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### [NATO to Allies: Russia's possible testing of the 'Weapon of the Apocalypse' nuclear torpedo](#)

NATO's intelligence services have reportedly warned allies about a possible Russian test of Poseidon, a super torpedo equipped with a nuclear payload, according to Italian publication La Repubblica.

According to La Repubblica, intelligence data would show that the Russian nuclear submarine K-529 Belgorod has left its base in the White Sea, beyond the Arctic Circle, heading for the Kara Sea to test the Poseidon nuclear torpedo, also known as the "weapon of the Apocalypse".

Poseidon is an unmanned underwater vehicle that is said to be capable of travelling great distances underwater before exploding with enough force to cause a massive nuclear tsunami to flood and irradiate coastal cities.

A polluted wave could wipe out metropolises like New York and Los Angeles, according to Russian propaganda.

The K-329 Belgorod submarine is seen as a prototype of Putin's new concept of warfare in recent years after US-Russian relations soured.

In recent days, the Belgorod submarine has often been mentioned in analytical reports on the recent sabotage of the Nord Stream gas pipeline, which is one of the activities it was designed for.

However, its involvement has been questioned, as the submarine is one of the largest in the world and it would be extremely difficult for it to reach the Baltic Sea undetected.

According to La Repubblica, NATO's allied command has warned that the Poseidon could be tested in the Kara Sea area. It is a 24-metre torpedo with a two-megaton nuclear warhead.

"The exact date when the warning was sent to the allies is not known," according to La Repubblica.

The NATO chief warned that the alliance would give a united response to any attack on critical infrastructure.

"Any deliberate attack on NATO's critical infrastructure will be met with a strong and united response from the alliance," Jens Stoltenberg said in an interview with NBC.

Suspected disinformation

The development of Poseidon has taken years, with skeptical assessments from NATO officials. Some tests are believed to have been conducted as early as 2015, but there have been no launches from the Belgorod submarine.

"Hardly anyone believes the super torpedo could be ready today. However, even a mere announcement of a test would allow the Kremlin to demonstrate a unique ability in the fight against the West: a weapon against which there is no defense," the publication reports.

The Centre for Combating Disinformation of the National Security and Defence Council of Ukraine (NSDC) claims that the NATO intelligence report, cited by La Repubblica, was not published on the Alliance's website on 3 October.

As previously reported, UK Defence Minister Ben Wallace considers it highly unlikely that Russian President Vladimir Putin would use nuclear weapons against Ukraine, but stresses that "Putin is acting irrationally".

After announcing partial mobilisation in the Russian Federation, Putin again threatened Western countries with the use of nuclear weapons.

Western leaders have condemned Putin's nuclear rhetoric as "dangerous escalation and sabotage".

Source: <https://newsweek.ro/international/video-la-repubblica-nato-a-avertizat-aliatii-posibila-testare-a-rusiei-a-armai-apocalipsei>

## The location of a new Russian submarine, Belgorod, has attracted headlines around the world

With a degree of hysteria, there were reports that it was being deployed with its "doomsday" and "doomsday apocalypse" nuclear weapons. Even that it had "disappeared" (submarines do that). Naval News has been watching the story since before these stories broke. We can give you new information about her activities. Images obtained by Naval News show the submarine operating in the Barents Sea, north of Russia's Kola Peninsula. Belgorod (K-329) is a unique submarine. It is about 178 meters (583 ft) long, 15 meters (50 ft) wide and in the region of 30,000 tons. This makes it by far the largest built anywhere in the world since the famous Typhoon class. She is armed with the Poseidon strategic weapon, which in itself is unique. Described by the US Navy as a "nuclear-powered, nuclear-armed intercontinental autonomous torpedo", it combines incredible range with hard-to-kill performance. There are concerns that, with current weapons, it is effectively unstoppable once launched. Launched in 2019, the Belgorod was officially commissioned on July 8, 2022, so this is one of its first longer-range trips. But she's still very close to home, in the backyard of the Russian Navy.

We noted that the submarine left Severodvinsk in the White Sea a few weeks ago, and she was in the Barents Sea until September 22. She was still there on September 27. On both dates she was observed on the surface. This is not unusual for new submarines like this one. The prospect of a Poseidon launch Predictions are dangerous in this game. However, we believe that a test launch of Poseidon is not out of the question. This could be routine, to test a new weapon system. Or it could

be mainly political, as a demonstration. Testing nuclear weapons, even without warheads, may be part of Russia's chosen nuclear escalation ladder.

