

## Cupons

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### The European Union has banned cooperation with the Russian Maritime Register of Shipping

The EU's new sanctions package against Russia in response to military aggression against Ukraine included a ban on all dealings with the classification society "Russian Maritime Shipping Register" (RMRS). This is according to a statement by the European Commission, which was published in the Official Journal of the EU, reports Porta Ukrainy. Any transactions with the Russian Maritime Register of Shipping, which is added to the list of state-owned companies subject to a trading ban, are prohibited," the message reads. The sanctions also include a ban on access to ports and gateways of EU countries for ships certified by the Russian Federation Maritime Safety and Security Agency. In addition, the decision envisages the revocation of authorisations issued by the RMRS with regard to a number of European Union directives relating, in particular, to the safety of port operations and technical requirements for inland waterway vessels. In early March, the European Union restricted the export to Russia of maritime navigation and radio communication technologies. At the same time, the EU included the RMRS in the list of state organisations subject to financial restrictions. In March, the International Association of Classification Societies (IACS) excluded RMRS from membership at the request of the Ukrainian Ministry of Infrastructure. The classification society "Maritime Register of Shipping of Russia" is engaged in the supervision and classification of maritime vessels under the Ministry of Transport of Russia. RMRS cooperates with the maritime administrations of 67 flag states, has about 48 offices worldwide.

Source: <https://www.blackseanews.net/read/195252>

[Video of the moment of the Crimean bridge explosion; Russians: 'A truck exploded'; Expert: 'It has warning value'](#)



An unnamed explosives expert said the explosion and fire on the Kerch bridge was probably not caused by a missile.

A fuel tank caught fire Saturday morning on the Kerch bridge, Russian state news agency RIA reported, while Ukrainian media reported the explosion and images posted on Twitter showed the train in flames.

Traffic was suspended on the road and rail bridge, opened in 2018 to connect Crimea to Russia's transport network.

The moment of the explosion on the Crimean bridge caught on video????#2

Don't forget to subscribe to me!<https://t.co/ar7jQMc98f>#Ukraine #Russia #Крим #Crimea #Крым #Вавовна #бавовна #KerchBridge #Kerch #Керч #кримськийміст [pic.twitter.com/mPtm6H0YLo](https://pic.twitter.com/mPtm6H0YLo)

- Ukrainian patriot, news (@UA\_patriot\_news) October 8, 2022

Hari Bucur Marcu believes that the explosion on the Kerch bridge has more of a warning value for Russia. "The bridge will probably be rebuilt in a few days, but the explosion shows that it would not be a solution for Russia to supply its armed forces in Ukraine through Crimea. That's about the value of this morning's explosion," concludes the expert, speaking to Digi24.

"A fuel tank on one of the sections of the Crimean bridge is on fire. The springs are not damaged," RIA reported, citing a provincial official, but did not specify the cause.

Reuters picked up reports in the Ukrainian media claiming that an explosion occurred on the bridge at around 6 a.m., and images posted on Twitter showed numerous fuel tanks on fire on the rail portion of the bridge, while the road portion of the bridge was badly damaged.

The train on the Kerch Bridge is still burning. The train bridge won't be operational. That case is closed forever. #Ukraine #Crime #Kerch [pic.twitter.com/sZaiMgPfzB](https://pic.twitter.com/sZaiMgPfzB)

- (((Tendar))) (@Tendar) October 8, 2022

Reuters could not independently confirm those reports and images.

Videos have also begun to circulate on social media showing a truck exploding on the bridge.

"Well-planned attack"

An explosives expert contacted by the BBC said the explosion and fire on the Kerch Bridge was probably not caused by a missile.

- The site of the concrete impact and the fragmentation damage on the bridge surface cannot be seen, suggesting that a weapon was not used that struck from the air - he said.

According to him, the cause of the explosion could be a "well-planned attack".

Russian President Vladimir Putin opened the Kerch Bridge in 2018 after Russia annexed Crimea in 2014, which had previously been administered by Ukraine, leading to the imposition of sanctions and worsening relations with the West.

