

Cuprins

Black Sea - Azov-Black Sea maritime operational area 1
In Norway, the likelihood of Russian sabotage of the country's oil and gas facilities is considered high 3
There are 17 enemy ships on combat duty in the Black Sea, Azov and Mediterranean 4
9 ships worth more than half a billion hryvnias were seized from Russian enterprises in Ukraine 5
EURONAVAL 2022 – Paris..... 5
Naval Group continues work on lithium-ion batteries for submarines 6
Naval Group unveils 'eco-responsible' vessel concept - Blue Shark 7
Port of Rotterdam says war and economy reshaped business in 2022 7

Black Sea - Azov-Black Sea maritime operational area

Russian Black Sea Fleet forces continue to project force onto the coastal and mainland part of Ukraine and control the northwestern Black Sea. The ultimate goal is to deprive Ukraine of access to the Black Sea and maintain control over captured territory. Offshore, the Russian naval group consists of 12 ships and boats located along the southwest coast of Crimea. Due to mass launches of Kalibr missiles, the number of carriers is constantly changing, at least 16 Kalibr missiles are constantly at sea ready for use. In the waters of the Sea of Azov, enemy ships and patrol boats are approaching the ports of Mariupol and Berdiansk to blockade the Azov coast. Russian aircraft continue to fly from Crimean airfields Belbek and Gvardiyske over the northwest Black Sea. In the last day, 14 aircraft from Belbek and Saki airfields have been deployed. The enemy continues its missile attacks on Ukraine and its coastal areas. On the morning of 22 October, the enemy fired more than 30 cruise missiles into Ukraine: 17 X-101/X-555 missiles from Tu-95/Tu-160 aircraft and 15 Kalibr missiles from ships in the Black Sea. Aircraft, anti-aircraft missile units and mobile fire groups of the Ukrainian Air Force destroyed 18 enemy cruise missiles (13 Kh-101/Kh-555 and five caliber missiles). Two enemy missile strikes damaged infrastructure in the Odessa region and four of the six cruise missiles over Odessa were destroyed. The enemy continues to use kamikaze drones. 10 Shahed-136 kamikaze drones were shot down on the morning of 22 October over Mykolaiv. Due to the repair of the Crimean bridge, cargo was expected to accumulate crossing/moving through the Kerch Strait. The Russians are studying alternative logistical ways of supplying its troop group from the Herson region via the occupied Azov region to the main hub in Melitopol. Meanwhile, as of 20 October, the Russians [occupation forces] have been carrying out evacuation measures of collaborators and the most capable military units from the right bank of the Dnieper, mainly on pontoons and barges.

The "Grain Initiative"

Ukraine remains committed to the implementation of the Black Sea Grain Initiative and supports its continuation after its expiry on 22 November. This was stated by Ukraine's permanent representative to the UN, Serhii Kyslytsia, at the UN Security Council meeting on Friday. He recalled that since the entry into force of the agreement, 362 ships with 8 million tons of food have left Ukrainian ports for countries in Asia, Europe and Africa. Ukraine continues to cooperate with the UN World Food Programme to increase the amount of food

that is sent to the most vulnerable countries. "Ukrainian grain exports have already had an impact on stabilizing the world market, lowering prices and reducing the chaos caused by food shortages around the world. That is why we support its extension beyond 22 November, when the 120-day deadline expires," he stressed.

Russian operational losses from 24.02 to 22.10

Personnel - almost 67,070 (+320);

Tanks - 2,579 (+6);

Armoured combat vehicles - 5,266 (+8);

Artillery systems - 1,653 (+5);

Multiple Missile Launchers (MLRS) - 373 (+1);

Anti-aircraft combat systems - 189 (0);

Vehicles and fuel tanks - 4,021 (+15);

Aircraft - 270 (+1);

Helicopters - 243 (0);

Operational and tactical level UAV - 1,341 (+16);

Cruise missiles intercepted - 329 (0);

Boats and ships - 16 (0).

Ukraine, general news

In Ukraine, the activities of 12 pro-Russian parties have finally been banned. The Administrative Court of Cassation rejected the appeal of the "Socialist Party of Ukraine" and thus finally banned its activities. Denys Shmygal, Ukraine's Prime Minister, asked Germany to urgently provide additional ammunition for IRIS-T air defence systems. The IRIS-T SLM is now in use and has already saved a large number of lives, but due to constant Russian attacks, the ammunition is rapidly running out. Russia wants Ukraine to have a "cold winter in which many people can freeze to death," the Ukrainian premier said in an interview with Frankfurter Allgemeine. And if there is no electricity, heating or water in Ukraine, it could "lead to a planned humanitarian catastrophe the likes of which Europe has not seen since World War II." The €1.5 billion a month in macro-financial assistance Ukraine will receive from the European Union next year will be directed towards social payments and support for the energy sector, Deputy Prime Minister for European and Euro-Atlantic Integration Olga Stefanishyna announced, Ukrinform reports. Stefanishyna noted that by the end of the year, together with the EU, they plan to supply all energy facilities with the necessary materials for rapid recovery. According to her, the monthly tranche of €1.5 billion is the result of more than six months of negotiations, and this is already the sixth macro-financial assistance programme to Ukraine from the EU.