We'll leave it to nuclear weapons to better assess the nuclear scale. But we cannot rule out a test. However, her movements are also broadly in line with what we would expect from a new submarine. Russian political leaders may appreciate her ambiguity at sea, but they have done little to hide her movements completely.

#### Nord Stream Attack

Another issue that needs to be addressed is the Nord Stream gas pipeline leak under the Baltic Sea on 26 September. These are believed to have been a deliberate act of sabotage, and Russia is a candidate. Belgorod has another important capability, as does the Poseidon pipeline. She can act as a mother submarine ("host platform") for special deep-diving submarines operating on the seabed. Russia has a fleet of these mother submarines for warfare on the seabed. Technically, the Belgorod would be well suited to carry out such an attack, even in relatively shallow waters. And the media has called it the best-known example of this type of "special mission" submarine. However, it is highly unlikely to have been involved. It is known to have been sighted in the Barents Sea on 22 September and again on 27 September. This makes it impossible for her to have been in the Baltic Sea at the time of the attacks. And, looking at her past sailing plans, it is equally unlikely that she had sailed in the Baltic Sea beforehand. This does not rule out Russia as being behind the attacks. But it does eliminate Belgorod as a suspect. We'll leave it to nuclear weapons to better assess the nuclear scale. But we can't rule out a test. However, her movements are also broadly in line with what we would expect from a new submarine. Russian political leaders may appreciate her ambiguity at sea, but they have done little to hide her movements completely.

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Source : <https://www.navalnews.com/naval-news/2022/10/new-images-reveal-russias-missing-submarine-belgorod-in-arctic/>

[Unexpected hypothesis launched by former Naftogaz chief: Explosives assembled during construction of Nord Stream 2. "In Soviet times, it was common practice"](#)

The mystery of the Nord Stream sabotage remains unsolved, and the former head of the Ukrainian oil company comes up with a new interpretation of the incident.

Andrii Kobolyev, who was chief executive of Naftogaz, the Ukrainian gas company, suggests that Russia carried out premeditated sabotage.

He said this could have been done with explosive devices placed much earlier as a security measure.

The damage to the Nord Stream 1 and 2 pipelines is an act of sabotage for which Russian intelligence is responsible, Andrii Kobolyev, former CEO of Naftogaz from 2014-2021, said in an interview published by The Telegraph.

"Russia may have installed an explosive charge on the Nord Stream pipeline while completing work on Nord Stream 2 last year," Kobolyev said.

A week after the gas leaks in the pipeline were spotted, the West has no doubt they are the result of sabotage.

### Pipelines are full of sensors

Kobolyev says all gas and oil pipelines are normally equipped with highly sensitive sensors, which detect any disturbances in the pipeline once it is put into operation.

"These pipelines in the Baltic Sea are very well monitored. Many sensors are built into the pipes to monitor the flow of gas," Kobolyev explained.

In the latest phase of Nord Stream 2 construction, the pipeline was completed, around the Danish island of Bornholm, exclusively by Russian ships.

According to him, the explosives were placed on the pipelines by Russian military vessels.

The noise of the final construction work on Nord Stream 2 could have allowed the explosives to be placed under cover on both it and the already operational Nord Stream 1, he believes. "The most important thing you need for that is construction noise that you can mask it with."

"These technical ships were escorted by Russian warships. And the pipeline was completed exactly where the explosion has now taken place" - Kobolev pointed out.

The former Naftogaz chief also explained that in Soviet times, it was common practice to plant explosives on key infrastructure in case it was captured in war.

"This method is not a Russian invention, but a legacy of the Soviet Union. Knowing that many of these people in power in Russia are former KGB agents, we should not be surprised that they use this as a kind of standard," Kobolyev said.

He added that he did not believe Russia had installed explosives in any other critical infrastructure for Western Europe, saying the repercussions for Moscow would be "too painful".

The former Naftogaz chief ruled out that states other than the Russian Federation could be behind the sabotage of gas pipelines, as many sensors are installed in the pipelines and are carefully guarded by the Russian Navy.

"If the pipeline is well guarded by the Russians and the Baltic Sea hosts the Russian Navy, how could anyone approach the pipeline undetected? That someone would plant explosives on the pipeline unnoticed by the Russians is simply inconceivable," he explained.