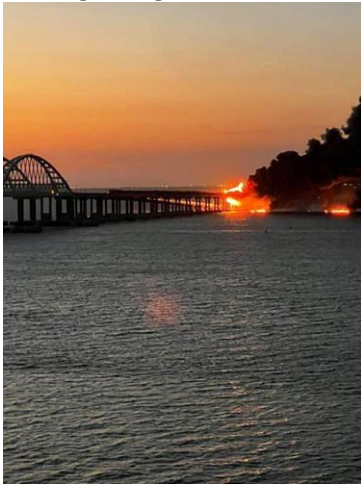
The #Kerch bridge from #Russia to #Crimea has been hit by a massive explosion.  
[pic.twitter.com/p3caUmWfc7](https://pic.twitter.com/p3caUmWfc7)

- Middle East Update (@islamicworldupd) October 8, 2022

Source : [https://www.defenseromania.ro/video-cu-momentul-exploziei-de-pe-podul-crimeea-rusii-un-camion-a-explodat-expert-pare-ca-un-atac-bine-pregatit\\_618663.html](https://www.defenseromania.ro/video-cu-momentul-exploziei-de-pe-podul-crimeea-rusii-un-camion-a-explodat-expert-pare-ca-un-atac-bine-pregatit_618663.html)

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### **Ukraine insinuates it was behind explosion on bridge linking Crimea to Russia: 'Crimea, the bridge, the beginning'**



A fire has broken out on the vast road and rail bridge linking Crimea - the Ukrainian peninsula annexed by Russia in 2014 - and Russian territory.

So far there is not much information about the incident. What is known is that a car bomb exploded on the Kerch bridge, causing a major fire.

"Today at 06:07 local time (03:07 GMT) on the road side of the Crimean bridge a car bomb exploded, resulting in the burning of seven railway tankers heading to Crimea," Russian officials say.

The bridge, built at great expense on Vladimir Putin's orders, is used mainly to transport Russian military equipment for the Russian army fighting in Ukraine.

With no official reaction from Ukraine, Kiev insinuates that it is behind the strike.

Ukraine insinuates it is behind the attack: 'Crimea, the bridge, the beginning'

Mikhail Podolyak, an adviser to Ukraine's president, posted a short message on social media, accompanied by images of the burning Crimean bridge.

"Crimea, the bridge, the beginning" - the Ukrainian official shared.

The Ukrainian defence ministry tweeted: the Moskva Cruiser and the Kerch Bridge, two well-known symbols of Russia in Ukrainian Crimea, are gone. What's next, Russians?"

The guided missile cruiser Moskva and the Kerch Bridge - two notorious symbols of Russian power in Ukrainian Crimea - have gone down. What's next in line, russkies? - Defense of Ukraine (@DefenceU) October 8, 2022

Since the summer of this year when there was talk of a possible strike on the Crimean bridge, Moscow, through the voice of Sergei Lavrov threatened that in the event of such a scenario the Russian military's response would be total

However, following the incident the arches of the bridge, under which ships pass through the Kerch Strait from the Black Sea to the Sea of Azov, were reportedly not damaged. Traffic on the bridge over the Kerch Strait has been halted and the authorities are preparing to launch ferry transport, an adviser to the head of the Crimean administration, Oleg Kriucikov, told TASS.

Source: [https://www.defenseromania.ro/ucraina-insinueaza-ca-s-a-aflat-in-spatele-exploziei-de-pe-podul-carea-leaga-crimeea-de-rusia-crimeea-podul-inceputul\\_618665.html](https://www.defenseromania.ro/ucraina-insinueaza-ca-s-a-aflat-in-spatele-exploziei-de-pe-podul-carea-leaga-crimeea-de-rusia-crimeea-podul-inceputul_618665.html)

### Three people killed in Crimean bridge blast - Russian Federation Investigative Committee



According to preliminary data, three people have been killed in the explosion on the Kerch bridge in Crimea. As Krym.Realii writes, this was reported in the Investigative Committee of the Russian Federation. "These are probably the passengers of a car that was next to the blown up truck. At present, the bodies of two victims have already been lifted from the water - a man and a woman, their identities are being established," the message reads. It is noted that investigators have established the details of the blown-up truck and its owner. "This is a resident of Krasnodar Territory, investigative actions were launched at his place of residence. The truck's route of travel and related documentation are being studied." - the Russian department said.

