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Japan launched its newest submarine, the Jingei (515)



Japan has launched its newest submarine, the Jingei (515), at Mitsubishi Heavy Industries' Kobe shipyard. The Jingei is the third submarine in the Taigei class, Japan's most modern class of diesel submarines, reports Naval News.

The Jingei submarine has a displacement of 3,000 tons, length of 84 meters, width of 9 meters and is manned by a crew of 70 sailors.

After having a record defence budget in 2022 of 47 billion won, Japan's defence ministry has asked for a 2% increase for 2023, but the ruling Liberal Democratic Party has proposed an increase in the defence budget to 2% of GDP, equivalent to more than 70 billion won, for the coming years.

Japan has long-standing tensions with Russia and disputes its northern territories, occupied by the USSR after World War II, but has serious concerns about China's expansionist policies as it has developed one of the most powerful naval forces after the US.

The United States and Japan are working together on the scenario of a conflict between the Chinese military and Taiwanese forces. The Beijing administration considers Taiwan Chinese territory and has warned that it could use military force to maintain sovereignty. The administration in Taipei maintains that Taiwan is independent and warns that it will defend its democracy and freedoms.

Also, as China steps up work to develop military cyber and space technologies, the Japanese Ministry of Defence has begun research in the areas of artificial intelligence, the development of autonomous drones and submersibles, the production of new supersonic aircraft wings, and other technologies to provide strategic advantages.

The tenth missile-carrying ship Type "Buyan-M". Construction of "Buyan-M" RTOs continues.



A few days ago, tests began on the new "Grad" ship, built according to the 21631 Buyan-M project. This is the tenth representative of this project and the third similar RTO built for the Baltic fleet. In the coming months, the new vessel will pass all necessary checks and confirm the design features, after which it will be accepted by the fleet. It will be followed by two more ships of the same type in the coming years.

Third contract

The programme to build new RTOs pr. 21631 started 12 years ago. In May 2010, the Zelenodolsk shipbuilding plant was named. A.M. Gorky received the first contract for the construction of five such vessels. Later, a second order for four ships came in. The first Buyan-M ship began construction in 2010 and entered service in 2014. Subsequently, by 2021, eight more ships were built. By the mid 1910s, it was reported that the number of Buyanov-M would be limited to nine units. However, subsequent plans were revised. At the Army-2016 forum, the Ministry of Defence and the Zelenodolsk Shipyard signed a third contract to build new RTOs. This time it was for three additional ships. In April 2017, the keel was laid for the first ship of the new series, which received the name "Grad". In September 2021, this ship was launched and transferred for completion. Installation of the remaining structures and instruments took several months. Then the manufacturer started to prepare the ship for testing. In February 2018, the second vessel of the new contract, named Naro-Fominsk, was established. In July the same year, construction of the Stavropol vessel began. Both constructions are still in stock. Their launch is expected in 2022-2023. Accordingly, they will be commissioned in 2023-24. On this one, it seems that the construction of "Buyanov-M" will be completed. According to known data, the first two ships of the new series will be part of the Baltic Fleet. The "Stavropol", in turn, is destined for the Caspian Flotilla. Thus, according to the construction results, these Navy formations will have four Buyana-Ms of different years of construction, and the total number of such ships will reach 12.

"Grad" on trials

On August 10, 2022, the Zelenodolsk Shipyard, having completed the necessary preparations, sent the Grad RTOs to an external delivery base in Kronstadt. The ship was taken to its destination along the inland waterways by tugboat. The remaining preparations were made at the delivery base, and the new ship sailed for the first time at sea for testing. The 7 October launch was reported by RIA Novosti agency with reference to Baltic Fleet representatives. It is reported that at the moment the "Grad" under the control of the crew and manufacturer's specialists is undergoing sea trials in the factory. In the first stage of testing, the power plant, control systems, communications and navigation, etc. will be checked. Then the speed, maneuverability and other characteristics of the ship will be determined, and the tests will be completed by firing from standard guns. In May, Baltic Fleet Command unveiled plans for this year. It was reported that in 2022 the combat power will be completed with two new missile ships - incl. one "Buyan-M". Apparently, that meant "Grad", which is now being tested. There are less than three months left until the end of the year, and it is not yet clear whether it will be possible to complete all tests and commission the new NPR in the specified timeframe.