Source: [https://www.defenseromania.ro/ipoteza-neasteptata-lansata-de-fostul-sef-al-naftogaz-explozibilii-montati-in-timpul-constructiei-nord-stream-2-in-epoca-sovietica-era-o-practica-obisnuita\\_618602.html](https://www.defenseromania.ro/ipoteza-neasteptata-lansata-de-fostul-sef-al-naftogaz-explozibilii-montati-in-timpul-constructiei-nord-stream-2-in-epoca-sovietica-era-o-practica-obisnuita_618602.html)

### Russia closes Anapa sea area to shipping

Due to the large-scale invasion of the Russian military in Ukraine, which in the Russian Federation is called a special military operation, and "possible threats" to the Turkish Stream gas pipeline, the movement of ships has been banned in Anapa waters. According to Vestnik Kavkaza, this was reported on the Kuban 24 Telegram channel. The corresponding order was sent to the port from the headquarters of the Novorossiysk naval base. Movement was restricted in the water area near Bolshoi and Maly Utrish. The TurkStream pipeline runs along the bottom of the Black Sea from Anapa to the European part of Turkey. Its length is 1.1 thousand km and its design capacity is 31.5 billion cubic metres of gas per year.

Source: <https://www.blackseanews.net/read/195170>

## NATO prepares to repel Russian attacks on underwater infrastructure after gas pipeline explosions

The Nord Stream pipeline explosions have forced NATO countries to consider possible Russian attacks on undersea cables that are responsible for transmitting internet data and telephone traffic across many continents. According to ghall.com, it is reported by Bloomberg Kristina Berzina, senior fellow for security and defense at the German Marshall Foundation, noted that concerns about underwater infrastructure were theoretical before the Nord Stream blasts. "Now potential attacks on infrastructure raise serious concerns," she noted. Moscow could attack pipelines in Norway that deliver natural gas to the mainland. Or some of the 400 cables that provide communication. According to analysts, Russia has the technical capability to implement such a diversion. What's more, Moscow also knows where the underwater infrastructure is located, and Russian ships have often been spotted near EU submarine communications. Now the Baltic and North Seas are monitored by NATO ships and aircraft. On 26 September, there was a gas leak from the Nord Stream 2 pipeline near the island of Bornholm. Danish authorities have urged people to stay away from the accident site until the consequences have been dealt with. It later became known about a gas leak on two strands of Nord Stream-1. German state security did not rule out the possibility that pressure on Nord Stream 1 and Nord Stream 2 could fall due to sabotage. The security services said the Russian Federation could be carrying out an operation "under a false flag". Operator Nord Stream AG described the Nord Stream string incident as unprecedented. It is not yet possible to estimate when the gas transport infrastructure will be restored.

Source: <https://www.blackseanews.net/read/195168>

## General director of Russian shipping company exporting stolen Ukrainian grain suspected

Dmytro Ryndin, CEO of Crane Marine Contractor, is the organiser of the Ukrainian grain shipping scheme through occupied Crimea. This is reported on the website of the Prosecutor's Office of the Autonomous Republic of Crimea and Sevastopol, reports Censor.NET. "A citizen of the Russian Federation, holding the position of general director of the shipping company "Crane Marine Contractor", organized routing schemes and managed systematic illegal violations of the order of entry/exit from/to the temporarily occupied peninsula. In particular, it was established that the vessels "Matros Pozynich", "Mikhail "Nenashev" and "Matros Koshka", which are owned by the specified company, from February to June 2022, systematically carried out illegal activities to and from the closed sea trade port of Sevastopol, in order to transport looted Ukrainian grain to third countries," the report says. The Crane Marine Contractor company owns three vessels involved by Russia in the export of stolen Ukrainian grain, so investigators consider Ryndin the organizer of the violation of the procedure for entering the temporarily occupied territory. The suspect's actions have been classified as organisational violations of the procedure for entering and leaving the temporarily occupied territory of Ukraine (Part 3 of Article 27 and Part 2 of Article 332-1 of the Criminal Code of Ukraine). The sanction of the article provides for imprisonment of up to five years.