International

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the founders of the UN. At the same time, none of the UN members voted for the Russian Federation's membership in general and its permanent seat on the UN Security Council, especially after the collapse of the Soviet Union. Moreover, the UN Charter does not provide for any "succession" to permanent membership at all. It is worth noting that the Soviet Union was expelled from the League of Nations, a predecessor of the UN, following the pact with Germany and the aggression against Finland. The Ribbentrop Molotov Pact was about dividing Europe between Nazi and Communist allies, triggering the bloodiest conflict in Europe. In 2014, Russia illegally annexed Crimea, which was the first illegal and forcible annexation of the territory since the end of World War II. In 2022, Russia launched the biggest military conflict on the European continent since World War II.

The Iranian Foreign Ministry has strongly condemned a call by France, Germany and the UK for a UN investigation into the Iranian origin of the drones Russia has used to strike Ukrainian civilians and critical infrastructure. President Ebrahim Raisi denied this [playing dumb], saying all concerns were based on Iran's enemies who "don't want us to grow... to conquer markets". hinted that many countries are interested in buying Iranian weapons because they are better. "Let the enemy rage and die in anger," he concluded. There is a role for the mullah regime in this and in what UN Resident Coordinator in Ukraine Denise Brown described as "The sheer depth of the humanitarian catastrophe [in Ukraine] is staggering." Denise Brown warned that more than 40 percent of Ukraine's population (about 18 million) is now in need of emergency aid because of Russia's war of aggression. She added that, according to UNICEF, "about 5.7 million schoolchildren have been affected" by Russia's full invasion, including about 3.6 million schoolchildren who have had their education facilities closed. There have been over 630 verified attacks on health care. Fourteen million fled their homes, including 6.2 million internally displaced people and nearly 7.7 million refugees.

Source: CDS Daily Brief

Herson communications disruption

According to the National Resistance Centre, Russian troops in occupied Herson are "dismantling telecommunications equipment" in an attempt to prevent the resistance in the town from communicating with Ukrainian armed forces. Russian forces intend to leave the town without mobile, TV or broadcasting connections in order to create an information blockade in Herson during the Ukrainian counter-offensive.

Source : <https://sprotyv.mod.gov.ua/2022/10/23/blokuyut-zvyazok-v-khersoni/>

[In Norway, the likelihood of Russian sabotage of the country's oil and gas facilities is considered high](#)

Norwegian authorities and experts believe the likelihood of Russian sabotage at the country's oil and gas facilities is high. As reported by Ukrinform, this has been reported by AR. Following the sabotage of Russia's Nord Stream gas pipelines and unusually high drone activity near Norway's oil and gas infrastructure, the Norwegian government has sent warships, coast guard vessels and fighter jets to patrol around offshore installations and stationed National Guard soldiers around onshore refineries. . Norway's prime minister, Jonas Gar Store, has invited naval forces from NATO allies Britain, France and Germany to join in securing the security needs of the country's oil and gas infrastructure amid fears that Norway, as the largest supplier of gas to Europe, may be committing sabotage. The closure of airports and evacuation of an oil refinery and gas terminal last week due to the presence of drones caused massive disruptions to their operations. But as winter approaches in Europe, there are concerns that drones could herald a greater threat to the 9,000 kilometres of gas pipelines that