Limited upgrade Prior to the construction of the third series of three small missile boats, the Buyan-M project underwent some revisions. It envisaged replacing individual units and systems with modern and/or affordable analogues. Due to this, it was planned to ensure the continuation of the construction as well as to gain an increase in some of the features. Externally and in its design, the "Grad" is practically no different from its predecessors. The traditional contoured hull and the integrated supplement, which reduces visibility, are retained. Total displacement is still at the 950 tonne level. The length of the vessel is 74 m with a width of 11 m. In the new Buyany-M series, for the first time, they get an in-house power plant. It includes two 10D49 diesel engines with a capacity of 5200 hp each. from JSC "Kolomensky Zavod" and a pair of DRRA-6000 diesel-diesel tiller units manufactured by Zvezda company. These units will keep driving performance at the same level, but eliminate dependence on imports.

"Grad" and subsequent ships retain standard radio-electronic weapons. Combat information and control system "Sigma", surveillance and navigation radars "Pozitiv-M1", "Liman", etc. All necessary means of communication and navigation are provided. Gun weapons remain the same. A 100 mm A-190 automatic artillery mount has been retained on the deck forward of the superstructure. A pair of 30 mm AK-630M-2 "Duet" is placed aft. There are several machine guns of normal and large calibre. The superstructure houses the 3S14's universal firing system with eight missile cells. The Buyany-M in its current configuration can carry and use Kalibr cruise missiles and Onyx anti-ship missiles. In the future, the integration of other weapons is not excluded.

On previous RTOs, pr. 21631, the main air defence was the 3M-47-01 Gibka-R air defence system with Iгла or Verba missiles. Earlier, it was reported that on three new ships, this complex could be replaced with a modern and more effective Pantsir-M missile and gun. Such an air defence missile system has two 30 mm guns and eight missiles ready for launch. Launch range - up to 20 km when using modern ammunition. A promising missile will be able to fly 35-40 km. Replacing the only air defence system on board will seriously affect the level of protection of the ship. Thus, the range of destruction of air targets by standard anti-aircraft missiles will increase several times. At the same time, the new ZRPK has 30 mm cannons, which will complement the Duet installation and improve defence in the close area. Development modalities Since 2014, the Russian Navy has taken delivery of nine small missile boats, Project 21631 Buyan-M. The tenth pennant is expected to be delivered in the coming months, with two more to follow in the next few years. In total, the fleet will receive 12 such ships. The series will be evenly divided between the Baltic and Black Sea fleets as well as the Caspian Fleet.

On the latter, the construction of the Buyanov-M is likely to be completed. The development of the small missile ship direction will now continue thanks to the new 22800 Karakurt project. This project has noticeable differences and, at least, is not inferior to its predecessor in all key features and combat capabilities. At the moment, 18 Karakurts are planned to be built and several have already been handed over to the customer. The rest are expected mid-decade. However, despite the construction of a new type of RTO, Buyans-M will continue to serve, and their number will increase in the near future. 12 streamers of this type will be able to remain in service for a long time and will make a significant contribution to the overall fire capabilities of the three Navy formations. Consequently, the current work in Zelenodolsk and the trials in the Baltic Sea affect the future of the fleet most seriously.

Source: <https://topwar.ru/203192-desjatyj-na-ispytaniyah-prodolzhaetsja-stroitelstvo-mrk-bujan-m.html>

[Kongsberg will deliver Hugin AUV and HiPAP systems for Polish MCM Contract ships for 10 million euros.](#)

