

# "THE GRAY ZONE"

Crimea:  
Four Years of Occupation





Maidan of Foreign Affairs



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## Crimea: Four Years of Occupation

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## We Will Return Crimea



### **Bohdan Yaremenko**

*Chairman of the Board  
Maidan of Foreign Affairs*

There is no doubt that Ukraine's biggest hurdle on the way of returning sovereignty over Crimea is the absence of a clearly articulated political will and a corresponding task order for solving the problem. In the four years of occupation, the Ukrainian authorities have not created a concept or strategy and consequently, any mechanisms, for accomplishing that goal. Incredibly, while the Ukrainian law recognizes the territory of the Autonomous Republic of Crimea as temporarily occupied, not a single piece of the Ukrainian legislation sets forth the task of de-occupying it and restoring Ukraine's sovereignty and territorial integrity.

Therefore, it is not surprising that over that period, the actions of the Ukrainian authorities have been inconsistent and uncoordinated. We now see that the interest of some state institutions in the issue of returning the temporarily occupied territories is beginning to emerge. The approaches, however, vary from the stand alone reintegration projects that are not concerned with how the region would first be de-occupied to mere responses to the immediate events or needs.

As a result, the overwhelming majority of Ukrainians, although convinced that Crimea is and should be Ukrainian, is not convinced that the goal is achievable.

Under the circumstances, we, at the Maidan of Foreign Affairs, perfectly understand that to many, our unequivocal belief that we will return Crimea may seem overly optimistic, categorical and even arrogant. For us, though, that conclusion is well founded and backed by the results of our team's persistent four year-long

systematic work, some of which are presented in the report.

First of all, the occupation of Crimea has revealed the many weaknesses of our foe.

Russia is massive, but weak. It does not have a political system capable of capitalizing on its people's potential for the nation's development and prosperity.

Russia also does not have a political class that realistically and responsibly analyzes the world around it and can formulate and implement a pragmatic constructive program for the development of its state and people. And considering that in Russia the interests of the state – identified there with those of the authorities – always take priority over the interests of individual citizens and of the whole nation, the emergence of such program there in the near future is unlikely.

Russia certainly does not have an efficient economy or good economic prospects and is very poorly managed. The situation is further worsened by the allpervading corruption and deep systemic interdependence of the government, the security forces and the organized crime.

At the same time, the rejection of the universal values that could have serve as a basis for Russia's evolution and a moral compass of its politics, makes Russians even more vulnerable to external influences and propaganda than those nations that are currently the objects of the Russian propaganda. After all, the influence of the Russian propaganda on the Russian society is total only as long as there is no available alternative.

Naturally, the lack of an effective system for managing domestic economic, social and political processes forces the fascist clique that now rules Russia to rely exclusively on force and intimidation. However, how long it can work that way is an issue that needs to be thoroughly researched and estimated.

However, the foreign policy implications of these approaches are evident already and are becoming more and more tangible with each passing day.

To name a few, having felt threatened by Russia, the most prosperous and efficient part of the world has now begun comprehensive preparations to countering and eliminating that threat.

Meanwhile, another part of the world that had previously seen Russia as an instrument of countering the West and restraining globalism or simply as source of its own survival, has now begun to understand that as a center of the new multipolar world, Russia does not stand a chance against either the US, the EU or China.

Clearly, in the present world, territory is not the main source of success. In Russia, the benefits of of the natural resource surplus are overcompensated with crippling corruption, managerial helplessness and negative demographic trends. While its nuclear arms will remain relevant for the strategic military containment, they will not help Russia's development or make it more attractive either at home and abroad.



One can argue, though, that most of these problems are not endemic to Russia and are also characteristic of Ukraine. The crucial difference, though, is that unlike Russian, the Ukrainian society is profoundly aware of that and has already developed an almost unanimous demand for change.

That demand is far from being realized, but nevertheless exists and, will hopefully, continue playing an increasingly formative role in the country's development. And positioning Ukraine as part of the Western civilization based on universal values, will open and facilitate not only the prospects for its development, but also those for obtaining additional external resources to that end.

Despite the current fairly depressive picture, we believe that strategically, Ukraine has a better chance of succeeding than Russia, hence, also, a better chance for restoring law and justice, that is, the territorial integrity of Ukraine.

Meanwhile, the waiting should not be passive. We must internalize the understanding that to develop and accumulate the resources sufficient for successfully returning and retaining Crimea and the rest of the temporarily occupied Ukrainian territories, we have a lot of homework to do.

Specifically, in the international arena we have to considerably intensify our information and awareness raising effort in order to:

- maximize international political, diplomatic and other pressures that would force the RF to improve the condition of Ukrainian citizens in the temporarily occupied territories;
- prevent international recognition of the RF annexation of Crimea;
- expand sanctions against the RF and increase their effectiveness.

In relations with Russia, Ukraine must continue a policy of sanctions and restrictions that would have a negative, ideally – devastating, impact on the economic and social situation in Crimea and the Russian Federation as a whole.

At the same time, Ukraine should work hard to create instruments of the information impact on the Russian Federation.

As for the domestic policy, Ukraine's tasks there are sufficiently and clearly formulated on the results of parliamentary hearings as far back as September 22, 2016, namely, the Strategy of Reintegration of Temporarily Occupied Territories of the Autonomous Republic of Crimea and the city of Sevastopol with Ukraine: Problems, Ways and Methods.

In brief, they include improving the legal and regulatory framework, creating a system of state bodies for managing the issues of de-occupation and reintegration and organizing centers that would train staff for the educational, scientific, administrative and other needs and activities related to Crimea.

No less urgent is the task of working out the programs and mechanisms of reintegration that will be used after the peninsula is de-occupied and creating the financial reserves that it will entail.

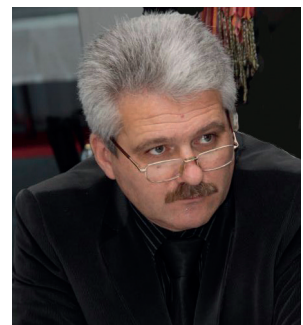
Finally, we need to enact a comprehensive program for encouraging Ukrainian citizens in the temporarily occupied territories to maintain close contact with the homeland.

Among other, it means creating effective mechanisms for the allround protection of the interests of Ukrainians living in temporarily occupied territories – the possibility of obtaining documents, education, medical care, etc.

Of course, none of that would be useful unless Ukraine grows economic and military muscles sufficient to deal with the issue of de-occupation before too long.

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## 2. The “Island of Crimea”



Simferopol Railway Station in 2015. Photo: www.sudak.pro

### 2.1. The RF Logistic Objective in Crimea and the Actions of Ukraine

As a result of the occupation and annexation of the Crimea, Russia faced the need to establish a transportation connection with the peninsula. Among the possible solutions to the problem were:

- 1 Create a land route by occupying the south-eastern part of Ukraine (the “Novorossia” project);
- 2 Force Ukraine to allow passage through the territory of the mainland of Ukraine;
- 3 Create a transport passage through the Kerch Strait;
- 4 Increase of volumes of the air and sea transportations.

After the impossibility of implementing the first two options had become apparent, the Russian authorities focused on building their own transport communications with the occupied peninsula.

According to the Ministry of Resorts and Tourism of Crimea, in 2013, 66% of passengers arrived to Crimea by rail, 24% – by motor transport and 10% – by air transport. Passenger sea traffic was insignificant.

According to the Statistics Department of the Autonomous Republic of Crimea, in 2013, 70.8% of freight traffic was carried by road, 27.3% – by rail, and 1.9% – by sea. The share of air transport was insignificant – 0.03%.

After the occupation of Crimea, Russia faced the issue of replacing the railway and automobile flow – both passenger and cargo – that had previously crossed mainland Ukraine. At the same time, just like with most other problems in Crimea, the Russian authorities tried to use Ukrainian resources and transportation routes from mainland Ukraine for as long, as possible.

The issue was further complicated by the fact that since the occupation of Crimea, the Russian Federation had moved a large number of military equipment to the peninsula. For example, it was reported that in 2016 Russia planned to move more than 1.8 thousand units of new weapons and military equipment to the territory of the occupied Crimea.

On March 24, 2014, at the meeting of the Russian government “on the urgent issues of socio-economic development of the Republic of Crimea and the city of

Sevastopol,” the Ministry of Transport, the Ministry for Economic Development, the Ministry of Finance, the Federal Antimonopoly Service, the Russian Railways and Aeroflot were entrusted with:

*“... within a week’s time, submit in accordance with the established procedure to the Government of the Russian Federation proposals for the organization of reliable operation of the infrastructure that ensures transport accessibility of the Republic of Crimea and the city of the federal significance of Sevastopol, including:*

*organization of additional routes for sea vessels, including high-speed vessels;*

*development of railway passenger traffic via the ferry-rail crossings between Port Crimea and Port Kavkaz;*

*increase the number of flights to the Republic of Crimea and the city of federal significance Sevastopol, including low-cost carriers, and subsidize such air transportation from the federal budget, as well as provide the necessary volume of aviation fuel;*

*develop ground infrastructure of the airports located on the territory of the Crimean Federal District, as well as their certification, including on the ICAO standards.”*

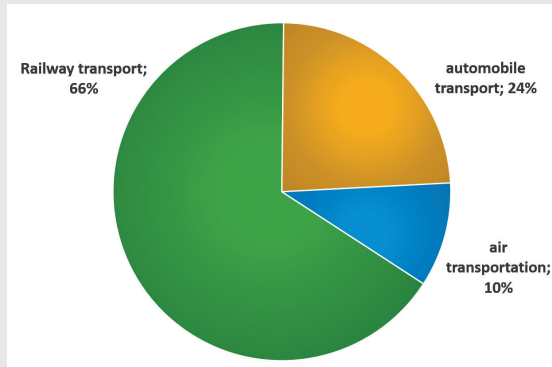
On June 23, 2014, Russian President Vladimir Putin instructed Prime Minister Dmitry Medvedev “to take additional measures to ensure the availability of passenger and cargo transportation to and from the territory of the Crimean Federal District” (Ordinance Pr-1445, p.1a; Pr-2445, p. 1b).

The targeted federal program “The Socio-Economic Development of the Republic of Crimea and the city of Sevastopol by 2020” approved by the decision of the Russian government No. 790 on August 11, 2014, (later amended on 15.06.2015, 20.08.2015, 02.03.2016 P.) envisaged measures as to:

- *“establishment of a reliable transport connection with the mainland of the Russian Federation by constructing a transport passage through the Kerch Strait;*
- *development of the major freeway network in the Crimean peninsula;*
- *development of the regional and municipal public highway networks in the Crimean peninsula;*
- *construction of the port infrastructure facilities,*

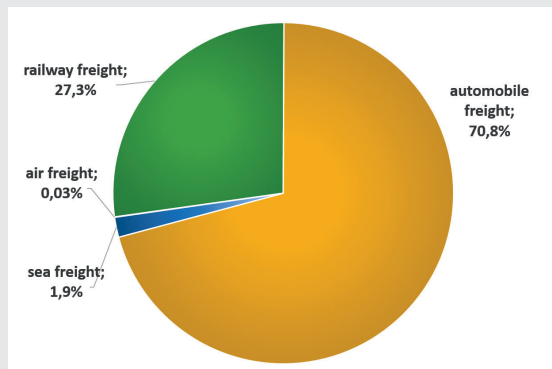


## Crimea: Four Years of Occupation



### Structure of Passenger Traffic in Crimea in 2013

According to the Ministry of Resorts and Tourism of Crimea, in 2013, 66% of passengers arrived in the Crimea by rail, 24% – by automobile and 10% – by air. Passenger sea traffic was insignificant.



### Freight Structure in Crimea in 2013

According to the Statistics Department of the Autonomous Republic of Crimea, in 2013, 70.8% of freight traffic was carried by trucks, 27.3% by rail, and 1.9% by sea. The share of air transport was insignificant – 0.03%.



The black list champions: NADALINA, IMO: 8215754. Sevastopol, Inkerman. Scrap loading. In 2017 went to the ports of Crimea at least 15 times, Ship manager/Commercial manager – RUAD MARINE SERVICES SRL, Constanta, Romania. Flag: Sierra Leone. Photo: BlackSeaNews archive.



Loading of military equipment to be transported for Crimea across the Kerch Strait, the Kavkaz port. Photo: zloy-odessit.livejournal.com

including in the ports of Kerch, Yalta, Yevpatoria, Sevastopol and Feodosia;

- *building airport infrastructure, including the development of the Simferopol airport complex and the civil sector of the Belbek airport.*

For the development of the transport infrastructure the 2015-2020 program has earmarked 403,601.25 million rubles or 60.3% of its total budget.

The 2014 sanctions imposed by Ukraine, the US, the EU, the countries of the British Commonwealth and others in connection with the occupation and subsequent annexation of the Crimean peninsula by Russia, prohibit vessel calls in the ports of the Crimean peninsula, aircraft flights, export and import of products, insurance, investment, tourism and so on.

Additionally, since the spring of 2014, elements of the continental blockade of Crimea from mainland Ukraine started being introduced gradually and situationally:

- On March 31, 2014, due to the occupation of the peninsula by the Russian Federation, the European Air Traffic Safety Organization (Eurocontrol) has banned flights to Crimea, in particular to Simferopol and Sevastopol;
- Since April 2014, no water or natural gas have been supplied on the peninsula from mainland Ukraine;
- As of April 27, 2014, there is a criminal liability for illegal crossing of the state border of Ukraine in the occupied Crimea;
- As of April 30, 2014, all border crossing and customs control points in all seaports and airports of the Crimean peninsula have been officially closed;
- As of June 16, 2014, all seaports of Crimea have been officially closed;
- Since December 2014, all freight and passenger rail services with the exception of a separate branch to the Titan plant in the north of the peninsula, have been terminated;
- Since fall 2015, as a result of the activist blockade, all automobile freight has been terminated;
- Since November 2015, as a result of the activist blockade, the supply of electricity to the peninsula has been discontinued.

The Ukrainian government has legitimized the civilian blockade in November 2015.

As a result of the continental civil blockade of Crimea that complemented the effect of the earlier sanctions, since the end of 2015, de facto the occupied Crimea turned from the peninsula into an island.

For the next 2-3 years that in turn, has created an entirely new reality for Crimea and for the Russian Federation.

Since the end of 2015, cargo between the Russian Federation and Crimea is delivered by sea only, while the passengers – approximately in equal shares by sea and air via the Kerch Ferry Terminal and the Simferopol airport and only from the territory of the Russian Federation.

Only passage of citizens and private cars with a



capacity of up to 8 passengers is allowed across the administrative boundary between Crimea and the Kherson region of Ukraine.

The blockade, coupled with sanctions, forced the occupying state to incur unanticipated huge additional costs for the emergency purchase of ferries and the construction of new port berths. In 2016, Russia was forced to hurry to build the underwater power and gas pipelines along the Kerch Strait.

The main hope of the Russian Federation remains the completion of the bridge across the Kerch Strait with the automobile section scheduled for the end of 2018 and railway section – for the end of 2019.

## 2.2. The Maritime Transport

There are 10 seaports on the territory of the occupied Crimean peninsula. 8 of them, including 7 state and one private, belong to the Autonomous Republic of Crimea and 2 ports – to the city of Sevastopol:

1. The Chornomorsk port (not to be confused with the former Illichivsk) – a specialized port of the Chornomornaftogaz in the village of Chornomorsk in the northwest of the Crimean peninsula).
2. The Yevpatoria Merchant Marine Port.
3. The Yalta Merchant Marine Port.
4. The Feodosia Merchant Marine Port that also includes the oil berth of the Feodosia Oil Terminal.
5. The Kerch Merchant Marine Port.
6. The Kerch Marine Fishery Port.
7. The Port of Crimea – Kerch Ferry Terminal.
8. The Kamysh-Burun sea port in Kerch (formerly the port of the dissolved iron ore plant, and then the private port of the Altkom company).
9. The Sevastopol Merchant Marine Port.
10. The Sevastopol Marine Fishery Port.

Before the occupation, the volume of marine freight traffic to Crimea did not exceed several percent in the

total cargo turnover of the peninsula. According to the Statistics Department of the Autonomous Republic of Crimea, in 2013, only 1.9% of freight traffic in Crimea was carried out by sea.

The vast majority of goods for consumption by the Crimean market –both for the population and for industry – were supplied from mainland Ukraine mostly by rail and motor transport – in 2013, 27,3% and 70,8%, respectively.

Previously, the ports of Crimea mainly serviced exports of Ukrainian grain and metal, as well as the transit of the Kazakh and Russian liquefied gas and petroleum products in Sevastopol, Feodosia and Kerch.

At the same time, Sevastopol also serviced a large volume of marine imports of new passenger cars to Ukraine, while Yevpatoria – ferry cargo of imported consumer goods from Turkey. In addition, the Yalta port, together with Odesa, occupied the 1st and 2nd places in Ukraine in the number of incoming cruise liners, with Sevastopol being the 3rd one on the list.

In 2013 the cargo turnover of the main merchant marine ports of Crimea was as follows: Sevastopol – 4801.2 thousand tons, Kerch – 2791.5 thousand tons, Feodosia – 2601.8 thousand tons, Yevpatoria – 976.9 thousand tons and Yalta – 162,2 thousand tons.

Over the years of occupation, the role of maritime transport in the occupied Crimean peninsula has fundamentally changed. It has become the only means of delivery to the peninsula of literally all goods and cargo, including military ones.

It is worth mentioning that in regard to the seaports, the Crimea and Sevastopol occupation administration acted with a remarkable sense of urgency:

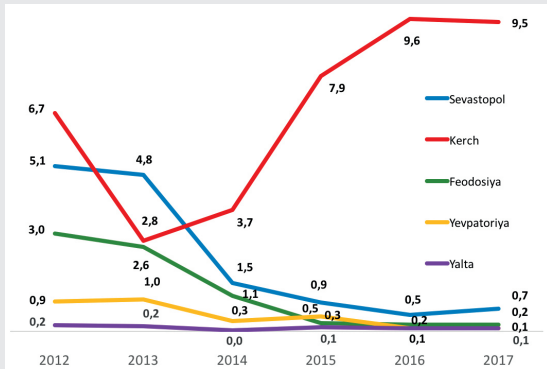
On March 17, 2014, the following day after the so-called “Referendum”, by the decision of the “State Council of the Republic Crimea” # 1757-6/14, all the Ukrainian maritime transport enterprises and property in Crimea were “nationalized” by the “Republic of Crimea”.

On March 26, 2014, the decision of the “State Council of the Republic of Crimea” # 1865-6/14 established the state enterprise Crimean Seaports that was to include the Kerch Merchant Marine Port,

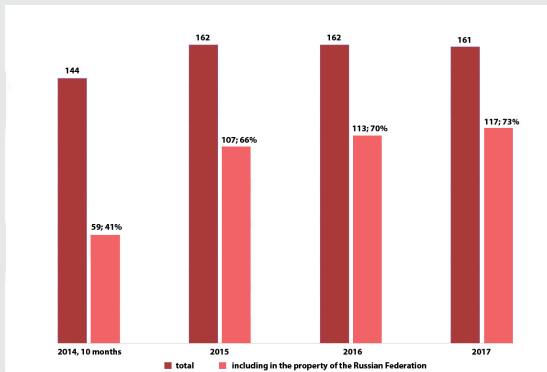




## Crimea: Four Years of Occupation



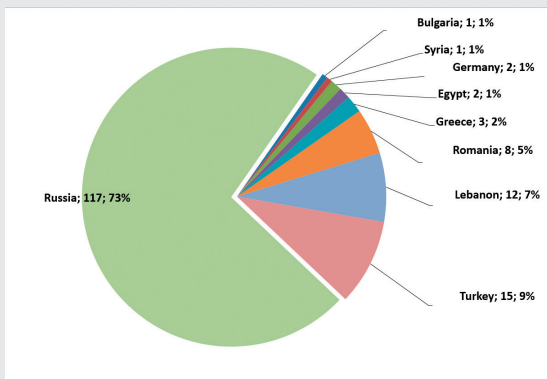
Cargo turnover of the main commercial sea ports of Crimea in 2012-2017, million tons



The dynamics of the numbers of infringing ships by the Russian shipowners, by year of occupation



The black list champions: JAWDAT M, IMO: 7615232, Sevastopol, loading grain at the Avlita terminal. In 2017, he visited the ports of Crimea at least 5 times. Ship manager / Commercial manager UNITED MARINE, Constanta, Romania. Flag of Tanzania. Photo: BlackSeaNews archive.



The 2017 distribution of infringing ships in accordance with the country of the flag (total number of 161 = 100%).

the Kerch Marine Fishery Port, the Feodosia Merchant Marine Port, the Yalta Merchant Marine Port and the Yevpatoria Merchant Marine Port.

On the same day, the decision of the “State Council of the Republic of Crimea” # 1832-6/14 established the Crimean Sea Transport state enterprise that included the Kerch, Feodosia, Yalta, and Yevpatoria branches of the Ukrainian state enterprise Administration of Seaports of Ukraine, the Kerch Sea Rescue Coordination Sub-Center of the Marine Search and Rescue Service branch of the Ukrainian state enterprise Administration of Seaports of Ukraine, the state agency Derzhhydrographiya in the Kerch region and the Kerch State Marine Technological University.

In addition, on March 26, 2014, on the basis of the Ukrainian state shipping company Kerch Ferry Terminal, the resolution #1866-6/14 of the “State Council of the Republic of Crimea” formed a “Republic of Crimea” state enterprise State Shipping Company “Kerch Ferry Terminal”, and on the basis of the property of the Azov-Crimea regional branch center of the Delta-Lotsman subsidiary of the state enterprise Administration of the Sea Ports of Ukraine, created a Lotsman-Crimea state enterprise.

On March 27, 2014, on the basis of property of the Sevastopol Merchant Marine Port and Sevastopol Sea Fishery Port, by the decision # 17 (7178), the “Legislative Convocation of Sevastopol” established a “Port of Sevastopol”. On June 2, 2014, the “Government of Sevastopol” adopted resolution # 29 “On establishing the state unitary enterprise the Sevastopol Sea Port”. The new company included the Sevastopol Merchant Marine Port, the Sevastopol Sea Fishery Port, the Captain Service of the Sevastopol Sea Fishery Port and the Sevastopol branch of the state company Derzhhydrographiya.

In the spring and summer of 2014, the first decisions on sanctions related to the occupation of the Crimea became effective.

On March 27, 2014, the 80th Plenary Session of the 68th Session of the UN General Assembly, adopted Resolution A / RES / 68/262 on “Ukraine’s Territorial Integrity”.

In it, the UN General Assembly “called on States, international organizations and specialized agencies not to recognize any change in the status of Crimea or the Black Sea port city of Sevastopol and to refrain from actions or dealings that might be interpreted as such”. The resolution laid the foundation for a system of international legal acts on the annexation of Crimea, related sanctions and so on. Among others, it has a direct impact on the International Maritime Organization (IMO), an intergovernmental organization and a specialized UN agency that serves as a vehicle for cooperation and exchange of information on international merchant shipping.

On April 27, 2014, the Law of Ukraine “On ensuring the rights and freedoms of citizens and legal regime in the temporarily occupied territory of Ukraine” entered into force.

Simultaneously, a new article # 332-1 was included in the Criminal Code of Ukraine. According to it, crew members on board a vessel that arrives to Crimea carry administrative and criminal responsibility for the

illegal group crossing of the border and violation of the regime of the occupied territory punishable by up to eight years of imprisonment and confiscation of the vessel.

Article 332-1. Violation of the order of entry and exit from the temporarily occupied territory of Ukraine.

- 1 Violation of the order of entry and exit from the temporarily occupied territory of Ukraine in order to cause damage to the interests of the state shall be punishable by the limitation of freedom for a term up to three years or imprisonment for the same term and the confiscation of the vehicles.
- 2 The same actions committed repeatedly or with prior conspiracy by a group of persons or an official using the official position shall be punishable by imprisonment for a term of three to five years, with the deprivation of the right to occupy certain positions or engage in certain activities for a term up to three years and the confiscation of vehicles.
- 3 The actions described in part one or two of this article, committed by an organized group, shall be punishable by imprisonment for a term of five to eight years, with the deprivation of the right to occupy certain positions or engage in certain activities for a term up to three years and with the confiscation of vehicles...

In compliance with the law “On ensuring the rights and freedoms of citizens and legal regime in the temporarily occupied territory of Ukraine”, on April 30, 2014, the Government of Ukraine adopted an order “On the temporary closure of checkpoints across the state border and control points”.

This order, in particular, closed the border crossings in the Crimean seaports, as well as in the territory of the enterprises with their own marinas.

On the instructions of the Ukrainian government, the Foreign Ministry has informed foreign diplomatic missions accordingly.

On June 16, 2014, the Ministry of Infrastructure of Ukraine announced the closure of the seaports in the Crimean peninsula and informed all relevant international organizations about that.

On June 25, 2014, the first Council Regulation #692/2014 of the European Union banning import of goods from the Crimea and Sevastopol to the EU countries, as well as the provision of financial services for such import, including insurance and reinsurance services, directly or indirectly, came into force.

Subsequently, the EU, the US, Canada, Australia, New Zealand and other states that imposed sanctions on Russia due to the occupation and annexation of the Crimea, have also made a series of related decisions. The ports of Crimea were included in the sanctions lists.

In a nutshell, the decisions by Ukraine and the civilized world in the area of marine transport prohibit: vessel calls at the ports of the Crimean peninsula (the Autonomous Republic of Crimea and Sevastopol), export and import of products and services from its territory, including financial services, insurance, leasing, investments, tourism, lending and any contracts with enterprises that operate under the jurisdiction of the occupying power in the territory of the peninsula, etc.

As a result, already in 2014, the international maritime insurance companies stopped insuring the

ships that planned to enter the ports of the Crimea. The information on the ships that violate the regime of the occupied territory in Crimea is now entered into the international seamen’s employment databases with the appropriate recommendations.

Throughout the occupation, the joint monitoring group of the Maidan of Foreign Affairs, the Crimean online portal blackseanews.net and the Black Sea Institute of Strategic Studies (since 2017), has been monitoring the violations of the Crimean sanctions on the daily basis. Particular attention is paid to the entry of the merchant ships into the ports of the peninsula.

As of now, we can identify the nature of the sea freight from the ports of the occupied Crimea is as follows:

- grain from Sevastopol, Kerch and Feodosia to Syria, Northern Cyprus, Lebanon, Libya and Egypt;
- scrap metal from Sevastopol and Feodosia to Turkey, Albania and Romania (before 2017);
- soda ash from Feodosia and Sevastopol to the Russian Federation, Romania (before 2017), Syria, Lebanon and Egypt;
- Liquefied Petroleum Gas (LPG) from a gas terminal in the Kerch Sea Fisheries Port to Bulgaria (before 2017), Syria, Turkey and Lebanon.

In addition to the widest range of consumer goods, the following sea freight arrives to the ports of the Crimea:

- oil products from Novorossiysk, Temryuk and Rostov-on-Don, including that for the main oil terminal of the Russian Black Sea Fleet in Sevastopol and the largest Crimean petroleum station in Feodosia;
- metal and non-metallic construction materials (cement, gypsum, sand and crushed stone);
- chemical raw materials (ilmenite ore);
- glass packaging for wineries and breweries.

As of January 1, 2018, the black list of the monitoring group included 325 ships under the flags of 33 countries that in violation of the Ukrainian and international sanctions, over the last three years had carried out cargo and passenger transportation to the ports of the occupied Crimea and/or entered the Crimean ports for lay up or repairs.

In 2014, beginning with the official day of the illegal annexation, March 18, i.e., over 9.5 months, 144 ships entered the ports of the Crimean peninsula. Of these, 59 vessels (41%) belonged to the Russian shipowners, 39 vessels (27.1%) – to the Turkish and 20 vessels (13.9%) – to the Greek ones.

In 2015, 162 ships entered the Crimean ports. Of these, Russian shipowners owned 107 vessels (66.1%) and the Turkish – 30 vessels (18.5%).

Since 2016, also 162 ships have entered the Crimean ports. Of these, Russian shipowners owned 113 vessels (69.8%), while the Turkish – 19 vessels (11.7%).

In 2017, 161 vessel-perpetrator have entered the Crimean ports. Of those, 117, or 72.7%, belonged to the owners from the RF, 15 (9.3%) – from Turkey, 12 (7.5%) – Lebanon.





Turkish dry cargo Alican Deval (IMO 7500578) near the berth of the Avlita grain terminal in Sevastopol on June 22, 2014.  
Photo from BlackSeaNews archive



The Syrian dry cargo LAODICEA (IMO 9274343), a specialized ship capable of transporting military equipment, arrives to occupied Sevastopol on 10.09.2016.  
Photo from BlackSeaNews archive



Българският Bulgarian LPG tanker POLARIS (IMO 8012853) in the Kerch Sea Fishery Port, August 6, 2015.  
Photo from [www.marinetraffic.com](http://www.marinetraffic.com)



The Romanian dry cargo ship PRINCESS R (IMO 8411190) arrives for loading to Sevastopol on February 18, 2016.  
Photo from BlackSeaNews archive

All in all, during the four years of occupation, the number of the “flag states” of the ships-offenders has decreased from 33 to 15.

In general, we can identify the following trends that are a direct consequence of the Ukrainian and international maritime sanctions on maritime navigation in regard to the annexation of the Crimea:

1. There is a sharp decrease in the number of the vessels-violators belonging to the foreign, non-RF, shipowners.

For instance, over the four years of occupation, the share of the Turkish merchant fleet among the infringing ships entering the Crimean ports has decreased from 27.1% to 9.3%, and the number of infringing ships has fallen almost four times – from 39 to 10.

During that same time, the share of the Greek merchant fleet has dropped from 13.9% to 1.9%, and the number of vessels – almost seven times, from 20 to 3.

In 2014, 35 (24.3%) of infringing ships belonged to shipowners from the EU and Switzerland (including, as mentioned above, 20 vessels of Greek owners, as well as, 6 – of Romanian).

In 2015, their share decreased to 17 vessels (10.5%).

But in 2016, their number remained almost unchanged – 16 vessels (9.9%), despite the fact that the shipowners of Germany, Great Britain, Switzerland, Latvia, Italy had completely stopped working with the Crimean ports.

Among the vessels that made calls in the occupied Crimea in 2017, 12, or 4,5% of the total number of perpetrators, belonged to the EU owners (1 – Bulgarian, 3 – Greek and 8 – Romaninan).

2. In view of the above trend, Russia has been forced to replace the shortage of the sea-vessels by those owned by the RF shipowners.

Over the four years of occupation, the share of the Russian merchant fleet among seagoing vessels entering the Crimean ports, has increased from 41% to 72.7%, and the actual number – from 59 to 117.

3. Due to the shortage of vessels owned by Russian shipowners, the RF has had to attract to the Crimean routes sea vessels owned by the Lebanese, Syrians and Egyptians.

Besides, the Russian Federation has no choice now but to utilize old and worn-out vessels to service Crimea – 60% of these ships are 30 to 60 years old.

Interestingly, for shipping to Crimea, Russia now uses the vessels that it doesn't value – not only those that are obsolete and approach decommissioning, but also those included in other sanctions lists.

For example, the monitoring group has discovered that seven of the vessels violating the regime of the occupied territory in Crimea were also in another black list, the US Syrian sanctions list.

The Syrian list was posted on August 3, 2015 on the official website of the Office of Foreign Assets Control (OFAC), a special unit of the US Department of the Treasury. The list appeared in response to the suspicion of support to the international terrorism and the illegal supply of arms to the Assad regime.

One of the things that these vessels have in common is that upon entering the Crimean ports, all of them grossly violate the requirements mandatory under the international maritime conventions, namely, distort the automated identification system (AIS) data, indicate

false information on the port of destination or just turn off the AIS transmitters altogether.

Notably, six vessels from the “Syrian list” that enter the ports of Crimea are owned by Milenyum Denizcilik (Istanbul, Turkey) and one – by the State Administration of Sea Transport of Syria.

After Russia, the largest violator of maritime sanctions according to the state belonging of the shipowner or operator, is Turkey.

As of January 1, 2018, of the 325 ships-violators entering the ports of Crimea during the occupation, 69 vessels operating under different flags were related to Turkey on the basis of the registration of shipowners and/or operators. That comprises 21.2% of the total number of offenders, the 2nd place after the RF.

After the violation of the regime of the occupied territory in Crimea by their ships had been recorded, two of the Turkish shipowners sold the vessels to the Ministry of Defense of the Russian Federation:

1. The dry cargo ship ALICAN DEVAL, now the military transport of the Black Sea Fleet of the Russian Federation DVINITSA-50 (IMO: 7500578), was noticed in July 2014 while loading grain at the Avlita terminal in occupied Sevastopol with scheduled delivery to Iskenderun, Turkey. In 2015, the vessel was purchased by the Russian Federation from the Deval Shipping & Trading, (Istanbul).
2. The dry cargo ship DADALI, now the military transport of the Black Sea Fleet of the Russian Federation VOLOGDA-50 (IMO: 8220759), was noticed in Sevastopol in October 2015. That same year it was purchased from the Turkish company Bulkhan Shipping & Trading Ltd. (Istanbul).

Subsequently, in the fall of 2015, both vessels became part of the 205th navy supply detachment of RF Black Sea Fleet and are currently used in the special logistics for the RF armed forces in Tartus (Syria), namely, to deliver military equipment for the RF contingent there and the Assad regime.

At the same time, due to the active work of civil society, the Crimean Tatar organizations, mass media, diaspora and Ukrainian diplomats, the number of Turkish offenders clearly diminishes with each passing year.

In March and October of 2017, Turkey officially refused to service in its ports sea vessels arriving from the occupied Crimean ports and banned all sea connection with the latter. However, as of late 2017-early 2018, due to the lack of appropriate control by the Turkish authorities, some of the shipowners regularly forge the paperwork regarding the ports of departure and destination by indicating the Russian ports, while in reality, going to Crimea.

It should be noted that between March 2015 and March 2017, two gas carriers under the flag of Bulgaria have been continuing making calls at the ports of the occupied Crimea, namely, BRIZ and POLARIS. Both vessels are owned by Bulmarket Shipping Ltd (Rousse, Bulgaria). To date, Bulgaria is the only EU and NATO country that from the very beginning of the Crimean occupation, has been openly ignoring the EU sanctions regarding the Crimean ports.

While no vessels under the Romanian flag have entered the occupied Crimea over the years of occupation, 13 ships-violators flying the flags of Sierra

Leone, Tanzania and Togo are owned and/or managed by a group of companies registered in Constanta by natives of the Middle East.

On November 30, 2016, one of these vessels, SKY MOON, carrying a load of Crimean soda ash under the Tanzanian flag was detained by the Ukrainian border guards on the Danube on the way from Sevastopol to Giurgiulesti with 9 crew members, 8 of whom were Syrian citizens, while the captain – a citizen of Libya. The ship remains in the Ukrainian port of Reni. The court proceedings regarding the vessel confiscation and sentencing of the captain to a real jail term is under way.

\* \* \*

However, it is ferry transportation between the ports of the occupied Crimea (especially Kerch) and Russia, as well as Turkey, that has received the main significance since the occupation of Crimea.

Prior to the occupation of Crimea, passenger and cargo transportation via the Port Crimea-Port Caucasus ferry line in Kerch was insignificant and mainly regional – between the Autonomous Republic of Crimea and the Krasnodar Region of the Russian Federation.

The ferries carried passenger cars and buses with passengers and cargo trucks. Due to the lack of demand, passenger railway traffic via the Kerch Strait has been discontinued since the late 1980s.

Before 2014, the total volume of the Kerch passenger and motor vehicle ferry crossing has been carried by the two small ferries, Yeisk and Kerchsky-2, both owned by the Ukrainian state shipping company Kerch Ferry Terminal. In December 2013, they were joined by a new automobile and passenger ferry Mykola Aksenenko of the private Russian firm Anrusstrans.

At the end of 2004, a freight rail link via the Kerch ferry line was restored. The freight was provided by two similar Russian railroad ferries Annenkov and Petrovsk that transported rail tanks with Kazakh oil for re-export via the large oil terminal in Feodosia.

In addition to the Kerch Ferry Crossing, the following ferry lines operated in Crimea prior to the occupation:

- Port Caucasus – Kerch Sea Fishery Port railway freight (liquefied petroleum gas from the Russian Federation for re-export)
- Zonguldak – Evpatoria cargo and passenger ferry (vans with consumer goods)
- Zonguldak – Sevastopol freight and passenger ferry (import of new passenger cars).

After the occupation, Russia was forced to sharply increase the number of ferries and open new ferry lines to other ports, besides the Crimea ferry port.

The reason was that the capacity of the Kerch Ferry Crossing, along with the size of its berth walls, the depth of the water area, the number of the parking grounds and other infrastructure did not meet the growing need and still does not fully meet it now. That resulted in huge crowds at ferry crossings where sometimes people had to queue up for several days.

In 2014, after the Crimean occupation, the following ferry lines were operational in the peninsula:

1. Port Caucasus- Port Crimea Kerch ferry (freight and passenger railways).





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On July 2, 2015, the new Greek large capacity ferry MARIA ELENI (MARIA) (IMO 9617923) began servicing the Kavkaz-Kerch-Fishery Port line. In February 2016, it was acquired by a Russian Defense Ministry enterprise Oboronlogistics specifically for the transportation of troops. Photo from www.marinetraffic.com



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On July 10, 2015, the new Greek large capacity ferry AGIOS LAVRENTIOS (LAVRENTIOS) (IMO 8647866) began servicing the Kavkaz-Kerch-Fishery Port line. In February 2016, it was acquired by a Russian Defense Ministry enterprise Oboronlogistics specifically for the transportation of troops. Photo from www.marinetraffic.com



The Yalta port in the last day of the cruise season, November 5, 2013. Photo from BlackSeaNews archive



Liner ADRIANA arrives to Yalta from Istanbul on June 6, 2014. Photo from BlackSeaNews archive

2. Port Caucasus – Kerch Merchant Port (freight-passenger, automobile).
3. Port Caucasus – Kerch Fishery Port (cargo, car).
4. Temryuk-Kerch Merchant Marine Port (freight, car).
5. Novorossiysk – Feodosiia (cargo, auto), worked only in 2014.
6. Novorossiysk-Sevastopol (cargo, auto); since September 2014, replaced by a container line.
7. Zonguldak – Sevastopol (cargo, auto), worked until the end of 2015, and then again from November 2016 to March 2017.
8. Zonguldak -Yevpatoria (cargo, auto), worked until the end of 2015.
9. Samsun-Kerch (freight, auto), worked until November 2014.

Initially, in 2014, the operation of ferry lines involved private operators of vessel under different flags from Turkey, Greece and Italy.

After the introduction of the maritime sanctions, the work of foreign crews and vessels in the Crimean direction became risky. For example, the Greek ferry IONAS under the flag of Cyprus that had serviced the Kerch Ferry Terminal from May 13, 2014, left Kerch on March 26, 2015 due to the protests of the crew.

Since 2015, as the reconstruction of the marinas at the ferry crossing and in other ports of Kerch proceeded, older and varied ferries have been mostly replaced by the new, large capacity Greek ferries. These ferries have been then gradually bought out by shipowners from Russia who then changed their name and re-registered them under the flag of the Russian Federation.

As of January 1, 2018, there are three operational ferry crossings in Crimea:

1. Port Kavkaz- Port Crimea Kerch ferry (automobile passenger and freight and railroad freight).
2. Port Kavkaz-Kerch Merchant Port (automobile passenger and freight).
3. Port Kavkaz- Kerch Fishery Port (automobile and rail freight).

The Zonguldak-Sevastopol ferry was canceled in March 2017 because of Turkey's refusal to accept sea vessels from Crimea.

Overall, a total of 31 operating ferries have been registered in Crimea during the occupation period.

As of January 1, 2018, 19 of the ferries continue to operate. All of them have been re-registered under the flag of the Russian Federation. Eight of them have been purchased in Greece, one in Turkey, one in Italy, while two –expropriated from Ukraine.

In total, over the four years of occupation, because of the refusal of foreign shipowners to charter sea ferries for Crimea, Russia has had to purchase 15 ferries for the Kerch Ferry Crossing from foreign owners – eight of them Greek, two – Italian and five – Turkish.

It should be mentioned that two of the modern Greek ferries – AGIOS LAVRENTIOS (renamed LAVRENTIY) and MARIA ELENI (renamed MARIA) – with a capacity of 500 passengers and up to 24 cargo trucks have been purchased by the Oboronlogistics, a specialized enterprise of the Ministry of Defense of the



Russian Federation, specifically for the transportation of troops.

However, regardless of those, massive transportation of the Russian troops, weapons and military equipment are carried by all the ferries in the occupied peninsula in priority order.

\* \* \*

Immediately after the occupation of Crimea, all foreign cruise liners with only one exception have completely stopped making calls at the Crimean ports.

Before the unlawful annexation, the Crimean seaports had been successfully developing as international passenger terminals, had great prospects for growth and international investment. The 2013 cruise season became the best in the history of the Crimean ports.

Specifically, in 2013, the Yalta port has received 109 cruise liner calls, 25 calls of the river-sea type liners and the total of 77,880 passengers, which put it slightly ahead of Odesa. The Sevastopol seaport has received 58 liners and 23,400 passengers, the Feodosia seaport – 18 liners and 3479 passengers, while Yevpatoriya and Kerch seaports have received one liner each.

Naturally, the prospects for the 2014 cruise season were not just optimistic, but unprecedentedly fantastic. After all, for that year, the Yalta port alone got confirmed applications for 195 cruise liners calls plus 16 by the river-sea type vessels.

But because of the occupation of Crimea that began in February 2014, the cruise season that usually started in late March-early April, did not begin at all. There was only one exception – on September 17, 2014, a cruise ship OCEAN MAJESTY under the flag of Portugal, owned by the Greek company Majestic International Cruises (Athens) and chartered by a German operator Hansa Touristik GmbH, Stuttgart, arrived from Sochi to the Yalta Sea Port.

The rapid reaction of the media and civil society, however, had led to the fact that, since that incident, there has been no violations of the regime of the occupied territory and international sanctions in Crimea by foreign cruise ships, other than those belonging to the shipowners from the Russian Federation.

Thus, cruise shipping has become yet one more area where the international sanctions on the occupation of Crimea have been very effective and implemented by all the economic actors, except for the Russian Federation.

The three attempts by the Russian cruise operators to organize sea cruises in the occupied Crimea in 2014 – 2015 have failed.

Specifically, the anticipated cruises on POSEIDON EXPRESS and ISABELLA 1, both under the flag of Belize, have not taken place.

The 2014 cruise on a small, outdated ADRIANA under the St. Kitts Nevis flag, was interrupted eventually canceled due to the sanctions.

The only relatively successful Russian attempt to organize a cruise connection with Crimea was the three 2016 Kerch voyages of the outdated Rus Velika cruise liner. Because of its technical parameters, the liner has no permission to enter the Black Sea further than Kerch. In 2017, that liner with the 196 people capacity has made 4 such voyages.

In the early 2017, on Vladimir Putin's personal directive, Rosmorport purchased from the Israeli company Mano Maritime Ltd (Haifa, Israel) an old cruise ship ROYAL IRIS, that was first renamed first ROY STAR and then – PRINCE VLADIMIR. Starting with June 11, 2017, the liner has made 18 cruise voyages on the Sochi – Novorossiysk – Yalta – Sevastopol – Sochi route. The attempts to negotiate Istanbul and Haifa's inclusion into the route have failed due to the sanctions.

Over 2017, the liner has made 18 Black Sea cruise voyages, carrying the total of 5233 passengers. The average passenger load was 288, or 30,6% of the ship's capacity of 940 people.

That clearly demonstrates the low profitability of the voyages caused, among other, by the passengers being included into the volunteer Myrotvorets database of the Ukrainian border perpetrators.

\* \* \*

In the four years of the Crimea occupation, of the 325 identified vessels-offenders, two have been arrested in the territorial waters of Ukraine, one has sunken and one has been demolished for scrap metal. The calls of the infringing ships at the ports of mainland Ukraine, as well as in its territorial waters, remain isolated cases due to the fear of arrest.

As a result of sanctions and blockade, the degradation of the Yevpatoriya, Yalta and Feodosia ports have become an obvious fact. The so-called "State Council of the Republic of Crimea" assesses the situation in the ports as catastrophic: *"Before 2016, the port of Feodosia had employed over 1,300 people, today only 400 remain. In Yevpatoriya there were 600-700 people, currently only 136 remain and the port is paralyzed..."*

The re-export of liquefied gas from the Kerch Fishery Port has significantly decreased. As compared with 2013, exports via the ports of Sevastopol, decreased by 20 times. The main role in supplying Crimea with the necessities now belongs to the three Kerch ports.

The maritime transport, ports, and especially the ferry lines in the three Kerch ports will remain critical for the supply of the "island of Crimea" until the construction of the Kerch Bridge is completed.

In turn, the completion of the bridge at the end of 2018-2019 will lead to the new profound changes. In particular, in the situation of sanctions and the continental blockade of Crimea, the ports of the peninsula may become practically useless to anyone except the Navy (except of the illegal export of grain, soda ash and scrap metal, as well as the importation of large batches of fuel).

### 2.3. The Civil Aviation

According to the Ministry of Resorts and Tourism of the AR of Crimea, in 2013, 10% of all the passengers (1.2 million people) arrived to Crimea by air transport, while 66% – by rail and 24% – by motor transport. According to the Department of Statistics of the Autonomous Republic of Crimea, the share of air transport in freight traffic was insignificant – 0.03%.

At the time of occupation in Crimea there were two airports that provided civilian transportation:



## Crimea: Four Years of Occupation



The airports of the Crimean peninsula



The capture of the Simferopol airport by the Russian troops in February 2014. Photo from sputnik.ru



Russian fighter jets at the Belbek airport in November 2014. Photo from life.ru



A regional dispatch center building, Simferopol, June 15, 2007. Photo from Ukraerorukh official website

1. The Simferopol international airport with a 3706 × 60 m runway, intended to receive all types of aircrafts
2. The Belbek airport in Sevastopol with a 3007 × 48 m runway.

In 2013, the passenger flow of the Simferopol airport amounted to 1,204 million people with the total of 7476 flights performed. The bulk of the passenger traffic (72%) fell on the international destinations.

Until the Crimean occupation, the civil use of the Belbek airfield with some interruptions has been in place since 2002. Between 2002-2007, about 4 000 thousand flights, have of them – international, were carried out there with the total of about 50 thousand passengers transported.

The aeronautical service in the peninsula's airspace was provided by the Krymaerorukh regional structural unit of the State Air Traffic Service of Ukraine (Ukraerorukh).

At the end of the first day of the Crimean occupation, on the night of February 27-28, 2014, the Simferopol International Airport and the Belbek airfield have been seized by the Russian troops.

On March 21, 2014, the decision #1773-6/14 of the "Presidium of the State Council of the Republic of Crimea" declared the property of the Crimean structural unit of the Ukraerorukh to be "the property of the Republic of Crimea" and that a state enterprise Krymarevnavigation will be established on its basis. On March 26, 2014, that decision became effective by the resolution of the "SC of the Republic of Crimea" #1868-6/14.

On April 03, 2014, on the order 157 of Rosaviatsiya from March 26, 2004, a branch of the Krymaeronavigatsiya of the federal state unitary enterprise State Corporation for Air Traffic Management in the Russian Federation was established ("State Corporation for Air Traffic Management").

On April 22, 2014, the decree #213 of Rosaviatsiya amended the Regulation on the Southern Interregional Territorial Administration of Air Transport by including the new subjects of the Crimean Federal District – the Republic of Crimea and the city of Sevastopol.

On April 9, 2014, the Simferopol Airport was included in the State Register of Airports of the Russian Federation (Certificate of Rosaviatsiya #AD 0001 from April 9, 2014). In June 2014, the Belbek aerodrome was included in the list of aerodromes of joint deployment (order #1057-p from June 16, 2014).

Starting with January 1, 2015, the state-owned enterprise Krymaeronavigatsiya and the branch "Krymaeronavigatsiya" of the State Enterprise "State corporation" with the ORP are merged into one enterprise – the branch "Krymaeronavigatsiya" of the State Corporation "State Corporation of ORP" that provides pre-flight information service of aircraft crews and organization of air traffic flows Aircrafts in the area of the Simferopol airport and the Belbek airfield.

On April 20, 2016, the Russian government included the Simferopol airport in the list of airports of federal significance.



\* \* \*

From the first days of the Crimean occupation, the Ukrainian air authorities have been consistently collaborating with the international aviation organizations.

On March 10, 2014, after Russia's had seized the control center, the airfield control tower and other air navigation facilities of Ukraerorukh in Crimea, the air traffic control in the Simferopol flight information region was transferred to the Dnipro and Odesa air traffic control centers.

On March 31, 2014, due to the occupation of the peninsula by the Russian Federation, the European air traffic management organization Eurocontrol banned all flights to Crimea, in particular to Simferopol and Sevastopol.

On that basis, in strict adherence with the ICAO Convention on International Civil Aviation, Eurocontrol does not recognize any unilateral declarations of air navigation service over any part of the Ukrainian airspace that is issued by non-Ukrainian authorities. At the same time, when choosing alternatives to the closed routes, the Eurocontrol advises airlines to coordinate them with the Ukrainian, Romanian, Bulgarian and Turkish dispatch centers in order to avoid air traffic violations.

In early April 2014, the Ukraerorukh announced that the International Civil Aviation Organization (ICAO) had confirmed Ukraine's exclusive right to provide air navigation services over the Black Sea:

*"The right to exercise air navigation services in international airspace over the Black Sea within the Simferopol flight information region belongs exclusively to Ukraine. Russia has no legal basis to seize this airspace and to intervene in the operation of the air traffic services authorities of Ukraine".*

That position of the International Civil Aviation Organization (ICAO) once again confirmed the negotiations between representatives of Ukraine and the Russian Federation on the state of security of flights in the airspace over the Crimea and the open sea, which is under the jurisdiction of Ukraine. The first round of negotiations was held April 8, 2014 in the ICAO European and North Atlantic Office in Paris.

Due to the transfer of air traffic control in the Simferopol area of flight information to the Dnipro and Odesa air traffic control centers, in April 2014, Ukraine signed updated Letters of Agreement on Interaction in Air Traffic Service with the states of the Black Sea region.

*"Among the states of the Black Sea region, Russian Federation remains the only exception, as it explicitly and unreasonably sabotages the process of signing the Letters of Agreement with Ukraine. The Russian side stubbornly continues to see no grounds for the update of the agreements concluded by the two states before."* (From the Ukraerorukh news release).

In June 2014, the Eurocontrol has confirmed that no airline of the Eurocontrol member state is permitted to operate flights to cities or airports of Ukraine if the official aviation authorities of Ukraine ban such flights.

However, the Eurocontrol first and foremost provides technical assistance and recommendations to

the members of that organization, including Ukraine. It, therefore, cannot enact any sanctions against the Russian airlines that violate international agreements by flying to Crimea, since the RF is not a Eurocontrol member.

Nevertheless, referencing the RF Ministry of Transport, the Russian media reported that the ICAO had agreed that Russia should provide air navigation services over the Crimea and the territorial waters (12-mile zone). Subsequently, that message was disavowed. The Department of the Information Policy of the Ministry of Foreign Affairs of Ukraine has issued a commentary on the inaccurate information in the Russian media on the position of ICAO regarding air navigation control over the Autonomous Republic of Crimea.

In February 2015, Ukraine has reached preliminary agreements with the leadership of ICAO, IATA, FAA and Eurocontrol on resuming the use of the airways over the Black Sea by civilian aircrafts.

In February 2016, the European Aviation Safety Agency (EASA) has recommended the use of the two air routes over the Black Sea proposed by Ukraine as part of measures on resuming the use of airways in this area.

According to the official EASA Safety Information Bulletin, the two routes – L851 and M856 – that pass through the airspace above the western part of the Black Sea and are in the area of Ukrainian responsibility, are suitable for flights by all airlines.

*"The EASA conclusion refers exclusively to routes in the airspace over the Black Sea that does not involve the territory of the Autonomous Republic Crimea. The airspace over Crimea and the territorial waters remains closed for aircraft flights. Any media reports on the resumption of flights over Crimea are false"*(From the Ukraerorukh news release).

On February 17, 2016, the EASA has issued a newsletter with safety recommendations for airlines on flying in the international airspace over the Black Sea.

In it the EASA recommended that when planning flights in the western international airspace over the Black Sea, the airlines consider the two routes of the air traffic services (ATS) – L851 and M856 – where responsibility for the ATS had been delegated to Ukraine on the basis of the regional air navigation agreements approved by the ICAO Council on February 17, 1997.

*"In the bulletin, the EASA confirms Ukraine's legitimate authority to provide air traffic services within the Simferopol flight information region (FIR) and to publish aeronautical information on the Simferopol FIR.*

*Also, the EASA bulletin states that the Russian Federation is not a state with an internationally recognized authority to provide service within the Simferopol FIR and therefore, any release by the RF of aeronautical information on the Simferopol FIR is also not internationally recognized.*

*It should be noted that Ukraine's airspace over the temporarily occupied territory of the Autonomous Republic of Crimea remains closed for flights of all aircraft without any exceptions* "(From the Ukraerorukh news release).





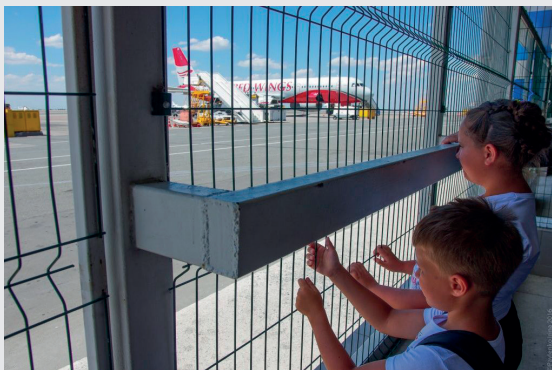
\* \* \*



The Simferopol airport, July 2014.  
Photo from [www.facebook.com/sip.airport](http://www.facebook.com/sip.airport)



The Simferopol airport, March 2017.  
Photo from [anton-afanasev.livejournal.com](http://anton-afanasev.livejournal.com)



The departure zone of the Simferopol airport, July 2016.  
Photo from [irina-foto.ru](http://irina-foto.ru)



Russian Prime-Minister Dmitry Medvedev sees off the first Moscow-Simferopol flight of the Dobrolet airline. Photo from website of the Government of the RF

Immediately after the occupation, Russia faced the issue of ensuring a rapid growth of air transportation to Crimea.

So, in May 2014, the Russian Parliament passed federal law No. 151-FZ “On Amendments to Chapter 21 of Part Two of the Tax Code of the Russian Federation” that set a 0% VAT rate for domestic air transportation of passengers and baggage to Crimea and Sevastopol. On June 4th it was signed by the President of the Russian Federation. Later, the 0% VAT on domestic air transportation to Crimea was extended through 2016.

On April 29, 2014, the Russian Government adopted resolution #. 388 “On Granting Federal Budget Subsidies to the Air Transport Enterprises to Ensure the Affordability of Air Transportation of Passengers to and from Simferopol” that approved the regulations of the air transportation subsidies for the period from June 1 to October 31.

The list of subsidized routes included 17 cities of the Russian Federation. In September 2014 that list was expanded to 20 cities.

In 2014 alone, 680 million rubles were allocated for the implementation of the subsidy program. The amount of the subsidies for airlines equaled 50% of the ticket price, or 2,2-6,8 thousand rubles one way, all fees and taxes included.

But, according to the Russian media, the small amount of the subsidies was the main reason that in 2014 the state program of subsidizing air transportation from 13 Russian cities to the Crimea actually failed.

The airlines had to compensate for losses by raising prices for other, non-subsidized tickers. As a result, the carriers have obtained only 123 million rubles of the total allocated amount of 680 million rubles (544 million rubles had been transferred to the Reserve Fund of the subsidy program), while of the 200 thousand originally projected beneficiaries, in reality, only 34 thousand people have received the discounted tickets.

Starting with May 25, 2015, the number of the cities on the list of subsidized routes has grown to 43. But that came with additional restrictions: air carriers could count on state support only when allocating a certain number of the economy class seats. The document also set a quota for each direction: no less than 30% of all economy class seats had to be subject to the special fare. At the same time, Moscow and St.Petersburg are not part of the subsidy program.

611.8 million rubles were allocated to implement the state program that anticipated delivering 170 thousand passengers to Crimea.

According to Rosaviation, by the beginning of summer 2015, eight Russian airlines took part in subsidizing the air routes.

But, according to the sources referenced by the Russian newspaper Kommersant, the new terms of the program also fail to reach the stated goals of popularizing Crimea and developing it as the most affordable destination:

*“This year, the airlines have requested 1.5 billion rubles for the program. But the budget has been reduced by 64%, while the total number of cities and potential participants has been increased. At the same time, of the cities included in the list, at least 12 routes do not interest the carriers at all, being viewed as hopeless in terms of passenger traffic.”*

The top manager of one of the Russian airlines has noted that the state program is not profitable for all the air carriers:

*“Last year they subsidized the routes, while this year – a passenger seat on the plane. That state program is beneficial for large air carriers with aircraft capacity of three hundred and more seats. But for the companies that do not have large capacity aircrafts, the program is unprofitable and by participating in it, they will bear losses”.*

In April 2016, Russian airlines appealed to the RF Ministry of Transport to reconsider tariffs for subsidized flights to the Far East, Kaliningrad and Crimea, as those had remained unchanged for several years, while the costs for the airlines and airports had been steadily going up.

On April 27, 2016, regular changes to the rules for subsidizing air transportation to Crimea have been made. By then, the subsidized route list had already grown to 58 cities, but it now included a clear identification of the passenger categories eligible for the special fares:

*“The Passenger” is a citizen of the Russian Federation under the age of 23, a female citizen of the Russian Federation aged over 55, a male citizen of the Russian Federation over the age of 60, a citizen of the Russian Federation who is disabled (disability group I) of any age and the one accompanying him. A person, as well as a person accompanying a disabled child, and a person disabled since childhood (disability groups II and III)”.*

In 2016, 11 airlines operated on special fares to Simferopol.

But in July 2016, during the allocation of additional funds to subsidize airline traffic (Resolution No. 657 dated July 11, 2006), the Simferopol Airport has not been included in the list of subsidized destinations.

Instead, additional funds were allocated for the development of domestic tourism – additional 200 million rubles have been allocated for subsidizing flights to St. Petersburg, Mineralnye Vody and the Altai Republic.

In other words, in 2016, the subsidy program for air transportation to Crimea has finally ceased to be an instrument for “popularizing Crimea and developing it as the most affordable destination” and has since become a mere lip service. Its extension into the spring of 2017 set forth the same conditions as to the passenger categories. The program was used by seven airlines, namely, Aeroflot, Ural Airlines, S7 Airlines, Alrosa, Red Wings Airlines, Izhavia and Saratov Airlines.

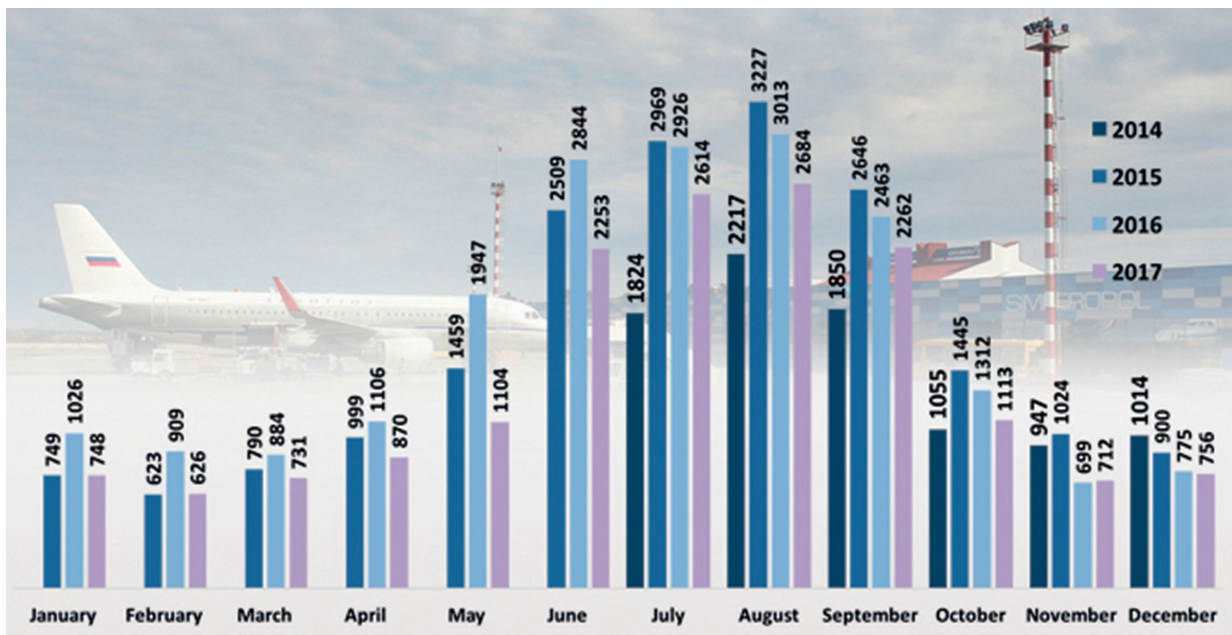
For 2018, subsidies have been allocated for tickets to 61 destinations. In June 2018, Saratov Airlines plan to start regular flights on the Grozny-Simferopol and Saransk-Simferopol routes.

In addition, considering the high cost of the passenger fare to Crimea and the inability of the latter to compete with the Turkish and Egyptian resorts, Russian authorities have introduced tax relief on all passenger air traffic to the occupied peninsula. For instance, while current VAT relief until December 31, 2020, for all domestic air traffic is 10%, for the Crimean direction it’s zero. However, after the subsidy term ends on January 1, 2019 and the Crimean traffic switches to the standard domestic taxation, the prices on Crimean directions will undoubtedly rise by at least 10%, which will cause the passenger flow to drop. At the same time, the Russian authorities do not exclude the possibility of extending the zero VAT rate on the tickets to Crimea.

Over the last four years, more than 40 Russian airlines have flown to the occupied Crimea. During that time, the number of the air carriers has changed from 23 in autumn 2014 to 19 in 2015 and 16 by the end of 2016.

In 2017, passenger air transportation to the airport of Simferopol was carried out by 19 Russian carriers. Another company that had previously provided regular flights to the annexed peninsula, S7 Airlines, in 2017, lended its aircrafts to a S7 Group holding company subsidiary, the Globe Airlines. Eleven Russian airlines that carried out regular flights to the Crimea, went bankrupt, while others suffered considerable losses. The list of carriers that have stopped the Crimea

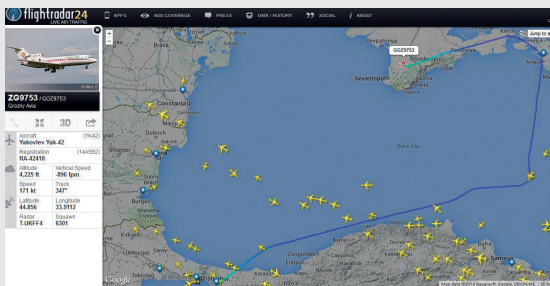
### The Passenger Flight Dynamics to the Simferopol Airport in 2014-2017







The first Grozny Avia flight from Simferopol to Istanbul before take off, July 2014.  
Photo from cit.ua



The Simferopol-Istanbul flight data according to www.flightradar24.com



An Izhavia aircraft at the Simferopol airport, June 2017.  
Photo from BlackSeaNews archive



A Ural Airlines aircraft at the Simferopol airport, June 2017.  
Photo from BlackSeaNews archive

operations include: Transaero, Ak Bars Aero, VIM-Avia, Mordovia Airlines, Bylina, Grozny Avia, Dobrolet, Donavia, Kogalymavia, Polyot and Center-South.

In September 2017, the Russian carrier VIM-Avia started having significant scheduling delays and later, canceled their flights to and from the Simferopol airport. Passengers who had bought tickets for the company flights, were forced to wait. In the end, it turned out that VIM-Avia had gone bankrupt, and therefore, could not fulfill its obligations to the customers, so other airlines had to step in and take the VIM-Avia passengers out of Simferopol.

In October, two Russian airline Red Wings and NordAvia that had carried out mostly joint flights to the occupied Simferopol, announced the merger into one avia holding. The Red Wings fleet consists of six Airbus and four Tu-204-100 aircrafts, with ten Tu-204SM and sixteen MS-21-300 expected, while that of NordAvia includes nine narrow-gauge Boeing 737-500s.

In February 2017, a new Rostov-on-Don-based carrier Azimut was established and announced regular flights to the Simferopol airport. However, so far, neither the ticket sale system on the airline’s website, nor its route map show Crimean destinations.

The air fleet of the newly created airline has four Russian Sukhoi Superjet 100s, that have actually performed poorly when used by Aeroflot, the largest customer of that type of aircraft, as well as by other Russian carriers. For the most part, complaints relate to frequent aircraft failures, despite the small number of flight hours compared to Boeing and Airbus, the lack of spare parts and the long waiting time – up to six months – for their production. The latter is due to the fact that the aircraft manufacturer, the Sukhoi Civil Aircraft Company JSC, also fills the orders of the Russian defense industry, which is the enterprise’s priority.

According to the monitoring group, chartered aircrafts of two foreign airlines – Cambodia Angkor Air (Cambodia) and Jetstar Pacific (Vietnam) – have also flown to Crimea. Those were the sole attempts of the Russian authorities to engage foreign air carriers in operations with the occupied peninsula, that, however, proved unsuccessful.

Not all of the air carriers have been able to stay on the market. Symbolically, the first to drop out, did so precisely due to the international sanctions:

On August 4, 2014, a Russian low-cost airline Dobrolet, a 100% subsidiary of Aeroflot, stopped selling tickets and operating flights. The reason was that because of the EU sanctions from July 30, 2014, the airline’s European contractors had stopped all business with it and canceled all existing leasing agreements on Boeing 737-800NG aircraft and its maintenance, aircraft insurance and provision of aeronautical information.

The EU explained the decision by the fact that after the annexation of Crimea, Dobrolet had conducted flights exclusively on the Moscow-Simferopol route, “thus, facilitating the integration of Crimea into the Russian Federation.”

Dobrolet began selling tickets on the night of May 27, 2014. Its first flight was Moscow-Simferopol, although originally, it was planned that the airline would fly to St. Petersburg. In July 2015 the company was eliminated.



So far, that case is only one of its kind. Given that it was a new company that had managed to include only 2 aircrafts to its fleet, it is possible that these sanctions were enacted to send a clear message.

\* \* \*

In the first two years of occupation, the growth of passenger traffic to the Simferopol airport was explosive: compared to 2013, in 2014 the flow increased 2.3 times and compared to 2014, in 2015 – by 79.2%.

But in 2016, the rapid growth of passenger traffic has virtually ceased and compared to 2015, amounted to 3.6% only.

In 2014, according to the Simferopol airport, it has served 2.8 million passengers and 11, 602 flights. By the end of 2015, the airport announced it had served 5,018 million passengers and in 2016 – 5,2 million. There has been 38, 594 flight landings in January-December 2016, a growth of 8.9% in comparison with 2015. In 2017, their number dropped to 32 946, which is 14,63% less than in 2016.

In 2016, 21 airlines have flown to 56 destinations from the Simferopol airport with 77% of the passengers being carried by the Aeroflot, VIM-AVIA, Globus, Russia and Ural Airlines.

The greatest demand remained for Moscow, St. Petersburg, Yekaterinburg, Novosibirsk, Rostov-on-Don, Kazan and Krasnodar. In addition, five new directions have been opened, namely, Kaluga, Orsk, Salekhard, Chulman and Yaroslavl.

At the same time, the lack of real subsidies for airline tickets, their price increase at the time when the living standards in the Russian Federation continue to fall, as well as the opening of the tourist routes to Turkey, give us no grounds to expect a significant further growth.

Our monthly monitoring uncovers a steady trend: from the autumn of 2016, the total number of flights to Crimea almost equals the numbers for the corresponding period in 2014. In 2017, the trend towards a decrease in passenger traffic continued. According to the Crimean occupation authorities, the 2017 results for the Simferopol airport showed a negative dynamics of minus 1.4% and a passenger traffic of 5,128,738 people compared to 5,201,522 in 2016.

Compared to the respective months in 2014 and 2015, in October-November 2016, the number of airlines that were flying to Simferopol airport decreased from 23 in the fall of 2014 to 19 in 2015 and 15 in November 2016.

In December 2016, 11 Russian airlines were flying to Simferopol. The number of flights to and from Simferopol airport has decreased from 2028 flights in December 2014 (17 air carriers) to 1,800 in 2015 (13 air carriers) and 1550 flights in December 2016.

In January 2017, the 11 Russian airlines continued operations in Simferopol. The number of flights to and from Simferopol airport fluctuated from 1500 flights in January 2015 to 1930 in 2016 and 1496 in 2017.

In February 2017, 9 Russian airlines operated at the Simferopol airport. The number of flights to and from Simferopol airport fluctuated from 1246 flights in February 2015 (11 airlines) to 1756 in 2016 (12 airlines) and 1252 flights in 2017. December 2017 has ended at

the mark of 1512 flights in both directions, the lowest number for the respective period since the beginning of the occupation.

\* \* \*

Since the first year of the Crimean occupation, Russia has been making attempts to organize international flights for Russian airlines from the Simferopol airport.

Just for that purpose, on June 5, 2014 Prime Minister Dmitry Medvedev signed order # 960-r on opening the Simferopol airport for international flights, while the RF Ministry of Transport allowed two airlines to fly abroad from Crimea.

Subsequently, on July 9, 2014, the so-called “Transport Ministry of Crimea” reported the flight of Grozny Avia airline from Simferopol to Istanbul, the first international flight from Crimea since the annexation.

Meanwhile, en-route, the plane had first made a technical landing at the airport of the Russian city of Anapa, no flight to Istanbul had been listed in the Simferopol airport online departure schedule and in the online arrivals of the Sabiha-Gokcen Istanbul airport the flight had appeared as Anapa-Istanbul.

On August 11, 2014, the flight Simferopol-Istanbul-Simferopol was announced as a regular one. The same day, the border guards at the Simferopol airport, for the first time have stamped “Simferopol, Russia” in the passports of passengers traveling to Turkey.

But merely a month later, the flight to Istanbul was canceled. In an interview, the Deputy Minister of the Russian Federation for Crimea, Andriy Sokolov, said: *“International Flights have been suspended. I am not prepared now to state the reasons, perhaps, due to the reservations of the international aviation organizations”*.

In fact, the cancellation of that flight that was meant to demonstrate that the air blockade could be overcome, was the result of a major collaborative effort by the Ukrainian civil society, the media, the Mejlis of the Crimean Tatar people and the Ukrainian diplomats in Turkey.

On November 16, 2014, the same Grozny Avia airline opened another so-called “regular flight” from Simferopol to Yerevan with a technical landing in Anapa. According to the Yerevan Zvartnots airport, it also showed as the Anapa-Yerevan flight. But in June 2016, Rosaviatsiya banned Grozny Avia Airlines from carrying out international flights altogether (order #463-50 from June 7, 2016).

The fiasco in organizing international flights from the occupied Crimea is also evidenced by the fact that as of January 1, 2018, in the Russian list of airports open for international flights, Simferopol airport has been listed among those without required checkpoints.

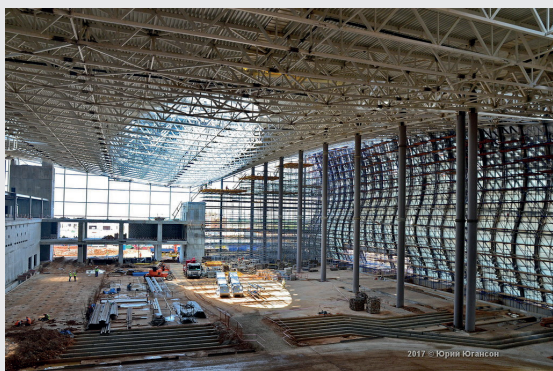
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The required radical increase of the passenger air transportation volume to the occupied Crimea has caused the overload of a single Crimean passenger airport and the need for significant costs to maintain its technical condition.