Source: <https://www.blackseanews.net/read/195287>

### Problems linger for Russia's Black Sea Fleet: Novorossiysk submarine will be inactive for at least three months



Russian news agency Tass reported on 08.10.2022, citing a shipbuilding source, that the Russian Black Sea Fleet's (FRMN) submarine Novorossiysk will undergo planned repairs at a shipyard in northwestern Russia after performing missions for several months in the Mediterranean squadron.

"The submarine is going to Kronstadt. Afterwards, it will be decided where the repairs will be carried out. It will either be the Kronstadt Shipyard or the Admiralty Shipyard in St Petersburg. The repairs will take three to four months," the source said.

The Russian Navy's Project 636.3 diesel-electric submarines regularly take part in missions carried out by the Standing Naval Group of the Russian Naval Forces in the Mediterranean Sea. Recently, the submarines Novorossiysk and Krasnodar have taken part.

The submarines of the project have on several occasions carried out Kalibr cruise missile attacks from the Mediterranean Sea aquarium on terrorist targets on the territory of Syria. They have also struck targets in Ukraine during the special military operation in the Black Sea aquatics.

The FRMN includes six Project 636.3 submarines, which were built at the Admiralty Shipyard in St Petersburg.

Author's comment: The submarine Novorossiysk sailed out of the Mediterranean Sea on 21 September, together with the tug Sergei Balk of the FRMN. According to data reported by marinetraffic.com, the tug is currently near the Baltiysk Naval Base in the Kaliningrad Region, where it is very likely to make a stopover before moving to Kronstadt.

B-261 Novorossiysk is the first submarine in the series of six Project 636.3 submarines for the MNRF, having been introduced to the fleet on 21.08.2014.

Given that the submarine has already been repaired at Kronstadt and in early 2021, and it is not yet known at which yard the repair will be carried out, it is very likely that the submarine will have specific technical problems.

Currently, four of the six Project 636.3 submarines of the MNRF are in the Black Sea (B-237 Rostov-on-Don, B-271 Kolpino, B-262 Stary Oskol and B-268 Veliky Novgorod), while the B-265 Krasnodar submarine continues to perform missions in the Mediterranean Sea.

It should be noted that there is another MNRF submarine equipped with Kalibr cruise missiles in the Black Sea. This is the B-871 Alrosa submarine, which has been repaired and modernised for several years and has recently been operational.

Source: [https://www.defenseromania.ro/submarinul-novorossiysk-al-flotei-ruse-din-marea-neagra-va-fi-inactiv-pentru-o-perioada-de-trei-sau-patru-luni\\_618662.html](https://www.defenseromania.ro/submarinul-novorossiysk-al-flotei-ruse-din-marea-neagra-va-fi-inactiv-pentru-o-perioada-de-trei-sau-patru-luni_618662.html)

### [Russia keeps five ships with 32 Kalibr missiles in the Black Sea](#)

There are currently 5 Russian Kalibr cruise missile ships in combat service in the Black Sea, with a total salvo of 32 missiles. As reported by Ukrinform, the press service of the Naval Forces of the Armed Forces of Ukraine reported about this in Telegram. "There are 5 ships with enemy Kalibr cruise missiles in combat service in the Black Sea, the total salvo is 32 missiles," the message said. In the Sea of Azov, the enemy continues to control maritime communications, keeping up to 6 ships and craft on combat duty. There are 5 Kalibr cruise missile carriers in the Mediterranean Sea. During the day, in the interests of the Russian Federation, 40 ships passed through the Kerch-Yenikal Strait to the Black Sea, of which 9 ships continued their movement towards the Bosphorus Strait. To the Sea of Azov - 31 ships, of which 9 ships moved from the Bosphorus Strait. As Ukrinform reported, the Russian invaders fired rocket launchers as far as possible to hit critical Ukrainian installations.