Kongsberg Maritime has been awarded a contract to supply three Hugin autonomous underwater vehicles (AUVs) for the Polish Navy's Kormoran II class mine countermeasures (MCM) ship programme. The contract has a combined value of approximately €10 million. It was awarded by the Polish company Remontowa Shipbuilding (RSB). In addition to the three AUVs, Kongsberg will also deliver High Precision Acoustic Positioning Systems (HiPAP) for the three Kormoran II class warships. According to Kongsberg, the three AUVs and systems will be delivered to RSB by 2026 to match the delivery schedule of the new Kormoran II ship. The warships are expected to be commissioned between 2026 and 2027. Dariusz Jaguszewski, RSB's Chief Commercial Officer (CCO), said, "These MCMs represent an important contract for RSB, as well as an important statement and reinforcement of Poland's national security in a rapidly changing world." Kongsberg Maritime has already successfully delivered and

commissioned HUGIN and HiPAP systems to us for the first three vessels in the Kormoran II programme." The latest contract builds on a previously awarded contract under which Kongsberg supplied and integrated the same set of systems on the first three Kormoran II class vessels developed by RSB. Kongsberg's HUGIN AUVs are fully autonomous free-swimming systems that provide remote underwater search and survey capability to collect high-quality data. The HiPAP positioning and communication system is also designed to support real-time communication, mission replanning on the fly and provide high-precision position updates for the vehicle. SVP Maritime Kongsberg Stene Førsund said, "We see customers putting AUVs into service in many applications and we believe AUVs will be used in even more applications in the future." Recently, PGZ Stocznia Wojenna secured a contract to supply naval weapon systems for the three Kormoran II class vessels.

Source: <https://www.naval-technology.com/news/kongsberg-auv-hipap-polish-ships/>

[US and Spanish ships are participating in the Italian Navy's Mare Aperto 22-2 MA 22-2 exercise which includes several training events focusing on maritime warfare and amphibious operations.](#)

US and Spanish naval ships, deployed under Standing Nato Maritime Group 2 (SNMG2), participate in the Italian Navy exercise Mare Aperto (MA) 22-2. SNMG2 ships departed Naval Station Taranto, Italy, on 3 October to participate in MA 22-2 in the Mediterranean Sea region. Scheduled to take place from 3 to 27 October, the MA 22-2 exercise aims to increase situational awareness and strengthen the capabilities of participating forces. It is being conducted in cooperation with European Union (EU) partners and other allied nations. SNMG2 includes the Arleigh Burke-class destroyer of the USS Forrest Sherman (DDG 98) and the Alvaro de Bazan-class guided missile frigate of the Spanish Navy's ESPS Cristobal Colon (F 105). The ships will be joined by other air and naval assets from different countries, together with the Italian Navy's aircraft carrier ITS Cavour (C 550). SNMG2 Commander and US Navy Rear Admiral Scott Sciretta said, "The ability to train and fight as interoperable and interchangeable units is one of the key elements of the task force's success. "By doing so, we are better positioned to deter and defend the alliance against all maritime threats, support freedom of navigation, secure maritime trade routes and protect maritime lines of communication." Exercise MA 22-2 is designed to train and test commands, crews and personnel by conducting multiple exercises in a realistic, at-sea, multi-dimensional environment. The latest iteration of Mare Aperto includes a series of training events focused on maritime warfare and amphibious operations. The exercise will give commanders at sea maximum freedom of decision-making authority. It will also be supported by political and legal advisers, along with other public information experts.

Source: <https://www.naval-technology.com/news/us-italian-navys-mare-aperto/>

[UK Wildcat helicopters successfully complete missile tests](#)



Successful Helicopter Operating Limitations (SHOL) tests have demonstrated that the Wildcat HMA Mk 2 can operate fully loaded with the latest missile systems in a range of challenging conditions at sea.

DE&S's Wildcat delivery team successfully contracted and oversaw the trial, working closely with industry partners QinetiQ and the Air Test and Evaluation Centre, the Wildcat Maritime Force and insurance and safety organisations for aircraft equipped with both variants of the Future Anti-Surface Guided. Weapon (FASGW) - Martlet and Sea Venom. Operating from RFA Argus in the Atlantic and Mediterranean for a month, a specially equipped Wildcat HMA was flown for 19 days for a total of 87 hours and made 894 take-offs and landings on deck, day and night. A total of seven weapon configurations were successfully tested, including rockets under both "weapon wings" and one by one, to see how the Wildcat would perform for the Navy crew. Loading one side of the helicopter (asymmetrical) leaves the other flank free to allow the operation of machine guns or heavy caliber winches for transferring personnel or rescue personnel, thus allowing operational flexibility. Different avenues of approach and departure from the ship were explored and tested in challenging wind, weather and deck movement conditions - the kind of conditions that could affect how a Wildcat behaves while deployed as part of a Carrier Strike Group (CSG).