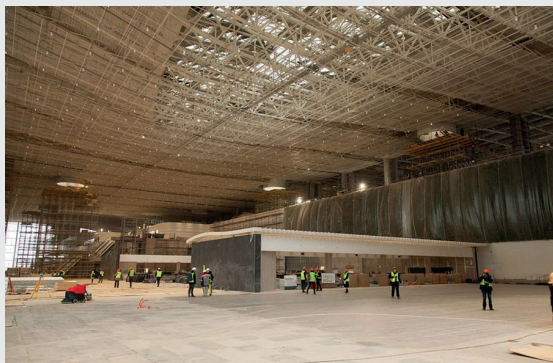
In May 2015, a new terminal “A” for was opened and the reconstruction of the terminal “B” completed. Also, by summer 2015, the airport has finished the



New terminal construction, Simferopol airport, July 2017. Photo from BlackSeaNews archive



New terminal construction, Simferopol airport, July 2017. Photo from BlackSeaNews archive



New terminal construction, Simferopol airport, 18.12. 2017. Photo from Simferopol Airport official Facebook account



Aeroflot's Airbus A320-214 VQ-BSJ at the Simferopol airport, June 24, 2017. Besides the occupied Crimea, also flies to the EU airports in Budapest, Hungary (November 7, 2016); Vilnius, Lithuanian (November 8, 2016); Prague, Czech Republic (November 9, 2016); Frankfurt, Stuttgart, Berlin, Dusseldorf and Hannover, Germany (May 1, 2017, May 17, 2017, July 6, 2017, July 8, 2017 and July 10, 2017, respectively); Zagreb, Croatia (May 10, 2017); Milan, Italy (June 17, 2017); Paris, France (June 19, 2017); Stockholm, Sweden (June 20, 2017); Copenhagen, Denmark (June 22, 2017) and Oslo, Norway (July 10, 2017). Photo from BlackSeaNews archive

reconstruction of the international sector, the two waiting and boarding areas, an additional business lounge and a large arrival area. According to the Director General of the airport, the area of development was about 13 thousand square meters that has allowed to increase passenger traffic to 2000 passengers per hour, arrival and departure combines. As of May 2016, the total area of the terminals is almost 24 thousand square meters.

In June 2016, the airport has started the construction of a new air terminal complex with a total area of 78 thousand square meters. The projected cost of the new complex is about 32 billion rubles. The start of operation is announced for March 2018.

In addition to the terminal itself, the complex will include the buildings of the special transport service, the airfield service, the cargo warehouse, the flight catering production facility and the buildings of the state control bodies.

Earlier it was announced that by 2018, the reconstruction of the runway is also in the plans. Its length will be increased from 2.7 to 3.2 thousand meters at the projected cost of 13 billion rubles from the funds of the FTP for Crimea. In the third quarter of 2017 it was reported that the reconstruction, and in reality, the actual construction, of a new runway would begin in March 2018.

The Federal Target Program named "Socio-Economic Development of the Republic of Crimea and the City of Sevastopol by 2020" stipulates that the construction of the Simferopol airport terminal would be paid by private investors.

In April 2016, the Simferopol International Airport, LLC has signed an investment contract with the occupation authorities of Crimea for the construction of the new passenger terminal. The main financing is anticipated to come from a pool of banks operating in the Crimea, specifically, the Genbank, Rossiya Bank and RNCB. According to the CEO, the appeals for support to the "mainland" banks, have been unsuccessful. Originally, the sole investor of the Simferopol Airport was Accord-Invest, owned by a member of the RNCB Board of Directors, Oleg Zhestkov.

In August 2016, as part of a syndicated loan, the RNCB gave 14 billion rubles for the construction of a new terminal to be repaid by 2031. The investment agreement stipulates the change in the ownership structure, namely that effective share of the 20% of the Simferopol airport now belongs to the Rossiya bank that currently is under the international sanctions and to Yuri Kovalchuk, also included in the list of sanctions. Oleg Zhestkov has lowered his stake in the company to 31%.

Note: In March 2014, as part of sanctions against the Russian Federation in connection with the annexation of the Crimea, the United States and Canada included the Rossiya bank and Y. Kovalchuk in the sanction list. "Yuri Kovalchuk is the largest shareholder of the Rossiya bank", as well as the personal banker for the senior officials of the Russian Federation, including Putin. Kovalchuk is a close advisor to the President Putin and one of his personal "cashiers". The shareholders of the Rossiya bank are members of Putin's internal circle associated with the Ozero country home community.

To ensure the return on the construction investment, it is planned that in the first four years



after the commissioning of the new airport terminal, the airport charges for carriers will be doubled, which will certainly lead to the rise in the ticket costs by at least 10%.

According to our projection, the project investors' estimate of the passenger traffic growth to 7 million people by 2018 is exaggerated, which is already confirmed by the drop of the passenger flow in 2017. In addition, the completion of the bridge across the Kerch Strait will open much cheaper opportunities for Russian citizens to reach Crimea.

The Federal Target Program "Socio-Economic Development of the Republic of Crimea and the City of Sevastopol by 2020" also provides for the construction of the Belbek Air Terminal Complex, also at the expense of private investors. At present, the capacity of the existing terminal building is 50 people per hour.

But over the three years of occupation, the development of the Belbek airport's civilian sector has been facing numerous challenges.

In February 2016, the Director of the state enterprise The Airport of Sevastopol announced that in 2015 the company had developed "a concept organizing the airfield's civilian sector," as well as the relevant task orders on its design, reconstruction and development.

In March 2016, the RF government settled on the idea that the civilian sector of the Belbek airport would be considered a branch of the Simferopol airport, which should allow moving with the certification procedure faster and launching charter flights there.

The administrative and bureaucratic battles around Belbek are the result of a deeper fundamental conflict that puts the expediency of a civilian airport at the constantly growing Belbek air base into question.

The problem is that it is precisely the military priority of Belbek airfield that poses a major risk to any investor due to the ever-present possibility of an unplanned closing of the airport for civil flights.

Consequently, our monitoring group projects that the idea of building a civilian airport in Sevastopol is unlikely to be realized. As of 2018, no FTP funds have been allocated for it.

\* \* \*

The daily monitoring results indicate that Russian airlines carry out passenger flights to the occupied Crimea on the same aircrafts they fly to the airports of the EU and some non-European countries that have acknowledged the annexation of Crimea by Russia as illegal at the UN General Assembly on March 27, 2014.

The leaders among those are Germany, Poland, Italy, France, Turkey, Georgia, Spain, Sweden, Montenegro, Greece, Lithuania, Latvia, Estonia, US, Norway, Cyprus, Switzerland, Austria, Czech Republic and Bulgaria. At the same time, the list of the countries whose airports regularly accept the flights by the Russian aircrafts that fly to Crimea, also includes Portugal, Hungary, Netherlands, UK, Japan, Denmark, Belgium, Moldova, Croatia, Finland, Slovakia, South Korea and Romania.

The authors consider this to be an important area for the expansion and/or further refinement of the aviation sanctions related to the Crimea occupation.

## 2.4. The Crimean Railway

According to the Statistics Department of the AR of Crimea, in the last pre-occupation year of 2013, 27.3% of freight traffic in Crimea was carried by rail (70.8% – automobile, 1.9% – marine, 0.03% – air.) In the same year, according to the Ministry of Resorts and Tourism of the Autonomous Republic of Crimea, 66% of passengers arrived to the peninsula by rail (24% – by motor transport and 10% by air).

The Crimean Directorate of the state-owned Pridniprovskaya Railways operated in the peninsula.

In the summer of 2013, 99 pairs of year-round and seasonal trains arrived to and departed from Crimea daily, including 45 pairs from Ukrainian cities and 54 pairs from the countries of the former USSR.

In March 2014, immediately after the occupation, passenger traffic between mainland Ukraine and Crimea has already decreased by 40% compared to the same period of 2013. Also, according to Ukrzaliznytsia, there was a 21-23% decrease in passenger traffic between Crimea and the Russian Federation.

The trips to Russia continued as scheduled, but due to the decrease in demand and passenger flow, the trains themselves were reconfigured. If earlier the trains had 18-20 carts each, immediately after the Crimean occupation, their number was reduced to 8-10. Depending on the time of departure and the day of the week, their load ranged from 24% to 75%.

On April 1, 2014, the so-called "Crimean Railway" unilaterally canceled or shortened the routes of the suburban trains, thus, stopping suburban traffic with the mainland of Ukraine.

That has compelled Ukrzaliznytsia to assign additional trains to the Sivash station of the Kherson region on the administrative border with the Crimea in order to provide transport connection for residents of mainland Ukraine.

At the same time, in the trains passing through the Crimean administrative border with the Kherson region, the occupation authorities introduced "border control" – checking documents on train passengers, forcing Ukraine to introduce similar measures.

At the end of April 2014, the number of trains from Russia going to the Crimea through the territory of Ukraine has been cut in half. At a meeting in Minsk, the Russian Railways, Ukrzaliznytsia and Belarusian railways agreed to allow only 36 trains to Crimea.

The reason for the reduction was Article 2, Clause 10 (Procedure for Entering and Leaving the Temporarily Occupied Territory) of the Law of Ukraine "On Ensuring the Rights and Freedoms of Citizens and Legal Regime in the Temporarily Occupied Territory of Ukraine."

As a result, for the summer of 2014, the routes of eleven Russian, four "Crimean", two Belarus and eight Ukrainian trains had been agreed to. By comparison, there were 70 trains in the summer of 2013 between Russia and the Crimean peninsula and 45 in the winter of 2013/14. Due to the reorientation of the mainland Ukraine passenger traffic from Crimea to other resort regions of Ukraine, Ukrzaliznytsia has added train routes to Odesa, Berdyansk, Genichesk, Kherson and Western Ukraine.



Simferopol Railway Station, 2015. Photo from hromadskeradio.org



Simferopol Railway Station, 2015. Photo from hromadskeradio.org



Kerch-Dzhankoi train consists of one carriage. January 2017. Photo from fresh.org.ua



The blockade of the railway to the Crimean Titan plant in the occupied peninsula. Photo from facebook.com/ayder.muzhdabaev

By the end of 2014, the passenger traffic between the Crimean peninsula and the regions of the Russian Federation was reduced by almost 1.4 million, or by 95% compared to 2013.

Also, 2014 saw a significant decrease in passenger traffic to Crimea from mainland Ukraine. So, in 2014, the number of tickets sold for the Ukrzaliznytsia trains headed to the peninsula, fell by almost 2.5 million or 60% in comparison with 2013.

On December 26, 2014, Ukrzaliznytsia canceled the movement of passenger and freight trains to the Crimea out of security concerns. The reason was the information that trains from the occupied Crimea could be used by the pro-Russian militants trained in Crimea who headed for the Donbas and other regions of Ukraine.

Since then, the route of the trains in the Crimean direction has been limited to Novooleksiivka and Kherson stations. Conventions #CZM-14/2249 and CZM-14/2250 from December 26, 2014 prohibit the carriage of all cargo to/from stations controlled by the so-called "Crimean Railways."

However, in September 2015, a former deputy of the Verkhovna Rada of Ukraine, former deputy prime minister of the Crimean government Andriy Senchenko, said that the Crimean Titan company located in Armiansk (the northern part of the annexed peninsula) continues to receive raw materials and ship products by rail:

*"The thing is that the private railway branch of the Titan plant is adjacent to the Ukrzaliznytsia tracks already in the territory of the Kherson region. They (Ukrzaliznytsia) say: "Nothing passes across the border via our branch."*

*Raw materials are shipped to Firtash's plants and the finished products are shipped out daily, thus, Ukrzaliznytsia helps Firtash avoid sanctions that the whole world has applied to the enterprises in the occupied territory."*

The press service's response on the official site of Ukrzaliznytsia was that "Ukrzaliznytsia has not conducted cargo and passengers transportation to Crimea since December 26, 2014.

*The December 26, 2014 Convention #CZM 14/2249 concerning the termination of freight transportation between the Autonomous Republic of Crimea and mainland Ukraine and the August 17, 2015 Convention #CZM 14/113 concerning the restriction of the carriage of goods up to the Vadim checkpoint have been posted on the official site of Ukrzaliznytsia."*

But as of today, the August 17, 2015 Convention #CZM 14/113 with the above restrictions is absent on the official site of Ukrzaliznytsia.

On September 28, 2015, the railway connection with the Crimean Titan plant was physically stopped by the activists of the Crimea Civic Blockade who placed two large concrete blocks and antitank onto the railway leading to the plant near Chevron Chaban, Kherson region.

As of now, the situation remains unchanged.

\* \* \*

From August 1, 2015, the Russian Federation has made an attempt to organize railway connection with Crimea via the Kerch Ferry Crossing. The plan was to transport the wagons of the "direct" train "Simferopol-



Moscow” by railroad ferry, while the passengers – by a separate passenger ferry. According to the schedule, the total trip time to Moscow was over 40 hours.

But in a few days, due to the KF Crossing small flow capacity and technical difficulties, it was decided not to transport the train through the Kerch Strait, and after the crossing, to switch the passengers to another train.

In the future, the passenger transportation was developed on a “single ticket” scheme that included a bus to Kerch, a ferry through the Kerch Strait, a bus to the railway station in Krasnodar or Anapa and then a train on the territory of the Russian Federation. The scheme operates annually from April 30 to September 30.

The total flow on the “single ticket” route is hard to estimate. For instance, according to TASS, “over the 2014 holiday season, between May 1 and September 30, 370 thousand passengers have been carried to and from Crimea on a “single ticket”. While the official website of the “Unified Transport Directorate” (ETD) states that over 350 thousand passengers have been transported between May 1 and December 1, 2014.

All in all, for 2015, the ETD reported that “in the 2015 holiday season between April 30 and September 30 the ETD has carried more than 355 thousand passengers, of which about 183 thousand – to Crimea and more than 172 thousand – from Crimea”.

\* \* \*

Currently, the railway connection in Crimea exists only in the form of local and suburban trains on the traditional routes, such as Simferopol-Sevastopol, Simferopol-Yevpatoria, Feodosia-Armyansk, Feodosia-Kerch, Kerch-Dzhankoy, Simferopol-Dzhankoy-Solenoye Ozero.

\* \* \*

One of the first decisions of the “State Council of Crimea” after the annexation in March 2014, was the “nationalization” of the Crimean branch of the Pridniprovski Railways. By the decision of the Presidium

of the “State Council” # 1780-6/14 from March 21, 2014, the property of the Crimean branch was proclaimed “the property of the Crimean republic” with the “Crimea Railway” (CR) state enterprise created on its basis. The decision was made into a “State Council of Crimea” decree #1855-6/14 from March 26, 2014.

The enterprise was declared strategic and, thus, “not subject to any limitations in the supply of energy, heat, and also in other vital resources”.

As early as April-August 2014, the CEO of the Russian Railways, Vladimir Yakunin, stated that the Crimean Railways would not be integrated into the Russian Railways (RZD) due to “the technological differences between the railway system in the peninsula and the Russian system”. In fact, the decision was the answer to the desire of the Crimean occupation authorities to immediately turn the Crimean Railways into a branch of the Russian Railways. The decision was made at the same time, as the decisions for the Russian major companies such as Gazprom, Rosneft, Sberbank, VTB, etc. to stay off the Crimean markets.

The Russian government believed then that the CR should not be included into the Russian Railways, since that could adversely affect the foreign operations of the latter and even lead to certain sanctions, such as the arrest of the Russian Railways assets abroad.

But in December 2015, on the order #2729-r of the RF Government from December 29, 2015, the CR was transferred to the federal property and assigned to the Federal Agency of Railway Transport (Roszheldor). And in June 2016, the Crimean “government” approved the transfer of the company’s property, including vehicles, infrastructure and land plots, into the federal ownership.

The list of the state property of Ukraine transferred to the Russian Railways includes:

- 163 land plots;
- 4273 units of other types of real estate, such buildings, platforms, etc.;





The Okhotnikove solar power station, capacity 82,65 MBr.  
Photo from Activ Solar



Chinese cable laying vessel JIAN JI 3001, October 2015.  
Photo from www.kerch.com.ru



Chinese cable laying vessel JIAN JI 3001, October 2015.  
Photo from www.kerch.com.ru



Transfer of turbine from Feodosia to Simferopol.  
Photo from BlackSeaNews archive

- 651 units of the special-value property, such as locomotives, electric trains, train carts, automated systems, etc.;
- 587 vehicles.

We believe that is due to the fact that the Russian Railways has escaped falling under the sanctions, either on the part of Ukraine or the EU, the US and other states, despite the fact that in general, expropriation of property has been the most important factor in imposing sanctions on other entities in Crimea and the Russian Federation.

Unlike aviation connection between Ukraine and the Russian Federation, passenger rail communication between the cities of Ukraine and Russia continues to operate without any sanctions from the Ukrainian side.

That situation of cooperation between Ukrzaliznytsia and the Russian Railways makes it almost impossible for the Ukrainian side to sue the RF for the Crimean property of Ukrzaliznytsia stolen by the occupants.

In July 2017, the Ministry of Transport of the Russian Federation and the Russian Railways prepared a plan for electrifying the railways of Taman and the Crimean peninsula. According to the Russian media, the document states that in the period from 2021 to 2025 there should be an electrified railway from the Kerch Bridge to Dzhankoy with a branch to Feodosia and Kerch, and also, that a Solone Lake-Dzhankoi-Simferopol-Sevastopol segment with a branch to Evpatoria should be switched from DC to AC. Based on the cost of similar projects, we estimate that it may require an investment of 57 billion rubles.

## 2.5. The Energy Supply

Historically, the Crimean peninsula has always been an energy-deficient region. In different years it received from 80% to 90% of electricity from mainland Ukraine over the 220/330 kV electric power lines across the Perekopskiy isthmus and the Chongar peninsula.

In the Autonomous Republic of Crimea, power generation by before the occupation was produced foremost by the thermal power plants operating on natural gas, namely:

1. The Simferopol CHP – 103 MW
2. The Sevastopol CHP – 25 MW
3. The Kamysh-Burunskaya CHPP (Kerch) – 18 MW
4. The Saky CHP – 16 MW
5. The Soda Plant CHP (Krasnoperekopsk) – 11 MW
6. The Titan Plant CHP (Armyansk) – 10 MW

In the several years prior to the occupation, Ukrainian companies had made a major breakthrough in the development of the “green” energy generation in Crimea, but these capacities could not be embedded into Russia’s energy market.

For instance, in 2014 the Crimean solar power plants (300 MW), the largest in Europe, and wind stations (89 MW) have lost their Ukrainian “green” tariffs (€ 0.46 per 1 kWh) and could not repay their loans. Now these stations are in the pledge of Russia’s Sberbank, VTB, VEB and the Deposit Protection Fund and do not produce the desired amount of revenue.

Russia does not rule out that after the inclusion



of Crimea in the Russian wholesale energy market, the “green” stations could receive “some support mechanisms”, but the situation remains unclear.

In 2014, the Crimea CHP electricity generation was 1109 million kWh/h or 18.81% of consumption that was 5895.4 million kWh.

In 2015, the Crimea CHP electricity generation was 1130.6 million kWh/h or 20.87% of consumption that was 5416.6 million kWh/h.

The end of electricity supply from mainland Ukraine as a result of the civil blockade had caused the blackout that lasted for six months – from November 23, 2015 until the end of May 2016.

During that period, energy supply of most enterprises was stopped and the population received electricity only for several hours a day.

The primary energy supply of military facilities and critical infrastructure was provided by mobile diesel generating sets (DSUs) and mobile gas turbine power stations (GES) that worked on diesel fuel. There was an overwhelming demand for domestic diesel generators among the population and small businesses.

Anticipating the problems of ensuring energy security of Crimea, in the spring of 2014, the RF Ministry of Energy delivered and installed 13 mobile power stations in the peninsula with a capacity of 22.5 MW each. Nine of those had been delivered from the Olympic Sochi and another four – from the Moscow region. All had been produced by Pratt & Whitney Power Systems and weighed 75 tons each.

In addition, 1,423 mobile DSUs with a total capacity of 310 MW were installed in the military, infrastructure and socially significant facilities. Another 315 units of the DSU with a total capacity of 113.7 MW were set as reserve.

The RF Ministry of Energy spent about 5.16 billion rubles from the federal budget to compensate companies for the costs of transporting the mobile gas turbines to Crimea and Sevastopol. 2.3 billion rubles were allocated for the DSUs relocation.

After the start of the blackout in December 2015, two other mobile gas-fired power stations from Vladivostok that belonged to the Energy Systems of the East (RAO ESE), were urgently delivered to the occupied Crimea on two flights of the An-124 Ruslan aircraft. The 14th mobile gas station became operational on December 31, 2015 and the 15<sup>th</sup> one – on January 14, 2016.

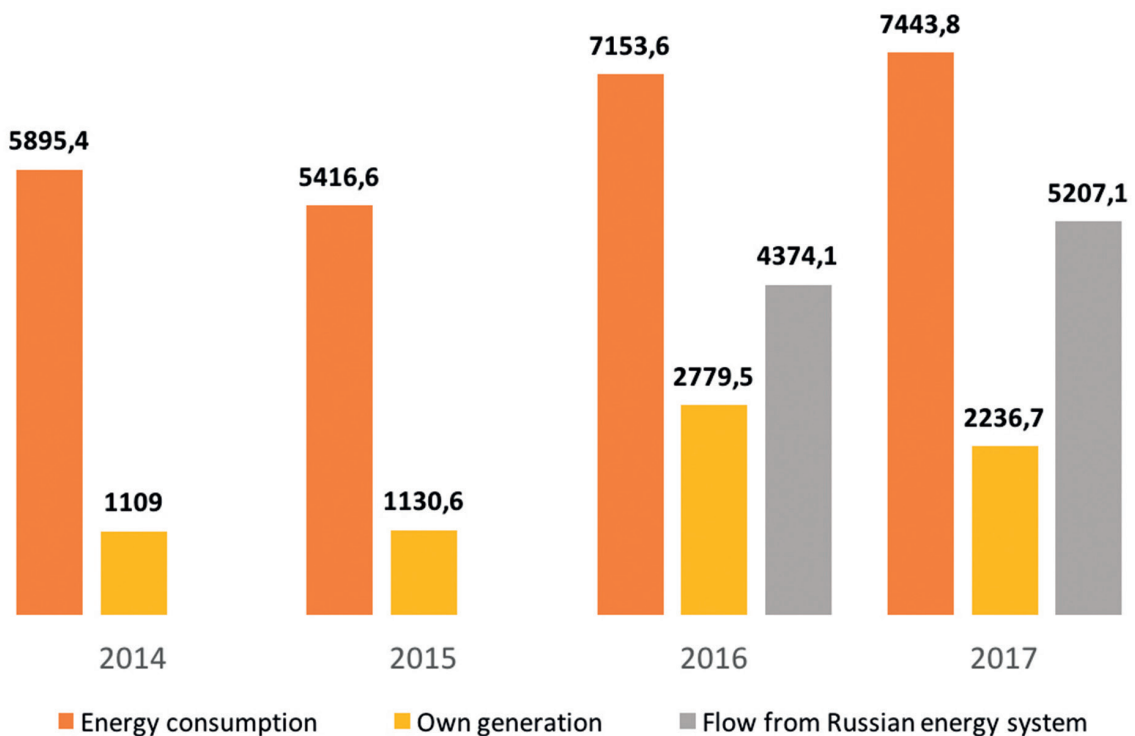
All the mobile gas-fired generating stations with a total capacity of 337.5 MW are located on the following three sites near substations:

- 6 GTEC – SIMFEROPOL (Denisivka, Simferopol district),
- 4 GES – SEVASTOPOL (Shturmove, Balaklava district);
- 5 GES – WEST CRIMEAN (Kar’yernoye, Saky district).

The foresight of the RF Energy Ministry of Russia as to the creation of the GTEC and DSU reserve had somewhat helped to soften the effects of the blackout, but did not solve the problem of the cascading shutdowns. It also resulted in the enormous expenses not just for the purchase of the mobile generators, but also, for the delivery of gasoline and diesel fuel to the peninsula.

That situation had compelled the Russian Federation to urgently accelerate the construction of the four strands of the underwater power bridge along the bottom of the Kerch Strait. The first line was launched on December 2, 2015, the second – on December 15, the third – on April 15, 2016 and the fourth – on May 11, 2016. According to the original plans, the “energy bridge” was to be completed by the beginning of 2018, that is 1.5-2 years later.

### Crimean energy consumption, its own generation and flow from Russian energy system, million kW





A serviceman of the 104th Airborne Assault Regiment of the 76th AAD of the RF Airborne Forces who participated in the capture of the Chornomornaftogaz infrastructure. 2014. Photo from informnapalm.org



The Ukraine jackup rig renamed Crimea-1 by the occupiers at the Odesa gas field, September 2017.  
Photo by the State Border Guard Service of Ukraine



The new Ukraine (Independence) jackup rig being transported across the Bosphorus, December 2012 року.  
Photo from Zafer Deniz Akcabal, Istanbul



The Petro Godovanets jackup rig renamed Crimea-2 by the occupiers, at the Shtormove gas field, September 2017.  
Photo by the State Border Guard Service of Ukraine

The additional expenses of the state-occupant for the underwater energy bridge have amounted to 47.3 billion rubles or more than 0.8 billion US dollars. In addition, it had to accelerate the construction and reconstruction of the relevant electrical networks, substations, etc. not only in the occupied Crimea, but also in the Krasnodar region, by at least 1.5-2 years.

Since 2016, Crimean own power generation in the Crimea, including mobile generation and the flow from the RF via the “energy bridge” amounted to 2779,5 kWh, while consumption increased by 32% and amounted to 7153,6 kWh that included the flow of the EEC RF kWh.

So, by 2017, the heat and mobile generation units in the Crimean peninsula covered 38.85% of the electricity consumption, while the “energy bridge” flow – 61.15%.

It should be noted that the sharp increase in electricity consumption in Crimea is due to the militarization of the peninsula and the accelerated development of the military-industrial enterprises.

The decisive contribution to the construction of the Crimean “energy bridge” has been made by the Chinese business, specifically, the Shanghai Foundation Engineering Group Co, Ltd that specializes in the construction of bridges, tunnels and railways and is a part of one of the largest Chinese construction companies, the Shanghai Construction Group (SCG).

The monitoring group has recorded that on October 11, 2015, in violation of international sanctions, a cable laying ship JIAN JI 3001 sailing under the flag of China (MMSI 413375460, shipowner and operator – the Shanghai Foundation Engineering Group Co., Ltd.) arrived to the Kamysh-Burun port of the occupied Kerch, home of the Zaliv shipyard.

To cover the ship’s sailing from Shanghai to Crimea, in all online AIS systems the JIAN JI 3001 cable-laying ship showed as JIANGONG1. At the same time, the databases showed a fishing boat JIAN JI 3001 with the same number MMSI 413375460.

JIAN JI 3001 has left Shanghai on September 1, 2015 and on October 6-7, 2015 was unloaded in Novorossiysk from the board of a special carrier ship. Virtually throughout all of its route, the ship’s AIS transmitter was turned off.

All of the vessel’s crew were Chinese citizens. The technical personnel for servicing special equipment of the cable-laying ship numbering 60 people were also Chinese who have received the permission of the RF Federal Migration Service to work in the Russian Federation. The vessel was used for laying the “energy bridge” cables from the Krasnodar Territory to Crimea along the bottom of the Kerch Strait until April 29, 2016.

*Note:* China abstained from voting on the UN General Assembly March 27, 2014 resolution #68/262 on “territorial integrity of Ukraine” that called upon all States, international organizations and specialized agencies not to recognize any changes in the status of the Autonomous Republic of Crimea and Sevastopol and refrain from any actions or steps that could be interpreted as recognition of any such changed status.

The most important component of Russia’s energy plan for Crimea is the construction of the two new combined-cycle power stations in Simferopol and Sevastopol with the total capacity of 940 MW. It is



assumed that this would allow Crimea to provide the region with its own energy resources. The commissioning of the first blocks of both stations was scheduled for September 2017, and the second stage – by March 2018.

The problem is that the construction of these TPPs worth 71 billion rubles is carried out by the Russian engineering company Tekhnopromeksport that is part of the state corporation Rostech. Originally, Russia had planned to install turbines of the German concern Siemens on these TPPs. However, the supply of equipment to Crimea by European producers is prohibited by the EU and US sanctions imposed for the annexation of the Crimea. Siemens categorically denied that its equipment would be used in Crimea, insisting that it could only supply the turbines for the power plant project in Taman of the Russian Krasnodar region.

In the spring 2015, under the pretext of building a in TPP Taman, the Tehnopromeksport bought four gas turbines for the Crimean TPP from the Russian factory Siemens Gas Turbine Technology, that is 65% owned by the German Siemens.

And as expected, in the fall of 2016, the Tehnopromeksport has changed its mind to build a TPP in Taman and set up the turbine for sale.

Because of that, at the end of 2016, Siemens stopped the supplies for Taman, shipping there only the turbines without additional equipment.

In April 2017, the head of Russia's Energy Ministry for the first time publicly acknowledged problems with the supply of equipment for the construction of the Sevastopol and Simferopol TPPs. To solve the problem, Russia has been considering the options of circumventing the sanctions and using the Russian equipment:

- equipment of the third countries. At present, "Rostech" is negotiating the purchase of turbines from Iran, where they are manufactured by Mapna under the Siemens license;
- equipment imported by Russia prior to the sanctions. That, however, poses an issue of further maintenance and delivery of spare parts to the occupied territory, subject to sanctions;
- equipment produced in the Russian Federation. The problem is that Russia has no production of large-capacity turbines.

To compensate for the delay in the construction of the Sevastopol and Simferopol TPPs, as a last resort, Russia will use small turbines to generate 120 MW at the Saki CHP. The turbines are produced by the Joint Engine-Building Corporation, an Oboronprom subsidiary, that makes engines for military and civil aviation and space programs, as well as marine turbines.

Thus, the termination of electricity supply to the occupied peninsula that began in November 2015 as a result of the civilian blockade of Crimea, has forced the occupying power, the Russian Federation, to undertake urgent and extremely costly measures and to revise the initial plans and strategies literally on the go.

Continued sanctions on supplies of foreign energy equipment to Crimea would undoubtedly continue causing a heavy damage to the economy of the Russian Federation.

A case in point is the turbines by the Siemens concern that had been delivered to Crimea in violation of sanctions. The first portion of the equipment was delivered to Sevastopol's Kamyshov Bay at the end of June 2017, while the equipment for the Simferopol TPP was delivered to Feodosia on July 8. Then Siemens announced it was launching its own investigation into the supply of turbines to the Crimean peninsula and later the trials that are still ongoing.

For now, however, it remains unclear whether that was an attempt by Siemens to circumvent the sanctions.

The new thermal power stations have already received the official dispatch names – Tavriyska (Simferopol) and Balaklava (Sevastopol) and the construction is moving at an accelerated pace. Tavriyska TPP is already connected to the Crimea gas transmission system, while the equipment is in the process of being commissioned. The open TPP switchgear is already under live voltage and the new power lines have been included in the transit.

The main construction and installation works at the Balaklava TPP have also been completed: the object is 98 percent ready. Another project still underway is the construction of a 330-kilovolt West-Crimean-Sevastopol high-voltage line with a total length of 92 kilometers and 373 transmission towers. The route passes through the territories of Sevastopol, Bakhchisaray and Saky districts.

The commissioning of the first round of the two TPPs objects in May, 2018 will add 470 MW to the Crimean power grid, while that of the second round project facilities in June 2018 – another 940 megawatts.

It should be noted here that on January 26, 2018, the United States imposed sanctions on the Russian Tekhnopromeksport LLC, one of the entities responsible for the transfer of turbines to Crimea that has been specially created for operation on the peninsula. In addition, sanctions were also imposed on the Power Machines OJSC, a Russian co-owner of a joint venture that had produced the turbines. Personal sanctions have been imposed on Serhiy Topor-Gilka, General Director of TekhnopromekSport LLC and TekhnopromekSport OJSC, who also publicly announced his support for the infrastructure projects in the occupied Crimea.

## 2.6. The Gas Supply

The shutdown of the occupied peninsula from the gas transportation system of Ukraine that took place in April 2014, did not affect the gas supply of Crimea in the first occupation year.

That was the result of a modern infrastructure for the extraction, storage and transportation of natural gas, including from the sea shelf, developed in Crimea over the years of Ukraine's independence.

The main driver of the development in the years before the occupation was the Odesa field located offshore on the coast of the Odesa region, 150 km west of Crimea and 130 km south of the city of Odesa.

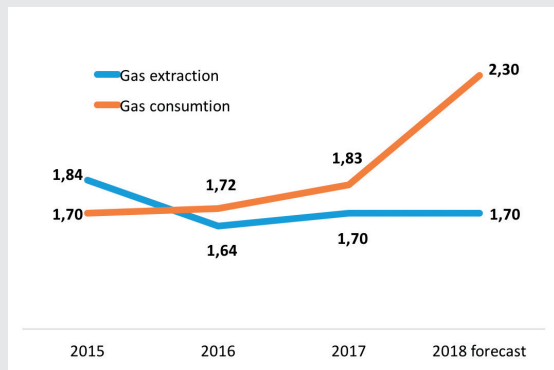
Gas production in Crimea was carried out by Chornomornaftogas, a subsidiary of the Naftogaz Ukrainy, that several years before the Crimean occupation purchased for its Crimea branch a modern fleet, including two advanced deep water jackup rigs.



The Sivash jackup rig at the Golitsyn gas field, September 2017. Photo by the State Border Guard Service of Ukraine



The Tavrida jackup rig at the Odesa gas field, September 2017. Photo by the State Border Guard Service of Ukraine



Russia Gas extraction and consumption on the Ukrainian part of the shelf, billion m³



Construction of a gas pipeline from the Krasnodar Territory to Crimea. September 2016. Photo from kerch-most.ru

In 2013, Chornomornaftogaz produced about 1.651 billion cubic meters of gas, which provided 82% of the Crimea domestic consumption (about 2 billion cubic meters), with the remaining demand met via the pipelines from mainland Ukraine.

On March 13, 2014, Chornomornaftogaz, together with its jackup rigs in the Odesa area, was seized by the Russian special forces. The seizure of the Chornomornaftogaz rigs was conducted by the well-known in Russia “Pskov paratroopers” of the airborne troops, namely the 104 Guards Airborne Regiment, part of the 76th Guards Air Assault division. Place of deployment – Pskov region of the Russian Federation, military unit 32515.

A few days later, on March 17, 2014, the Chornomornaftogaz was expropriated by the Crimean collaborators. Its offshore facilities were made to work under the round-the-clock guard by the Russian special security forces and naval ships of the RF Black Sea Fleet, including minesweepers, small anti-submarines and rocket boats that controlled the surface, submarine and air conditions near the fields.

After the seizure and expropriation of the Chornomornaftogaz in the spring 2014, the Naftogaz Ukrainy disconnected Crimea from the mainland gas transportation system (GTS). That happened after Naftogaz Ukrainy had stopped receiving from Chornomornaftogaz automatic information on the parameters of the gas distribution stations operation.

*“The National Joint Stock Company Naftogaz Ukrainy reports that since April 2, 2014, 22 gas distribution stations of UMG KharkivTransgaz of the Kherson Regional Joint Stock Company “Ukrtransgas” (PJSC “Ukrtransgas”) located in the sections of the Dzhankoy-Feodosia-Kerch main gas pipeline in the territory of the Crimean peninsula have stopped reporting in the automatic mode.*

*Starting March 14, 2014, the National Joint Stock Company Naftogaz Ukrainy has not been receiving from the PJSC DAT Chornomornaftogaz the daily operational information on the extraction, transportation and use of natural gas, oil and condensate.*

*The NJSC Naftogaz of Ukraine is concerned with the situation surrounding the operation of the PJSC DAT Chornomornaftogaz . The company is the operator of the unified gas transportation system of Ukraine and is responsible for the uninterrupted and trouble-free gas supply of consumers, and also plays a role of a dispatch management of the gas transportation system of Ukraine and of balancing the natural gas volumes...”*

Ukraine’s decision to disconnect the occupied Crimea from its GTS, had led to the gas shortage that Russia decided to compensate by increasing the volume of extraction precisely at the Odesa field. In 2014, the extraction grew to 2 billion cubic meters and for the first time, Crimea managed to do without the supply from the mainland.

However, in the winter of 2014/15 the disconnected system faced a new problem – the seasonality of consumption (4 million cubic meters per day in summer and more than 12 million cubic meters in winter). In other words, an excess of gas in the summer and a shortage in winter.



Given that the peninsula's Glebovsky Underground Gas Storage Facility (PSG) has an active volume of up to 1 billion cubic meters, or about 60% of annual consumption, the Chornomornaftogaz faced an excess of gas. Having filled the PSG to the highest level in history, the company was forced to restrain production. In 2015, it declined to 1,844 billion cubic meters. 57% of this volume, that is, about 1 billion cubic meters was extracted at the Odesa field.

However, at the end of 2015, the occupants encountered new problems related to the anticipated Ukraine's lawsuit against Russia for the assets of Chornomornaftogaz.

On August 19, 2015, the government of Ukraine instructed the Ministry of Energy and Coal Industry and Naftogaz of Ukraine to attract legal advisers who would ensure the protection of Ukraine's rights and interests in settling disputes in regard to the Naftogaz Ukrainy's loss or inability to use its property in the territory of the Autonomous Republic of Crimea and the city of Sevastopol, and the resulting loss of income. To that end, the Naftogaz of Ukraine was allowed to hire highly paid Western lawyers.

On October 6, 2015, at the Parliamentary session, the Ukrainian Minister of Energy and Coal Industry Demchyshyn said: *"I know that the Ministry of Justice is preparing a lawsuit against the Russian Federation that includes claims on the Chornomornaftogaz and the assets located in the Black Sea basin. The sums will be huge"*.

On December 14, 2015, the press service of the seized Chornomornaftogaz unexpectedly reported that two new expensive modern rigs (*Nezalezhnist and Petro Godovannets, also B-319 and B-312, respectively –MFA/BSN.*) had been dragged from the Odesa field to the coast of the occupied Crimea:

*"Due to the complex international situation and the risk of losing the vital assets of the state enterprise Chornomornaftogaz, the two modern drilling rigs U-312 and B-319 with a total value of more than 25*

*billion rubles have been transferred from the Odesa gas field (located in the north-western shelf of the Black Sea, 150 km from the coast of the Crimea) into the territorial waters of the Russian Federation. The operation was carried out as quickly as possible on the order of the President of the Republic of Crimea, Serhiy Aksenov, with the cooperation of the units of the FSB of Russia in the Republic of Crimea and Sevastopol, the Border Control Headquarters of the FSB for the Republic of Crimea and the city of Sevastopol and the Black Sea Fleet of the Russian Federation navy ships..."*

The head of the expropriated Chornomornaftogaz Shabanov explained the sudden move and naval escort with the statement that the rigs had been "in the neutral waters with the undetermined international status". According to him, the urgency of the operation was due to the "increased terrorist threat," but he did not specifying what it was.

It should be pointed out that even though Odesa field is located outside the territorial waters of Ukraine, it is still in its exclusive economic zone that is not adjacent to the occupied Crimean peninsula.

Later, the leadership of the occupied Crimea changed the argument and assured that the rigs were not threatened by anything and had been "simply moved" to work at another field.

In in December 2015, the authoritative Russian economic newspaper Kommersant noted:

*"Even in July (2015 – MFA/BSN) there were no indications that Chornomornaftogaz would stop drilling at its most promising asset ... It is difficult to estimate how much the production in the Odesa field will decrease after the recall of the rigs, but the industry specialists note that without the new drilling the output in Crimea will fall ... The most probable reason for such a sudden recall of the rigs was the fear that they could be arrested on the claims made by the Naftogaz Ukrainy. These rigs were bought in 2011 with a loan that Naftogaz had given its then subsidiary, the Chornomornaftogaz. Even before the Crimea's accession to Russia, the companies*



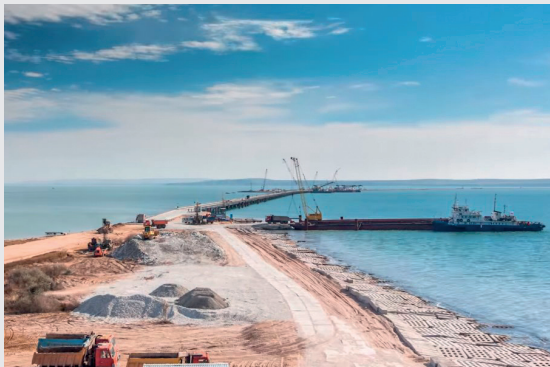




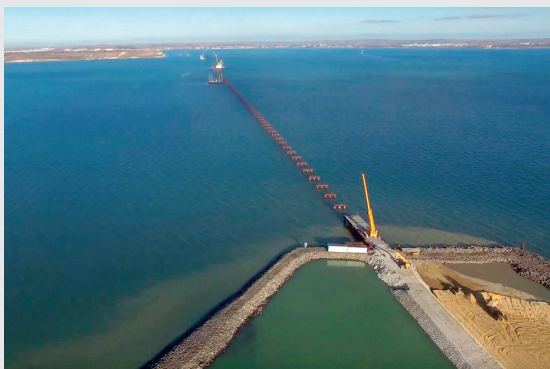
Preparations for the construction of the bridge across the Kerch Strait, August 2015. Photo from kerch-most.ru



The Cement Slobodka works, Kerch, August 2015. Photo from kerch-most.ru



The work bridge and preparatory works on the Tuzla island, November 2015. Photo from kerch-most.ru



The work bridge construction, December 2015. Photo from kerch-most.ru

went to court for the return of funds, but in late October (2015), Ukrainian President Petro Poroshenko said that the country intended to return the Odesa and Bezimenne fields in court. The head of Naftogaz, Andriy Kobolev, mentioned that the company could file a separate suit in commercial arbitration for the return of the Chornomornaftogaz property. A source close to Naftogaz has told Kommersant that the lawsuit is being prepared for filing in Stockholm or London.”

On December 16, 2015, the Ministry of Foreign Affairs of Ukraine issued a harsh statement in regard to the relocation of the rigs:

“Statement by the Ministry of Foreign Affairs of Ukraine with regard to gross violation by the Russian Federation of the United Nations Convention on the Law of the Sea.

The Ministry of Foreign Affairs of Ukraine expresses deep indignation over the Russian Federation’s internationally wrongful acts, which have repeatedly been aimed at the violation of Ukraine’s sovereign rights as a coastal State for the purpose of exploring and exploiting natural resources in its territorial sea and on the continental shelf ensured by the United Nations Convention on the Law of the Sea.

We consider provocative removal by the Russian Side of two automatic hoist boring rigs B-312 and B-319 and oil platform “Tavryda”, property of Ukraine, located in the Black Sea, as another vestige of massive pillage of property and natural resources perpetrated by the aggressor State since the occupation of part of Ukraine’s sovereign territory – the Autonomous Republic of Crimea and the city of Sevastopol.

These actions complemented the list of proofs of Russian Federation’s aggressive behavior and its neglect of international law, as well as evidence of violation by Russia of its commitments as an occupying Power, particularly with regard to inviolability of property rights.

Given reported circumstances, the Ministry of Foreign Affairs of Ukraine defines the above mentioned activities of the Russian Federation as internationally wrongful acts aimed at the systemic violation of sovereignty, sovereign rights and jurisdiction of Ukraine over internal waters, territorial sea, exclusive economic zone and continental shelf in the Black and Azov seas.

In this connection, the Ministry of Foreign Affairs of Ukraine calls the Russian Federation to international responsibility, demands from the Russian Federation to take all practically possible measures to prevent internationally wrongful acts, to provide appropriate assurances and guarantees that they will not repeat it in the future and to immediately restitute property to Ukraine.

The Ministry of Foreign Affairs of Ukraine reserves a right to demand from the Russian Side to be reimbursed for the damage arising out of its actions bearing all evidence of internationally wrongful acts for the purpose of Convention”.

The projected reduction in gas production has turned out correct: in 2016 Chornomornaftogaz extracted 1,644 billion cubic meters of gas that was less than in the last pre-war year of 2013.

Because of that, the invading state had to sharply



accelerate the construction of the gas pipeline from the Krasnodar Territory, originally scheduled for completion only by mid-2018.

The pipeline started operation on December 27, 2016. The total length of the land part of the main Krasnodar Territory-Crimea gas pipeline with the diameter of 720 millimeters is 341 km, of which 16 km is laid under water, across the Kerch Strait. The gas pipeline is able to pump 2.1 billion cubic meters of gas and with an increase in pressure – up to 4 billion cubic meters annually.

The pipeline has been built by the Stroygasmontazh, a company already under the international sanctions. The final cost is not disclosed, however, according to the sources of the monitoring group, due to the force majeure situation, its value has significantly exceeded the 20 billion ruble estimated initially. The construction of the underwater part accounted for up to 70% of the total cost.

In the fear of sanctions, the natural gas to the occupied Crimea via the pipeline is being supplied not by Gazprom, but the federal state unitary enterprise (FSUE) Foreign Economic Association Promsyeexport. The gas is purchased at the St. Petersburg International Commodity and Raw Materials Exchange.

In August 2017, the expropriated Chornomornaftogaz deployed the captured jack up Petro Godovanets (B-312, IMO: 9522350), renamed by the invaders MODU CRIMEA 2, to the Arkhangel field, and in October 2017 – to the Golitsin field near the Crimean coast, most likely, for the drilling of new wells.

At the same time, in early 2017, the Ukraine (Independence) jack up (B-319, IMO: 8771241) was re-deployed to the Odesa field. As a result, the 2017

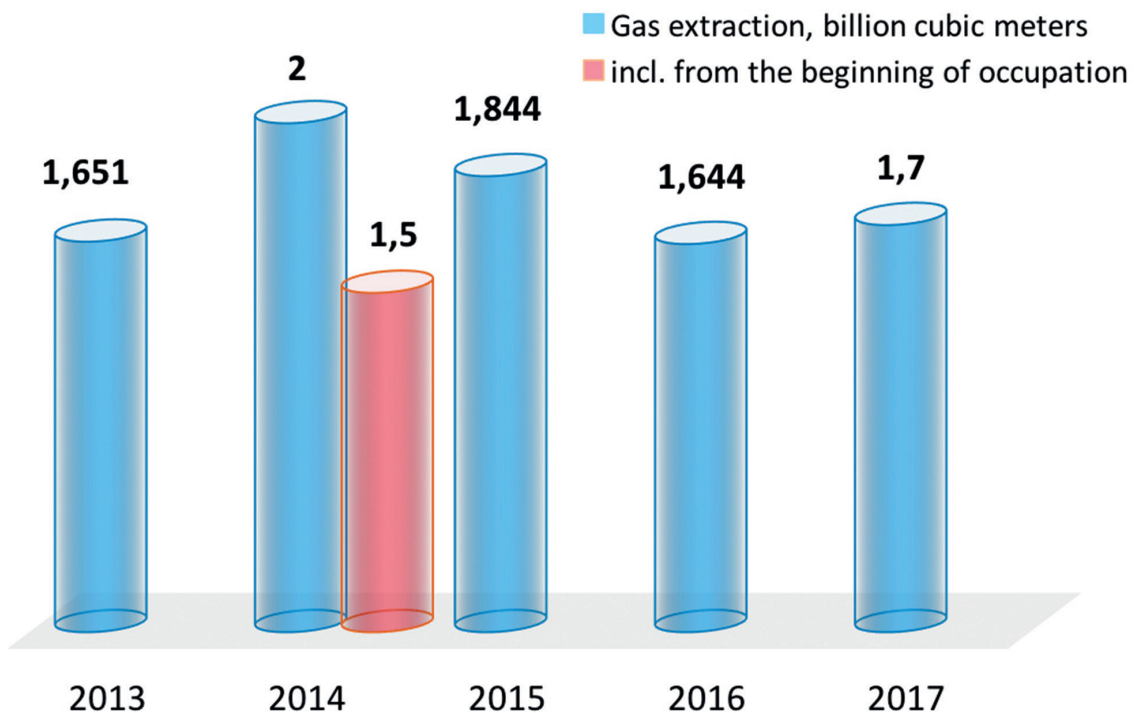
volume of gas extraction from that field has increased by 100 million cubic meters compared to 2016. But this has only allowed to keep the overall level of gas production at the last year's level, since the extraction volumes at other fields have been going down.

Meanwhile, that same year, Ukraine has made significant progress on these issues in the international courts.

There are two proceedings currently under way. One within the framework of the 1982 United Nations Convention on the Law of the Sea is led by the Ministry of Foreign Affairs of Ukraine at the Permanent Court of Arbitration in The Hague (The Netherlands). The notice of arbitration and statements on the claim and its grounds have been forwarded to the Russian Federation on September 14, 2016. The Arbitral Tribunal that among others, included judges from South Korea, Algeria, Mexico, the United Kingdom and Russia was formed on December 22, 2016. On May 12, 2017, the first court hearings took place, resulting in the order as to the procedural deadlines. On February 19, 2018, Ukraine submitted a memorandum containing a description of Ukraine's claims to Russia, and by November 19, 2018, Russia has to file its counterarguments. Also, until May 19, 2018, Russia has given time for objections to the jurisdiction.

As reported by the Ministry of Foreign Affairs, the MFA memorandum states that Russia has violated the sovereign rights of Ukraine in the Black and Azov Seas, as well as in the Kerch Strait. Since 2014, the RF has deprived Ukraine of its right to exercise its maritime powers, exploits Ukraine's sovereign resources for its own needs and usurp the right of Ukraine to regulate its own marine areas. It is also noted that Russia steals the

**Gas extraction on the shelf before and from the beginning of occupation of Crimea, billion cubic meters**





Construction of the worksite for the foundation tube piles immersion, the Kerch Strait, March 2016. Photo from [www.most.life](http://www.most.life)



Immersion of the tube under the Kerch Strait car bridge foundation, April 2016. Photo from [www.most.life](http://www.most.life)



The construction of a work bridge from Crimea to the Kerch-Yanikalsky channel fairway, May 2016. Photo from [www.most.life](http://www.most.life)



The work bridge from the Tuzla spit to the eponymous island, June 2016. Photo from [www.most.life](http://www.most.life)

energy and fish resources belonging to Ukraine and its people, while also causing physical damage to Ukrainian fishermen and blocks the entry of ships into Ukrainian ports due to the illegal construction of the Kerch Bridge. Ukraine asks the arbitration tribunal to stop violations by the RF of the Convention on the Law of the Sea and to confirm the rights of Ukraine in the Black and Azov Seas and the Kerch Strait, including obliging the Russian Federation to respect the sovereign rights of Ukraine in its waters, to stop the theft of Ukrainian resources and to pay compensation for the damage caused.

The other proceeding was initiated by the Naftogaz of Ukraine NJSC together with six other companies of the group (Chernomorneftegaz, Ukrtransgaz, Ukrgezvydobuvannya, Ukrtransnafta, Gas of Ukraine and Likvo). The lawsuit was filed in October 2016 and is being administered by the Permanent Court of Arbitration at The Hague. The arbitrator panel has already been formed.

In a letter dated January 19, 2017, the Russian side informed the Court that it has not appointed a representative. Also, the Russian Federation stated that “it does not recognize the jurisdiction of an international court under the Permanent Court of Arbitration” in that case. The start of the hearings has been scheduled for May 2018.

On January 27, 2017, the Primorsky District Court of Odesa arrested four jackup rigs: the B-319 Ukraine (Independence) and B-312 Petro Godovalets, built in 2012 by the Keppel Corporation (Singapore), as well as on the Sivash and Tavrida drilling rigs, built in 1979 and 1991, respectively.

The arrest was imposed as part of a criminal proceeding started on December 14, 2015 regarding the illegal transfer and seizure of the drilling platforms that on January 23, 2017, were recognized by the police as the material evidence in the criminal proceeding.

In November 2017, it became known that on July 1, 2018, the Russian Chernomorneftegaz will stop operations at the Odesa gas and Golitsynsky gas condensate fields. That is stated in the Chernomorneftegaz November 23, 2017 order on Revision of the Production and Investment Programs. It follows from the document that the long-term investment program must be adjusted, extraction at the Odesa field – discontinued, and the workers – released...

Thus, the steps of Ukraine as for cutting off the Crimean peninsula from the GTS of Ukraine and the subsequent filing of claims to international courts regarding the loss of assets of Chornomornaftogaz have yielded the following results:

- 1 The plans of the Russian Federation that by mid-2018 Crimea would provide gas of its own (mainly offshore) extraction and only later, due to the construction of the two large TPPs, the gas pipeline from the Kuban to the Crimea would be started, have been thwarted;
- 2 Due to the removal of the modern jackup rigs from the Odesa field in fear of international legal sanctions, gas extraction on the sea shelf has dropped to the 2013 levels;
- 3 The shortage of gas, in conjunction with the blockade of electricity supply to Crimea



from mainland Ukraine, forced the Russian Federation, to hastily build a gas pipeline from Kuban to Crimea 1.5 years earlier than originally planned;

- 4 The problem of gas supply to Crimea has not been resolved: after the new thermal power stations become operational, they will require twice the capacity of the current gas pipeline;
- 5 The prospects of increasing natural gas extraction in Crimea are gone: the arrival of large Russian and international companies to the Crimean shelf is impossible due to international sanctions, while in its present state, the Russian Federation cannot and will not finance the expensive marine exploration work from the state budget or similar sources;
- 6 Further actions of the Naftogaz Ukrainy in international courts in the long term, would lead to the termination of works in the Odesa field. That would cause a drop of the Chornomornaftogaz production in half or more, which in turn, would require additional capacities of the Krasnodar Territory-Crimea gas pipeline.

In general, since the Crimean occupation, the Russian Federation has pumped billions of cubic meters of gas from the Ukrainian fields in the Black Sea shelf, most of all – from the Odesa field.

Specifically, in 2014 – 1 117 million cubic meters, in 2015 – 980 cubic meters and in 2016 – 880 cubic meters. While there is no official statistics for 2017, the available data indicates that the annual volume of gas extraction at the Odesa field amounted to 984 million cubic meters.

According to the Chairman of the re-established in Kyiv Chornomornaftogaz's, since the annexation, the Russian occupiers have extracted from the occupied peninsula and the Black and Azov Seas shelf 7.2 billion cubic meters of natural gas and 222,600 tons of gas condensate and oil. The 2014 numbers were: 2 billion cubic meters and 57.1 thousand tons, respectively; 2015 – 1.84 billion cubic meters and 61.1 thousand tons, respectively; 2016 – 1.67 billion cubic meters and 53.4 thousand tons, respectively, and in 2017 – 1.62 billion cubic meters and 51 thousand tons, respectively.

## 2.7. The Kerch Bridge

The idea of building a bridge across the Kerch Strait is not new and in both Ukraine and Russia has always been perceived not as an economic but, as a geopolitical project.

Before the occupation of Crimea, due to the existing transport and passenger flow via Crimea to Kuban, the idea would not have been commercially viable, meaning no return on investment.

In our opinion, at the time, the Kerch Bridge project could have made economic sense only in one case – if the bridge was part of the EU transport corridor to the Caucasus, and then to Asia via the Caspian Sea. But that was impossible in principle due to the military-political situation in the Caucasus, as well as in Afghanistan, Iran and Iraq.

Over the last 20 years, in Ukraine, the idea of the bridge has been always supported by the political forces and politicians who sought the maximum possible merger with the Russian Federation. Conversely, this project has been always hampered by those political forces that negatively viewed the rapprochement with the RF.

In Russia, the idea of building a bridge across the Kerch Strait began to be actively promoted by the authorities in the late 1990's.

On July 29, 2000, when the Parliament of the Autonomous Republic of Crimea was dominated by communists, an "Agreement between the representative and executive bodies of the Autonomous Republic of Crimea and the city of Moscow on cooperation in the trade/economic, scientific/technical and humanitarian/cultural spheres in connection with the construction of a transportation passage across the Kerch Strait" was signed.

On April 28, 2008, following a meeting of the Ukraine-Russia Economic Committee, it was announced that Ukraine and Russia would build a bridge over the Kerch Strait. The Prime Minister of Ukraine Yulia Tymoshenko and Russian Prime Minister Viktor Zubkov directed the Ministers of Transport of the two countries to prepare a proposal on the passage construction.

On April 21, 2010, at the signing of the famous "Kharkiv Agreements", President of Ukraine Viktor Yanukovich and Russian President Dmitry Medvedev reached an agreement on the construction of a transport link across the Kerch Strait.

*"Moreover, the changes will begin very soon – President Medvedev said that the bridge should be built by 2014", – noted the then chairman of the Council of Ministers of the Autonomous Republic of Crimea Vasyl Dzharty, a Party of Regions member and a trusted Yanukovich's representative, reporting on the outcome of the Presidents' meeting.*

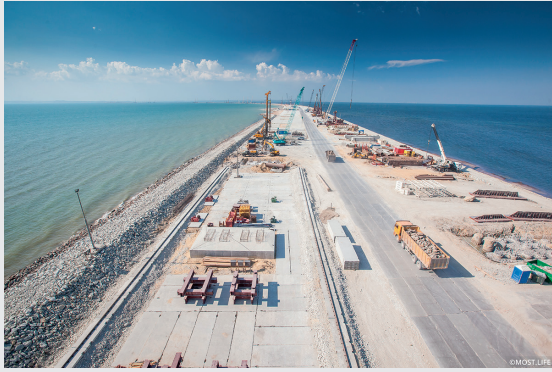
On August 4, 2010, the Cabinet of Ministers of Ukraine's decree #1595-r established the Interdepartmental Work Group on the Construction of a Transportation Bridge Passage across the Kerch Strait.

On December 17, 2013, that is, already during the acute phase of the EuroMaidan, on a visit to Moscow, Viktor Yanukovich concluded an agreement "on joint steps as to the facilitation of construction of a transportation passage across the Kerch Strait." The agreement was approved by the Cabinet of Ministers resolution #34 on January 29, 2014, one of the last days of the Yanukovich-Azarov government.

The agreement was signed in a package with other agreements that provided Ukraine with a \$15 billion loan of as compensation for rejecting the Association Agreement with the EU, the admission of Russian structures to the construction of the AN-124 aircraft and to the Ukrainian shipbuilding factories, etc.

On January 31, 2014, the Russian Federation approved the task of developing the project feasibility study.

After the occupation of Crimea, from the very beginning, the pace of developments around the construction of the Kerch Bridge has been frantic.



Construction site of the railway bridge in the Tuzla Strait, July 2016.  
Photo from [www.most.life](http://www.most.life)

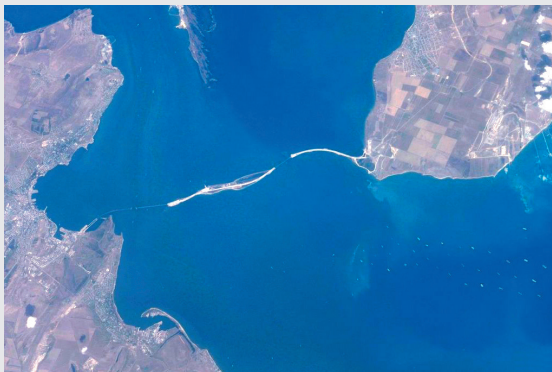


Photo of the bridge construction from the Russian ISS, August 2016.  
Photo by Oleg Skripochka



Construction site of the navigable bridge span, November 2016.  
Photo from [www.most.life](http://www.most.life)



«The anti-terrorist exercise» at the Kerch Strait bridge construction site,  
June 2017. Photo from [www.most.life](http://www.most.life)

The chronology shows that this has been the most purpose-driven and organizationally effective economic project to be implemented by the Russian Federation in the occupied Crimea that somewhat resembles the 1930s Stalin's "Great Construction Projects of Communism".

Already the day after the annexation of Crimea has been "legalized," March 19, 2014, the Russian President gave the Ministry of Transport the task to build the Kerch Bridge both for the automobile and rail traffic.

On March 27, 2014, Giprottransmost was declared the winner of the engineering research and feasibility study tender for the Kerch Bridge. (Cost – 375 million rubles).

On April 22, 2014, the President of the Russian Federation issued an order to determine the volumes and sources of funding for the construction of a transport crossing via the Kerch Strait, anticipating the end of construction in 2018.

In June 2014, an interdepartmental work group on the construction of a transport link between Crimea and the Krasnodar Territory determined Tuzla Spit to be the optimal location for the bridge. In August 2014, the Russian government finally approved that option.

On August 8, 2014, the "State Council of the Republic of Crimea" adopted the Law of the Republic of Crimea # 47-SSC "On Procedures of the Buy-Out of Property in the Republic of Crimea" that defined a "mechanism for buying-out property for the needs of the Republic of Crimea located in the territory of the Republic of Crimea and owned by natural or legal persons".

The Federal Target Program "The Socio-Economic Development of the Republic of Crimea and the City of Sevastopol by 2020" (Resolution of the Russian Government dated August 11, 2014, #790) allocated 247 billion rubles for the construction of the bridge and related infrastructure, such as highway and railroad access ramps, shore infrastructure, etc.

In September 2014, the RF Transport Ministry has prepared a draft law "On Regulation of Urban and Land Relations in the Project of Building a Transportation Crossing via the Kerch Strait and Access Roadways to It from the Krasnodar Territory and the Republic of Crimea". The bill stipulated a simplified procedure for the confiscation of land property needed for the bridge construction that did not require the written consent of the owner.

Only on October 1, 2014, that is, six months after the annexation of Crimea and the start of Russian aggression in Eastern Ukraine, the intergovernmental agreement from December 17, 2013 regarding the "joint steps of Ukraine and Russia on the construction of the bridge" was suspended by the Ukrainian government of Arseniy Yatsenyuk (#493 from October 1, 2014).

In January 2015, Russian government's order #118-p from January 30, 2015 appointed Stroygazmontazh, LLC as the prime contractor for the construction. The firm is part of the CMB group of companies owned by President Putin's close personal friend and business partner Arkadyi Rotenberg and specializes in construction for Russia's oil, gas and maritime transportation industries.



By that time, both Rothenberg personally and his business structures had been subject to US, Canadian and EU sanctions for 10 months.

*Note:* On March 20, 2014, the US and Canada included the Rothenberg brothers and their businesses in the lists of sanctions against Russia in connection with the annexation of Crimea.

On February 17, 2015, the Taman Department of Federal Roads signed a contract with Stroygazmontazh, LLC on the construction and design of the crossing.

In March 2015, by the decision of the Kerch City Council, 11,000 square meters of coastal land Bridge in the Cement Slobodka were allocated to the builders of the Kerch Bridge. Residents of houses were promised to be relocated before the end of 2016. In addition, 88 plots of the summer home association are also subject to expropriation with the issue of compensation remaining unresolved.

In April 2015, Stroygazmontazh signed an agreement for the design of the bridge with Institute Giprostroykost-St. Petersburg. The management of the bridge construction project is carried out by Stroygazmontazh-Bridge LLC (SGM-Bridge).

In July 2015, the government adopts Federal Law #221-FZ "On Peculiarities of Regulation of Certain Legal Relations Arising in Connection with the Construction and Reconstruction of Transport Infrastructure of Federal and Regional Importance Intended to Ensure Transportation Between the Taman and Kerch peninsulas, of the Objects of Engineering Infrastructure of the Federal and Regional Significance in the Taman and Kerch Peninsulas and on Amendments to Certain Legislative Acts of the Russian Federation".

The law stipulates that in order to speed up legal registration of sites for the construction of the bridge and the access roads to it, the absence of the area planning documents, of the project documentation approval by the state environmental agencies, etc., *is not an obstacle to the preparation and approval*

*of documentation for the installation of objects or to issuing permissions for the burial of bottom soil in the inland or territorial waters.*

On February 18, 2016, the project documentation of the transit across the Kerch Strait received a seal of approval from the Main Department of State Expertise.

Below are the main characteristics of the project:

"The transportation passage across the Kerch Strait is 19 km long and consists of the parallel car and railway tracks.

The route starts on the Taman Peninsula, runs along the existing 5-kilometer dam and the Tuzla Island, then crosses the Kerch Strait bending the Ak-Burun Cape from the north, and reaches the Crimean coast.

The bridge includes two parallel structures – for the automobile and rail traffic, combined into one construction and technological framework.

A span over the Kerch-Yenikalsky Canal fairway will ensure the passage of vessels over an open space of 185 meters in width and 35 meters in height. The length of the span is 227 meters. In the highest point the height of the arches is 45 meters".

The Kerch Strait bridge project also includes the creation of land infrastructure, both rail and highway. In particular, there is project documentation on the construction of a two-track railway approximately 42 kilometers long and a motorway about 40 kilometers long that would go directly to the Kerch bridge.

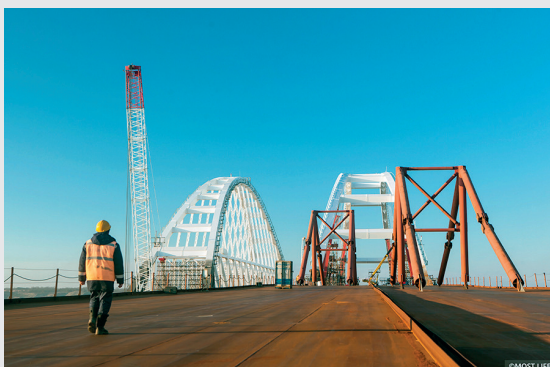
On July 8, 2016, the final cost of the Crimea bridge construction was approved, taking into account the construction schedule of. The total cost of the construction is 227.92 billion rubles in the prices of the respective years.

The total price of the state contract for the design and construction of the bridge across the Kerch Strait (contractor's expenses) is approved in the amount of 223 142 621 480 rubles in the prices of the corresponding years, including 18% VAT.





The Kerch Bridge in December, 2017. Photo from www.most.life



On July 5, 2016, the head of the Russian government, Dmitry Medvedev, signed an order stating that the Government had postponed the date of the Kerch Bridge railway line launch. Originally planned for December 18, 2018, now the start of the line's temporary operation is set for December 1, 2019. The date of automobile line launch – December 18, 2018-remains unchanged.

According to the official Crimean Bridge website, the construction of the navigable part of the bridge has started in August 2016.

Before the construction of the bridge, Russian media reported a variety of prospective investors for the project.

For example, *“the large Chinese state-owned company China Communication Construction Corporation, engaged in the construction of transport infrastructure, is ready to invest in the construction of the Kerch Bridge that will connect mainland Russia with Crimea. The company has already signed a memorandum of engagement with the state company “Avtodor”.*

But in July 2014, Deputy Prime Minister of Russia Dmitry Kozak stated that private investors would not participate in the construction of the bridge through the Kerch Strait, because there is no possibility to ensure the return on investment.

\* \* \*

In August 2016, the Ministry of Foreign Affairs of Ukraine reported that Ukraine had completed preparations for arbitration with Russia on the sovereign rights in waters around the temporarily occupied Crimea and announced the upcoming submission to the international courts of a lawsuit regarding Russia's violation of its obligations under the UN Convention on the Law of the Sea.

On September 14, 2016, the Ministry of Foreign Affairs of Ukraine officially sent to the Ministry of Foreign Affairs of the Russian Federation a notice on arbitration and a claim for the initiation of arbitration in accordance with Annex VII of the 1982 United Nations Convention on the Law of the Sea that includes include the subject of the Kerch Strait Bridge construction.

With the help of arbitration Ukraine tries to stop violations of the Convention provisions by the Russian Federation, as well as protect its rights in the Black Sea, the Azov Sea and the Kerch Strait, including the rights of Ukraine to the natural resources of the Crimean continental shelf.

On December 22, 2016, following a lawsuit from Ukraine to the Russian Federation under the United Nations Convention on the Law of the Sea, a tribunal that would begin consideration of the case of Ukraine against the Russian Federation in early 2017 was formed.

The tribunal consists of the following members:

- Judge Jin-Hyun Paik of Korea (appointed as President of the Tribunal),
- Judge Boualem Bouguetaia of Algeria,
- Judge Alonso Gomez-Robledo of Mexico,



Professor Vaughan Lowe of the UK (appointed by Ukraine),

Judge Vladimir Golitsyn of Russia (appointed by the Russian Federation).

A procedural hearing on the arbitration of Ukraine's lawsuit on Russia's violation of the United Nations Convention on the Law of the Sea was held on May 12, 2017, resulting in the order as to the procedural deadlines.

On February 19, 2018, Ukraine submitted a memorandum containing a description of Ukraine's claims to Russia, and by November 19, 2018, Russia has to file its counterarguments. Also, until May 19, 2018, Russia has given time for objections to the jurisdiction.

\* \* \*

As of April 15, 2017, the number of builders in the works on the construction of the "Kerch Bridge" exceeded five thousand man.

The preparatory work for the construction of a new Tavrida freeway that would connect the Kerch Bridge to Sevastopol is now underway in the sections between Kerch to Bilogorsk.

Taking into account the shifts, more than 8 thousand workers and 1,600 specialists take part in the construction of the bridge monthly.

The financing is on schedule.

By the end of December 2017, the next stage of the Kerch Bridge construction – the road section runways and a bridge pavement between the Taman and Kerch shores – had been completed and about 50% of the total asphalt-and-concrete pavement has been laid. In 2018 the rest of the pavement should be completed, and by the end of the year, the bridge should be ready for vehicle traffic.

By the beginning of 2018, more than 90% of the piles had been sunken into the foundation of the railway bridge and 175 of the 307 pillars had been formed. Currently, the span arrangement is underway with 20% of them completed already. The total mass of

all spans – almost 160 thousand tons is 1.5 times more than on the automobile section.

After the pavement is completed the next step will be laying the two tracks – for passenger and freight trains from Taman to Crimea and in the return direction.

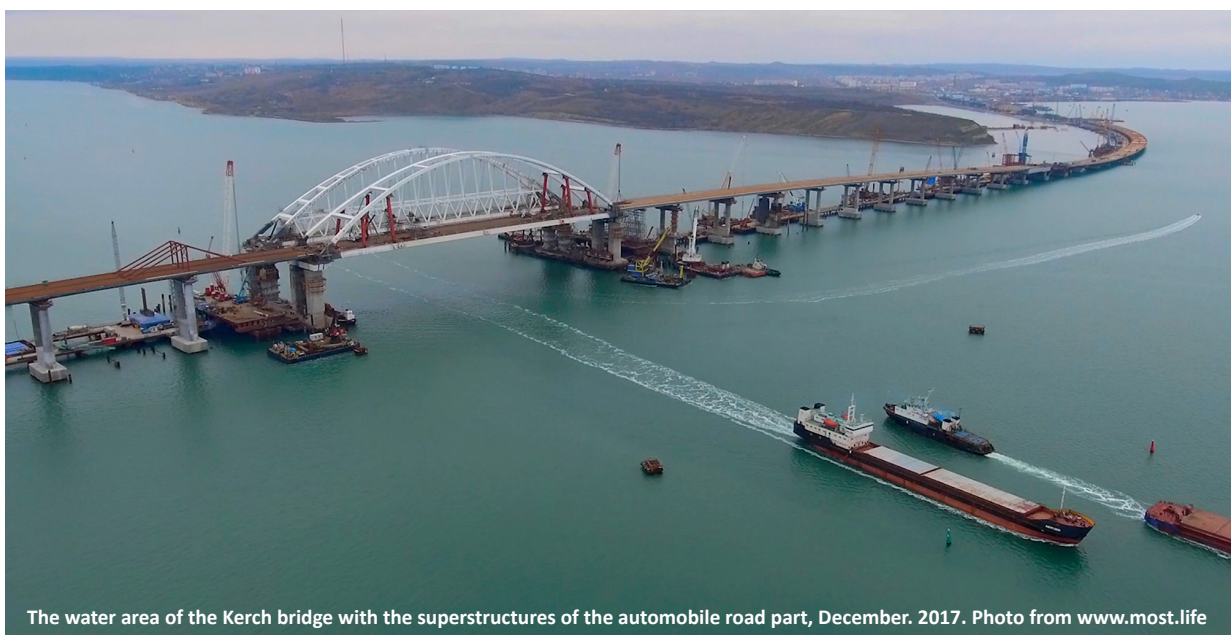
The automobile traffic on the bridge is scheduled to begin in December 2018 and the rail – in December 2019.