Source: <https://www.blackseanews.net/read/195288>

### [Turkey has deployed attack drones on the territory of Northern Cyprus, only recognised by it](#)

Turkish President Recep Tayyip Erdogan on Friday announced the deployment of attack drones and aircraft in northern Cyprus, which is recognised only by Ankara, and promised to defend it "to the fullest extent". This is reported by European Truth with reference to Daily Sabah. The Turkish president, who was returning the day before from the European political community summit, answered journalists' questions about possible plans to set up a military base in northern Cyprus. "At the end of the day, we have to protect Northern Cyprus from all sides, from all factors. Whether there is (a base) there or not, our fighter jets will be in Northern Cyprus immediately as soon as they fly out of our territory," Erdogan said. He added that Turkey is not seeking to seize the territory or infringe on the sovereignty of another country, but only "fighting to protect its interests and those of Turkish Cypriots". Cyprus will appeal to the UN over Turkey's support for the occupied north of the island "For a permanent decision, the current situation on the island must be accepted," Erdogan said, referring to the recognition of Northern Cyprus as an independent state by other states. In 1974, there was a coup in Cyprus by supporters of the island's reunification with Greece. In response,

Turkey occupied the northern part of Cyprus, where it was later declared the unrecognised state of Northern Cyprus (only Turkey recognises its independence). Since then, there have been numerous UN-mediated talks on the reunification of Cyprus, but they have brought no real results. Northern Cyprus insists on uniting with Cyprus under the terms of a federation, while the Cypriot authorities reject such plans, fearing increased Turkish influence. The most recent escalation on Northern Cyprus came in September, when the US lifted restrictions on exports, re-exports and arms transfers to Cyprus for the 2023 fiscal year. Ankara has called on the US to reconsider its decision and pursue a balanced policy towards both sides of the island.

Source: <https://www.blackseanews.net/read/195268>

The report is the result of interaction over the past nine months between the IAPH and its members, along with other stakeholders.

"In 2021, the IAPH agreed that ports were not prepared for the extreme changes in demand affected by the pandemic and their impact on the maritime chain. This was mainly due to long-term under-investment in ports and port-related infrastructure. So we took the decision to define and identify, at a global level, the main infrastructure gaps and to consider a concrete plan", said Dr Patrick Verhoeven, IAPH Director General. The report identifies three key gaps that need priority attention in the port sector. First, is the process of digitisation to improve the competitiveness of maritime and inland logistics supply chains. While the pandemic has led to a greater awareness of the need to accelerate digitisation across the global supply chain, numerous barriers abound. As digitization advances in the port sector, human interactions have slowed, exposing difficulties in achieving genuine data collaboration. This is due to governance gaps, adoption of global data standards, low willingness to share data due to vested interests, and lack of data transparency between public and private entities. The IAPH proposes that port authorities act as ombudsmen between different stakeholders to encourage data collaboration. This could be by adopting a single maritime window and unifying port stakeholders' interests in sharing nautical, administrative and operational data to reduce inefficiencies - ultimately reducing downtime for ships. Reducing emissions The second gap concerns the decarbonisation of ports. With the impact of climate change affecting the resilience of the supply chain, the regulatory pressure on ports to decarbonise is increasing. However, this places ports in a privileged position as potential energy hubs. The challenge is to close the economic gap in production costs between new and old fuels. To bridge the gap, selected ports with potential for clean solar and wind power generation could seize the opportunity to become energy hubs for production, land transport modes and energy supply to the local population. Resilience The third key gap to close is improving the resilience of ports. One of the main consequences of the Covid-19 pandemic has been to expose the limited capacity of infrastructure to absorb and respond to demand and supply shocks. The challenge has also been exacerbated by the over-reliance on trucking versus other intermodal transport, which affects the fluidity of the supply chain. Thus, the IAPH believes that ports should make further improvements to persuade cargo owners to switch modes. In addition, to address the challenge of port congestion, ports should review their land investment portfolios and work with investors to create new inland container storage and cross-dock facilities. Most importantly, human capital is a critical factor in closing the gap in port resilience. Transforming ports from landlords to potential orchestrators of supply chain fluidity and decarbonised energy hubs will require substantial changes in the way ports are governed and in the management profiles to run them. "Ports will only succeed in bridging the gap by attracting young and diverse talent into the industry," said IAPH.

