests.

The submarine was built entirely in Brazil under a cooperation agreement between local company Itaguaí Construções Navais (ICN) and French giant Naval Group. Technology transfer and construction took place at the Itaguaí base.

The contract was awarded in 2009 to the French and included the construction of a naval base and shipyard in Brazil.

The value of the entire Scorpene-class submarine programme is estimated at €6.7 billion.

### **Romania has also officially announced plans to purchase French Scorpene submarines**

Our country has also expressed its intention regarding these ships. Minister Vasile Dîncu confirmed that Romania had sent France a letter of intent to this effect.

Of course, the process is formal, long and complicated, but it is a first step towards equipping them with this type of weapon.

Minister Vasile Dîncu also said that initially the MNA had considered two such submarines.

There is no final decision on the number of vessels Romania would like to acquire. At the same time, officials gave assurances that the "Multipurpose Corvette" programme is not influenced by the intention to acquire submarines and are waiting for the Naval Group and Constanta Shipyard to reach an agreement to sign the contract and start building the four Gowind 2500 class corvettes.

Scorpene class submarines range in size from sixty to seventy metres and cost close to half a billion euros. They are new-generation submarines, manufactured by Naval Group of France in collaboration with the Spanish company Navantia. Morocco has bought such vessels from the French company. India, Brazil, Chile and Malaysia have also bought a number of submarines in this class.

Source: [https://www.defenseromania.ro/romania-cu-ochii-pe-brazilia-primul-submarin-francez-from-class-scopene-has-been-released-brazilian-marine-video\\_618021.html](https://www.defenseromania.ro/romania-cu-ochii-pe-brazilia-primul-submarin-francez-from-class-scopene-has-been-released-brazilian-marine-video_618021.html)

### **Positive signals in Turkish-Israeli relations. For the first time in 10 years, a Turkish warship has docked in an Israeli port**

A Turkish warship has docked in Israel in the first such visit in more than a decade. Relations between the two countries are showing real signs of improvement after being hit hard by disagreements over the Palestinian cause.

The Turkish frigate (TGC) Kemalreis (F-247, Barbaros class) docked in Haifa port on Saturday as part of NATO manoeuvres in the Mediterranean, an unspecified Turkish official said. The Israeli side also confirmed that Ankara had submitted a preliminary request for its crew to be allowed to disembark while the ship was stationed.

A port representative in Haifa said it was the first time since 2010 that a Turkish ship had visited the port.

Bilateral relations were severed in March 2010 after Israel attacked an international naval convoy carrying humanitarian aid to Palestinians in the Gaza Strip led by a Turkish ship. Ten Turks were killed by Israeli sailors in that incident. The United Nations Security Council condemned the Israeli navy attack at the time and called for the lifting of the blockade on the Gaza Strip, although Jewish state representatives charged that Israeli forces were attacked by activists as they boarded the ships for routine checks.

Throughout this period, Israel has also objected to Turkey's hosting of members of Hamas, a Palestinian Islamist movement that the West equates with terrorist groups. But the two countries have significantly adjusted their positions in recent months, displaying mutual intentions to mend relations, with energy becoming a key area for expected cooperation. In this context, they are expected to appoint new ambassadors soon.

Source: [https://www.defenseromania.ro/semnale-pozitive-in-relatiile-turco-israeliene-pentru-first-date-in-the-last-10-years-a-turkish-fighting-ship-landed-at-an-israeli-port\\_618018.html](https://www.defenseromania.ro/semnale-pozitive-in-relatiile-turco-israeliene-pentru-first-date-in-the-last-10-years-a-turkish-fighting-ship-landed-at-an-israeli-port_618018.html)

## Where do Ukrainian grain ships go

The UN Secretary-General has called the agreement on the export of Ukrainian grain from ports blocked by Russia "a deal for the whole world". Speaking in Istanbul on 22 July, Guterres said the Black Sea Grain Initiative would bring help to "the most vulnerable people on the brink of starvation", reports BBC News. The agreement, negotiated separately with Russia and Ukraine in July, allowed ships carrying much-needed Ukrainian food to leave Ukraine's Black Sea ports for the first time since the all-out war triggered by the Russian Federation. Over the month, more than 50 ships left Ukrainian ports, helping to export more than 1.2 million tonnes of grain and other food products. The ongoing war in the neighbourhood has not yet affected export operations and more and more ships are taking part.

