



Summary (As of 1430 Hrs UTC)

As of 3 March, maritime ports in Ukraine remain closed as per orders from the Ukrainian military.

The NATO Shipping Centre has warned that there is a high risk of collateral damage on civilian shipping in the north-western part of the Black Sea. There have already been reports of several civilian vessels either being hit directly or indirectly in the north-western Black Sea within Ukrainian territorial waters and adjacent international waters.

The Spanish Hydrographic Office has issued navigation warnings for the Black Sea, notably the north-western portion. It notes that due to mine danger navigation is prohibited until further notice in area bounded by:



A

- 46-04.0N 033-12.8E
- 46-03.1N 033-13.9E
- 45-55.6N 033-08.1E
- 45-57.3N 032-54.5E
- 46-00.9N 033-06.8E

B

- 46-06.4N 032-05.4E
- 45-57.4N 032-53.3E
- 45-49.2N 032-47.0E
- 45-59.7N 032-02.4E

C

- 46-09.4N 032-06.6E
- 46-07.0N 032-05.5E
- 45-58.2N 032-54.2E
- 45-59.5N 033-05.5E
- 46-00.9N 033-05.5E
- 46-00.9N 033-04.8E AND COASTLINE

D

- 46-32.4N 031-01.2E
- 46-32.6N 031-26.3E
- 46-28.0N 031-27.9E
- 46-27.9N 031-00.8E

E

- 46-34.9N 031-30.5E
- 46-35.6N 031-29.6E
- 46-34.7N 031-26.1E
- 46-28.1N 031-28.4E
- 46-21.8N 031-30.3E
- 46-22.2N 031-31.9E AND COASTLINE

F

- 46-35.8N 031-01.0E
- 46-34.5N 031-00.5E
- 46-35.7N 031-05.7E
- 46-35.2N 031-05.9E
- 46-34.9N 031-21.7E
- 46-35.5N 031-21.7E
- 46-35.5N 031-23.3E
- 46-34.7N 031-25.1E
- 46-36.2N 031-30.7E
- 46-36.7N 031-31.8E AND COASTLINE

G

- 46-31.5N 030-44.2E
- 46-31.7 N 030-46.6E
- 46-30.9 N 030-49.8E
- 46-33.4 N 030-59.7E
- 46-36.0N 031-00.8E AND COASTLINE



Source: Dryad Global

Reporting from the Ukrainian Sea Ports Authority indicates that the Panamá-flagged cargo vessel *HELT* has been struck whilst anchored 23 nautical miles east-southeast of Odessa Port. Reports indicate that the vessel was fired upon and received a hole below the waterline. Images circulating online appear to indicate an attack commensurate with a mine strike. The last report from the vessel indicated a list of 70 degrees, with the comments, “we sit on the raft.” At 12:18 hrs local time, the *HELT* is understood to have disappeared from radar. On the afternoon of 3 March, the vessel’s manager confirmed that the cargo ship had sunk on Thursday off the Ukrainian port of Odessa after an explosion. Igor Ilves, managing director of Tallinn-based manager Vista Shipping Agency confirmed that two members were in a life raft at sea while four others were unaccounted for, adding that the vessel might have struck a mine.

Reports of the incident involving the *HELT* follow separate reporting that emerged on 2 March by the State Border Guard Service of Ukraine, which indicated that Russian forces had taken the *MV HELT* hostage. While it was unclear what specifically was meant by the term hostage, the statement disclosed, “yesterday, the Russians killed a citizen of Bangladesh on the Banglar Samriddhi ship, which was on the roadstead near Mykolaiv, and the day before they took the *HELT* dry cargo ship hostage. At the same time, the Russians use the *HELT* ship as a shield to hide behind it from Ukrainian anti-ship weapons, because Ukrainians do not shoot at civilian objects,” the State Border Guard Service disclosed on Facebook on Thursday.

A report on 2 March indicated that the Ukrainian Sea Ports Authority has disclosed that Bangladesh-flagged bulk carrier *BANGLAR SAMRIDDHI* was struck by a missile at 15:25 UTC on 2 March while anchored at Olvia Port (anchorage nr. 363). The missile reportedly hit the superstructure of the vessel, with reports that a Bangladeshi sailor was killed. The Bangladesh Shipping Corporation has disclosed that the vessel had been struck in Ukraine while on its way to Italy.

To date, a total of eight other commercial vessels have been involved in incidents since Russia invaded Ukraine on 24 February. Three vessels have been detained, while another five have been struck by missiles, including the *BANGLAR SMRIDDHI* on 2 March, *YASA JUPITER* on 24 February, and the *NAMURA QUEEN* and the *MILLENNIAL SPIRIT* on 25 February.



Advisory

MS Risk continues to advise any vessels currently within Ukrainian Ports to leave immediately, if it is deemed safe to do so. Vessels should ensure that they are broadcasting on AIS and clearly state their intentions across VHF. In the event that any vessel is challenged by Russian military vessels, they are advised to comply fully with instructions. MS Risk further advises all commercial operators at this time to avoid any transit or operation within the EEZ of Ukraine or Russia, notably in the vicinity of the Crimean Peninsula within the Black Sea. As of 3 March, the Black Sea ports of the Russian Federation are functioning normally. All transit inbound Western thermals should be made out with Ukrainian and Russian EEZ south of the Crimean Peninsula. While Commercial operations within the EEZ of Turkey, Bulgaria and Romania remain unaffected at this time, the Romanian Ministry of Defence has announced that Russian military vessels are diverting and stopping commercial ships en-route to Ukrainian ports north of Romania's EEZ. Consequently, such vessels are advised to void transiting within 50 nautical miles of the north-east extremity of the Romanian EEZ. Any vessels transiting through this region are advised to maintain close contact with national and local maritime authorities. Any incidents or suspicious activity should be reported via their respective national channels and to the local maritime authorities.



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- Training
- Special assignments

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- Business continuity management
- Hostile operations support to commercial interests

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