Source: <https://www.navalnews.com/naval-news/2022/10/uk-wildcat-helicopters-successfully-complete-missile-trials/>

Fincantieri partners with Greek industry

Fincantieri signed today at the Italian Embassy in Athens a series of Memoranda of Understanding (MoU) with a selection of potential new suppliers in the context of the high profile process followed by the Greek Minister of National Defence for the construction of four corvettes. and the provision of Integrated Logistics Support (ILS) and In-Service Support (ISS).

The group is working on a supply network in the context of the high profile process followed by the Minister of National Defence for the construction of four corvettes. Fincantieri counts several foreign navies among its customers and partners with some of Europe's leading defence companies in supranational programmes. The purpose of these memoranda of understanding is to establish the basis for defining possible business relationships for certain goods. Indeed, the Group, which can rely on a wide selection of reliable suppliers and subcontractors, is continuously pursuing the enlargement and consolidation of its supplier panel and will establish a dedicated supply chain for naval

activities in the development of these segments established by Greece. Fincantieri has carried out scouting activities in Greece to identify suppliers to start potential collaborations with reference to the existing Greek programme or any new naval vessel programme, with the main aim of strengthening the Group's cooperation with Greek companies.

Source: <https://www.navalnews.com/naval-news/2022/10/fincantieri-partners-with-the-greek-industry/>

Israel and Lebanon reach agreement to share offshore gas-rich waters

After years of debate, Israel and Lebanon have reached an agreement on the location of their maritime borders. The two nations, which have no diplomatic relations, negotiated the terms of the deal with US envoy Amos Hochstein, who went back and forth to talk to each side. Under the final terms, Israel will retain control of the Karish gas field, which is in operation and about to come online. The demarcation line will hand control of the adjacent Qana gas field to Lebanon, although Israel will retain a stake in its development and receive dividend payments from Qana's lease operator, TotalEnergies. "The final version of the offer satisfies Lebanon, meets its requirements and preserves its rights to its natural wealth," Lebanese President Michel Aoun said in a statement. The governments of both nations will have to ratify the deal before it is finalised, and the process faces some uncertainty. Critics of the deal note that Hezbollah, a US-designated terrorist group, is closely linked to the Lebanese state and could benefit from natural gas revenues. In a sign of potential downturns, former Israeli Prime Minister Benjamin Netanyahu accused Prime Minister Yair Lapid of "surrendering to Hezbollah blackmail" by agreeing to the deal. If approved by both sides, the compromise paves the way for development for both Karish and Qana, increasing supplies to the region and opening up the potential for new exports to energy-hungry European markets. It could also be a lifeline for financially troubled Lebanon, which could earn billions of dollars in energy revenues. "Energy - especially in the eastern Mediterranean - should serve as a tool for cooperation, stability, security and prosperity, not conflict," said US president Joe Biden. "The agreement announced today by both governments will provide for the development of energy fields to the benefit of both countries, setting the stage for a more stable and prosperous region."

Source: <https://www.maritime-executive.com/article/israel-and-lebanon-reach-a-deal-to-divide-gas-rich-offshore-waters>

Global piracy drops to lowest level in decades

The number of incidents of piracy and armed robbery at sea has fallen to its lowest level since 1992, but regional and international actors must support efforts to combat the problem, particularly in the Gulf of Guinea, the International Maritime Bureau (IMB) ICC said in its latest quarterly document-report released on Wednesday. The IMB report details 90 incidents of piracy and armed robbery against ships in the first nine months of 2022, the lowest figure recorded in three decades. Pirates gained access to ships in 95% of reported incidents. Breaking down the figures, among the 90 incidents were 85 ships boarded by pirates, four attempted attacks and one hijacked ship. In many of the cases, ships were either at anchor or underway when they boarded, with almost all incidents occurring at night.

The risk to crew remains real.