### But where does this food go?

The UN has argued that the agreement is necessary to prevent hunger for millions of people. So far, however, its humanitarian aspect remains very modest. The World Food Programme's (WFP) first food aid ship has just arrived. The Brave Commander is carrying 23,000 tonnes of wheat for poor communities in southern Ethiopia. It left the Ukrainian port of Yuzhny on 16 August and has just docked in Djibouti. WFP has equipped a second ship, the MV Karteria. It is loaded and ready to deliver 37,000 tonnes of wheat to Yemen, where it is badly needed. Agency officials hope more will follow. But that's quite a few.

### Куда до сих пор направлялись украинские зерновозы?

Количество судов, выходящих из украинских портов, и их предполагаемые маршруты



Источник: ООН, 29 августа

BBC

In 2021, WFP distributed 4.4 million tons of food aid worldwide. Two-thirds of it came from Ukraine. UN officials acknowledge that the start is modest, but it provides a broader view of the situation. "Don't confuse what we're doing with the general opening of ports and flooding the market with this extraordinary amount of grain," says Greg Barrow, a senior official at the UN World Food Programme.

The return of Ukrainian grain to the international market has, of course, brought considerable relief to the world. "This is good news for Irish agriculture," says John Bergin, commercial director of R&H Hall, Ireland's leading importer of feed grain. The Star ship, which recently arrived at the port of Foynes on Ireland's west coast with 33,000 tonnes of maize on board, has been eagerly awaited here. On 24 February, the day the Russian invasion began, the ship was being loaded in Ukraine. "In the morning, when the war started, this ship had 28,000 tonnes of cargo," Bergin recalls. "Our supplier never took the ship out to sea. Then the port was mined and everything got stuck." Ukrainian exports usually peak between December and April. The war reduced it to almost nothing. Grain prices, which had already risen because of the coronavirus pandemic and drought in other countries, rose sharply but have fallen again recently. "Before the conflict, average export prices were about 30-40% higher," says Alexander Karavaytsev, senior economist at the International Grains Council, "Now they are only 8% higher, so we can say they have dropped significantly."

Some of the price decline is due to seasonal factors as the northern hemisphere harvests, but the psychological reaction to the unlocking of supplies from one of the world's largest grain producers is of no small importance. "It gives the market some stability."

## Что везут корабли, покидающие Украину?

Грузы, отправленные из украинских портов,  
1-29 августа (тонн)

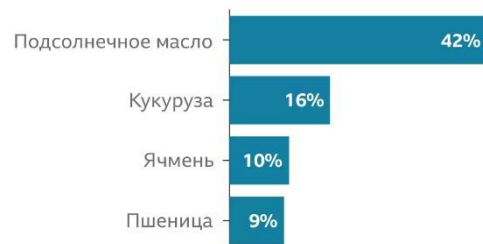


Источники: ООН, 29 августа  
Shipowners are concerned about the potential dangers associated with sending ships into a war zone. This nervousness could prevent Ukraine from reaching the level of export earnings needed for its shattered economy.

Bergin says. As empty grain silos and previously hijacked ships go out to sea, industry sources are beginning to hope that the situation will continue to improve. "There is growing optimism that the flow of agricultural cargo will continue," says a spokesman for Viterra, a grain and oilseed exporter with a significant presence in Ukraine. "Ship owners are ready to enter Ukrainian ports if the passages are still safe." And if not? Despite the July agreement in Istanbul, the cost of chartering ships is still almost double what it was before the war -

## Украина – крупный поставщик ключевых культур

% доля мирового экспорта, 2019 г.



Источники: Our World in Data, Продовольственная и сельскохозяйственная организация ООН.