It should be noted here that on January 26, 2018, the United States imposed sanctions on the Russian VAD JSC, the general contractor for the construction of the highway and the ramp of the transport crossing through the Kerch Strait and the Kerch-Feodosia-Belogorsk-Simferopol-Bakhchisarai-Sevastopol highway (the Tavrida route).

Personal sanctions have included Valery Abramov, the VAD co-founder and general director, as well as Victor Perevalov, co-founder and first deputy general director.

### Conclusions and forecasts:

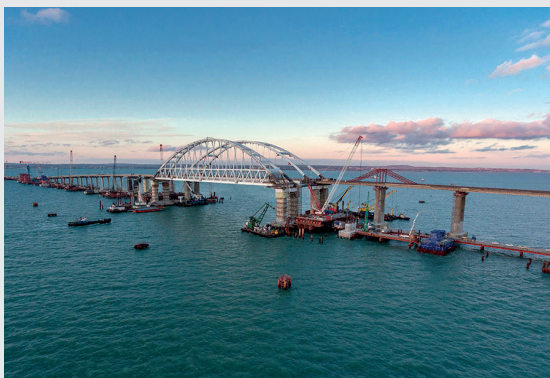
1. The Kerch Bridge will be definitely built. That will cause serious economic and political consequences for the occupied Crimea.
2. Upon completion of the construction of the bridge, the occupying power will be likely tempted to block access to the Crimean peninsula from the territory of mainland Ukraine or to considerably complicate it.
3. Because of the construction of the Kerch Bridge, until its completion, that is, for another 1-2 years, the Russian Federation will be forced to continue stalling the implementation of all major infrastructure projects in all regions of Russia due to the lack of budgetary resources, as is currently the case.
4. Immediately after the launch of the bridge operation, the Russian Federation will organize regular cargo and passenger automobile and later, railway traffic from the regions of the Russian Federation to the occupied Crimea.



The water area of the Kerch bridge with the superstructures of the automobile road part, December. 2017. Photo from [www.most.life](http://www.most.life)



The Kerch Bridge in January, 2018. Photo from [www.most.life](http://www.most.life)



5. In 2018-2019 there will be no more need for ferry traffic from Russia to the occupied Crimea.

Sevastopol is the only large city in the Crimean peninsula where maritime traffic can remain relatively cost-effective due to its large distance – about 300 km – from Kerch by land.

The rest of the Crimean ports will likely to fold their activities under sanctions to servicing local coastal tourist lanes.

6. The traffic through the Simferopol airport that will not be able to withstand price competition with bus and rail passenger traffic, will drop sharply. By that time, it will be much easier to get to Crimea by private automobile.

The new terminals of the Simferopol airport designed for the annual passenger traffic of over 7 million people, will remain underserved, so there will be no return on the investment.

The project of constructing the civilian part of the Belbek Sevastopol airport will not be realized.

7. The increased transport accessibility can lead to an increased tourist flow to Crimea, if and when the price of recreation in Crimea for tourists from Russia will become competitive.

In any case, it stimulates an organized policy of orienting Russian low-income citizens and those civil servants who are de-facto forbidden from leaving the Russian Federation towards recreation at the Ukrainian resorts in Crimea captured by Russia as military trophies.

8. The launch of the railway section of the bridge will create conditions that make take the Crimean railway transport out of its current hibernation.

9. In this context, the best policy of Ukraine in 2018-2019 would be prompt submission to the relevant authorities of the EU, the United States, the British Commonwealth and other states that have supported sanctions against the Russian Federation, of the proposals for the targeted expansion of international sanctions against the companies and individuals directly involved in the construction of the Kerch Bridge and the Tavrida freeway.

\* \* \*



### 3. The Socio-Economic Situation in the Occupied Crimea



#### 3.1. Back in the USSR

The socio-economic situation in the Crimea after the occupation and illegal annexation by the Russian Federation is characterized by a rapid return to the Soviet era, ranging from the sectoral structure of the economy to the standards of accounting and reporting and social services for the population.

Therefore, a brief description of the Soviet economic past of Crimea can serve as an appropriate basis for forecasting its future in new historical realities.

Despite the myth of Crimea being the «USSR-wide health resort» that existed in the Soviet Union, the real nature of the economic processes in Crimea in the Soviet era was actually different.

In terms of employment, land use, state investments and output volumes, Crimea was:

- Foremost, a large military and naval, aviation and space base that provided the Soviet dominance in the Black Sea region and its influence in the Mediterranean and the Middle East
- Secondly, an industrial and scientific center of national significance in the areas of military instrument-making and shipbuilding, and
- Thirdly, one of the major Soviet food industry centers that specialized in the processing of fish, vegetables, fruits and grapes.

The Crimean industry was based on the enterprises of military instrument-making in Sevastopol, Yevpatoria, Simferopol and Feodosia and military shipbuilding and ship repairing in Sevastopol, Feodosia and Kerch.

Crimean shipyards built dozens of large naval ships, while Crimean instrument-making factories manufactured and tested controlled torpedoes, armament control systems, radio equipment, complex parachuting systems, including for spaceships and tank landing, etc.

At the same time, the data related to the defense field and the military-industrial complex – the number of people employed, production volumes, etc. – never appeared in the open state statistics.

Until the 1990s, foreigners coming to Crimea had been forbidden to leave Simferopol in any direction except Alushta and Yalta. In Sevastopol, even the inhabitants of Crimea could get there only with special permits, and even Sevastopol residents could not get to Balaklava (a Sevastopol district) without a permit.

With the end of the Cold War, during perestroika and the years right after the collapse of the USSR, the Soviet era specializations of the Crimean economy – the «military cluster», instrument making, light industry, fishing, fruit and vegetable the production and horticulture – were completely or mostly lost in the course of the spontaneous political and market changes.

Over the past two decades, these industries have not been adequately replaced. The 1990s have brought the Crimean economy a spontaneous restructuring on a truly radical and dramatic scale.

The labor resources released from these industries have been absorbed mainly by small business that in Crimea never meant standard entrepreneurship that created middle class, but only a means of survival and self-employment of the population.

By 2001, the new economic structure of the peninsula had developed, and by 2010, the food and chemical industries became the main drivers of the Crimean economy. The share of agriculture continued to decline, and its place was increasingly taken by trade and services.

After the 1998 crisis in the former USSR countries, in the 2001-2008 economic growth period, the tourist industry's share in the income of the Crimean consolidated budget was only 7-8%, occupying the 6-7th place after industry, trade, transport, agriculture, real estate and construction.

That situation began to change only after 2010.

It was then that for the first time, resorts and tourism officially became the main priority sector and there was a serious increase in the proportion of the recreational services in the Crimean economy, with



**Soviet Crimea's main products:** titanium dioxide. In the 1990s, the Titan chemical plant was the industrial, exports and budget contribution leader of the peninsula. Photos from the Blackseanews archive



**Soviet Crimea's main products.** Small anti-submarine ships (corvettes) of the project 1145.1, codename Sokol, NATO class Mukha. A series of small anti-submarine ships built at the Feodosia Morye shipyard since 1987. A unique design of a warship on submarine wings. Photos from the Blackseanews archive



**Soviet Crimea's main products.** Missile frigates of the project 1135, multipurpose ocean ships, codename Burevestnik, NATO class Krivak. Kerch Plant Zaliv has built 15 of them in 1971-1991. Photo by A. Brichevsky, www.kchf.ru



**Soviet Crimea's main products.** A Zubr class (Project 1232.2, NATO reporting name Pomornik) air-cushioned landing craft (LCAC), the largest in the world in its class. The Feodosia Morye shipyard has built 8 of those ships, including 4 for China and one for Greece. Photos from the Blackseanews archive

the rapid development of small business in that sector and the implementation of a number of large private investment projects in the hotel business on the Southern coast of Crimea.

It should be noted, however, that due to a number of reasons, a complete return to the Soviet time structure of economy in the occupied Crimea will not be possible.

By 2001 already, the light industry had practically disappeared in Crimea and in the subsequent years, its wiping out was completed.

Since 1995, with the exception of grain, sunflower, grapes and poultry production, the Crimean agriculture, has turned into just household farming.

The problem is that in the last 20 years, the resource base for the production of horticultural products has been practically lost, as the area of the Crimean gardens has shrunk by 5 times.

Crimean production of dairy, canned fruits, vegetables and juices, could not survive the free market conditions and have all but disappeared.

The production of cereals and wine in Crimea has finally about reached the Soviet levels. Compared to the 1980s, by 2010, the production of vodka and brandy increased 5-6 times.

### 3.2. The Crimea Federal Program

On August 11, 2014, the RF Government Decree # 790 adopted the Federal Target Program «Socio-Economic Development of the Republic of Crimea and the City of Sevastopol by 2020» (FTP) and allocated 669,594.63 million rubles (about 12 billion dollars at the rate of February 2017), including 642 168.61 million rubles, or 95.9%, from the federal budget.

The distribution of funds (mln. rub) according to their priority is listed below in the descending order:

- transportation complex: 403 601.25 (60.28%);
- energy complex: 76 926.05 (11.49%);
- engineering infrastructure and water supply: 72 072.58 (10,76%);
- social services: 68 364,8 (10,21%);
- creation of tourist-recreational clusters: 32 522.8 (4,86%);
- ensuring inter-ethnic unity: 10 321.74 (1.54%);
- industrial complex: 5 541 (0.83%);
- communication complex: 244.41 (0.36%).

Clearly, the distribution of the FTP is very telling. 82.53% of expenditures are aimed at three giant projects: the Kerch Bridge, the Tavrida highway from Kerch Bridge to Sevastopol and the two new power plants.

10.21% for the social sphere, 4.86% for the tourism industry and 1.54% for «ensuring interethnic unity» clearly illustrate the real priority of the Russian Federation, which is the development of a critical logistical infrastructure of a giant military base.

With that, we should bear in mind that investments in enterprises of the military-industrial complex in the occupied Crimea come from Russia's state corporations outside of this program, just as the construction and reconstruction of military facilities



that is financed from the budget of the RF Ministry of Defense.

And just a reminder: the construction of the Kerch Bridge automatically has suspended the construction of almost all new highways in Russia. In 2017, besides the bridge, there were only 10 new road construction projects throughout all of Russian Federation, as there is not enough money for the rest.

Over the four years of occupation, the amount of the FTP has changed 7 times by decisions of the Government of the Russian Federation (#1589 from December 27, 2014, #589 from June 15, 2015, #873 from August 20, 2015, #160 from March 2, 2016, #1260 from November 29, 2016; #1172 from September 27, 2017 and #42 from January 22, 2018).

In the wording of the resolutions #1172 and 42 of the Government of the Russian Federation from September 28, 2017 and January 22, 2018 respectively, the total amount of financing of the Program for 2015-2020 (in the prices of the respective years) is 837 174.19 million rubles, including 791057.47 million rubles from the federal budget, 15952.41 million rubles – from the budgets of the Russian Federation subjects and 30164.31 million rubles – from other sources.

There are several reasons for the growth of the FTP amount: first of all, a significant drop in the rate of the Russian ruble against the US dollar. That in turn, has been an economic consequence of Russia's aggression against Ukraine resulting in international sanctions and the flow of capital and investors out of Russia. In August 2014, when the FTP was adopted, 1 dollar equaled 36 rubles, by the end of 2015 – about 72 rubles, in early 2016 – more than 80 rubles and during 2017 – approximately 60 rubles.

In addition, the FTP was prepared in a hurry, with many of the Crimean construction specifics underestimated at the time. For instance, over the years of occupation, the cost of the Tavrida route construction has risen from 41.8 to 144 billion rubles.

The first version of the FPP actually included mainly capital costs, and surprisingly left out the cost of project documentation, so over the four years, the «Other expenses» section has grown from 5 284.65 to 66 946.55 million rubles. Also, it turns out that the original FTP had incomprehensibly «omitted the costs of the design and urban planning documentation.

The «Other expenses» include:

- the cost of the urban planning documentation – general plans, special planning charts, development and land use regulations, heat and water supply and drainage charts;
- creation of the Era-GLONASS system;
- expenses on increasing the authorized capital of the public joint stock company State Transport Leasing Company;
- providing Crimea with communication channels connecting it to the RF united telecommunication network for the purposes of the Ministry of Defense and federal executive bodies in order to ensure security of the state, defense and law and order, etc.

The distribution of funds for the priority sectors in the descending order of, million rubles. (% of the FTP amount):

- 1) transport – 469 957,52 (56,12%);
- 2) energy – 87 801,17 (10,49%);
- 3) engineering infrastructure and water supply – 76 078,74 (9,09%);
- 4) social programs – 90 659,26 (10,83%);
- 5) creation of the resort-tourism clusters – 29 194,01 (3,49%);
- 6) facilitating inter-ethnic unity – 10 248,93 (1,22%);
- 7) industry – 5 450,03 (0,65%);
- 8) communications – 243,25 (0,029%).

From the very beginning, the realization of FTP in the occupied Crimea has been difficult. Having checked on the program development, in June 2017, the Accounting Chamber of the Russian Federation stated the lack of effective management, poor budget execution and delays in the facilities construction.

Also reported are the low level of budget expenditures – 23.6% in 2015 and 63% in 2016 – and low attraction of funds from extra-budgetary sources – 6% in 2015 and 2.6% in 2016.

Of the 448 objects started in 2016, the construction delays are experienced at 180, or 40.2%.

The main reasons are the poor level of the initial data research, primitive technical conditions, underestimated length of the design and survey works, etc. Together with the Russian Ministry of Economy, Sevastopol and Crimea had to prepare about 40 documents regarding area planning and urban zoning, but as of May 2017, they have not been agreed on or approved.

The 2017 realization of the Kremlin FTP can also be named a failure. A month before the start of 2018, only 53% of the program has been implemented. Statements by senior officials of the occupation administration on achieving 89% by the end of 2017 have yet to be documented, while the nature of their calculations indicates a fairly «flexible» attitude to the numbers.

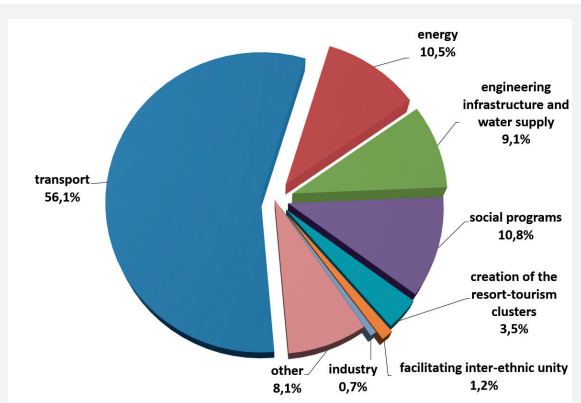
In addition, the FTP implementation has been accompanied by the constant corruption scandals and increasingly sharp criticism and dissatisfaction of senior government officials in the Russian Federation. During the years of occupation, the majority of Crimea's «Deputy Prime Ministers» and «Ministers» have been replaced 2-3 times.

That gives us reasons to believe that the process of replacing the «Aksyonov team» in the Crimean «Government» with the Russian officials will only intensify.

Also, at this stage, we can already predict that the FTP will unlikely be completed by 2020 and will be extended by at least 3-5 years with the corresponding increase in volumes. Such proposals in regard to various new projects can already be heard from Crimea, much to Moscow's growing irritation. We believe that it will be especially difficult – both technologically and financially – to solve the water supply problem.

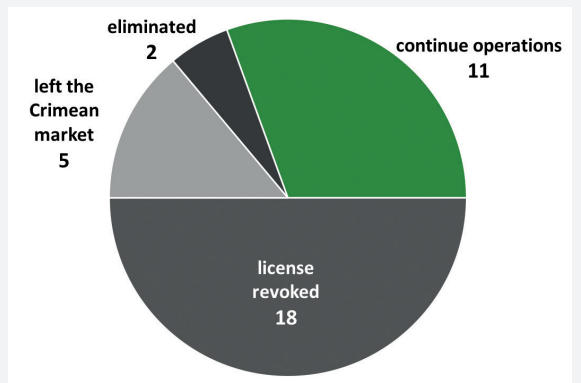
Another consistent part of the equation that should always be figured in there, is corruption...

It's worth mentioning that as of early 2018, more than a thousand contracts totaling almost 600 billion rubles have been signed as part of the FTP. Of those, 518 contracts worth 28 billion rubles, have been signed



**The priority distribution of funds of the federal target program (FTP) The Socio-economic Development of the Republic of Crimea and Sevastopol by 2020 as of January 1, 2018, in the descending order, million rubles. (% of the total FTP amount):**

- transport – 469 957,52 (56,12%);
- energy – 87 801,17 (10,49%);
- engineering infrastructure and water supply – 76 078,74 (9,09%);
- social programs – 90 659,26 (10,83%);
- creation of the resort-tourism clusters – 29 194,01 (3,49%);
- facilitating inter-ethnic unity – 10 248,93 (1,22%);
- industry – 5 450,03 (0,65%);
- communications – 243,25 (0,029%)



**The gloomy fate of the Russian banks in the occupied Crimea.**

Over the period of occupation, at different times, 34 Russian banks started operations in Crimea. In addition, two Crimean banks have gone under the Russian jurisdiction. The so-called «Republic of Crimea» is home to the main offices of:

- Black Sea Development Bank (BSBR)
- Ghenbank – changed its «registration» from Moscow to Simferopol in 2015
- Russian National Commercial Bank (RNSC) – changed «registration» from Moscow to Simferopol in 2015.

The city of Sevastopol is home to the main offices of:

- Sevastopol Marine Bank
- VVB Bank, formerly bank Yaroslavich that in 2015, changed its home from Yaroslavl and moved to Sevastopol, changing the name.

The following RF banks operate their branches, additional offices and cash-and-credit and operational outlets in Crimea:

- Rossiya (Moscow)
- Rublev (Moscow)
- Taatta (Yakutsk)
- K2 Bank (Cherkessk)
- KrailInvestBank (Krasnodar)
- IS Bank (Moscow)

As of March 1, 2018, all of them are on the sanction list.

by the Crimea taxpayers. Thus, Crimean enterprises are involved in the implementation of only small contracts, accounting for 4.7% of the total volume, while the rest belong to the Russian Federation businesses.

In general, the analysis of the four-year history of the Federal Target Program Socio-Economic Development of the Republic of Crimea and the City of Sevastopol by 2020 leads one to conclude that adopting the FTP under the relatively favorable economic conditions, the RF leadership was in a state of euphoria and thus, unable to adequately assess the political and financial risks, including those that stemmed from the sanctions.

However, the federal leadership won't be able to abandon the FTP. Therefore, the financial burden will continue to grow and will further hamper the Russian economy and the image of its leadership.

### 3.3. The «Gray Zone» Banking

Before the occupation, Crimea and the city of Sevastopol had an extensive network of independent branches of the commercial banks.

All in all, 67 banking institutions registered in mainland of Ukraine, as well as 2 Crimean banks – The Black Sea Bank for Development and Reconstruction and Morskoi – had their branches in the peninsula.

The federal constitutional law of the Russian Federation #6-FKZ dated March 21, 2014 «On Accession of the Republic of Crimea to the Russian Federation and Creation of New Entities of the Russian Federation – the Republic of Crimea and Federal City of Sevastopol» that formalized the illegal annexation of Crimea, contains a norm that encourages Ukrainian banks to do business in the peninsula throughout 2014:

«Banks licensed by the National Bank of Ukraine whose license is valid as of March 16, 2014 and that are registered and/or carry out banking activities in the territories of the Republic of Crimea and the federal cities of Sevastopol, may continue banking operations in compliance with the law of the Russian Federation until January 1, 2015.

By January 1, 2015, these banks may receive a license of the Bank of Russia in accordance with the procedure and under the conditions established by the legislation of the Russian Federation».

Thus, the occupying state planned to use Ukrainian financial institutions to mitigate the problems of the «transition period».

Soon the federal constitutional law #37-FZ dated 02.04.2014 «About the Peculiarities of Functioning of the Financial System of the Republic of Crimea and the Federal City of Sevastopol During the Transition Period» required banks operating in the territory of the «Republic of Crimea» and Sevastopol, to inform the Bank of Russia's on the continuation of its activities in no more than 15 days from the date of this law becoming effective, that is, by April 17, 2014.

However, as was announced on April 18, 2014 by the «Head of Crimean government» Serhiy Aksenov at a press conference, none of the Ukrainian banks with independent branches in Crimea consented to continue working in the occupied territory under the Russian legislation.



Over the period of occupation, at different times, 34 Russian banks started operations in Crimea. In addition, two Crimean banks – Morskoi, controlled by Russian businessman A. Annenkov, and The Black Sea Bank for Development and Reconstruction, «transferred» into the «Republic of Crimea» ownership» in September 2014 – have gone under the Russian jurisdiction.

Taking into account the policy of international sanctions, it was mainly small banking institutions of small relevance for the RF financial system that started working in the occupied territory and had to bear the full weight of the Russian crisis.

During that time, 16 of those banks that began working in Crimea, have already lost their licenses. In addition, one bank has been liquidated, while another one is undergoing bankruptcy proceedings. Four of the banks have left the Crimean financial market on their own, due to the increased risks.

By the beginning of 2017, there were 14 Russian banks operating on the peninsula. Of these, only two have an extensive network of branches – the Russian National Commercial Bank (RNKB), a former subsidiary of the Bank of Moscow, sold in March 2014 specifically for operations in Crimea, and Genbank that has become «the pillar bank of the Crimean government».

Recently, we have also noticed a development of the Bank of Russia's network there, that being closest to Putin's circle, is already under international sanctions.

Trying to minimize losses, the Russian banks that used to operate in the Crimea before the occupation, such as Sberbank, Alfa-Bank and VTB, have stopped their activities in the occupied peninsula.

It was that circumstance that became an additional filter for some Western businessmen who after visiting the Crimea with an investment surveying goal, took a wait-and-see position.

That is foremost due to the fact that because of the sanctions European banks cannot work with the banks operating in the peninsula.

In 2017, two Russian banks with branches in Crimea have lost their licenses: on October 2, 2017, the Moscow Tempbank Joint Stock Bank's license was revoked and on December 29, 2017 – the Northern Credit bank's.

By the beginning of 2018, 11 Russian banks – 5 local and 6 – as branches or departments of the mainland ones, remained in the occupied peninsula and the city of Sevastopol.

The so-called «Republic of Crimea» is home to the main offices of:

- Black Sea Development Bank (BSBR)
- Ghenbank – changed its «registration» from Moscow to Simferopol in 2015
- Russian National Commercial Bank (RNSC) – changed «registration» from Moscow to Simferopol in 2015.

The city of Sevastopol is home to the main offices of:

- Sevastopol Marine Bank
- VVB Bank, formerly bank Yaroslavich that in 2015, changed its home from Yaroslavl and moved to Sevastopol, changing the name.

The following RF banks operate their branches, additional offices and cash-and-credit and operational outlets in Crimea:

- Rossiya (Moscow)
- Rublev (Moscow)
- Taatta (Yakutsk)
- K2 Bank (Cherkessk)
- KrailInvestBank (Krasnodar)
- IS Bank (Moscow)

As of March 1, 2018, all of them are on the sanction list.

### 3.4. The Occupied Tourism

The occupation of the Crimean peninsula and the subsequent illegal annexation have radically changed the entire resort and tourist industry there, its main trends that existed before 2014, and all the areas related to it.

As of early 2014, the Crimean tourist industry was on the rise and was undoubtedly a leading industry in Crimea in terms of goal setting, management, growth dynamics and operational innovation.

By late 1990s -- early 2000s, the priority of tourism for Crimea had emerged in the focus of the authorities of the autonomy, in the minds of the peninsula's residents and in the activity of the industry itself.

That led to the creation and partial implementation of the adequate tourism development strategies in Crimea that combined the efforts of the state, business and the general public.

Their general vector was towards overcoming the «seasonality» factor by improving the comfort level of the lodging facilities, developing the infrastructure of hotel facilities and especially promoting the medical, conference, sightseeing and other types of tourism that can be year-round.

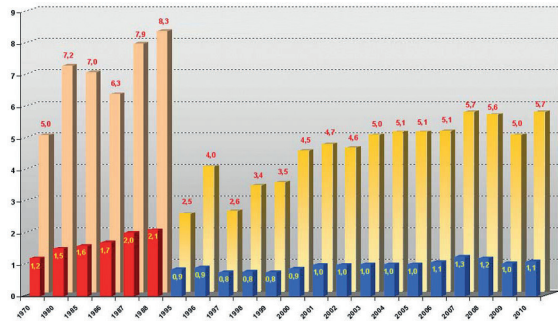
Starting with 2010, the tourist flow reached a stable level of 5-6 million visitors per year, including 1-1.2 million in sanatoriums and resorts that equaled Crimean realistic competitiveness on the regional Black Sea/Mediterranean market.

In 2010, the Crimea Tourism Development Strategy approved by the Council of Ministers of the Crimea, for the first time, tourism was officially named the main priority of the Autonomy's development.

In 2010-2013, with the support from the EU, Crimea implemented a conscious policy of diversifying Crimean tourism attempting to increase the share of the EU and Asian tourists in the total flow.

As a result, until 2014, despite its problems, together with the service industries, the resort and tourism sector of the Crimea generated no less than 25% of the consolidated budget revenues of the Autonomous Republic of Crimea i.e., of the total amount of all taxes collected in Crimea directly related to the tourist-related services, transport, trade, etc.

At the same time, the three main regions with resort mono-economics that served over 75% of all tourists – Yalta (38%), Alushta (19%) and Yevpatoria (19%) – formed more than 20% of the consolidated budget revenues of autonomy.



Number of Tourists in Crimea in 1970-2010, million people

Red and blue mark the number of the so-called «organized» tourists who had been granted vacation vouchers to sanatoriums, resorts, summer camps and hotels. Beige and yellow show the total number of tourists.

\* \* \*

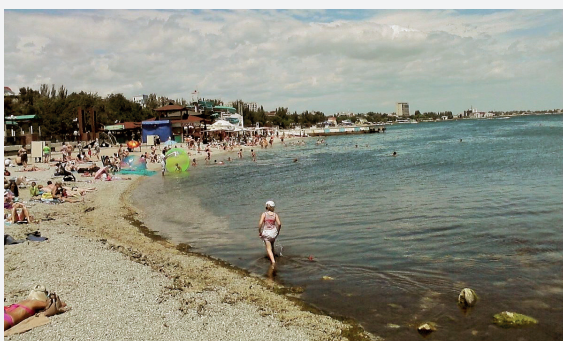
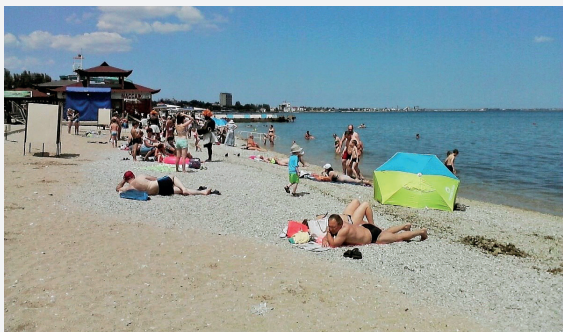
**Monitoring the beach occupancy during the 2017 high season: Feodosia**

Using social networks, in July-August 2017, the authors monitored the number of people at the 1st city beach of Feodosia.

At the beginning of the reportage – photo of the same beach in the late 1970’s – early 1980’s, when the number of tourists in Crimea was about 7 million people.



The Feodosia 1st city beach, July 2017



Since the end of the 1990s, Crimea had been mainly a domestic Ukrainian resort.

In 2000-2013, about 70-75% of the Crimean resort clients (4.2-4.5 million people in 2010-2013) were Ukrainian citizens, about 22-25% (1.2-1.5 million) – tourists from Russia and other CIS countries, mainly Belarus and about 3% – tourists from other countries.

After the occupation and annexation of the Crimea, the flow of Ukrainian tourists and tourists from the non-CIS countries are almost completely gone and Crimea has become a resort for Russian tourists only.

With that, the qualitative composition of the tourist flow from Russia has also undergone significant changes.

Before the occupation, most Russian tourists vacationing in Crimea were middle- and high income citizens. Tourists from the Russian Federation mostly stayed in expensive hotels and boutique-hotels and used high-end tourist services. For them, Crimea’s competitive advantage lied in the much lower than in Russia cost of higher quality food, as well as of living, entertainment, etc.

After the annexation of Crimea, these advantages have disappeared due to the drastic ruble collapse and disappearance of the Ukrainian goods in the Crimea.

So, in 2014-2017, it was mostly low-income tourists from Russia lacking financial means to use higher-end resorts, lined up for the state-subsidized vouchers to the cheap resort in the occupied Crimea.

**Rating of the regions of Crimea by the number of tourists in 2010 – 2013:**

	City/Region	%
1	Yalta	37,44
2	Alushta	19,09
3	Yevpatoria	19,01
4	Feodosia	5,40
5	Saki (city&region)	5,36
6	Sudak	3,48
7	Simferopol region	2,93
8	Bakhchysaray region	2,58
9	Chornomorskyi region	1,53
10	Kerch	1,18
11	Leninskyi region	1,02
12	Rozdolnenskyi region	0,97
	Total in Crimea	100

In addition to those, the personnel of the numerous RF security services were sent to vacation at the

Crimea resort centers of the Ukrainian Ministry of Defense, the SBU, the State Border Service of Ukraine, the State Fiscal Service of Ukraine, President of Ukraine, Verkhovna Rada of Ukraine, etc. that had become military trophies of the respective agencies of the occupying country.

In the 2000s, Crimea had consistent long-term shares of the tourist transport flow: 67% – by rail, 20% by car and 13% by air.

But due to the sharp contraction of the railway service with the Crimean peninsula across mainland



Ukraine in 2014, and then its complete termination, the tourist logistics has radically changed.

According to the puppet government of Crimea, in 2015-2017, 45% of the total number of tourists came to Crimea by air, 41% by ferry crossings and 14% – by other modes of transport.

It's important to remember at that time, «other modes of transport» meant all the passengers of cars that entered Crimea through the checkpoint on the isthmus with mainland Ukraine, which meant those people were hardly tourists.

At the same time, despite a significant reduction in the number of tourists, the regional tourist proportions that existed prior to occupation, have prevailed.

In 2010-2013 for 1 sanatorium tourist there were 3-4 tourists in mini-hotels and apartment hotels.

Because of that, the development of the tourism industry had generated a significant (3.5-4.0 coefficient) multiplier effect in other sectors of the Crimean economy.

That is for 1 UAH of taxes paid directly by the sanatoria, resort or hotels, another 4 UAH in taxes was added by shops, services, entertainment, transportation and/or the population that provided the tourist services.

Prior to the occupation, the number of people permanently employed in the Crimean tourist industry was about 60-70 thousand. Of those, 40 thousand employed directly by the tourist accommodation facilities.

But in the summer season, the 4% of the adult population of Crimea, including the retirees, that was employed in the tourist industry years round (the adult population of Crimea is about 1.6 million people) were joined by another 18% of the Crimean population, including 9% in the rural areas, 16% in the industrial areas and 32% in the resort areas.

Thus, about 21% of the adult population, or over 350 thousand people, were directly involved in servicing of tourists in Crimea. Before occupation, in the resort areas, every third adult resident engaged in that seasonal activity, so considering family members, it is safe to say that it affected practically the entire population of those areas. With that, about half – 44.2%, or about 155 thousand people, – rented out their own homes to tourists and also serviced them.

After the annexation, that multiplier effect has fallen by several times due to the restrictive policies of the occupation authorities towards the small tourist business that had imposed tight administrative measures for the landlords and owners of mini-hotels.

The previously lenient attitude of the Ukrainian authorities that were trying to introduce taxation for the mom-and-pop tourist businesses gradually, has been replaced with threats and fines.

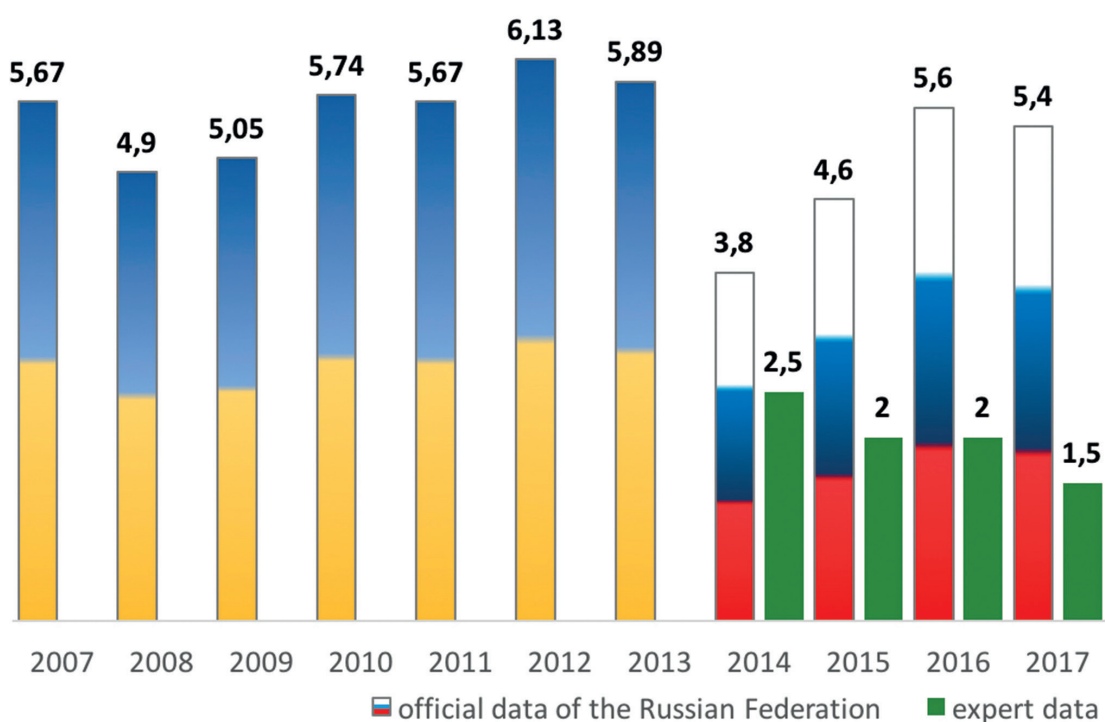
As a result, according to expert estimates, the ratio between the tourists vacationing at the health resorts and those using private homes, in 2014-2017, has changed from 1:4 to 1:1.5 or 1:2.

Even Crimean tourist officials believe that high land and property taxes cause hotel-owners, especially those of small ones, to curtail business – over four years, the size of payments to the budgets has increased tenfold.

And given that starting in 2018, the cadastre property value will be applied, each hotel expenses will increase by another several million rubles. So, beginning with 2018, preparation of the 50 meters of beach for the tourist season will cost about 1 million rubles.

These changes have led to a significant drop in employment of the Crimean population in the field of tourism and a multifold reduction in the residents'

**Number of Tourists in Crimea in 2007-2017, million people**





The Feodosia 1st city beach, July 2017 (continued)



The Feodosia 1st city beach, August 2017



The authors' extensive experience allows them to give a fairly accurate visual assessment of the number of tourists in the high season (July-August), in comparison with the past years. (Note: The majority of the beach visitors in the high season are tourists).

As a result, we believe that despite the occupation authorities' reports of the 5.4 million tourists in Crimea in 2017, actually, no more than 1.5 million people have visited the peninsula.

income from the holiday season. And the situation will clearly persist.

In other words, the resort and tourist field has ceased to be one of the priority sectors of the economy of the occupied Crimean peninsula both in the budgetary and social terms.

It should be also noted that in 2015-2017, both current «Republican» and municipal leadership have demonstrated shocking incompetence in managing the logistical and communal issues of the tourist season.

Prior to 2016-2017, Crimea had not experienced such catastrophic problems with garbage collection, sewage drainage into the sea during the swimming season and the like, for at least 10 years.

Combined with those problems, the 2-3 times reduction of the tourist flow to Crimea after the occupation makes the investment attractiveness of the Crimean resorts extremely low even for the Russian investors.

So, in this regard, the prospects for the development of the resort and tourism sector in the occupied Crimea appear dubious.

It should be kept in mind, however, that any local estimates of the current number of tourists in the Crimea are merely propaganda. According to our data, the announced numbers of 5.2-5.5 million tourists a year are exaggerated by 2-3 times.

At present, all the tourism sector hopes in the occupied Crimea are connected with the sale of the expropriated sanatoriums and resorts, as well as with the opening of the automobile and rail connection via the Crimean bridge in the end of 2018-2019.

### 3.5. The Small and Medium Business

In 2014-2017, Crimea suffered the process of small and medium business liquidation.

By the start of the occupation, Crimea had 54,000 legal business entities and 135,000 individual private entrepreneurs.

As of March 2016, there were 22,000 legal business entities and 39,800 individual private entrepreneurs. Thus, the drop in the number of legal business entities was 2.5 times and in the number of individual private entrepreneurs – 3.4 times.

In 2016, the «authorities» carried out several resonance operations to eliminate open-air markets and small retail shop lines in Simferopol, Yalta, Yevpatoria and Sevastopol and demolish tourist service facilities on the Yalta, Alushta and Koktebel costs.

Experienced Crimean entrepreneurs testify that unlike in Ukraine, in Russia, there are no regimes of simplified reporting and audit minimization. Small business in Crimea is now faced with the multifold growth of paper reporting, a huge number of auditors and a harsh system of large fines, even for the smallest violations.

As of early 2011, the share of small businesses in providing jobs for hired employees in the Autonomous Republic of Crimea amounted to 31.2% and had a steady tendency to increase. Over the four years of occupation, it has dropped to 19.5%.



In our opinion, the destruction of small business in Crimea will continue. Its ultimate goal is to create conditions under which a significant part of small business entrepreneurs, being the most active part of the local population, will be forced to join those who have already folded their business in Crimea and moved to mainland Ukraine.

The experience of three years of occupation of Crimea has one more time demonstrated that entrepreneurial activity, free thinking and independent decision-making are antagonistic to the social model of contemporary Russia.

### 3.6. The Export and Import

In 2016, as evidenced by the data from Sevastopol and Crimean customs, the total value of goods exported abroad by the foreign economic activity subjects registered in Crimea was \$ 53.7 million, which in USD is a 40% decrease compared to 2015.

According to the Crimean Customs, in 2016, exports from the Republic of Crimea amounted to

\$ 47.7 million. Of these, export to the CIS countries was valued at \$ 21.2 million dollars and to other foreign countries – at \$ 26.5 million. At the same time, Sevastopol exported goods for \$ 4.1 million to the CIS countries and \$ 1.9 million to other foreign countries.

According to the year summary, the largest volume of exports from Crimea went to China – \$ 18 million, Ukraine – \$ 16.1 million, Belarus – \$ 5 million, India – \$ 4.1 million and Turkey – \$ 2 million. By comparison, in 2015, Crimea exported goods for the total of 89.7 million dollars.

Among the Crimean exports, machines, equipment and vehicles topped the chart at 16.4 million dollars, followed by the chemical industry products – 12.1 million dollars and food products and agricultural raw materials – 12 million dollars.

The imports to Crimea have also decreased and in 2016 amounted to \$ 100 million against \$ 127 million in 2015.

By contrast, in 2013, the exports from the peninsula equaled \$ 904.9 million, and imports – \$ 1.044 billion.

Thus, in 2016, compared with 2015, the exports decreased by 1.88 times, while compared with the

last pre-war year of 2013 – by 18.97 times in USD.

We would like to point out that the above are the official statistics on foreign economic activity in the Crimea that comes directly the occupying power.

However, it should be taken into account that the official statistics of the RF is often based on the principles of «political expediency,» at the expense of reliability.

As Anatoliy Frizorenko, Director of the Department of Statistics of Trade of the State Statistics Service of Ukraine, wrote in 2015, when analyzing the official Crimean data on the trade of the occupied peninsula with Ukraine in comparison with the data of the State Fiscal Service of Ukraine:

*«the statistics has become a hostage of politics, and the numbers that are being publicized are not even funny. They cause real concern as to the scale of fraud».*

In that regard, below is the data confirmed by our own investigations.

In 2014-2017, the nature of Crimean exports from the ports of the occupied Crimea was as follows:

- grain to Syria, Northern Cyprus, Lebanon, Libya and Egypt from Sevastopol, Kerch, Feodosia;
- scrap metal to Turkey, Romania (until 2017) and Albania from Sevastopol and Feodosia;
- soda ash to the Russian Federation, Romania (until 2017), Syria, Lebanon and Egypt from Sevastopol and Feodosia;
- liquefied petroleum gas (LPG) from a gas terminal in the Kerch Sea Fishery Port to Bulgaria (until 2017), Turkey, Syria and Lebanon.

Imports to the ports of the Crimea consisted of:

- building materials (cement) from Turkey;
- chemical raw materials (ilmenite ore) from Norway (2017), Brazil and Turkey (re-export).

As obvious, the countries above do not include Belarus, India, or China, as indicated in the official information. That demonstrates that the Kerch Strait and the Kerch Ferry Terminal make for a crucial route of export with subsequent re-exports. Considerable volumes of the re-export are carried out via the Kavkaz port transshipment area in the Kerch Strait and somewhat smaller volumes – via the port of Novorossiysk.

**Creative shopwindows of the Crimean small business, 2017. Photo: BlackSeaNews archive**





Agitation flyers with enticing promises published in massive numbers before the so-called «Referendum» on March 16, 2014

# 10 ПРИЧИН БЫТЬ ВМЕСТЕ С РОССИЕЙ

- 1 Крым - это земля, где издавна живут русские. За многовековую историю десятки тысяч сынов России сложили свои головы, отдавая его свободу. Сотни тысяч, миллионы россиян вложили в процветание Крыма свою любовь, свои знания, свои таланты.
- 2 Крым был оторван от России по прихоти одного человека, без учёта мнения миллионов крымчан. Сегодня у народа Крыма появился шанс восстановить историческую справедливость.
- 3 Россия - многонациональная страна. В каждом из регионов страны сохраняется свой, веками складывавшийся уклад. Государство гарантирует и обеспечивает полную прав всем народам и национальностям страны. Никто не смеет ограничивать права граждан по национальному или религиозному признаку.
- 4 Воссоединение Крыма с Россией даст республике новые миллионы отдыхающих. Слава крымских курортов не померкла с годами в глазах россиян. Исчезнет искусственная преграда на пути россиянам, стремящихся к крымскому солнцу, пляжам и горам.
- 5 Единство с Россией ликвидирует таможенные барьеры для продукции крымских сельхозпроизводителей - животноводов и виноделов.
- 6 В России более высокий уровень социального обеспечения. Единство с ней обеспечит стабильное финансирование объектов здравоохранения и образования, повышение уровня жизни крымских «бюджетников».
- 7 В России более высокий в 1,5-2 раза уровень зарплаты бюджетных работников, а средний уровень зарплаты по стране выше украинского в 2-3 раза.
- 8 Пенсия в России почти в два раза выше, чем на Украине. Размер средней пенсии в России более 10 тысяч рублей (2400 гривен), в то время как в Украине - чуть выше пяти тысяч рублей (1200 гривен).
- 9 В России более низкий уровень налогообложения, а сама налоговая система понятней и более «дружелюбна» для граждан и предпринимателей. Например, подоходный налог в России - 13% вне зависимости от размеров зарплаты, а в Украине - прогрессивный налог 15-17% + единый социальный взнос в 3,6%.
- 10 В России помнят свою историю, чтят ветеранов войны и труда, хранят верность традициям.

# 10 ГАРАНТИЙ ДЛЯ КРЫМА

- 1 Главный принцип будущего присоединения - жители Крыма ничего не должны потерять даже в мелочах, приобретя при этом много новых возможностей. **Выиграть в главном, не потеряв ничего ценного!**
- 2 Все социальные выплаты и льготы, предоставленные ранее Украиной, гарантируются российским бюджетом. После присоединения сохранится совместное обращение рубля и гривны, а всем вкладам, счетам и сбережениям гарантируется сохранность. **В конституции России записано, что Россия является социальным государством.**
- 3 Все полученные ранее свидетельства, справки, дипломы и разрешения, выданные от имени государственных органов АР Крым и Украины, сохраняют свою силу и в полном объеме будут признаны Российской Федерацией. Их замена на российские будет производиться в упрощенном порядке, после длительного переходного периода. **Как говорят в России: что написано пером - не вырубишь топором!**
- 4 Предприниматели, нет повода для беспокойства. Все правоустанавливающие документы крымских предприятий Россия признает без утомительных процедур переерегистрации и лицензирования, и они будут подлежать замене на российские лишь по мере истечения срока их действия. **Россия умеет ждать, работай спокойно.**
- 5 Все ВУЗы и их филиалы, расположенные на момент референдума на территории полуострова, смогут продолжать учить своих студентов и после перехода под юрисдикцию России. **ВУЗ крымский - диплом российский!**
- 6 Всем крымским школьникам будет предоставлена возможность в полном объеме подготовиться к Единому Государственному Экзамену. Российские ЕГЭ - **дорога к самому качественному и передовому образованию на русском языке!**
- 7 Пенсионеры Крыма, в том числе военные, получающие льготные пенсии и надбавки, а также ветераны Вооруженных сил Украины сохраняют все свои льготы, а размер их пенсий в России существенно возрастет. **В России социальное обеспечение ветеранов и пенсионеров - государственный приоритет!**
- 8 Все земельные участки и недвижимость в Крыму, находящиеся в собственности граждан и организаций, останутся у нынешних владельцев без каких-либо дополнительных подтверждений и проверок. **Частная собственность в России священна и неприкосновенна.**
- 9 Услуги здравоохранения, предоставляемые в Крыму на бесплатной основе, останутся таковыми и после превращения Крыма в субъект Российской Федерации. **Бесплатность здравоохранения для граждан РФ закреплена в российской Конституции.**
- 10 Свободное сообщение Крыма с другими областями Украины должно сохраниться. Жители Крыма по-прежнему смогут ездить к своим родственникам и друзьям, проживающим на территории Украины. **У России и Украины - безвизовый режим, Россия не собирает пересматривать добрососедские отношения с братским украинским народом.**

ВЕРХОВНЫЙ СОВЕТ КРЫМА



The main component of import to the Crimea is the consumer goods and appliances, the most expensive of which are cars and construction and other equipment. The majority of that flow is also the de-facto re-export via the intermediary firms in the Russian regions.

Meanwhile, the 2016 and especially 2017, saw a significant increase in the volumes of Crimean grain exports. In 2016, Crimea harvested 1.447 million tons of grain, which was 104.7 thousand tons more than in 2015. Of these, 364 thousand tons were exported. In 2017, the gross harvest of grain amounted to 1.733 million tons – the record in the last eight years – and by the end of the year, its exports reached 654 thousand tons, or is 79.7% more than in 2016.

For the first time, we see India and Saudi Arabia among the importers of the Crimean grain, which is one more evidence in favor of our conclusion on the re-export of grain via the Kavraz port transshipment area in the Kerch Strait. As for the re-export via the firms from the Russian regions whose product certificates show non-Crimean origin, one of the indicators attesting to that is the exports value estimate.

It should be noted, however, that according to the Rosselkhoznadzor inspection results, most of the export grain shipments contained weeds – in 2017, weed was detected in 120 of the 186 grain shipments –, which significantly reduced its export value.

But even such a tangible increase in grain exports could not reverse the trend of the overall Crimean exports steadily dropping in value: while in 2015 the export volume amounted to \$79.5 million, in 2016 it was \$47.7 million and over the nine months of 2017 – \$18.4 million, or 55.7% of the value over the same period in 2016.

We believe that the Crimean occupation authorities increasingly will have no export markets other than the CIS, BRICS and SCO countries, as well as Asian and African states that have not joined the resolutions denouncing the annexation of Crimea.

It is also inevitable that the sanction regime, especially the legislative approval by the US of the sanctions' de-facto extraterritorial nature, will further push the Crimean producers to conceal the true origin of goods by resorting to the re-export schemes. Another factor propelling such schemes is Crimea's extremely weak banking system and its inability to support export operations.

Taking into account the factors above should allow the international community to develop adequate measures as to countering the violation of the Crimean export ban.

### 3.7. The Prices, Salaries and Pensions

The analysis of the dynamics of prices for consumer goods in the occupied Crimea shows the systematic increase in prices for food stuffs over the whole period of occupation.

Compared to 2014, in 2016, the price of the main grocery staples has increased on average by 168.13%, i.e., 1.68 times in rubles and by 216.47%, i.e. 2.16 times, in hryvna, taking into account the exchange rate difference.



As compared to 2014, in 2017, the consumer basket value in Crimea has increased by 75.16% in Russian rubles and 154.79% in hryvnia, adjusted for the exchange rate difference.

The negative dynamics of the value of the consumer basket for the residents of the occupied Crimea is systematic.

For additional illustration of the dynamics of the food basket value, we created two indicators: the «pilaf index» and the «borsch index» with the ingredient amounts calculated according to the most common recipes.

Compared to 2014, in 2016, the cost of pilaf for the inhabitants of Crimea increased by 167.43% in rubles and by 215.56% in hryvnia.

In 2017, compared with 2016, the «pilaf index» increased by 6.41% in rubles and 23.24% in hryvnas. And compared to 2014, the increase was 78.17% in rubles and 165.65% in hryvnas.

The cost of borscht, respectively, has gone up by 145.53% in rubles and by 185.81% in hryvnia.

In 2017, compared with 2016, the «borsch index» increased by 13.17% in rubles and 31.04% in hryvnas. And over the four years of occupation, the increase was 64.7% in rubles and 143.48% in hryvnas.

Compared to the pre-war level, the purchasing power of the consumer basket has fallen by roughly 8 times.

One of the main arguments used right before the Crimean «referendum» on March 18, 2014 was the significantly higher level of wages, pensions and social assistance in the Russian Federation.

Meanwhile, the image of the consumer's potential of average Russians in the minds of the Crimea residents was formed by the «pictures» of life in Moscow, St. Petersburg, etc., and of the Russian Black Sea Fleet

servicemen in Sevastopol had who received special foreign service compensation.

During the initial stage of the occupation, the occupiers actually fulfilled those promises.

In March 2014, wages in state organizations and institutions started to be paid in Russian rubles with an upward ratio used for the exchange rate between the two national currency values.

So, while the exchange rate for commercial outfits was 3.0 that corresponded to the market value, for state employees and retirees, the rate was increased to 3.8. That is, these categories have received the «treason bonus».

And since in 2014 the Crimean shelves were still dominated by the Ukrainian food stuffs, generally of a much better quality and much lower price than the Russian ones, in the first year of occupation, the retirees, bureaucrats, teachers and doctors could claim increase in their purchasing power.

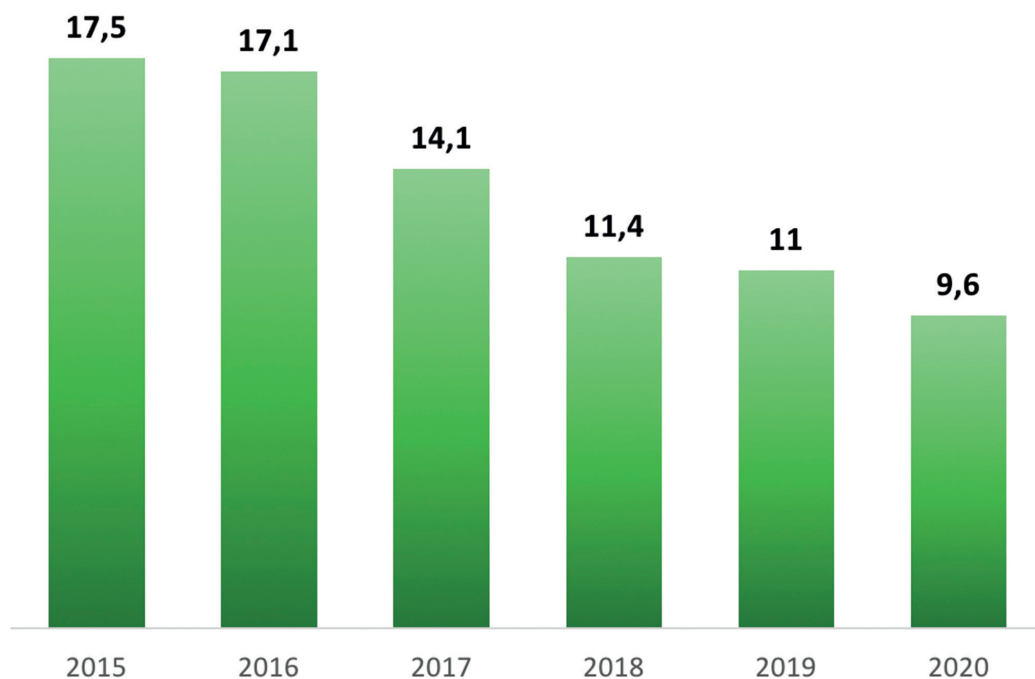
However, in 2015, the occupied Crimea fell under the real Russian system of wage and pension formation.

In the meantime, the Ukrainian goods in the peninsula began to disappear and were replaced with the more expensive Russian equivalents. In 2015, due to the civic blockade of Crimea and the subsequent decisions of the Ukrainian government, all food supplies from mainland Ukraine were terminated.

In 2016 it became clear that in reality Russian wages and pensions were much smaller than their advertised 2014 model. Together with the overall higher Russian prices for consumer goods, the devaluation of the ruble in connection with the consequences of aggression against Ukraine, sanctions and falling oil prices had led to the definitive disappearance of the «2014 effect».

An additional strain on the population was the sudden decrease of jobs openings, a result of the

**Health care expenditures in the occupied Crimea's 2015-2017 budget, as well as those allocated for 2018-2020, billion rubles**





Agitation flyers with enticing promises published in massive numbers before the so-called «Referendum» on March 16, 2014 with a ballot form and the «Referendum» questions



The «winners’» euphoria. The dissemination of St. George’s and Russian flag colored ribbons in the Simferopol streets on the day of the so-called «Referendum» on March 16, 2014. Photos from the Blackseanews archive



«Our choice is our grief». A telling angle – retirees at Simferopol’s central square on the anniversary of the so-called «Crimean spring». Photos from the Blackseanews archive



organized influx of personnel from the regions of the RF. For instance, the majority of spouses of the military and special forces servicemen transferred to Crimea are educators. Same is true for the Kerch Bridge construction staff who have moved to Crimea with families for an extended period of time. Spouses of the builders of the Tavrida highway also join Crimean schools in large numbers. In some of the Kerch schools, for example, spouses of the recent migrants are already the majority.

Since the official statistics of the Russian Federation on Crimea is not really statistics, but rather, propaganda, in preparation of this report, we had analyzed Crimean online discussions on the level of compensation in the occupied peninsula.

According to our findings, the average size of gross wages in Crimea varies from 10,000 to 15,000 Russian rubles, which corresponds to 4,524-6,887 UAH. This is roughly equivalent to the average wage in Ukraine, while prices for consumer goods in Crimea are several times higher than in mainland Ukraine.

Among the exceptions are: the occupation authorities officials, security forces personnel, servicemen and civilians of the military contingent, prosecutors, court officials, certain categories of state employees and the staff of the military-industrial enterprises whose salary level exceeds the Crimean average by 5-10 times.

In 2016-2017, the statistically average pension there equaled 11-12 thousand rubles. However, the absolute majority of retirees receive pensions of 10 thousand rubles or less. So, overall, in terms of wages, Crimea has become an ordinary Russian backwater with low level and quality of life.

The increase of the wages in the sectors seen as priority ones by the Kremlin, on the background of the general decrease of the average wages will further polarize the Crimean community.

Undoubtedly, the fall of the purchasing power of citizens and households will ensure the growing dissatisfaction of Crimeans with the poor quality of life.

In addition, the overall dissatisfaction with the current quality of life in Crimea even among those initially loyal to the occupiers, is caused, by the poor quality of medical care, ineffective treatment, low quality and high cost of medicines and medicines, their shortage and limited choice.

### 3.8. The Crimean Budget

The comparison of the Crimea pre-occupation budget with the current budget of the «Russian» Crimea leads to the following conclusions.

Since the budgetary systems of Ukraine and Russia differ, it is impossible to compare the budget of the Autonomous Republic of Crimea (ARC) and the current budget of the «Republic of Crimea» (RK) directly due to the different structures of the budget lines and the difference in methods and proportions of funds distribution between the republican budget, cities, settlements and districts of the Crimea.

Therefore, we have chosen to compare the budgets



of the territory as a whole, i.e. what in Ukraine is referred to as «consolidated Budget.»

The consolidated budget of the Autonomous Republic of Crimea includes the Republican budget of the Autonomous Republic of Crimea and the budgets of its regions, cities and towns. In the RF budgetary system it is referred to as a «consolidated budget of the subject of the federation», which includes the budget of the Republic of Crimea, budgets of the city districts, municipal districts and urban and rural settlements.

In practice, in the Russian budget analysis, the term «consolidated budgets of the RF subjects and the budgets of the state territorial extra-budgetary funds» is commonly used.

That is, for the correct comparison of data, the amounts of Russian extra-budgetary funds should be excluded, since in Ukraine these amounts are considered separately from the budget. So, we compare the actual amounts of the budget expenditures of the peninsula.

In 2012, expenditures of the consolidated budget of the ARC amounted to 9.8 billion UAH, which at the average 2012 exchange rate of UAH 7.99107 / 1 USD was equivalent to \$ 1.23 billion.

The consolidated budget expenditures of the occupied Crimea in 2016 amounted to 131.3 billion rubles. Subtracting the amount of funds from the Federal Compulsory Health Insurance Fund that are transferred to the budgets of the territorial compulsory health insurance funds, leave us 115.3 billion rubles for comparison.

At the average official 2016 exchange rate of 66.8335 rubles/1 USD, the expenditures of the consolidated budget of the «Republic of Crimea» in 2016 equaled \$ 1.72 billion. Indeed, that looks like 39.8% more than in 2012, until we remember the huge number of new

expenditures, such as paying for the transfer to the peninsula of the thousands of state employees and personnel who came from the Russian Federation, providing housing for them, financing the transition of all systems to the «new rules,» etc.

In fact, the real comparison can be best estimated through the coefficient of the territory's financial sovereignty, that is, its ability to pay its own costs.

To that end, we compared the ratios of the total amount of taxes collected in Crimea (irrespective of the specific budget they went to) to the total amount of expenditures of the consolidated budget of the peninsula.

In 2012, 11 309.3 million UAH were collected in Crimea in taxes. Of these, the budget of the ARC received 1950.7 million UAH, 2511.5 million UAH went to the budgets of the Crimean cities and regions, and 6847.1 million UAH – to the state budget of Ukraine.

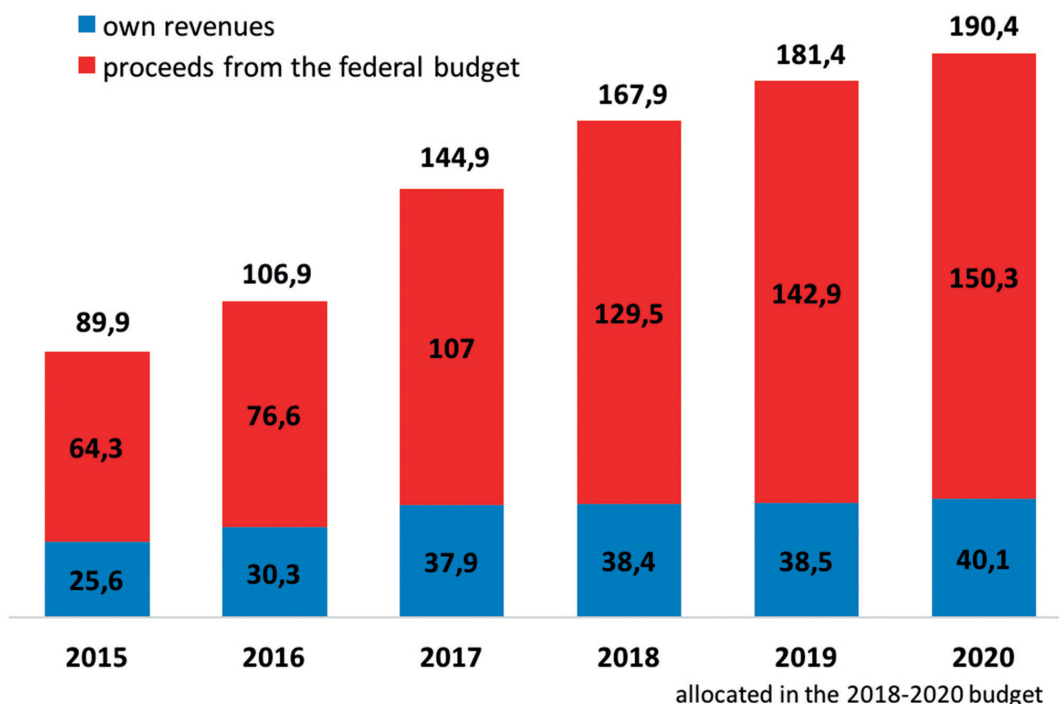
The expenditures of the consolidated ARC budget in 2012 amounted to 9 837 million UAH. Thus, in 2012, the financial independence coefficient amounted to 1.15. Incidentally, that debunks the widespread myth that Ukrainian Crimea was always subsidized.

In 2016, the tax authorities of the «Republic of Crimea» collected almost 50 billion rubles of taxes, which is almost half of the 2012 amount. With the expenditures of 115.3 billion rubles, Crimea's financial independence coefficient amounted to 0.43.

In other words, in 2016, only 43% of all Crimean expenditures could be paid with the taxes collected there. That clearly demonstrates what an expensive toy Crimea has become for Russia after the occupation and transformation of the peninsula into a military base which has killed Crimean business.

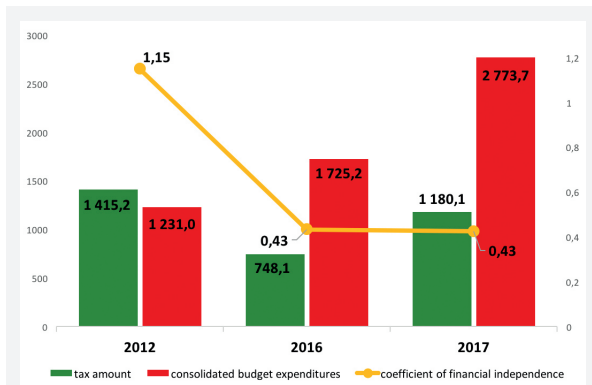
In 2017, the budgetary system of the Russian

### Own budget revenues of the so-called «Republic of Crimea» and proceeds from the federal budget of the Russian Federation, according to the «Ministry of Finance of the RC», billion rubles

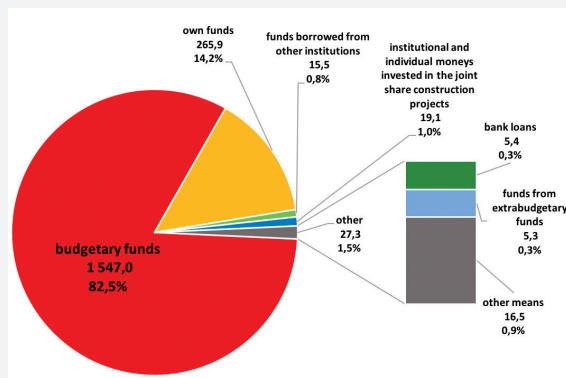




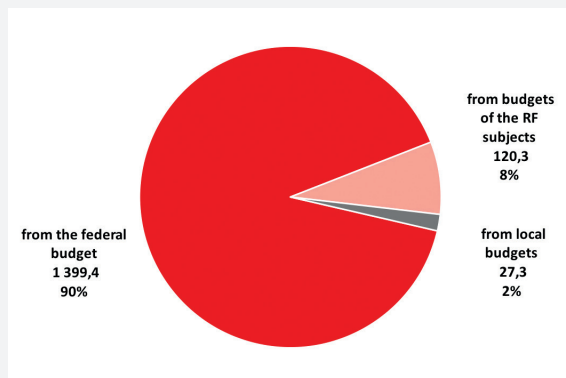
## Crimea: Four Years of Occupation



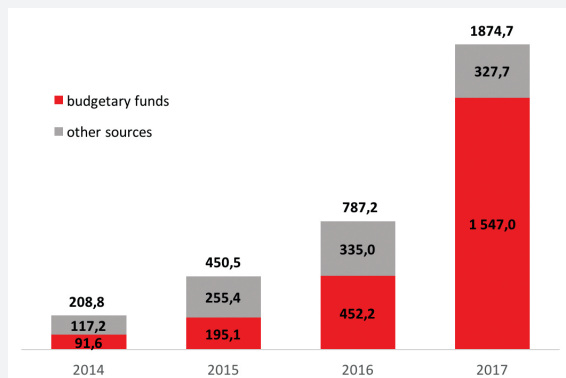
**The Crimea's financial independence coefficient in 2012 – 2017.** The ratio of the total tax collected in Crimea and total consolidated budget expenditures, million USD



**The 2017 investments in fixed assets by financing source, according to the Crimean Statistics Office, million USD**



**Distribution of the 2017 budget investments in the fixed assets by type of budgets in the occupied Crimea, USD million**



**The ratio of investments in the fixed assets from the state budget and other sources in 2014 – 2017, according to the Crimean Statistics Office, USD million**

Federation has received the total of 68.8 billion rubles of taxes. With the consolidated budget expenditures of 161.7 billion rubles, the value of the Crimean financial independence coefficient was the same 0.43. That is, despite the growth of certain budget line items related to the implementation of large infrastructure projects, the region's ability to finance its own expenses has remained unchanged.

It should be mentioned here that neither the incentives of the Free Economic Zone (FEZ), nor the re-sale of the seized Ukrainian assets manage to fill the budget.

Overall, in 2016 the maintenance of Crimea cost the RF federal budget 79.7 billion rubles or 1.2 billion dollars.

At the same time, the allocations from the federal budget to the treasury of the Crimea in 2016 grew by 20.5%.

In the spring of 2016, commenting on the financing of the occupied peninsula in 2015, a well-known Russian economist, Professor Natalia Zubarevich, assessed the situation as follows:

«Crimea has become «Russian» because the peninsula already has a budget deficit. In 2014, they received so much money that they could not spend all of it. But already in 2015, the «Republic of Crimea», just like the vast majority of the Russian regions, has finished with a deficit, having spent 4 billion more than its revenues. That is, it now is one in the long list of Russian regions that live with a deficit. There are 76 of them total.»

In 2016, the budget deficit already stood at 19.3 billion rubles. The deficit of the Crimean coffers is financed with the loan from the federal budget of the Russian Federation.

In 2017, the retention of Crimea has cost the Russian budget 107 billion rubles, and according to the approved three-year budget, in 2020 will further grow to 150 billion rubles.

Moreover, based on the results of the four years of occupation, the Crimea collaborationist authorities expects that even in 2030, with projected expenditures of the budget of the «Republic of Crimea» in the amount of 102.2 billion rubles, 45.7 billion, that is 44.7% of that amount, will be secured with free transfers from the budget of the RF.

Such estimates have been published in the document #137-p The Republic of Crimea Long-Term Budget Projections Up to 2030 by the so-called «Council of Ministers of the Republic of Crimea» from February 14, 2018.

That is, the optimistic hopes and claims of the first years of occupation regarding becoming self-sufficient and subsidy-free over the next 3-5 years have been put to rest for good. Crimean officials have finally realized that the occupied Crimea will never be self-sufficient and now expect continuous support from the Russian budget.

Needless to say, such expectations are not met with enthusiasm either in the Federal or in the regional Russian authorities.

\* \* \*



## 4. The Change of Course. The Military Development of Crimea



Loading of the Caliber cruise missiles into the torpedo-launching device of the new project 636 submarine of the RF BSF. Sevastopol, September 2, 2017. Russian Black Sea Fleet, Sevastopol, September 2, 2017, Yuzhnaya Bay, photos from social media

### 4.1. The "Reversal" Restructuring of the Crimean Economy

The results of the 2014-2017 have shown that in its current state, Russia cannot overcome the impact of the blockade and sanctions on the Crimean economy.

Already by the middle of 2015, the leadership of the Russian Federation had begun to realize the impossibility of the initial ambitious plans for the economic development of the occupied Crimea, and because of that, concentrated exclusively on its "military development", while continuing with the economic development rhetoric.

A telling marker was that the Ministry of the Russian Federation for Crimea created two weeks after the illegal annexation, on March 31, 2014, was already abolished as early as July 15, 2015.

"The dreams of creating in Crimea a "new Russia" with its Silicon Valley, the gambling zone and the flagship free economic zone, seem to have lost to another development concept – that of the "Island of Crimea" with a citadel, generals and armies. In comparison with the deployment of 96 military companies, units and organizations, the economic and political achievements are looking more and more pathetic".

During 2016, Russia's rejection of the idea to turn Crimea into a "new Russia showcase" became final.

On July 28, 2016, the status of the occupied Crimea and Sevastopol within Russia was lowered – Putin's decree eliminated the Crimean Federal District created immediately after the annexation, on March 21, 2014.

The so-called "subjects of the federation" – the Republic of Crimea and the city of Sevastopol – are now included in the Southern Federal District with the center in Rostov-on-Don.

Interestingly, among other things, that act joined the political and administrative system of command with the military one, since from the outset of the occupation,

all Russian military detachments in Crimea were part of the Southern Military District with the headquarters in Rostov-on-Don.

In general, over the three years of occupation, with the exception of the military-strategic significance of the peninsula, the interest to Crimea in the Russian Federation has clearly dropped.

Another vivid demonstration of the change of course was the repeated holding of large-scale military exercises at the height of the summer resort season in 2016, with fighting and bombing on the Kerch peninsula in the immediate vicinity of the single highway from the Kerch ferry crossing that brings tourists and supplies to Crimea.

Meanwhile, the understanding that the annexation of Crimea has significantly accelerated the deterioration of the socio-economic situation – the decline in consumption in 2015-2016 is estimated at 10-15% – also grows among the Russian population.

Against that backdrop, the "great demands" of the Crimean residents dissatisfied with Russia's failure to follow through on its huge promises at the beginning of the occupation, appear to be irritating to the rest.

As a result, three years after the annexation, 84% of Russian citizens believe that the financing of Crimea and Sevastopol from the federal budget should be the same as of other subjects of the RF and on similar conditions.

In 2016, militarization of Crimea became not only the main content of Russia's Crimean policy, but also, the main driver of the occupied peninsula's economy.

As a result, over the three years of occupation, it was precisely the "military development" of that territory that has become the most striking "success story" of the Russian Federation in Crimea.

That "military development" includes, first of all, the establishment and build-up of a giant military base that equals or exceeds the largest US military bases around the world.

Reliable transport, energy and water infrastructure



**Evidence of the Russian Army Invasion.**

The 36th separate brigade of the coastal defense of the Ukrainian Navy (Perevalne in the Simferopol area) was the core of the land grouping of the Armed Forces of Ukraine in the Crimea. It consisted of a tank, mechanized and mountain battalions, an intelligence company, a sniper company, an artillery group, and an anti-aircraft missile and anti-tank divisions.

It was equipped with the T-64BV, BMP-2, BTR-70 tanks, self-propelled howitzers 2C1 and D-30 (122-mm), RZZ BM-21 (Grad), ARM Strela-10M, ZRPK Tunguska and ZSU-23-4. It also included Marine Corps battalions in Kerch and Feodosia.

On March 2, 2014, the brigade was blocked by Russian troops who created a large field camp with many trucks – mostly without license plates – as well as the Tiger armored vehicles used by the Russian special forces and previously absent in Crimea. Photo: BlackSeaNews archive



Photo: Anton Goloborodko



for military purposes and dual use are now being created.

At present, the economies of Crimea and Sevastopol are undergoing the "reverse" restructuring aimed at the priority restoration of the military-industrial enterprises and objects preserved from the USSR time.

The main components of that "reverse" restructuring of the Crimean economy are:

- A speedy build-up of the largest in Europe combined-arms grouping (RF) is underway;
- Since the first days of occupation, Crimea has been receiving only the newest and cutting edge arms and military equipment in the priority order;
- All Soviet-time infrastructure in Crimea, such as numerous military airfields, launch rocket pads, air defense facilities, radar systems and nuclear weapons storage facilities, is currently being restored;
- A new fortified area in the north of Crimea has been created and is being developed;
- Construction of new and reconstruction of old military bases, as well as of housing for military personnel is underway;
- The number of military servicemen, as well as of various special services personnel, grows;
- Due to the military orders, the work of the military-industrial enterprises – military instrument-making, shipbuilding and ship repair – has been restored in priority order. These enterprises are now included in the structure of the relevant state concerns of the Russian Federation;
- All other areas of life in Crimea – economy, social services, human rights, information space and national politics – are now subject to the ideology of a military springboard.