While incidents have dropped to the lowest number in decades, violence against crew continues, with 27 crew members taken hostage, six assaulted and five threatened. Piracy in the Gulf of Guinea

Of the 90 global incidents of piracy and armed robbery, 13 were reported in the Gulf of Guinea region - compared to 27 in the same period of 2021. This is a positive improvement and a significant decrease in the number of incidents reported in the western region. Africa, which has become the world's largest piracy hotspot in recent years. But there is no room for complacency, warns the IMB. "We commend the efforts of coastal authorities in the Gulf of Guinea. While the decline is welcome, sustained and continued efforts by coastal authorities and the presence of international navies remain essential to protect seafarers and regional and international shipping and trade in the long term," says IMB director Michael Howlett. "There is no room for complacency."

Singapore Strait

Incidents in the Singapore Strait continue to rise with 31 reports in the first nine months of 2022, compared to 21 in the same period last year. Vessels underway, including several large vessels and tankers, were boarded in all 31 reports. In most cases, stores or marine property were stolen. Also, crews continue to be at risk from weapons reported in at least 16 of the incidents, including some involving bulk carriers and very large tanks, the IMB said. The IMB Piracy Reporting Centre also believes there is a degree of under-reporting as well as late reporting of incidents in these waters. "While these are so far considered low-level opportunistic crimes, with no crew kidnappings or hijackings, coastal states are being asked to increase patrols in what is a strategically important waterway for the shipping industry and global trade," says Howlett.

South America

The IMB reports that the number of reports from the Callao anchorage in Peru dropped from 15 in the first nine months of 2021 to eight in 2022. In addition, five incidents were reported at Macapa Anchorage, Brazil, including one on August 30, where six security personnel and duty crew were attacked and tied up by perpetrators who boarded a moored bulk carrier.

Source: <https://gcaptain.com/global-piracy-falls-to-lowest-level-in-decades/>

Russian ships will not be allowed to enter EU ports from 8 April 2023

New EU sanctions ban Russian Shipping Register-certified vessels from entering ports and gateways of EU member states after 8 April 2023. This is reported by Ukrinform with reference to the press service of the Estonian Department of Transport. This decision is justified by the fact that on 7 October the Council of the European Union adopted a resolution in connection with Russia's military activities in Ukraine, according to which additional restrictive measures are introduced for ships on the Russian maritime register. All certificates issued by the Russian Maritime Register on behalf of an EU Member State before 7 October 2022 are to be cancelled and their validity suspended until 8 April 2023 by the relevant EU state. Member States that have authorised the Russian Maritime Register to carry out inspections and reviews related to certificates issued under the Act in whole or in part, and to issue or renew the relevant certificates if necessary, must withdraw these mandates by 5 January 2023. Before revoking the specified powers, EU Member States must not allow the Russian Maritime Register to perform or delegate to it tasks that can be performed by organisations recognised by the European Union in accordance with maritime safety regulations, including the performance of reviews and inspections related to the legislation issued. certificates and also issues, approves or renews the relevant certificates. The Police and Border Guard Department will verify whether the ship is certified by the Russian Maritime Register or not and will not allow the ship to enter the inland sea (for bunkering purposes) and ports if the ship is found to be certified by Russia. Maritime Register. As reported by Ukrinform, on 6 October, the European Union adopted its eighth package of

sanctions against Russia over the attempted illegal annexation of the Donetsk, Luhansk, Zaporizhia and Herson regions of Ukraine.

Source: <https://www.blackseanews.net/read/195442>

UN working to extend 'grain corridor' for a year

UN Secretary-General Antonio Guterres and his team are working to extend the "grain initiative" for another year, which expires at the end of November. As Ukrinform reports, this was reported by the press service of Ukraine's Ministry of Agrarian Policy and Food, referring to a statement by UN spokesperson Stefan Dujarric. "The Secretary-General and his team are in intensive negotiations on these issues. Mr Guterres and team are working hard on the broader Black Sea Grains Initiative," Dujarric said. At the same time, the head of the UN General Assembly, Chaba Kyoroshi, praised the work of the "Grains Agreement" at the 10 October meeting. "We will work together for the full implementation of vital food supplies from Ukrainian ports," Kyoroshi's press service quoted him as saying in a statement. The Ministry of Agrarian Policy notes that the issue of the continuation of the "grain corridor" is also raised by Ukrainian business. Thus, the European Business Association called on the UN and Turkey to extend the term of the "grain agreement" and include the Mykolaiv port hub in the list of ports. According to the ministry, more than 309 ships with over 6.9 million tons of agricultural products have left Odessa ports. The share of Asia, Africa, the Middle East and other non-EU countries is 52% of the volume of all goods sent by Ukraine during the operation of the "corridor". The share of wheat in total exports to these regions reaches 66%. As reported by Ukrinform, on 22 July in Istanbul, at the proposal of the United Nations, Ukraine, Turkey and UN Secretary General Antonio Guterres signed the Initiative on Safe Transport of Grain and Food Products from Odessa, Chornomorsk and Pivdenny Ports. The first Ukrainian food ship left the port of Odessa on 1 August. According to Ukraine's Ministry of Infrastructure, as part of the "grain initiative" Ukraine has already exported 7 million tonnes of agricultural products.