Source: <https://www.blackseanews.net/read/195167>

## Total cargo turnover of the Azov port in January-September 2022 decreased by 13%

The total cargo turnover of the Azov seaport in January-September 2022 amounted to 6.79 million tonnes of various cargoes, which is 13% less than the figure for the same period in 2021. According to the summary statistics of the operating companies, the Azov seaport's own cargo turnover for nine months decreased by 12% to 5.74 million tonnes of cargo, Port.News writes. The

volume of exports for the reporting period decreased by 10% to 2.38 million tonnes. Imports fell 23% to 269 thousand tonnes. The volume of cabotage cargo fell by 12% - to 3.09 million tonnes, transit - by 19% to 1.05 million tonnes. Grain, coal and oil products have traditionally dominated the range of goods. The volume of transshipment of grain fell by 21% to 4.22 million tonnes, oil products - by 6% to 1.16 million tonnes. Coal processing volume increased by 27% to 1.03 million tonnes. According to the nine-month results for 2022, there were 2,079 receipts and 2,099 court deviations compared to 2,478 receipts and 2,489 court deviations a year earlier. The port of Azov is located at the mouth of the Don River. The boundaries of the seaport's water area include the Don River from km 3151.0 to the Azov-Don Sea Canal receiving light buoy No. 1, including road No. 6, and the Kalancha arm to the Dugino stopping point.

Source: <https://www.blackseanews.net/read/195162>

### In the third quarter, cargo transport in the Azov-Don basin of the Russian Federation fell by 40%

According to the results of the third quarter of 2022, the volume of cargo transport within the limits of responsibility of the FBU "Azov-Don Basin Administration" was 4.17 million tons, which is 59.5% compared to 2021. Such data were brought to Rosmorrechflot on October 4, Sudostroenie.Info reports. At the same time, the share of petroleum products in the total turnover of goods was 50.6% or 2.109 million tons, the share of dry goods - 49.4% or 2.061 million tons. The structure of the commodity turnover is dominated by wheat, fuel oil and gas. The total number of vessel calls within the administration's limits of responsibility was 2973 vessels and convoys. The vessel flow of the transit fleet was 1979 vessels. The structure of vessel flows is dominated by the dry cargo fleet - 1234 units, which is 41.5% of the total vessel flow, tanker fleet is 40.4% (1201 units), 449 units - passenger fleet (15.1%), 89 units - tug fleet (3.0%). For navigation in 2022, 36.1 thousand passengers or 119.1% compared to last year have already been transported within the limits of the Azov-Don basin.

Source: <https://www.blackseanews.net/read/195158>

### Russian seaborne oil exports to Europe down 60% since start of invasion

The average daily volume of Russian crude oil seaborne exports in the period 24-30 September 2022 increased by 5.5% from the previous weekly period to 3.27 million barrels. This is reported by Bloomberg, writes the publication Porta Ukrainy. "Two months before the European Union ban on seaborne crude oil imports came into force, deliveries to the EU and the UK fell by about 60% from what they were before Moscow's troops invaded Ukraine," the agency said. Supplies to customers in northern Europe, which now buy less than 200,000 barrels a day, were particularly significantly reduced, down 1 million barrels from the level seen at the start of the year.

Overall, during the reporting week, Russian ports and marine oil terminals loaded 31 tankers, compared to 29 in the previous week. Distribution of tankers by ports in four export regions: Baltic region: Primorsk - 10 tankers (8 last week); Ust-Luga - 5 (5). Pacific region: Kozmino - 8 (7); Suburban - 1 (1). Black Sea region: Novorossiysk - 5 (6). Arctic region: Murmansk - 2 (2). Overall, the volume of oil transported in the reporting week was 22.9 million barrels, compared to 21.7 million barrels a week earlier. Export duty revenue last week was \$162.4 million compared to \$153.9 million the previous week. Analysing the dynamics of seaborne exports using a four-week average (moving) indicator, average daily supplies to the largest customers in a weekly comparison look as follows, in particular: To China - down 3.5% to 0.83 million barrels per day; To India - unchanged to 0.66 million barrels per day; To Turkey - up 33.3% to 0.4 million barrels per day; To Italy - unchanged to 0.3 million barrels per day; To the Netherlands - down 23.8% to 0.16 million barrels per day. The volume of oil cargo sent by tankers not specifying the final destination is 0.35 million barrels per day. The redirection of flows from Europe to Asia seems to have stabilised. Deliveries to the big three buyers -