**4.2. The Chronicle of the Crimean Occupation**

The military development of Crimea began in the first days of the occupation.

The special operation of the Russian Federation on the seizure of Crimea started three days before the end of the Winter Olympics in Sochi that lasted from the 7th to the 23rd of February 2014.

On February 20, 2014, a column of armored vehicles left the base of the 810th marine brigade of the Russian Black Sea Fleet (BSF) in the Cossack Bay of Sevastopol, heading out of the city.

The official explanation was that the BSF in Crimea put its regiments on a heightened alert in view of the difficult political situation in Ukraine, meaning that the marines would enhance security of the BSF units throughout the peninsula – in addition to Sevastopol, it had a naval aviation airfield in the village of Gvardeiskoye near Simferopol and a base in Feodosia.

On February 20-23, 2014, a Special Forces brigade of the Main Intelligence Directorate of the General Staff of the Armed Forces of the Russian Federation (GRU) –



was sent from Togliatti, Russia, to Crimea to "protect a strategic object".

On February 23, 2014, Sevastopol has de-facto got under Russian control – the city rally elected a "people's mayor" and created the "detachments of self-defense". The "self-defense" was aided by the Russian soldiers who wore a uniform without insignia, promptly nicknamed "the green men".

On February 23, 2014, the Winter Olympics in Sochi ended and Russian BSF ships that ensured the safety of the games, headed straight from the sea to Novorossiysk.

On February 24, 2014, Russian armored personnel carriers (BTR) completely blocked the entrance to Sevastopol. The city became the starting point for the occupation of Crimea, because in accordance with the Ukraine-Russia treaty, it was here that Russia's BSF headquarters, its main shipbuilding warehouse and naval infantry were based.

On that very day, in Novorossiysk, the "Olympic" fleet of the BSF took on board the Airborne Special Forces units and Marines with military equipment for the occupation of Crimea, and set sail for Sevastopol.

Below is the list of vessels stationed in the Sochi-Novorossiysk region of the Black Sea during the Winter Olympics:

1. Rocket cruiser Moscow – left Sevastopol on February 3, 2014;
2. SCR (patrol boat, frigate) Smetlivy – left Sevastopol on February 3, 2014;
3. IPC (small antisubmarine ship, corvette) Alexandrovets — left Sevastopol on February 4, 2014;
4. IPC (small antisubmarine ship, corvette) Muromets – left Sevastopol on February 4, 2014;

5. MTSCH (marine minesweeper) Kovrovets — left Sevastopol on February 4, 2014;
6. MTSCH (marine minesweeper) Turbinist – left Sevastopol on February 4, 2014;
7. SRSK (reconnaissance ship) Priazovye – left Sevastopol on February 4, 2014.

In addition, the Russian Navy fleet in the Black Sea included large landing ships (BDK) of the Black Sea, Northern and Baltic fleets that regularly provided for the military contingent of the Russian Naval Base in Tartous, Syria, and delivered military equipment to the Syrian Assad regime from the Russian BSF naval base in Novorossiysk.

During the special operation of the Crimea occupation – from February 20 to March 25, 2014 – there were 9 large landing ships in the Black Sea:

1. 5 large landing ships of the Black Sea Fleet: Saratov (#150), Nikolai Filchenkov (#152), Novocherkassk (#142), Yamal (#156) and Azov (#151);
2. 2 large landing ships of the Baltic Fleet of the Russian Federation: Kaliningrad (#102) and Minsk (#127);
3. 2 large landing ships of the Northern Fleet of the Russian Federation: Olenegorskiy Gornyak (#112) and Georgy Pobedonosets (#016).

Also, at least nine other ships of the Black Sea Fleet that were based at the Novorossiysk naval base and eight ships of the Coast Guard of the FSB Border Guard were present in the Black Sea at the time of the annexation.

On February 25, 2014, after the Olympics, the squadron of the Russian Black Sea Fleet returned to the already seized Sevastopol delivering several thousand paratroopers and weapons from Novorossiysk.

**In the morning of February 27, 2014, Russian special troops without insignia are guarding the house of the Supreme Council of the Autonomous Republic of Crimea, Simferopol, seized the night before. Photo: BlackSeaNews archive**







**First evidence of the Russian army invasion.**

Kerch, March 5, 2014. Having arrived on trucks with the RF military plates, the Russian military is blocking the 262nd radio battalion (military detachment A0883, the 259th air control post) of the South 40th separate air command brigade of the Ukrainian Air Force at the 9th km of Feodosia highway.

The vehicle plates show region 90 – the automobile code of the Moscow region.

Photo report by the Crimean journalist Olena Yurchenko, now – Secretary of the National Union of Journalists of Ukraine



Incidentally, the seriousness of the situation could be evidenced by the fact that in those days, in Sevastopol, the BSF compiled the lists of the servicemen family members for the event of evacuation, while marine units were put on heightened alert.

On February 25, 2014, a Special Forces unit of the GRU of the General Staff of the Armed Forces of Russia arrived from Ulyanovsk to Crimea.

On February 27, 2014, the reconnaissance and sabotage group of the Airborne Special Forces of the Russian Federation that arrived from Sevastopol in uniforms without insignia, seized the Verkhovna Rada and the Council of Ministers of Crimea in Simferopol.

On February 28, 2014 the exit from the Balaklava Bay (Sevastopol) where Ukraine's Coast Guard ships were stationed, was blocked by the BSF missile boat Ivanovets (#954), while the base of the military maritime border of Ukraine in Balaklava was surrounded by the special forces of the Russian Federation.

On that same day, a column of armored vehicles, including armored Tigers and other weapons previously not in service, of the RF military units in Crimea headed from Sevastopol and the Gvardeiskoye BSF airfield near Simferopol towards the Crimean capital, while the Special Forces of the Russian Federation seized the Simferopol and Belbek airports (Sevastopol).

On March 1, 2014, the Russian President asked the Federation Council to authorize the use of Russian troops in Ukraine "until the socio-political situation stabilizes" with the request granted.

On the same day, two large landing ships of the Baltic Fleet of the Russian Federation Kaliningrad (#102) and Minsk (#127) with paratroopers and technicians from Novorossiysk entered Sevastopol.

Also on March 1, 2014, both Feodosia Bay and Port were blocked by one of the two missile hovercrafts of the BSF – Bora and Samum.

On March 2, 2014 two large landing ships Olenegorsky Gornyak (#112) and Georgy Pobedonosets (#016) of the Russian Northern Fleet arrived to Sevastopol carrying on board paratroopers and equipment from Novorossiysk.

On the same day, the Marine battalions of the Navy of Ukraine in Feodosia and Kerch and the coastal defense brigade of the Naval Forces of Ukraine in the Perevalnoye village were blocked and the building of the President of Ukraine in Crimea, as well as the headquarters of the Azov-Black Sea regional management and the Simferopol border unit of the Border Service of Ukraine, were seized.

On March 3, 2014, the ships and auxiliary vessels of the BSF blocked the exit from the Sevastopol Bay to prevent the possible exit of the Ukrainian Navy ships or the entrance of the Ukrainian Navy flagship frigate Hetman Sahaidachny (U130).

That day marked the start of the RF military blockade of all Ukrainian military units in Crimea that lasted until March 25, 2014.

The commander of the Black Sea Fleet of the RF Admiral Alexander Vitko declared an ultimatum to the Ukrainian serviceman: if they did not surrender by 5 a.m. on March 4, 2014, Russian troops would begin the attack on all units of the Armed Forces of Ukraine throughout Crimea.



The ultimatum to the Ukrainian military units was delivered by the Russian servicemen.

On the same day, the Russian Special Forces captured the border crossing point at the Kerch Ferry Terminal and the Kerch Sea Border Guard.

On March 5, 2014 five large landing ships of the Russian Navy – the Baltic Fleet landing ships Minsk (#127) and Kaliningrad (#102), the Northern Fleet ships Olenegorsky Gornyyak (#112) and George Pobedonosets (#016) and the Black Sea Fleet ship Azov (#151) – arrived to Sevastopol with troops and equipment from yet another trip to Novorossiysk.

At least 300 people and 20 vehicles were unloaded from each ship. Seven BTR-80s and a number of the anti-tank missile systems Shturm were unloaded from the landing ship Azov.

In the meantime, on the west coast of the Crimean peninsula, at the entrance to Lake Donuzlav where the Ukrainian Navy base was located, Russian BSF flagship missile cruiser Moskva, the physical fields control vessel CFP-183, a small rocket ship (corvette) Shtil and a Molniya-type rocket boat controlled the exit from the lake in the Black Sea.

On March 6, 2014, at the entrance to the Donuzlav lake near Yevpatoria where the Ukrainian Navy ships were based, the Russian Black Sea Fleet blew up and sunk its own old discharged cruiser (BOD) Ochakov and a rescue tug Shakhtar to block the fairway in order to prevent the Ukrainian ships from leaving for Odesa.

As of March 7, 2014, Russian troops in Crimea had taken all the administrative buildings, blocked all the access ways to the peninsula and surrounded all the bases and military units of the Armed Forces of Ukraine. Russian warships had delivered to the peninsula about 10 thousand soldiers and ammunition, including mobile anti-ship coastal defense systems.

During the day, there was very active relocation of the Russian troops via the seized Kerch ferry crossing. 18 trucks with Russian soldiers arrived to the Gulf of Feodosia coast by Cape Chauda and set camp on the territory of the Ukrainian military range for receiving man force and ammo from the incoming landing ship.

On March 14, 2014, a train with 14 anti-aircraft missile systems (SAMS) S-300 PMU travelled via the Kerch ferry crossing to the Crimean interior.

### 4.3. The Build-Up of the Crimea Missile Potential

In March-April of 2014, the Bastion Coastal Missile Complexes (BRCs) capable of shooting down not just ships, but also land targets, had been already stationed on the Crimean coast.

Each Bastion with Onyx cruise missiles can provide coastal protection of more than 600 km in length. It is planned that by 2020, the first stationary anti-ship missile base station Bastion-C with up to 36 Onyx 3M55E missiles will be deployed in the occupied Crimea.

In addition, in March-April 2014, Russia transferred to Crimea DBK Ball, formerly stationed in the Caspian Sea.

The squadron of these DBK was relocated to Sevastopol and included into the 15th newly formed separate coastal missile brigade.

The DBK Ball is intended for control of territorial waters and is a mobile system that carries two types of anti-ship missiles (PKR) in launch vehicles (TPK). The Kh-35E missile range of damage is 120 km, while the Kh-35B missile --260 km.

The DBK Ball and Bastion-P are deployed in the

**Loading of the Caliber cruise missiles into the torpedo-launching device of the new project 636 submarine of the RF Black Sea Fleet. Sevastopol, September 2, Yuzhnaya Bay, photo from social media**





Coastal anti-ship missile systems of the RF in the occupied Crimea



The Bastion coastal defense missile system at a shooting practice in Crimea, Photo: BlackSeaNews archive



The Ball coastal defense ballistic missile system at a shooting practice in Crimea, photo by V. Pasyakin, Russian newspaper, November 2016



Above: The Utes silo-based coastal defense missile system in Balaklava, photo by V. Pasyakin, Russian newspaper, November 2016. Below: CDMS Utes at a shooting practice on April 26, 2017



Reservne village area between Sevastopol and Balaklava. The Bastion-P (K300P), a mobile variant of the MZKT-7930 complex on chassis, can be equipped with nuclear warhead missiles.

On May 9, 2014, the mobile ballistic missile Ball and Bastion-P took part in the Victory Day military parade in Sevastopol.

In May-June 2014, according to the sources of our monitoring group, an echeloned air defense system that included the mobile systems of the airborne and anti-missile defense systems S-400 (long-range) and Pantsir-C1 (short-range), was deployed near Feodosia. The information was also confirmed by the National Security and Defense Council of Ukraine (NSDCU).

In November 2014, according to our sources, the first operational-tactical missile complexes (OTRK) Iskander-M appeared in the occupied Crimea.

On May 20, 2015, the secretary of the NSDCU Oleksandr Turchynov stated that "10 Iskander-Ms have been delivered to the occupied peninsula" and placed in the vicinity of Shcholkine and Krasnoperekopsk, and that Russia was also preparing to place similar complexes in the Dzhankoy and Chornomorske areas.

In addition, according to the secretary of the NSDCU, the grouping would have three OTRK Iskander-K squadrons, including those equipped with the nuclear warhead missiles.

The secretary of the National Security and Defense Council also said that the Russian Federation was planning to deploy in Crimea a regiment of the Tu-22M3 bombers equipped with the new modification of the controlled aerial bombs and the Kh-15 (in the future – Kh-102) air-ground hypersonic missiles.

As for the infrastructural support of the nuclear forces, the Russian command pays special attention to the runway repair and modernization at the airbases Gvardeiskoye (Simferopol), Belbek (Sevastopol) and Dzhankoy for receiving and deploying the Tu-22MZ bombers.

In order to test the new models of aviation weapons, including the air-ground missiles Kh-15 and Kh-102-based, the Russian military has already restored the airfield in the village of Kirovske (near Feodosia).

At the end of 2015 and in 2016 there was a significant increase in the number of the Russian BSF ships and their combat power capacity.

In 2015, the Black Sea Fleet got two new 06363 missile submarines and two new 21631 small rocket ships (corvettes).

All four new combat ships are equipped with the C-1 cruise missiles with a range of up to 2,500 km capable of carrying a nuclear warhead.

On September 28, 2015, the first of the six new 06363 submarines – submarine B-261 Novorossiysk with the Caliber cruise missiles arrived to Sevastopol.

On November 18, 2015, two new missile ships equipped with the Caliber cruise missiles – small missile boats ( corvettes) Zelyonyi Dol and Serpukhov – followed.

On December 25, 2015, the second of the six new 06363 submarines – submarine B-237 Rostov-on-Don with the Caliber cruise missiles arrived to Sevastopol. On November 17, 2015, en route from the Baltic to



the Black Sea, it fired cruise missiles from the eastern Mediterranean at the targets in Syria.

In 2016, two more missile ships – frigate and a submarine – were added to the RF Black Sea Fleet.

On June 9, 2016, Admiral Grygorovich, the main frigate in a series of six new 11356 ships, equipped with the Caliber cruise missiles, entered Sevastopol.

On June 29, 2016, the third of the six new rocket submarines, Stary Oskol, entered the Black Sea.

All in all, as of January 1, 2017, the Russian Black Sea Fleet had 7 warships (including 3 submarines) equipped with cruise missiles capable of carrying nuclear weapons. Before the occupation of Crimea, only one ship – the Soviet era flagship of the Russian Black Sea Fleet, missile cruiser Moskva – had such capability.

In 2017, the Russian Black Sea Fleet has received two more missile frigates and three submarines armed with the Caliber cruise missiles.

At the same time, two small BSF missile boats, Green Dol and Serpukhov got transferred to the Baltic Fleet.

As of January 1, 2018, the cruise missile fleet of the Russian BSF included:

1. Moscow, missile cruiser, Russian BSF flagship, since 1983.
2. Novorossiysk rocket submarine, since September 21, 2015.
3. Rostov-on-Don missile submarine, since December 25, 2015.
4. Admiral Grigorovich missile frigate, since June 9, 2016.
5. Stary Oskol rocket submarine, since June 29, 2016.
6. Admiral Essen missile frigate, since July 5, 2017.
7. Krasnodar missile submarine, since August 9, 2017.
8. Veliky Novgorod, a missile submarine, arrived to the Mediterranean Sea on August 28, 2017; as of March 1, 2018, has not entered the Black Sea; is part of the Mediterranean squadron based on Tartus.
9. Kolpino missile submarine, arrived to the Mediterranean Sea on August 28, 2017, as of March 1, 2018, has not entered the Black Sea; is part of the Mediterranean squadron based on Tartus.

In 2018, the BSF will get the last of the 3 missile frigates of the project 11356 — having passed the state tests on December 25, 2017, Admiral Makarov is getting ready for transfer from the Baltic Sea.

In addition, the following ships are expected to join the Black Sea Fleet of Russia in 2018:

- 2 missile corvettes for Littoral zone operations of the project 21631 (code Buyan-M)
- 3 missile corvettes for Blue waters zone operations of the project 22160, including Vasily Bykov, the main in the series.

By 2020, the Russian Black Sea Fleet is expected to add:

- 3 more missile corvettes for Blue waters zone operations of the project 22160
- 3 corvettes for Littoral zone operations of the project 22800 (code Karakurt).

All the corvettes carry Caliber missiles.

Thus, in 2018, the number of the RF BSF missile carriers will reach 15, and by 2020 - 21.

In November 2016, the Soviet-time anti-ship coastal missile division Utes was restored and reactivated. The object is located in the Balaklava district of Sevastopol, in the Cape Aya area.

At the end of 2016, it test-fired the 1982 anti-ship Progress missiles, an upgraded version of the Soviet P-35 anti-ship missile with the range of shooting of up to 460 km. The missile is equipped with a 560-kilogram explosive warhead or a nuclear warhead of up to 20 kilotons.

On April 25, 2017 Utes fired a cruise missile at a maritime target. The P-35 missile successfully hit the ship's shield that drifted in the sea at a distance of about 170 km. In 2017, Utes conducted several dozen missile launches.

By 2020, the Utes complex will be replaced with the first stationary silo-based coastal missile complex Bastion-C with up to 36 Onyx missiles.

#### **4.4. The Restoration of the Crimean Nuclear Infrastructure**

The monitoring group believes there is a high probability that there are already nuclear warheads for marine and coastal missile systems in Crimea.

In March-April 2014, in the early days of the Crimean occupation, Russian troops took control of the nuclear weapons storage and service bases on the territory of the Crimean peninsula left there from the Soviet times.

In May 2014, the Russian command inspected the Feodosia-13 facility, the main nuclear weapons storage and service base.

On January 26, 2015, Russian media reported that as part of the Russian military grouping in Crimea deployment and build-up, the 12th General Directorate of the General Staff of the Ministry of Defense of the RF got a new body whose mission would be the provision of storage, transportation and disposal of nuclear blocks for tactical and ballistic missiles.

On April 25, 2015, the Information and Analytical Center of the National Security and Defense Council of Ukraine (IAC NSDCU) announced that on April 23, 2015, the Consulate General of Ukraine in Rostov-on-Don had received a notification that several railroad cars with the "Nuclear danger" sign on board traveled via the Rostov railway station, presumably towards the Crimean peninsula.

According to the peninsula residents, however, such cargo had been seen on the territory of the occupied Autonomous Republic on numerous occasions.

Currently, Russia is restoring the main Crimean nuclear weapon maintenance facility, previously one of the central USSR nuclear weapons storage bases – military object # 62047, also known as Feodosia-13 in Kiziltash (Krasnokamenka), in the mountain tract between Sudak and Koktebel.

*Note:* The Feodosia-13 facility became operational in 1955 and was used to store nuclear munitions for aviation, artillery and missiles, including for the warships of the Soviet Black Sea Fleet. The atomic bombs used in

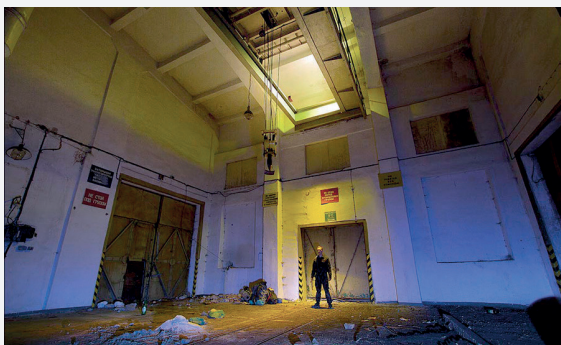


The Feodosiya-13 nuclear arms storage facility in May 2013.

Photos: samnamos.livejournal.com.



Feodosia-13, village of Kiziltash in the mountain tract between Sudak and Koktebel. Photo: Victor Korniyenko



the September 1956 tests at the Semipalatinsk range had been assembled at that site. In 1959, the first nuclear warheads to the GDR (Furstenberg) were sent from Kiziltash. In September 1962, during the Caribbean crisis, six aircraft bombs assembled in Kiziltash were sent to Cuba as part of the Operation Anadyr. Prior to the occupation of Crimea in 2014, the complex of buildings and structures was used as a permanent deployment base of the 47th special purpose regiment "Tiger" of the internal troops of the Ministry of Internal Affairs of Ukraine that consisted of two special-purpose battalions. Stationed there were also the military commandant's office of the guard of the 51st joint AFU warehouse and a patrol battalion.

### 4.5. The Occupied Crimea in the Syrian War

Since late 2015, along with Novorossiysk, the occupied Crimea has become one of Russia's major launchpads in the Syrian war. The Russian troop grouping in Crimea, specifically, surface ships, submarines, and marines, have been taking an active part in the RF military actions in Syria.

In 2015-2017 the following ships of the RF BSF carried out Caliber cruise missile attacks on the ground targets in Syria from the eastern Mediterranean:

- Rostov-on-Don submarine on December 8, 2015;
- Zelenyi Dol corvette on August 19, 2016;
- Serpukhov corvette on August 19, 2016;
- Admiral Grygorovich frigate on November 15, 2016;
- Admiral Essen frigate on May 31, 2017;
- Krasnodar submarine on May 31, 2017;
- Admiral Grigorovich missile frigate on June 23, 2017;
- Krasnodar submarine on June 23, 2017;
- Admiral Essen frigate on June 23, 2017;
- Admiral Essen frigate on September 5, 2017;
- Velikiy Novgorod submarine on September 14, 2017;
- Kolpino submarine on September 14, 2017;
- Velikiy Novgorod submarine on September 22, 2017;
- Velikiy Novgorod submarine on October 5, 2017;
- Kolpino submarine on October 5, 2017;
- Velikiy Novgorod submarine on October 31, 2017;
- Kolpino submarine on November 3, 2017.

Overall, as of January 1, 2018, 56 of the 100 sea-based Caliber cruise missiles shot by the Russian Navy in Syria, belonged to ships and submarines of the RF BSF, while 44 other missiles have been launched by the corvettes of the Russian Caspian Flotilla.

That is, as of now, 2 frigates and 4 submarines of the Russian BSF now have combat experience of launching long-range missiles, since as mentioned earlier, the Serpukhov and Zelenyi Dol corvettes have been transferred to Russia's Baltic Fleet.

It should be kept in mind that after arriving from the shipyards to the places of permanent deployment in the Black Sea, unlike the surface ships, the new Russian



submarines will now be able to leave the area via the Bosphorus Strait only for repairs, so they will not be able to participate in the Syrian combat.

That is due to the submarine restriction formulated in Article 12 of the Straits Convention from July 20, 1936 (the Montreux Convention):

*"Black Sea Powers shall have the right to send through the Straits, for the purpose of rejoining their base, submarines constructed or purchased outside the Black Sea, provided that adequate notice of the laying down or purchase of such submarines shall have been given to Turkey.*

*Submarines belonging to the said Powers shall also be entitled to pass through the Straits to be repaired in dockyards outside the Black Sea on condition that detailed information on the matter is given to Turkey.*

*In either case, the said submarines must travel by day and on the surface, and must pass through the Straits singly".*

That gives an exhaustive answer to why the St. Petersburg-built Velikiy Novgorod and Kolpino missile submarines that on August 28, 2017 arrived in the Mediterranean Sea, as of March 1, 2018 have not entered the Black Sea. The answer is that they are part of the Tartus-based Mediterranean squadron and therefore, need to be able to participate in the Syrian war.

In addition to carrying out the cruise missile strikes, Russia supplies the Assad regime with equipment and ammunition carried from Sevastopol and Novorossiysk by the large landing ships of the Black Sea Fleet and other Russian fleets, as well as by the BSF auxiliary vessels based in the occupied Sevastopol – the so-called "Syrian Express".

In October 2016, RF BSF ships delivered a squadron of the Bastion coastal missile systems from Crimea to Syria. In November 2016, its replacement arrived to Crimea. In 2017, missile systems S-300, S-400 and Buk-3 were deployed to Syria in the same way.

In 2016, the large landing ships of the RF BSF conducted 67 return trips from Sevastopol and Novorossiysk to the naval base of the Russian Federation in Tartus, Syria. The ships carried missile launchers, armored vehicles, military vehicles, etc.

Of the 67 trips, half (34) were made by the large landing ships of the RF Black Sea Fleet, 17 – by the Baltic Fleet and 16 – by the Northern Fleet. It should be noted that in 2015, the large landing ships of the Russian Navy completed 69 such trips with the same distribution ratio between the fleets, while in 2014 and 2013 – 46 and 30 trips, respectively.

Thus, after the occupation of Crimea, the number of the Russian Black Sea Fleet trips to Syria in 2015-2016 has doubled.

In 2017, the "Syrian Express" made 41 landing ship round trips. Over 2016, auxiliary vessels – dry cargo ships under the naval flag of the Russian Federation – of the 205th unit of the BSF provision forces completed at least 17 round trips, while in 2017 – only 9 between Sevastopol and the Syrian port of Tartus.

That happened due to the use of up to 10 large ferries leased through the specialized firm Oboronlogistics. That allowed the auxiliary fleet warships and cargo ships that were not subject to inspections, to carry only weapons,

munitions and troops, while transporting the rest of the cargo on the civil ships.

In 2017, the Russian Federation decided to establish a full-fledged Russian naval base in the Syrian port of Tartus. From the military point of view, the Crimean peninsula is a key element in ensuring its operation.

Earlier, in Tartus, the Russian Navy had only a small logistic support post that large ships could not enter and had to be provided for on the roadsteads. The new Tartus base will allow regular maintenance and repairs of the different class ships – from minesweepers to frigates.

The Sevastopol-based 810th Brigade of the Black Sea Fleet of the Russian Federation provides on-board security of the Russian naval vessels carrying cargo to Syria and also guards the naval base of the Russian Federation in Tartus.

It was precisely the occupation of Crimea and the further accelerated development of the Crimean military base, that made possible Russia's active military engagement in Syria. The drastically changed composition of the Black Sea Fleet became the basis of Russia's naval presence in the Eastern Mediterranean.

But the links of the occupied Crimea with the Syrian regime that are being purposefully strengthened by Moscow, go well beyond the military sphere. For instance, on April 19-21, 2018, at the Fourth Yalta International Economic Forum, the Crimean and Syrian cities will sign cooperation and partnership agreements. Among other, the forum agenda includes organizing the Yalta Conference devoted to the post-war reconstruction of Syria.

#### **4.6. The Occupied Crimea and the Change of the Region's Military Balance**

The combat missile and delivery potential concentrated in the territory of the occupied Crimea in 2014-2016 has led to a major change in the military-strategic balance in the Black Sea region, as well as in the Black Sea-Mediterranean and Black Sea-Caspian regions, in favor of the Russian Federation.

Prior to the first military use of the sea cruise missiles Caliber on October 7, 2015, their range was believed to be around 300 km. But in the first combat operation in Syria the missiles struck targets at distances of over 1500 km. Some data suggests, however, that the true range of these missiles can be up to 2600 km.

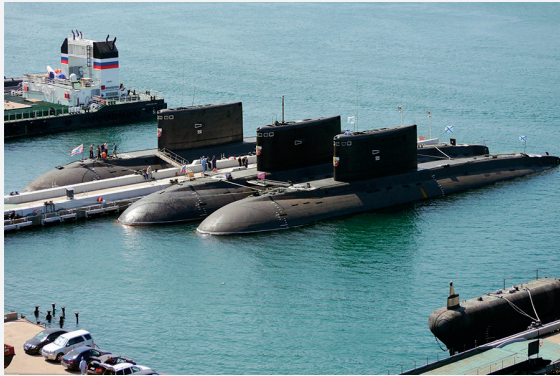
On October 22, 2016, the head of the combat training department of the Russian Navy's Main Staff, Rear Admiral V. Kochemazov, said that the sea-based cruise missiles Caliber had a shooting range of up to 2 thousand kilometers.

"Depending on the targets – whether they are ground or sea ones – and on the route, taking into account the need to bypass obstacles on the ground, the total shooting range of these missiles is up to 2 thousand kilometers", – said Kochemazov. The specialized sites already state the range of these missiles as 2600 km.

Thus, at the very minimum, if fired from the Sevastopol area, the Caliber missiles of the Black Sea Fleet of the Russian Federation are capable of easily reaching the Baltic States, Poland, Czech Republic, Slovakia, Austria, Romania, Bulgaria, Georgia, Armenia,



The ships of the RF Black Sea Fleet – carriers of the Caliber cruise missiles with a range of up to 2600 km



Missile submarines of the RF Black Sea Fleet Staryi Oskol, Krasnodar, Novorossisk of the project 636.3 are near the berth in the Yuzhnaya Bay of Sevastopol. The RF BSF owns six such submarines. The four of them fired the Caliber cruise missiles at the targets in Syria. Each submarine can carry up to 18 missiles in the torpedo tubes. Photo: BlackSeaNews archive



Admiral Grigorovich and Admiral Essen guided missile frigates are near the berth in the main bay of Sevastopol. Both have fired the Caliber cruise missiles at the targets in Syria a few times. The RF BSF already owns three such guided missile frigates. The third one, Admiral Makarov, is expected to arrive in Sevastopol in 2018. Each one can carry 8 missiles. Photo: BlackSeaNews archive

In 2018, the new modular missile corvettes of the three projects are expected to join the RF BSF: 2 missile corvettes for littoral operations of the project 21631 (code Buyan-M) – see the similar ones in the photo below; 3 missile corvettes for blue-water operations of the project 22160, including Vasily Bykov, the main in the series.

By 2020, the RF BSF is expected to add: 3 more missile corvettes for blue-water operations of the project 22160; 3 corvettes for littoral operations of the project 22800 (code Karakurt). All the corvettes carry 8 Caliber missiles.

In 2018, the number of the missile carriers will increase from 8 to 13, and by 2020 – to 19. In 2018, the number of the missile carriers will increase from 8 to 13, and by 2020 – to 19.



Azerbaijan, Greece, including the island of Crete, all the Balkan states, Turkey, Cyprus, Syria, Lebanon, Israel, Iran, Iraq, the coast of Egypt and southern Italy.

However, if the launch vessel is positioned in the southwestern part of the Black Sea, i.e., near the entrance to the Bosphorus, the Caliber missiles can reach almost the entire territory of Italy, including the island of Sicily.

At the same time, the mobile coastal missile complex Bastion with an Onyx cruise missile, same as Caliber, is capable of shooting not only ships, but also small land targets within a likely range of 600 kilometers.

When fired from the Sevastopol area, Bastion can also strike land targets in the coastal areas of all Black Sea countries. It can also be used with a nuclear warhead.

Officially, the mobile short-range ballistic missile system Iskander has approximately the same range of 500 kilometers and can carry a nuclear warhead up to 50 kilotons. However, many experts believe that the declared number is purposely underestimated to conceal the violation of the INF Treaty and that the real range of this cruise missile is 2000-2600 km.

The February 14, 2017 issue of the New York Times published an article by Michael R. Gordon "Russia Deploys Missile, Violating Treaty and Challenging Trump" that reported that in breach of the 1987 INF Treaty, Russia had begun mass production and deployment of the 9M729 long-range missile (US designation SSC-X-8) as part of the 9K720 missile complex Iskander-M.

In various US sources, the maximum range of the 9M729 cruise missile is estimated between 2000 and 5500 km. Until now, the missile complex Iskander-M used cruise missile 9M728 (US designation SSC-7) with the declared maximum range of less than 500 km, which met the INF Treaty terms.

The Tu-22 M3 missile bomber regiment scheduled for deployment in Crimea includes 16 aircrafts each able to carry 10 Kh-101 (H-102) cruise missiles with a range of about 5 000 km, including a nuclear warhead of 250 kilotonnes.

The Kh-101 – or Kh-102 with a nuclear warhead – is a strategic air-to-surface cruise missile with the radar-evading stealth features. The test results have demonstrated a circular error probable (CEP) of 5 m at a range of 5500 km. It is capable of destroying mobile targets with up to 10 meters accuracy.

Overall, coupled with the plans to deploy the Tu-22M3 missile bombers, the coastal land missile systems Iskander and Bastion and the Black Sea Fleet sea missiles Caliber stationed in the occupied Crimean peninsula, threaten now not only the entire Black Sea coast, as previously believed, but also, all of Europe, especially from its southern flank.

So, in 2017, the military-strategic significance of the Crimean peninsula for Russia has increased considerably, and the process continues. It will accelerate even more after the completion of the Kerch Bridge due to the radical improvement of the logistics. As a result, the military potential of the Crimean peninsula, including the offensive one, will represents a new and unique phenomenon.

That is further exacerbated by the fact that in 2017, Turkey's relations with NATO, the EU and the US have



worsened, while with the RF – improved to the point that Turkey has purchased the S-400 air defense systems in Russia and began construction of the first section of the Turkish Stream gas pipeline.

All of the above leads us to the conclusion that:

In 2017, as a result of the militarization of the occupied Crimea, Russia has accomplished an absolute military-strategic superiority in the Black Sea region that radiates into the South Caucasus and the Middle East.

Also, in 2017, the unrecognized Abkhazia and South Ossetia began the actual process of joining the RF military structures.

#### 4.7. The Size and Composition of the Military Grouping in Crimea

In the Soviet era, about 100 thousand troops and 60 thousand personnel were stationed on the Crimean peninsula. Before the occupation of Crimea, under the agreement with Ukraine, there had been 12.5 thousand servicemen of the Black Sea Fleet of the Russian Federation with an authorized number of up to 25 thousand people.

By the beginning of 2017, the monitoring group estimates the size of the Russian armed forces grouping in the occupied Crimea at close to 60 thousand people with the prospect of building it up to 100 thousand people. By comparison, according to the US Department of Defense, all American bases in Japan have a total of about 50 thousand servicemen stationed there.

On March 6, 2015, at the Atlantic Council and Freedom

House in Washington, D.C., the Maidan of Foreign Affairs presented a report "Human Rights Abuses in Russian-Occupied Crimea". In particular, the report said: "Putin is turning the entire territory of Crimea into an enormous military base at an incredible pace. According to our estimates, it will be staffed by about 100,000 people".

The forecast was based on the official press release of the Southern Military District of the RF Ministry of Defense from September 17, 2014 entitled "The Newly Formed Army Detachments of the SMD in Crimea Will Receive New Combat Banners".

The report said: "By the end of this year, more than 40 units and military detachments of the Southern Military District (SMD) will be granted the newly designed military banners. Most of the military units of the SMD where the solemn rituals of the combat banner award will take place, are the recently formed in Crimea aviation, anti-aircraft missile, engineering, artillery and RCBP regiments, separate brigades of coastal troops, material and technical support, and so on".

In the armed forces of the RF, combat banners are awarded to regiments and separate battalions, as well as to brigades, divisions and armies. The staffing of the regiment is between 2000 and 3000 servicemen – soldiers, sergeants, ensigns and officers – and civilians, while of brigades – up to 3000-4000 personnel.

On June 8, 2015, during a speech at the meeting of the Ukraine-NATO Interparliamentary Council in Kyiv, the Ukraine Defense Minister Stepan Poltorak said: "The Russian Federation increases the size of the military grouping in Crimea. Now it numbers about 24

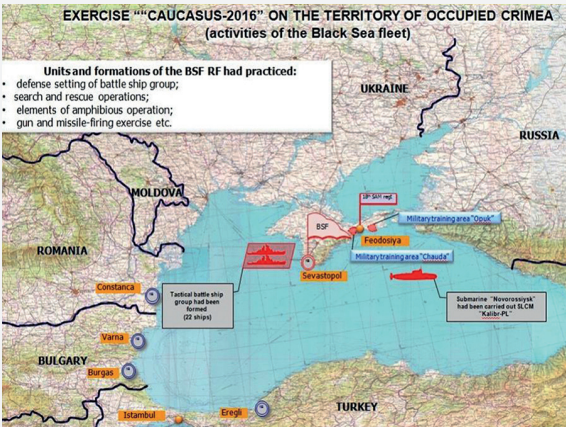
The shooting range of the RF sea-based and coastal missile complexes from the occupied Crimea and the naval base of the Russian Federation in Tartus, Syria







### The Structure and Composition of the RF Military Grouping in Crimea



The infographics of the Center for Army, Conversion and Disarmament Studies (CACDS) and Ministry for Foreign Affairs of Ukraine

thousand servicemen ... There is a high probability of the deployment of the strategic nuclear weapons carriers in the peninsula. In fact, Russia forms a powerful group in Crimea for guaranteeing its grip on the occupied territory and defending its interests against Ukraine and other states". According to him, if such build-up of force continues, it is possible that by 2017, Russia can double the number of its troops and create a powerful contingent of 43 thousand troops.

On June 30, 2016, while on a visit to Bulgaria, Ukrainian President Petro Poroshenko said in an interview to Bulgarian television: "More than 60,000 Russian military personnel are located on the Crimean peninsula and there is a great threat of the deployment of nuclear weapons there".

At the end of February 2018, Deputy Defense Minister Anatoly Petrenko said that if in 2013, the number of Russian military personnel in Crimea was about 12 thousand, now it exceeded 31 thousand.

That is, the actual number of Russian troops in the occupied Crimea remains the subject of discussion.

The number of these crews and coastal personnel will add yet another thousand people to the number of the RF Black Sea Fleet personnel in the occupied Crimea.

Russian troops in Crimea include surface and submarine forces of the Black Sea Fleet. The surface forces include assault warships, large and small landing ships and coastal defense ships – anti-submarine and minesweepers.

The base of the Russian Navy troops in Crimea is comprised of:

- 30th surface ship division;
- 197th landing ship brigade;
- 41st missile boat brigade;
- 68th coastal defense ship brigade;
- 4th submarine brigades;
- 519th separate reconnaissance ship division;
- 176th separate oceanographic research vessel division;
- 205th auxiliary fleet detachment;
- 145th rescue boat unit;
- 58th supply vessel group (Feodosia).

In addition, the Black Sea Fleet includes:

- the 115th security and service Commandant;
- 184th experimental research base; the mine and countermine base; the artillery rocket repair facility;
- the 13th ship repair factory; the 91st ship repair plant;
- the 17th Naval School of Junior Specialists; the Black Sea Naval College and the Sevastopol Presidential Cadet School.

Also, as mentioned previously, in 2018, Russian BSF will obtain the Admiral Makarov missile frigate, 2 missile corvettes of the project 21631 (codename "Buyan-M") and 3 rocket corvettes project 22160.

In addition, in 2018, the Fleet will get two new minesweepers of the project 12700 (codename Alexandrite) and the reconnaissance project 18280 ship Ivan Khurs.



The basis of the Russian land troops in Crimea is comprised of:

- 810th separate Marine Corps brigade (Sevastopol);
- 126th separate coastal defense brigade of (Perevalne, Simferopol area);
- 15th separate coastal missile brigade (Sevastopol);
- 127th separate intelligence brigade (Simferopol);
- 1096th anti-aircraft missile regiment (Sevastopol);
- 8th artillery regiment (Simferopol);
- 68th separate marine engineering regiment (Yevpatoria);
- 4th radiation, chemical and bacteriological protection regiment (Sevastopol);
- Airborne assault battalion of the Airborne Forces (Dzhankoy);
- 171st separate assault battalion (Feodosia).

The units' munitions are continuously upgraded. For example, in the spring of 2016, the 810th separate marine brigade of the Black Sea Fleet of the Russian Federation received 40 new amphibious armored personnel carriers BTR-82A. That model has a combat module with a coaxial machine gun and dual-feed automatic cannon, a more powerful engine, reinforced protection against improvised explosive devices and mine blasts, the fifth-generation communications and a topographic orientation system, as well as an air-conditioning system.

According to the Ministry of Defense of Ukraine, the technical rearmament of the Russian troops over the four years of occupation looks as follows: In 2013 there were no 0 tanks in Crimea and as of January 1, 2018, there were 40; the number of armored personnel carriers increased from 92 to 583, artillery systems – from 24 to 162 and airplanes – from 22 to 113.

At the end of 2016, in order to manage the coastal units, a special 22nd Army Corps of the Black Sea Fleet in Crimea was formed.

Major General AV Kolotovkin, who previously served as commander of the 58th Army in the North Caucasus, was appointed the Corps Commander. The 22nd Army Corps now includes the Black Sea Fleet's Coastal Troops that previously reported to the BSF Deputy Commander for Coastal Troops.

*Note:* An Army Corps is a ground force composite unit of the Russian Army formed for solving specific operational-tactical tasks that may include two, four or more divisions. Since a division has upward of seven thousand servicemen, an army corps can have tens of thousands troops.

The air defense of the occupied Crimea is provided by the 31st Air Defense Division of the 4th Air and Air Defense Forces Army, whose units are stationed in Sevastopol (the 12th Artillery Regiment), Feodosia (the 18th Artillery Regiment) and Yalta (an artillery regiment).

In 2017, the anti-aircraft missile regiments in Sevastopol and Feodosia have been rearmed with the latest S-400 systems that had replaced the S-300 ones. A similar rearmament of the anti-missile regiment in Yevpatoria is in the works for the near future.

One of the objectives of the Crimean land units of

the Russian Army grouping in Crimea is covering the Crimean isthmus, as well as maintaining readiness for the possible invasion of mainland Ukraine from Crimea, including amphibious landing on the Ukrainian coast of the Black and Azov Seas.

The Air Force component of the Crimean Russian Military Force includes the units of the bomber, fighter and defense aviation that comprise the 4th Air and Air Defense Forces Army and the BSF Naval Aviation.

In addition to the latter consisting of the 43rd separate naval assault regiment (Saki) and the 318th separate mixed regiment (Kacha), a new aviation grouping – the 27th Mixed Aviation Division – composed of three different types of regiments – the 37th mixed air regiment (Gvardeiskoye), the 38th fighter jet regiment (Belbek) and the 39th helicopter regiment (Dzhankoy) has been formed. The aviation grouping is capable of performing combat missions throughout the entire depth of the Black Sea region.

In January 2015, it received new Su-30CM destroyers, modernized Su-27CMs and Su-24M attack aircrafts and Su-25CM. In addition, the 39th helicopter regiment is equipped with the type Ka-52, Mi-28N and Mi-8 AMTSh helicopters.

In 2016, the build-up of the already-largest Southern Military District of Russia in the regions of Russia bordering Ukraine continued. At the end of 2016, the 150th Motorized Infantry Division in the Rostov Region, the 42nd Motorized Infantry Division in Chechnya, the squadron of the Ka-52 shock helicopters in the Krasnodar Territory and several others were formed and started combat training.

On July 1, 2016, Colonel General Alexander Dvornikov who earlier was in charge of the Russian army grouping in Syria and was awarded the title of Hero of the Russian Federation was appointed the commander of the Southern Military District that included the occupied Crimea.

In 2017, in connection with the approaching Kerch Bridge construction deadline, the formation of the bridge naval guard brigade has begun. The brigade is being formed within Russia's National Guard on the new Grachonok-class anti-saboteur ships (project 21980). It will consist of a group of combat divers, whose tasks





**The expropriated Zaliv Shipbuilding Yard in Kerch has switched to the defense manufacturing**



In the photo at the top of the page dated June 30, 2017 – the construction of the two large ice-breakers/cable ships Volga and Vyatka (project 15310) for the RF BSF is underway in the dry dock of the Zaliv. These vessels with the displacement tonnage of over 10 000 ton are designed for operations in the Arctic.

In the second photo – two project 22160 missile corvettes, Pavel Derzhavin and Sergey Kotov, are being constructed on an open building slip.

In the third photo – the project 22160 main ship, Vasily Bykov, which was constructed for the RF BSF at the Zelenodolsk plant, is being tugged along the Volga, the Don, and the Azov Sea to Kerch for the additional supply of missing parts and sea trials

**The militarization of the Morye shipyard in Feodosia**

In the photo dated June 30, 2017 – the assembly facility of the Morye shipyard. On the left – the hull of the missile corvette Storm, in the center – the hull structure of the corvette Okhotsk for the RF BSF (3 small missile ships of the project 22800, code name Karakurt).



will include deflecting sabotage attacks and search for explosives, special reconnaissance submarines and high-resolution hydro sonar systems.

In 2017, assault battalions of airborne troops were formed in Dzhankoy and Feodosia. In 2018, the 97th Paratrooper Regiment will be also permanently deployed there on the base of the 7th Mountain Airborne Assault Division.

Another 2017 decision was to deploy to Crimea a stationary early-warning radar Voronezh-SM with the detection range of up to 6 thousand km, that will be located in the Sevastopol's Chersonese cape.

Also in 2017, Russia started a technical makeover of the captured Ukrainian Space Flight Control Center in Yevpatoria was started. The center has one of the world's largest full-fledged radio telescopes, 70 meters in diameter, and is now included in the Russian Space Forces under the name "The 40th Separate Command and Measuring Complex (Deep Space Communications Center) of the Titov Main Test and Space Systems Control Centre".

\* \* \*

The occupation of Crimea and the aggression of the Russian Federation in the East of Ukraine have shown that in the XXI century it is too early to write off to the historical archives the military strategy and tactics of the past XX century. For example, the threat of Russian Navy's landing on the Odessa region coast with access to Transnistria so far, can only be counterposed by the coastal defense, Air Force and Air Defense Forces of Ukraine, or the naval presence of NATO ships in these areas.

Meanwhile, along with the process of radical buildup of anti-ship missile systems and air defense equipment in the occupied Crimea, in 2014-2016 Russia's Armed Forces began to apply psychological pressure and demonstration of force in regard to the naval forces of the non-Black Sea NATO upon their entrance in the Black Sea.

The first incident reminiscent of the Cold War that received a considerable resonance in the world press, occurred in April 2014, during the entrance in the Black Sea of the US Navy missile destroyer.

On April 12, 2014, the Russian bomber Su-24 flying without external weapons at low altitude, for at least 12 times over 1.5 hrs simulated an attack on US missile destroyer USS Donald Cook (DDG-75). That imitation of an air attack on a US Navy ship in the Black Sea was the first one since the end of the Cold War.

In addition, in April 2014, Russian mass media conducted a wide informational special operation, reporting in hundreds of media outlets the false information that the Su-24 had used the Khibiny Electronic Countermeasures System (ECM) that suppressed the US ship's Aegis Armament Management System. The story went on to say that after such buzzing, the American destroyer had quickly left the Black Sea and that subsequently, dozens of American sailors wrote requests for discharge.

Shortly, the Russian manufacturer of the Khibiny ECM officially announced – however, only in the English version of the website – that the news had been a hoax since the ECM was not installed on Su-24:



*"By the way, nowadays Khibiny is being installed on Su-30, Su-34 and Su-35, so the famous April attack in the Black Sea on the USS Donald Cook by the Su-24 bomber jet allegedly using the Khibiny complex is nothing but a newspaper hoax. The destroyer's buzzing did take place. This EW system can completely neutralize the enemy's radar, but Khibiny are not installed on Su-24".*

Later the practice became regular and continues to date.

On September 7, 2014, in the northwestern part of the Black Sea, two Russian Su-24 bombers and an An-26 military transport aircraft buzzed the Canadian frigate HMCS Toronto (F333) that was heading for the Sea Breeze-2014 international exercises. One of the SU-24s came within 300 meters above the frigate.

On June 8, 2016, Russian military aviation carried out a military demonstration was carried out in the central part of the Black Sea by the Russian Navy's naval missile ship at the Romanian port of Constanta, headed by USS Porter (DDG-78) missile destroyer.

Four Tu-22M3 bombers, four Su-27 fighters and an A-50U airborne early warning and control (AEW) aircraft from three Russian airfields – in Saratov, Rostov-on-Don and Ivanovo, respectively, took part in the operation.

#### **4.8. The Effect of Sanctions on the Black Sea Fleet**

At the same time, it was that very year that the Ukrainian and international sanctions against the Russian military-industrial complex hit the Russian Federation especially hard when it came to the BSF modernization.

In fact, the program of the new surface ships construction for the Black Sea Fleet has been thwarted. The main reason was the sanction-related ban on supplying Ukrainian and German engines for three new project 11356 missile frigates of the Admiral Grygorovich type and three new project 21631 missile corvettes similar to the operating corvettes Serpukhov and Zelenyi Dol, respectively.

The Government of the Russian Federation ordered the Russian enterprises to replace the Ukrainian engines, but the attempt was unsuccessful.

As a result, in October 2016, it was decided that the bodies of the 4th and 5th frigate of the six frigate series previously assigned to the BSF – Admiral Butakov and Admiral Istomin – would be completed at the Kaliningrad Yantar Plant and sold to India without the engines. Meanwhile, India intends to purchase the engines directly from Ukraine.

The construction of the 6th frigate in the series – Admiral Kornilov – has been cancelled. Most likely, that means the end of the project 11356 frigate production. Thus, instead of six, Russia's BSF will include only three frigates of that type.

A similar fate was faced by the 21631 series of small missile boats (corvettes) equipped with engines by the German MTU Friedrichshafen GmbH, a Rolls-Royce Holdings group.

The series was supposed to consist of 12 ships: three for the Caspian Flotilla (all built), six for the Black Sea Fleet (2 built and 1 launched on water without engine), 3 for the Baltic Fleet (construction not started).

Due to the German manufacturer's refusal to continue supplying engines for the series, the task of the import substitution was entrusted to the Kolomensky plant and Zirka plant in St. Petersburg.

After that attempt had failed, the naval command of the Russian Federation decided to fit the boats with the Chinese engines, specifically, the 1980-design Henan's diesel engines licensed by the German Deutz-MWM that had left the high-speed marine diesel engines market. Most likely, further construction of the 21631 series corvettes project Russia will be also cancelled.

The international sanctions have seriously strained yet another Russian Navy ship construction project unrelated to the Black Sea – the 20385 series corvettes. The construction of the series flagman ship Gremyaschiy started in the St. Petersburg Northern Shipyard on February 1, 2012 and the second one – Provorniy – on July 25, 2013.

However, given that the 20385 series corvettes were also supposed to be fitted with the MTU Friedrichshafen diesel engines that due to the international sanctions are now out of Russia's reach, the construction of both ships has been suspended.

Currently, the command of the Russian Navy of the Russian Federation anticipates the German MTU diesel engines to be replaced with the ones manufactured by Russia's Kolomensky Plant.

#### **4.9. The Militarization as a Factor of the Industrial Growth**

In 2016 the militarization of Crimea finally became not only the main content of Russia's Crimean policy, but also the main driver of the occupied peninsula's economy.

Naturally, the formation of a powerful military base in Crimea now determines the priority directions of the area's economic development, which is the revival of the military industry and everything related to the military infrastructure.

In April 2016, the then Russian President's envoy in the so-called "Crimean Federal District" Oleg Belaventsev, said that the military-industrial complex (MIC) that included about 30 companies was a strategic direction for Crimea's industrial policy.

He noted that the development of the defense industry in Crimea due to "the need to strengthen national security in the face of the rising external threats and sanctions, the presence on the peninsula of the reinforced group of the Defense Ministry forces, a special geographical and geopolitical location of the southern outpost of Russia, as well as it being historically a priority sector that significantly influences the growth of the federal district's economy".

The revival of the military industry in Crimea is accompanied by its technological and legal integration into the military-industrial complex of the Russian Federation.

According to the 2015 annual summary, Crimea was declared "the leader in the growth rate of industrial production" within Russia with a growth of 12.4%. According to official numbers, in the first half of 2016, the industrial production index in the Crimea



### The militarization of the Morye shipyard in Feodosia

On February 7, 2017, the first steel was cut on the main border patrol air-cushion vehicle of the project A25ПС for the Border Service of the Russian Federation at the Morye shipyard. It is planned to build 20 such air-cushion vehicles by 2020.



exceeded 120% (i.e., a 20% increase compared to the corresponding period in 2015). That growth was mainly due to the provision of Crimean enterprises with military orders.

In April 2016, the head of the "Ministry of Industrial Policy" of the "Republic of Crimea" reported that Crimean defense enterprises had state contracts totaling tens of billions of rubles until 2020.

In 2016, of the eight regions of the Southern Federal District (SFD), the highest growth rate of the industrial production was shown by Sevastopol. Over the course of the year, the city's output of industrial production increased by 21.8%.

According to Rosstat, the index of industrial production in the Southern Federal District in 2016 amounted to 106.4% compared to the previous year. That is above the all-Russian index of 101.1%.

In the SFD, the highest level of industrial production growth was demonstrated by Sevastopol - 121.8%. As a reminder, in 2014 industrial production in Sevastopol grew by 372.9%.

The Rostov region is in the 2nd place with 112.6%, followed by the Republic of Kalmykia with 112.2%, the Republic of Adygea with 111.7%, the Astrakhan Oblast with 109.8% and the "Republic of Crimea" with 104.6%. The lowest growth rate of 104.1% was recorded in the Krasnodar region.

As a result of the occupation, among the "war trophies" the aggressor acquired 13 Ukrainian defense enterprises that had been part of the Ukrainian state concern "Ukroboronprom", namely:

- The Sevastopol Aviation Enterprise;
- The Yevpatoriya Aviation Repair Plant;
- The Feodosia Shipyard;
- The Chernomorets Central Design Bureau (Sevastopol);
- The Design Bureau of Radio Communication (Sevastopol);
- The Sudokompozit Design and Technology Bureau (Feodosia);
- The Feodosia Optical Plant;
- The Polumjya Special Industrial and Technical Park (Sevastopol);
- The Aerospace Systems Research Institute (Feodosia);
- The Helicopter Research Center (Feodosia);
- The Skloplastic Plant (Feodosia);
- The Morye Feodosia shipbuilding company ;
- The Violent Plant (Simferopol).

In addition, the following enterprises have switched to the defense manufacturing:

- The Zaliv Shipbuilding Yard (Kerch)
- The Sevastopol Marine Plant
- The Uranys-Radiosystemy Company (Sevastopol)
- The SELMA Electrowelding Equipment Plant (Simferopol)
- The Koral CDB (Sevastopol) and others.

Also, since 2015, a plant in Ordzhonikidze, near Feodosia, that specializes in torpedoes and offshore



based missiles is now being actively restored into a naval nuclear weapons servicing facility. The perimeter of this object is being reinforced with the latest state-of-the-art security systems.

Note: During the Soviet era, the village of Ordzhonikidze was the site of two secret enterprises – the Hydropribor and the Hydroapparat factories – engaged in the manufacturing and testing of various torpedoes and rocket torpedoes, as well as the unique equipment for controlling the state of the torpedo and missile weapons.

In 2017, an official decision was made to restore the Hydropribor torpedo plant and the underwater testing field nearby. There is almost no doubt that it would be used to test new models of submarine weapons, which was publically announced in the President Vladimir Putin's address to the Federal Assembly on March 1, 2018.

The first test of the new samples of missiles and mine-torpedo weapons near the Feodosia shore are scheduled to begin in the summer of 2018. Meanwhile, the site is used for the shooting and naval training of the Russian BSF ships and submarines.

The future tests will also utilize the brand new project 203600S vessel Victor Cherokov – a specialized marine laboratory with remotely controlled underwater vehicle and mechanisms for finding and raising torpedoes. The ship arrived in September 2017 and became part of the 58th group of supply ships in Feodosia.

It should be pointed out here that this puts an end to any hopes and plans for the tourist development of the resort towns in the Koktebel Bay and of the city of Feodosia.

At the same time, the Crimean occupation administration publicly admits that "the enterprises are forced to cope with the consequences of the EU and US sanctions, such as the problems of logistics, limited external markets, decreased volume of the export-import operations and increased transportation costs".

According to representatives of the Crimean "government", the Crimean enterprises get sufficient volumes of state orders mainly due to the personal attention of President Putin and the "top-level decisions to place a large number of orders at the Crimean shipyards".

In September 2016, we learned that the Russian United Shipbuilding Corporation (USC) was creating a shipbuilding cluster in Crimea that would include the Sevastopol branch of the Zvyozdochka Shipbuilding Center – a new name of the "nationalized" Sevmorzhavod, two design bureaus – Coral and Sudokompozit – and the Sevastopol National Technical University.

The USC Vice President Dmitry Kolodyazhnyi announced that Feodosia's design bureau Sudokompozit – that until 2014, as part of the Ukroboronprom concern, participated in construction of the landing ships on the Zubr air cushion and was later "nationalized" by the RF – would become a branch of the St. Petersburg Central Nevsky Shipbuilding Yard. Sevastopol's Central Design Bureau Coral that specializes in designing of floating cranes and rigs will now also fulfill military orders.

Meanwhile, it is planned that Crimean shipbuilding plants will perform dock repairs and servicing of the new

frigates and submarines of the Russian BSF, which has already started.

In late spring 2016, Sevastopol's Sevmorzhavod received the first Russian shipbuilding order and built a pontoon complex for the Kerch Strait bridge construction. The Coral CDB became the project designer.

Earlier, in 2015, the plant repaired and painted the new submarine Novorossiysk after its transition from St. Petersburg to the Black Sea Fleet.

Another Crimean shipyard, Feodosia's Morye, having been "transferred" into Russia's federal ownership, on May 10, 2016, began to build for the BSF the first of a series of 3 small missile ships of the new project 22800 (code name Karakurt), named Storm.

On November 15, 2016, the shipyard was officially leased to the St. Petersburg's Pella shipyard until the end of 2020.

March 17, 2017 began construction of the second missile ship of this series – Storm.

On August 4, 2017, the Morye shipyard and the Black Sea Fishery Company signed an investment memorandum regarding the designing and construction of a series of universal medium seine trawlers for the Azov-Black Sea Basin (18 vessels, 63 billion rubles).

At present, the Kerch Zaliv shipyard is actively searching for larger orders, as this plant has one of the largest shipbuilding docks in Europe – 364 meters long and 60 wide, with no analogues in Russia. To that end, the shipyard has been virtually transferred under the management of the Zelenodolsk plant in Gorky (Tatarstan) and fulfills some of the plant's orders. The number of employees has increased by 2.5 times, to 2600 people.

As of January 1, 2018, Zaliv shipyard is building two project 22160 patrol vessels – Pavel Derzhavin and Sergey Kotov, while finishing the project's main ship, Vasily Bykov.

Another vessel in the works, the main small missile ship of the project 22800 (codename Karakurt), named Cyclone, is being made in Kerch since the summer of 2016 without much publicity.

Simultaneously, the construction of the project 15310 cable vessels Volga and Vyatka from the BSF is also underway. These are large 140 m long, 19 m wide vessels with the 8,000 ton deadweight.

In addition, the construction of three small project 19910 hydrographic vessels for the Black Sea Fleet started in 2016 and early 2017 continues.

Thus, due to sanctions, Russia has reconsidered its initial plans regarding the actual load of the Crimea and Sevastopol shipyards, and has rejected the idea of building large civilian ships, since no place in the world would recognize the certificate of origin marked "Crimea, Russia".

Therefore, Russian experts do not foresee any orders for the Zaliv and the rest of the Crimean shipyards, other than the military ones.

At the same time, the 2017 has shown that the occupiers have now serious plans on using the captured Crimean plants and shipyards for constructing warships for the Russian Black Sea Fleet of Russia. Currently, 3 missile corvettes of the new project 22800 (codename



The occupants' "trophy economy" in practice



The 2016 purchase of the Forsos sanatorium from the "Kolomoisky list" by the Trade Unions of the Tatarstan raised questions because according to Russian sources, the latter could not have possibly had the 1.4 billion rubles needed to buy the health resort. Later, the Chairman of the Trade Unions of RF admitted, that the trade unions acted as merely an operator of the deal, having received funds from large regional companies — that didn't want to be sanctioned.



The famous Novyi Svet Champagne Winery sold in December 2017, became the first major deal in the "privatization" of Ukraine's state property in Crimea. The purchase price was 1.5 billion rubles with the auction's starting price — 1.496 billion rubles.

Among those up for sale by "Government of the Crimea", are the two well-known health resorts: the Dyulber complex of the Verkhovna Rada and sanatorium of the Ukrainian Trade Unions — Ai-Petri.



Karakurth) are being built at the Morye shipyard in Feodosia, while 3 more missile corvettes of another new project 22160 — at the Zaliv shipyard in Kerch. And there are more similar plans for the future.

All of this indicates that in the long run, the Black Sea Fleet of Russia will be substantially expanded due the construction of new ships directly in the occupied territory.

According to the Government of the Russian Federation, 16 enterprises of the Russian Defense Ministry are located in Crimea and Sevastopol. Of these, 10 are part of the shipbuilding industry, three — aviation, two — conventional armaments and one is radioelectronic. The total number of their employees as of August 2017 was 8300 people.

The Russian Ministry of Industry and Trade has granted licenses for operations in the field of development, production and repair of armaments and military equipment to 8 enterprises of Crimea and 6 in Sevastopol. All of them have been included in the consolidated registry of the RF Defence and Industry Complex organizations.

In 2017, the total value of these enterprises' military orders amounted to 13.2 billion rubles. 70.5% of the sum, or 9.3 billion rubles, is the value of orders transferred by the RF enterprises. In 2016, the numbers were 11 and 8 billion rubles (72.7%) respectively.

In 2017, the Yevpatoriya Aviation Repair Plant was included in the United Aircraft Corporation of the Russian Federation with a 100% stake in the authorized capital of the corporation.

On August 8, 2017, on the basis of the order of the "government" of Sevastopol, all of the property of the State Enterprise Sevastopol Aviation Enterprise was transferred to Russian Federation. The plan is to integrate it into the Helicopters of Russia, JSC holding company, a subsidiary of the Oboronprom, OJSC, that is a member of the state corporation Rostech.

Meanwhile, the Aeronautical Systems Research Institute, SUE (Feodosia) carries out the development and manufacture of paratrooper equipment. In 2015-2016, the company fulfilled the RF state defense order for the 3362 sets of parachute landing systems. In 2017, the Ministry of Defense ordered more than 1,000 sets. The Institute has a staff of 250.

Overall, compared to the 2015, in 2017, the defense industry production in Crimea and Sevastopol has grown by 430.8%, and compared to 2016 — 227.6%.

#### 4.10. The Crimean "Trophy Economy"

Since the first months of the annexation, the attitude towards property rights in the occupied peninsula has fallen into the general logic of the territory captured to be used as a military base, or what we refer to as the "trophy economy". The latter is characterized not only by mass violations of the legal norms adopted in the civilized world, but by the blatant complete neglect thereof.

The occupants began by the massive expropriation of all state property of Ukraine in the territory of Crimea cynically called the "nationalization". The list of the expropriated Ukrainian property has been constantly growing and now includes about 200 sanatoriums,



all ports, airports, water supply and energy facilities, railways, wineries, elevators, agricultural enterprises, the famous Nikitsky Botanical Gardens and Artek children's center, Chornomornaftogaz, the Morye shipbuilding plant, etc.

The expropriation, however, has not been limited to the state-owned Ukrainian objects. Facilities belonging to the trade unions, higher educational establishments, the Academy of Sciences and other public organizations are also on the "nationalized" list.

Officially, there is no direct expropriation of the private enterprises, but in reality, that is merely being accomplished with the tactics of armed seizures by the "Crimean Self-Defense" and the ensuing forcible management changes. Often, prior to the "nationalization" operation, the officials disseminate false information that the company has gone bankrupt or is guilty of legal violations.

For instance, on August 24, 2014, allegedly at the request of the workers, the "Self-Defense" did not let the management of the Zaliv shipyard in Kerch owned by the Ukrainian businessman Zhevago to their workplace.

On July 30, 2014, the occupation authorities ruled that any property lease or rent agreements in Crimea signed before the Republic of Crimea became a part of the Russian Federation, could be canceled prematurely and unilaterally.

Initially, objects belonging to Ukraine were "considered property of the Republic of Crimea". Moreover, fearing international sanctions, Russia's largest state monopolies did not manage the expropriated Ukrainian enterprises in Crimea directly. Instead, they did so via the enterprises specially created by the occupation authorities of the Republic of Crimea – the state corporations.

Meanwhile, the concentration of that many enterprises under the control of the "Crimean authorities" created a serious management problem, since the Crimean autonomy had never before attempted to manage so many companies. Crimea simply does not have its own top state managerial cadres. The problem has been further compounded by the inability to attract private foreign investment to the occupied peninsula.

In 2014, the Crimean occupation authorities decided to "nationalize" at least 400 objects owned by the Ukrainian state in Crimea. The exact Ukrainian state statistics on the subject has not yet been published, due to the fact that during the occupation, documents of the State Property Fund of Ukraine in the Autonomous Republic of Crimea were lost.

But at the end of 2014, all pretense had been dropped and the direct transfer of stolen property to various Russian state bodies — for instance, the Office of the President of the Russian Federation — had begun. The latter included the Government of the Russian Federation, the FSB, the Ministry of Defense, the United Shipbuilding Corporation and so on.

The nature reserves, wineries, vineyards, state residences and health resorts on the South coast of Crimea have been "transferred" to the Office of the President of the Russian Federation.

Among those were the Crimean Natural Reserve, the Swan Island Reserve, the historic palaces of Princes Yusupov and Golitsyn and four state residences; the largest wine-making concern Massandra and its eight branches with wineries and vineyards; the unique health resorts Alushta, Gurzufsky, Zori Ukrainy, Nyzhnya Oreanda and Pivdennyi; the trade union health resorts Kurpaty, Miskhor and Ai-Petri; the private sanatorium and unique botanical garden Aivazovsky — property of the Ukrainian businessman S. Taruta — and state children resorts Raduga and Rosiya in Bakhchisarai and Yevpatoria, respectively.

All of the above objects are located in unique locations, have areas of tens, hundreds and thousands of hectares, and their market value under normal conditions is in the tens and hundreds of millions of dollars.

In 2015, came the turn of the Ukrainian business property. The Maidan of Foreign Affairs' experts believe the most accurate estimate of the total number of nationalized state, private and public enterprises in Crimea has been given by the Ukrainian lawyer Georgy Logvinsky — about 4 000.

According to the laws of the Russian Federation, nationalization envisages payment of the compensation. But in the 2014 occupied Crimea that was neglected due to the "strategic importance of the enterprise" or claims that "the enterprise did not engage in any production activity".

In 2015, another excuse for the "nationalization" became common, namely that the term set by the occupation authorities for re-registering the enterprises in accordance with the Russian legislation expired on March 1, 2015.

Predictably, the next stage of "processing Crimea" by the occupants involved selling off the expropriated Ukrainian property.

The Russian 2017 privatization program in Crimea provided for the sale of 13 large expropriated enterprises, the implementation of the "state" share in several enterprises and auctioning off various real estate objects. Among the stolen property, in January 2017, three well-known health resorts — the Dylber complex of the Verkhovna Rada Secretariat and two sanatoria of the Ukrprofzdravnitsa, Miskhor and Ai-Petri, were put up for sale, as well as 5 other sanatoriums and children winter camps.

So far, only two resorts have found their buyers — Energetik in the village of Nikolaevka and Gornyi in Yalta, both owned by Ukrainian state enterprises.

There is also a tacit decision to speed up the sale of eight more expropriated health resorts, namely:

- The Priboy sanatorium, Yevpatoria (property of the Trade Unions of Ukraine);
- The Pioneer sanatorium, Yalta, Simeiz (property of the Ministry of Health of Ukraine);
- The Solnechny sanatorium, Alupka (property of the Ministry of Health of Ukraine);
- The Yunost sanatorium, Yalta, Simeiz (property of the Ministry of Health of Ukraine);
- The Ai-Todor sanatorium for children with parents, Yalta, Gaspra (property of the city of Kyiv);



Demography and Militarization



On January 14, 2017, Metropolitan Platon (Udovenko) of Kerch and Feodosia blessed the S-400 Triumph, the new anti-aircraft missile system of the Russian Federation Armed Forces. The commander of the Fourth Air and Air Defense Forces Army of the Russian Federation lieutenant general Viktor Sevastyanov carried holy water for the Metropolitan. Photo: black-drago.livejournal.com



On March 11, 2018, the gathering of so-called «Cossacks», arranged to coincide with the anniversary of the occupation, took place in Simferopol. Lots of children and teenagers wearing military uniform were brought to the central square of the Crimean capital city. Photos from social media by sprotyv.info



- The Alupka children tuberculosis treatment sanatorium, Alupka (property of the city of Kyiv);
- The Rodina sanatorium for children with parents, Yalta, Gaspra (property of the Trade Unions of Ukraine);
- The Predgorny tuberculosis treatment sanatorium, Alupka (property of the Ministry of Health of Ukraine).

Failure to sell the expropriated Ukrainian resorts will result in the further expansion of the current plans to transfer them free of charge into the ownership or management of the republics of the RF, such as Tatarstan, Chechnya, Ingushetia, Bashkortostan and other.

Also, awaiting their turn are the 4 enterprises that are part of the Ukrainian state concern Ukroboronprom, namely: state enterprises Yevpatoria Aviation Repair Plant, Feodosia Optics Plant, Scientific Research Institute of Aeroelastic Systems (Feodosia) and shares of the JSC Fiolent Plant (the plan so far is to sell 19% of the 50.0034% state share).

The famous Novyi Svet Champagne Winery sold in December 2017, became the first major deal in the "privatization" of Ukraine's state property in Crimea. The actual buyer of the plant is Yuri Kovalchuk, a businessman very close to Putin and the main owner of the Rossiya bank, currently under sanctions, whose subsidiary has bought the stolen plant. The purchase price was 1.5 billion rubles with the auction's starting price – 1.496 billion rubles.

The above is not a stand alone case, but rather, a trend marker.

The occupation authorities of Crimea certainly understand the toxicity of the re-sold stolen property to the new buyer. So, to hide the ends of the re-sold booty, in addition to the "privatization" organized by the occupation "Ministry of the Property and Land Resources of the Republic of Crimea" Russia actively uses the tactics of property "alienation" there.

That is the business of the specially created "Property Disposal Directory of the Republic of Crimea" that are in charge of the 47 objects' sales. The "know-how" of the Directory is combining separate property pieces belonging to different Ukrainian owners into one sale object. Besides, the RF still has certain hopes for the technology of the Russian "shell" buyers.

For example, the 2016 purchase of the Foros sanatorium from the "Kolomoisky list" by the Federation of Trade Unions of the Republic of Tatarstan raised questions because according to some Russian sources, the latter could not have possibly had the 1.4 billion rubles needed to buy the health resort. Later, the Chairman of the Federation of Independent Trade Unions of Russia Mikhail Shmakov admitted that the trade unions acted as merely an operator of the deal, having received funds from large regional companies – most likely, Kamaz, Tatneft and related petrochemical enterprises – that didn't want to be sanctioned.

We believe that in the coming years, such schemes will only expand. The government of the Russian Federation will increasingly pressure the Crimea occupation authorities for the quick sell-out of the Ukrainian property in order to at least somewhat reduce the Russian burden of maintaining the peninsula. But at



the same time, the Russian business understands that Crimean "booty" property of Ukraine and its residents is a toxic asset. Therefore, we are certain that more and more, the Ukrainian property in Crimea will be purchased by those Russian individuals and entities who are already on the "Crimean" and other US sanction lists.

And if so, Ukraine must closely monitor that process, collect evidence and organize comprehensive pressure on the Russian Federation in international courts, using its successful experience, especially that of 2017.

#### **4.11. Military Base and the Replacement of the Peninsula's Population**

It is precisely the logic of the military base that now determines the demographic processes and the human rights situation in the occupied Crimea.

For the needs of a military base, the Crimean population of 2.4 million is economically excessive. Besides, the occupiers certainly have to take into account that for a nearly quarter century, the latter has lived under the Ukrainian conditions of democracy and freedom of speech.

An additional "aggravating circumstance" for the Russians is the presence on the Crimean Tatars with all the complexities of their history, modern issues and future national goals and aspirations.

Therefore, the demographic situation in Crimea is viewed by Russia only in terms of forming in the new military region a loyal population that would be both relatively low-maintenance and also, incapable of civic protest or any other uncontrolled form of political activity.

Over the four years of occupation, the hypothesis that the Russian Federation has taken a course on squeezing all the "extra" population out of Crimea and partially replacing it with the controlled migration from the regions of the Russian Federation has gotten numerous proofs.