BBC

"Ukrainians want to export 5 million tonnes a month," says Brigitte Diakun, data analyst at Lloyd's List. "It's a pretty ambitious scenario." For now, smaller shipping companies, many of them Turkish, seem willing to take the risk. But many major global players are still biding their time. "They want to make ship safety and crew safety their top priority," says Nidaa Bakhsh, senior market reporter at Lloyd's List. "And they can't guarantee that ships and crews will be safe." Time is

drain. The agreement, brokered by the UN and Turkey, is only valid for 120 days. In principle, it can be extended to mid-November, but only with the mutual agreement of Ukraine and Russia. For the United Nations, which has attached so much importance to the success of the agreement, ending it in just four months would be catastrophic. "The world will be in trouble if this market closes again," says Greg Barrow of the WFP. Grain trades are usually concluded 18 months to two years in advance. Since no one can predict the state of the Ukrainian economy in 2023-2024, it will take a long time for that level of confidence to return. By the way, what happened to the Razoni, the first ship to leave Ukraine to cameras and applause in early August? On the UN checklist, the ship's destination is still "TBD" (to be determined). In other words, the 26 thousand tonnes of corn on board never reached Tripoli, where the ship was originally headed. When the buyer rejected the shipment, apparently citing quality issues, the Razoni continued on to the eastern Mediterranean, most of the way with the transponder switched off - i.e. clearly unwilling to have its route tracked. As a result, he unloaded most of his cargo at the Syrian port of Tartus. There is nothing illegal about delivering food to Syria and there is nothing unusual about changing a ship's route. But Razoni's clandestine voyage makes it clear that in the world of grain trade, you can't always be sure where a particular shipment will end up.

Source: <https://www.blackseanews.net/read/193973>

## **Super Typhoon disrupts Asian shipping and closes Korean shipyards**

A massive super typhoon is moving north along the Asian coast, disrupting transport, air travel and business. South Korea is bracing for a direct hit from Typhoon Hinnamnor after it disrupted operations in China's major seaports, and the storm will continue to affect northern Japan and Russia. Named by methodologists as the strongest global storm this year, the typhoon formed north of the Philippines and over the weekend skirted eastward around Taiwan and coastal China. Although only a category three storm, the weather service notes the storm's large diameter. Latest reports place Hinnamnor about 200 nautical miles southwest of Busan, South Korea, moving at speeds of more than 20 mph. The storm has continued to move north-northwest, with wave heights on the ocean currently reported at 41 feet. Winds are currently reaching 115 mph, which is down slightly from the maximum wind speed of 125 mph reported on Sunday. The rains have already spread across most of the southern part of the Korean peninsula, with reports of flooding and some evacuations. Meteorologists are now warning of very strong winds and heavy rain for South Korea. They are also warning of high waves and a possible tsunami surge as the storm is expected to reach Jeju Island Monday evening and come within about 50 miles of the port city of Busan Tuesday morning. Officials have already closed Busan port. Expecting to feel the brunt of the storm, South Korea's three major shipbuilders have all put teams and contingency plans in place. Korean media reports that Korea Shipbuilding & Offshore Engineering has moved nine ships into the Yellow Sea as of Friday. Both Daewoo Shipbuilding & Marine Engineering and Samsung Heavy Industries are also moving ships into the sea and all shipyards are expected to suspend operations until the storm passes. Many South Korean businesses are reportedly following suit, including machinery and technology manufacturers and the steel industry. South Korea's largest refiner, SK Energy, has asked ships to stay at sea until the storm passes. This comes as

China is working to recover from the storm that prompted widespread closures over the weekend when the eleventh storm of the season moved offshore. Maritime authorities in Shanghai have ordered ships to take shelter, reporting that more than 800 vessels have been moved out of the Yangtze Delta. Two of China's major container ports, Shanghai and Ningbo, have both suspended operations, with reports that more than 200 ships were ordered to take shelter over the weekend. China's seaports were not expected to reopen until Tuesday. Japan is also taking precautionary measures as the storm is expected to continue in a northerly direction. The southern island of Okinawa has begun ordering evacuations. Shipping in the Sea of Japan is also being warned, while flights from China, South Korea and Japan have also been cancelled.