China, India and Turkey - which have replaced European buyers peaked in June at 2.2 million barrels per day. In the four weeks to 30 September, this indicator fell by about 350,000 barrels a day. The number of tanks not yet specifying final destinations may narrow this gap, but not eliminate it completely. A US plan to introduce a price cap that would allow buyers to access insurance and other essential services only if the price paid is below a set threshold is causing confusion among buyers. Lack of clarity about the level at which the cap will be set, uncertainty about when it will be implemented and few details about how it will be monitored leave potential buyers of Russian oil on tenterhooks until the situation becomes clearer," the agency notes. While Russia has said it won't sell oil to anyone who sets a price cap and the country's main customers are unlikely to support the plan, the existence of such a mechanism could increase the bargaining power of key customers China, India and Turkey for the future. Contracts. In addition, Moscow has been given another problem by the further reduction of export duties, which are due to be cut in October by 15% - to \$6.06 per barrel. That would be the biggest drop in five months and the lowest level since February 2021. The drop reflects both lower global oil prices and an increase in the Urals discount to Brent. The average daily volume of Russian crude oil seaborne exports from 17-23 September 2022 rose 22% from the previous weekly period to 3.1 million barrels. Russian ports and oil terminals loaded 29 tankers compared to 23 the previous week.

Source: <https://www.blackseanews.net/read/195156>

### [Finland refused to sell icebreakers to Russia](#)

Finland's Foreign Ministry has refused shipbuilding company Helsinki Shipyard Oy permission to export an icebreaker ordered by Russian mining and metallurgical company Norilsk Nickel to the Russian Federation. The relevant decision of the Finnish Foreign Ministry was taken on 30 September, reports TTS. The project to build the vessel was launched in 2021, but was suspended due to sanctions against Russia. The ship was planned to be handed over to the customer in 2025. The home port was to be Murmansk. According to official information, the icebreakers were intended to operate in the area of the Yenisei River and the Yenisei Gulf, as well as in the Kara Sea, providing passage for Norinickel cargo ships. Helsinki Shipyard Oy has now suspended the icebreaker construction project and is now working on obtaining the ship's export licence from the European Commission. This is what the icebreaker, which may now have a new buyer, should have looked like. Photo from the TTS website Earlier it was reported that some icebreakers have started to be used in Russia as spare parts donors for ships that are still in operation. In particular, the icebreaker Yermak will be dismantled for spare parts to repair the icebreaker Krasin.

Source: <https://www.blackseanews.net/read/195154>

### [In Crimea, the Russian court extended the arrest of former Ukrainian Navy officer Oleksiy Kiselyov](#)

Oleksiy Kiselyov, the former commander of the Ukrainian Naval Forces reconnaissance ship "Slavutych" who was kidnapped in occupied Henichesk, has had his detention extended for two months by the Russian-controlled Kyiv District Court in Simferopol. In the meantime, Kiselyov, as before, is facing health problems that arose after his detention by Russian security forces, reports Krym.Realii. Oleksiy Kiselyov's close relatives told Krym.Realii about this. According to them, after the use of violence during his detention, his right hand is still "practically non-functional" and he also has difficulties with his left hand. "There (in Simferopol remand prison - KR) they asked him to write a handwritten note, he said it was difficult for him to hold a pen for a long time," his relatives sent. Communication with Kiselyov is currently being conducted through his lawyer Oleksiy Ladin. According to information available from Kiselyov's relatives, he is currently being "treated normally".

It should be recalled that in early August, Oleksiy Kiselyov's lawyer Oleksiy Ladin reported that Russian security forces had tortured his client with electric current. On 30 June, his son Artem Kiselyov reported on Oleksiy Kiselyov's abduction. According to him, on 29 July, the Russian-controlled court ordered Oleksiy Kiselyov to be remanded in custody for two months in the Simferopol remand centre. Artem Kiselyov also noted that the father's physical condition indicates that he was beaten and possibly tortured. The Representation of the President of Ukraine in the Autonomous Republic of Crimea announced that Oleksiy Kiselyov, the former commander of the Ukrainian Naval Forces ship "Slavutich", abducted by Russian security forces in occupied Genizhevsk, should be released immediately.