The policy began immediately – in the spring of 2014, but in the statistical data its results surfaced somewhat later. According to the latest pre-war Ukrainian statistics, on January 1, 2014, that is, two months before the occupation, the population of Crimea excluding Sevastopol was 1,967,200. One of the first steps of the RF after the occupation was the census. On October 14, 2014, a census conducted in Crimea showed the peninsula population to be 1,889,400.

The 77,800 people drop over the 9 months of 2014 illustrates the dramatic scale of exodus from Crimea. According to our data, 80-90% of that number fled to the mainland Ukraine due to the unleashed repressions.

And indeed, over the whole period of occupation, the "excessive" population has been squeezed out by the routinely blatant and demonstrative repressions that by 2016-2017 had spread from mostly Crimean Tatars to the "Ukrainian terrorists and saboteurs", not to mention the repressions against journalists that had never stopped.

Meanwhile, in 2014-2017, the invading state has been actively promoting the massive resettlement of Crimean residents in the various regions of the

Russian Federation, for example, under the special Far East Hectare Program that grants land plots for home construction, business or farming in Russia's Far East Federal District. In addition, through college enrollment privileges in the Russian regions, the Crimean youth are actively encouraged to leave the peninsula.

At the same time, the influx of resettles to Crimea from different regions of the Russian Federation is also under way.

First of all, that is a natural consequence of Crimea's militarization, as being not conscripts, but rather contracted servicemen, most of the arriving military personnel bring families with them. To stimulate the process, the Russian Military Mortgage program has now been extended to the occupied peninsula.

Secondly, Russia has implemented a consistent and targeted replacement of the Crimean state and municipal civil servants that despite the loyalty demonstrated during the annexation, have since been systematically replaced by those from the different Russian regions, mainly the depressed central and northern ones, as well as from the distant Siberian cities.

By doing so, Russia has been successfully sculpting its repressive and managerial apparatus in Crimea and Sevastopol, specifically, the security structures, the controlling bodies and Moscow's overseers within the republican and municipal "authorities" of the occupied peninsula.

Based on the analysis of both public and inside sources, we estimate that the share of the officials sent from Russia in the Crimea branches of the RF federal agencies that report directly to Moscow now reaches 70%, while in the local departments reporting to Simferopol – about 50%.

One of the new trends of 2016-2017 is that replacement of the Crimean personnel with the Russian newcomers began to spread to the education and health sectors that due to low salaries and increased bureaucratic demands had seen massive exodus of the local specialists.

The influx of the population from the Russian regions is furthermore expanded with the Russian retirees from the remote northern regions of the Russian Federation, such as Siberia and the Far East, who eagerly buy property and move to Crimea.

Finally, it is likely that a significant number of Russian workers engaged in the construction of the Kerch Bridge and other large infrastructure objects may also remain in Crimea permanently.

Over the four years of occupation, there has already been plenty of data for a multifaceted demographic analysis. Setting it aside for the future research, for now, we offer you the official statistics on the migration of the Russian and foreign residents to the Crimean peninsula, i.e, the so-called "Republic of Crimea" and Sevastopol. It should be remembered though, that the statistics of the occupation authorities is a propaganda instrument, so its credibility is certainly a big issue...

Crimea (without Sevastopol). The total number of migrants from the RF during the four years of occupation has been 57 033, specifically, 8 943 in 2014, 14 644 — in 2015, 16 386 — in 2016 and 17 061 — in 2017). That is the number of migrants from the RF is growing.



Demography and Militarization

On March 11, 2018, the gathering of so-called «Cossacks», arranged to coincide with the anniversary of the occupation, took place in Simferopol. Photos from social media by sprotyv.info



\* \* \*

May 9, 2017, Yalta, the Hill of Glory, a rally near the Eternal flame honoring the dead of World War Two. Photo: BlackSeaNews archive



\* \* \*

The total number of migrants from the CIS states during the four years of occupation is 45 249, specifically, 9 166 – in 2014, 16 874 – in 2015, 9 918 – in 2016 and 9 291 – in 2017. That’s is the migration numbers have stabilized at around 9 000 annually. The 2015 peak was due to the people fleeing Donbas. Overall, in all years of the occupation, the majority of migrants to Crimea "from the CIS states", as the official Crimea statistics refers to them, are actually, residents of the Ukraine’s Eastern regions.

So the total number of migrants to Crimea (without Sevastopol) from Russia and the CIS has been 102 282 people, or about 5,3% of the total population as of January 1, 2014.

However, the population of Crimea remains almost the same: 1 967 200 (or 1 889 400, according to the Russian census of October 14, 2014) as of January 1, 2014, and 1 913 989 as of January 1, 2018. In Sevastopol, the number of migrants from the RF over the four years of occupation has been 54 125, specifically, 11 380 – in (2014, 16 889 – in 2015, 13 417 – in 2016 and 12 439 – in 2017.

The number of migrants from the CIS states in 2014-2017 was 19 673, specifically, 2 802 – in 2014, 7 877 – in 2015, 5 342 – in 2016 and 3 652 – in 2017). That shrinking migration flow also consists mostly of the Ukrainian residents.

So the total number of migrants to Sevastopol from Russia and the CIS has been 73 798 or about 19,2% of the total population as of January 1, 2014.

As of January 1, 2014, the population of Sevastopol was 383 900, while as of January 1, 2018 – 436 463. That is in the four years of occupation the population growth was a whopping 13,7%.

All in all, between 2014-2017, Crimea and Sevastopol received 111 158 migrants from Russia and 64 922 from the CIS countries, the total of 176 080 people.

However, estimates given by the residents of the occupied Crimea substantially differ even from the already high official statistics. Residents of Sevastopol, for instance, including the City Council deputies and those working in the health care field, believe that in reality, the population of Sevastopol has at least doubled, while those in Simferopol believe that the real population of the Crimean capital is now about 600 000 people, compared with 380 000 before 2014.

One of the many testaments supporting that claim is the sharp increase in the number of children which has led to the major shortage of places in schools and especially, day care centers and kindergartens. To meet the demand, many schools have been forced to open several additional classes for each age group.

One of the ideas behind all that demographic reshuffling is of course that once the Kremlin hand picks a sufficiently manageable and loyal population for Crimea, it may at some point enter international negotiations on the fate of the occupied area proposing that it should be decided "democratically". In 2016, some of the well-known Russian and even Western "liberal" figures already injected the idea of holding the "second referendum" on the status of Crimea into the information space where it has widely circulated since.

In 2017, that idea has almost disappeared from the public eye, but to assume that it has been buried for good would be premature.



## 5. The NATO Response to the Occupation and Militarization of Crimea



Guided missile destroyer US Navy USS Truxtun (DDG 103) – the first warship in Black Sea after okkupation of the Crimea. 07.03.2014. Photo: Niki Zlatev, Варна, specially for BlackSeaNews

### 5.1. The NATO Black Sea Dilemma

On July 8-9, 2016, the Warsaw summit of the heads of state and heads of government of the NATO member states was expected to make decisions on strengthening NATO's naval capabilities in the Black Sea.

The initiative belonged to the Romanian government that proposed to establish a regular NATO flotilla in the Black Sea.

For Romania the issue was a top priority. In view of the occupation of Crimea and Russian aggression in Donbas that also endangered the Azov Sea, Ukraine certainly supported it.

However, the refusal of Bulgaria whose prime minister said he wanted to see cruise liners and not military frigates near the Bulgarian coast, halted the idea.

Moreover, a month earlier, the Bulgarian prime minister stated that «*the Black Sea should be declared a demilitarized zone, without warships or submarines*».

The Romanian naval initiative was launched immediately after the installation of the SM-3 AEGIS Ashore missile-defense interceptors at the US Air Force base in Deveselu, 35 km from the border with Bulgaria, at the end of 2015.

Romania understood that given the formation of a Russian assault grouping in the occupied Crimea equipped with missiles capable of reaching any goal in Romania, the whole country was now a potential target for missile attacks not only from the air, but also from the sea, i.e., from the new missile ships and submarines of the Black Sea Fleet, as well as from the territory of the Crimean peninsula.

In August 2016, the European online portal EurActiv citing its sources reported that the United States began to transfer the nuclear weapons stationed in Turkey to Romania, the fact the Romanian government denied. (According to the Simson Center report, about 50 units

of the US tactical nuclear weapons had been deployed at the Indjirlik Airbase in Turkey since the Cold War time.)

During the July 16, 2016 coup attempt in Turkey, the Turkish government banned the flights of American planes to and from the base.

The day after the failed coup, the Turkish security forces blocked the Indjirlik (Incirlik) airbase and cut the power supply to it. The Turkish general in charge of the base and several officers accused of involvement in the coup attempt, were arrested.

After such turn of events, the United States began doubting it could continue to trust Turkey with storing its nuclear weapons.

The doubts only intensified when in July-August 2016 presidents Erdogan and Putin surprisingly quickly resolved the Turkey-Russia crisis that had begun on November 24, 2015 when the Turkish F-16 fighters shot down a Russian bomber Su-24 on the border with Syria.

During the relations normalization, some reports suggested that while the Turkish authorities were obstructing Germany's construction of an airfield and a command post for German reconnaissance aircraft Tornado on the Indjirlik base, the latter could possibly be used by the Russian aircrafts for attacks on targets in Syria.

In view of the rapid rapprochement between Russia and Turkey, the acute crisis unfolding in the EU-Turkey relations could not but raise questions about Turkey's reliability as a NATO member.

Considering the above situation and the accelerated militarization of Crimea, the report analyzed the dynamics of the NATO naval presence in the Black Sea region, excluding the Black Sea member countries Turkey, Romania and Bulgaria in 1991 and especially, in 2013-2017.



## 5.2. The Black Sea History of the NATO Naval Forces



15.05.2014. Varna. The French Navy large reconnaissance ship Dupuy de Lôme (A759). Photo by Niki Zlatev, specially for BlackSeaNews



23.05.2014. Istanbul. The US Navy guided missile cruisers USS Vella Gulf (72). Photo by Cem Devrim Yaylali, turkishnavy.net., specially for BlackSeaNews.



28.05.2014. Istanbul. The French Navy guided missile frigate FS Surcouf (F 711). Photo by Cem Devrim Yaylali, turkishnavy.net., specially for BlackSeaNews.



05.07.2017. Istanbul. The US Navy guided missile destroyer USS Porter (DDG-78). Photo by Cem Devrim Yaylali, turkishnavy.net., specially for Blackseanews.

The peak of the NATO naval command's interest to the Black Sea fell on the years between 1992 and 1998.

That was the period right after the collapse of the USSR, when six newly independent states (Moldova, Ukraine, Russia, Georgia, Armenia, Azerbaijan) instantly appeared on the Black Sea map, while the communist regimes came to an end in Romania and Bulgaria.

In 1995-1998, the annual number of the NATO naval vessel entries in the Black Sea ranged from 30 to 40 (1997 – 40, 1998 – 36 and 1995 – 35).

The highest number of the NATO naval operations in the Black Sea took place until the second half of the 1990s – early 2000s due to the regular large-scale international naval exercises there.

From 2000 to 2007, the number of entries fluctuated between 29 and 17, so the 29 entries in 2008, the year of the Russian-Georgian war, already seemed high.

But actually, in the year of the Russian aggression against Georgia (started August 8, 2008), the number of the NATO Navy ships entries in the Black Sea didn't reach the mid-1990s figures, but only those of the 2000. And even then 13 of the 29 entries occurred following August 2008, that is, after the beginning of the war, subsequently, sharply falling again.

Following the 2008 NATO Bucharest summit that de-facto denied Ukraine and Georgia a realistic Euro-Atlantic perspective, the 2009-2013 can be considered the period of NATO's demonstrable loss of interest to the Black Sea.

Twice – in 2011 and 2013 – the number of warship arrivals to the area has dropped to the historical low since 1991 – 8 occurrences, while the 2010 and 2012 maximum of 14 incidents each was lower than in any year of the preceding two decades.

In 2013, the last year before the occupation of the Crimea and the Russian aggression in eastern Ukraine, the 8 NATO warship entries in the Black Sea was not only lower than in all the previous years except for 2011, but was the lowest since the collapse of the USSR in 1991.

In 5 out of 8 Black Sea entries in 2013, the ships from the non-Black Sea countries visited the Ukrainian ports of Sevastopol and Odesa.

But in 2014-2016, during the occupation of Crimea and the aggression of the RF in the east of Ukraine that also opened access to the Azov Sea, in view of Ukraine's loss of its Navy, the naval presence of NATO in the Black Sea became a real factor in deterring further Russian aggression against Ukraine.

That was especially important in 2014 and 2015, when the risks of Russia's Black Sea Fleet landing operations in the coastal regions of Ukraine were at all-time high.

Over those years, the NATO warships were present in the Black Sea almost continuously.

At the same time, in 2014, the first year of Russian aggression against Ukraine, NATO naval presence in the Black Sea was comparable to the 2008 figures during the «five-day war» between Russia and Georgia, despite the totally incomparable scale.



But in the next 2 years, it has significantly dropped again.

It should be noted that between February 20 and March 7, 2014, during the decisive initial phase of the Russian special military operation on the occupation of Crimea that involved Russian warships, there were no combat-capable navy vessels of the non-Black Sea NATO states in the area.

A command ship and a damaged frigate of the US 6th Fleet that happened to be in the Black Sea at the time, could only conduct radio-electronic intelligence and did not have any strike capability.

By March 7, 2014, the day when the NATO Navy ships started patrolling the Black Sea, in Crimea, all the administrative buildings had been already seized by the Russian troops, all access routes to the peninsula – cut off and all ports and sites of the Naval Forces of Ukraine deployment and other Ukrainian military garrisons – blocked, while the Russian military ships had already deployed to the peninsula several thousand troops and equipment, including mobile coastal anti-ship missile systems.

The analysis of the Russian Federation sources makes it clear that at the time, the Russian military command viewed the absence of the NATO naval warships in the Black Sea as a factor that made the operation to seize Crimea feasible.

After all, the presence of a foreign non-allied warship in any area at the time of crisis forces any power to consider it a potential opponent, which automatically entails planning the actions of the Navy, Air Force, etc., accordingly.

That proves that not only the Ukrainian, but also the US and NATO military and intelligence structures did not expect or consider a Russian occupation of Crimea scenario.

That has also been recently confirmed by the then NATO Secretary General, Anders Fogh Rasmussen, who led the Alliance's headquarters until October 1, 2014:

*«I do not think that Europe could stop the annexation. It became a surprise to all of us.»*

*We considered Russian partners we could work with. But suddenly it turned out that they did not share such view.*

*Russia has begun a «hybrid war,» combining conventional military actions with the actions of the «green men» and an intricate information and disinformation campaign.*

*We were really caught off-guard and I do not think we could have done more or anything differently.*

*So, we had to adapt to the new security situation».*

Obviously, however, besides the lack of analytical forecasts and possible scenarios of Russia's actions in the Black Sea, the NATO states and their naval forces simply lacked recent military intelligence data on the Black Sea region.

Therefore, the NATO Naval Command of NATO had to devote nearly all of 2014 to the Black Sea not only to demonstrate its moral support of Ukraine, but also to study that war theater and collect the intelligence information. All in all, in 2014, NATO naval reconnaissance ships spent 150 days in the Black Sea.

### 5.3. The NATO Naval Presence in the Black Sea in 2014-2017

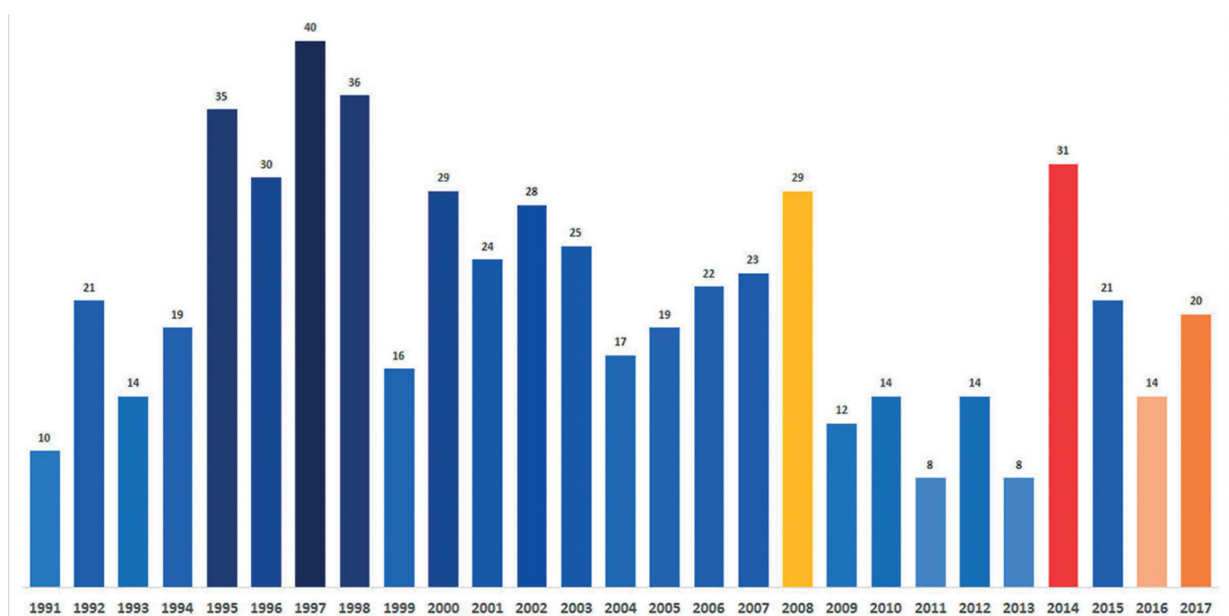
In 2014, NATO's warships entered the Black Sea 31 times, the maximum number since 2000.

Since February 5, 2014, two US Navy ships of the 6th Fleet – the Mount Whitney (LCC 20) command ship and the Taylor (FFG 50) frigate – were deployed in the Black Sea.

Their deployment in the Black Sea was directly related to the Sochi Olympics – the ships patrolled the Sochi coast in case of any unforeseen events during the Sochi Olympics, i.e., a terrorist attack that would require evacuation of the American athletes.

February 20, 2014 became a turning point for the Black Sea region. Three days before the end of the Winter Olympics in Sochi that lasted from February 7 to 23, 2014, Russia began the military aggression

**Entries of NATO ships to the Black Sea since the collapse of the Soviet Union (1991 - 2017)**





08.07.2017. Istanbul. The US Navy guided missile destroyer USS Carney (DDG-64). Photo by Yoruk Isik



Flagship of the United States Sixth Fleet USS Mount Whitney (LCC 20). U.S. Navy photo by Mass Communication Specialist 1st Class Collin Turner



19.09.2014. Varna. The Spanish Navy guided missile frigate ESPS Almirante Juan De Borbon (F-102). Photo by Niki Zlatev



19.09.2014. Varna. The Royal Canadian Navy frigate HMCS Toronto (F-333). Photo by Niki Zlatev

against Ukraine that started with the occupation and subsequent annexation of Crimea in February-March and was followed by an attempt to create a «Novorossia» in the southern and eastern regions of Ukraine, the beginning of the war in Donbas in March-May and then an open invasion of eastern Ukraine by the Russian regular troops in August 2014.

The chronology of the occupation and subsequent militarization of Crimea is laid out in section 4. Change of Course. The Military Development of Crimea.

On February 23, 2014, the Sochi Winter Olympics ended and the ships of the Russian Black Sea Fleet that had provided the Olympics security headed for Novorossiysk.

On February 24, Russian troops blocked the entrance to Sevastopol. On the same day, in Novorossiysk, the «Olympic» squadron of the Russian BSF has taken aboard special forces troops and munitions for the occupation of Crimea and took a course on Sevastopol.

On very that day, February 24, 2014, in accordance with the Montreux Convention, the flagship of the 6th US Navy Fleet Mount Whitney (LCC 20) left the Black Sea. And the only reason the Taylor frigate (FFG 50) remained in the Black Sea for more than 21 days despite the Montreux Convention, was that on February 12, 2014, when refueling at the Turkish Black Sea naval base Samsun, the ship had damaged its propeller.

It should be noted that as most frigates of the Oliver Hazard Perry class, in 2004 USS Taylor (FFG 50), had been stripped of the guided missiles and remained equipped with only artillery and torpedo munitions.

On March 7, 2014, the arrival of the Arleigh Burke-class Truxtun missile destroyer (DDG 103) marked the beginning of the NATO regular naval presence in the Black Sea in response to Russia's aggression against Ukraine. From that day until mid-November 2014, NATO warships took turns patrolling the Black Sea almost continuously.

But even though on that day, the active transfer of troops from the Russian Federation through the Kerch ferry crossing continued, overall, by March 7, the Russian troops in Crimea had already captured all the administrative buildings and blocked all roadways to the peninsula, as well as all the bases of the Ukrainian Navy and other military garrisons, while the Russian warships had delivered to the peninsula thousands of troops and munitions, including the mobile coastal anti-ship missile complexes Bastion-P and Bal.

So, at the time of the crucial initial phase of the special operation on the occupation of Crimea by the Russian troops with the aid of the Russian naval ships, there were no combat-capable NATO naval vessels of the non-Black Sea countries in the Black Sea.

Overall, since February 20, 2014 – the day of the start of the Russian occupation of Crimea – until the end of the year, of the 315 days, the NATO naval forces were present in the Black Sea for 247 or 78.4% of the total number.

The main burden of deterring Russia in the Black Sea that year fell on the 6th US Fleet Navy whose ships were deployed in the region for 156 out of 315 days or 49.5% of the time.

The 2014 in the Black Sea was especially notable



for the high activity of the NATO naval reconnaissance ships that spent the total of 150 days in the Black Sea, specifically:

- A diving support ship of the Direction Générale de la Sécurité Extérieure (French Foreign Intelligence Service) FS ALIZE A 645 spent 16 days;
- An Italian intelligence ship ITS Elettra A 5340 spent 20 days.

A large French reconnaissance ship Dupuy de Lome A759 entered the Black Sea six times and in four of these instances fully used the 21 days of stay set by the Montreux Convention.

Being based in Varna, Constanta and Batumi, all in all, it spent 114 days in the Black Sea.

The latter ship was designed and built specifically for the DRM (Direction du Renseignement Militaire) – the Office of Military Intelligence in France. It is able to intercept the most advanced types of communications, including e-mail and mobile phones conversations.

Altogether, in 2014, the total of 19 NATO warships entered the Black Sea, with seven of them entering it on numerous occasions, namely:

- French large naval reconnaissance ship Dupuy de Lome A759 entered the Black Sea six times;
- American missile cruiser Vella Gulf CG 72 – three times;
- American Sixth Fleet command ship Mount Whitney LCC 20, frigate USS Taylor FFG 50, missile destroyers Donald Cook DDG-75 and Ross DDG 71 and French missile frigate Surcouf F 711 – twice each.

Of the 19 warships that entered the Black Sea in 2014, 14 belonged to the United States, France and Italy:

- USA – 7 (a missile cruiser, four rocket destroyers, a frigate and a command ship);
- France – 4 (a missile frigate, a corvette, a large reconnaissance ship and a reconnaissance landing ship);
- Italy – 3 (a frigate, a reconnaissance ship and a minesweeper);
- Spain – 1 (a missile frigate);
- Canada – 1 (a frigate);
- United Kingdom – 1 (a minesweeper);
- Greece – 1 (a patrol boat);
- Poland – 1 (a training ship).

The core of the «NATO's 2014 Black Sea fleet» fighting capability comprised the seven ships armed with the guided missiles – the US missile cruiser and four missile destroyers together with the French and Spanish cruise missile frigates equipped with the Aegis Combat System.

After February 20, 2014, before the year end, the NATO naval ships called at the following Black Sea ports:

- Romanian Naval Base Constanta – 18 calls;
- Bulgarian naval bases of Varna (7) and Bourgas (5) – 12 calls;
- Georgian ports of Batumi (8) and Poti (1) – only 9 calls;
- Turkish naval bases Samsun (1) and Trabzon (1) – 2 calls.

Of the 41 NATO naval ship calls at the Black Sea ports in 2014, 32 of them, or 78%, were made to the ports of the NATO member states.

With that, until March 2015, not one ship of a non-Black Sea NATO state had made a call at a Ukrainian port.

In 2015 the naval ships of the non-Black Sea NATO states entered the Black sea fewer times than in 2014 – 21 times compared to 29 in 2014 after February 20 – and, consequently, spent less total time there. If, in 2014 they spent in the Black Sea 78.4% of the year, in 2015 – only 51.2% of the year.

The number of warships that entered the Black Sea in 2015 remained almost the same – 18, compared to 19 in the previous year. Three of them – US missile destroyers Donald Cook (DDG-75), Ross (DDG 71) and Porter (DDG-78) – entered the area twice each.

And again, the main burden of ensuring naval presence in the Black Sea in 2015 fell on the 6th US Fleet – its ships spent the total of 148 days (156 in 2014) or 40.5% of the year there. Together, in 2015, the NATO ships spent the total of 187 days in the Black Sea.

In January, February, April, May, June, September, October and December, that is, over eight months in 2015, the US 6th Fleet missile ships served in the Black Sea alone, with no participation of the non-Black Sea NATO allies.

For comparison, in 2014, that was the case only in March, November and December.

In 2015, seven of the 18 ships deployed to the Black Sea belonged to the US 6th Fleet, as illustrated below:

- USA – 7 (1 missile cruiser and 6 missile destroyers);
- Greece – 3 (1 patrol boat, 1 rocket launcher and 1 landing ship);
- France – 2 (1 missile frigate and 1 large reconnaissance ship);
- Italy – 1 (minesweeper);
- Portugal – 1 (missile frigate);
- Canada – 1 (frigate);
- United Kingdom – 1 (missile destroyer);
- Netherlands – 1 (missile frigate);
- Germany – 1 (support vessel).

Compared with 2014, the number of the missile boats had grown from 7 to 11 that included one US missile cruiser and six US missile destroyers, as well as missile frigates of the French, Portuguese and the Netherlands Navies equipped with the Aegis Combat System.

In 2015, the main ports of calls of the NATO naval vessels were:

- the Romanian Naval Base of Constanta – 13 calls,
- the Bulgarian naval bases in Varna (13) and Bourgas (1) – 14 calls
- the Georgian port of Batumi – 3 calls
- the Ukrainian Naval Base in Odesa – 3 calls

Of the 33 NATO naval ship calls at the Black Sea ports in 2015, 27 of them, or 78%, were made to the ports of the NATO member states.

However, in 2015, for the first time since the beginning of the Crimea occupation and hostilities



03.09.2014. The US Navy guided missile destroyer USS Ross (DDG 71). Photo by Cem Devrim Yaylali, turkishnavy.net



28.03.2014. Varna. The French Navy diving support ship ALIZE (A 645), French Foreign Intelligence Service. Photo by Niki Zlatev



10.04.2014. Bosphorus. The US Navy guided missile destroyer USS Donald Cook (DDG-75). Photo from turkishnavy.net



24.07.2017. Odesa. The new Royal Navy guided missile destroyer HMS Duncan (D37). Photo: dumskaya.net

in the East of Ukraine, a French frigate and two US missile destroyers called at the Ukrainian naval base of Odesa.

It didn't go unnoticed, though, that at the same time, in May 2015, two newest Chinese missile frigates of the same type – LINYI (547) and WEI FANG (550) – arrived to the Russian naval base of Novorossiysk for the joint exercises with the Russian Black Sea Fleet.

In 2016, the number of the Black Sea calls by the ships of the non-Black Sea NATO states continued to drop. The Maidan of Foreign Affairs monitoring group recorded only 14, compared to 31 in 2014 and 21 in 2015.

While in 2014 NATO ships were present in the Black Sea for 247 days, or 78.4% of the year and in 2015 – for 187 days, or 51.2% of the year, in 2016 they were there for only 32.8%, or 120 days, of the year.

In January, March, September, November and December 2016, naval vessels of the non-Black Sea states did not go to the Black Sea at all, while in 2014 and 2015 they were there every month.

The 6th US Fleet again provided most of patrolling in the region, specifically, 46 days, or 12.6% of the time, which, however, was still 3.2 times less than in 2015 and 3.4 times less than in 2014.

In 2016, 5 of the 14 ships that went to the Black Sea belonged to the US 6th Fleet, as shown below:

- USA – 5 (3 rocket destroyers, a command ship and a landing ship dock);
- Greece – 2 (a corvette and a support ship);
- France – 2 (a missile frigate and a corvette);
- Spain – 2 (minehunters);
- Canada – 2 (frigates);
- Poland – 1 (frigate).

The main ports of call for the NATO naval ships in 2016 were:

- the Romanian Naval Base of Constanta – 11 calls;
- the Bulgarian naval bases in Varna (3) and Burgas (3) – 6 calls;
- the Georgian port of Batumi – 3 calls;
- the Ukrainian Naval Base Odesa – 2 calls.

In 20 of the total of 22 calls by NATO Black Sea shipping vessels in 2016, or in 90.9%, the ports of call were those of the NATO states. Only the ships of the 6th US Fleet – a missile destroyer and a large landing ship – made calls at the Ukrainian Naval Base of Odesa that year.

In 2016, there had been no US 6th Fleet ships in the Black Sea until June 6, 2016 when the USS Porter missile destroyer (DDG-78) arrived there.

Two days later, on June 8, 2016, a new frigate of the Russian BSF Admiral Grygorovich (745), the main frigate of the new series with the Caliber cruise missiles, entered the Black Sea bound for Sevastopol.

The frigate arrived in occupied Sevastopol on June 9, 2016.

On June 29, 2016, the third of the new missile submarines – B-262 Stary Oskol – entered the Black Sea.



\* \* \*

In 2017, the number of Black Sea naval operations of the non-Black Sea countries has increased by almost 1.5 times.

The monitoring mission of the Maidan of Foreign Affairs has identified 20 such visits<sup>6</sup> compared to 31 in 2014, 21 in 2015 and 14 in 2016.

Notably, if in 2014, NATO ships were in the Black Sea for 247 days, or 78.4% of the year, in 2015 they were there for only 187 days, or 51.2%, and in 2016 – for only 120 days, or 32.8%, or of the year. In 2017, it was 149 days, or 41%.

While in 2014 and 2015, the naval ships of the non-Black Sea countries were present in the Black Sea every month, in January, March, September, November and December of 2016 and in January, June and October of 2017, they did not enter the Black Sea at all.

In 2016, it was once again the the 6th US Navy fleet that provided most of patrolling in the Black Sea.

As for 2017, 5 of the 20 naval ship entries into the Black Sea have been carried out by the US 6th Fleet, specifically:

- USA – 7 (1 missile cruiser, 5 rocket; destroyers and 1 dock landing ship);
- France – 3 missile frigates;
- Britain – 2 rocket destroyers;
- Spain – 2 (1 missile frigate and 1 minesweeper);
- Greece – 2 (1 missile boat and 1 minesweeper);
- Canada – 1 missile frigate;
- Italy – 1 missile destroyer;
- Poland – 1 service ship;
- Germany – 1 minesweeper.

In 2017, of the 20 naval ships entering the Black Sea, 14 have been the modern rocket cruisers, destroyers and frigates, compared to 2016, when the ratio was 14 to 4, respectively.

The main ports of call of the NATO naval boats in 2017 were:

- Constanta Romanian Naval Base – 13 calls
- Odesa Ukrainian Naval Base – 11 calls
- Varna Bulgarian Naval Base – 9 calls
- Georgian port of Batumi – 1 call.

It should be mentioned here that in 2017, the number of the NATO ships calls at Odesa has increased sharply, compared to none in 2014, 2 – in 2015 and 3 – 2016 – 3.

\* \* \*

Since March 28 to April 5, 2016, the Turkish Navy held the traditional annual Deniz Yıldızı (The Sea Star) exercises in the Black Sea that 25 surface ships and submarines participated in. As part of the exercises, on April 3-4, 2016, 20 Turkish surface ships made calls at the Black Sea ports. While 11 vessels called the Black Sea ports of Turkey, the rest called at the ports of Bulgaria (3 ships), Romania (3 ships), Ukraine (2 ships) and Georgia (1 ship).

Most likely, that such a demarche at the peak of the crisis in Turkish-Russian relations reflected the mood of the Turkish President R. Erdogan at that time.

In early May 2016, speaking at a conference of the Balkan Chiefs of Defense in Istanbul, Erdogan stated:

*«We should enhance our coordination and cooperation in the Black Sea. We hope for concrete results from the NATO summit in Warsaw on July 8-9.»*

*The Black Sea should be turned into the sea of stability.*

*I told the NATO Secretary General that you are absent in the Black Sea and that is why it has nearly become a Russian lake.*

*We should perform our duty as we are the countries with access to the Black Sea. If we do not take action, history will not forgive us.»*

On March 27-April 7, 2017, after a tentative reconciliation with the Russian Federation, the Turkish Navy once again held the annual Deniz Yıldızı-2017 exercises that involved an unprecedented 31 surface ships and submarines (compared to 25 in 2015 and 2016), or about half of the Turkish fleet.

On April 3-5, 2017, as in 2016, the participating ships made calls at the Black Sea ports of Batumi (Georgia), Odesa (Ukraine), Constanta (Romania) and Varna (Bulgaria).

However, unlike last year, Turkish warships also called at the Russian Novorossiysk, which together with the presence of the Turkish Naval Forces commander, was likely meant to show Turkey's commitment to the «warming» of the Turkish-Russian relations.

At the same time, Turkey has clearly demonstrated that it is the only Black Sea state whose fleet size allows it to carry out such the action of such scale.

#### **5.4. The Current Naval Trends and Forecasts**

The downward trend of the Black Sea deployments by the naval ships of the non-Black Sea NATO states that clearly transpired in 2016, cannot but raise questions.

Especially, since as shown above, the militarization of Crimea, including its saturation with the land- and sea based medium range cruise missiles, had considerably increased the military risks in the region.

Moreover, the actions of the NATO ships in the Black Sea in 2014-2016, demonstrated obvious caution and the desire not to exacerbate relations with the Russian Federation.

Thus, in 2014 and until March 2015, not a single naval vessel of a non-Black Sea NATO state entered the Ukrainian naval base in Odesa.

In 2015 and 2016, 80-90% of the port calls were made to the naval bases of the Black Sea NATO states of Romania (Constanta) and Bulgaria (Varna and Burgas).

In 2015-2016, the NATO ships visited Odesa only six times (1 French missile frigate, 4 missile destroyers and a large US landing ship), even though prior to the war, it happened regularly.

Therefore, the 11 Odesa calls in 2017 can be considered a turning point in the previous «policy of caution».

We believe, the obvious reason behind the trend is the considerable expansion of the geography of the US Naval Forces operations in Europe and Africa in



26.03.2015. Odesa. The French Navy guided missile frigate La Fayette (F710). Photo by Volodymyr Trofimov



19.05.2016. On its way to Constanta, Romania. The French Navy frigate JEAN BART (D 615). Photo by Cem Devrim Yaylalı, turkishnavy.net



01.04.2016. Varna. The Royal Canadian Navy frigate HMCS Fredericton (FFH 337). Photo by Niki Zlatev



15.06.2014. The Italian Navy reconnaissance ship ITS Elettra (A 5340). Photo by Yoruk Isik, turkishnavy.net

2015-2016 (US Naval Forces Europe-Africa and US 6th Fleet's), namely in the Black Sea, the Mediterranean Sea – North Africa, Syria and migrants to the EU – and the Baltic Sea.

In response to the concerns of the Baltic NATO member states with the possible aggression of the Russian Federation, NATO has significantly increased the scale of its summer naval exercises in the Baltics BALTOPS-2015 and BALTOPS-2016.

On top of that, Russia's direct intervention in the war in Syria on the side of B. Asad's regime that began with air strikes on September 30, 2015, required an increased presence of the NATO's ships in the Eastern Mediterranean.

Finally, at the end of 2015, the Russian Federation successfully applied the tactics of «stretching» the ships of the US 6th Fleet and the permanent naval groups of the NATO Naval Command between the various theaters, given that their area of responsibility includes not only the Mediterranean Sea and the Black Sea, but also, all of the European coast, including the Baltic.

On October 4, 2016, after visiting Sevastopol on June 9 and 29, 2016, respectively, frigate Admiral Grygorovich and submarine Stary Oskol, armed with Caliber missiles, small rocket ships Green Dole and Serpukhov, equipped with the same cruise missiles began an unexpected trip from Sevastopol through the Mediterranean Sea around Europe and in late October arrived in the Baltic Sea, where they were included into the Baltic Fleet.

Interestingly, that transition was urgent, since the ships built for the Black and Caspian Seas did not have the ice class required in the Baltic Sea, nor were they adapted for action in the far offshore zone.

But the normal for the ships of this class river route to the Baltic Sea via the Azov Sea – Don – Volga-Don Canal – Volga – Volga-Baltic Channel – Ladoga and Onega Lakes – St. Petersburg – the Gulf of Finland was impossible at the time due to water level drop in the Don River.

Naturally, the appearance in the Kaliningrad region of ships with the Caliber cruise missiles, coastal missile complexes and the demonstrative relocation of the Iskander rocket complex there in October 2016 will further increase the dispersal of the limited forces of the NATO Naval Command in Europe and the US Sixth Fleet between the Black, Mediterranean and Baltic seas.

The existing structure of the NATO naval forces in the Mediterranean region includes two permanent frigate naval groups and two permanent naval groups of minesweepers subordinated to the NATO Naval Command, as well as and the regular composition of the 6th US Fleet.

That structure was formed before the occupation of the Crimea and the aggression of the RF against Ukraine. We believe that the pre-war structure and composition of that naval group now faces the fact that these forces are not sufficient to balance the Russian military threats from the Baltic to the Black Sea and Syria.

A significant reduction in the Black Sea containment operations that we observed in 2016, was likely a result



of an «off-season» when the US Navy and the relevant NATO command structure in Europe were trying to find adequate response to Russia's activity in these naval theaters, while lacking the corresponding budget increase.

On December 7, 2016, the commander of the US Navy's Sixth Fleet, Vice-Admiral James Foggo, said that the duration of the American warships patrol in the Black Sea could be extended to four months, that is, approximately to 2015:

*«It depends on whether the challenges in the region are more or less urgent. Obviously, when things become more intense you see the presence of additional ships.»*

The 2017 statistics has clearly attested to that. Moreover, incredibly, in early 2018, six US and British warships, including four missile destroyers, remained almost continuously in the Black Sea between January 5 and March 22, with two US missile destroyers performing their mission simultaneously.

To date, NATO has not found the ultimate solution to the problem of maintaining the necessary level of containment of Russia in the Black Sea region.

A few relatively small US Army units have been placed in Romania and Bulgaria as a palliative measure. In addition, in 2017 we've seen a sharp increase in the number of reconnaissance flights by US aircrafts and strategic UAVs over the Black Sea near the Crimean coast, as well as over the war zone in the East of Ukraine. Perhaps, that what accounts for the considerable growth of the NATO awareness regarding the military situation in the occupied Crimea and Eastern Ukraine, and the corresponding rhetoric of high-ranking US and NATO officials' on the Russian activity there.

Clearly, the NATO Allied Flotilla in the Black Sea can only be created on a rotational basis with no more than 21 day presence pursuant to the Montreux Convention. But as already mentioned, there are not enough warships for that option.

The second option is the transfer, sale and leasing of modern warships available in the NATO reserves and

suitable for integration into the bloc's command-and-staff system of the bloc, to the naval forces of Romania, Bulgaria and Ukraine.

In December 2015, we learned of Romania's plans to purchase four SIGMA project corvettes developed by the Dutch shipbuilding company Damen Schelde Naval Shipbuilding.

In early March 2018, to increase its presence in the Black Sea, the Romanian Ministry of Defense began procurement of four new corvettes of at least 1600 ton displacement.

According to the plan, the first vessel will be built within the next three years, while the whole program should be completed over seven. The program budget is nearly 2 billion dollars.

Both options entail the necessity of establishing at least the permanent command of such a naval group and the appropriate coastal logistics infrastructure in Constanta.

In addition, the construction of such a base and an increase in the number of NATO ships that provide the necessary level of containing the RF in the Black Sea region will certainly require further decisions on redistribution and/or increase of the respective budget expenditures of NATO states for such programs.

However, without solving the organizational and structural issues of the NATO Allied Flotilla of NATO in the Black Sea comprehensively, those may remain separate occurrences, rather than the manifestation of a new trend.

At the end of December 2017, NATO Secretary General Jens Stoltenberg, in an interview with the Frankfurter Allgemeine Zeitung, the Financial Times and the Washington Post, acknowledged that the NATO fleet had lost the adequate combat skills.

*«Russia has invested heavily in its fleet, especially in submarines...Russian submarine activity is now at the highest level since the Cold War», – he said.*

At the same time, Stoltenberg noted that the Alliance's readiness for challenges at sea had declined.

23.05.2014. Istanbul. The US Navy guided missile cruisers USS Vella Gulf (72). Photo by Cem Devrim Yaylali, [turkishnavy.net](http://turkishnavy.net), specially for BlackSeaNews





17.03.2017. Standing NATO maritime group 2 in Odesa (SNMCMG2)



Top-down: The Polish Navy ORP Kontradmiral Xawery Czernicki (511); The Spanish Navy minesweeper ESPS Duero (M-35), the German Navy minesweeper FGS Rottweil (M1061), the Turkish Navy minesweeper TCG ALANYA (b 266)

«After the end of the Cold War, NATO reduced its capabilities at sea, especially in the fight against submarines. We practiced less and lost our skills», – added the NATO Secretary General.

Stoltenberg also stated that the alliance should be able to transport troops and equipment across the Atlantic, and in that regard, mentioned the plans to create new units.

Earlier, defense ministers of NATO countries agreed on a plan for improving the command structure that would involve the creation of two commands: one for the Atlantic that would focus on protecting sea lanes between North America and Europe and the other – for military mobility and logistics within Europe.

On January 17, 2018, British Commander of the Joint Naval Command, Commander of the NATO Maritime Command, Clive Johnstone, speaking at the Atlantic Council in Washington, D.C., made several important points:

«...We are in a period of competition, like we have never seen before...Russia is preparing itself for a period of intense challenge ahead... It only emphasizes the importance of maintaining naval power in NATO's strategy».

«...Russia is doing very well as using opportunity, Syria is a classic case in point... In the field of intelligence, we see that Russians act more purposefully, aggressively, openly and closer to our home than ever before, and it's a little nervous to us».

«... And we need to also adapt to how they are starting to lay down a chessboard of intelligence ships, maritime ships, warships, submarines and whatever»

«...If we look at the studies conducted by the Russian Federation in the last couple of months, one cannot but note their ability to use significant forces at large distances over long distances».

He noted that he was worried about the situation in the Baltic Sea and the Black Sea. «There are countries that believe that the Baltic Sea is the most important area and if something happens there, we will face a real problem with which I agree: it will be impossible to enter this sea and it is impossible to leave».

As far as the Black Sea is concerned, in this area, according to Johnstone, «...the greatest changes are taking place now. We were impressed by the huge investments required to hunt even one submarine Kilo-class (new submarines of the Black Sea Fleet of Russia with the cruise missiles Caliber – MFA)... We have begun to build up our military capabilities in the Black Sea. We are starting to better understand the situation there».

So, four years after the peninsula's occupation, the NATO leadership and its naval command have finally understood the international security threats that stem from the militarization of Crimea and have begun to adjust their plans accordingly.

\* \* \*



## 6. The Strategy of the Crimea De-Occupation: An Upgrade



The Maidan of Foreign Affairs is presenting the study "The Effectiveness of the International Maritime Sanctions Against Russia Over the Occupation of Crimea" to foreign diplomats, October, 2016

In May-August 2014, for the first time in Ukraine, the Maidan of Foreign Affairs laid out the main principles of the Crimea return strategy. They appeared and were commented on in the Ukrainian and foreign mass media and social networks numerous times, and in November-December 2014 were published and presented in the book *The Strategy of Regaining Crimea*.

Some of those conclusions and summaries of the first year of the Crimean occupation were also published in the report presented in Washington, D.C., on March 6, 2015.

The main ideas of the 2014 strategy were as follows:

1. Economic blockade of the RF in Crimea in order to make the annexation as expensive as possible for the Russian Federation, including the blockade of:

- sea, air and land transport connection with Crimea;
- cruise and inbound tourism;
- supply of goods from Ukraine and foreign countries to Crimea;
- supply of goods out from Crimea;
- investments into Crimea;
- Ukrainian businesses that operate in the occupied Crimea.

2. The legal (judicial) blockade of the Russian Federation demanding the reimbursement of losses from the annexation of Crimea to Ukraine, foreign states and their citizens.

3. Deterrence of the Russian encroachment in the Black Sea region. Expansion of GUAM to the GUAM + format that would include Georgia, Ukraine, Azerbaijan, Moldova + Turkey, Romania, Bulgaria.

4. Strengthening of the NATO military presence in the Black Sea. Redeployment of the permanent naval groups of NATO on a rotational basis in the Romanian port of Constanta. Establishment of the new air force, air defense, missile defense and special operations international exercises in the Black Sea region.

5. Personal sanctions against the Crimean collaborators — citizens of Ukraine who violated the oath of a public servant — arrest of their assets and

annulment of Ukraine's obligations regarding their retirement benefits, passports, etc.

6. Support for the pro-Ukraine residents of Crimea wishing to move from the peninsula to pursue education, work and business. Also, civil rights protection and targeted assistance to those who are unable to leave the peninsula and support of their connections with the homeland.

7. Restoration of the Council of Ministers of the Autonomous Republic of Crimea and of the executive power system of the autonomy in the unoccupied territory. Creation of the Committee on Crimea in the Parliament of Ukraine. Realization on the territory of the five districts of the Kherson region adjacent to Crimea of the economic programs, zones and industrial parks that involve immigrants from Crimea.

8. Provision of the status of Crimea as a national-territorial autonomy of the Crimean Tatar people in the Constitution of Ukraine.

Unfortunately, for all that time, the political leadership of Ukraine has been distancing itself not only from the development and implementation of the Crimean Strategy at the state level, but even from discussing it.

Moreover, while publicly declaring confidence in the return of Crimea and adherence to that goal, in reality, after adopting on April 15, 2014 a fairly adequate law #1207-VII "On the Rights and Freedoms of Citizens and the Legal Regime of the Temporarily Occupied Territory of Ukraine", the authorities then adopted a number of regulations that in fact, were contrary to the goal of de-occupation.

The most resonant of those was the Law of Ukraine #1636-VII "On Creation of the Free Economic Zone "Crimea" and the Specifics of the Economic Activity in the Temporarily Occupied Territory of Ukraine" dated 12.08.2014. For some time, it even created a privileged regime for the trade with the occupiers and for the smuggling of Ukrainian goods to Russia via the occupied Crimea.

Based on that law, several further regulations discriminate against Ukrainian patriots who have left or wish to leave the occupied territory, making them "non-residents" in their own country.



The Maidan of Foreign Affairs is presenting the study "The Effectiveness of the International Maritime Sanctions Against Russia Over the Occupation of Crimea" to foreign diplomats, October, 2016



At the same time, the law has equated all Ukrainian citizens living in the occupied Crimea to foreigners. Despite the repeated demands of the Crimean public activists and leaders of the Crimean Tatar people, the law has not yet been revoked.

And if due to the efforts of the state and civil society, diplomats and politicians, the foreign policy in 2014-2017 managed to achieve significant results, the Ukrainian domestic policy on Crimea continued to be situational and usually progressed only under the pressure from the civil society.

The only national-level strategic document that adequately describes the main provisions of the strategy of the Crimea de-occupation besides the aforementioned Law of Ukraine "On the Rights and Freedoms of Citizens and the Legal Regime of the Temporarily Occupied Territory of Ukraine" was the recommendations of parliamentary hearings "Strategy for Reintegrating in Ukraine of the Temporarily Occupied Territory of the Autonomous Republic of Crimea and the city of Sevastopol: Issues, Ways and Methods". They were adopted on June 15, 2016 and approved by the Parliament of Ukraine on September 22, 2016.

The preparation of the document that had lasted for over a year, involved experts of virtually all Ukrainian civil society structures dealing with the occupied Crimea, including the authors of this report.

However, that normative act has little actual force due to its advisory nature.

In Ukraine, the absence of a state policy regarding the de-occupation of Crimea results in an increased pessimism on the prospects of returning the peninsula, while in the international arena – in the difficulty of maintaining the international Crimean sanctions as the main lever of the future de-occupation.

Nevertheless, a number of the Strategy's measures proposed in 2014 have been implemented or are in the process of implementation:

A) Volunteer efforts of the civil society with the use of the Ukrainian and foreign mass media and participation of the individual representatives of the government resulted in:

- sea blockade of Crimea, suspension of the regular passenger traffic between Sevastopol, Yalta and Istanbul and of the marine freight from Crimea to Turkey;
- cancellation of the regular flights between Simferopol and Istanbul;
- land blockade of supply of goods and electricity from mainland Ukraine to Crimea;
- adoption of the Law "On the Protection of the Rights and Freedoms of the Internally Displaced Persons" (No. 1706-VII dated 10/20/2014).

B) The activity of the states opposing the annexation of Crimea and of the international organizations, their recommendations to the leadership of Ukraine, as well as the actions of certain Ukrainian politicians and diplomats resulted in:

- sanctions of the United States, the EU, the countries of the British Commonwealth, etc. against the Russian Federation;
- sanctions of Ukraine against Russia.



C) The pressure of the civil society on the Ukrainian authorities and the activity of certain state leaders who support the ideas and logic of the Strategy resulted in:

- termination of water supply to Crimea via the North-Crimean channel;
- termination of the railway connection with Crimea;
- a ban on flights to Ukraine by airlines flying to Crimea;
- creation of the Prosecutor's Office, the SBU and the Ukrainian National Police of the Crimea administration on the mainland;
- initiating criminal proceedings against Crimean collaborators and arresting their property;
- arrests of several marine vessels-perpetrators of the sanctions regime.

We would like to point out that the activity of state bodies of Ukraine and private and state-owned corporations in international courts regarding compensation for losses caused by the occupation and annexation of Crimea, is finally gaining speed.

Finally, the process of developing amendments to the Constitution of Ukraine on the status of Crimea as the national-territorial autonomy of the Crimean Tatar people has begun.

During 2014-2016, the attitudes towards the occupation and annexation of Crimea in the world have evolved along the divergent lines that by the end of 2016 marked a split in European and world politics.

On the one hand, the official discourse of the UN, NATO, OSCE, the EU, the European Parliament, the Council of Europe and the International Criminal Court included basic definitions that adequately describe the situation in Crimea not only in the context of human rights violations, as in previous years, but also, use such terms as "occupation", "annexation" and "international military conflict".

Over the time that has elapsed since the occupation and the illegal annexation of Crimea, the understanding of its global significance has been gradually developing in the world. The post-Crimea world has, indeed,

become different. And these differences are evolving rapidly.

For many states it becomes increasingly clear that the Russian aggression against Georgia, the de facto annexation of Abkhazia and South Ossetia, the creation of the Russian-controlled enclave of Transnistria, the occupation and annexation of Crimea, the attempt to also annex Ukraine's southern and eastern regions along the lines of the Crimean scenario, (the so-called "Novorossiya" project) and Russia's interference in the Syrian conflict, as well as into the democratic mechanisms of the developed countries are the interrelated components of the new dangerous global policy of the Putin regime.

On the other hand, there is a group of countries and/or influential political forces where the inertia of the successful European development in the years following the collapse of the USSR will remain for some time. It manifests itself in the desire to "pacify the aggressor", not unlike the years before the World War II. Moreover, some political statements demonstrate not just the position of appeasement, but also the tendency to sacrifice values and principles for the immediate electoral or economic objectives.

Despite the decisions of international organizations, due to the internal politics and the influence of the RF, in order to lift economic sanctions against Russia, these states have taken course on the "normalization" of relations with Russia, including the de facto and even de jure recognition of the annexation of Crimea.

In addition, in the absence of the state strategy of the Crimea de-occupation, at the end of 2016, the plans for addressing the "Ukrainian-Russian crisis" proposed by Henry Kissinger and T. Graham and supported by some Ukrainian oligarchic circles, received a wide resonance in the western press. To different extent, all of them were based on the actual recognition of the annexation of Crimea.

In such a situation, it becomes clear that the problem of occupation and annexation of Crimea can be addressed only in a broader international context.

We believe that based on its tragic experience

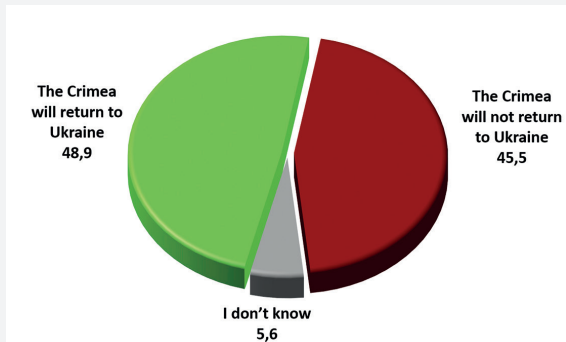


A vineyard in the occupied Crimea, 2015. Photo: BlackSeaNews archive

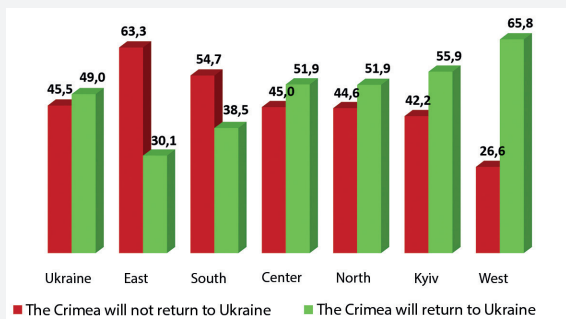


**The findings of the survey on the prospect of the Crimea de-occupation conducted by "SOCIS" in March, 2016**

In your opinion, what is the prospect of returning the Crimea to Ukraine?



The distribution of the regions of Ukraine according to "the degree of optimism" about the prospect of returning the Crimea



The distribution of the answers to the question on the prospect of returning the Crimea to Ukraine by age groups



that includes the occupation and illegal annexation of Crimea, the Ukrainian civil society, politicians, experts and the state of Ukraine itself that fights the Russian aggression face-to-face, has to prove to the civilized world that Putin's regime intends to take a full revanche for the epic failure of the Soviet empire. To that end, it painstakingly builds its own anti-Western world based on the fundamentally opposite values. And therefore, together with the ISIS and ISIS-like movements, it has, indeed, become a leading global threat of the 21st century.

One example is that after the annexation of Crimea, Russia got involved in the Syrian conflict, thus, combining the two regional conflict zones – a Mediterranean and a Black Sea one – into one "front line" that now stretches from Tunisia to Donbas.

Another example is the role of the Russia's largest military grouping created in its South Military District. That military grouping had first fought in Georgia, then controlled the bases of the unrecognized Abkhazia and South Ossetia, and later, in the Northern Caucasus, trained the troops and terrorists that later occupied Crimea and are now fighting in the East of Ukraine. And now it uses the newly occupied areas for the war in Syria.

Putin's Russia has become the world's leader in both theoretical development and practical application of the contemporary hybrid or diffuse warfare, thus, cornering even NATO in terms of adequate reaction.

At present, there is a risk of Russia activating conflicts in Georgia and Nagorny Karabakh in order to block the new projects of fuel transit from the Caspian Sea and Turkmenistan to Europe via Turkey.

The Moldova region is also at risk, since Russia controls Transnistria while the pro-Russian forces play an active role in the country's domestic policy.

**The Conclusion:**

We should not allow the division of sanctions against Russia into those "for the annexation of Crimea" and those "for the aggression in the East of Ukraine". We would like to remind everyone that without the successful annexation of Crimea by the Russian Federation, there would've been no further attempts to dismember Ukraine that have been stopped by the Ukrainian people in the southern and eastern parts of the country.

Those sanctions that directly concern Crimea must be expanded and made more targeted, sector- and project-specific, for instance, especially including the military and infrastructural projects on the peninsula.

Also, we need to introduce sanctions against the Russian entities that now use the "war trophies", in other words, those, who became the "proprietors" of the Ukrainian state property seized in Crimea. Those include the Department of the Presidential Affairs, Russian Government, Ministry of Interior, FSB, Ministry of Defense, Central Bank and other ministries and state corporations of the Russian Federation.

But most importantly, the renewed strategy of the Crimea de-occupation must become an integral part of a larger strategy of curbing Russia's global expansion – a strategy that has yet to be developed.

\* \* \*





## 7. Databases and Documents

### 7.1. The Black List of the Infringing Ships.

**The database of vessels that in violation of the Ukrainian legislation and international sanctions had docked at the ports of the occupied Crimean Peninsula since the beginning of the annexation on March 18, 2014 until January 1, 2018.**

#### Important comments

The monitoring group of the Maidan of Foreign Affairs and BlackSeaNews continues publishing the lists of vessels that since the Russian occupation of the Crimea have made calls at the nine ports of the Crimean peninsula: in Yevpatoriya, Sevastopol (two ports), Yalta, Feodosia, and Kerch (four ports).

Today we present to our readers the black list, or rather, the complete database of ships that in violation of the Ukrainian legislation and the international sanctions, docked at the ports of the occupied Crimea since its annexation, i.e. from March 18, 2014 to January 01, 2018.

We monitor the vessels that carry passengers and cargo to/from Crimea, as well as the special vessels that participate in the major infrastructure projects of the occupation authorities (dredgers, cable layers, pipe layers, etc).

The black list does NOT include the following vessels as offenders:

- Port fleet vessels (pilot- and workboats, tugs, port tenders, floating cranes, dredging vessels and garbage trucks), assigned to the ports of Crimea. Those are owned by the Ukrainian state and became «nationalized» by the invaders, de-facto – booty;
- Vessels, regardless of the flag, that at the beginning of the occupation were at the Crimean dockyards for repairs or were laid up at the Crimean ports;
- Yachts that lay at the Crimean yacht clubs and docks at the beginning of the occupation;
- Fishing fleet owned by various Crimean owners;
- Vessels at the Crimean Chernomorsk sea port because all of them are technological fleet of the Ukrainian public joint-stock company Chernomorneftegaz. All state property of the company, including gas fields and fleet (floating drilling platforms, offshore supply vessels, tugs, etc.), was

«nationalized», in other words – expropriated, by the occupants. No other vessels dock at that port;

- Vessels that have been registered by the international Automated Identification of Ships (AIS) system as making a call at a Crimean port, but that in reality were at anchorages, offshore terminals, and docks waiting out stormy weather. The ships flags listed in the database do not always match the proprietorship (the ship owner's country) and especially the management, (the vessel operator's country) due to their frequent changes.

The ships flags listed in the database do not always match the proprietorship (the ship owner's country) and especially the management, (the vessel operator's country) due to their frequent changes.

The difficulties of tracking the ship owner and operator stem from the fact that the real ship owners, especially foreign, in order to evade the sanctions, re-register the vessels under the fictitious owners names and regularly change operating companies.

This monitoring group is grateful in advance to those specialists, ship owners, operators, and brokers who would help us correct any inaccuracies or errors by writing to this e-mail address: [blacksea.blacklist@gmail.com](mailto:blacksea.blacklist@gmail.com).

To confirm a vessel's call at a Crimean port we have used several vessel tracking services since those may use different groups of the shore-based AIS receivers. Therefore, the vessels that are not visible for one service can be seen by another.

The monitoring has been conducted on a daily basis since March 18, 2014, the date when the occupation of Crimea by the Russian Federation began. All in all, from March 18, 2014 to January 01, 2018, 325 merchant ships flying the flags of 33 countries that in violation of the sanctions had called at the Crimean ports, made it onto the black list.



## Crimea: Four Years of Occupation

No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
			<b>Flag: Antigua &amp; Barbuda</b>	
01	<b>SUDKAP</b> Flag: Antigua & Barbuda  Vessel type: General Cargo	IMO: 9210294 MMSI:304137000 Callsign: V2OH9 Gross tonnage: 6,170 tons Summer DWT: 7,734 tons Length: 108 m. Beam: 18 m. Draught: 7.5 m Build year: 2000	Class society: Germanischer Lloyd. Ship manager/Commercial manager: KREY SCHIFFAHRTS GMBH & CO KG, Friesenstrasse 79, 26789 Leer (Ostfr-?esland), <b>Germany</b>  Registered owner: SUDKAP KG, Care of Krey Schiffahrts GmbH & Co KG, Friesenstrasse 79, 26789 Leer (Ostfriesland), <b>Germany</b> - since 08/11/2000	<b>Kerch:</b> 2014
			<b>Flag: Belize</b>	
01	<b>RELIANCE</b> Flag: Belize  Vessel type: General Cargo	IMO: 8872344 MMSI:312757000 Callsign: V3YW Gross tonnage: 2,426 tons Summer DWT: 3,174 tons Length: 108 m Beam: 15 m Draught: 2.5 m Build year: 1980	Class society: Russian Maritime Shipping Register Registered owner: SENEMAR DENIZCILIK VE TICARET Daire 7, Acibadem Caddesi 109, Acibadem Mah, Kadikoy, Istanbul, <b>Turkey</b> - since 09/06/2013  Ship manager/Commercial manager: SENEMAR DENIZCILIK VE TICARET Daire 7, Acibadem Caddesi 109, Acibadem Mah, Kadikoy, Istanbul, <b>Turkey</b> - since 09/06/2013	<b>Kerch:</b> 2014
02	<b>POSEIDON EXPRESS</b> Flag: Belize New Flag: Antigua and Barbuda since 01/03/2017  Vessel type: Ro-ro/passenger Ship	IMO: 8706040 MMSI: 312651000 Callsign: V3RR5 Gross tonnage: 24,727 tons Summer DWT: 10,996 tons Length: 159 m Beam: 25 m Draught: 7.8 m Build year: 1990	Class society: Registro Italiano Navale Ship manager/Commercial manager: INTERMARINE CRUISE MANAGEMENT 139, Notara Street, 185 36 Piraeus, <b>Greece</b> - since 11/2014  Registered owner: POSEIDON EXPRESS CO LTD Care of Intermarine Cruise Management Corp, 139, Notara Street, 185 36 Piraeus, <b>Greece</b> - since 12/2013	<b>Feodosia:</b> 2014  <b>Kerch:</b> 2014
03	<b>IREM</b> Flag: Belize  Vessel type: General Cargo	IMO: 8310841 MMSI:312532000 Callsign: V3SW3 Gross tonnage: 671 tons Summer DWT: 1,234 tons Length: 47 m Beam: 10 m Draught: 4.3 m Build year: 1984.	Class society: Intermaritime Certification Service Ship manager/Commercial manager: MELIS SHIPPING SA Panama City, <b>Panama</b> - since 14/03/2014  Registered owner: MELIS SHIPPING SA Panama City, <b>Panama</b> - since 14/03/2014	<b>Feodosia:</b> 18-19.07.14  <b>Sevastopol:</b> 2014
04	<b>SAVA LAKE</b> New Name: <b>SAN PORFYRIOS</b> New Flag: Belize Former Flag: Panama New MMSI: 312614000 New Call Sign: V3UI5  Vessel type: General Cargo	IMO: 8719073 MMSI:355930000 Callsign: 3EQR5 Gross tonnage: 2,030 tons Summer DWT: 3,050 tons Draught: 4.2 m Length × Breadth: 75m × 13m Build year: 1990.	Class society: Russian Maritime Shipping Register.  Ship manager/Commercial manager: NEW KRONOS STAR MARITIME CO SA, 5, Akti Miaouli, 185 35 Piraeus, <b>Greece</b> - since 11/08/2014  Registered owner: MARINE CONSULT KRONOS SA Care of New Kronos Star Maritime Co SA, 5, Akti Miaouli, 185 35 Piraeus, <b>Greece</b> - since 11/08/2014	<b>Sevastopol:</b> 2014 2015  <b>Feodosia:</b> 2014
05	<b>HERCULES</b> Flag: Belize  Vessel type: Bunkering Tanker	IMO: 9155248 MMSI:312711000 Callsign: V3QY9 Build year: 1997	Class society: Det Norske Veritas  Ship manager/Commercial manager: ALFAMARINE SHIPPING CO, prospekt Lenina 37, Novorossiysk, Krasnodarskiy kray, 353900, <b>Russia</b> - since 16/05/2011  Registered owner: NIKOLAEV SHIPPING LTD Neocleous House, 195, Archiepiskopou Makariou III Avenue, 3030 Limassol, <b>Cyprus</b> - since 16/05/2011	<b>Sevastopol:</b> 2015  <b>Kerch:</b> 2016 – 2017



No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
			<b>Flag: Bulgaria</b>	
01	<b>ROYAL HELENA</b> Flag: Bulgaria  Vessel type: Sailing Vessel.	IMO: 9542271. MMSI:207369000 Callsign: LZKZ. Gross tonnage: 254 tons Summer DWT: 402 tons Build year: 2009	Class society: Bulgarski Koraben  Owner & manager: TOP SAIL Ltd. 9000 <b>Bulgaria</b> , Varna, Parva street, №22. E-mail: office@topsail.bg	<b>Yalta:</b> 2014
02	<b>BRIZ</b> Flag: Bulgaria  Vessel type: Lpg Tanker	IMO: 8899720 MMSI:207297000 Callsign: LZRV Gross tonnage: 2,083 tons Summer DWT: 1,272 tons Length: 88 m. Beam: 12 m Draught: 2.5 m Build year: 1987	Class society: Russian Maritime Shipping Register  Owner & manager: Bulmarket Shipping - Rousse, <b>Bulgaria</b> , 100, Tutrakan Blvd, Ruse 7000	<b>Kerch:</b> 21.04.15 21.05.15 28.10.15 22.12.15 11.05.16 27.09.16 07.11.16 18.03.17
03	<b>POLARIS</b> Flag: Bulgaria.  Vessel type: Lpg Tanker	IMO: 8012853. MMSI: 207345200 Callsign: LZFK Gross tonnage: 2,323 tons Summer DWT: 2,528 tons Length: 82 m. Beam: 13 m. Draught: 4.5 m. Build year: 1981	Class society: Bureau Veritas  Owner & manager: Bulmarket Shipping - Rousse, <b>Bulgaria</b> . Address:100, Tutrakan Blvd, Ruse 7000	<b>Kerch:</b> 27.03.15 04.08.15 19.02.16 04.03.16 10.04.16 07.06.16 26.12.16
			<b>Flag: Cambodia</b>	
01	<b>TALLAS</b> Flag: Cambodia  Vessel type: General Cargo	IMO: 7364546 MMSI:514118000 Callsign: XUHV5 Gross tonnage: 745 tons Summer DWT: 1,241 tons Length: 65 m Beam: 9 m Draught: 3.2 m Build year: 1974	Class society: Phoenix Shipping Register  Registered owner: IMPORTICA LP 45, Rosehaugh Road, Inverness, IV3 8SW, <b>United Kingdom</b> . Ship manager/Commercial manager: IMPORTICA LP 45, Rosehaugh Road, Inverness, IV3 8SW, <b>United Kingdom</b> .	<b>Evpatoria:</b> 12.09.14 23.07.15
			<b>Flag: Cayman Is</b>	
01	<b>EGERIA</b> New Flag: Cayman Is Former Flag: Turkey New Name 1: MAJESTIC WONDER New Name 2: LORD OF THE SEAS New MMSI: 319100900 New Call Sign: ZGFX3  Vessel type: Pleasure Craft Yacht	IMO: 8662610 MMSI:271043635 Callsign: YMA2427 Gross Tonnage: 761 Length: 58 m Beam: 10 m Draught: 2,4 m Build year: 2012	Class society: Registro Italiano Navale.  Owner & manager: Altunbaş Turizm, Istanbul, <b>Turkey</b> . Nispetiye Cad. Kerem 1 Apt. No: 24 D: 7 K: 3, 34398 Istanbul, <b>Turkey</b>	<b>Yalta:</b> 22.08.14
			<b>Flag: China</b>	
01	<b>JIANGONG1</b> (JIAN JI 3001) Flag: China  Vessel type: Cable Layer	MMSI: 413375460 Length oa: 63.30 m Breadth, moulded: 22.00 m. Depth, moulded: 4.50 m. Load draught: 2.315m. Light displacement: 1314 t. Load displacement: 2813 t. Deadweight: 2118 tons Build year: 2009	Owner & manager: Shanghai Foundation Engineering Group Co Ltd, <b>China</b>	<b>Kerch:</b> 11.10.15 - 29.04.16



Crimea: Four Years of Occupation

No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
			<b>Flag: Comoros</b>	
01	<b>STELLA DI MARE</b> New Flag: Comoros Former Flag: Moldova  Vessel type: General Cargo New MMSI: 620037000 New Call Sign: D6A2037	IMO: 8410380 MMSI: 214182408 Callsign: ERXH Gross tonnage: 3,120 tons Summer DWT: 4,281 tons Length: 89 m Beam: 16 m Draught: 4.3 m Build year: 1984	Class society: Lloyd's Shipping Register  Owner & manager: Mermaid International Shipping, 1, Charilaou Trikoupi Street, Piraeus, <b>Greece</b> - since 18/09/2013 Ship manager/Commercial manager: CANADIAN SHIPPING LINE CO SA Care of Mermaid International Shipping & Trade <b>Greece</b> SA, 1, Charilaou Trikoupi Street, Piraeus, <b>Greece</b> - since 22/01/2015  Registered owner: CANADIAN SHIPPING LINE CO SA Care of Mermaid International Shipping & Trade <b>Greece</b> SA, 1, Charilaou Trikoupi Street, Piraeus, <b>Greece</b> - since 22/01/2015	<b>Sevastopol:</b> 2014 2017
02	<b>VIRGO</b> Flag: Comoros  Vessel type: General Cargo	IMO: 7371367 MMSI: 616270000 Callsign: D6CJ2  Gross tonnage: 6,941 tons Summer DWT: 12,000 tons Length × Breadth: 128.76m × 19.64m Build year: 1974	Class society: International Naval Surveys Bureau Registered owner: VELTEX GB LTD Care of Ofra Shipping Ltd, ul Lermontova 2, Sevastopol, Krym, 99011, <b>Ukraine</b> - since 2013 Ship manager/Commercial manager: OFRA SHIPPING LTD ul Lermontova 2, Sevastopol, Krym, 99011, <b>Ukraine</b> - since 27/06/2009	<b>Sevastopol:</b> 2014
03	<b>SILNIY</b> New Name: <b>MUSTAFA KEMAL 2</b> (c 06.05.16) New Flag: Comoros Former Flag: Russia  New MMSI: 620137000 New Call Sign: D6A2137  Vessel type: General Cargo	IMO: 8868056 MMSI: 273329600 Callsign: UECZ Gross tonnage: 1,785 tons Summer DWT: 2,063 tons Length: 88 m Beam: 12 m Draught: 3 m Build year: 1986	Registered owner: SOVFRACHT PJSC, ul Rozhdestvenka 1/4, Moscow, 109012, <b>Russia</b> - since 07/06/2011 Ship manager/Commercial manager: SOVFRACHT PJSC, ul Rozhdestvenka 1/4, Moscow, 109012, <b>Russia</b> - since 07/06/2011 Ship manager/Commercial manager: MUSTAFA OKAN OGULLARI Daire 26, Kat 3, Nail Goksu Ishani, Ismet Inonu Bulvari, Camiiserif Mah, Akdeniz, 33060 Mersin, <b>Turkey</b> - during 08/2016 Registered owner: MUSTAFA OKAN OGULLARI Daire 26, Kat 3, Nail Goksu Ishani, Ismet Inonu Bulvari, Camiiserif Mah, Akdeniz, 33060 Mersin, <b>Turkey</b> - during 08/2016	<b>Sevastopol:</b> 2014 2015 Sevastopol- Novorossiysk
04	<b>GERDA</b> Flag: Comoros  Vessel type: General Cargo	IMO: 8866955 MMSI: 616999080 Callsign: D6GK7) Gross tonnage: 2,457 tons Summer DWT: 3,568 tons Build year: 1970	Class society: Shipping Register of Ukraine ISM Manager: MARINE SAFETY MANAGEMENT LTD Apartment 5-A, ul Petrenko 23, Kherson, 73010, <b>Ukraine</b> - since 26/04/2011 Ship manager/Commercial manager: TALEX LTD Portsmouth, <b>Dominica</b> - since 26/04/2011 Registered owner: TALEX LTD Portsmouth, <b>Dominica</b> - since 26/04/2011	<b>Kerch:</b> 2015
05	<b>HAYAL S</b> Flag: Comoros  Vessel type: General Cargo	IMO: 8874354 MMSI: 273311200 Callsign: UCBS Gross tonnage: 3,070 tons Summer DWT: 3,888 tons Length: 107 m Beam: 16 m Draught: 3.8 m Build year: 1984	Class society: Russian Maritime Shipping Register Ship manager/Commercial manager: SUDOSERVICE SHIPPING Daire 7, Kat 3, Gomec Sokak 37, Acibadem Mah, Kadikoy 34718 Istanbul, <b>Turkey</b> - since 23/04/2014  Registered owner: BULCOASTER SHIPPING & TRADING Care of Sudoservice Shipping Consultancy & Trading Ltd, Daire 7, Kat 3, Gomec Sokak 37, Acibadem Mah, Kadikoy 34718 Istanbul, Turkey - since 23/04/2014	<b>Sevastopol:</b> 2015