Source: <https://www.maritime-executive.com/article/iaph-pandemic-revealed-three-key-gaps-in-seaport-development>

## Can NATO protect submarine pipelines and cables?

NATO allies are struggling to figure out how to better protect critical undersea infrastructure after the Nord Stream pipeline explosions revealed the difficulty of monitoring facilities and identifying any attackers. The sheer scale and underwater depth of assets such as pipelines - or the data cables that allow the internet to function - add to the challenge for governments. With most systems owned by private companies, proving which government would sponsor an attack is even more complex. "We had a theoretical concern that it might be vulnerable, but until these Nord Stream blasts, we hadn't seen an incident like this on that infrastructure," said Kristine Berzina, security and defense policy officer at the German Marshall Fund. in Washington, D.C. "Now, this triggers a lot of concern about what other infrastructure may be targeted." Russia's bellicose rhetoric and moves to limit Europe's energy supplies have raised concerns that Moscow could target crucial undersea infrastructure, such as pipelines in Norway that supply more than a fifth of the continent's natural gas or some of the 400 undersea data cables that carry about 98% of the world's international internet and phone data traffic. The cause of the damage to Nord Stream's pipelines so far remains unknown. European Union leaders have widely condemned it as sabotage, but only Poland has blamed Russia directly. President Vladimir Putin said last week that the pipelines were attacked by "Anglo-Saxons". Danish, Swedish and German officials are still investigating the causes, a process that could take weeks. Researchers have previously warned that Russia has both the military capabilities and the knowledge of where the submarine cables and infrastructure are located. Russian military vessels have often been spotted near cables or pipelines, for example, when they were laid. Lacking instruments The North Atlantic Treaty Organisation allies have rushed to deploy military vessels and aircraft to monitor the Baltic and North Seas to prevent another such attack. Norway has stepped up patrols of its energy facilities after an abnormally high number of drones were spotted. The Italian Navy is strengthening protection of strategic trans-Mediterranean pipelines. Norway's security service, however, has no tools to prevent sabotage of the country's energy facilities as such risks have increased, public broadcaster NRK quoted the agency's deputy head Hedvig Moe as saying. Although the service can prevent and investigate terrorist threats using so-called intrusive methods such as interception and data mining, it cannot use such means to prevent sabotage, Moe said. At a meeting of NATO defence ministers in 2020, the military alliance produced a report outlining vulnerabilities related to submarine cables and the importance of protecting undersea infrastructure. Hybrid warfare "It is important to understand that most of these cables are privately owned and where they are located is publicly known," NATO Secretary General Jens Stoltenberg said at the time. "And that makes them potentially vulnerable." Wojciech Lorenz, an analyst at the Polish Institute of International Affairs, said the damage to the Nord Stream pipeline displayed the typical characteristics of hybrid warfare, combining plausible deniability and falling below the threshold of open conflict. "Even if we don't know who is behind the attacks, Russia can use it for its own purposes," Lorenz said, adding that Moscow could pressure some countries not to support sanctions as well as to distract from Russia's annexation of Ukrainian territories. Nord Stream's damage is also occurring as the Ukrainian military continues to drive Russian forces out of large parts of its country, which Berzina said could be another factor in shifting blame to Russia as Moscow could try to distract from its failures. NATO's response to last month's explosions is likely to be somewhat limited, as Swedish and Danish officials noted that the pipeline damage occurred in their economic zones, not directly in their territorial waters. Instead, alliance members could take other measures, including sanctions or more military aid to Ukraine, if Russia is behind the attack, according to a European diplomat. NATO's reaction could look different if Russia strikes a facility in the territorial waters of one of the allies, which could trigger the collective defense provisions of Article 5 of its treaty, according to Berzina. "We should be concerned that this could be a test for a future situation that would meet these criteria," she said.

Source: <https://gcaptain.com/can-nato-protect-pipelines-subsea-cables/>

## Registration for the 6th conference on LNG fleet, LNG bunkering and alternatives continues

The event will take place in Moscow on 2 November 2022

PortNews, Russia's leading industry-focused media group, is continuing registration of delegates and speakers for the sixth conference "LNG Fleet, LNG Bunkering and Alternatives". The event is held annually in partnership with Sovcomflot. In 2022, it will take place on 2 November at the Russian Federation Chamber of Commerce and Industry, Moscow. Gazprom supports the conference as its general partner. The new political and economic reality does not reverse the trend of CO<sub>2</sub> and NO<sub>x</sub> emission reduction in shipping. The development of alternative energy technologies in shipping will give a positive boost to domestic science and facilitate the establishment of related production facilities. The conference programme includes discussions on alternative fuel markets, prices, technologies and ship equipment needed for the transition of Russian ships to LNG and other marine fuels. We will also talk about marine insurance and infrastructure for LNG bunkering.

Source: <https://en.portnews.ru/news/336679/>