Source: <https://www.maritime-executive.com/article/super-typhon-disrupts-asian-shipping-and-closes-korean-shipyards>

## **One of the largest stevedores in Klaipeda port offered its capacity for Ukrainian grain**

One of the largest operating companies in the port of Klaipeda - "Bulk Cargo Terminal" (Birių krovinių terminalas, BKT) - has offered Ukraine its grain transport capacity. According to TTS, BKT's main shareholder Ihor Udovitskyi (controlling 70%) reported this. "If a proper agreement is reached between all interested parties, then by the 2023 harvest, BKT could handle about 10 million tons of Ukrainian grain, or about 1 million tons per month," Udovitskyi said in his comments. Currently, 30% of BKT shares belong to the Belarusian fertilizer producer Kaliy, 65% - directly to Udovitskyi and another 5% directly. Earlier, Udovitskyi applied to the Lithuanian Competition Council (anti-monopoly service) for permission to buy 30% of BKT shares and gain sole control of the company. The deal is expected to be finalised by the end of this year. Recall that Ukrainian grain is already exported in separate consignments through the port of Klaipeda. Ukrainian oil is also transported through this Lithuanian port.

Source: <https://www.blackseanews.net/read/193970>

## **Ukrainian exports up by a quarter in August thanks to port unblocking**

The volume of Ukrainian exports in August 2022 increased by 25% compared to July - to 7.29 million tonnes. This was reported by the press service of the Ministry of Economy, writes the publication Porta Ukrainy. In monetary terms, exporters received \$3.36 billion - \$411 million or 13.9% more than in July. The increase in exports is linked to the partial unblocking of ports in Greater Odessa. This made it possible to significantly increase the volume of Ukrainian goods exports. As a result, shipping increased by 85% and amounted to almost 2.9 million tonnes. "Ukraine exported more than 3 million tons of goods by rail, 1.36 million tons by road," the Ministry of Economy said. Exporters receive the highest income from goods exported by road - \$1.48 billion, sea transport provided \$995 million, rail transport - \$788 million. In the commodity nomenclature, the leaders in terms of export value in August were: sunflower oil - \$443 million. Its export volumes increased by 30% to 366,000 tonnes. Ukraine has started to export fewer raw materials - flower seeds, oilseeds and

Sunflower and more processed products; corn - \$347 million. Its exports increased by 31% to 1.5 million tonnes. This export segment benefited most from the unblocking of ports from which loaded ships left in February; rapeseed - \$305 million Ukraine has already exported 665,000 tons of this new crop; wheat - \$213 million In August, Ukraine exported 2.3 times more grain than in July, amounting to 880,000 tons; ore - \$172 million Due to the occupation and destruction of the southeastern regions, the volume of exports of metallurgical products is decreasing. In particular, 1.4 million tons of ore were exported in August; cable products - \$89 million; electricity - \$73 million; sunflower seeds - \$71 million The Ministry of Economy notes that this export segment will gradually decrease due to increased processing; poultry - \$67 million Product exports were down from July; soybeans - \$62 million In August, export growth was 30% to 148,000 tons. As First Deputy Prime Minister - Minister of Economy Yulia Svyridenko noted, Ukraine is betting on the export model of economic growth. Before the full-scale war, our exports accounted for 35% of GDP (of which 75% were raw materials). The goal of the government and the Ministry of Economy is to raise it to over 50%. 75% of exports should be finished products and services. To this end, in particular, we have launched a grant programme for the creation of processing enterprises. The state will also partially compensate the export credit rate, which is taken for a period of 2-12 years and does not exceed 85% of the value of the foreign economic contract," she stressed. According to the deputy prime minister, the government intends to help exporters enter foreign markets and be competitive there. As a result, the value of foreign exchange earnings will steadily increase, which serves as a guarantee of the country's macroeconomic stability.

Source: <https://www.blackseanews.net/read/193955>

## **U.S. Navy won't find a way to send the world's first nuclear aircraft carrier "on its last voyage"**

The aircraft carrier was decommissioned in 2017. Now, the US Navy is exploring options for dismantling it, without deciding at all how to send it "on its last voyage", as this process is time-consuming and costly. The iconic aircraft carrier, now called the former USS Enterprise, has been at the shipyard in Newport News, Virginia, since it ended operational use by the Navy. Launched in 1961, the world's first nuclear-powered aircraft carrier remains the longest warship ever built. Its radioactive fuel, electronics and defensive armament have been removed, but what remains is nearly 75,000 tons of steel and other metals in the hull, plus eight reactor plants. Leaving the carrier where it is now is just one of four alternatives the Navy is considering for the future Enterprise. Other options suggest it will be dismantled and recycled. If the Navy is involved, the work could cost more than \$1.3 billion and take more than 15 years. On the other hand, the preferred alternative is to allow private businesses to contract. The preferred alternative could save the government more than \$1 billion and complete the project in just five years, according to an environmental impact statement (EIS) released in August and now open for public comment. If that option is ultimately chosen, the ship would be towed to a private yard in either Hampton Roads, Virginia, Brownsville, Texas, or Mobile, Alabama. Its eight reactor units will be dismantled to be packed into several hundred small containers and sent to licensed landfills in Andrews, Texas,