No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
06	<b>ST FILIP</b> Flag: Comoros New Flag: Turkey New Name: PEARL (from 13/01/17)  Vessel type: General Cargo	IMO: 7928794 MMSI:616999020 Callsign: D6GD3 Gross tonnage: 1,740 tons Summer DWT: 2,418 tons Length: 82 m Beam: 11 m Draught: 3.7 m Build year: 1980	Class society: Bulgarski Koraben Ship manager/Commercial manager: SUDOSERVICE SHIPPING Daire 7, Kat 3, Gomec Sokak 37, Acibadem Mah, Kadikoy 34718 Istanbul, <b>Turkey</b> - since 16/06/2011 Registered owner: VOYAGER INTERNATIONAL TRADE Daire 7, Kat 3, Gomec Sokak 37, Acibadem Mah, Kadikoy 34718 Istanbul, <b>Turkey</b> - since 16/06/2011	<b>Sevastopol:</b> 2015  <b>Kerch:</b> 2015  <b>Feodosia:</b> 2015
07	<b>DENIZ</b> New Flag: Comoros Former Flag: Moldova  New MMSI: 620061000 New Call Sign: D6A2064  Vessel type: General Cargo	IMO: 7361635 MMSI:214182216 Callsign: ERVP Gross tonnage: 2,952 tons Summer DWT: 4,020 tons Length:107 m. Beam:15 m. Draught: 3.7 m Build year: 1974	Class society: Bulgarski Koraben  Ship manager/Commercial manager: ECA SHIP TRADE CO Karaosman Is Merkezi, Burhan Sokak 21, Serifali Mah, Umraniye, 34775 Istanbul, Turkey - since 21/03/2016  Registered owner: BLACK STAR SHIPPING LTD Care of Eca Ship Trade Co, Karaosman Is Merkezi, Burhan Sokak 21, Serifali Mah, Umraniye, 34775 Istanbul, Turkey - since 01/01/2014	<b>Sevastopol:</b> 2015 2016 2017  <b>Feodosia:</b> 2015 2016 2017  <b>Kerch:</b> 2015 2016 2017
08	<b>PRINCESS MARIA</b> New Flag: Comoros Former Flag: Tanzania New MMSI: 620031000 New Call Sign: D6A2031  Vessel type: General Cargo	IMO: 7528556 MMSI: 677019800 Callsign: 5IM298  Gross tonnage: 3,622 tons Summer DWT: 5,766 tons Length: 113 m Beam: 52 m Draught: 3.8 m Build year: 1977	Class society: Maritime Lloyd  Ship manager/Commercial manager: CEDAR MARINE SERVICES SAL Dam & Farez, Sofi Plaza, 3rd Floor, Apartment 3/A, Achier el-Daya Street, Tripoli, Lebanon - since 26/01/2016  Registered owner: AL MARIA MARITIME CO LTD Care of Cedar Marine Services SAL, Dam & Farez, Sofi Plaza, 3rd Floor, Apartment 3/A, Achier el-Daya Street, Tripoli, Lebanon - since 17/12/2012	<b>Sevastopol:</b> 2015 2016 2017  <b>Kerch:</b> 2017
09	<b>IVAN</b> before 21.12.16 Flag: Comoros New Name: RANDA New Flag: Togo (since 01/01/2017)  Vessel type: General Cargo	IMO: 8414283 Callsign: D6A2011 Gross tonnage: 2,831 tons Summer DWT: 5,160 tons Build year: 1984	Class society: Venezuela Shipping Register Registered owner: ALKARRA RI Care of ISM Group Inc, 3rd Floor, Yakobian Building, al-Kuwait Street, Beirut, Lebanon - since 12/01/2017  Ship manager/Commercial manager: ISM GROUP INC 3rd Floor, Yakobian Building, al-Kuwait Street, Beirut, Lebanon - since 15/08/2013	<b>Sevastopol:</b> 2014 2015 2017  <b>Feodosia:</b> 30.07.16
			<b>Flag: DR Congo</b>	
01	<b>MY ROSE</b> New Flag: DR Congo Former Flag: Cook Islands  Vessel type: General Cargo	IMO: 7639642 MMSI: 518647000 Callsign: E5U2594 Gross tonnage: 2,361 tons Summer DWT: 3,481 tons Length x Breadth: 86.52m x 13.03m. Draught: 3.6 m Build year: 1978	Class society: Mediterranean Shipping Register Ship manager/Commercial manager: VIRAMARINE DENIZCILIK, Merhaba Sokak 15, Orhantepe Mah, Kartal, 34865 Istanbul, Turkey - since 01/09/2012 Registered owner: TOWER SHIPPING LTD, Belize City, Belize - since 01/09/2012  Registered owner: YKSU SHIPPING CO INC Care of Zeb Denizcilik Tasimaciligi Sanayi ve Ticaret Ltd Sti, Daire 2, Blok A, Bayar Caddesi 2, Kozyatagi Mah, Kadikoy, 34742 Istanbul, Turkey - since 26/09/2016 Ship manager/Commercial manager: ZEB DENIZCILIK TASIMACILIGI Daire 2, Blok A, Bayar Caddesi 2, Kozyatagi Mah, Kadikoy, 34742 Istanbul, Turkey - since 10/03/2015	<b>Kerch:</b> 2014 2015



## Crimea: Four Years of Occupation

No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
02	<b>MAYKOP</b> New Flag: DR Congo Former Flag: Russia (before 03/10/15). New MMSI: 676211000 New Call Sign: 9OGL  Vessel type: General Cargo	IMO: 8230065. MMSI: 273317820 Callsign: UFUU Gross tonnage: 2,572 tons Summer DWT: 2,899 tons Length: 114 m. Beam: 13 m. Draught: 3.8 m Build year: 1973	Class society: Russian Maritime Shipping Register. From 18.03.2017 - Shipping Register of Ukraine Registered owner: FAVORIT LTD, Ofis 302, Zdaniye 5A, Respublikanskaya ulitsa 3, Yaroslavl, 150003, Russia - since 19/06/2013 ISM Manager: TRANSMETALL LTD, pereulok Svetlogorskiy 3, Nizhniy Novgorod, 603057, Russia - since 23/11/2013 Ship manager/Commercial manager: KURA MARITIME CO Majuro MH Marshall Islands - since 18/03/2017  Registered owner: KURA MARITIME CO Majuro MH Marshall Islands - since 18/03/2017 ISM Manager: AT SHIPMANAGEMENT CO D1-A, Nisbetiye Caddesi 59, Etiler Mah, Besiktas, 34337 Istanbul, Turkey - since 23/09/2015	<b>Sevastopol:</b> 2014 2015 2016  <b>Feodosia:</b> 2015  <b>Kerch:</b> 2014 2016
03	<b>YARA J</b> Flag: DR Congo  Vessel type: General Cargo	IMO: 8001517 MMSI: 676295000 Call Sign: 90HM Gross tonnage: 4,052 tons Summer DWT: 6,623 tons Length: 106 m Beam: 17 m Draught: 4.1 m Build year: 1980	Class society: National Shipping Adjusters  Owner & manager: Mina Denizcilik ve Ticaret Ltd, 34427, Istanbul, Turkey, Meclis-i Mebusan Yokusu 51, Purtelas Mah, Beyoglu,	<b>Sevastopol:</b> 2016 2017
04	<b>ULFAT</b> New Flag: DR Congo Former Flag: Cambodia (Until 2016-08-23)  Vessel type: Rail/ Ro-ro Cargo	IMO: 7724253 MMSI: 676298000 Call Sign: 9OJM Gross tonnage: 5,309 tons Summer DWT: 4,250 tons Length: 132 m Beam: 21 m Draught: 4.6 m Build year: 1978	Class society: Russian Maritime Shipping Register  Ship manager/Commercial manager: TECHNOTEAMMARINE LLC Apartment 7H, 4th Floor, ul Detskaya 10/2, St Petersburg, 198035, <b>Russia</b> - since 28/01/2015  Registered owner: RESERVED CAPITAL ENT CORP Care of TechnoTeamMarine LLC (OOO 'TTM'), Apartment 7H, 4th Floor, ul Detskaya 10/2, St Petersburg, 198035, <b>Russia</b> . before 09/2010	<b>Kerch:</b> 2016
			<b>Flag: Cyprus</b>	
01	<b>IONAS</b> Flag: Cyprus  Vessel type: Ro-ro/passenger Ship	IMO: 8611659 MMSI:210495000 Callsign: 5BPM3 Length × Breadth: 95.81m × 17m. Gross tonnage: 4,517 tons Summer DWT: 1,237 tons Class society: Registro Italiano Navale Build year: 1989	Registered owner: IONAS MARITIME CO, 39, Elaion Street, Kifisia, 145 64 Athens, <b>Greece</b> – since 01/06/2013  Registered owner: IONAS SHIPHOLDING CO LTD Care of Twoway Shipmanagement Ltd, 39, Elaion Street, Kifisia, 145 64 Athens, <b>Greece</b> - during 05/2015  Ship manager/Commercial manager: IONAS MARITIME CO, 39, Elaion Street, Kifisia, 145 64 Athens, <b>Greece</b> – since 01/06/2013 Ship manager/Commercial manager: TWOWAY SHIPMANAGEMENT LTD, 39, Elaion Street, Kifisia, 145 64 Athens, <b>Greece</b> - since 08/12/2014	<b>Kerch:</b> 2015
			<b>Flag: Greece</b>	
01	<b>KRITI</b> Flag: Greece  Vessel type: Crude Oil Tanker	IMO: 9270737 MMSI: 241322000 Callsign: SVBZ2 Gross tonnage: 28,799 tons Summer DWT: 47,999 tons Length: 180 m Beam: 32 m Draught: 11.1 m Build year: 2004	Class society: Korean Shipping Register Registered owner: BRYON MARITIME INC Care of Avin Interna-tional Ltd, 12A, Irodou Attikou Street, Marousi, 151 24 Athens, <b>Greece</b> - since 31/10/2013 Ship manager/Commercial manager: AVIN INTERNATIONAL LTD, 12A, Irodou Attikou Street, Marousi, 151 24 Athens, <b>Greece</b> - since 31/10/2013	<b>Kerch:</b> 2014





No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
02	<b>KRITI I</b> Flag: Greece  Vessel type: Ro-ro/passenger Ship	IMO: 7814046 MMSI: 237022000 Callsign: SZRD Gross tonnage: 27,239 tons Summer DWT: 5,398 tons Length: 204 m Beam: 26 m Draught: 6.5 m Build year: 1979	Class society: Registro Italiano Navale Ship manager/Commercial manager: ANEK LINES SA Konstantinou Karamanli Avenue, 731 34 Chania, <b>Greece</b> . during 1997  Registered owner: ANEK LINES SA Konstantinou Karamanli Avenue, 731 34 Chania, <b>Greece</b> - since 01/06/1996	<b>Sevastopol:</b> 2015
			<b>Flag: Italy</b>	
01	<b>SYN ATLAS</b> Flag: Italy  Vessel type: Lpg Tanker.	IMO: 9003043 MMSI:247265000 Callsign: IBVA Gross tonnage: 5,303 tons Summer DWT: 6,396 tons Length: 106 m. Beam: 16 m. Draught: 5.2 m Build year: 1993	Class society: Bureau Veritas.  Owner & manager: Synergas - Napoli, Italy, Riviera di Chiaia 287, 80121 Naples NA, <b>Italy</b>	<b>Kerch:</b> 2014
			<b>Flag: Korea</b>	
01	<b>MINTANK ONE</b> New Name: <b>GOLDEN BELLE HANA</b> New Flag: Korea Former Flag: Malta New MMSI: 440251000 New Call Sign: D7NV  Vessel type: Oil/chemical Tanker	IMO: 9310214 MMSI:215793000 Callsign: 9HZH7 Gross tonnage: 3,982 tons Summer DWT: 5,695 tons Length: 103 m. Beam: 16 m Draught: 5.3 m Build year: 2005	Class society: American Bureau Of Shipping  Owner & manager: Ancora Investment Trust Inc, 3A, Artemisiou & Themidos, Streets, Glyfada, 166 75 - Athens, <b>Greece</b>	<b>Feodosia:</b> 2014
02	<b>GAS PACU</b> New Flag: Korea Former Flag: Marshall Islands New MMSI: 440071000 New Call Sign: D7MK Vessel type: Lpg Tanker	IMO: 9139945 MMSI:538004210 Callsign: V7VT8 Gross tonnage: 5,945 tons Summer DWT: 7,678 tons Length: 123 m Beam: 19 m Draught: 5.6 m Build year: 1996	Class society: Lloyd's Shipping Register. Registered owner: GAS PACU SHIPPING INC, Majuro MH <b>Marshall Islands</b> - since 17/03/2011 Ship manager/Commercial manager: PRIME GAS MANAGEMENT INC, 4, Poseidonos Avenue, Kallithea, 176 74 Athens, <b>Greece</b> - since 01/06/2013	<b>Kerch:</b> 2014
			<b>Flag: Liberia</b>	
01	<b>GREEN RAY</b> Flag: Liberia  Vessel type: Oil/chemical Tanker	IMO: 9276262 MMSI:636016193 Callsign: D5EY2 Gross tonnage: 11,590 tons Summer DWT: 19,940 tons Length: 145 m Beam: 24 m Draught: 5.9 m Build year: 2003	Class society: Nippon Kaiji Kyokai Ship manager/Commercial manager: EASTERN PACIFIC SHIPPING PTE 38-01, Millenia Tower, 1, Temasek Avenue, <b>Singapore</b> 039192 since 23/11/2013 Registered owner: LOMBARD CORPORATE DECEMBER 3 Care of Zodiac Maritime Ltd, 5th Floor, Portman House, 2, Portman Street, London, W1H 6DU, <b>United Kingdom</b> - since 02/10/2003	<b>Feodosia:</b> 2014
			<b>Flag: Malta</b>	
01	<b>SEA HERMES</b> Flag: Malta  Vessel type: Oil Products Tanker	IMO: 9279733 MMSI:229317000 Callsign: 9HA3226 Gross tonnage: 28,150 tons Summer DWT: 45,879 tons Length: 180 m Beam: 33 m Draught: 7.7 m Build year: 2004	Class society: American Bureau Of Shipping Registered owner: HERMES MARITIME CO LTD Care of Sea World Management & Trading Inc, J Laliotis Building, 8, Poseidonos Avenue, Kallithea, 176 74 Athens, <b>Greece</b> - since 03/12/2012 Ship manager/Commercial manager: SEA WORLD MANAGEMENT & TRADING, J Laliotis Building, 8, Poseidonos Avenue, Kallithea, 176 74 Athens, <b>Greece</b> - since 03/12/2012	<b>Feodosia:</b> 2014



## Crimea: Four Years of Occupation

No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
02	<b>CANSU D</b> Flag: Malta New Name: C ROCK since 01/05/2017  Vessel type: Oil/chemical Tanker	IMO: 9333668 MMSI:215893000 Callsign: 9HA2803 Gross tonnage: 3,960 tons Summer DWT: 5,850 tons Length: 106 m. Beam: 16 m Draught: 6.6 m Build year: 2005	Class society: Bureau Veritas. Registered owner: SOLIMAR NAVIGATION CORP Care of Marinpet Petrol Denizcilik Ticaret Ltd Sti, Mursel Pasa Caddesi 175, Balatkarabas Mah, Fatih, 34087 Istanbul, <b>Turkey</b> - since 29/03/2017 Registered owner: MOONLIGHT TANKERS LTD Care of Marinpet Petrol Denizcilik Ticaret Ltd Sti, Mursel Pasa Caddesi 175, Balatkarabas Mah, Fatih, 34087 Istanbul, <b>Turkey</b> - since 12/11/2012 Ship manager/Commercial manager: MARINPET PETROL DENIZCILIK Mursel Pasa Caddesi 175, Balatkarabas Mah, Fatih, 34087 Istanbul, <b>Turkey</b> - since 15/02/2012	<b>Feodosia:</b> 2014
03	<b>HUSEYN JAVID</b>  Flag: Malta  Vessel type: Oil/chemical Tanker	IMO: 9383613 MMSI:249162000 Callsign: 9HLZ9. Gross tonnage: 2,603 tons Summer DWT: 3,456 tons Length: 92.86 m. Beam: 14.10 m. Draught: 4.6 m. Speed, knots - 10.5 Build year: 2007	Class society: American Bureau Of Shipping. Registered owner: PAL TANKER 1 SHIPPING CO LTD Care of Palmali Gemicilik ve Acentelik AS (Palmali Shipping & Agency), Blok L, Maya Siteleri No 1, Ebululamardin Caddesi, Akatlar Mah, Besiktas, 34335 Istanbul, <b>Turkey</b> - since 07/04/2014 Ship manager/Commercial manager: PALMALI SHIPPING & AGENCY Blok L, Maya Siteleri No 1, Ebululamardin Caddesi, Akatlar Mah, Besiktas, 34335 Istanbul, <b>Turkey</b> - since 07/04/2014	<b>Feodosia:</b> 2014
04	<b>ADRIATIC MARINER</b> Flag: Malta  Vessel type: Oil Products Tanker	IMO: 9175157 MMSI:248415000 Callsign: 9HYN5 Gross tonnage: 4,606 tons Summer DWT: 6,623 tons Length: 130 m Beam: 16 m Draught: 3.3 m Build year: 1998	Class society: Russian Maritime Shipping Register Registered owner: KAMA NAVIGATION CO LTD Care of Palmali Gemicilik ve Acentelik AS (Palmali Shipping & Agency), Blok L, Maya Siteleri No 1, Ebululamardin Caddesi, Akatlar Mah, Besiktas, 34335 Istanbul, <b>Turkey</b> . during 09/2004 Ship manager/Commercial manager: PALMALI SHIPPING & AGENCY Blok L, Maya Siteleri No 1, Ebululamardin Caddesi, Akatlar Mah, Besiktas, 34335 Istanbul, <b>Turkey</b> . during 09/2004	<b>Sevastopol:</b> 2014
05	<b>ILSE</b> Flag: Malta  Vessel type: General Cargo.	IMO: 9006320 MMSI:256928000 Callsign: 9HFV9 Gross tonnage: 2,449 tons Summer DWT: 3,729 tons Length: 88 m Beam: 13 m Draught: 5.3 m Build year: 1993	Class society: Germanischer Lloyd  Registered owner: LADELL HOLDINGS SA Care of Shipfin SA, Via Vedeggio 1, 6928 Manno, <b>Switzerland</b> - since 28/10/2011  Ship manager/Commercial manager: SHIPFIN SA Via Vedeggio 1, 6928 Manno, <b>Switzerland</b> - since 11/06/2010	<b>Sevastopol:</b> 2014
			<b>Flag: Marshall Islands</b>	
01	<b>PATRIOTIC</b> Flag: Marshall Islands  Vessel type: Oil/chemical Tanker.	IMO: 9361469 MMSI:538002792 Callsign: V7LQ8 Gross tonnage: 8,539 tons Summer DWT: 13,078 tons Length: 128 m Beam: 20 m Draught: 5.4 m Build year: 2007	Class society: Nippon Kaiji Kyokai  Ship manager/Commercial manager: EVALEND SHIPPING TANKERS CO SA 21, Filellinon Street, 105 57 Athens, <b>Greece</b> - since 02/01/2008  Registered owner: CAREL MARITIME CO Care of Evalend Shipping Tankers Co SA, 21, Filellinon Street, 105 57 Athens, <b>Greece</b> - since 02/01/2008	<b>Feodosia:</b> 2014





No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
02	<b>GAS FLAWLESS</b> Flag: Marshall Islands  Vessel type: Lpg Tanker.	IMO: 9354222. MMSI: 538003870 Callsign: V7TS2. Gross tonnage: 4,779 tons Summer DWT: 4,954 tons Length: 99 m. Beam: 20 m. Draught: 5.8 m  Build year: 2007	Class society: Lloyd's Shipping Register.  Registered owner: EVOLUTION CRUDE INC Care of Stealth Maritime Corp SA, 331, Kifisia Avenue, Kifisia, 145 61 Athens, <b>Greece</b> - since 01/02/2007  Ship manager/Commercial manager: STEALTH MARITIME CORP SA 331, Kifisia Avenue, Kifisia, 145 61 Athens, <b>Greece</b> - since 01/02/2007	<b>Kerch:</b> 2014
03	<b>GAS ETHEREAL</b> Flag: Marshall Islands  Vessel type: Lpg Tanker	IMO: 9388429. MMSI: 538005206 Callsign: V7BV6. Gross tonnage: 4,306 tons Summer DWT: 4,771 tons Length: 100 m. Beam: 17 m. Draught: 5.9 m. Build year: 2006	Class society: Nippon Kaiji Kyokai.  Ship manager/Commercial manager: STEALTH MARITIME CORP SA 331, Kifisia Avenue, Kifisia, 145 61 Athens, <b>Greece</b> - since 22/08/2013  Registered owner: ARABIAN OIL SERVICES INC Care of Stealth Maritime Corp SA, 331, Kifisia Avenue, Kifisia, 145 61 Athens, <b>Greece</b> - since 22/08/2013	<b>Kerch:</b> 2014
			<b>Flag: Moldova</b>	
01	<b>KONAK</b> Flag: Moldova  Vessel type: General Cargo	IMO: 8933203 MMSI:214180914 Callsign: ERIN Gross tonnage: 2,463 tons Summer DWT: 3,080 tons Length: 108 m Beam: 11 m Draught: 3.4 m Build year: 1976	Class society: Bulgarski Koraben  Ship manager/Commercial manager: CUNDA DENIZCILIK TICARET LTD Kat 1, Karaosman Is Merkezi, Burhan Sokak 21, Serifali Mah, Umraniye, 34775 Istanbul, <b>Turkey</b> - since 15/07/2013  Registered owner: KONAK TRADING & SHIPPING LTD Care of Cunda Denizcilik Ticaret Ltd Sti, Kat 1, Karaosman Is Merkezi, Burhan Sokak 21, Serifali Mah, Umraniye, 34775 Istanbul, <b>Turkey</b> - since 23/12/2009	<b>Kerch:</b> 2014
02	<b>SHT HUSEYIN AKIL</b> Flag: Moldova  Vessel type: General Cargo	IMO: 8211801 MMSI:214181805 Callsign: ERRE Gross tonnage: 1,316 tons Summer DWT: 2,175 tons Length: 73 m Beam: 11 m Draught: 2.3 m Build year: 1983	Class society: Inclamar  Registered owner: VEGAMAR DENIZCILIK VE TICARET Zemin Kat, Burak-1 Apartmani, Seyhan Sokak, Gazimagusa, 99450 Mersin, <b>Turkey</b> - since 19/06/2012  Ship manager/Commercial manager: VEGAMAR DENIZCILIK VE TICARET Zemin Kat, Burak-1 Apartmani, Seyhan Sokak, Gazimagusa, 99450 Mersin, <b>Turkey</b> - since 19/06/2012	<b>Sevastopol:</b> 2014
03	<b>VITALIY SATIK</b> New Name: <b>SANDRA</b> Flag: Moldova  Vessel type: General Cargo	IMO: 7729966 MMSI: 214182308 Callsign: ERWH Gross tonnage: 2,478 tons Summer DWT: 3,147 tons Build year: 1977	Ship manager/Commercial manager: POSEIDON LTD-KHERSON Office 710, prospekt Ushakova 25, Kherson, 73000, <b>Ukraine</b> . during 08/2016 Registered owner: EDISON PROJECT LP Care of Poseidon Ltd, Office 710, prospekt Ushakova 25, Kherson, 73000, <b>Ukraine</b> . during 08/2016 * * * Registered owner: KORSTEN CONSULTING SA, Care of Poseidon Ltd, Office 710, prospekt Ushakova 25, Kherson, 73000, <b>Ukraine</b> - during 2014 Ship manager/Commercial manager: KORSTEN CONSULTING SA - before 03/2016 Ship manager/Commercial manager: POSEIDON LTD-KHERSON - during 10/2014	<b>Sevastopol:</b> 2014



## Crimea: Four Years of Occupation

No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
04	<b>DONNA U</b> New Name: <b>GEO SUN</b> New Flag: Togo Former Flag: Moldova New MMSI: 671821000 New Call Sign: 5VEN3 Vessel type: General Cargo	IMO: 7830923 MMSI:214182320 Callsign: ERWT Gross tonnage: 2,478 tons Summer DWT: 3,353 tons Length: 114 m Beam: 13 m Draught: 2.8 m Build year: 1979	Class society: American Register Of Shipping Registered owner: STELLA SHIPPING & TRADING LTD Care of Geo Lojistik Dis Ticaret AS (Geo Shipping Group), A3 Blok, Cagdas Kent Sitesi, Gulveren Sokak 26, Kucukbakkalkoy Mah, Atasehir, 34750 Istanbul, <b>Turkey</b> - since 16/07/2016 Ship manager/Commercial manager: GEO SHIPPING GROUP A3 Blok, Cagdas Kent Sitesi, Gulveren Sokak 26, Kucukbakkalkoy Mah, Atasehir, 34750 Istanbul, <b>Turkey</b> - since 16/07/2016	<b>Kerch:</b> 2014 2016
05	<b>AMUR-2516</b> Flag: Moldova  Vessel type: General Cargo	IMO: 8721428 MMSI: 214182123 Callsign: ERUW Gross tonnage: 3,086 tons Summer DWT: 3,340 tons Length: 116 m Beam: 13 m Draught: 2.8 m Build year: 1986	Registered owner: BLACKMED MARITIME LTD Majuro MH Marshall Islands - since 09/09/2016 SOUTHERN SHIPPING CO LTD, Care of Patra Ltd, ul Pushkinskaya 231, Rostov-na-Donu, 344022, <b>Russia</b> - during 10/2013 Ship manager/Commercial manager: BLACKMED MARITIME LTD Majuro MH Marshall Islands - since 09/09/2016 PATRA LTD, ul Pushkinskaya 231, Rostov-na-Donu, 344022, <b>Russia</b> - during 10/2013	<b>Kerch:</b> 2016 2017
			<b>Flag: Mongolia</b>	
01	<b>METAL (TALA)</b> New Name: ALTERA 1 New Flag: Mongolia Former Flag: Panama  New MMSI: 457300000 New Call Sign: JVEG6  Vessel type: Lpg Tanker	IMO: 8012114 MMSI:457300000 Callsign: 3ERE3 Gross tonnage: 5,165 tons Summer DWT: 4,852 tons Length: 95 m Beam: 16 m Draught: 6 m Build year: 1982	Class society: Overseas Marine Certification Services Beneficial Owner: Milenyum Denizcilik Gemi, Nazli Sokak 9, Halilrifatpasa Mah, Sisli, 34384, Istanbul, <b>Turkey</b> - since 26/02/2013 Ship manager/Commercial manager: METAL SHIPPING LTD Registered owner: METAL SHIPPING LTD - since 18/01/2016 Ship manager/Commercial manager: ALTERA LTD. Blok A, Aykut Apartment, 4404 Sokak 5/13, Kiremithane Mah, Akdeniz, 33010 Mersin, <b>Turkey</b> - since 31/03/2016 Registered owner: ALTERA LTD. Blok A, Aykut Apartment, 4404 Sokak 5/13, Kiremithane Mah, Akdeniz, 33010 Mersin, <b>Turkey</b> - since 31/03/2016  OFAC, USA, 03/08/2015: TALA Panama flag; Vessel Registration Identification IMO 8012114 (vessel) [SYRIA] (Linked To: MILENYUM ENERGY S.A.). MILENYUM ENERGY S.A. (a.k.a. MILENYUM DENIZCILIK GEMI; a.k.a. MILENYUM DENIZCILIK GEMI HIZMETLERI ACENTELIK VE OZEL OGRETIM HIZMETLERI LIMITED Sirketi; a.k.a. MILENYUM SHIPPING), c/o Milenyum Denizcilik Gemi H., Hizmetleri Ltd. Sti, Nazli Sokak 9, Halilrifatpasa Mah, Sisli, Istanbul 34384, Turkey; Ataturk Mahallesi Gulay Sokak, No. 12/3, Atasehir, Istanbul, Turkey; No. 18 D. 1 Kemankes Mah. Necatibey Cad., Akce Sok., Karakoy, Istanbul, Turkey; Sierra Leone; Avenida Norte Enrique Geenzeier El Cangrejo, Panama 0834-1082, Panama; Website <a href="http://www.milenyumshipping.com">http://www.milenyumshipping.com</a> ; Company Number 792313 (Panama) [SYRIA] (Linked To: ABDULKARIM, Wael; Linked To: ABDULKARIM GROUP).	<b>Kerch:</b> 2014 2015 2016 2017
02	<b>GREEN ENERGY</b> New Name: <b>VENICE</b> New Flag: Mongolia Former Flag: Panama New MMSI: 457264000 New Call Sign: JVBX6  Vessel type: Lpg Tanker	IMO: 9005479 MMSI:352156000 Callsign: H8BV Gross tonnage: 3,693 tons Summer DWT: 4,400 tons Length: 99 m Beam: 15 m Draught: 4.9 m Build year: 1992	Class society: Lloyd's Shipping Register Owner & manager: Milenyum Denizcilik Gemi, Nazli Sokak 9, Halilrifatpasa Mah, Sisli, 34384, Istanbul, <b>Turkey</b> - since 20/03/2015 Ship manager/Commercial manager: MILANO SHIPPING LTD PO Box 727, <b>Anguilla</b> - since 01/10/2015 Registered owner: MILANO SHIPPING LTD PO Box 727, <b>Anguilla</b> - since 01/10/2015	<b>Kerch:</b> 2015 2017





№	Name	Vessel Identification Technical Data	Owner / Manager	Dates
03	<p><b>GREEN LIGHT</b> New Name: <b>MAESTRO</b> New Flag: Mongolia Former Flag: Panama New MMSI: 457268000 New Call Sign: JVCF6</p> <p>Vessel type: Lpg Tanker</p>	<p>IMO: 8810700 MMSI:353982000 Callsign: 3FIR Gross tonnage: 4,086 tons Summer DWT: 4,811 tons Length: 98 m Beam: 16 m Draught: 5 m Build year: 1990</p>	<p>Beneficial Owner: Milenyum Denizcilik, Istanbul, <b>Turkey</b> - since 19/02/2015 Registered owner: MAESTRO SHIPPING LTD 1st Floor, The Hansa Bank Building, Landsome Road, The Valley, PO Box 727, <b>Anguilla</b> - since 23/09/2015 Ship manager/Commercial manager: MAESTRO SHIPPING LTD 1st Floor, The Hansa Bank Building, Landsome Road, The Valley, PO Box 727, <b>Anguilla</b> - since 23/09/2015</p> <p>OFAC, USA, 03/08/2015: GREEN LIGHT Panama flag; Vessel Registration Identification IMO 8810700 (vessel) [SYRIA] (Linked To: MILENYUM ENERGY S.A.; Linked To: GREEN SHIPPING LTD.). MILENYUM ENERGY S.A., c/o Milenyum Denizcilik Gemi H., Hizmetleri Ltd. Sti, Nazli Sokak 9, Halilrifatpasa Mah, Sisli, Istanbul 34384, Turkey; Ataturk Mahallesi Gulay Sokak, No. 12/3, Atasehir, Istanbul, Turkey; No. 18 D. 1 Kemankes Mah. Necatibey Cad., Akce Sok., Karakoy, Istanbul, Turkey; Sierra Leone; Avenida Norte Enrique Geenzeier El Cangrejo, Panama 0834-1082, Panama; Website http://www.milenyumshipping.com; Company Number 792313 (Panama) [SYRIA] (Linked To: ABDULKARIM, Wael; Linked To: ABDULKARIM GROUP).</p>	<p><b>Kerch:</b> 2015 2017</p>
04	<p><b>BLUE WAY</b> New Name: <b>GOLDEN SEA</b> New Flag: Mongolia Former Flag: Panama New MMSI: 457275000 New Call Sign: JVCQ6</p> <p>Vessel type: Lpg Tanker</p>	<p>IMO: 8800298 Gross tonnage: 3,643 tons Summer DWT: 4,248 tons Length: 106 m Beam: 15 m Draught: 5.7 m Build year: 1989</p>	<p>Class society: Bureau Veritas Beneficial Owner: MILENYUM DENIZCILIK GEMI Nazli Sokak 9, Halilrifatpasa Mah, Sisli, 34384 Istanbul, <b>Turkey</b> - since 10/02/2014 Ship manager/Commercial manager: ARVINA TRADE LTD Kat 10, Siddiklar Is Merkezi, Ankara Asfalti 105 &amp; Halk Sokak 56, Sahrayicedit Mah, Kadikoy, 34742 Istanbul, <b>Turkey</b> - since 10/02/2014 Registered owner: NFS SHIPPING INC Suite 556, Hunkins Waterfront Plaza, Main Street, Charlestown, Nevis, <b>St Kitts &amp; Nevis</b> - since 10/02/2014</p> <p>OFAC, USA, 03/08/2015: BLUE WAY Panama flag; Vessel Registration Identification IMO 8800298 (vessel) [SYRIA] (Linked To: MILENYUM ENERGY S.A.). MILENYUM ENERGY S.A., c/o Milenyum Denizcilik Gemi H., Hizmetleri Ltd. Sti, Nazli Sokak 9, Halilrifatpasa Mah, Sisli, Istanbul 34384, Turkey; Ataturk Mahallesi Gulay Sokak, No. 12/3, Atasehir, Istanbul, Turkey; No. 18 D. 1 Kemankes Mah. Necatibey Cad., Akce Sok., Karakoy, Istanbul, Turkey; Sierra Leone; Avenida Norte Enrique Geenzeier El Cangrejo, Panama 0834-1082, Panama; Website http://www.milenyumshipping.com; Company Number 792313 (Panama) [SYRIA] (Linked To: ABDULKARIM, Wael; Linked To: ABDULKARIM GROUP).</p>	<p><b>Kerch:</b> 2014 2015 2016 2017</p>
05	<p><b>VETRA</b> <b>GEO STAR</b> since 01/07/2016</p> <p>New Name: <b>NICKY</b> since 01/03/2015 New Flag: Togo since 01/07/2016 New Flag: Mongolia since 01/12/2015 Flag: Cambodia since 01/11/2011 New MMSI: 457281000 New Call Sign: JVCX6</p> <p>Vessel type: General Cargo</p>	<p>IMO: 7833107 MMSI: 515491000 Callsign: XUDZ2 Build year: 1980</p>	<p>Ship manager/Commercial manager: GEO SHIPPING GROUP A3 Blok, Cagdas Kent Sitesi, Gulveren Sokak 26, Kucukbakkalkoy Mah, Atasehir, 34750 Istanbul, <b>Turkey</b> - since 10/03/2015</p> <p>Registered owner: NICKY SHIPPING LTD Care of Geo Lojistik Dis Ticaret AS (Geo Shipping Group), A3 Blok, Cagdas Kent Sitesi, Gulveren Sokak 26, Kucukbakkalkoy Mah, Atasehir, 34750 Istanbul, <b>Turkey</b> - since 10/03/2015</p> <p>Beneficial Owner: MD SHIPPING CO doroga Lyustdorfskaya 172/2, Odessa, 65113, <b>Ukraine</b> - since 28/11/2011</p>	<p><b>Sevastopol:</b> 01.07.14 04.09.15 24.05.16 06.07.16</p>



Crimea: Four Years of Occupation

No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
06	<b>MARIANA</b> New Name: <b>MARIA</b> New Flag: Mongolia Former Flag: Sierra Leone New MMSI: 457294000 New Call Sign: JVDW6  Vessel type: Lpg Tanker	IMO: 8016835 MMSI:667002201 Callsign: 9LB2343 Gross tonnage: 2,314 tons Summer DWT: 1,665 tons Length: 83 m Beam: 15 m Draught: 2.5 m Build year: 1982	Class society: International Register Of Shipping Ship manager/Commercial manager: MILENYUM DENIZCILIK GEMI Nazli Sokak 9, Halilrifatpasa Mah, Sisli, 34384 Istanbul, <b>Turkey</b> - since 01/10/2003 Registered owner: DABAK GAS & PETROLEUM MARITIME Care of Milenyum Denizcilik Gemi Hizmetleri Acentelik ve Ozel Ogretim Hizmetleri Ltd Sti, Nazli Sokak 9, Halilrifatpasa Mah, Sisli, 34384 Istanbul, <b>Turkey</b> - since 01/10/2003  OFAC, USA, 03/08/2015: MARIANA Sierra Leone flag; Vessel Registration Identification IMO 8016835 (vessel) [SYRIA] (Linked To: MILENYUM ENERGY S.A.) MILENYUM ENERGY S.A. (a.k.a. MILENYUM DENIZCILIK GEMI; a.k.a. MILENYUM DENIZCILIK GEMI HIZMETLERI ACENTELIK VE OZEL OGRETIM HIZMETLERI LIMITED SIRKETI; a.k.a. MILENYUM SHIPPING), c/o Milenyum Denizcilik Gemi H., Hizmetleri Ltd. Sti, Nazli Sokak 9, Halilrifatpasa Mah, Sisli, Istanbul 34384, Turkey; Ataturk Mahallesi Gulay Sokak, No. 12/3, Atasehir, Istanbul, Turkey; No. 18 D. 1 Kemankes Mah. Necatibey Cad., Akce Sok., Karakoy, Istanbul, Turkey; Sierra Leone; Avenida Norte Enrique Geenzeier El Cangrejo, Panama 0834-1082, Panama; Website http://www.milenyumshipping.com; Company Number 792313 (Panama) [SYRIA] (Linked To: ABDULKARIM, Wael; Linked To: ABDULKARIM GROUP).	<b>Kerch:</b> 2014 2015 2016
07	<b>LEONARDO</b> New Flag: Mongolia Former Flag: Sierra Leone  Vessel type: General Cargo	IMO: 7529641 MMSI: 457273000 Call Sign: JVL6 Gross tonnage: 2,466 tons Summer DWT: 3,348 tons Length Overall x Breadth Extreme: 114m x 13m Build year: 1975	Class society: Panama Shipping Register Ship manager/Commercial manager: SPLINTER SHIPPING LTD The Valley, <b>Anguilla</b> - during 12/2015 Registered owner: SPLINTER SHIPPING LTD The Valley, <b>Anguilla</b> - during 12/2015  OFAC (Office of Foreign Assets Control), USA, 03/08/2015: AQUA SHIPPING LTD. (a.k.a. AQUA SHIPPING LTD.-MAI), c/o Milenyum Denizcilik Gemi Hizmetleri Acentelik ve Ozel Ogretim Hizmetleri Ltd. Sti, Nazli Sokak 9, Halilrifatpasa Mah, Sisli, Istanbul 34384, Turkey; Trust Company Complex, Ajeltake Road, Ajeltake Island, Majuro, Marshall Islands; Identification Number IMO 5849194 [SYRIA] (Linked To: MILENYUM ENERGY S.A.). The following vessels have been added to OFAC's SDN List: AQUA Sierra Leone flag; Vessel Registration Identification IMO 7529641 (vessel) [SYRIA] (Linked To: MILENYUM ENERGY S.A.; Linked To: AQUA SHIPPING LTD.)	<b>Kerch:</b> 2016 2017 <b>Sevastopol:</b> 2017
			<b>Flag: Palau</b>	
01	<b>SARAH-F</b> Flag: Palau.  Vessel type: Container Ship.	IMO: 8321668. MMSI:511007000. Callsign: T8XR Gross tonnage: 8,902 tons Summer DWT: 8,968 tons Length: 137 m. Beam: 21 m. Draught: 4.9 m Build year: 1984	Class society: Germanischer Lloyd. Ship manager/Commercial manager: ORIENT MARINE INTERNATIONAL CO 5th Floor, 5-7, Kanari Street, 185 37 Piraeus, <b>Greece</b> - since 30/04/2014 Registered owner: HELIESSA MARINE SA Care of Orient Marine International Co, 5th Floor, 5-7, Kanari Street, 185 37 Piraeus, <b>Greece</b> - since 30/04/2014	<b>Kerch:</b> 2014
02	<b>NARVA</b> New Flag: Palau Former Flag: Cook Islands New MMSI: 511254000 New Call Sign: T8A2213  Vessel type: oil products tanker.	IMO: 9631905. MMSI:518752000 Gross tonnage 2748 tons DWT 4500 tons Build year 2013. Builder - Don Cassens Shipbu lders - Aksay, Russia	Class society: Russian River Register Ship manager/Commercial manager: FIRST LC LTD Hamilton, <b>Bermuda</b> - since 27/07/2016 Registered owner: FIRST LC LTD Hamilton, <b>Bermuda</b> - since 27/07/2016 ISM Manager: YUGMORTTRANS LTD Building 5, ul Zolotorozhskiy Val 32, Moscow, 111033, <b>Russia</b> - since 03/11/2015 * * * Registered owner: AZOVTRANSTERMINAL LTD, pereulok Griboyedovskiy 17/173, Rostov-na-Donu, 344022, <b>Russia</b> - since 15/03/2013 Ship manager/Commercial manager: AZOVTRANSTERMINAL LTD - since 15/03/2013	<b>Kerch:</b> 16.06.14  <b>Sevastopol:</b> 2016 2017





No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
03	<b>NOVOROSSIYSK (ULUSOY 1)</b> Flag: Palau  Vessel type: Ro-ro/passenger Ship	IMO: 7822160. MMSI: 511020000. Callsign: T8ZF Gross tonnage: 13,867 tons Summer DWT: 7,374 tons Length: 146 m. Beam: 23 m. Draught: 5.5 m Build year: 1980	Class society: Lloyd's Shipping Register. Former Owner: Karadeniz Roro ve Konteyner - Yesil Cimen Sokak 9, Levent Mah, Besiktas, 34330, Istanbul, <b>Turkey</b> Former Manager: Ulusoy Deniz, Gazeteci Umit Deniz Sokak 16, Levent Mah, Besiktas, 34330, Istanbul, <b>Turkey</b> . www.ulusoyselines.com  Ship manager/Commercial manager: NEXUS MARITIME SERVICES GMBH ul Naberezhnaya im Admirala Serebryakova 15/2, (ul Novorossiyskiy Partizan) Novorossiysk, Krasnodarskiy kray, 353900, <b>Russia</b> - since 25/11/2014 Registered owner: NEXUS MARITIME SERVICES GMBH ul Naberezhnaya im Admirala Serebryakova 15/2, (ul Novorossiyskiy Partizan) Novorossiysk, Krasnodarskiy kray, 353900, <b>Russia</b> - since 25/11/2014	<b>Kerch:</b> 2014 2015  <b>Sevastopol:</b> 2015 2016 2017
04	<b>SEVASTOPOL (ULUSOY 2)</b> Flag: Palau  Vessel type: Ro-ro/passenger Ship	IMO: 7822184 MMSI:511021000 Callsign: T8ZG  Gross tonnage: 13,867 tons Summer DWT: 7,374 tons Length: 147 m Beam: 22 m Draught: 5.2 m Build year: 1980	Class society: Lloyd's Shipping Register Former Owner: Karadeniz Roro ve Konteyner - Yesil Cimen Sokak 9, Levent Mah, Besiktas, 34330, Istanbul, <b>Turkey</b> Former Manager: Ulusoy Deniz, Gazeteci Umit Deniz Sokak 16, Levent Mah, Besiktas, 34330, Istanbul, <b>Turkey</b> - www.ulusoyselines.com  Ship manager/Commercial manager: NEXUS MARITIME SERVICES GMBH ul Naberezhnaya im Admirala Serebryakova 15/2, (ul Novorossiyskiy Partizan) Novorossiysk, Krasnodarskiy kray, 353900, <b>Russia</b> - since 25/11/2014 Registered owner: NEXUS MARITIME SERVICES GMBH ul Naberezhnaya im Admirala Serebryakova 15/2, (ul Novorossiyskiy Partizan) Novorossiysk, Krasnodarskiy kray, 353900, <b>Russia</b> - since 25/11/2014	<b>Kerch:</b> 2014 2015
05	<b>YUSUF ZIYA ONIS (RAINBOW)</b> New Name: AZOV Flag: Palau Former Flag: Turkey New MMSI: 511035000 New Call Sign: T8ZU New  Vessel type: Ro-ro/passenger Ship	IMO: 7812945. MMSI: 271000130. Callsign: TCQT Gross tonnage: 8,485 tons Summer DWT: 3,295 tons Length: 113 m Beam: 22 m. Draught: 5.3 m Build year: 1979.	Class society: Registro Italiano Navale Former Owner: Cenk Group - Cevat Pasa Sokak 24, Kosuyolu Mah, Kadikoy, Istanbul, <b>Turkey</b> - before 12.06.14 Former Manager: Marmara Denizcilik - Cevat Pasa Sokak 22-24, Kosuyolu Mah, Kadikoy, Istanbul, <b>Turkey</b> -  Ship manager/Commercial manager: SIMA DENIZCILIK VE TICARET AS Yedpa Ticaret Merkezi, Yedpa E Caddesi 184, Mimar Sinan Mah, Atasehir, 34758 Istanbul, <b>Turkey</b> - since 01/09/2016 Registered owner: AZOV SHIPPING LTD Care of Sima Denizcilik ve Ticaret AS, Yedpa Ticaret Merkezi, Yedpa E Caddesi 184, Mimar Sinan Mah, Atasehir, 34758 Istanbul, <b>Turkey</b> . during 07/2015	<b>Sevastopol, Evpatoria, Feodosia:</b> 2014 2015  <b>Kerch:</b> 2015
06	<b>TYUMEN 2</b> New Name: ARKANOOR 2 (since 01/11/16) Flag: Palau New Flag: Iran (since 01/11/16)  Vessel type: General Cargo	IMO: 8727848 MMSI: 511107000 Callsign: T8A2065 Gross tonnage: 3,086 tons Summer DWT: 3,332 tons Length: 116 m Beam: 13 m Draught: 2.9 m Build year: 1989	ISM Manager: PRUSMARINE LTD Office 402, ul D Donskogo 7/11, Kaliningrad, 236000, <b>Russia</b> – since 05/02/2015  Registered owner: RESKOM TYUMEN LTD, korp 1/3, PO Box 281, ul Kholodilnaya 85, Tyumen, 625026, <b>Russia</b> - since 01/01/2013  Ship manager/Commercial manager: RESKOM TYUMEN LTD - since 01/07/2007	<b>Sevastopol:</b> 2015



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No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
07	<b>LARIX</b> New Name: <b>NIKA FORTUNE</b> Flag: Palau  Vessel type: General Cargo	IMO: 8933095 MMSI: 511087000 Callsign: T8A2041 Gross tonnage: 1,861 tons Summer DWT: 2,803 tons Length: 89 m Beam: 12 m Draught: 2.4 m Build year: 1986	Class society: International Register of Shipping  Ship manager/Commercial manager: PRUSMARINE LTD Office 402, ul D Donskogo 7/11, Kaliningrad, 236000, <b>Russia</b> - since 26/02/2016  Registered owner: NIKA FORTUNE SHIPPING SA ul Teatralnaya 35, Kaliningrad, 236006, <b>Russia</b> - since 26/02/2016	<b>Sevastopol:</b> 2015 2016 2017
08	<b>MORYAK</b> Flag: Palau  Vessel type: General Cargo	IMO: 8881266 MMSI: 511101000 Callsign: T8A2058 Gross Tonnage: 1846 Deadweight: 2755 t Length × Breadth: 89m × 12m Build year: 1983	Ship manager/Commercial manager: BEXLEY GROUP LTD Belize City, <b>Belize</b> . before 03/2016  ISM Manager: POSEIDON LTD-KHERSON Office 710, prospekt Ushakova 25, Kherson, 73000, <b>Ukraine</b> - since 20/02/2015  Registered owner: BEXLEY GROUP LTD Belize City, <b>Belize</b> - since 13/12/2012	<b>Sevastopol:</b> 2015 2016 2017  <b>Feodosia:</b> 2015  <b>Kerch:</b> 2016 2017
09	<b>BASEL S6</b> New Name: <b>OMEGA STAR</b> (since 01.12.16) Flag: Palau New Flag: Sierra leone (since 01.12.16)  Vessel type: General Cargo	IMO: 8917742 MMSI: 511219000 Callsign: T8A2179 Gross tonnage: 3,828 tons Summer DWT: 4,454 tons Length: 104 m Beam: 16 m Draught: 14 m Build year: 1991	Class society: Germanischer Lloyd  Registered owner: KARAZI RO LTD Monrovia, Liberia - before 11/2016  Ship manager/Commercial manager: KARAZI RO LTD Monrovia, <b>Liberia</b> - before 11/2016  Registered owner: BASEL UK SHIPPING CO, Majuro MH, <b>Marshall Islands</b> - since 08/06/2015  Ship manager/Commercial manager: BASEL UK SHIPPING CO - since 08/06/2015	<b>Feodosia:</b> 2016
			<b>Flag: Panama</b>	
01	<b>WORCESTER</b> New Name: <b>EPIC BARNES</b> (from 02.02.15) Flag: Panama  Vessel type: Lpg Tanker	IMO: 9251121 MMSI:351344000 Callsign: H9ZH Gross tonnage: 5,763 tons Summer DWT: 6,621 tons Length: 117 m Beam: 18 m Draught: 4.8 m Build year: 2002	Class society: Nippon Kaiji Kyokai  ISM Manager: EPIC SHIP MANAGEMENT PTE LTD 22-89, The Central, 8, Eu Tong Sen Street, <b>Singapore</b> 059818 since 23/08/2013  Ship manager/Commercial manager: DIAMANTIS PATERAS MARITIME LTD 85, Akti Miaouli & Flessa Street, 185 38 Piraeus, <b>Greece</b> - since 07/06/2011  Registered owner: OLYMPIAN ENTERPRISES INC Care of Bernhard Schulte Shipmanagement (Hellas) SPLLC, 6-8, Kifisias Avenue, Marousi, 151 25 Athens, <b>Greece</b> - since 19/11/2008	<b>Kerch:</b> 2014
02	<b>LA JOIE</b> New Name: <b>MAYMONA</b> (since 01/03/17) Flag: Panama  Vessel type: General Cargo	IMO: 7116793 MMSI:351338000 Callsign: 3FNP7 Gross tonnage: 4,255 tons Summer DWT: 6,341 tons Length: 101 m Beam: 16 m Draught: 6.8 m Build year: 1972	Class society: Germanischer Lloyd Registered owner: MAYMONA SHIPPING LTD Care of Victoria Marine Management, Iskander Ibrahim Street, Alexandria, 21614, <b>Egypt</b> - since 26/03/2017  Ship manager/Commercial manager: VICTORIA MARINE MANAGEMENT Iskander Ibrahim Street, Alexandria, 21614, <b>Egypt</b> - since 26/03/2017  Ship manager/Commercial manager: CASSIOPEIA SEAWAY INC, 6th Floor, 7, Kanari Street, 185 37 Piraeus, <b>Greece</b> - since 24/07/2013	<b>Sevastopol:</b> 2014





№	Name	Vessel Identification Technical Data	Owner / Manager	Dates
03	<b>HITACHI</b> Flag: Panama  Vessel type: Ro-ro Cargo.	IMO: 9057513. MMSI: 214180721 Callsign: ERGU. Gross tonnage: 8,357 tons Summer DWT: 5,517 tons Length: 153 m Beam: 22 m. Draught: 5.9 m. Build year: 1993.	Class society: Nippon Kaiji Kyokai Ship manager/Commercial manager: KEYSTONE SHIPPING EXCHANGE INC Kat 7, Ataturk Bulvari 140, Kale Mah, Ilkadam, 55030 Samsun, <b>Turkey</b> - since 08/10/2014  Registered owner: UPHILL SHIPPING SA Care of Keystone Shipping Exchange Inc, Kat 7, Ataturk Bulvari 140, Kale Mah, Ilkadam, 55030 Samsun, <b>Turkey</b> - since 06/10/2014	<b>Kerch:</b> 2014
04	<b>AZBURG</b> Flag: Panama  Vessel type: Cargo/containership	IMO: 9102899 MMSI:370236000 Callsign: 3EZK Gross tonnage: 6,353 tons Summer DWT: 9,085 tons Length: 130 m. Beam: 16 m Draught: 5.2 m Build year: 1995	Class society: Germanischer Lloyd  Registered owner: AZBURG SHIPPING CO LTD Care of Albros Shipping & Trading Ltd Co (Albros Denizcilik ve Ticaret Ltd Sti), Daire 5, Rifat Bey Apartmani 4, Canan Sokak 1, Ulus Mah, Besiktas, 34340 Istanbul, <b>Turkey</b> - since 20/11/2013  Ship manager/Commercial manager: ALBROS SHIPPING & TRADING LTD Daire 5, Rifat Bey Apartmani 4, Canan Sokak 1, Ulus Mah, Besiktas, 34340 Istanbul, <b>Turkey</b> - since 20/11/2013	<b>Kerch:</b> 2014
05	<b>KAZAN</b> New Name: <b>NAZAN</b> (since 01/06/2016) New MMSI: 371125000 New Call Sign: 3FOT6 Flag: Panama since 01/06/2016 Former Flag: Turkey Сменил название в июне 2016  Vessel type: Oil/chemical Tanker	IMO: 9373747 MMSI:271000889 Callsign: TCPM3 Gross tonnage: 2,971 tons Summer DWT: 4,320 tons Length: 116 m Beam: 16 m Draught: 4.5 m Build year: 2006	Class society: Turkish Lloyd  Registered owner: BURTRANS DENIZCILIK Kat 7, Colakoglu Plaza, Saniye Ermutlu Sokak, Kozyatagi Mah, Kadikoy, 34742 Istanbul, <b>Turkey</b> - since 17/09/2010  Ship manager/Commercial manager: BURTRANS DENIZCILIK Kat 7, Colakoglu Plaza, Saniye Ermutlu Sokak, Kozyatagi Mah, Kadikoy, 34742 Istanbul, <b>Turkey</b> - since 17/09/2010	<b>Kerch:</b> 2014
06	<b>TOMSON GAS</b> Flag: Panama  Vessel type: Lpg Tanker	IMO: 8811766 MMSI:357026000 Callsign: 3FCX5 Gross tonnage: 3,219 tons Summer DWT: 3,814 tons Length: 99 m Beam: 16 m Draught: 5.1 m Build year: 1989	Class society: Nippon Kaiji Kyokai Registered owner: DAVID MARITIME INC Care of Marine Shipping Line FZE, Hamriyah Free Zone, PO Box 49366, Sharjah, <b>United Arab Emirates</b> - since 18/12/2013  Ship manager/Commercial manager: MARINE SHIPPING LINE FZE Hamriyah Free Zone, PO Box 49366, Sharjah, <b>United Arab Emirates</b> - since 18/12/2013	<b>Kerch:</b> 2014 2015
07	<b>VARYAG</b> Former Name: <b>KOCATEPE</b> before 01/07/2015 Flag: Panama  Vessel type: Ro-ro Cargo	IMO: 8019887 MMSI: 357238000 Callsign: 3FDO9 Gross tonnage: 4,961 tons Summer DWT: 2,813 tons Length: 115 m Beam: 18 m Draught: 5.4 m Build year: 1981	Class society: Macosnar  Registered owner: SUMELA SHIPPING CO LTD, Majuro MH <b>Marshall Islands</b> - since 01/03/2014  Ship manager/Commercial manager: LUNA RO-RO TASIMACILIK IC, Farabi Caddesi 14/3A, Kalkinma Mah, 61080 Trabzon, <b>Turkey</b> - since 01/03/2014  Ship manager/Commercial manager: CHARTERING BUREAU LLC Ofis 5N, Level A, ul Gorokhovaya 7/15, St Petersburg, 190000, <b>Russia</b> - since 27/10/2015  Registered owner: CR SHIPS LTD Care of Chartering Bureau LLC, Ofis 5N, Level A, ul Gorokhovaya 7/15, St Petersburg, 190000, <b>Russia</b>	<b>Sevastopol:</b> 2015 2016 2017  <b>Kerch:</b> 2017 Sevastopol -Zonguldak
08	<b>FOM</b> Flag: Panama  Vessel type: General Cargo	IMO: 8100624 Callsign: HP2793 Gross tonnage: 1,499 tons Summer DWT: 2,286 tons Length: 73 m Beam: 11 m Draught: 2.4 m Build year: 1981	Class society: Phoenix Register of Shipping  Ship manager/Commercial manager: LEFON SHIPPING CORP Guzin Sokak 27, Aydin-tepe Mah, Tuzla, 34947 Istanbul, <b>Turkey</b> - since 17/06/2014  Registered owner: LEFON SHIPPING CORP Guzin Sokak 27, Aydin-tepe Mah, Tuzla, 34947 Istanbul, <b>Turkey</b> - since 17/06/2014	<b>Sevastopol:</b> 2015 2017  <b>Kerch:</b> 2015



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No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
09	<b>TEMEL REIS</b> Flag: Panama  Vessel type: General Cargo.	IMO: 8505642 MMSI:373364000 Callsign: HP8349 Gross tonnage: 1,473 tons Summer DWT: 2,097 tons Length x Breadth: 79m x 10m Build year: 1987	Registered owner: TEMEL REIS SHIPPING INC Care of Ozer Gida Sanayi ve Dis Ticaret Ltd Sti, Room 27C, Aksu Apartmani 6, Devlet Sahilyolu Caddesi 2, Hizirbey Mah, 61200 Trabzon, <b>Turkey</b> - since 19/01/2015  Ship manager/Commercial manager: OZER GIDA SANAYI Room 27C, Aksu Apartmani 6, Devlet Sahilyolu Caddesi 2, Hizirbey Mah, 61200 Trabzon, <b>Turkey</b> - since 19/01/2015	<b>Sevastopol:</b> 2015 2016  <b>Yalta:</b> 2015 2016  <b>Feodosia:</b> 2015
10	<b>STAR OF SEA</b> Flag: Panama  Vessel type: General Cargo.	IMO: 9120736 MMSI: 356444000 Callsign: H3YK Gross tonnage: 7,617 tons Summer DWT: 9,372 tons Length: 126 m Beam: 20 m Draught: 5.8 m Build year: 1996	Class society: Polish Register of Shipping  Ship manager/Commercial manager: SEA GATE MANAGEMENT CO SA 6, al-Fanarat Street, Bur Tawfiq, Suez, <b>Egypt</b> - since 10/06/2014  Registered owner: GOLDEN GATE NAVIGATION SA Care of Sea Gate Management Co SA, 6, al-Fanarat Street, Bur Tawfiq, Suez, <b>Egypt</b> - since 10/06/2014	<b>Sevastopol:</b> 2016 2017
11	<b>SYN MAIA</b> From 2016-03-03: New Name: <b>G MUSE</b> New Flag: Panama Former Flag: Italy New MMSI: 374713000 New Call Sign: 3EUX2  Vessel type: Lpg Tanker	IMO: 9003079 MMSI:247093000 Callsign: ICVF Gross tonnage: 3,983 tons Summer DWT: 4,444 tons Length: 97 m Beam: 15 m Draught: 6.2 m Build year: 1993	Class society: Bureau Veritas Ship manager/Commercial manager: SYNERGAS SRL, Riviera di Chiaia 287, 80121 Naples NA, <b>Italy</b> - during 10/2009 Registered owner: SYNERGAS SRL, Riviera di Chiaia 287, 80121 Naples NA, <b>Italy</b> - since 01/06/2006 Ship manager/Commercial manager: G MUSE MARITIME INC Panama City, <b>Panama</b> - since 08/03/2016 Registered owner: G MUSE MARITIME INC Panama City, <b>Panama</b> - since 08/03/2016	<b>Kerch:</b> 2014 2015
12	<b>LITTLE WIND</b> Flag: Panama [PA] Flag: Panama  Vessel type: General Cargo.	IMO: 8863018 MMSI: 355987000 Call Sign: 3EVG Gross tonnage: 2,457 tons Summer DWT: 3,498 tons Length: 113 m. Beam: 13 m Draught: 3.9 m Build year: 1976	Owner: MEC Line Shipping Inc, <b>Turkey</b> Manager: PASABAHCE DENIZCILIK TURIZM Central Work Ticaret Merkezi, 19 Mayıs Caddesi 2, Necipfazil Mah, Asagidudullu, 34776 Istanbul, <b>Turkey</b> . Registered owner: WINDY SHIPPING LTD Anguilla - since 21/10/2016 Ship manager/Commercial manager: WINDY SHIPPING LTD Anguilla - since 21/10/2016	<b>Kerch:</b> 2016 2017
			<b>Flag: Portugal</b>	
01	<b>OCEAN MAJESTY</b> Flag: Portugal  Ship Type: Passengers ship.	IMO: 6602898, MMSI:255717000 Call Sign: CQSC Length x Breadth: 136 m x 23 m. Gross Tonnage: 10417 DeadWeight: 1031 t. Build year: 1966	Class society: American Bureau Of Shipping. Owner & Manager: Majestic International Cruises - Athens, Greece, 1st Floor, 4, Zisimopoulou Street, 166 74, Athens, <b>Greece</b> Cruise Manager: Hansa Touristik GmbH. Königstrasse 20. D-70173 Stuttgart, <b>Germany</b> . info@hansatouristik.de, www.hansatouristik.de	<b>Yalta:</b> 17.09.14
			<b>Flag: Russia</b>	
01	<b>DAHI BYULBYUL</b> Flag: Russia  Vessel type: Chemical Tanker	IMO: 9342657 MMSI:273430590 Callsign: UHQX Gross tonnage: 4,534 tons Summer DWT: 6,444 tons Length: 137 m Beam: 16 m Draught: 4.4 m Build year: 2004	Class society: Russian Maritime Shipping Register ISM Manager: PALMALI CO LTD Office 602, prospekt Budyonovskiy 2, Rostov-na-Donu, 344007, <b>Russia</b> - since 30/03/2012 Registered owner: ARMADA TRADING-4 CO LTD Care of Palmali Gemicilik ve Acentelik AS (Palmali Shipping & Agency), Blok L, Maya Siteleri No 1, Ebululamardin Caddesi, Akatlar Mah, Besiktas, 34335 Istanbul, <b>Turkey</b> - since 01/01/2007 Ship manager/Commercial manager: PALMALI SHIPPING & AGENCY Blok L, Maya Siteleri No 1, Ebululamardin Caddesi, Akatlar Mah, Besiktas, 34335 Istanbul, <b>Turkey</b> - since 06/04/2005	<b>Sevastopol:</b> 2014





No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
02	<b>KURA RIVER</b> Flag: Russia  Vessel type: Tanker	IMO: 9435337 MMSI:273338920 Callsign: 9HMM9 Gross tonnage: 4,681 tons Summer DWT: 7,008 tons Length: 140 m Beam: 17 m Draught: 4 m Build year: 2008	Class society: Russian Maritime Shipping Register ISM Manager: PALMALI CO LTD Office 602, prospekt Budyonovskiy 2, Rostov-na-Donu, 344007, <b>Russia</b> - since 07/04/2012  Ship manager/Commercial manager: PALMALI SHIPPING & AGENCY Blok L, Maya Siteleri No 1, Ebululamardin Caddesi, Akatlar Mah, Besiktas, 34335 Istanbul, <b>Turkey</b> - since 23/05/2008  Registered owner: ARMADA TRADING-9 CO LTD Care of Palmali Gemicilik ve Acentelik AS (Palmali Shipping & Agency), Blok L, Maya Siteleri No 1, Ebululamardin Caddesi, Akatlar Mah, Besiktas, 34335 Istanbul, <b>Turkey</b> - since 23/05/2008	<b>Kerch:</b> 2014
03	<b>AZERI KARABAKH</b> Flag: Russia  Vessel type: Oil/chemical Tanker	IMO: 9352705 MMSI:273318810 Callsign: UBBB Gross tonnage: 4,534 tons Summer DWT: 6,526 tons Length: 139 m Beam: 17 m Draught: 3.2 m Build year: 2005	Class society: Russian Maritime Shipping Register Registered owner: PALMALI CO LTD Office 602, prospekt Budyonovskiy 2, Rostov-na-Donu, 344007, <b>Russia</b> - since 01/01/2014  ISM Manager: PALMALI CO LTD Office 602, prospekt Budyonovskiy 2, Rostov-na-Donu, 344007, <b>Russia</b> - since 31/03/2012  Ship manager/Commercial manager: PALMALI SHIPPING & AGENCY Blok L, Maya Siteleri No 1, Ebululamardin Caddesi, Akatlar Mah, Besiktas, 34335 Istanbul, <b>Turkey</b> - since 17/06/2005	<b>Sevastopol:</b> 2014  <b>Feodosia:</b> 2014
04	<b>BROTHERS 7</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 9035383 MMSI:273422810 Callsign: UGMMQ Gross tonnage: 2,870 tons Summer DWT: 3,394 tons Length: 123 m Beam: 15 m Draught: 2.4 m Build year: 1997	Class society: Russian Maritime Shipping Register Registered owner: PALMALI CO LTD Office 602, prospekt Budyonovskiy 2, Rostov-na-Donu, 344007, <b>Russia</b> - since 16/09/2011  Ship manager/Commercial manager: PALMALI SHIPPING & AGENCY Blok L, Maya Siteleri No 1, Ebululamardin Caddesi, Akatlar Mah, Besiktas, 34335 Istanbul, <b>Turkey</b> - since 01/02/2004	<b>Feodosia:</b> 2014
05	<b>PALFLOT 5</b> Flag: Russia  Vessel type: Oil Products Tanker.	IMO: 9035371 MMSI:273443040 Callsign: UBHC Gross tonnage: 2,870 tons Summer DWT: 3,794 tons Length: 122 m Beam: 15 m Draught: 3.2 m Build year: 1993	Class society: Russian Maritime Shipping Register Registered owner: PALMALI CO LTD Office 602, prospekt Budyonovskiy 2, Rostov-na-Donu, 344007, <b>Russia</b> - since 01/06/2006  Ship manager/Commercial manager: PALMALI SHIPPING & AGENCY Blok L, Maya Siteleri No 1, Ebululamardin Caddesi, Akatlar Mah, Besiktas, 34335 Istanbul, <b>Turkey</b> - since 09/04/2003	<b>Feodosia:</b> 2014
06	<b>VOLGONEFT 114</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: - MMSI: 273355350 Call Sign: UBEI4 Gross tonnage: 3,463 tons Summer DWT: 4,750 tons Length × Breadth: 132m × 16m Build year: 1974	Class society: Russian River Register  Owner & Manager: «Volgotanker» Volga Oil Tanker Shipping JSC - <b>Russia</b>	<b>Kerch:</b> 2014
07	<b>MIUS</b> Flag: Russia  Vessel type: General Cargo	IMO: 7615610 MMSI: 273440370 Callsign: UEGL Gross tonnage: 721 tons Summer DWT: 1,018 tons Build year: 1977	Class society: Russian River Shipping Register  Owner & Manager: «Aksaitechno» - <b>Russia</b> Rostov-na-Donu: 244038, str. Nagibina,14 A Tel: +7(863)243-75-25, Fax: +7(863)243-75-25	<b>Kerch:</b> 2014
08	<b>NEMAN</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 7925168 MMSI: 273315950 Callsign: UBNG9 Gross tonnage: 1,891 tons Summer DWT: 2,596 tons Length: 80 m Beam: 13 m Draught: 4.5 m Build year: 1980	Class society: Russian Maritime Shipping Register  Ship manager/Commercial manager: AZOVTRANSTERMINAL LTD pereulok Griboyedovskiy 17/173, Rostov-na-Donu, 344022, <b>Russia</b> . during 02/2013  ISM Manager: AZOVTRANSTERMINAL LTD pereulok Griboyedovskiy 17/173, Rostov-na-Donu, 344022, <b>Russia</b> - since 02/11/2012  Registered owner: VOLGO-DON SHIPPING AGENCY LTD ul Zemlyachki 66A, Volgograd, 400117, <b>Russia</b> - since 02/02/2011	<b>Kerch:</b> 2014



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No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
09	<b>BERYL</b> Flag: Russia  Vessel type: General Cargo.	IMO: 8899976 MMSI: 273419510 Callsign: UBYP Gross tonnage: 2,454 tons Summer DWT: 3,201 tons Length: 108 m Beam: 15 m Draught: 3.3 m Build year: 1982	Class society: Russian Maritime Shipping Register  ISM Manager: MERIDIAN LLC ul Kalinina 2, Azov, Rostovskaya oblast, 346780, <b>Russia</b> - since 14/01/2010  Registered owner: DELTA STREAMLINE LTD Care of Blue Wave Shipping Inc, 3391, Woodland Circle, Huntingdon Valley PA 19006-4246, <b>USA</b> - since 31/08/2004  Ship manager/Commercial manager: BLUE WAVE SHIPPING INC-RUS 3391, Woodland Circle, Huntingdon Valley PA 19006-4246, <b>USA</b> - since 31/08/2004	<b>Kerch:</b> 2014
10	<b>FENIKS</b> Flag: Russia  Vessel type: Bunkering Tanker	IMO: 9620267 MMSI: 273351850 Callsign: UBII3 Gross tonnage: 1,049 tons Summer DWT: 1,601 tons Length: 66 m Beam: 12 m Draught: 3.4 m Build year: 2012	Class society: Russian Maritime Shipping Register  Owner: Komplekt Services, Novorossiysk, <b>Russia</b>  Manager: Komplekt Services, Novorossiysk, <b>Russia</b> Komplekt Service Ltd. Address: Russia, 353911 Novorossiysk, ul. Mira, 13	<b>Kerch:</b> 2014
11	<b>VF TANKER 13</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 9645023 MMSI: 273359170 Callsign: UBSI3 Gross tonnage: 5,075 tons Summer DWT: 7,026 tons Build year: 2012	Class society: Russian Maritime Shipping Register  Owner: Vf Tanker Nizhniy Novgorod, <b>Russia</b> Manager: Vf Tanker, Nizhniy Novgorod, <b>Russia</b> V.F. Tanker-Invest Llc. Address: Russia, 603116 Nizhniy Novgorod, ul. Gordeevskaya, 5-a	<b>Feodosia:</b> 2014
12	<b>ALEKSANDR SHATALOV</b> New Name: <b>AZOVSKAYA</b> Flag: Russia New MMSI: 273336160 New Call Sign: UBEK6  Vessel type: Motor Hopper	IMO: 8724535 MMSI: 273336160 Callsign: UBEK6 Gross tonnage: 915 tons Summer DWT: 1,068 tons Length: 56 m Beam: 11 m Draught: 2.8 m Build year: 1988	Class society: Russian Maritime Shipping Register  Owner & Manager: Rosmorport - Moscow, <b>Russia</b>	<b>Feodosia:</b> 2014  <b>Kerch:</b> 2014 2015
13	<b>SAPPHIRE</b> Flag: Russia  Vessel type: General Cargo	IMO: 8871338 MMSI: 273449370 Callsign: UEAS Gross tonnage: 2,879 tons Summer DWT: 3,734 tons Length: 108 m Beam: 15 m Draught: 3.5 m Build year: 1984	Class society: Russian Maritime Shipping Register ISM Manager: MERIDIAN LLC, ul Kalinina 2, Azov, Rostovskaya oblast, 346780, <b>Russia</b> - since 15/01/2010 Registered owner: DELTA STREAMLINE LTD Care of Blue Wave Shipping Inc, 3391, Woodland Circle, Huntingdon Valley PA 19006-4246, <b>USA</b> - since 29/10/2003 Ship manager/Commercial manager: BLUE WAVE SHIPPING INC-RUS, 3391, Woodland Circle, Huntingdon Valley PA 19006-4246, <b>USA</b> - during 1984	<b>Kerch:</b> 2014
14	<b>ROSCHEM-2</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 8862935 MMSI: 273437420 Callsign: UCIA Gross tonnage: 1,904 tons Summer DWT: 2,754 tons Build year: 1986	Class society: Russian Maritime Shipping Register Owner: Metida - Novorossiysk, <b>Russia</b> Manager: Metida - Novorossiysk, <b>Russia</b> Yuvas-Transross, Llc. Address: Russia, 353907 Krasnodarskiy kray, Novorossiysk, ul. Anapskoe shosse, 15, of 112 a/ya 239. Email: ops@metida- novo.com	<b>Kerch:</b> 2014
15	<b>ALICAN DEVAL</b> New Name: <b>ДВИНИЦА-50</b> New Flag: Russia Former Flag: Turkey  Vessel type: General Cargo. Auxiliary vessel	IMO: 7500578 MMSI: 271000812 Callsign: TCOF6 Gross tonnage: 4,638 tons Summer DWT: 6,388 tons Length: 108 m Beam: 17 m Draught: 4 m Build year: 1985	Class society: American Bureau Of Shipping Owner & manager: Deval Shipping & Trading - Istanbul, <b>Turkey</b> Blok 1, Sadikoglu Is Meerkezi, Poyraz Sokak 61. 34722, Istanbul, <b>Turkey</b>  New owner: <b>RF Ministry of Defense</b> , New manager: RF Black Sea Fleet  In 2015 the vessels was purchased by the Deval Shipping & Trading, Turkey, for the Black Sea Fleet of the RF. Joined the Black Sea Fleet of the RF in early autumn of 2015 under the name Dvinita-50. Actively used for delivering Russian arms to Syria.	<b>Sevastopol:</b> 2014