Source: <https://www.blackseanews.net/read/195146>

### Putin's yacht Graceful got a new name - Kosatka

The Graceful yacht, which is associated with Russian dictator Vladimir Putin, was spotted off the coast of Estonia in late September. The ship left Kaliningrad accompanied by a Russian Coast Guard vessel and headed for St Petersburg. Forbes writes about it. According to the magazine, the ship now has a new name - "Kosatka", LIGA reports. Business. Before the war, Putin's yacht underwent a five-month refit at the Blohm+Voss shipyard that built it, and on 7 February, 17 days before the Russian invasion, it left the port of Hamburg for Kaliningrad. It was there until recently. It is not known exactly when the yacht left Kaliningrad or changed its name. The ship's transponder has been disabled since at least August 30. In June, Graceful came under US sanctions along with three other Putin-linked yachts - Olympia, Shellest and Nega. He is also credited with owning the yachts Chaika and Scheherazade. The last - the largest - is under arrest in Italy. The rest are currently in Russia: Olympia was last seen in Lake Ladoga near St Petersburg in July 2021, Chaika in Sochi on 29 March 2021, Shellest near Gelendzhik on 13 September and Nega in Lake Ladoga on 14 August. According to VesselsValue, the Kosatka yacht is worth about \$119 million, has an indoor pool that can be converted into a theater and dance floor, helipad and suites for 12 guests. The yacht belongs to the Argument company, which in the past received a loan from the management of the structures involved in the construction of Putin's palace in Gelendzhik. In August 2022, the first arrested superyacht of a Russian oligarch was sold for \$37.5 million. In the summer, Bloomberg wrote that the yachts of Russian oligarchs, against whom Western countries have imposed sanctions because of the war, have no harbours in which to hide from arrest.

Source: <https://www.blackseanews.net/read/195143>

### IMO: Marking 50 years of ocean protection

The IMO is marking five decades since the London Convention was adopted in 1972 to protect the oceans from dumping. The Convention was updated in 1996 with the London Protocol, a comprehensive global agreement in its own right, but the two treaties work together to regulate the dumping of waste at sea. The Convention and the London Protocol (the LC and LP treaties) have evolved over the years, banning the dumping of radioactive waste at sea since the 1980s and, in the 21st century, addressing carbon capture and storage and marine geoengineering. At an event to celebrate five decades since the adoption of the London Convention (3 October), IMO Secretary-General Kitack Lim highlighted "the key roles of the London Convention and Protocol over the past five decades in the governance of our ocean at the interface. between activities on land and at sea".

Following the United Nations Conference on the Human Environment (June 1972, Stockholm), the London Convention was adopted on 13 November 1972 at the Intergovernmental Conference on the Dumping of Wastes at Sea Convention in London, U.K. "The international community has recognised that we have a collective responsibility to protect the environment and, in particular, to address the deliberate and indiscriminate dumping of wastes at sea," said Mr Lim. The IMO was invited to assume its duties as the permanent secretariat of the Convention and has done



so since 1977. Ms Betsy Valente (United States), Chair, LC/LP Governing Bodies, said that the uncontrolled dumping of waste in the oceans, which was evident in previous decades, has ended with the adoption, entry into force and implementation of the London Convention and its Protocol. "Great progress has been made over the last 50 years and I believe this is due to the active participation of Parties, NGOs and non-governmental organisations working together to solve the problems," she said, pointing to the development of guidelines under the treaties and the willingness of Parties to share experience and best practices and the best available science and knowledge.

In a video message, Mr Scott Mann, Parliamentary Under-Secretary of State, Department for Environment, Food and Rural Affairs (Defra), UK, said: "Thanks to the international guidelines developed under the treaties, countries can assess the risk to the marine environment from dumping activities using the best available evidence. And treaty parties have responded promptly to new threats to the ocean. By allowing marine geoengineering and carbon sequestration technologies to operate in ways that do not endanger the health of the oceans, the Convention and the London Protocol are at the forefront of climate change mitigation." He added: "Joining the Convention and Protocol means being part of an international community of experts, all working together to find the best solutions to the threats we face. The London Convention has made significant progress over the past 50 years, but I encourage all of you to look to the future and seize the opportunities that will protect our oceans and the crucial services they provide." The annual meeting of LC and LP parties takes place at IMO headquarters (3-7 October). Parties will consider adopting an amendment to remove sewage sludge from the list of wastes that can be considered for dumping.

Source: <https://www.marineinsight.com/shipping-news/imo-marking-50-years-of-protecting-the-oceans-from-dumping/>