Clive, Utah or Aiken, South Carolina. Meanwhile, the disposal process itself will be governed by more than three dozen federal laws or regulations, including the National Environmental Policy Act, the Atomic Energy Act, the Clean Water Act, the Endangered Species Act, the Coastal Zone Management Act, and the Toxic Substances Control Act. The U.S. Navy has left the draft EIS open for public comment until October 3. This gives the nation's citizens an opportunity to express their wishes and support one option or another for the future of the ship. The Navy will hold two virtual public meetings on the issue on Tuesday 20 September and Thursday 22 September. At the same time, as the American press says, after all, it is unlikely that anything will depend on citizens.

Source: <https://topwar.ru/201290-vms-ssha-nikak-ne-najdut-sposob-otpravit-v-poslednij-put-pervyj-v-mire-atomnyj-avianosec.html>

## **Ukrainian Danube Shipping Company plans to cooperate with the largest Danube logistics operators PJSC**

"Ukrainian Danube Shipping" (UDP) is considering cooperation with the largest Danube logistics operators. This was reported by Dmytro Moskalenko, general director of the company, writes Porta Ukrainy. The UDP delegation visited a number of European countries. The main purpose of the visit is to develop cooperation and cooperation with foreign partners. Strengthening the work of our representative offices and joint ventures in the framework of the reform of the corporate structure of shipping. Protection of foreign transport goods," Moskalenko wrote on Facebook on Sunday, September 4. The first meetings took place in Romania. Two of the main logistical directions of shipping are linked to this country. These are the Sulina Canal and the Cernavodă - Constanța Port Canal. Sulina's potential is limited due to low throughput. The opening of the Bystre estuary has improved the situation, but problems of insufficient depth and navigational safety remain. The development of logistics through the Cernavodă Canal also has some difficulties. This is both the loss of effective cargo capacity during periods of low water and the fleet delays associated with the need to use the terminals of the port of Constanta. Therefore, our goal is to develop complex logistics solutions that will allow us to compensate for the shortcomings of all the logistics areas mentioned," said Moskalenko. According to him, transshipment in the raid parks in the ports of Konstanz, Sulina, Ust-Dunaisk and others can be such a complex solution. Either according to the barge-ship scheme, or according to the barge-vessel-accumulator scheme. Large Romanian logistics operators have the possibility to tranship in raid parking. Cooperation with foreign partners means reduced UDP fleet turnaround time, increased transport volume and increased competitiveness. UDP will be able to occupy its own niche in the maritime transport chain in the long term", concluded the UDP head. Moskalenko expressed his hope that UDP's proposals will interest Romanian colleagues. He also said that a series of meetings with logistics operators from Hungary and Austria had taken place. PJSC "UDP" carries out river cargo transport on the Danube and sea cargo transport. The river cargo fleet includes 75 self-propelled vessels and 245 non-self-propelled vessels. The sea cargo fleet consists of seven vessels with an own weight of 3.3-4 thousand tons (six dry cargo vessels of the type "Izmail" and one "Desna" tanker). The basis of the cargo is metallurgical raw materials supplied to the Danube countries. The company's river passenger fleet is represented by the "Moldavia" vessels, "Ukraine", "Dnipro" and "Volga". In 2021, the UDP fleet increased cargo transport by 3.8% compared to