run from offshore platforms in Norway to terminals in the UK and continental Europe. "The value of Norwegian gas to Europe has never been greater. As a strategic target for sabotage, Norwegian gas pipelines are probably the most valuable target in Europe," says Stole Ulriksen, a researcher at the Royal Norwegian Naval Academy. Amund Revheim, who heads the North Sea and Environment Team at the South West Norway Police, said his team interviewed more than 70 offshore oil and gas platform workers who had observed drones near their facilities. "The working theory is that they are controlled from nearby ships or submarines," Revheim said. He also said Norwegian police are working closely with military investigators looking into maritime traffic, and some rig operators have reported seeing Russian-flagged research vessels nearby. However, according to Stole Ulriksen, the difference between Russian civilian and military vessels is "narrow" and the reported research vessels can be correctly described as "spy ships". The arrest of at least seven Russian citizens caught illegally carrying or flying drones over Norwegian territory has raised tensions. On Wednesday, the same day a drone recorded planes landing in Bergen, the Norwegian Police Security Service took over the case from local officials. "We took over the investigation because it is our duty to investigate espionage and impose sanctions against Russia," said Martin Bernsen, an official with the service, known by its Norwegian acronym PST. He said "sabotage or possible mapping" of energy infrastructure is a constant concern in Norway. Despite Russia's embassy in Oslo calling Norway's increased security measures, particularly with regard to Russian Federation citizens, "psychosis leading to paranoia," Ulriksen believes Russian Federation is already waging a "hybrid war" with his country, aiming to intimidate and possibly gather intelligence. "Several drones were flying with their lights on. I think this is an attempt to intimidate Norway and the West," he said. According to the expert, such intimidation is part of a hybrid strategy, the other side of which is to gather information about vital infrastructure that could later become a target for sabotage during a potential attack on the West. "I don't think we're heading towards a conventional war with Russia. But hybrid war... I think we are already in it," Stole Ulriksen said. As Ukrinform reported on 7 October, Norway sent a special ship to inspect an underwater gas pipeline in Germany over fears of possible sabotage after two Nord Stream pipelines between Russia and Germany were damaged by explosions last month.

Source: <https://www.blackseanews.net/read/195876>

[There are 17 enemy ships on combat duty in the Black Sea, Azov and Mediterranean](#)

As of 23 October, Russia has 17 ships and boats on combat duty in the Black Sea, Azov and Mediterranean, including Kalibr cruise missile carriers. As reported by Ukrinform, the press service of the Armed Forces Naval Forces Command reported this on Facebook. "As of October 23, 2022, in the Black Sea, there are 2 carriers of KRMB Kalibr, whose total salvo is 24 missiles, and they act in the interest of launching missiles at Ukraine; in the Sea of Azov, the enemy continues to control maritime communications, holding up to 2 enemy ships and boats on combat duty; in the Mediterranean Sea, the enemy holds a group of 13 ships, including 5 Kalibr KRMB aircraft carriers with a total salvo of 76 missiles," the report said. During the day, in Russia's interest, the passage through the Kerch-Yenikal Strait was carried out: to the Black Sea - 33 ships, of which 5 ships continued their movement in the direction of the Bosphorus Strait; to the Sea of Azov - 49 ships, of which 10 ships moved from the Bosphorus Strait. As reported by Ukrinform, as of 21 October, the Russian Federation has kept 20 ships and boats on combat duty in the Black Sea, Azov and Mediterranean, including 6 Kalibr cruise missile carriers.

Source: <https://www.blackseanews.net/read/195881>

9 ships worth more than half a billion hryvnias were seized from Russian enterprises in Ukraine

9 vessels belonging to the aggressor country's enterprises have been transferred to the management of Ukrainian enterprises from the National Agency of Ukraine for Identification, Search and Management of Assets Obtained from Corruption and Other Crimes (ARMA). UNN reports this with reference to the Prosecutor General's Office. Quote "Prosecutors of the General Prosecutor's Office ensured the transfer from ARMA to the management of a Ukrainian enterprise of nine vessels belonging to Russian Federation enterprises. This will ensure the receipt of income from their management to the state budget of Ukraine. The total cost of the ships is over UAH 532 million," the message said. The vessels arrived in Ukraine in late 2021 - early 2022. In carrying out economic cargo activity, Russian shipping companies paid taxes and supplemented the budget of the aggressor country, thus providing financial assistance to the armed forces of the Russian Federation. The vessels were detained in the framework of the investigation of the criminal proceedings on the facts of financing actions committed with the aim of violent change or overthrow of the constitutional order or seizure of state power, change of the borders of the territory or the state border of Ukraine. (Part 2 of Article 110-2, Part 4 of Article 110-2, Part 4 of Article 111-1, Part 5 of Article 191, Part 3 of Article 436-2 of the Criminal Code of Ukraine). The investigation is ongoing.

Source: <https://www.blackseanews.net/read/195868>

EURONAVAL 2022 – Paris



"EURONAVAL" - the naval defence equipment exhibition is a biennial event and has been held at the Paris Le Bourget Exhibition Centre in Paris since 1968. It is considered one of the most important globally for the naval defence sector. For 2022, it will run from 18-21 October 2022. 450 exhibitors and 25,000 industry professionals are expected to gather at the show, which will showcase: naval defence equipment and architecture, aircraft, munitions, communications services, training and maritime security, as well as the latest developments in cyber security. There will be special workshops and targeted business meetings showcasing the latest developments and innovations the market has to offer. Enterprise Greece, in cooperation with the Hellenic Manufacturers of Defence Material Association (SEKPY), is supporting the inaugural national participation in EURONAVAL, with defence equipment companies aiming to participate in high value-added projects for the national economy.