No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
16	<b>VOLGONEFT 147</b> Flag: Russia  Vessel type: Oil Products Tanker.	IMO: 8892007 MMSI: 273270200 Callsign: UBIM Gross tonnage: 3,515 tons Summer DWT: 4,337 tons Length: 132 m. Beam: 16 m Draught: 2.4 m Build year: 1979	Class society: Russian Maritime Shipping Register  Owner: Artner Management Corp. P.O. Box 3321 Road Town, Tortola, <b>British Virgin Islands</b>  Manager: Middle Volga Shipping - Moscow, <b>Russia</b>	<b>Sevastopol:</b> 2014  <b>Kerch:</b> 2014
17	<b>APOLLO LYNX</b> New Name: <b>DONMASTER PRIDE</b> New Flag: Russia Former Flag: Antigua & Barbuda New MMSI: 273389360 New Call Sign: UGRM  Vessel type: General Cargo	IMO: 9282091 MMSI:304448000 Callsign: V2OX3 Gross tonnage: 2,914 tons Summer DWT: 4,294 tons Length: 96 m Beam: 14 m Draught: 5.6 m Build year: 2002	Class society: Germanischer Lloyd  Registered owner: APOLLO LYNX SHIPPING GMBH, Hamburg, Germany - since 2004 DONMASTER CO LTD ul Krasnoarmeyskaya 206, Rostov-na-Donu, 344010, <b>Russia</b> . during 05/2016  Ship manager/Commercial manager: L & L SHIPPING GMBH, Am Hohenwedel 133, 21682 Stade Niederelbe, Germany - during 2002 DONMASTER CO LTD ul Krasnoarmeyskaya 206, Rostov-na-Donu, 344010, <b>Russia</b> . during 05/2016	<b>Kerch:</b> 2014  <b>Sevastopol:</b> 2014 2015
18	<b>BASHIR SAFAROGLU</b> Flag: Russia  Vessel type: Tanker	IMO: 9435351 MMSI:273336920 Callsign: UBTF3 Gross Tonnage: 4681 Deadweight: 7072 t Length × Breadth: 140m × 17m Build year: 2008 Build year: 2008	Class society: Russian Maritime Shipping Register  Registered owner: PALMALI CO LTD Office 602, prospekt Budyonnovskiy 2, Rostov-na-Donu, 344007, <b>Russia</b> - before 09/2016  Ship manager/Commercial manager: PALMALI SHIPPING & AGENCY Blok L, Maya Siteleri No 1, Ebululamardin Caddesi, Akatlar Mah, Besiktas, 34335 Istanbul, <b>Turkey</b> - since 23/09/2008	<b>Kerch:</b> 2014 2015
19	<b>ARMADA TRADER</b> Flag: Russia  Vessel type: Oil/chemical Tanker	IMO: 9297199 MMSI:273440780 Callsign: UHAP Gross tonnage: 4,522 tons Summer DWT: 6,477 tons Length: 138 m Beam: 16 m Draught: 3.2 m Build year: 2004	Class society: Russian Maritime Shipping Register  Ship manager/Commercial manager: PALMALI SHIPPING & AGENCY Blok L, Maya Siteleri No 1, Ebululamardin Caddesi, Akatlar Mah, Besiktas, 34335 Istanbul, <b>Turkey</b> - since 22/04/2004  Registered owner: ARMADA TRADING-1 CO LTD Care of Palmali Gemicilik ve Acentelik AS (Palmali Shipping & Agency), Blok L, Maya Siteleri No 1, Ebululamardin Caddesi, Akatlar Mah, Besiktas, 34335 Istanbul, <b>Turkey</b> - since 22/04/2004	<b>Kerch:</b> 2014 2015
20	<b>SURGUT</b> Flag: Russia  Vessel type: General Cargo	IMO: 9119361 MMSI: 273452000 Callsign: UBRB Gross tonnage: 4,110 tons Summer DWT: 4,916 tons Build year: 1994	Class society: Russian Maritime Shipping Register.  Registered owner: Temryuk Trans Marine Co Ltd. Address: <b>Russia</b> , 353500 Krasnodarskiy kray, Temryuk, port; c/o OOO «Morskaya sudokhodnaya kompaniya»: Russia, 191024 St.Petersburg, ulitsa 2-ya Sovetskaya 27, office 2  Ship manager/Commercial manager: MARINE SHIPPING CO LTD, Kv 327, prospekt Bakunina 5A, St Petersburg, 191024, <b>Russia</b> .	<b>Sevastopol:</b> 2014 2015
21	<b>NEFTERUDOVOZ 56M</b> Flag: Russia  Vessel type: Ore/oil Carrier	IMO: 8726210 MMSI: 273349700 Callsign: UDZC Gross tonnage: 2,615 tons Summer DWT: 3,280 tons Length: 119 m Beam: 14 m Draught: 3.8 m Build year: 1986	Registered owner: VOLGO-DON SHIPPING AGENCY LTD ul Zemlyachki 66A, Volgograd, 400117, <b>Russia</b> .  Ship manager/Commercial manager: MARSHALL SHIPPING CO JSC ulitsa Babefa 23, Astrakhan, 414014, <b>Russia</b> .	<b>Kerch:</b> 2014 2015  <b>Sevastopol:</b> 2015  <b>Feodosia:</b> 2015
22	<b>VOLGO DON 5079</b> Flag: Russia  Vessel type: General Cargo	IMO: 8852784 MMSI: 273359420 Callsign: UBEH2 Gross tonnage: 3,972 tons Summer DWT: 5,258 tons Length: 138 m Beam: 16 m Draught: 3 m Build year: 1980	Class society: Russian Maritime Shipping Register  Owner & Manager: Samara Shipping Co. <b>Russia</b> , 443099 Samara, a/ya 13791	<b>Kerch:</b> 2015  <b>Sevastopol:</b> 2015



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No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
23	<b>PETERSBURG</b> Flag: Russia  Vessel type: Ro-ro/passenger Ship	IMO: 8311883 MMSI: 273351510 Callsign: UAUG Gross tonnage: 25,353 tons Summer DWT: 8,036 tons Length: 190 m. Beam: 28 m Draught: 6.2 m Build year: 1986	Class society: Germanischer Lloyd Registered owner: BLACK SEA FERRY & INVESTMENTS, ul Bolshaya Spasskaya 12-52, Moscow, 129010, <b>Russia</b> - since 24/09/2010  Ship manager/Commercial manager: TECHNOTEAMMARINE LLC, Apartment 7H, 4th Floor, ul Detskaya 10/2, St Petersburg, 198035, <b>Russia</b> - since 30/08/2015.  Ship manager/Commercial manager: ANSHIP LLC, ul Novoryazanskaya 28, Moscow, 105066, <b>Russia</b>	<b>Kerch:</b> 2014 2015  <b>Sevastopol:</b> 2014 2015  Novorossiysk-Sevastopol, Novorossiysk-Kerch.
24	<b>DIAMOND</b> Flag: Russia  Vessel type: General Cargo	IMO: 8935457 MMSI: 273446370 Callsign: UDTU Gross tonnage: 2,879 tons Summer DWT: 3,564 tons Length: 108 m Beam: 15 m Draught: 3.5 m Build year: 1986	Class society: Russian Maritime Shipping Register ISM Manager: MERIDIAN LLC ul Kalinina 2, Azov, Rostovskaya oblast, 346780, <b>Russia</b> - since 14/01/2010  Registered owner: DELTA STREAMLINE LTD Care of Blue Wave Shipping Inc, 3391, Woodland Circle, Huntingdon Valley PA 19006-4246, <b>USA</b> - since 15/10/2003 Ship manager/Commercial manager: BLUE WAVE SHIPPING INC-RUS 3391, Woodland Circle, Huntingdon Valley PA 19006-4246, <b>USA</b> .	<b>Kerch:</b> 2014  <b>Yalta:</b> 2015
25	<b>LIMAN</b> Flag: Russia  Vessel type: General Cargo	IMO: 7618272 MMSI: 273449270 Callsign: UEEK Gross tonnage: 721 tons Summer DWT: 1,010 tons Build year: 1977	Class society: Russian River Register  Owner & Manager: «Aksaitechno» - Postov, <b>Russia</b>	<b>Kerch:</b> 2014 2015 2016 2017
26	<b>KRUZENSHTERN</b> Flag: Russia  Vessel type: Sailing Vessel Former name: Padua (1945 Jun)	IMO: 6822979 MMSI: 273243700 Callsign: UCVK Gross tonnage: 3,141 tons Summer DWT: 1,645 tons Length: 114 m Beam: 14 m Draught: 6.3 m Build year: 1926	Class society: Russian Maritime Shipping Register  Owner & Manager: Kaliningrad State Technical - Kaliningrad, <b>Russia</b>	<b>Kerch:</b> 2015  <b>Sevastopol:</b> 2014 2015
27	<b>GOLFSTRIM</b> Flag: Russia  Vessel type: Motor Hopper	IMO: 8227771 MMSI: 273357640 Callsign: UBAl4 Gross tonnage: 983 tons Summer DWT: 1,068 tons Length: 56 m Beam: 11 m Draught: 2.6 m Build year: 1984	Class society: Russian Maritime Shipping Register  Owner & Manager: Ecolarn Ltd - Novorossiysk, er: Ecolarn - Novorossiysk, <b>Russia</b> , 353917, Novorossiysk, per. Maykovskiy	<b>Sevastopol:</b> 2015 2016  <b>Yalta:</b> 2016  <b>Kerch:</b> 2016
28	<b>VILGA</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 9109811 MMSI: 273447490 Callsign: UFQL Gross tonnage: 2,878 tons Summer DWT: 3,085 tons Length: 122 m Beam: 15 m Draught: 3.3 m Build year: 1995	Class society: Russian Maritime Shipping Register  Owner & Manager: Investtransgroup, Shipping Investment Ltd. Address: <b>Russia</b> , 400081 Volgograd, ul. Angarskaya, d. 17, of. 1016	<b>Sevastopol:</b> 2015
29	<b>ARMAN-1</b> Flag: Russia  Vessel type: General Cargo	IMO: 8872590 MMSI: 273359330 Callsign: UBLH4 Gross tonnage: 1,830 tons Summer DWT: 2,783 tons Length: 88 m Beam: 12 m Draught: 2.9 m Build year: 1986	Ship manager/Commercial manager: HORP-SHIPPING SA OOO ulitsa Dzerzhinskogo 36, Astrakhan, 414040, <b>Russia</b> - since 06/11/2014  Registered owner: SUNISTA INTERNATIONAL LTD Care of OOO SA 'Horp-Shipping', ulitsa Dzerzhinskogo 36, Astrakhan, 414040, <b>Russia</b> - since 28/10/2010	<b>Feodosia:</b> 2015  <b>Kerch:</b> 2015  <b>Sevastopol:</b> 2015 2016 2017





№	Name	Vessel Identification Technical Data	Owner / Manager	Dates
30	<b>NEFTERUDOVOZ 21M</b> Flag: Russia  Vessel type: Ore/oil Carrier	IMO: 7630282 MMSI: 273342700 Callsign: UFGY Gross tonnage: 2,613 tons Summer DWT: 3,345 tons Length: 119 m Beam: 13 m Draught: 2.4 m Build year: 1976	Ship manager/Commercial manager: NEMAN SHIPPING LTD Office 2, ul Zemlyachki 66a, Volgograd, 400117, <b>Russia</b> - since 05/05/2015  Registered owner: NEMAN SHIPPING LTD Office 2, ul Zemlyachki 66a, Volgograd, 400117, <b>Russia</b> - since 05/05/2015	<b>Kerch:</b> 2015
31	<b>IRKUTSK GES</b> Flag: Russia  Vessel type: Tanker	MMSI: 273445840 Call Sign: UAJG-3 Length × Breadth: 110m × 13m Build year: 1960	Owner & Manager: Yarbunker LTD, Yaroslavl, <b>Russia</b>	<b>Feodosia:</b> 2015
32	<b>IMPERIA</b> Flag: Russia  Vessel type: Passenger	IMO: 9495600 MMSI: 273335030 Call Sign: UBTF7 Gross Tonnage: 650 Deadweight: 137 t Length × Breadth: 45.05m × 14m Build year: 2008	Registered owner: PARTNER TRADING & SHIPPING INC Care of Fos Shipping Management Ltd, ul Telmana 47A, Gelendzhik, Krasnodarskiy Kray, 353460, <b>Russia</b> - since 01/07/2008  Ship manager/Commercial manager: FOS SHIPPING MANAGEMENT LTD ul Telmana 47A, Gelendzhik, Krasnodarskiy Kray, 353460, <b>Russia</b> - since 01/07/2008	<b>Feodosia:</b> 2015
33	<b>BOLGRADSKAYA</b> Flag: Russia  Vessel type: Motor Hopper	IMO: 8929238 MMSI: 273416800 Callsign: UDVE Gross tonnage: 637 tons Summer DWT: 888 tons Build year: 1977	Class society: Russian Maritime Shipping Register  Ship manager/Commercial manager: NSF LTD ul Prokhorova 1A, Novorossiysk, Krasnodarskiy kray, 353915, <b>Russia</b> . 08/2013  Registered owner: NSF LTD ul Prokhorova 1A, Novorossiysk, Krasnodarskiy kray, 353915, <b>Russia</b> .	<b>Sevastopol:</b> 2015
34	<b>KADMIY</b> Flag: Russia  Vessel type: General Cargo	IMO: 8857253 MMSI: 273374800 Callsign: UHCS Gross tonnage: 3,994 tons Summer DWT: 3,775 tons Length: 138 m Beam: 16 m Draught: 2.6 m Build year: 1975	Class society: Russian River Shipping Register  Ship manager/Commercial manager: ONEGOSHIP CJSC ul Probnaya 15, Petrozavodsk, Kareliya, 185005, <b>Russia</b> . 01/2013  Registered owner: KAMA TEN SHIPPING Care of CJSC 'Onegoship', ul Probnaya 15, Petrozavodsk, Kareliya, 185005, <b>Russia</b> - since 09/04/2001	<b>Sevastopol:</b> 2015
35	<b>TRANSBUNKER</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 9037795 MMSI: 273317910 Call Sign: UBJE5 Gross Tonnage: 1908 Deadweight: 3258 t Length × Breadth: 77.53m × 14.5m Build year: 1993	Class society: Russian Maritime Shipping Register  Ship manager/Commercial manager: TRANSBUNKER-NOVO CO LTD, ul Ledneva 5, Novorossiysk, Krasnodarskiy kray, 353900, <b>Russia</b> - since 01/10/2007  Registered owner: AQUAMARINE SERVICES LTD Care of Transbunker-Novo Co Ltd, ul Ledneva 5, Novorossiysk, Krasnodarskiy kray, 353900, <b>Russia</b> - since 01/01/2002	<b>Sevastopol:</b> 2015
36	<b>VOLGA-35</b> Flag: Russia  Vessel type: General Cargo	IMO: 9133197 MMSI: 273342000 Callsign: UCRA Gross tonnage: 4,955 tons Summer DWT: 5,885 tons Build year: 1995	Class society: Russian Maritime Shipping Register  Registered owner: EURASIAN SHIPPING CO Care of Navigator LLC, pereulok Pevcheskiy 14, St Petersburg, 197171, <b>Russia</b> .since 05/12/2011  Ship manager/Commercial manager: NAVIGATOR LLC, pereulok Pevcheskiy 14, St Petersburg, 197171, <b>Russia</b> - since 05/12/2011	<b>Sevastopol:</b> 2015



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No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
37	<b>RUSSA</b> Flag: Russia  Vessel type: General Cargo	IMO: 7612527 MMSI: 273323300 Callsign: UANW Gross tonnage: 1,926 tons Summer DWT: 2,557 tons Build year: 1980	Class society: Russian Maritime Shipping Register  Ship manager/Commercial manager: BALTRACHFLOT LTD Office 6116, ploshchad Morskoy Slavy 1, St Petersburg, 199106, <b>Russia</b> - since 02/2013  Registered owner: NAMBA SHIPPING & TRADING LTD Care of Baltrechflot Ltd, Office 6116, ploshchad Morskoy Slavy 1, St Petersburg, 199106, <b>Russia</b> - since 25/01/2011	<b>Sevastopol:</b> 2015
38	<b>IGNIS</b> New Name: VYBORGSKIY-1 New Flag: Russia Former Flag: Saint Kitts & Nevis New MMSI: 273384060 New Call Sign: UBQO9  Vessel type: Trailing Suction Hopper Dredger	IMO: 6600620 MMSI:341391000 Callsign: V4PC Gross tonnage: 2,102 tons Summer DWT: 1,960 tons Length: 82 m Beam: 14 m Draught: 4.2 m Build year: 1966	Class society: Russian Maritime Shipping Register  ISM Manager: BALTGEOTREST OOO ul Kuznetskiy Most 21/5, Moscow, 107996, <b>Russia</b> - since 13/05/2016  Registered owner: ETRECAT LTD Care of Bureau Ship Service SIA, Ludzas iela 2, LV-1003 Riga, <b>Latvia</b> - since 11/05/2015  Ship manager/Commercial manager: BUREAU SHIP SERVICE SIA Ludzas iela 2, LV-1003 Riga, <b>Latvia</b> - since 12/04/2011	<b>Evpatoria:</b> 2015
39	<b>DADALI</b> New Name: <b>ВОЛОГДА-50</b> New Flag: Russia Former Flag: Cook Islands  Vessel type: General Cargo	IMO: 8220759 MMSI: 518616000 Callsign: E5U2563 Gross tonnage: 4,433 tons Summer DWT: 7,250 tons Length: 111 m Beam: 17 m Draught: 4.4 m Build year: 1985	Class society: Bulgarski Koraben  Owner & manager: Bulkhan Shipping & Trading, Istanbul, <b>Turkey</b>  New Owner: <b>Ministry of Defence of the RF.</b>  New Manager: RF Black Sea Fleet.  In 2015 purchased from the Bulkhan Shipping & Trading Ltd. (Istanbul, Turkey) for the RF Black Sea Fleet. In October 2015, joined the Black Sea Fleet of the RF under the name Vologda-50. Is being used to deliver military cargo to the Russian Army Forces in Syria. Delivers arms and military equipment to Tartus for the RF contingent and Assad forces.	<b>Sevastopol:</b> 2015
40	<b>BROTHERS 8</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 9080168 MMSI:273421810 Callsign: UGMR Gross tonnage: 2,870 tons Summer DWT: 3,394 tons Build year: 1993	Class society: Russian Maritime Shipping Register  Registered owner: PALMALI CO LTD Office 602, prospekt Budyonovskiy 2, Rostov-na-Donu, 344007, <b>Russia</b> - since 19/09/2011  Ship manager/Commercial manager: PALMALI SHIPPING & AGENCY Blok L, Maya Siteleri No 1, Ebululamardin Caddesi, Akatlar Mah, Besiktas, 34335 Istanbul, <b>Turkey.</b>	<b>Feodosia:</b> 2015
41	<b>VOLGO DON 5021</b> Flag: Russia  Vessel type: General Cargo.	IMO: 8955873 MMSI: 273440820 Callsign: UEVA Gross Tonnage: 3940 Deadweight: 3960 t Length × Breadth: 138m × 17m Build year: 1970	Class society: Russian River Shipping Register  Ship manager/Commercial manager: SAILTRADE DENIZCILIK Dilhayat Sokak 24, Etiler Mah, Besiktas, 34337 Istanbul, <b>Turkey.</b> before 07/2011  Registered owner: SALUTA SHIPPING LTD Care of Kent Shipping & Chartering Ltd, Dilhayat Sokak 22, Etiler Mah, Besiktas, 34337 Istanbul, <b>Turkey.</b>	<b>Sevastopol:</b> 2015  <b>Yalta:</b> 2015  <b>Kerch:</b> 2015





No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
42	<b>SANKT PETERBURG</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 9288980 MMSI: 273443330 Callsign: UFZC Gross tonnage: 4,378 tons Summer DWT: 5,600 tons Length: 141 m Beam: 17 m Draught: 3 m Build year: 2003	Class society: Russian Maritime Shipping Register  Owner: Astronavt - Astrakhan, <b>Russia</b>  Manager: Navigator, St.petersburg, <b>Russia</b> Shipping Company «Astronaut» Ltd. Address: Russia, 414040, Astrakhan, ul. Admiralteyskaya, 51.	<b>Sevastopol:</b> 2015 2017  <b>Kerch:</b> 2015
43	<b>RENE</b> Flag: Russia Oil Products Tanker	IMO: 8711849 MMSI: 273353480 Callsign: UBCJ8 Gross tonnage: 1,896 tons Summer DWT: 3,365 tons Length: 78 m Beam: 14 m Draught: 4 m Build year: 1989	Class society: Russian Maritime Shipping Register  Registered owner: INFIN LLC Care of Balt-Marine Ltd, Office 126, ul Svobody 1, Novorossiysk, Krasnodarskiy kray, 353900, <b>Russia</b> .  Ship manager/Commercial manager: BALT-MARINE LTD Office 126, ul Svobody 1, Novorossiysk, Krasnodarskiy kray, 353900, <b>Russia</b> - since 10/05/2012	<b>Kerch:</b> 2015  <b>Sevastopol:</b> 2017
44	<b>OMSKIY 143</b> Flag: Russia  Vessel type: General Cargo	IMO: 8869385 MMSI: 273396000 Callsign: UHTD Gross tonnage: 2,460 tons Summer DWT: 3,104 tons Length: 108 m Beam: 15 m Draught: 2.4 m Build year: 1990	Class society: Russian Maritime Shipping Register  Registered owner: RUSSIA GOVT AZOV-DON BASIN ul Bolshaya Sadovaya 39, Rostov-na-Donu, 344082, <b>Russia</b> - since 18/08/2014  Ship manager/Commercial manager: RUSSIA GOVT AZOV-DON BASIN ul Bolshaya Sadovaya 39, Rostov- na-Donu, 344082, <b>Russia</b> - since 18/08/2014	<b>Sevastopol:</b> 2015
45	<b>VARYAG</b> Until 27.01.15 New Name: TN 1 Flag: Russia  Vessel type: Edible Oil Tanker	IMO: 5379315 MMSI: 273355840 Callsign: UBCI5 Gross tonnage: 397 tons Summer DWT: 662 tons Length × Breadth: 53.72m × 7.37m Build year: 1956	Class society: Russian Maritime Shipping Register  Ship manager/Commercial manager: TAK OIL LTD ul Beregovaya 30, Rostov-na-Donu, 344022, <b>Russia</b> .  Registered owner: TAK OIL LTD ul Beregovaya 30, Rostov-na-Donu, 344022, <b>Russia</b> .	<b>Kerch:</b> 2015 2017  <b>Sevastopol:</b> 2015
46	<b>NEFTERUDOVOZ 50M</b> Flag: Russia  Vessel type: Ore/oil Carrier	IMO: 8726155 MMSI: 273344800 Callsign: UFLY Gross tonnage: 2,615 tons Summer DWT: 3,280 tons Length: 120 m Beam: 13 m Draught: 25.5 m Build year: 1985	Registered owner: VOLGOTRANS LLC ul Belorusskaya 134, Samara, 443042, <b>Russia</b> - since 21/05/2010  Ship manager/Commercial manager: VOLGOTRANS LLC ul Belorusskaya 134, Samara, 443042, <b>Russia</b> - since 01/11/2009	<b>Sevastopol:</b> 2015  <b>Feodosia:</b> 2015  <b>Yalta:</b> 2015  <b>Kerch:</b> 2015
47	<b>NEFTERUDOVOZ 44M</b> Flag: Russia  Vessel type: Obo Carrier	IMO: 8136714 MMSI: 273340900 Callsign: UFFZ Gross tonnage: 2,615 tons Summer DWT: 3,280 tons Length: 119 m. Beam: 13 m Draught: 2.6 m Build year: 1983	Registered owner: VOLGO-DON SHIPPING AGENCY LTD ul Zemlyachki 66A, Volgograd, 400117, <b>Russia</b> . during 03/2012  Ship manager/Commercial manager: MARSHALL SHIPPING CO JSC ulitsa Babefa 23, Astrakhan, 414014, <b>Russia</b> . during 03/2012	<b>Kerch:</b> 2015  <b>Yalta:</b> 2015
48	<b>VF TANKER 11</b> Flag: Russia  Vessel type: Tanker	Imo: 9645009 Mmsi: 273357860 Callsign: Ubri8 Gross Tonnage: 5,075 Tons Summer Dwt: 7,030 Tons Length: 141 m. Beam: 17 m. Draught: 3.7 m Build Year: 2012	Class society: Russian Maritime Shipping Register  Owner: Vf Tanker, Nizhniy Novgorod, <b>Russia</b>  Manager: Vf Tanker, Nizhniy Novgorod, <b>Russia</b> V.F. Tanker-Invest Llc. Address: Russia, 603116 Nizhniy Novgorod, Ul. Gordeevskaya, 5-A. Email: Sea@Vftanker.Ru	<b>Sevastopol:</b> 2015



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No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
49	<b>HEATHER SEA</b> Flag: Russia  Vessel type: Research/survey Vessel	IMO: 7391317 MMSI: 273341430 Callsign: UBEG2 Gross tonnage: 3,804 tons Summer DWT: 3,627 tons Length: 89 m Beam: 17 m Draught: 5.5 m Build year: 1975.	Class society: Russian Maritime Shipping Register  Registered owner: MORSPECFLOT LLC shosse Starokaluzhskoye 62, Moscow, 117630, <b>Russia</b> - since 15/01/2013  Ship manager/Commercial manager: MORSPECFLOT LLC shosse Starokaluzhskoye 62, Moscow, 117630, <b>Russia</b> - since 15/01/2013	<b>Kerch:</b> 2015
50	<b>DVINA</b> Flag: Russia  Vessel type: Bunkering Tanker	IMO: 8899782 MMSI: 273152800 Callsign: UGJD Gross tonnage: 893 tons Summer DWT: 1,654 tons Length: 60 m Beam: 10 m Draught: 1.9 m Build year: 1975	Class society: Russian Maritime Shipping Register  Owner: Novorossiysk Commercial Sea Port - Novorossiysk, <b>Russia</b> Manager: Novorossiysk Commercial Sea Port - Novorossiysk, <b>Russia</b> «Novorossiysk Marine Trading Port», Joint-Stock Company. Address: Russia, 353901 Novorossiysk, ul. Mira, 2. Email:mail@ncsp-net.com	<b>Kerch:</b> 2015
51	<b>NEFTERUDOVOZ 43M</b> New Name: VALERIY GLUKHOV Flag: Russia  Vessel type: Cargo	IMO: 8133669 MMSI: 273393000 Call Sign: UCHS Gross Tonnage: 2615 Deadweight: 3345 t Length × Breadth: 119m × 13m Build year: 1982	Class society: Russian Maritime Shipping Register  Registered owner: ENISEY LTD, Office 2, ul Grushevskaya 10, Volgograd, 400001, <b>Russia</b> .  Ship manager/Commercial manager: ENISEY LTD, Office 2, ul Grushevskaya 10, Volgograd, 400001, <b>Russia</b>	<b>Sevastopol:</b> 2015 2017  <b>Feodosia:</b> 2015  Yalta: 2017
52	<b>AGIOS LAVRENTIOS</b> New Name: <b>LAVRENTIY</b> New Flag: Russia Former Flag: Greece News MMSI: 273387810 New Call Sign: UBXN7  Vessel type: Ro-ro/passenger Ship	IMO: 8647866 MMSI:239572300 Callsign: SVA3412 Gross tonnage: 989 tons Length: 100 m Beam: 18 m Draught: 1.9 m Build year: 2010	Former Owner & manager: Koinopraxia Epivatochimatagogon Salaminos - Paloukia, <b>Greece</b>  New Registered owner: Smart Way LLC, Address: <b>Russia</b> , 105062 Moscow, Furmannyy pereulok, d. 12, str. 1.  Beneficial Owner: Oboronlogistics, 115172, <b>Russia</b> , Moscow, Goncharnaya 28, section 2. Tel: +7 (499) 608-89-93. Email: delo@oboronlogistika.ru  Operator – Agenstvo “Gruzovyye Linii”  On April 4, 2014, RF Ministry of Transport has issued the Oboronlogistics the license for transporting dangerous cargo by sea and domestic water transport.	<b>Kerch:</b> 15.06.15 – arrived. 10.07.15-present - began servicing the Port Caucasus – Kerch Fishing Port line (carried cargo transport, including that with dangerous cargo). Also transports troops.
53	<b>MARIA ELENI</b> New Name: MARIA New Flag: Russia Former Flag: Greece  Vessel type: Ro-ro/passenger Ship	IMO: 9617923 MMSI:239639500 Callsign: SVA3644 Gross tonnage: 998 tons Length: 105 m Beam: 18 m Draught: 2.4 m Build year: 2011	Former Owner & manager: Agios Nikolaos Salamina Shipping - Salamis Island, <b>Greece</b>  New Owner: Smart Way LLC, Address: <b>Russia</b> , 105062 Moscow, Furmannyy pereulok, d. 12, str. 1. Email: ruslan@smartway-line.ru; kolyadasv@mail.ru  Beneficial Owner: Oboronlogistics, 115172, <b>Russia</b> , Moscow, Goncharnaya 28, section 2. Tel: +7 (499) 608-89-93. Email: delo@oboronlogistika.ru  Operator – Agenstvo “Gruzovyye Linii”  On April 4, 2014, the RF Ministry of Transport has issued the Oboronlogistics the license for transporting dangerous cargo by the sea and domestic water transport. On 20.01.16, Prime- Minister of the RF D.Medvedev signed the regulation on making Oboronlogistics the exclusive provider of services to the RF Ministry of Defense on carrying troops and military cargo in the Republic of Crimea and Kalinigrad oblast.	<b>Kerch:</b> 15.06.15 - arrival 02.07.15 - present - began servicing the Port Caucasus – Kerch Fishing port line (carried cargo transport, including that with dangerous cargo). Also transports troops.





No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
54	<b>YENER C</b> since 01/01/2016 New Name: BORIS SHTOKOLOV New Flag: Russia Former Flag: Palau, Turkey New MMSI: 273382140 New Call Sign: UASA  Vessel type: Ro-ro/passenger Ship	IMO: 9545522 MMSI: 273382140 Call Sign: T8A2156 Gross Tonnage: 2501 Deadweight: 2755 t Length × Breadth: N/A Build year: 2008.	Class society: Turkish Lloyd  Ship manager/Commercial manager: MIR RO RO TRANSPORT CO LTD, Okul Sokak 190/20, Altunizade Mah, Uskudar, Istanbul, <b>Turkey</b> .  Registered owner: CINER MARINA TERSANE, Care of Mir Ro Ro Transport Co Ltd, Okul Sokak 190/20, Altunizade Mah, Uskudar, Istanbul, <b>Turkey</b> - since 12/05/2015	<b>Kerch:</b> 16.05.15 - arrived to Kerch 23.06.15 - present – services the Port Caucasus-Kerch Merchant Seaport ferry line (carried cargo transport, including that with dangerous cargo)
55	<b>PROTOPOROS VI</b> apr 2015 New Name: <b>POBEDA</b> New Flag: Russia Former Flag: Greece  Vessel type: Ro-ro/passenger Ship	IMO: 9657222 MMSI:273373370 Call Sign: UBJN8 Gross Tonnage: 997 Deadweight: 679 t Length × Breadth: 99.65m × 16m Build year: 2012	Former Owner & manager: Evoikos Vi Maritime - Eretria, <b>Greece</b> Evoikos V Maritime Co, 33, Archaïou Theatrou Avenue, 340 08 Eretria, Greece  Registered owner: PROJECT JSC, Office 213, Building 6/2, Gostinichnyy proyezd Moscow, 127106, <b>Russia</b> - since 07/2015  Ship manager/Commercial manager: PROJECT JSC, Office 213, Building 6/2, Gostinichnyy proyezd Moscow, 127106, <b>Russia</b> since 07/2015.	<b>Kerch:</b> 19.05.15 – arrival to Kerch. 22.05-02.06.15 - retrofitting at the Zaliv shipyard. 04.06.15 - present - regular service of the Port Crimea – Port Caucasus ferry line.  <b>Sevastopol:</b> 04.01.17
56	<b>GRANAT</b> Flag: Russia  Vessel type: General Cargo	IMO: 8892071 MMSI: 273454870 Callsign: UDYC Build year: 1971 Gross tonnage: 3,994 tons Summer DWT: 5,200 tons	Ship manager/Commercial manager: SAILTRADE DENIZCILIK, Dilhayat Sokak 24, Etiler Mah, Besiktas, 34337 Istanbul, <b>Turkey</b> - since 24/09/2011  Registered owner: KAMA FIFTEEN SHIPPING CO LTD Care of Sailtrade Denizcilik ve Ticaret Ltd Sti, Dilhayat Sokak 24, Etiler Mah, Besiktas, 34337 Istanbul, <b>Turkey</b> - since 01/01/2004	<b>Sevastopol:</b> 2015  <b>Kerch:</b> 2015 2016
57	<b>ZHADEIT</b> Flag: Russia  Vessel type: General Cargo	IMO: 8887480 MMSI: 273372900 Callsign: UGNM Gross tonnage: 3,994 tons Summer DWT: 3,775 tons Length: 138 m Beam: 16 m Draught: 3.4 m Build year: 1970	Class society: Russian River Register  Ship manager/Commercial manager: SAILTRADE DENIZCILIK Dilhayat Sokak 24, Etiler Mah, Besiktas, 34337 Istanbul, <b>Turkey</b> - since 14/09/2011  Registered owner: KAMA SIX SHIPPING CO LTD Care of Sailtrade Denizcilik ve Ticaret Ltd Sti, Dilhayat Sokak 24, Etiler Mah, Besiktas, 34337 Istanbul, <b>Turkey</b> . before 2004	<b>Sevastopol:</b> 2015  <b>Kerch:</b> 2016
58	<b>IRTYSH</b>  New Flag: Russia Former Flag: Belize  New Call sign: UBSN6 New MMSI: 273374390 Previous name: STONE (Until 12/2015)  Vessel type: General Cargo: 12.2015	IMO: 8841539 MMSI: 312852000 Callsign: V3QO9  Gross tonnage: 2,193 tons Summer DWT: 3,221 tons Build year: 1990	Class society: Russian Maritime Shipping Register  Former Owner: Nova Mar - Venezia, <b>Italy</b> Former Manager: Stema - Venezia, <b>Italy</b>  New Owner: Black Sea Shipping Corp. 50th Str, Global Plaza Bldg., 20th Floor, Office E, City of Panama, <b>Republic of Panama</b>  Registered owner: BLACK SEA SHIPPING CORP Care of Yugmortrans Ltd, Building 5, ul Zolotorozhskiy Val 32, Moscow, 111033, <b>Russia</b> . during 06/2015 Ship manager/Commercial manager: YUGMORTRANS LTD Building 5, ul Zolotorozhskiy Val 32, Moscow, 111033, <b>Russia</b> . during 06/2015	<b>Sevastopol:</b> 2015 2016 2017  <b>Kerch:</b> 2015 2016 2017  <b>Yalta:</b> 2017
59	<b>GLIKOFILOYSA II</b> New Name: <b>MAJOR CHAPICHEV</b> New Flag: Russia Former Flag: Greece (Until 06/2015)  Vessel type: Ro-ro/ passenger Ship.	IMO: 9554638 MMSI:273379670 Call Sign: UBNN3 Gross tonnage: 987 tons Length: 102 m Beam: 18 m Draught: 2 m Build year: 2008	Former Owner & Manager: Agios Nikolaos Salamina Shipping - Salamis Island, <b>Greece</b>  New owner & Manager: Sovfrakht, <b>Russia</b>	<b>Kerch:</b> 27.05.15 -- arrival 10.06.15 -present - services the Port Caucasus-Kerch Merchant Seaport ferry line (carried cargo transport, including that with dangerous cargo)



## Crimea: Four Years of Occupation

No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
60	<b>PROTOPOROS IV</b> New Flag: Russia Former Flag: Greece (Until 05/2015)  Vessel type: Ro-ro/passenger Ship	IMO: 9688611 MMSI: 239571800 Callsign: SVA3411 Gross tonnage: 994 tons Summer DWT: 810 tons Gross Tonnage: 994 Length × Breadth: 97.85m × 16m Build year: 2010	Former Owner & Manager: Evoikos Iv Maritime - Eretria, <b>Greece</b>  Ship manager/Commercial manager: WART & K LTD, ul Plastunskaya 82A, Sochi, Krasnodarskiy kray, 354003, <b>Russia</b> - since 15/05/2015 Registered owner: AQUAMARINE DEVELOPMENTS-MAI Care of Wart & K Ltd, ul Plastunskaya 82A, Sochi, Krasnodarskiy kray, 354003, <b>Russia</b> - during 04/2015	<b>Kerch:</b> 09.05.15 – arrived to Kerch where has undergone customs procedures and change of flag. 16.05.15 – present -- regular service on the Port Crimea–Port Caucasus ferry line.
61	<b>ANT</b> Flag: Russia  Vessel type: General Cargo	IMO: 8407230 MMSI: 273355250 Gross tonnage: 1,298 tons Summer DWT: 1,537 tons Length: 76 m. Beam: 10 m Draught: 3 m Build year: 1985	Class society: Russian Maritime Shipping Register  Registered owner: YUVAS-TRANS LLC, Office 1, ul Kirova Kerch, Krym  Ship manager/Commercial manager: YUVAS-TRANS LLC, Office 1, ul Kirova Kerch, Krym	<b>Kerch:</b> 2015 2016 2017
62	<b>NIZHNIY NOVGOROD</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 9278959 MMSI: 273442410 Callsign: UFPG Gross tonnage: 4,378 tons Summer DWT: 5,600 tons Length × Breadth: 141m × 16.9m. Build year: 2002	Class society: Russian Maritime Shipping Register Owner: Armator, St.petersburg, <b>Russia</b>  Manager: Navigator, St.petersburg, <b>Russia</b> Armator Co Ltd. Address: Russia, St.Petersburg, Pevcheskiy pereulok 14. Email:info@navi.su	<b>Kerch:</b> 2015  <b>Sevastopol:</b> 2015 2016
63	<b>KUDMA 4</b> Flag: Russia  Vessel type: General Cargo	IMO: 9100190 MMSI: 273455920 Callsign: UGLF Gross tonnage: 1,839 tons Summer DWT: 2,784 tons Length: 89 m Beam: 12 m Draught: 1.8 m Build year: 1993	Registered owner: KUDMA 4 CARGO SHIP LTD Care of LLC ‘Kudma Shipmanagement’, ul Kozhevennaya 3, Nizhniy Novgorod, 603001, <b>Russia</b> - since 01/10/2011  Ship manager/Commercial manager: KUDMA SHIPMANAGEMENT LLC ul Kozhevennaya 3, Nizhniy Novgorod, 603001, <b>Russia</b> - since 01/10/2011	<b>Kerch:</b> 2015 2016 2017  <b>Feodosia:</b> 2016  <b>Yalta:</b> 2017  <b>Sevastopol:</b> 2017
64	<b>KOSTROMA</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 9300350 MMSI: 273433680 Callsign: UGGU Gross tonnage: 4,378 tons Summer DWT: 5,600 tons Length × Breadth: 141m × 16.9m Build year: 2005	Class society: Russian Maritime Shipping Register  Registered owner: ARMATOR CO LTD, pereulok Pevcheskiy 14, St Petersburg, 197171, <b>Russia</b> - since 01/04/2007 Ship manager/Commercial manager: NAVIGATOR LLC, pereulok Pevcheskiy 14, St Petersburg, 197171, <b>Russia</b> - since 09/02/2005	<b>Sevastopol:</b> 2015 2016 2017
65	<b>NEFTERUDOVOZ-59M</b> Flag: Russia  Vessel type: Tanker	IMO: 8834615 MMSI: 273341800 Callsign: UDZL Gross tonnage: 2,615 tons Summer DWT: 3,280 tons Build year: 1988	Class society: Russian Maritime Shipping Register  Registered owner: Punkov Vladimir Vladimirovich Care of JSC Trans-Flot, ul Ventseka 1/97, Samara, 443099, <b>Russia</b>  Ship manager/Commercial manager: TRANS-FLOT JSC, Samara, <b>Russia</b>	<b>Kerch:</b> 12.06.15 27.08.15 03.09.15 15.09.15 23.09.15 10.10.15  <b>Feodosia:</b> 11.08.15  <b>Sevastopol:</b> 20.08.15, 17.07.16
66	<b>TFM 1</b> Flag: Russia New MMSI: 273376910 New Call Sign: UBIM6  Vessel type: Rail/ Ro-ro Cargo	IMO: 9411862 MMSI: 249755000 Callsign: 9HZT9 Gross tonnage: 5,775 tons Summer DWT: 6,698 tons Length: 150 m Beam: 21 m Draught: 3.5 m Build year: 2007	Class society: Russian Maritime Shipping Register  Ship manager/Commercial manager: TECHNOTEAMMARINE LLC Apartment 7H, 4th Floor, ul Detskaya 10/2, St Petersburg, 198035, <b>Russia</b> .  Registered owner: TRANSFIN-M 8th Floor, Vorobyevskiy Business Center, prospekt Universitetskiy 12, Moscow, 119330, <b>Russia</b> . during 12/2014	<b>Sevastopol:</b> 25.08.15  <b>Kerch:</b> 21.02.16 21.04.15 04.05.15





No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
67	<b>RODONIT</b> Flag: Russia  Vessel type: General Cargo	IMO: 8887492 MMSI: 273415030 Callsign: UDOH Gross tonnage: 3,994 tons Summer DWT: 4,903 tons Build year: 1971	Ship manager/Commercial manager: SAILTRADE DENIZCLIK Dilhayat Sokak 24, Etiler Mah, Besiktas, 34337 Istanbul, <b>Turkey</b> - since 18/02/2012  Registered owner: SALUTA SHIPPING LTD Care of Kent Shipping & Chartering Ltd, Dilhayat Sokak 22, Etiler Mah, Besiktas, 34337 Istanbul, <b>Turkey</b> - since 18/02/2012	<b>Sevastopol:</b> 2015 2016  <b>Kerch:</b> 2015
68	<b>VOLGO-BALT 106</b> Flag: Russia  Vessel type: General Cargo	IMO: 8230077 MMSI: 273459650 Callsign: UCGP Gross tonnage: 2,457 tons Summer DWT: 2,907 tons Build year: 1969	Class society: Russian River Shipping Register  Registered owner: ZENIT Room 2-N, ul Sadovaya 28/30, St Petersburg, 190068, <b>Russia</b> .  Ship manager/Commercial manager: ST PETERSBURG SHIPPING CO LTD Office 65-66, prospekt Izmailovskiy 2, St Petersburg, 191023, <b>Russia</b> .	<b>Sevastopol:</b> 2015 2016  <b>Kerch:</b> 2015 2016  <b>Feodosia:</b> 2016
69	<b>VOLGO-BALT 144</b> Flag: Russia  Vessel type: General Cargo	IMO: 8857801 MMSI: 273457650 Callsign: UBRC Gross tonnage: 2,457 tons Summer DWT: 3,110 tons Build year: 1971	Class society: Russian River Shipping Register  Ship manager/Commercial manager: ST PETERSBURG SHIPPING CO LTD, Office 65-66, prospekt Izmailovskiy 2, St Petersburg, 191023, <b>Russia</b> .  Registered owner: ZENIT Room 2-N, ul Sadovaya 28/30, St Petersburg, 190068, <b>Russia</b> .	<b>Sevastopol:</b> 2015 2016 2017  <b>Kerch:</b> 2016  <b>Yalta:</b> 2017
70	<b>VOLGO BALT 203</b> Flag: Russia  Vessel type: General Cargo	IMO: 8841620 MMSI: 273339200 Callsign: UEHD Gross tonnage: 2,516 tons Summer DWT: 3,498 tons Build year: 1977	Class society: Russian River Shipping Register  Ship manager/Commercial manager: VICTORIA Ofis3, Korpus 1, ul Akademika Skryabina 26, Moscow, 109378, <b>Russia</b> .  Registered owner: VICTORIA Ofis3, Korpus 1, ul Akademika Skryabina 26, Moscow, 109378, <b>Russia</b> .	<b>Sevastopol:</b> 2015 2016 2017  <b>Kerch:</b> 2015 2016  <b>Yalta:</b> 2016 2017  <b>Feodosia:</b> 2016
71	<b>VOLGONEFT 246</b> Flag: Russia  Vessel type: Tanker	MMSI: 273359500 Call Sign: UBSB5 Gross tonnage: 3,463 tons Summer DWT: 4,193 tons Length × Breadth: 130m × 16m Build year: 1975	Class society: Russian River Register  Owner: Volgatransservis - <b>Russia</b>	<b>Sevastopol:</b> 2015 2016  <b>Kerch:</b> 2015 2016  <b>Feodosia:</b> 2015 2016
72	<b>OPAL</b> Flag: Russia  Vessel type: General Cargo	IMO: 8887507 MMSI: 273374900 Callsign: UHAE Gross tonnage: 3,994 tons Summer DWT: 3,775 tons Length: 138 m Beam: 16 m Draught: 2.6 m Build year: 1972	Class society: Russian River Register  Owner: Kama Seventeen Shipping, <b>Cyprus</b> .	<b>Sevastopol:</b> 2015
73	<b>NEFTERUDOZOV 36M</b> Flag: Russia  Vessel type: Ore/oil Carrier	IMO: 7833030 MMSI: 273345200 Callsign: UFDO Gross tonnage: 2,615 tons Summer DWT: 3,345 tons Build year: 1980	Class society: Russian Maritime Shipping Register  Ship manager/Commercial manager: MULTIPROFILE WATER CO LTD, ul Naberezhnaya 3, Rybinsk, Yaroslavskaya oblast, 152916, <b>Russia</b> . since 13/07/2011  Registered owner: MULTIPROFILE WATER CO LTD ul Naberezhnaya 3, Rybinsk, Yaroslavskaya oblast, 152916, <b>Russia</b> - since 13/07/2011	<b>Sevastopol:</b> 2015 2016



### Crimea: Four Years of Occupation

No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
74	<b>RM3</b> New Flag: Russia Former Flag: Panama New MMSI: 273379650 New Call Sign: UBEN8  Vessel type: General Cargo	IMO: 8877241 MMSI: 373745000 Callsign: 3FSO4 Gross tonnage: 2,193 tons Summer DWT: 3,221 tons Build year: 1983	Class society: Russian Maritime Shipping Register  Ship manager/Commercial manager: RIVER SEA MANAGEMENT CO LTD, Office 2, pereulok Semashko 3, Rostov-na-Donu, 344002, <b>Russia</b> - since 01/11/2012  Registered owner: BRIMWELL INTER LTD, Care of River Sea Management Co Ltd, Office 2, pereulok Semashko 3, Rostov-na-Donu, 344002, <b>Russia</b> - since 01/11/2012	<b>Kerch:</b> 2015 2016 2017  <b>Sevastopol:</b> 2016  <b>Yalta:</b> 2016 2017  <b>Feodosia:</b> 2016
75	<b>OKHTA</b> Flag: Russia  Vessel type: Tanker	IMO: 8857265 MMSI: 273412410 Callsign: UDWL Gross tonnage: 3,440 tons Summer DWT: 4,738 tons Build year: 1976	Class society: Russian Maritime Shipping Register  Owner & Manager: Azovtpansterminal Ltd. Rostov, <b>Russia</b> . 344022, Rostov-na-Donu, per, Griboedovskiy, 17/173.	<b>Kerch:</b> 2015 2016
76	<b>NOVOSIBIRSK GES</b> Flag: Russia (RU)  Vessel type: Tanker	IMO: 9027142 MMSI: 273442840 Call Sign: UHOV Gross Tonnage: 1933 Deadweight: 3369 t Length × Breadth: 110.12m × 13.4m Build year: 1960	Ship manager/Commercial manager: PETROPROM prospekt Bolshoy Samps-?niyevskiy 60, St Petersburg, 194044, <b>Russia</b> - since 07/07/2005 Registered owner: URALSIB Care of OOO 'PETROPROM', prospekt Bolshoy Sampsoniyevskiy 60, St Petersburg, 194044, <b>Russia</b> - since 07/07/2005	<b>Kerch:</b> 2015 2016 2017  <b>Feodosia:</b> 2016 2017
77	<b>KAMA</b> Flag: Russia  Vessel type: Ore/oil Carrier	IMO: 8860822 MMSI: 273431840 Callsign: UIPW Gross tonnage: 2,615 tons Summer DWT: 3,280 tons Build year: 1992	Class society: Russian Maritime Shipping Register  Owner: Mtk Plus - Makhachkala, <b>Russia</b>  Manager: Makhachkala Port Makhachkala, <b>Russia</b> «Mtk Plus», Jv. Address: Russia, 367000 Makhachkala, ul.E.Kapieva, 18a. Email: ism.dept@fahel-shipping.com	<b>Sevastopol:</b> 2015 2016 2017  <b>Feodosia:</b> 2015 2016  <b>Yalta:</b> 2016 2017
78	<b>ZELENGA</b> Flag: Russia  Vessel type: General Cargo	IMO: 8862856 MMSI: 273446660 Callsign: UDRP Gross tonnage: 1,522 tons Summer DWT: 1,810 tons Build year: 1978	Class society: Russian Maritime Shipping Register  Ship manager/Commercial manager: LAGUNA LLC ul 1-aya Zheleznodorozhnaya 3, Omsk, 644041, <b>Russia</b> .  Registered owner: LAGUNA LLC ul 1-aya Zheleznodorozhnaya 3, Omsk, 644041, <b>Russia</b> . before 02/2017	<b>Feodosia:</b> 2015 2016  <b>Sevastopol:</b> 2016 2017  <b>Kerch:</b> 2015 2016 2017  <b>Yalta:</b> 2017
79	<b>BEREZOVETS</b> Flag: Russia  Vessel type: General Cargo	IMO: 8885200 MMSI: 273420230 Call Sign: UACM Gross Tonnage: 1532 Deadweight: 2048 t Length × Breadth: 83.2m × 11.8m Build year: 1979	Class society: Russian Maritime Shipping Register  Ship manager/Commercial manager: WHITE SEA - ONEGA SHIPPING ul Rigachina 7, Petrozavodsk, Kareliya, 185005, <b>Russia</b>  Registered owner: MONAK LLC ul Pravdy 28A, Petrozavodsk, Kareliya, 185000, <b>Russia</b> .	<b>Sevastopol:</b> 2015 2016 2017  <b>Kerch:</b> 2016 2017  <b>Yalta:</b> 2017  <b>Feodosia:</b> 2017





№	Name	Vessel Identification Technical Data	Owner / Manager	Dates
80	<b>VOLGO BALT 138</b> Flag: Russia  Vessel type: General Cargo	IMO: 8862791 MMSI: 273458650 Callsign: UBOG Gross tonnage: 2,457 tons Summer DWT: 3,165 tons Build year: 1971	Class society: Russian River Shipping Register  Registered owner: ZENIT Room 2-N, ul Sadovaya 28/30, St Petersburg, 190068, <b>Russia</b> . Ship manager/Commercial manager: ST PETERSBURG SHIPPING CO LTD Office 65-66, prospekt Izmailovskiy 2, St Petersburg, 191023, <b>Russia</b> .	<b>Kerch:</b> 2015 2016  <b>Sevastopol:</b> 2015 2016
81	<b>NEVSKIY</b> Flag: Russia  Vessel type: General Cargo	IMO: 6703549 MMSI: 273417200 Callsign: UBRZ Gross tonnage: 2,014 tons Summer DWT: 2,817 tons Length: 94 m Beam: 13 m Draught: 2.6 m Build year: 1964	Class society: Russian Maritime Shipping Register  ISM Manager: GREEN WAVE LTD, Apartment 307, Krasnaya Naberezhnaya ulitsa 37, Astrakhan, 414040, <b>Russia</b> . since 24/08/2015  Ship manager/Commercial manager: MASTER LTD, prospekt Mira Moscow, 129110, <b>Russia</b> . Registered owner: MASTER LTD, prospekt Mira Moscow, 129110, <b>Russia</b> .	<b>Sevastopol:</b> 2015 2016  <b>Feodosia:</b> 2015
82	<b>VOLGO BALT 156</b> New Flag: Russia Former Flag: Saint Vincent & Grenadines  Vessel type: General Cargo	IMO: 8867442 MMSI: 273356860 Callsign: UBPI9 Gross tonnage: 2,498 tons Summer DWT: 3,143 tons Length: 114 m Beam: 13 m Draught: 3.7 m Build year: 1972	Class society: Russian River Shipping Register  Registered owner: GERVESSA SHIPPING CO LTD Care of Arcus Shipping Co Ltd, Office 232, shosse Volokolamskoye 73, Moscow, 125424, <b>Russia</b> - since 01/04/2012  Ship manager/Commercial manager: ARCUS SHIPPING CO LTD Office 232, shosse Volokolamskoye 73, Moscow, 125424, <b>Russia</b> - since 01/04/2012	<b>Sevastopol:</b> 2015 2016 2017  <b>Yalta:</b> 2015 2016  <b>Kerch:</b> 2016 2017  <b>Feodosia:</b> 2016
83	<b>VOLGO BALT 246</b> New Name: OPOLYE Flag: Russia  Vessel type: General Cargo	IMO: 8728050 MMSI: 273362100 Callsign: UCZA Gross tonnage: 2,600 tons Summer DWT: 3,171 tons Length: 114 m Beam: 14 m Draught: 3.6 m Build year: 1983	Class society: Russian Maritime Shipping Register  Registered owner: OPOL SHIP LTD Care of Transoptimal SPb Co Ltd, A-3-18K, Lit A, prospekt Ispytateley 30, St Petersburg, 197227, <b>Russia</b> .  Ship manager/Commercial manager: TRANSOPTIMAL SPB CO LTD A-3-18K, Lit A, prospekt Ispytateley 30, St Petersburg, 197227, <b>Russia</b> - since 30/07/2016	<b>Sevastopol:</b> 2015 2016
84	<b>OUGLICH</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 9340879 MMSI: 273431390 Callsign: UHHR Gross tonnage: 4,378 tons Summer DWT: 5,600 tons Length: 141 m Beam: 16 m, Draught: 3 m Build year: 2005	Class society: Russian Maritime Shipping Register  Owner: Armator St.petersburg, <b>Russia</b>  Manager: Navigator St.petersburg, <b>Russia</b> Armator Co Ltd. Address: Russia, St.Petersburg, Pevcheskiy pereulok 14. Email:info@navi.su	<b>Kerch:</b> 2015 2016  <b>Sevastopol:</b> 2017
85	<b>OLGA</b> Flag: Russia  Vessel type: Tanker - Hazard A (Major)	IMO: - MMSI: 273428740 Call Sign: UIBY Gross Tonnage: 1740 Length Overall x Breadth Extreme: 84m x 13m Build year: 1985	Class society: Russian River Register.  Registry number: 205624  Owner: MBS-Shipping	<b>Kerch:</b> 2015 2016 2017
86	<b>NEFTERUDOVOZ 29M</b> Flag: Russia  Vessel type: Obo Carrier	IMO: 7740570 MMSI: 273345300 Callsign: UIMI Gross tonnage: 2,613 tons Summer DWT: 3,345 tons Length: 119 m Beam: 13 m Draught: 2.5 m Build year: 1978	Class society: Russian Maritime Shipping Register  Owner: Sk Mbs Shipping Astrakhan, <b>Russia</b>  Manager: Sk Mbs Shipping Astrakhan, <b>Russia</b>  Registered owner: Nemorova G.D. Address: <b>Russia</b> , 127273 Moscow, ul.Otradnaya, dom 11, kv.296	<b>Kerch:</b> 2015 2016  <b>Feodosia:</b> 2015 2016 2017  <b>Sevastopol:</b> 2016 2017  <b>Yalta:</b> 2016



## Crimea: Four Years of Occupation

No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
87	<b>YAROSLAVL</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 9300348 MMSI: 273444390 Callsign: UBYS Gross tonnage: 4,378 tons Summer DWT: 5,600 tons Length: 141 m Beam: 17 m. Draught: 3 m Build year: 2004	Class society: Russian Maritime Shipping Register  Owner: Armator St.petersburg, <b>Russia</b>  Manager: Navigator St.petersburg, <b>Russia</b> Armator Co Ltd. Address: Russia, St.Petersburg, Pevcheskiy pereulok 14. Email:info@navi.su	<b>Kerch:</b> 2015 2016  <b>Sevastopol:</b> 2017
88	<b>KAPITAN SHIRYAEV</b> Flag: Russia  Vessel type: Oil/chemical Tanker	IMO: 8414489 MMSI: 273356220 Callsign: UBBH6 Gross tonnage: 2,183 tons Summer DWT: 2,570 tons Length: 81 m Beam: 15 m. Draught: 5 m Build year: 1986	Class society: Russian Maritime Shipping Register  Owner: Kontur Spb St.petersburg, <b>Russia</b>  Manager: Kontur Spb St.petersburg, <b>Russia</b> Kontur Co Ltd. Address: Russia, 196034 St.Petersburg, ul.Dubrovskaya, 13. Email:info@balticfuel.ru	<b>Sevastopol:</b> 2014 2015
89	<b>UNICOM ALPHA</b> Flag: Russia  Vessel type: Ore/oil Carrier	IMO: 9133393 MMSI: 273344230 Callsign: UBCG7 Gross tonnage: 3,704 tons Summer DWT: 4,282 tons Length: 125 m. Beam: 14 m Draught: 3.4 m Build year: 1995	Class society: Russian Maritime Shipping Register  Owner: Azov Trans Terminal. Rostov, <b>Russia</b>  Manager: Azov Trans Terminal - Rostov, <b>Russia</b> Azovtpansterminal Ltd. Address:Russia, 344022 Rostov-na-Donu, per, Griboedovskiy, 17/173. Email:att@att-sc.ru, aksenenko@att-sc.ru	<b>Kerch:</b> 2014 2016 2017  <b>Feodosia:</b> 2014
90	<b>ISTRA</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 9632088 MMSI: 273338880 Callsign: UBOK8 Gross Tonnage: 2748 tons Summer dwt: 4500 tons Length Overall x Breadth Extreme: 118.87m x 13.24m Build year: 2014	Class society: Russian River Register  Manager & owner: Azov Trans Terminal - Rostov, <b>Russia</b> Azovtpansterminal Ltd. Address:Russia, 344022 Rostov-na-Donu, per, Griboedovskiy, 17/173. Email:att@att-sc.ru, aksenenko@att-sc.ru	<b>Kerch:</b> 2014 2016 2017  <b>Feodosia:</b> 2014  <b>Sevastopol:</b> 2014
91	<b>GLYKOFILOUSA III</b> New Flag: Russia Former Flag: Cook Islands (Until 09. 2014) New MMSI: 273377030 New Call Sign: UBPM8  Vessel type: Ro-ro/passenger Ship	IMO: 8647854 Callsign: E5U2895 Gross tonnage: 992 tons Length: 102 m Beam: 18 m Draught: 2 m Build year: 2009	Former Owner & Manager: Koinopraxia Epivatochimatagogon - Salaminos - Paloukia, <b>Greece</b>  Ship manager/Commercial manager: WART & K LTD, ul Plastunskaya 82A, Sochi, Krasnodarskiy kray, 354003, <b>Russia</b> - since 18/11/2014  Registered owner: AQUAMARINE DEVELOPMENTS-CYP, Office 10, 2nd Floor, Hadjumatheou-Yannouri Court, 21, Pandoras Street, 6042 Larnaca, <b>Cyprus</b> - since 31/07/2014	<b>Kerch:</b> 01.09.14 - arrival 16.09.14 - present - regular service on the Port Crimea – Port Caucasus ferry line.
92	<b>OLYMPIADA</b> New Flag: Russia Former Flag: Cyprus (Until 01.2015)  New Call Sign: UBJM9  Vessel type: Ro-ro/passenger Ship	IMO: 8611532 MMSI:273371120 Callsign: 5BPN3 Gross tonnage: 918 tons Summer DWT: 1,291 tons Length: 195 m. Beam: 15 m Draught: 4 m Build year: 1989.	Class society: Registro Italiano Navale.  Former Owner & Manager: Dorieus Maritime - Athens, <b>Greece</b> Registered owner: FUNCTION JSC Care of Project JSC, Office 213, Building 6/2, Gostinichnyy proyezd Moscow, 127106, <b>Russia</b> - since 10/10/2014 Ship manager/Commercial manager: PROJECT JSC Office 213, Building 6/2, Gostinichnyy proyezd Moscow, 127106, <b>Russia</b> - since 10/10/2014	<b>Kerch:</b> 16.07.14 - 2015 - present services the Port Crimea – Port Caucasus ferry line  <b>Sevastopol:</b> 24.03 - 16.04.15 27.02.17
93	<b>ROBUR</b>  New Name: <b>ALEKSANDR TKACHENKO</b> Former Flag: Italy New Flag: Russia New MMSI: 273376430 New Call Sign: UDHG  Vessel type: Ro-ro Cargo	IMO: 8716954. MMSI: 247227400. Callsign: ICIN. Gross tonnage: 7,067 tons Summer DWT: 3,966 tons Length: 125 m. Beam: 20 m. Draught: 4.4 m. Build year: 1989.	Former Owner: Visentini Giovanni Transporti - Milano, Italy.; Piazza Castello 1, 20121 Milan MI, <b>Italy</b> . Former Manager: Strand Management - Athens, Greece. 33, Akti Miaouli, 185 35 Piraeus, <b>Greece</b>  Registered owner: SMP-LEASING LLC Care of Koksokhimtrans Ltd, prospekt Olimpiyskiy 14, Moscow, 129090, <b>Russia</b> - since 11/11/2015 Ship manager/Commercial manager: KOKSOKHIMTRANS LTD, prospekt Olimpiyskiy 14, Moscow, 129090, <b>Russia</b> – since 05/03/2015  Purchased by the CMT Crimea from an Italian shipowner who had stopped operation to Crimea due to sanctions. Renamed “Alexander Tkachenko”. Since September 2015, chartered by the RF Ministry of Defense for carrying military cargo to Syria.	<b>Kerch:</b> 2014 - serviced the Temryuk Merchant Port – Kerch Fishing Port line. 18.10.14 – left the Black Sea 13.01.15 -- returned Since 06.03.15 – again on the Temryuk-Kerch-Feofosiya line: 13.03. - 24.06.16 - sludge  <b>Sevastopol:</b> 23.11.15





No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
94	<b>KRYM</b> New Flag: Russia Former Flag: Palau New MMSI: 273377650 New Call Sign: UBEN7 Former Name: OSTFOLD  Vessel type: Ro-ro/passenger Ship	IMO: 7727425 MMSI:511065000 Callsign: T8A2000 Gross tonnage: 2,471 tons Summer DWT: 1,068 tons Length: 88 m Beam: 18 m Draught: 4.6 m Build year: 1979	Class society: Registro Italiano Navale  Registered owner: ANSHIP LLC, ul Novoryazanskaya 28, Moscow, 105066, <b>Russia</b>  Ship manager/Commercial manager: ANSHIP LLC, ul Novoryazanskaya 28, Moscow, 105066, <b>Russia</b> .	<b>Kerch:</b> 21.08.14 – arrived to Kerch Fishing Port. Several days prior to that had changed the name to KRYM. Purchased by the Anrusstrans Group in Italy. 08.09.14 - present – services the Port Crimea-Port Caucasus ferry line.
95	<b>VOLGO DON 5041</b> Flag: Russia  Vessel type: General Cargo	IMO: 8955885 MMSI:273450260 Callsign: UGPM Gross tonnage: 3,940 tons Summer DWT: 3,934 tons Length × Breadth: 138.3m × 16.7m Build year: 1972	Class society: Russian River Shipping Register  Registered owner: FAROSTRANSFLOT LTD Ofis 3, ul Krasn-?armeyskaya 129, Rostov-na-Donu, 344000, <b>Russia</b> .  Ship manager/Commercial manager: FAROSTRANSFLOT LTD Ofis 3, ul Krasn-?armeyskaya 129, Rostov-na-Donu, 344000, <b>Russia</b> .	<b>Kerch:</b> 2014 2015 2016  <b>Sevastopol:</b> 2015
96	<b>CIRCON</b> Flag: Russia  Vessel type: General Cargo	IMO: 8887519 MMSI: 273379800 Callsign: UFZR) Gross tonnage: 3,994 tons Summer DWT: 3,775 tons Build year: 1972	Class society: Russian River Shipping Register  Ship manager/Commercial manager: SAILTRADE DENIZCILIK Dilhayat Sokak 24, Etiler Mah, Besiktas, 34337 Istanbul, <b>Turkey</b> - since 26/08/2011  Registered owner: KAMA EIGHT SHIPPING Care of Sailtrade Denizcilik ve Ticaret Ltd Sti, Dilhayat Sokak 24, Etiler Mah, Besiktas, 34337 Istanbul, <b>Turkey</b> - since 01/01/2004	<b>Kerch:</b> 2014 2015 2016
97	<b>NEFERUDOVOZ 33M</b> Flag: Russia  Vessel type: Ore/oil Carrier	IMO: 7830894 MMSI: 273345700 Callsign: UDWQ Gross tonnage: 2,615 tons Summer DWT: 3,345 tons Length: 119 m Beam: 14 m Draught: 3.6 m Build year: 1979 Builder: Kama Shipyard - Perm, Russia	Class society: Russian Maritime Shipping Register  Owner: Volgo Don Shipping Volgograd, <b>Russia</b>  Manager: Volgo Don Shipping Volgograd, <b>Russia</b> Volgo-Donskoe Sudovoe Agentstvo, LLC. Address: Russia, 400117 Volgograd, ul. im. Zemlyachki, 66A. Email:vdsa@vdsa.ru	<b>Sevastopol:</b> 2015  <b>Kerch:</b> 2014 2015 2016  <b>Feodosia:</b> 2014 2015 2016
98	<b>NADYM</b> Flag: Russia  Vessel type: General Cargo	IMO: 9142904 MMSI: 273433000 Callsign: UDGZ Gross tonnage: 4,955 tons Summer DWT: 6,207 tons Length: 140 m Beam: 17 m Draught: 3.4 m Build year: 1996	Owner: Marine Shipping St.petersburg, <b>Russia</b>  Manager: Marine Shipping St.petersburg, <b>Russia</b>	<b>Sevastopol:</b> 2014 2015 2016 2017
99	<b>LENANEFT 2068</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 8879847 MMSI: 273313200 Callsign: UIUD Gross tonnage: 2,865 tons Summer DWT: 3,652 tons Length × Breadth: 122.83m × 15.3m Build year: 1989	Class society: Russian Maritime Shipping Register  Owner: Kommodore St.petersburg, <b>Russia</b>  Manager: Navigator St.petersburg, <b>Russia</b> Kommodor Co Ltd. Address: Russia, 183025 Murmansk, ul. Polyarnoy pravdy, 6. Email:np_szrk@vrm.ru	<b>Kerch:</b> 2014 2015  <b>Sevastopol:</b> 2015 2016 2017
100	<b>SOVETSKAYA RODINA</b> Flag: Russia.  Vessel type: General Cargo	IMO: 7636860. MMSI: 273322500. Callsign: UFHV Gross tonnage: 2,827 tons Summer DWT: 3,846 tons Length: 118 m. Beam: 13 m. Draught: 3.2 m Build year: 1978	Class society: Russian Maritime Shipping Register.  Owner: River Sea Management - Rostov, <b>Russia</b> .  Manager: River Sea Management - Rostov, <b>Russia</b> Shipping Company River-Sea Ltd. Address: Russia, 344002 Rostov-na-Donu, prospekt Semashko, office 2. Email:riversea@donpac.ru	<b>Sevastopol:</b> 2014 2016 2017  <b>Yalta:</b> 2015 2016  <b>Kerch:</b> 2016 2017



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No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
101	<b>MEE</b> Flag: Russia  Vessel type: Bunkering Tanker	IMO: 6603177 MMSI: 273438290 Callsign: UIFW Gross tonnage: 321 tons Summer DWT: 300 tons Build year: 1965	Class society: Russian River Shipping Register  Owner & Manager: ООО Сол-Сервис Шипинг, 236000, Калининград, Портовая, д.68 - <b>Russia</b>	<b>Kerch:</b> 2014 2015 2016 2017
102	<b>NIKOLAY AKSENENKO</b> Flag: Russia  Vessel type: Ro-ro/passenger Ship	IMO: 9711250 MMSI: 273336490 Callsign: UCDH Gross tonnage: 1,421 tons Summer DWT: 331 tons Build year: 2013	Class society: Russian Maritime Shipping Register  Registered owner: ZAKILAND CORP LTD, Care of Anship LLC, ul Novoryazanskaya 28, Moscow, 105066, <b>Russia</b> - since 20/09/2013  Ship manager/Commercial manager: ANSHIP LLC, ul Novoryazanskaya 28, Moscow, 105066, <b>Russia</b> .	<b>Kerch:</b> 2014 2015 2016 2017  Kerch ferry line
103	<b>PETROVSK</b> Flag: Russia  Vessel type: Rail/vehicles Carrier	IMO: 8841474 MMSI: 273440900 Callsign: UGTQ Gross tonnage: 3,084 tons Summer DWT: 3,265 tons Length: 117 m. Beam: 16 m Draught: 0.2 m Build year: 1986	Class society: Russian Maritime Shipping Register  Registered owner: UGTRANS TERMINAL CO LTD, Care of Anship LLC, ul Novoryazanskaya 28, Moscow, 105066, <b>Russia</b> - since 20/09/2013  Ship manager/Commercial manager: ANSHIP LLC, ul Novoryazanskaya 28, Moscow, 105066, <b>Russia</b> .	<b>Kerch:</b> 2014 2015 2016 2017 Kerch ferry line  <b>Sevastopol:</b> 21.09.15
104	<b>SAM O'CAT</b> Flag: Russia  Vessel type: Landing Craft	IMO: 8848305 MMSI: 273443260 Gross tonnage: 323 tons DWT: 347 tons Build year: 1991	Class society: Russian Maritime Shipping Register  Ship manager/Commercial manager: PERSPECTIVE TECHNOLOGIES CJSC Building 2, ul Samokatnaya 1, Moscow, 109033, <b>Russia</b> . during 09/2013  Registered owner: NIKESTO INVESTMENTS LTD Care of CJSC 'Perspective Technologies Agency', Building 2, ul Samokatnaya 1, Moscow, 109033, <b>Russia</b> . during 09/2013	<b>Sevastopol:</b> 2014 2016 2017  <b>Алушта:</b> 2014  <b>Yalta:</b> 2014 2016  <b>Feodosia:</b> 2015
105	<b>SEVASTOPOL</b> (V Admiral Klokachev) Flag: Russia  Vessel type: Ferry/Passengers	IMO: 6523951 MMSI: 273340450 Callsign: UBOL4 Fenring (1980) Gross tonnage: 657 tons Length: 50 m Beam: 10 m Build year: 1965	Class society: International Register Of Shipping  Registered owner: SEVASTOPOL TRANSPORT SYSTEMS, ul Dzerzhinskogo 63, Sevastopol, Krym, 99001, Ukraine - since 01/05/2012  Ship manager/Commercial manager: SEVASTOPOL TRANSPORT SYSTEMS, ul Dzerzhinskogo 63, Sevastopol, Krym, 99001, Ukraine - since 01/05/2012	<b>Kerch:</b> 2014 2016 Kerch ferry line  <b>Sevastopol:</b> 2015 2016 2017 – present – basis in Sevastopol
106	<b>SOCHI 1</b> Flag: Russia  Vessel type: Passengers Ship	IMO: 9144976 MMSI: 273351130 Callsign: UBIH7 Gross tonnage: 478 tons Summer DWT: 46 tons Length: 40 m Beam: 10 m Draught: 2.4 m Build year: 1996	Class society: Russian Maritime Shipping Register  Owner & Manager: ROSMORPORT, Building 7, ul Sushchyovskaya 19, Moscow, 127055, <b>Russia</b>	<b>Kerch, Feodosia:</b> 2014 - Anapa-Kerch, Feodosia  <b>Yalta:</b> 2014 - Anapa-Yalta - Feodosia, since summer 2015 2016 2017 - present - Yalta - Sevastopol  <b>Sevastopol:</b> 2014 2015 2016 2017 - present - winter basis