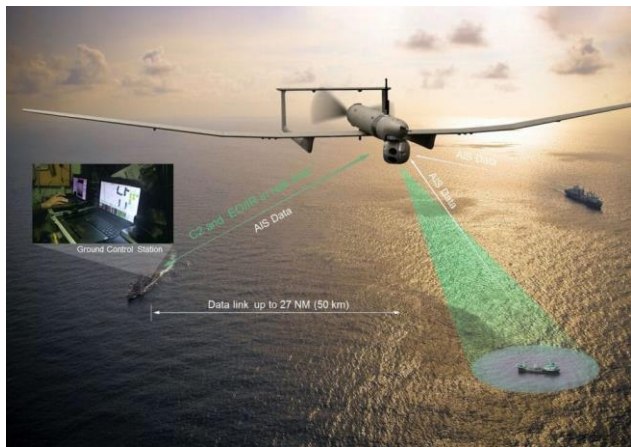


by 2020 - up to 1.37 million tonnes. In particular, transport by the UDP inland waterway fleet fell last year by 0.9% to 1.08 million tonnes.

Source: <https://www.blackseanews.net/read/193954>

### The first three fixed-wing SMDM UAS were delivered to the French Navy.

The first three fixed-wing SMDM UAS have been delivered to the French Navy announced the French Directorate General of Armaments (DGA) on 28 July 2022 - "Système de Mini Drones aériens embarqués pour la Marine" or SMDM. Three systems have been delivered and will soon be commissioned. The DGA ordered 11 SMDMs at the end of 2020 from SME Survey Copter, a subsidiary of Airbus Group, for €19.7 million, including the purchase of systems and support services. Deliveries will be staggered until 2023. The qualification was achieved following sea trials conducted under the supervision of the DGA, with the participation of the French Navy and industry teams. The trials saw the drone tested in various operational situations to verify system performance. One SMDM is composed of two Survey Copter Aliaca UAVs. The Aliaca is to be deployed on board future French Navy offshore patrol vessels (both POM and the future Patrouilleur Oceanique) and surveillance frigates. It is also



considered for integration on the Mistral LHD class.

The Aliaca maritime UAS is a versatile high endurance system that allows missions of up to 3 hours over a range of 50 km (27 Nm), perfectly suited to maritime missions with EO/IR payload performance with stabilized gyro and qualified to operate in severe environmental conditions. Launched with catapult, the Aliaca maritime UAS completes its flight by automatically landing using a dedicated net landing solution. With a length of 2.2m and a wingspan of 3.6m for maximum take-off weight

16 kg, the Aliaca maritime UAS benefits from a powerful but silent electric motor. The system can be deployed easily and quickly in less than 15 minutes by just 2 operators.



"These capabilities will allow SMDM to monitor more remote areas and thus identify vessels at distances beyond the radar beat and characterize the threat through real-time video feed. The SMDM will provide the French Navy with extended situational awareness, increasing the effectiveness of the ships it will equip," the French Ministry of Defence said. SMDM is a modular system, designed to gradually integrate new technologies, allowing for continuous improvement of its performance.

Source: <https://www.navalnews.com/naval-news/2022/09/first-three-smdm-fixed-wing-uas-delivered-to-the-french-navy/>

## **Russia has launched a new cargo delivery service from Turkey**

Logistics operator Ruskon (part of the Delo Group of companies) has launched a new multimodal service for the delivery of goods from Turkey to Russia via the port of Novorossiysk. As part of the service, the operator makes it possible to deliver goods to move to Russia anywhere in Turkey. After the cargo is centralized in Istanbul in a specialized Ruscon warehouse, a complete container is formed and delivered to Novorossiysk by ship. The cargo is handled at the NUTEP container terminal, reports Korabel.ru. It is noted that in Novorossiysk it is possible to reload and ship goods with Ruscon's own train services and deliver by car anywhere in Russia.

Source: <https://www.blackseanews.net/read/193951>

## **An Azerbaijani ship transported cargo from Central Asia to Europe for the first time**

The Azerbaijani feeder ship "Rasul Rza" has transported for the first time cargo from Central Asia to Romania. Day.Az was informed by ADY Container LLC, a subsidiary of Azerbaijan Railways CJSC, that the project was implemented by the LLC together with Azerbaijan Caspian Shipping Company CJSC. "So, 24 TEU containers of mineral fertilizers from Uzbekistan were transported by rail to the port of Turkmenbashi (Turkmenistan), and then by ship "Mahmud Rakhimov" to the port of Baku. From Baku, the containers were transported by rail to the Georgian port of Batumi, then transferred to the feeder ship Rasul Rza and delivered to the Romanian port of Constanta," ADY Container said. LLC noted that in the current geopolitical situation (an unprovoked large-scale war triggered by the Russian Federation against Ukraine and subsequent sanctions - BlackSeaNews), Azerbaijan's role is growing in cargo transportation not only between China and Europe, but also between Central Asian countries and Europe. "Azerbaijan will become one of the main participants in ensuring the sustainability of cargo transportation along the Central Asia-Europe route," LLC added. It is noted that the feeder ship Rasul Rza previously carried cargo from China to Europe.

