

The purpose of the TP&I News is to provide the latest news for the shipowners, charterers, as well as any other maritime interests around the globe. Each issue of TP&I News will include a focused review section of several articles on a topic of current interest.<sup>1</sup>

## 1. Temporary routes for calling Ukrainian Black Sea Ports.

So-called "temporary routes" for civilian vessels announced by Navigational Order of the Ukrainian Navy on 08.08.2023 were primarily developed to allow departure of civilian vessels that have been stuck in the Ukrainian ports of Chornomorsk, Odesa and Pivdennyi (Yuzhny) since the beginning of the war on 24 February 2022.

Starting from the mid of September these routes are also used by the ships calling the Ukrainian Black Sea Ports (Chornomorsk, Odesa and Pivdennyi (Yuzhny) ) for loading of cargoes.

As of 29.10.2023 71 ships called Ukrainian Black Sea Ports via the "temporary routes" with total dwt of more than 2.6 mln tons, 41 vessels out of those 71 sailed laden and successfully proceeded to destinations.

Russia seems to be disappointed that Ukraine restored civil navigation by creating temporary routes over which Russia has no control. Due to that the occupants take attempts to impede the sailings, in particular they place drifting mines in the Black Sea. It should be noted that Russia still uses mines captured in 2014 in the Ukrainian Crimea, and by nomenclature these mines belong to Ukrainian Armed Forces.

On 12.10.2023 at a meeting in the Ramstein format in Brussels decision was taken to start trawling the Black Sea.

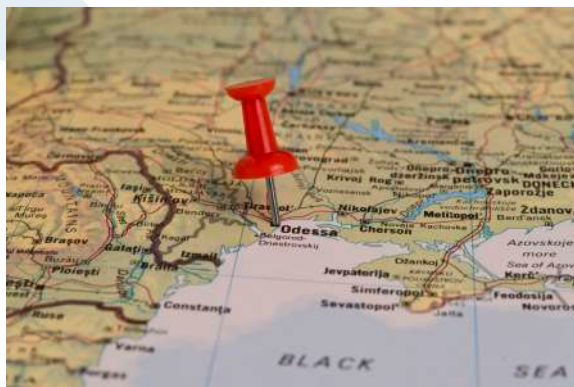
On 16.10.2023 a mine-sweeping group of ships from two NATO countries began trawling the Black Sea along the route of the new Ukrainian sea corridor.

On 26.10.2023 navigation via the temporary routes was stopped due to activation of Russian aviation at the Black Sea Region. Also there was no navigation on 24 & 25/10/2023 due to absence of permission from the Military Forces who are ensuring safety of the routes.

### • Danube challenges

\* In the middle of August' 23 Odesa Military Authorities published Order aiming to prevent smuggling trade of grains.

In accordance with the said Order the traders have to present customs declaration in 10 days before cargo loading onto ship. In order to fill in such declaration the trader has to place all batch of cargo at the port which is difficult to comply with due to: 1. nowadays producers/traders do not prefer to accumulate cargoes at the ports to avoid risks from Russian attacks for people, cargo and infrastructure, thus trying to load the ships directly from the trucks; 2. Danube ports do not have enough storage capacity for such volumes of preliminarily declared cargoes. The agricultural associations are claiming that this Order complicates export of grains from Danube.



Source: CIS PandI Services Ltd | Odesa Branch

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As per lawyers' evaluation subject innovation provides additional documentary requirements for the exporters from the controlling authorities.

\* Due to overcrowding of the anchorage points in the port areas on Danube, we often see that the authorities stop entries to Sulina channel so that all pilots are diverted to take over ships downstream to the Black Sea. Also we noted that in the Black Sea departure schedule, the order of the requests was not respected, but ships larger than 10,000 DWT had a priority.

- **Updated guidance for calling Ukrainian Black Sea Ports**

Please note to obtain the ship's inbound voyage authorization for proceeding to Ukrainian ports (Chornomorsk, Odesa and Pivdennyi) from USPA and Ukrainian Navy at least the following documents are required:

1. A guarantee letter from the Shipowner to be filled up, signed and stamped as per attached draft.
2. A letter of Warranty and arrival form from the ship's Master to be filled up, signed and stamped as per attached drafts.

Due to the risk of floating mines or misidentification of the vessel in the area of military threat - the vessel must proceed without stoppages and strictly by the recommended Routes (coordinates acc to Coastal Warning attached) during daylight hours between 02:00 - 17:00 UTC.

## **2. Exemption Regarding P&I Confirmation Letter Requested While Passing Through Strait**

Based on the letter published by the Ministry of Transport and Infrastructure, General Directorate of Maritime Affairs on November 16, 2022; Article 13 of Turkish Straits Maritime Traffic Order Regulation Implementation Directive states that all vessels carrying hazardous cargo passing through the straits, vessels of 300 GT and above, and towing vessels will have a valid P&I policy.



**Source: Esenyel Partners**

As it is known, vessels carrying crude oil that will pass through the Turkish Straits loaded with cargo will also pass through the Turkish Straits loaded with cargo, the practice of receiving a letter from the P&I insurance companies of the vessels carrying petroleum products included in Annex-1 of The International Convention for the Prevention of Pollution from Ships (MARPOL) stating that the P&I insurance will be valid and comprehensive for the vessel, voyage, and cargo in question was initiated.

As a result of the examination and evaluation of the cargo in question, which has been loaded from our country's ports and discharged to our country's ports since the start of the implementation, provided that the evidential document specifying that the cargo of the said class on the vessel was loaded from our country's port facilities and will be discharged to our country's ports while passing through the strait is added to the SP-1 report, it is indicated that it is considered appropriate for vessels that meet these conditions to be exempt from these implementations.

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### 3. Israel Ports Update

The port of Ashdod remains operating as usual (the current restriction on vessel's carrying Hazardous Materials ("HAZMAT") still valid)

The port of Haifa which also include the Haifa Bay port and Israel shipyard port remain operating as usual.

The port of Ashkelon – Vessels at this port discharge cargo only whilst moored at sea buoys, this port is still not operating as usual and decision to moored vessel is taken basis the security situation which can be changed any day.

This weekend one vessel discharged her cargo, and another two ships are schedule to start discharge soon.

The port of Hadera remains operating as usual.

The port of Eilat remains operating as usual.

\*\*\*\*\* IMPORTANT\*\*\*\*\*

With the MARITIME SAFETY ADVISORY - 05/2023 letter published by the Liberian flag authorities on 13.10.23, it was reported that Ashkelon port and Oil Terminal were closed.

As mentioned in our update above the information given by the Liberian flag authorities with regards to the port of Ashkelon is not accurate as we mentioned above and there are ships calling Ashkelon.

We can also add , as published in the media, that Israel has an Israeli mobile all-weather air defense system ( Iron Dome), this system designed to intercept and destroy short-range rockets and artillery shells fired to Israel against thousands of rockets that was fired to Israel.

This system proved itself to be very good and as one can see all Israeli ports currently operate as usual.



Source: Harpaz P&I