Source: <https://www.blackseanews.net/read/195413>

Russian occupiers raided the Grain-Transshipment fleet's base in Herson, with the ships being used for crossings

Russian occupiers have looted the fleet of the company "Grain-Transshipment", which was located on the territory of the subdivision "Pearl Kherson" (Zaton No. 5, Kherson) and are using it to transport personnel and weapons. According to Ukrainian Ports, the commercial director of "Grain Transshipment" Evgeny Ignatenko informed about this. The company acquired Zaton No. 5 in Kherson in December 2021. This business of the company was named "Pearl Kherson". According to the short-term development strategy, we had to create a fleet base there, so shortly before the start of the war, we transferred half of our entire fleet there - 15 ships, where they were engaged in repairs, modernization of ships. and preparing for the opening of navigation in 2022. According to our long-term strategy, we planned to create a river transit hub there, connect it with the "Pearl of the Dnieper" and develop it on an unprecedented scale. On 24 February, war destroyed all plans. The fleet stayed there with staff, and all the while the men continued to be paid. In addition, we regularly paid all utilities to Ukrainian-controlled utilities. Today, almost the entire fleet is no longer there and we have no contact with the employees of the unit. The occupiers have long destroyed what we created," Ignatenko wrote on Facebook. According to the commercial director, the occupiers started taking the fleet at the beginning of August: on August 2 they

stole one barge, on August 3 - another, and on August 4 - three. These five ships were immediately used to create a passage across the Nipro River. On September 14, six more fleet units were taken over, and on September 20, another ship. Now there are three ships left there, and their fate is known, because we know how the occupiers operate, so it is only a matter of time. With these 15 ships, we have managed to transport a significant amount of the total cargo exported to Ukraine to the ports of Mykolaiv and Odessa Mare via the Dnieper River. Thanks to this fleet, we were one of the leaders in river transport (...) The enemies took our firstborn, the barge "Grain-1", and together with others used it to transport personnel and BC. Some tanks were carrying cargo, so this proves once again that the occupiers are brigands and criminals who grab everything in their path," writes Ignatenko. The manager added that all the crimes were committed under the leadership of Andrii Kharitonov, the "director" of the Herson seaport appointed by the Russian invaders. Well, a very interesting personality! Previously, he held a senior position at the Herson Shipbuilding Plant, which is part of the association of pro-Russian oligarch Vadym Novinsky, and in 2015 he ran for Herson City Council from the "Nash Kray" party. Fortunately, he was not elected, but this did not prevent him from committing war crimes with the occupation authorities. That is why the SBU recently referred him on suspicion of treason, and according to the relevant article of the Penal Code, he will receive either 15 years or life imprisonment. The money still smells and I think Kharitonov is already beginning to understand it. Whoever chose to betray his country will regret it and, most importantly, will be held responsible for all his crimes. We, in turn, have an incentive to work even harder to restore all that was lost and to do even better after Ukraine's victory," Ignatenko wrote. Last Friday, 7 October, the SBU referred Andrii Kharitonov, the "director" of the Herson seaport appointed by the Russian invaders, on suspicion of treason under martial law. In 2021, Grain-Transshipment transported 382,000 tons of cargo on inland waterways, including 370,000 tons of grain cargo, 7,000 tons of bulk cargo and 5,000 tons of general cargo.

Source: <https://www.blackseanews.net/read/195432>