Source: <https://www.blackseanews.net/read/193944>

## **Chinese and Russian warships hold live-fire exercises off Japan as part of Vostok 2022 exercise**

Russian and Chinese warships have been conducting exercises around Japan since Friday as part of the Russian military's Vostok 2022 strategic exercises, which end Wednesday. In a statement on Saturday, the Chinese Ministry of National Defense said the People's Liberation Army Navy (PLAN) is taking part in the exercise with a surface action group (SAG), including the destroyer CNS Nanchang (101), the frigate CNS Yancheng (546) and the replenishment ship CNS Dongpinghu (902). The warships conducted an anti-aircraft live-fire exercise in the Sea of Japan on Friday, according to Japanese officials. Vostok 2022 is an exercise involving forces from Russia's Eastern Military District along with invited foreign participants and observers

from thirteen countries, namely Azerbaijan, Algeria, Armenia, Belarus, India, Kazakhstan, Kyrgyzstan, China, Laos, Mongolia, Nicaragua, Syria, and Tajikistan. China's participation includes more than 2,000 military personnel, 300 military vehicles and equipment, 21 fixed-wing and rotary-wing aircraft and Nanchang, Yancheng and Dongpinghu, all from China's Northern Theatre Command. On Friday, a Russian corvette and a missile launcher ship were spotted in the Sea of Japan, according to the Japan Defense Ministry's Joint Staff Office (JSO), which issued a statement on Saturday. The two ships subsequently transited through the La Perouse Strait in the Sea of Okhotsk. The ship's side numbers and images identify the Russian vessels as the corvette RFS Gremyashchiy (337) and the ship RFS Marshal Krylov (331). The Russian ships were monitored by the Japan Maritime Self-Defense Force (JMSDF) destroyer JS Yudachi (DD-103), the fast attack craft JS Kumataka (PG-827), and the JMSDF P-3C Orions Maritime Patrol Aircraft (MPA) 2 stationed at JMSDF Hachinohe Air Base, Honshu. The JSO issued a statement saying that on Saturday, three Russian corvettes, along with a PLAN destroyer, a frigate and a replenishment ship, were seen sailing eastward in an area 118 miles west of Cape Kamui, Hokkaido. The corvettes are RFS Soversheny (333), RFS Gromkiy (335) and RFS Hero of the Russian Federation Aldar Tsydenzhapov (339), while the PLAN ships were Nanchang, Yancheng and Dongpinghu. On Sunday, Chinese state media released a video of PLAN warships firing close-in weapon systems and refueling. The ships carried out machine gun drilling while in the area. Later on Sunday morning, all six ships were seen sailing northeast in an area 31 miles west of Rebun Island, Hokkaido, and later sailed east through La Pérouse Strait. The PLAN ships had previously been seen on 29 August in the East China Sea and were subsequently transiting the Tsushima Strait. The Russian and PLAN ships were overshadowed by the Yudachi, Kumataka and P-3C Orions of Fleet Air Wing

2. Apart from naval movements, the Vostok exercise was downplayed by British officials. "Russia has publicly claimed that 50,000 troops will participate, however, it is unlikely that more than 15,000 troops will be actively involved this year. This represents about 20 percent of the forces that took part in the last Vostok exercise in 2018," reads an assessment of UK Ministry of Defence intelligence on September 2. "Russia's military performance in Ukraine has highlighted that Russia's strategic military exercises, such as Vostok, have failed to sustain the military's ability to conduct large-scale complex operations. Such events are intensely scripted, do not encourage initiative, and are aimed primarily at impressing Russian leaders and the international public."

Source: <https://news.usni.org/2022/09/05/chinese-russian-warships-hold-live-fire-drills-off-japan-as-part-of-vostok-2022#more-97069>