You can follow the daily news here: <https://www.euronaval.fr/43/videos>

A shadow fleet of Russian tankers is forming around the world

A large fleet of tankers with unknown owners is forming around the world for the covert export of Russian oil. As Ukrinform reports, Bloomberg writes about it.

"A huge fleet of shadowy tankers is being formed to serve Moscow's interests," the article says. It notes that because of unprecedented international sanctions, "a significant

portion of Russian oil exports will be carried out through a complex and often secretive network of ships, owners, ports and secure routes, dominated by individuals who still want to do business with Russia." "If you look at how many ships have been sold in the last six months to unknown buyers, it's clear that a fleet is forming to transport this," said Christian Ingerslev, chief executive of Maersk Tankers, which operates a fleet of 170 ships. It also points out that a significant proportion of these tankers have been purchased by unknown individuals in Dubai, Hong Kong, Singapore and Cyprus. "In addition, it is almost certainly known about the increase in ship-to-ship transfers when goods are transferred from one tanker to another at sea. This is a consequence of both the risks of sanctions due to handling exports directly from Russian ports and the need to sell more smaller goods on a single large tanker for a long-distance voyage," Bloomberg says. China and India are expected to become the main buyers of Russian oil after the new European sanctions come into force on 5 December. While ship-to-ship transfers are risky and costly, they will be essential to support Russian exports, allowing the parties involved to remain anonymous. As reported by Ukrinform, the EU is preparing to ban maritime deliveries of hydrocarbons from the Russian Federation and is discussing the possibility of price caps on Russian oil and gas.

Source: <https://www.blackseanews.net/read/195867>

Naval Group continues work on lithium-ion batteries for submarines

At Euronaval 2022, in one of the fully immersive darkrooms on the Naval Group stand, the company is showcasing its new lithium-ion battery for submarines.

Lithium-ion batteries (LIBs) make big promises in several respects. They provide more power than LABs, thus giving submarines more range when submerged, while reducing the rate of indiscretion. They are also much more efficient in terms of charging. Where to reach the 100% charge for LAB, charging must take place on land (the final charging phase releases hydrogen), LIBs do not pose the same risk. In fact, LIB batteries reach 98% charge in the second phase, making it possible to charge them at sea. Finally, because the amount of power they produce is the same regardless of the state of charge of the battery, they offer more tactical mobility. Recognising the significant potential of LIBs, Naval Group launched preliminary studies on the subject in 2006. Subsequently, the company completed the system design phase, which included the selection of the battery supplier. When designing the LIB for integration on a submarine, Naval Group had to consider a number of factors. Firstly, from a safety perspective, it had to ensure the intrinsic chemical stability of the battery and perform safety analysis on physical, electrical and thermal safety barriers. Secondly, from a design point of view, Naval Group had to consider how the industrial cells would be used and how the battery architecture would be organised. In fact, while the hydrogen risk is eliminated with LIB, the fire risk remains. As such, Naval Group applied a layered approach to the Russian dolls: a string design, which includes mechanical barriers, wraps the packages containing the modules that hold the cells. In 2020, Naval Group qualified LIB in an onshore facility, but no tests have yet taken place on a submarine. In the meantime, the company is already thinking about how to deploy the technology on submarines. This includes considering the submarine power grid architecture and charging systems, which will need to be different from those designed for LABs. Ventilation and cooling will also need to be considered. Finally, Naval Group points out that future submarine designs will need to include room for evolution. "LIBs are constantly evolving, so it is important that such potential is considered from the outset."

Source: <https://www.navalnews.com/event-news/euronaval-2022/2022/10/naval-group-continues-work-on-lithium-ion-batteries-for-submarines/>

Naval Group unveils 'eco-responsible' vessel concept - Blue Shark

On 19 October 2022, Naval Group unveiled a state-of-the-art event based on a set of technological bricks with high eco-responsible potential to enter the naval battle of the future with innovative technological responses while reducing environmental impact.

