



**To: P&I Clubs and Shipowners**

Please be informed the current situation update on beginning of June 2022 in Ukraine as follows:

1. According to Ukrainian President's Decree the Martial Law in Ukraine is extended until 23 August 2022. Thus, ban for leaving Ukraine for Ukrainian seafarers (age 18-60 years old) is currently in force and within this period seamen cannot leave the country for employment at sea without special permissions from Ukrainian military administration. However, this ban for Ukrainian seafarers is under consideration at Ukrainian Government at the moment and there is a probability this ban for Ukrainian seafarers to travel abroad will be cancelled. Ukrainian PEME accredited clinic are in operation on part-time basis and some clinics are closed. Thus, Ukrainian seafarers are passing PEME at relevant medical facilities abroad, mostly at Romania and Poland.

According to Ukrainian Marine Administration approximately 68 foreign flagged vessels (without crew) are blocked at Ukrainian ports due to the military actions in Ukraine. Sailing of the vessels is dangerous and prohibited. Furthermore, vessels' departure from Ukrainian ports is unsafe due to mines installed nearby the Ukrainian coastline - North-West part of Black Sea and missiles strikes from Russian troops. Map is attached.

Arrangement of humanitarian convoy for evacuation the foreign flagged vessels from Ukrainian ports is still under consideration at international organization (UN, IMO, EU) but without real progress.

**2. Situation in the ports:**

Unfortunately 4 (four) Ukrainian ports: Kherson, Berdyansk, Skadovsk, Mariupol is currently under occupation by Russian troops. There are not any official commercial ships traffic at these ports. Azov Sea including Kerch— Yenikkale canal (entrance from Black Sea to Azov Sea) is fully under control of Russian troops.

Ports: Odessa, Chornomorsk, Yuzhny, Nikolayev are under control of Ukraine although these ports are closed for vessels' inward and outward passages due to dangerous situation and military status. Some cargo operations inside of the ports takes place. Waterway at Chornomorsk port is blocked by sank of barge to prevent the landing of Russian troops. In Ukrainian ports about 25 million metric tons of grain products at currently storing at port's silo and terminals and it is not possible to arrange the export of such grain products to the receivers abroad, mostly at Middle East and North Africa due to blockade of ports by Russian Navy. Moreover some port facilities – Nika-Tera Grain Terminal and Odessa Oil Terminal are damaged due to missiles strikes of Russian troops.

Ports: Reni, Izmail, Ust-Dunaysk (three last ports are ports located on Danube River) is under Ukrainian control and these ports are fully in operations. However above-mentioned ports has limited cargo capacities, draught restrictions and port facilities are not so advanced.

Military Administration appointed at Odessa and Nikolayev and their orders mandatory for execution for Ukrainian Port Authorities, Harbour Masters, etc.

3. Now military activity is mostly at East part of Ukraine – Map is attached.



#### 4. Risks in Shipping.

Moreover there are some risks in shipping due to the act of warlike situation in Ukraine:

- Seamen repatriation risks. Airports in Ukraine (Odessa, Kyiv) are closed. Thus, any repatriation of Ukrainian seafarers including medical evacuations of injured seamen will be arranged through nearest airport in Moldova (Kishinev), Romania (Bucharest) and Poland (Warsaw) and after that seaman proceed to Ukraine by inland transportation or stay at these country until next employment. Moreover in case of repatriation of the deceased Polish Custom House also requires a so-called "Free Transit Letter" from Polish Consulate at the country of shipment the coffin for smooth inward custom clearance of the deceased at airport of Warsaw and inland transportation through Polish territory to Ukraine.
- Crew risks at Russian ports. Ukrainian crewmembers onboard the foreign flagged vessels which calling Russian ports are being interviewed by Russian Immigration Authorities and they may ask questions about their attitude to situation in Ukraine, etc. so it may have negative effect for Ukrainian seamen from the side of Russian Authorities;
- Sanctions risks. Serious sanctions (totally 6<sup>th</sup> packages of sanctions) imposed by EU/USA/UK on many Russian companies and state employees, banks, etc.
- Banks transfers risks. Taking into account the wide range of sanctions imposed on Russian legal entities, including banks we recommend arranging a sanctions check of banks in case of transfer of compensations as per R&Rs, sick wages and funeral costs.
- Currency restrictions in Ukraine. Due to the lack of currency in Ukraine, The National Bank of Ukraine introduced some restrictions of currency transactions. Therefore, due to such reasons Ukrainian beneficiaries (NoK, seamen) proceed with opening bank accounts abroad for receiving transfers. Thus, we agreed the procedure of signing the Receipt&Release at foreign jurisdictions including but not limited, in Poland, Czech Republic, The Netherlands, Bulgaria. We may also recommend arranging an apostilization the R&Rs for their legal validity in Ukraine and in other jurisdictions although it depends on each particular case.
- Moreover, sanctions check should be also performed in case of verification of cargo origins in dealing with Russian shippers, charterers, cargo receivers, etc.
- Furthermore, sanctions as oil embargo on Russian oil also was imposed but with some exclusions.
- We have to note that IACS Board revoked membership of Russian Maritime Register of Shipping.

Hope our information provided would be helpful and will be used at Club's respective circulars and Websites.

If Club or Club's Members will have any questions/enquiries on particular issues concerning to military conflict in Ukraine we would be happy to assist and provide all required information as soon as possible.

**June 2022**