With Blue Shark, Naval Group offers an evolving vision of a fast, discreet, efficient and resilient combat ship that can be integrated into a collaborative naval force while ensuring low environmental impact. Blue Shark: eco-designed for naval operations. Naval Group has developed Blue Shark, the newest surface ship concept based on more eco-efficient architecture and technology integration. Its name refers to its potential: Blue for integrated high environmental technologies, and Shark for being primarily a combat ship, a first-class vessel that fulfils the mission profiles of a frigate. It is ready for high-intensity collaborative combat, discreet, efficient and resilient. Blue Shark is part of a naval force, equipped with offensive and defensive weapons and the ability to deploy all types of drones. Blue Shark can evolve over all seas for months with simple maintenance and can operate in severe sea states due to its stabilised multi-sea profile. Blue Shark's hydrodynamic performance relies heavily on its design, which is composed of a main hull and two floats to ensure reduced vessel drag by half, maximised stability and a low noise signature. The use of composite materials on the superstructure allows for significant functionalisation of the walls, improving media integration: low latency, high availability and wide bandwidth. Blue Shark deploys advanced operational capabilities such as high combat performance, assured sea readiness, high radar states and projection capability through a fleet of unmanned vehicles on board. The ship anticipates and responds to international environmental regulations. Blue Shark enhances a broad perspective on Naval Group's technical and technological expertise and its ability to lead and federate a network of trusted suppliers and partners to eco-enable tomorrow's innovations. From propulsion to energy management, including materials and onboard waste treatment systems, Blue Shark incorporates some 20 promising environmental technologies, effectively addressing challenges without compromising combat superiority. Naval Group experts considered the ship's environmental impact from design through its entire life cycle. Reduces CO2 emissions by at least twice compared to current frigates. Blue Shark shows that the highest combat performance can be reconciled with environmental conservation. Naval Group's ambition is to integrate environmental issues as stepping stones to high-potential innovations for its customers. Main features: - 160 m length - Maximum width of 37 m - 5 500 tons.

Source: <https://www.navalnews.com/event-news/euronaval-2022/2022/10/naval-group-unveils-blue-shark-eco-responsible-ship-concept/>

Port of Rotterdam says war and economy reshaped business in 2022

Providing new evidence of the impact the war in Ukraine is having on the shipping industry, the Port of Rotterdam has reported its nine-month results, highlighting dramatic changes in its business. The war and resulting sanctions in Russia, changes in the energy market and the slowing impact of consumer demand on container shipments have all contributed to the changes the port is experiencing in 2022. Europe's busiest port and one of the busiest in the world, Rotterdam has historically been a hub for transshipments as well as the energy industry.

The Port of Rotterdam Authority reports that while cargo volumes have been virtually constant year-on-year for the first nine months of 2022, there are some major underlying differences in the port's traffic and operations. Moreover, they note, given the war that is

expected to continue and the current global economic outlook, that conditions are not expected to improve in the near term.

"The overall volume makes it look like business as usual in the port, but the big changes, particularly in LNG and coal, indicate that the energy landscape has changed dramatically," said Allard Castelein, CEO of the Port of Rotterdam Authority. With high energy prices, the energy-intensive chemical industry in particular is going through tough times. A faster energy transition makes us less dependent on long-term geopolitical developments. In the short term, we must do everything we can to preserve the chemical industry, which is so important to our society."

As a consequence of the sanctions, the port authority points out that container traffic between Russia and Rotterdam has almost come to a halt, compared to eight percent of total traffic in the past. In addition, affected in part by delayed ships due to overall congestion and terminal delays due to high capacity utilization, Rotterdam reports that it has seen an overall decrease of more than four percent in TEUs or nearly nine percent by weight.

Throughput of iron and scrap fell steeply (-17.9 percent), as did throughput of agri-bulk (-14.8 percent). However, other bulk products, such as raw materials and building materials, rose sharply (+22.6 per cent), as did strong increases in both roll-on/roll-off and other bulk traffic (15 per cent).

The biggest changes, however, came in goods related to energy markets. Coal volumes, for example, rose by almost a quarter, primarily as more coal was used in power plants. LNG volume growth was very strong (+73.8 percent) as imports from the United States and other countries increased to replace Russian natural gas, which had previously been shipped to northwest Europe. The volume of crude oil also increased by more than five percent.

Commenting on the outlook, the Port Authority noted the weaknesses present in the macroeconomic climate, along with the likelihood of continued war in Ukraine, inflation and a deteriorating economic climate. "Nevertheless, the Port of Rotterdam Authority expects transshipment volumes for 2022 to be at the same level as last year. Given the extremely challenging circumstances in almost all sectors, this would be a remarkable performance by the Rotterdam business community."

Source: <https://www.maritime-executive.com/article/port-of-rotterdam-says-war-and-economy-reshaped-business-in-2022>