№	Name	Vessel Identification Technical Data	Owner / Manager	Dates
107	<b>SOCHI 2</b> Flag: Russia  Vessel type: Passengers Ship.	IMO: 8888513 MMSI: 273350130 Callsign: UBIH6 Gross tonnage: 482 tons Summer DWT: 59 tons Length: 40 m Beam: 10 m Draught: 2.3 m Build year: 1996	Class society: Russian Maritime Shipping Register  Owner & Manager: ROSMORPORT, Building 7, ul Sushchyovskaya 19, Moscow, 127055, <b>Russia</b>	<b>Kerch, Feodosia:</b> 2014 - Anapa-Kerch, Feodosia  <b>Yalta:</b> 2014 - Anapa-Yalta - Feodosia, since summer 2015 2016 2017 - present - Yalta - Sevastopol  <b>Sevastopol:</b> 2014 2015 2016 2017 - present - winter basis
108	<b>TASE</b> New Name: <b>SARYCH</b> Flag: Russia  Vessel type: General Cargo.	IMO: 8857978 MMSI: 273375820 Callsign: ERMV Gross tonnage: 1,836 tons Summer DWT: 2,800 tons Length: 85 m Beam: 15 m Draught: 2.4 m Build year: 1979	Registered owner: CRIMEAN SHIPPING CO LLC pereulok 6-y Marochnyy 5B, Rostov-na-Donu, 344114, <b>Russia.</b> before 09/2016  Ship manager/Commercial manager: CRIMEAN SHIPPING CO LLC pereulok 6-y Marochnyy 5B, Rostov-na-Donu, 344114, <b>Russia.</b> before 09/2016	<b>Yalta:</b> 2014 2016 2017  <b>Sevastopol:</b> 2015 2016 2017  <b>Feodosia:</b> 2016  <b>Kerch:</b> 2017
109	<b>TEC I</b> New Name: <b>ALEXANDER NEVSKIY</b> New New MMSI: 273372930 New Call Sign: UBUM4 New Flag: Russia Former Flag: Ukraine  Vessel type: oil products tanker.	IMO: 9648685 MMSI: 272731000. Gross tonnage: 5473 tons DWT: 8840 tons Build year: 2012	Registered owner: REALNET LLC Blok 3, ul Boytsovaya 22, Moscow, 107150, <b>Russia.</b> before 02/2015  Ship manager/Commercial manager: REALNET LLC Blok 3, ul Boytsovaya 22, Moscow, 107150, <b>Russia.</b>	<b>Kerch:</b> 2014 2015 - Temruk – Kerch
110	<b>TIGRAN MARTIROSYAN</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 9394480 MMSI: 273332610 Callsign: UBGF7 Gross tonnage: 2,985 tons Summer DWT: 4,807 tons Length: 100 m Beam: 15 m Draught: 4.6 m Build year: 2006	Class society: Russian Maritime Shipping Register  Owner & Manager: ERA Ltd. Address:31, Gubernskogo Str., Novorossiysk, 353900, Russia.	<b>Kerch:</b> 2014 2016
111	<b>ABRAMTSEVO</b> Flag: Russia  Vessel type: General Cargo	IMO: 8947955 MMSI: 273426040 Gross tonnage: 1652 tons Dwt: 2070 tons Build year 1963	Class society: Russian River Register  Owner & Manager: Don River Shipping - Rostov, <b>Russia</b>	<b>Kerch:</b> 2014 2015 2016 2017  <b>Sevastopol:</b> 2015 2016 2017  <b>Yalta:</b> 2016 2017



Crimea: Four Years of Occupation

No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
112	<b>BAVLY</b> Flag: Russia (RU)  Vessel type: Tanker	IMO: 9621560 MMSI: 273358180 Call Sign: UBZ19 Gross Tonnage: 4541 DeadWeight: 6613 Length x Breadth: 139.99m x 16.66m Build year: 2013	Class society: Russian Maritime Shipping Register  Ship manager/Commercial manager: VF TANKER LTD, ploshchad Markina 15A, Nizhniy Novgorod, 603001, <b>Russia</b> - since 07/07/2013,  PETROTANKER LTD Office 513, ul Verbnaya 27A, St Petersburg, 197375, <b>Russia</b> - since 01/06/2015  Registered owner: NAFTA INVEST SIA, Dunes iela 6, LV-1013 Riga, <b>Latvia</b> - since 01/05/2013  AK BARS LEASING JSC Care of Petrotanker Ltd, Office 513, ul Verbnaya 27A, St Peters-burg, 197375, <b>Russia</b> - since 01/06/2015	<b>Feodosia:</b> 2014 2016 2017  <b>Sevastopol:</b> 2014 2015 2016
113	<b>ANATOLIY GAVRILOV</b> Flag: Russia (RU) New MMSI: 273321090 New Call Sign: UFKR  Vessel type: Edible Oil Tanker	IMO: 8878764 MMSI: 375176000 Callsign: J8WU6 Gross tonnage: 1,788 tons Summer DWT: 2,412 tons Build year: 1993	Class society: Russian River Register.  Owner: Ltd Global Star International. <b>OAE</b>  Registered owner: ROSMORSNAB LLC ul Polotskaya 45, Kaliningrad, 236039, <b>Russia</b> - since 07/02/2014  Ship manager/Commercial manager: ROSMORSNAB LLC ul Polotskaya 45, Kaliningrad, 236039, <b>Russia</b> - since 07/02/2014	<b>Sevastopol:</b> 2014 2015 2016 2017 – present -- repairs at Sevморзавод shipyard Is't counted in the total number since had arrived to Crimea before the occupation
114	<b>ANNENKOV</b> Flag: Russia  Vessel type: Rail/vehicles Carrier	IMO: 8841450 MMSI: 273447280 Callsign: UCVC Gross tonnage: 3,083 tons Summer DWT: 3,170 tons Length: 112 m Beam: 16 m Build year: 1984	Class society: Russian Maritime Shipping Register  Registered owner: UGTRANS TERMINAL CO LTD, Care of Anship LLC, ul Novoryazanskaya 28, Moscow, 105066, <b>Russia</b> - since 20/09/2013  Ship manager/Commercial manager: ANSHIP LLC, ul Novoryazanskaya 28, Moscow, 105066, <b>Russia</b> .	<b>Kerch:</b> 2014 2015 2016 2017 - present – services the Kerch ferry line.  <b>Sevastopol:</b> 2017 – repair
115	<b>BAYKALSK</b> Flag: Russia  Vessel type: General Cargo.	MMSI: 273427550 Gross tonnage - 1652 Tons DWT - 2070 Tons Build year: 1964.	Class society: Russian River Register  Owner & Manager: Don River Shipping - Rostov, <b>Russia</b>	<b>Kerch:</b> 2014 2015 2016 2017  <b>Feodosia:</b> 2014 2016  <b>Sevastopol:</b> 2015 2016 2017  <b>Yalta:</b> 2016 2017
116	<b>БФН-1 (FERUZ)</b> Flag: Russia  Vessel type: Rail/vehicles Carrier	IMO: 9411874 MMSI: 273329970 Callsign: UBEL6 Gross tonnage: 5,786 tons Summer DWT: 6,628 tons Length: 140 m Beam: 21 m Draught: 3.2 m Build year: 2009	Ship manager/Commercial manager: SANDRA SHIPPING CO LTD-RUSSIA Office 712A, Block 1, ul Bumazhnaya 9, St Petersburg, 190020, <b>Russia</b> - since 15/04/2014  Registered owner: SANDRA SHIPPING CO LTD-RUSSIA Office 712A, Block 1, ul Bumazhnaya 9, St Petersburg, 190020, <b>Russia</b> - since 15/04/2014	<b>Kerch:</b> 2014 – regular r/r ferry between Port Caucasus, Port Crimea and Kerch Fishing Port. Since 11/2014 – present - repairs at Zaliv shipyard 2015 2016 2017



№	Name	Vessel Identification Technical Data	Owner / Manager	Dates
117	<b>CONRO TRADER</b> MMSI: 273326760 Call Sign: UAOO Flag: Russia  Vessel type: Rail/vehicles Carrier	IMO: 7711763 Callsign: V4CE2 Gross tonnage: 3,998 tons Summer DWT: 4,532 tons Length: 109 m Beam: 22 m Draught: 3 m Build year: 1978	Class society: Russian Maritime Shipping Register  Registered owner: TES-TERMINAL LLC, ul Geroyev Adzhimusha-ya 5, Simferopol, Krym (occupied), 90511, Ukraine - since 08/04/2014  Ship manager/Commercial manager: TES-TERMINAL LLC, ul Geroyev Adzhimusha-ya 5, Simferopol, Krym (occupied), 90511, Ukraine - since 08/04/2014  Registered owner: M-SERVIS LLC Office 25, Lit 1, pereulok Neyshlotskiy 5-7, St Petersburg, <b>Russia</b> . during 04/2017  Ship manager/Commercial manager: M-SERVIS LLC Office 25, Lit 1, pereulok Neyshlotskiy 5-7, St Petersburg, <b>Russia</b> . during 04/2017	<b>Kerch:</b> 04.04.2014 - present - regular service between Port Caucasus and Kerch Fishing Port. 2015 2016 2017
118	<b>YEYSK</b> New MMSI: 273374520 New Call Sign: UBMM7 New Flag: Russia Former Flag: Ukraine  Vessel type: Ro-ro/passenger Ship	IMO: 8725565 MMSI: 272009000 Callsign: EOTA Gross tonnage: 1,028 tons Summer DWT: 254 tons Build year: 1988	Owner & manager: Kerch Sea Ferry - Kerch, Ukraine - before 03/2014  Owner & manager: State Company Crimean Sea Ports - occupied Crimea, since 03/2014	<b>Kerch:</b> 2014 - present regular service between Port Caucasus, Port Crimea and Kerch Fishing Port.  «Nationalized» after the Crimea occupation. Is counted as violator since is being actively used by the occupants.  2015 2016 2017
119	<b>KERCHENSKIY-2</b> New MMSI: 273373520 New Call Sign: UBMM6 New Flag: Russia Former Flag: Ukraine  Vessel type: Ro-ro/passenger Ship	IMO: 7741017 MMSI: 272024000 Callsign: UUAP6 Gross tonnage: 1,022 tons Summer DWT: 382 tons Build year: 1978	Owner & manager: Kerch Sea Ferry - Kerch, Ukraine - before 03/2014  Owner & manager: State Company Crimean Sea Ports - occupied Crimea, since 03/2014	<b>Kerch:</b> 2014 - present regular service between Port Caucasus, Port Crimea and Kerch Fishing Port.  «Nationalized» after the Crimea occupation. Is counted as violator since is being actively used by the occupants 2015 2016 2017
120	<b>GELIOS</b> Flag: Russia  Vessel type: General Cargo	IMO: 8889256 MMSI: 273414910 Callsign: UEUA  Gross tonnage: 294 tons Summer DWT: 393 tons Build year: 1995	Class society: Russian Maritime Shipping Register  Registered owner: VALERIEVICH EV, Care of Ecolarn Ltd (OOO 'Ekolarn'), Maykovskiy pereulok 4, Novorossiysk, Krasnodarskiy kray, 353917, Russia, before 06/2016  Ship manager/Commercial manager: ECOLARN LTD, Maykovskiy pereulok 4, Novorossiysk, Krasnodarskiy kray, 353917, Russia, during 05/2013	<b>Sevastopol:</b> 2014 2015 2016  <b>Kerch:</b> 2015 2016 2017
121	<b>KORSAKOV</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 8724793 MMSI: 273353940 Callsign: UBDI4 Gross tonnage: 1,914 tons Summer DWT: 2,588 tons Length: 60 m Beam: 11 m Draught: 2.9 m Build year: 1985	Class society: Russian Maritime Shipping Register  Owner: Transbunkernovo Novorossiysk, <b>Russia</b>  Manager: Transbunkernovo Novorossiysk, <b>Russia</b>	<b>Sevastopol:</b> 2014 2015 2016 2017





## Crimea: Four Years of Occupation

No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
122	<b>AKADEMIK ANDREEV</b> Flag: Russia  Vessel type: Cable Layer	IMO: 6825426 MMSI: 273354440 Callsign: UBWH5) Gross tonnage: 5,913 tons Summer DWT: 3,297 tons Length: 130 m Beam: 16 m Draught: 4 m Build year: 1968	Owner: Sberbank Leasing Moscow, <b>Russia</b> .  Manager: Dsmu Gazstroy - Krasnodar, <b>Russia</b>	<b>Sevastopol:</b> September 2013-present - repairs at sevmozavod shipyard Is not counted as it had arrived to Crimea before the occupation 2014 2015 2016 2017
123	<b>PRANIK NEFTERUDOVOZ-2</b> Flag: Russia  Vessel type: Ore/oil Carrier	IMO: 8986884 MMSI: 273446860 Callsign: UFZD Gross tonnage: 2,616 tons Summer DWT: 3,345 tons Length: 119 m Beam: 13 m Draught: 3.6 m Build year: 1969	Class society: Russian River Register  Ship manager/Commercial manager: YEYA SHIPPING LTD Office 311, ul Armavirskaya 45, Yeysk, Krasnodarskiy kray, 353680, <b>Russia</b> - since 27/05/2008	<b>Kerch:</b> 2014 2015 2016 2017  <b>Sevastopol:</b> 2015 2016 2017  <b>Feodosia:</b> 2015 2016 2017  <b>Yalta:</b> 2016
124	<b>SOLIDAT</b> Flag: Russia  Vessel type: General Cargo	IMO: 7614599 MMSI: 273327300 Callsign: UBEE  Gross tonnage: 1,590 tons Summer DWT: 2,155 tons Length: 81 m Beam: 12 m Draught: 3.2 m Build year: 1978	Class society: Russian Maritime Shipping Register  Registered owner: LADOGA SHIPPING CO LTD kv 74, ulitsa Babayevskogo 35/1, Astrakhan, 414032, <b>Russia</b> - since 01/08/2006  Ship manager/Commercial manager: LADOGA SHIPPING CO LTD kv 74, ulitsa Babayevskogo 35/1, Astrakhan, 414032, <b>Russia</b> - since 01/08/2006	<b>Sevastopol:</b> 2014 2015 2016 2017 Serves trips to Novorossiysk (containers)  <b>Kerch:</b> 2014 2017
125	<b>ARMAN-2</b> Flag: Russia  Vessel type: General Cargo	IMO: 8862923 MMSI: 273421020 Callsign: UCIB Gross tonnage: 1,783 tons Summer DWT: 2,046 tons Build year: 1986	Class society: Russian Maritime Shipping Register  Registered owner: AVUNCULAR SHIPHOLDING CO Care of LLC 'Bolshegruz Servis', Block B, shosse Moskovskoye 13D, St Petersburg, 196158, <b>Russia</b> - since 14/10/2010  Ship manager/Commercial manager: BOLSHEGRUZ SERVIS LLC Block B, shosse Moskovskoye 13D, St Petersburg, 196158, <b>Russia</b> . before 07/2016	<b>Kerch:</b> 2014 2015 2016 2017  <b>Feodosia:</b> 2015 2016  <b>Sevastopol:</b> 2015 2016
126	<b>PECHORA</b> Flag: Russia Former Flag: Ukraine  Vessel type: Grab Dredger	IMO: 8714009 MMSI: 273370420 Callsign: UBMM3 Gross tonnage: 2,079 tons Summer DWT: 2,100 tons Build year: 1988	Class society: Russian River Shipping Register  Owner & Manager: Trans Services Maritime, Sevastopol (occupied), Ukraine  Operates on the site of the predatory sand extraction near Baikalskaya Kosa. Permanently based in Sevastopol. Is counted due to voluntary change to the Russian flag and continuous activity in the interests of the occupants.	<b>Sevastopol:</b> 2014 2015 2016 2017  <b>Kerch:</b> 2017

No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
127	<b>TROFA</b> Flag: Russia Former Flag: Ukraine  Vessel type: Dredger	IMO: 6604573 MMSI: 273379320 Callsign: UBMM2 Gross tonnage: 999 tons Summer DWT: 1,750 tons Build year: 1966	Class society: Russian River Shipping Register  Owner & Manager: Yugcoresurs, Sevastopol (occupied), Ukraine  Operates on the site of the predatory sand extraction near Baikalskaya Kosa. Permanently based in Sevastopol. Is counted due to voluntary change to the Russian flag and continuous activity in the interests of the occupants.	<b>Sevastopol:</b> 2014 2015 2016 2017
128	<b>LAKHTA</b> Flag: Russia  Vessel type: Tanker	IMO: 8935770 MMSI: 273456950 Callsign: UEFR Gross tonnage: 2,868 tons Summer DWT: 3,794 tons Length: 0 m Beam: 0 m Draught: 2.4 m Build year: 1987	Class society: Russian Maritime Shipping Register  Owner & Manager: Volgo Don Shipping - Volgograd, <b>Russia</b> Volgo-Donskoe Sudovoe Agentstvo, LLC. Address: Russia, 400117 Volgograd, ul. im. Zemlyachki, 66A. Email: vdsa@vdsa.ru	<b>Kerch:</b> 2015 2016 2017  <b>Sevastopol:</b> 2014 2015
129	<b>PYOTR LIDOV</b> Flag: Russia Former Flag: Ukraine  Vessel type: General Cargo	IMO: 7337684 MMSI: 273351480 Callsign: YBC16 Gross tonnage: 2,357 tons Summer DWT: 3,134 tons Build year: 1979	Class society: Russian Maritime Shipping Register  Owner & Manager: Yalta Sea Trade Port, Yalta (occupied), Ukraine	<b>Yalta:</b> 2014 2015 2016 2017
130	<b>VOLGO-BALT 153</b> Flag: Russia  Vessel type: General Cargo	IMO: 8230209 MMSI: 273365100 Callsign: UBYB Gross tonnage: 2457 Summer DWT: 3170 t Length Overall x Breadth Extreme: 114m x 13.23m Build year: 1971	Class society: International Register Of Shipping  Registered owner: AL SHIP MANAGEMENT CO LTD Care of Youg Electronics Ltd (OOO 'Yug Elektroniks'), Ofis 407, ul Dubininskaya 90, Moscow, 115093, <b>Russia</b> . during 12/2008  Ship manager/Commercial manager: YOUG ELECTRONICS LTD Ofis 407, ul Dubininskaya 90, Moscow, 115093, <b>Russia</b> - since 11/12/2006	<b>Sevastopol:</b> 2016 2017  <b>Kerch:</b> 2016 2017
131	<b>MASLOVOZ-2</b> Flag: Russia  Vessel type: Tanker	IMO: 8846307 MMSI: 273453430 Call Sign: - Gross Tonnage: 204 Deadweight: 258 t Length Overall x Breadth Extreme: 36.01m x 7.42m Build year: 1991	Owner & Manager: «Novorossiysk Marine Trading Port», Joint-Stock Company. Address: <b>Russia</b> , 353901 Novorossiysk, ul. Mira, 2	<b>Kerch:</b> 2016
132	<b>ALMETYEVSK</b> Flag: Russia  Vessel type: Tanker	IMO: 9621558 MMSI: 273359180 Позывной: UBAJ2 Gross Tonnage: 4531 Deadweight: 6640 t Length Overall x Breadth Extreme: 139.99m x 17m Build year: 2013	Class society: Russian Maritime Shipping Register  Ship manager/Commercial manager: PETROTANKER LTD, Office 513, ul Verbnaya 27A, St Petersburg, 197375, <b>Russia</b> - since 01/06/2015  Registered owner: AK BARS LEASING JSC, Care of Petrotanker Ltd, Office 513, ul Verbnaya 27A, St Petersburg, 197375, <b>Russia</b> - since 26/03/2013	<b>Sevastopol:</b> 2016  <b>Feodosia:</b> 2016  <b>Kerch:</b> 2016
133	<b>MEZHDURECHENSK</b> Flag: Russia  Vessel type: General Cargo	IMO: 8948167 MMSI: 273311460 Callsign: UAAH2 Gross tonnage: 1,914 tons Summer DWT: 2,072 tons Length: 103 m Beam: 12 m Draught: 1.6 m Build year: 1966	Ship manager/Commercial manager: RIVER-SEA SHIPPING AGENCY Office 2, pereulok Semashko 3, Rostov-na-Donu, 344002, <b>Russia</b> - since 01/06/2006  Registered owner: RIVER-SEA SHIPPING AGENCY Office 2, pereulok Semashko 3, Rostov-na-Donu, 344002, <b>Russia</b> - since 01/06/2006	<b>Sevastopol:</b> 2016 2017  <b>Yalta:</b> 2016 2017  <b>Kerch:</b> 2017



## Crimea: Four Years of Occupation

No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
134	<b>ULIKA</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 8728218 MMSI: 273336610 Callsign: UBHF2 Gross tonnage: 2,019 tons Summer DWT: 3,008 tons Length: 77 m Beam: 14 m Draught: 3.6 m Build year: 1987	Class society: Russian Maritime Shipping Register  Ship manager/Commercial manager: TRANSBUNKER-NOVO CO LTD ul Ledneva 5, Novorossiysk, Krasnodarskiy kray, 353900, <b>Russia</b> - since 01/07/2008  Registered owner: DAKOTA SHIPPING LTD Care of Transbunker-Novo Co Ltd, ul Ledneva 5, Novorossiysk, Krasnodarskiy kray, 353900, <b>Russia</b> - since 22/12/2006	<b>Sevastopol:</b> 2016
135	<b>GRANDRUS</b> (Русь Великая) Flag: Russia  Vessel type: Passenger	IMO: - MMSI: 273356650 Call Sign: UBHI2 Length: 95,6. Beam: 13,5. Draught: 2.7 m Build year: 1960	Class society: Russian River Shipping Register  Owner & manager: Express-Tour. Address: Russia, Perm, tel. (342) 212-03-62, <b>Russia</b> , Privolzhskiy Federalnyy Okrug, Permskiy Krai, Perm, 25th of October Ave. 21.  Director and sole owner: Neshatayeva Tatyana Nikolayevna Registration number in the Single Federal Registry of Tour Operators: BHT 007024	<b>Kerch:</b> 2016 2017 - cruise from Samara
136	<b>SKIF-V</b> Flag: Russia  Vessel type: General Cargo	IMO: 8858087 MMSI: 273336790 Callsign: UBRK6 Gross tonnage: 2,463 tons Summer DWT: 3,060 tons Length: 108 m Beam: 14 m. Draught: 2.7 m Build year: 1984	Class society: Russian Maritime Shipping Register  Registered owner: LADOGA SHIPPING CO LTD, kv 74, ulitsa Babayevskogo 35/1, Astrakhan, 414032, <b>Russia</b> Ship manager/Commercial manager: LADOGA SHIPPING CO LTD, kv 74, ulitsa Babayevskogo 35/1, Astrakhan, 414032, <b>Russia</b>	<b>Sevastopol:</b> 2016
137	<b>VOLGA-44</b> Flag: Russia  Vessel type: General Cargo	IMO: 9252905 MMSI: 273357540 Callsign: UBYH8 Gross tonnage: 4,953 tons Summer DWT: 6,207 tons Length: 135 m Beam: 16 m Draught: 3.3 m Build year: 2001	Class society: Russian Maritime Shipping Register  Owner: Eurasian Shipping Company Llc. Address: <b>Russia</b> , 197061 Sankt-Pererburg, per. Pevcheskiy, 14. Email: eask@navi.su	<b>Sevastopol:</b> 2016
138	<b>VOLGO BALT 205</b> Flag: Russia  Vessel type: General Cargo	IMO: 8230338 MMSI: 273332650 Call Sign: UBCK9 Gross tonnage: 2,516 tons Summer DWT: 3,498 tons Length Overall x Breadth Extreme: 114m x 13m Build year: 1977	Class society: Russian River Shipping Register:  Registered owner: VICTORIA , Ofis3, Korpus 1, ul Akademika Skryabina 26, Moscow, 109378, <b>Russia</b> .  Ship manager/Commercial manager: VICTORIA , Ofis3, Korpus 1, ul Akademika Skryabina 26, Moscow, 109378, <b>Russia</b>	<b>Sevastopol:</b> 2016 2017  <b>Yalta:</b> 2016 2017  <b>Kerch:</b> 2016 2017
139	<b>NIKOLAY LEBEDEV</b> Flag: Russia  Vessel type: General Cargo Former name: Sormovskiy 11 (1995)	IMO: 7005554 MMSI: 273315300 Call Sign: UAQT Gross Tonnage: 2481 Deadweight: 3355 t Length Overall x Breadth Extreme: 114.03m x 13.21m Build year: 1969	Class society: Russian River Shipping Register  Ship manager/Commercial manager: PLAZA SHIPPING OOO Ofis 10, ulitsa Pushkina 2/46, Astrakhan, 414006, <b>Russia</b> - since 10/10/2011  Registered owner: PSC LTD shosse Varshavskoye 59A, Moscow, 115230, <b>Russia</b> . during 05/2011	<b>Sevastopol:</b> 2016  <b>Feodosia:</b> 2016  <b>Kerch:</b> 2017
140	<b>ELENA</b> since 01/06/2016 Old Name: GLYKOFILOUSA Flag: Russia  Vessel type: Ro-Ro Passenger	IMO: 9774501 MMSI: 273382660 Call Sign: UBTO2 Length: 102.2 m Beam: 18.08 m Draught (max): 2.8 m Depth: 3.9 m Build year: 2015	Ship manager/Commercial manager: KOKSOKHIMTRANS LTD, prospekt Olimpiyskiy 14, Moscow, 129090, <b>Russia</b>  Registered owner: KOKSOKHIMTRANS LTD, prospekt Olimpiyskiy 14, Moscow, 129090, <b>Russia</b>	<b>Kerch:</b> Arrived to the Kerch shipyard on 18.06.16. Started operation on 07.07.16 2016 2017





No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
141	<b>KAPITAN BULGANIN</b> Flag: Russia  Vessel type: pipelay barge	MMSI: 273354030 Call Sign: UBNG6 Length: 100,6 m Beam: 30,5 m Draught: 2,5 m	Ship owner: Sea Projects and Technologies, 197343, <b>Russia</b> , St.Petersburg, Matrosa Zheleznyaka Ave, 57A, Tel/fax: +7(812) 640-08-63  A self-propelled pipelay barge Captain Bulganin towed by the offshore boat Kuban, as well as tugboat Mars and Pluton, entered the Kerch Strait near Lake Tobechnik on arrival from Murmansk. All these vessels worked on laying pipes on the bottom of the Kerch Strait for the main gas pipeline from the Krasnodar region to the occupied Crimea.	<b>Kerch:</b> 2016
142	<b>AVANGARD</b> Flag: Russia  Vessel type: Rail/ Ro-ro Cargo	IMO: 9522403 MMSI: 273349080 Call Sign: UBWL4 Gross Tonnage: 5484 Deadweight: 5698 t Length Overall x Breadth Extreme: 133.67m x 22m Build year: 2007	Class society: Russian Maritime Shipping Register  Registered owner: UGTRANS TERMINAL CO LTD, Care of Anship LLC, ul Novoryazanskaya 28, Moscow, 105066, <b>Russia</b>  Ship manager/Commercial manager: ANSHIP LLC, ul Novoryazanskaya 28, Moscow, 105066, <b>Russia</b> .	<b>Kerch:</b> 08.01.16 – present - services the Kerch ferry line. 2016 2017
143	<b>OPHELIA</b> Flag: Russia  Vessel type: Tanker	IMO: 8010427 MMSI: 273345030 Call Sign: UBAG8 Gross tonnage: 4,270 tons Summer DWT: 6,400 tons Length: 118 m Beam: 15 m Draught: 5 m Build year: 1981	Class society: Russian Maritime Shipping Register  Registered owner: PORT ECOSYSTEMS LLC Care of LLC Transneft-Service, prospekt Lenina 37, Novorossiysk, Krasnodarskiy kray, 353913, <b>Russia</b> - since 31/10/2014  Ship manager/Commercial manager: TRANSNEFT-SERVICE LLC prospekt Lenina 37, Novorossiysk, Krasnodarskiy kray, 353913, <b>Russia</b> - since 14/06/2011	<b>Sevastopol:</b> 2016
144	<b>KAPITAN BARMIN</b> Flag: Russia  Vessel type: Tanker	IMO: 9269350 MMSI: 273423570 Call sign: UHJ Gross tonnage: 4,535 tons Summer DWT: 5,742 tons Length: 134 m Beam: 16 m Draught: 3.2 m Build year: 1993	Class society: Russian Maritime Shipping Register  Registered owner: VOLGOTRANS LLC ul Belorusskaya 134, Samara, 443042, <b>Russia</b> - since 01/05/2010  Ship manager/Commercial manager: VOLGOTANKER VOLZHSKI OIL SHPG Stroyeniye 1B, ul Makarenko 5/16, Moscow, 105062, <b>Russia</b> .	<b>Feodosia:</b> 2016 2017  <b>Kerch:</b> 2017
145	<b>BOLOGOE</b> Flag: Russia  Vessel type: General Cargo	IMO: - MMSI: 273314020 Call Sign: UFYB Gross Tonnage: 1650 Summer DWT: 2100 t Build year: 1963 Length: 103 Breadth: 12 m	Class society: Russian River Register  Owner & manager: VOLGOFLOT Ltd, <b>Russia</b>	<b>Kerch:</b> 2016
146	<b>MARIZA</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 8711930 MMSI: 273449410 Call sign: UBLE Gross tonnage: 1,908 tons Summer DWT: 2,698 tons Length: 77 m Beam: 14 m Draught: 4.5 m Build year: 1990	Class society: Russian Maritime Shipping Register  Registered owner: ERA LTD, ul Gubernskogo 31, Novorossiysk, Krasnodarskiy kray, 353900, <b>Russia</b> - since 01/04/2010  Ship manager/Commercial manager: ERA LTD, ul Gubernskogo 31, Novorossiysk, Krasnodarskiy kray, 353900, <b>Russia</b> - since 01/04/2010	<b>Kerch:</b> 2016
147	<b>AMUR</b> Former Name: <b>COTE D ARMOR</b> (Until 2016-06-24) New Flag: Russia Former Flag: France New MMSI: 273394870 New Call Sign: UBW08  Vessel type: Hopper Barge	IMO: 8410275 MMSI: 227001540 Call sign: FW3681 Gross tonnage: 730 tons Summer DWT: 1,552 tons Length: 58 m Beam: 9 m Draught: 2.7 m Build year: 1985	Class society: Bureau Veritas  Ship manager/Commercial manager: YUGMORTRANS LTD Building 5, ul Zolotorozhskiy Val 32, Moscow, 111033, <b>Russia</b> - since 07/06/2016  Registered owner: BLACK SEA SHIPPING CORP Care of Yugmortrans Ltd, Building 5, ul Zolotorozhskiy Val 32, Moscow, 111033, <b>Russia</b> - since 07/06/2016	<b>Sevastopol:</b> 20.07.16 – present – operates on the site of the predatory sand extraction near Bakalskaya Kosa, Crimea 2016 2017.



### Crimea: Four Years of Occupation

No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
148	<b>VOLZHSKIY-8</b> Flag: Russia  Vessel type: General Cargo	IMO: 8883238 MMSI: 273310200 Callsign: UCBR Gross tonnage: 3,070 tons Summer DWT: 3,709 tons Length: 108 m Beam: 16 m Draught: 2.5 m Build year: 1984	Class society: Russian Maritime Shipping Register  Registered owner: GEPARD LLC Ofis 53A, ul Kashirskaya 9, Rostov-na-Donu, 344091, <b>Russia</b> - since 15/12/2014  Ship manager/Commercial manager: GEPARD LLC Ofis 53A, ul Kashirskaya 9, Rostov-na-Donu, 344091, <b>Russia</b> - since 15/12/2014	<b>Sevastopol:</b> 2016  <b>Yalta:</b> 2017  <b>Feodosia:</b> 2017  <b>Kerch:</b> 2017
149	<b>KOLGUEV</b> Flag: Russia  Vessel type: General Cargo	IMO: 7111420 MMSI: 273365000 Callsign: UCZG Gross tonnage: 2,478 tons Summer DWT: 3,225 tons Build year: 1971	Class society: Russian Maritime Shipping Register  Registered owner: SOUTH SHIPPING CO LLC, ul Ippodromnaya 27E, Omsk, 644021, <b>Russia</b> - since 01/07/2012  Ship manager/Commercial manager: SOUTH SHIPPING CO LLC, ul Ippodromnaya 27E, Omsk, 644021, <b>Russia</b> - since 01/07/2012	<b>Sevastopol:</b> 2016 2017  <b>Feodosia:</b> 2016  <b>Yalta:</b> 2017  <b>Kerch:</b> 2017
150	<b>VOLGONEFT-117</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 8925426 (-) MMSI: 273437920 Callsign: UIHR Gross tonnage: 3,566 tons Summer DWT: 4,100 tons Length Overall x Breadth Extreme: 132m x 17m Build year: 1974	Class society: Russian River Register  Ship manager/Commercial manager: MIDDLE VOLGA SHIPPING CO ul Fersmana 5A, Moscow, 117312, <b>Russia</b>  Registered owner: MIDDLE VOLGA SHIPPING CO ul Fersmana 5A, Moscow, 117312, <b>Russia</b>	<b>Kerch:</b> 2016 2017
151	<b>VOLGONEFT 111</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 8230663 MMSI: 273436920 Callsign: UIDE Gross tonnage: 3,463 tons Summer DWT: 4,190 tons Length Overall x Breadth Extreme: 132.6m x 16.9m Build year: 1973	Class society: Russian River Register  Ship manager/Commercial manager: MIDDLE VOLGA SHIPPING CO ul Fersmana 5A, Moscow, 117312, <b>Russia</b>  Registered owner: MIDDLE VOLGA SHIPPING CO ul Fersmana 5A, Moscow, 117312, <b>Russia</b>	<b>Kerch:</b> 2016 2017
152	<b>GAUR</b> Flag: Russia  Vessel type: Tug	IMO: 8688925 MMSI: 273360110 Call Sign: UAWE8 Build year: 1989	Class society: Russian Maritime Shipping Register  Ship manager/Commercial manager: ARK SHIPPING CO LTD, Ofis 33, Korpus 1, shosse Leningradskoye 69, Moscow, 125445, <b>Russia</b> - since 01/01/1989  Registered owner: VOLGOTANKER VOLZHSKI OIL SHPG, Stroyeniye 1B, ul Makarenko 5/16, Moscow, 105062, <b>Russia</b> - since 01/01/1989	<b>Feodosia:</b> 2016
153	<b>VLADIMIR</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 9313589 ENI: 09313589 MMSI: 273445480 Call Sign: UHSW Gross tonnage: 4,378 tons Summer DWT: 5,600 tons Length: 141 m. Beam: 17 m Draught: 3.6 m Build year: 2004	Class society: Russian Maritime Shipping Register  Registered owner: ARMATOR CO LTD pereulok Pevcheskiy 14, St Petersburg, 197171, <b>Russia</b> - since 01/06/2007  Ship manager/ Commercial manager NAVIGATOR LLC pereulok Pevcheskiy 14, St Petersburg, 197171, <b>Russia</b> - since 01/06/2004	<b>Sevastopol:</b> 2017
154	<b>BORODINO</b> Flag: Russia  Vessel type: Crude Oil Tanker	IMO: 9340881 MMSI: 273433790 Callsign: UGVJ Gross tonnage: 4,378 tons Summer DWT: 5,600 tons Length: 141 m. Beam: 17 m Draught: 3.3 m Build year: 2005	Class society: Russian Maritime Shipping Register  Registered owner: ARMATOR CO LTD pereulok Pevcheskiy 14, St Petersburg, 197171, <b>Russia</b> - since 11/06/2008  Ship manager/Commercial manager: NAVIGATOR LLC pereulok Pevcheskiy 14, St Petersburg, 197171, <b>Russia</b> - since 11/06/2008	<b>Sevastopol:</b> 2017

No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
155	<b>SUZDAL</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 9288992 MMSI: 273444330 Callsign: UFZV Gross tonnage: 4,378 tons Summer DWT: 5,600 tons Length: 133 m Beam: 17 m Draught: 2.9 m Build year: 2003	Class society: Russian Maritime Shipping Register  Ship manager/Commercial manager: NAVIGATOR LLC pereulok Pevcheskiy 14, St Petersburg, 197171, <b>Russia</b>  Registered owner: ASTRONAVT ulitsa Zhelyabova 51, Astrakhan, 414040, <b>Russia</b> .	<b>Sevastopol:</b> 2017
156	<b>MUKHALATKA</b> Flag: Russia  Vessel type: Tanker	IMO: 9676230 MMSI: 273359580 Callsign: UBFJ9 Gross tonnage: 4,754 tons Summer DWT: 6,619 tons Length: 141 m Beam: 17 m Draught: 2.9 m Build year: 2010	Class society: Russian Maritime Shipping Register  Registered owner: TRANSPETROCHART LTD prospekt Kolomyazhskiy 33/2, St Petersburg, 197341, <b>Russia</b> - since 25/12/2012  Ship manager/Commercial manager: RANSPETROCHART LTD prospekt Kolomyazhskiy 33/2, St Petersburg, 197341, <b>Russia</b> - since 25/12/2012	<b>Sevastopol:</b> 2016  <b>Feodosia:</b> 2017
157	<b>MARSHAL ZHUKOV</b> Flag: Russia  Vessel type: Tanker	IMO: 9690224 MMSI: 273377120 Call Sign: UCRP Gross Tonnage: 4810 Deadweight: 6347 t Length Overall x Breadth Extreme: 139.9m x 16.9m Build year: 2014	Ship manager/Commercial manager: TRANS-FLOT JSC ul Ventseka 1/97, Samara, 443099, <b>Russia</b> .  Registered owner: TRANSPARENT LTD Care of JSC Trans-Flot, ul Ventseka 1/97, Samara, 443099, <b>Russia</b> .	<b>Sevastopol:</b> 2016 2017
158	<b>STALINGRAD</b> Flag: Russia  Vessel type: Oil/Chemical Tanker	IMO: 9690212 MMSI: 273340640 Callsign: UAFH Gross tonnage: 4,867 tons Summer DWT: 6,200 tons Length: 140 m. Beam: 17 m Draught: 3.3 m Build year: 2014	Class society: Registro Italiano Navale Ship manager / Commercial manager TRANS-FLOT JSC ul Ventseka 1/97, Samara, 443099, <b>Russia</b>  Registered owner: TRANSPARENT LTD Care of JSC Trans-Flot, ul Ventseka 1/97, Samara, 443099, <b>Russia</b> .	<b>Sevastopol:</b> 2017
159	<b>YAZ</b> Flag: Russia  Vessel type: Oil/Chemical Tanker	IMO: 9735323 MMSI: 273342890 Callsign: UBDM9 Gross tonnage: 4,754 tons Summer DWT: 6,619 tons Build year: 2011	Class society: Russian Maritime Shipping Register  Registered owner: TRANSPETROCHART LTD prospekt Kolomyazhskiy 33/2, St Petersburg, 197341, <b>Russia</b>  Ship manager/Commercial manager: TRANSPETROCHART LTD prospekt Kolomyazhskiy 33/2, St Petersburg, 197341, <b>Russia</b> .	<b>Feodosia:</b> 2017
160	<b>ROSTOV VELIKIY</b> Flag: Russia  Vessel type: Oil/Chemical Tanker	IMO: 9289001 Flag: Russia MMSI: 273445330 Callsign: UGMX Gross tonnage: 4,378 tons Summer DWT: 5,600 tons Build year: 2003	Class society: Russian Maritime Shipping Register  Ship manager/Commercial manager: NAVIGATOR LLC pereulok Pevcheskiy 14, St Petersburg, 197171, <b>Russia</b>  Registered owner: ASTRONAVT ulitsa Zhelyabova 51, Astrakhan, 414040, <b>Russia</b> .	<b>Sevastopol:</b> 2017
161	<b>NINA MALKOVA</b> Flag: Russia  Vessel type: Ro/Ro Carrier	IMO: 9818785 MMSI: 273399590 Gross Tonnage: 362 Deadweight: 124 t Length Overall x Breadth Extreme: 40m x 9m Build year: 2017	Registered owner: VOSTOK TRANSGROUP LTD, ul Proletarskaya 26, Kerch, Krym (occupied), 98300, Ukraine - since 20/02/2017  Ship manager/Commercial manager: VOSTOK TRANSGROUP LTD, ul Proletarskaya 26, Kerch, Krym, 98300, Ukraine - since 20/02/2017	<b>Kerch:</b> since 24.02.17 - present - ser-vices the Kerch ferry line
162	<b>KRISTALL</b> Flag: Russia  Vessel type: Bunkering Tanker, Tank-Cleaning Vessel	MMSI: 273448860 Call Sign: UBUF3 Length: 58 m Beam: 10 m Build year: 1972	Class society: Russian River Register  Owner & Manager: GAZPROMNEFT MARINE BUNKER LTD, Blok R, prospekt Bolshoy VO 80, St Petersburg, 199106, <b>Russia</b>	<b>Kerch:</b> 2016 2017





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No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
163	<b>VOLG NEFT134</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 8936891 (-) MMSI: 273426530 Callsign: UFMC Gross tonnage: 3,493 tons Summer DWT: 4,747 tons Length: 132 m. Beam: 17 m Draught: 2.8 m Build year: 1977	Class society: Russian River Register.  Registry number: 161672  Owner & Manager: SAMARA SHIPPING AGENCY JSC, Office 60, ul Belorusskaya 104, Samara, 443042, <b>Russia</b> .	<b>Kerch:</b> 2016 2017
164	<b>VOLGONEFT-210</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 8727977 (-) MMSI: 273316470 Callsign: UABC2 Gross tonnage: 3,463 tons Summer DWT: 4,660 tons Length Overall x Breadth Extreme: 132.6m x 16.9m Build year: 1969	Class society: Russian River Register  Registry number: 089681  Owner & Manager: SAMARA SHIPPING AGENCY JSC, Office 60, ul Belorusskaya 104, Samara, 443042, <b>Russia</b> .	<b>Kerch:</b> 2016 2017
165	<b>VOLGONEFT 237</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 8934295 (-) MMSI: 273347630 Gross Tonnage: 3460 Deadweight: 4500 Length Overall x Breadth Extreme: 132.6m x 16.9m Build year: 1973	Class society: Russian River Register.  Registry number: 089937  Owner & Manager: SAMARA SHIPPING AGENCY JSC, Office 60, ul Belorusskaya 104, Samara, 443042, <b>Russia</b> .	<b>Kerch:</b> 2016 2017
166	<b>VOLGONEFT-270</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 8230986 (-) MMSI: 273348400 Callsign: UBIS Gross Tonnage: 3475 Summer DWT: 4750 t Length Overall x Breadth Extreme: 132.6m x 16.9m	Class society: Russian River Register.  Ship manager/Commercial manager: VOLGOTANKER VOLZHSKI OIL SHPG Stroyeniye 1B, ul Makarenko 5/16, Moscow, 105062, <b>Russia</b> .  Registered owner: VOLGOTANKER VOLZHSKI OIL SHPG Stroyeniye 1B, ul Makarenko 5/16, Moscow, 105062, <b>Russia</b> .	<b>Kerch:</b> 2016 2017
167	<b>SPASSK</b> Flag: Russia  Vessel type: General Cargo	IMO: 8947670 (-) MMSI: 273441360 Call Sign: UAZZ Gross tonnage: 1,652 tons Summer DWT: 2,170 tons Length Overall x Breadth Extreme: 103.36m x 12.37m Build year: 1964	Class society: Russian River Register  Owner & manager: DON RIVER SHIPPING JSC, 5th Floor, ul Sovetskaya 63, Rostov-na-Donu, 344019, <b>Russia</b> .	<b>Kerch:</b> 2017
168	<b>VOLGONEFT-208</b> Flag: Russia  Vessel type: Oil Products Tanker	IMO: 8230821 (-) MMSI: 273352600 Call Sign: UBPB9 Gross tonnage: 3,627 tons Summer DWT: 5,872 tons Length Overall x Breadth Extreme: 132m x 17m Build year: 1969	Class society: Russian River Register  Owner & manager: JSC Volgatransoil, 105082, <b>Russia</b> , Moscow, ul Bol- shaya Pochtovaya, 36	<b>Kerch:</b> 2016 2017
169	<b>SIG</b> Flag: Russia  Vessel type: Chemical Tanker	IMO: 9735335 MMSI: 273340190 Call Sign: UDKP Gross tonnage: 4,754 tons Summer DWT: 6,619 tons Length: 141 m Beam: 17 m Draught: 3.6 m Build year: 2014	Class society: Russian Maritime Shipping Register  Registered owner: UGRA-LEASING LLC ul Krupskaya 25, Khanty-Mansiysk, Khanty-Mansiyskiy AO, 628011, <b>Russia</b> - since 16/07/2014  Ship manager/Commercial manager: TRANSPETROCHART LTD prospekt Kolomyazhskiy 33/2, St Petersburg, 197341, <b>Russia</b> - since 25/06/2014	<b>Feodosia:</b> 2017  <b>Kerch:</b> 2017

No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
			<b>Flag: Saint Kitts &amp; Nevis</b>	
01	<b>FORT AZOV</b> Flag: Saint Kitts Nevis  Vessel type:  General Cargo	IMO: 8230053 MMSI:341534000 Callsign: V4UV2 Gross tonnage: 2,457 tons Summer DWT: 3,261 tons Length: 114 m Beam: 14 m Draught: 2.6 m Build year: 1970	Class society: International Register Of Shipping  Ship manager/Commercial manager: OSTMET LTD Liela iela 63A, LV-1016 Riga, <b>Latvia</b> - since 30/07/2013  Registered owner: VALDEX TRADE LTD Care of Ostmet Ltd (SIA 'Ostmet'), Liela iela 63A, LV-1016 Riga, <b>Latvia</b> - since 01/09/2009	<b>Kerch:</b> 2014  19.02.15 - sunk near Sinop.
02	<b>BLUE STREAM</b> New Name: DNIPRO LPG  Flag: Saint Kitts Nevis New Flag: Ukraine  Vessel type: Lpg Tanker	IMO: 8521488 MMSI:341994000 Callsign: V4AE2 Gross tonnage: 1,621 tons Summer DWT: 1,392 tons Length: 92 m Beam: 11 m Draught: 2.9 m Build year: 1985	Class society: Bureau Veritas  Registered owner: AURORA SHIPPING & TRADING SA Care of Sudoservice Shipping Consultancy & Trading Ltd, Daire 7, Kat 3, Gomec Sokak 37, Acibadem Mah, Kadikoy 34718 Istanbul, <b>Turkey</b> . during 06/2014  Ship manager/Commercial manager: VALMAR OIL LTD ul Kooperator 54, 8000 Bourgas, <b>Bulgaria</b> . during 01/2014	<b>Kerch:</b> 2014 2015
03	<b>VOLGO BALT 214</b> Flag: Saint Kitts Nevis  Vessel type: General Cargo	IMO: 8841644 MMSI:341574000 Callsign: V4WD Gross tonnage: 2,516 tons Summer DWT: 3,492 tons Length: 113 m Beam: 13 m Draught: 4 m Build year: 1978	Class society: Russian Maritime Shipping Register  Ship manager/Commercial manager: ORBITAL SHIP MANAGEMENT CO Block B, Apartmani 13, Nadide Sokak 110, Mehmetnezihiozmen M, Gungoren, 34169 Istanbul, <b>Turkey</b> . before 07/2014 Registered owner: BALTWAVE 214 LTD Care of Orbital Ship Management Co, Block B, Apartmani 13, Nadide Sokak 110, Mehmetnezihiozmen M, Gungoren, 34169 Istanbul, <b>Turkey</b> - since 17/03/2008	<b>Kerch:</b> 2014  <b>Feodosia:</b> 2014 2015
04	<b>ADRIANA</b> Flag: St Kitts Nevis Ship Type: Passengers ship	IMO: 7118404 MMSI: 341857000 Call Sign: V4CH2. Length x Breadth: 104 m X 14 m. Gross Tonnage: 4490, DeadWeight: 1100 t. Speed recorded (Max / Average): 13.7 / 11.8 knots. Build year: 1972	Ship manager/Commercial manager: PACIFIC NAVAL REGISTER LONDON Swan House, 9-10, Johnston Road, Woodford Green, Essex, IG8 OXA, <b>United Kingdom</b> . during 03/2013  Registered owner: ADRIANA SHIPPING LTD Care of Pacific Naval Register of London Ltd, Swan House, 9-10, Johnston Road, Woodford Green, Essex, IG8 OXA, <b>United Kingdom</b> . during 03/2013	<b>Sevastopol, Yalta:</b> 25.05 -14.07.14 – services the Sochi-Istambul-Yalta-Sochi cruise line  <b>Sevastopol:</b> 16.07 - 24.10.14 - 14 passenger trips from Istambul to Sevastopol. Winter sledge in Sevastopol.  On 15.04.15 was supposed to start working on the Yalta-Istambul route. On 23.04.15 left the Black Sea for the Caribbean.
05	<b>VOLGO BALT 226</b> Flag: Saint Kitts Nevis  Vessel type: General Cargo	IMO: 8841711 MMSI:341740000 Callsign: V4BF2 Gross tonnage: 2,516 tons Summer DWT: 3,492 tons Length: 114 m Beam: 13 m Draught: 3.9 m Build year: 1980	Ship manager/Commercial manager: ORBITAL SHIP MANAGEMENT CO Block B, Apartmani 13, Nadide Sokak 110, Mehmetnezihiozmen M, Gungoren, 34169 Istanbul, <b>Turkey</b> - since 21/06/2010  Registered owner: AZOV 226 SHIPPING CO LTD Care of Orbital Ship Management Co, Block B, Apartmani 13, Nadide Sokak 110, Mehmetnezihiozmen M, Gungoren, 34169 Istanbul, <b>Turkey</b> - since 21/06/2010	<b>Feodosia:</b> 2015
06	<b>AMUR 2515</b> Flag: Saint Kitts Nevis  Vessel type: General Cargo	IMO: 8721416 MMSI: 341327000 Callsign: V4ZG2 Gross tonnage: 3,086 tons Summer DWT: 3,344 tons Length: 116 m Beam: 14 m Draught: 2.8 m Build year: 1986	Class society: Russian Maritime Shipping Register  Registered owner: AMUR SHIPPING 2515 LTD Care of TZK-Trans Ltd, Mostostryad-83, 1-y Mostostroiteley proyezd 1, Astrakhan, 414050, <b>Russia</b> - since 19/05/2014 Ship manager/Commercial manager: TZK-TRANS LTD Mostostryad-83, 1-y Mostostroiteley proyezd 1, Astrakhan, 414050, <b>Russia</b> - since 19/05/2014	<b>Sevastopol:</b> 17.06.15 - present – repairs at the Kamyshev Bay 2015 2016 2017



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No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
			<b>Flag: Saint Vincent &amp; Grenadines</b>	
01	<b>TAURUS</b> Flag: Saint Vincent & Grenadines New Name: MARIYA S since 04/2015  Vessel type: General Cargo.	IMO: 8858673 MMSI:375568000 Callsign: J8B4244 Gross tonnage: 2,975 tons Summer DWT: 3,983 tons Length: 106 m Beam: 17 m Draught: 2.8 m Build year: 1992	Class society: Russian Maritime Shipping Register  Registered owner: TORO SHIPPING & TRADING LTD, Monrovia, <b>Liberia</b> - since 17/02/2011 HRANSERVIS EUROASIA LLC Care of Sudoservice Shipping Consultancy & Trading Ltd, Daire 7, Kat 3, Gomec Sokak 37, Acibadem Mah, Kadikoy 34718 Istanbul, <b>Turkey</b> - since 10/02/2015  Ship manager/Commercial manager: ALMAR DENIZCILIK TICARET, Havuzbasi Sokak 20-22, Cengelkoy Mah, Uskudar, Istanbul, <b>Turkey</b> - since 01/07/2011 SUDOSERVICE SHIPPING Daire 7, Kat 3, Gomec Sokak 37, Acibadem Mah, Kadikoy 34718 Istanbul, <b>Turkey</b> - since 10/02/2015	<b>Kerch:</b> 2014
			<b>Flag: Sierra Leone</b>	
01	<b>MAJED &amp; RANDY</b> Flag: Sierra Leone  Vessel type: General Cargo	IMO:8000305 MMSI:667002231 Callsign: 9LB2358 Gross tonnage: 3,905 tons Summer DWT: 6,476 tons Length: 105 m Beam: 16 m Draught: 7 m Build year: 1980	Class society: International Register Of Shipping  Registered owner: FARAH-M SHIPPING LTD Suite 556, Hunkins Waterfront Plaza, Main Street, Charlestown, Nevis, <b>St Kitts &amp; Nevis</b> - since 12/03/2014  Ship manager/Commercial manager: FARAH-M SHIPPING LTD Suite 556, Hunkins Waterfront Plaza, Main Street, Charlestown, Nevis, <b>St Kitts &amp; Nevis</b> - since 12/03/2014	<b>Sevastopol:</b> 2014 2015  17.07.15 Scrapped – 03/2016
02	<b>SNOW WHITE</b> Flag: Sierra Leone  Vessel type: General Cargo	IMO: 7422180 MMSI:667639000 Callsign: 9LD2138 Gross tonnage: 2,791 tons Summer DWT: 3,357 tons Length: 94 m Beam: 15 m Draught: 6.2 m Build year: 1975	Class society: Dromon Bureau Of Shipping  Ship manager/Commercial manager: TRUST MARITIME SRL Apartament 36, Etaj3, Scara B, Bloc AV33, Aleea Egretei 23, 900140 Constanta, <b>Romania</b> .  Registered owner: ELDORA SHIPPING CO Care of Trust Maritime Srl, Apartament 36, Etaj3, Scara B, Bloc AV33, Aleea Egretei 23, 900140 Constanta, <b>Romania</b> - since 13/07/2007	<b>Kerch:</b> 2014 2016 2017  <b>Feodosia:</b> 2016  <b>Sevastopol:</b> 2016 2017
03	<b>PERA</b> (Until 30.04.15) New Name: PETR Flag: Sierra Leone  Vessel type: General Cargo	IMO: 7113210. MMSI: 667797000 Callsign: 9LB2196 Gross tonnage: 1,768 tons Summer DWT: 2,203 tons Length: 88 m. Beam: 12 m. Draught: 3.1 m. Build year: 1971.	Registered owner: NOTA LTD Care of RoyalMar Shipping & Ship Management Co Ltd (RoyalMar Denizcilik ve Gemi Isletmeciligi Ltd Sti), METE Business Centre, Bulent Sokak 12, Barbaros Mah, Atasehir, 34746 Istanbul, <b>Turkey</b> . before 05/2016  Ship manager/Commercial manager: NOTA LTD Care of RoyalMar Shipping & Ship Management Co Ltd (RoyalMar Denizcilik ve Gemi Isletmeciligi Ltd Sti), METE Business Centre, Bulent Sokak 12, Barbaros Mah, Atasehir, 34746 Istanbul, <b>Turkey</b> - since 24/04/2015	<b>Evpatoria:</b> 2014  <b>Kerch:</b> 2014 2015
04	<b>SHERIN</b> New Name: <b>AMIRA</b> New MMSI: 667001379 New Call Sign: 9LU2182 New Flag: Sierra Leone Former Flag: Togo  Vessel type: General Cargo.	IMO: 8003943 MMSI:671257000 Callsign: 5VBN2 Gross tonnage: 2,225 tons Summer DWT: 2,574 tons Length: 81 m Beam: 14 m Draught: 4.5 m Build year: 1981	Class society: Dromon Bureau Of Shipping  Owner & manager: Johar Shipping, Constanta, <b>Romania</b> – Industrial Zone, Nationalizarii Street, Bldg 15, management@johar.ro, www.joharshipping.ro.  Ship manager/Commercial manager: SAFE SEA SERVICES SARL 3rd Floor, Dina 11 Building, Mar Doumit Street, Sahel Aalma, Jounieh, <b>Lebanon</b> - since 08/12/2016  Registered owner: AMIRA SHIPPING CO Care of Safe Sea Services Sarl, 3rd Floor, Dina 11 Building, Mar Doumit Street, Sahel Aalma, Jounieh, <b>Lebanon</b> - since 08/12/2016	<b>Sevastopol:</b> 2014 2015 2016  <b>Kerch:</b> 2016



No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
05	<b>ODINNADTSATAYA PYATILETKA</b> Flag: Sierra Leone  Vessel type: General Cargo	IMO: 7942910 MMSI: 667002157 Callsign: 9LB2321 Gross tonnage: 2,466 tons Summer DWT: 3,134 tons Length: 114 m Beam: 13 m Draught: 2.8 m Build year: 1981	Class society: Dromon Bureau Of Shipping  Owner & manager: RoyalMar Shipping & Ship Mgmt, METE Business Centre, Bulent Sokak 12, Barbaros Mah, Atasehir, 34746 Istanbul, <b>Turkey</b>  ISM Manager: IMB DENIZCILIK VE TICARET LTD METE Is Merkezi, Bulent Sokak 12, Barbaros Mah, Atasehir, 34746 Istanbul, <b>Turkey</b> - since 15/02/2012	<b>Kerch:</b> 2015
06	<b>PAVEL GRABOVSKIY</b> Flag: Sierra Leone  Vessel type: General Cargo	IMO: 7830911 MMSI: 667002274 Callsign: 9LB2392 Gross tonnage: 2,466 tons Summer DWT: 3,147 tons Length: 114 m. Beam: 14 m Draught: 3.9 m Build year: 1979	Owner & manager: RoyalMar Shipping & Ship Mgmt, METE Business Centre, Bulent Sokak 12, Barbaros Mah, Atasehir, 34746 Istanbul, <b>Turkey</b> or: Gunes Shipping And Trading. Co. Ltd. İcadiye mah. Cumhuriyet cad. Dündar sok. No: 19 P.K: 34674, Üsküdar/ Istanbul, <b>Turkey</b>	<b>Kerch:</b> 2015
07	<b>PRINCESS R</b> since 01/09/2014 New Name: <b>PRINCESS H</b> since 01/08/2016 Flag: Sierra Leone  Vessel type: General Cargo	IMO: 8411190 MMSI: 667001240 Callsign: 9LU2043 Gross tonnage: 2,696 tons Summer DWT: 2,934 tons Length: 92 m Beam: 14 m Draught: 6 m Build year: 1985	Class society: Germanischer Lloyd  Registered owner: BI SHIPPING CO Strada Revolutiei din 22 Decembrie 1989 12, Constanta, <b>Romania</b> .  Ship manager/Commercial manager: BIA SHIPPING CO Strada Revolutiei din 22 Decembrie 1989 12, Constanta, <b>Romania</b> .	<b>Sevastopol:</b> 2016 2017  <b>Kerch:</b> 2016 2017  <b>Feodosia:</b> 2017
08	<b>SKY HOPE</b> Flag: Sierra Leone  Vessel type: General Cargo	IMO: 7702920 MMSI: 667001332 Call Sign: 9LU2135 Gross tonnage: 1,954 tons Summer DWT: 3,214 tons Build year: 1978	Class society: Dromon Bureau Of Shipping  Ship manager/Commercial manager: UNI-MARINE MANAGEMENT CO 3rd Floor, al-Masarif Street, Tripoli, <b>Lebanon</b> - since 01/09/2005  Registered owner: CREST SHIPPING & TRADING SA Care of Uni-marine Management Co, 3rd Floor, al-Masarif Street, Tripoli, <b>Lebanon</b> - since 01/09/2005	<b>Sevastopol:</b> 2016 2017
09	<b>PRINCESSA ELENA</b> New Name: INDIGO Flag: Sierra Leone  Vessel type: Passenger	IMO: 8888824 MMSI: 667484000 Call Sign: 9LC2063	Registered owner: MULTIGRADE LTD Care of OOO Yug-Kargo Novorossiysk, ul Svobody 1, Novorossiysk, Krasnodarskiy kray, 353900, <b>Russia</b> - since 10/02/2005  Ship manager/Commercial manager: YUG-KARGO CO LTD pereulok Vinogradnyy, 8, Sochi, Krasnodarskiy kray, 354068, <b>Russia</b> - since 01/01/2002	<b>Sevastopol:</b> 04.04.14 - present – repairs at the Kamyshev Bay 2014 2015 2016 2017
10	<b>NADALINA</b> Flag: Sierra Leone  Vessel type: General Cargo	IMO: 8215754 MMSI: 667005244 Callsign: 9LD2544 Gross tonnage: 1,983 tons Summer DWT: 5,722 tons Length: 97 m Beam: 16 m Draught: 5.7 m Build year: 1983	Class society: Germanischer Lloyd  Ship manager/Commercial manager: RUAD MARINE SERVICES SRL 3rd Floor, Bulevardul Mamaia 122, 900673 Constanta, <b>Romania</b> - since 01/06/2014  Registered owner: AMRO GATE MARINE SA Care of Ruad Marine Services Srl, 3rd Floor, Bulevardul Mamaia 122, 900673 Constanta, <b>Romania</b> - since 10/08/2013	<b>Feodosia:</b> 2016 2017  <b>Sevastopol:</b> 2016 2017  <b>Kerch:</b> 2017
11	<b>NABIL J</b> Flag: Sierra Leone  Vessel type: General Cargo	IMO: 7125225 MMSI: 667005102 Callsign: 9LD2402 Gross tonnage: 1,773 tons Summer DWT: 1,426 tons Length: 77 m Beam: 14 m Draught: 5.7 m Build year: 1971	Class society: Dromon Bureau Of Shipping  Registered owner: GRACIOSA NAVIGATION CO Care of Faros Shipping Co Sarl, Office 54, 5th Floor, Sehnaoui Building, Charles Helou Boulevard, Beirut, <b>Lebanon</b> - since 21/08/2015  Ship manager/Commercial manager: FAROS SHIPPING CO SARL Office 54, 5th Floor, Sehnaoui Building, Charles Helou Boulevard, Beirut, <b>Lebanon</b> - since 21/08/2015	<b>Sevastopol:</b> 2016



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No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
			<b>Flag: Singapore</b>	
01	<b>YORK (EPIC BALTA)</b> Flag: Singapore New Name: EPIC BALTA 03.2015  Vessel type: Lpg Tanker	IMO: 9220421. MMSI:565525000. Callsign: 9VED8. Gross tonnage: 4,807 tons Summer DWT: 5,076 tons Length: 100 m. Beam: 20 m. Draught: 5.8 m. Build year: 2000	Class society: Nippon Kaiji Kyokai  Owner: Interunity Management - Athens, <b>Greece</b>  Manager: Interunity Management - Athens, <b>Greece</b> : SA,69, Ethnikis Antistaseos Street, Kalandri, 152 31 Athens, Greece  Registered owner: PIC YORK PTE LTD Care of Epic Shipping (Chartering) Pte Ltd, 22-89, The Central, 8, Eu Tong Sen Street, <b>Singapore</b> 059818 since 15/01/2015  Ship manager/Commercial manager: EPIC SHIPPING CHARTERING PTE 22-89, The Central, 8, Eu Tong Sen Street, <b>Singapore</b> 059818 since 15/01/2015	<b>Kerch:</b> 2014
02	<b>KNEBWORTH</b> Flag: Singapore  Vessel type: Lpg Tanker	IMO: 9624809 MMSI:566638000 Callsign: 9V8047 Gross Tonnage: 7891 tons Deadweight: 8584 tons Length x Breadth: 119.95m x 20m Build year: 2012	Class society: Bureau Veritas  Ship manager/Commercial manager: KOMAYA SHIPPING CO PTE LTD 16-07/08, 1, Kim Seng Promenade, Great World City, <b>Singapore</b> 237994 since 29/08/2012  Registered owner: BEN NEVIS SHIPPING PTE LTD Care of Komaya Shipping Co (Pte) Ltd, 16-07/08, 1, Kim Seng Promenade, Great World City, <b>Singapore</b> 237994 since 29/08/2012	<b>Kerch:</b> 2014
			<b>Flag: Sri Lanka</b>	
01	<b>GAS DORADO</b> New Name: <b>GAS SUCCESS</b> New Flag: Sri Lanka Former Flag: Marshall Islands  New MMSI: 417222406 New Call Sign: 4RDX  Vessel type: Lpg Tanker	IMO: 9148609 MMSI:538004209 Callsign: V7VT7 Gross tonnage: 5,961 tons Summer DWT: 7,638 tons Length: 121 m Beam: 19 m Draught: 4.6 m Build year: 1997	Class society: Nippon Kaiji Kyokai  Owner: Prime Marine Management Athens, <b>Greece</b>  Manager: Prime Marine Management. Athens, <b>Greece</b> - since 01/06/2013. 4, Poseidonos Avenue, Kallithea, 176 74 Athens, Greece  Ship manager/Commercial manager: LAUGFS MARITIME SERVICES 101, Maya Avenue, Colombo, 00400, <b>Sri Lanka</b> - since 06/10/2015  Registered owner: LAUGFS MARITIME SERVICES 101, Maya Avenue, Colombo, 00400, <b>Sri Lanka</b> - since 06/10/2015	<b>Kerch:</b> 2014
02	<b>GAS PUFFER</b> New Name: GAS CHALLENGER New Flag: Sri Lanka Former Flag: Marshall Islands  New MMSI: 417222395 New Call Sign: 4RDL  Vessel type: Lpg Tanker	IMO: 9116228 MMSI: 538004213 Callsign: V7VU3 Gross tonnage: 5,752 tons Summer DWT: 7,046 tons Length: 119 m Beam: 18 m Draught: 4 m Build year: 1995	Class society: Nippon Kaiji Kyokai  Owner: Prime Marine Management - Athens, <b>Greece</b> .  Manager: Prime Gas Management - Athens, <b>Greece</b> . Prime Gas Management Inc, 4, Poseidonos Avenue, Kallithea, 176 74 Athens, Greece - since 01/06/2013  Ship manager/Commercial manager: LAUGFS MARITIME SERVICES 101, Maya Avenue, Colombo, 00400, <b>Sri Lanka</b> - since 09/09/2014  Registered owner: LAUGFS MARITIME SERVICES 101, Maya Avenue, Colombo, 00400, <b>Sri Lanka</b> - since 09/09/2014	<b>Kerch:</b> 2014

No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
			<b>Flag: Syria</b>	
01	<b>LAODICEA</b> Flag: Syria  Vessel type: General Cargo	IMO: 9274343 MMSI: 468393000 Callsign: YKRM Gross tonnage: 9,611 tons Summer DWT: 12,744 tons Length: 138 m Beam: 21 m Draught: 6.2 m Build year: 2003	Class society: Germanischer Lloyd  Owner: Syrian General Authority for Maritime Transport, Syria Government - Damascus, <b>Syria</b>  OFAC's SDN List: LAODICEA; Vessel Registration Identification IMO 9274343 (vessel) [SYRIA] (Linked To: Syrian General Authority For Maritime Transport ).Syrian General Authority For Maritime Transport (a.k.a. SYRIAMAR; a.k.a. Syrian General Establishment For Marine Transport; a.k.a. Syrian General Organization For Maritime Transport), BP 28, Bur Sa'id Street, Latakia, Syria; BP 225, Yarmouk Street, Latakia, Syria; BP 915, al-Mina Street, Tartous, Syria; BP 730, Argentine Street, Damascus, Syria; Port Road, Lattakia, Syria [SYRIA].	<b>Sevastopol:</b> 2016 2017
			<b>Flag: Tanzania</b>	
01	<b>LADY EMAN</b> Flag: Tanzania  Vessel type: General Cargo	IMO: 8204119. MMSI:677041300. Callsign: 5IM513. Gross tonnage: 3,345 tons Summer DWT: 5,271 tons Length: 92 m. Beam: 16 m. Draught: 7 m. Build year: 1982	Class society: Bulgarski Koraben.  Registered owner: EMANMAR SHIPPING LTD Care of IMS Istanbul Ltd, Kat 2, Eker Is Merkezi, Inonu Caddesi 14, Sifa Mah, Tuzla, 34950 Istanbul, <b>Turkey</b> - since 12/04/2014  Ship manager/Commercial manager: IMS ISTANBUL LTD Kat 2, Eker Is Merkezi, Inonu Caddesi 14, Sifa Mah, Tuzla, 34950 Istanbul, <b>Turkey</b> - since 10/11/2015	<b>Sevastopol:</b> 2014 2017
02	<b>ERKE</b> Flag: Tanzania  Vessel type: Ro-ro/passenger Ship.	IMO: 7014581. MMSI:677038200. Callsign: 5IM482. Gross tonnage: 1,456 tons Summer DWT: 452 tons Length x Breadth: 74.48m x 12.02 Build year: 1970	Class society: Maritime Lloyd  Registered owner: PASTEL HOLDINGS LTD Monrovia, <b>Liberia</b> - since 01/09/2004  Ship manager/Commercial manager: SARI DENIZCILIK NAKLIYAT Sultan Sokak 10/2, Kemer kaya Mah, 61030 Trabzon, <b>Turkey</b> - since 01/09/2004	<b>Evpatoria:</b> 2015 - Evpatoria - Zonguldak  <b>Sevastopol:</b> 2016 2017 - Sevastopol – Zonguldak  <b>Kerch:</b> 2017 - Zonguldak - Kerch
03	<b>STARSHINA DEROV</b> N.G Flag: Tanzania  Vessel type: General Cargo	IMO: 8872617 MMSI: 677013600 Callsign: 5IM236 Gross tonnage: 2,576 tons Summer DWT: 3,294 tons Length: 114 m Beam: 13 m Draught: 2.2 m Build year: 1972	Class society: Guardian Bureau Of Shipping  Ship manager/Commercial manager: PREMIER SHIPPING & TRADING SA Kat 4, Aslan Is Merkezi, Kale Sokak 26, Serifali Mah, Umraniye, Istanbul, <b>Turkey</b> - since 20/07/2014  Registered owner: FERU SHIPPING CO LTD Care of Premier Shipping & Trading SA, Kat 4, Aslan Is Merkezi, Kale Sokak 26, Serifali Mah, Umraniye, Istanbul, <b>Turkey</b> - since 14/02/2011	<b>Sevastopol:</b> 2015 2017  <b>Kerch:</b> 2015
04	<b>GENERAL</b> New Flag: Tanzania Former Flag: Palau  New MMSI: 677096000 New Call Sign: 5IM760  Vessel type: General Cargo	IMO: 7218400 MMSI: 511008000 Callsign: T8XP Gross tonnage: 2,229 tons Summer DWT: 4,160 tons Length: 80 m Beam: 20 m Draught: 3.6 m Build year: 1972	Class society: International Register Of Shipping  Ship manager/Commercial manager: NEW MARINE CO Assal Building, Market Street, Batroun, <b>Lebanon</b> - since 03/03/2010. New Marine Co, 5th Floor, Asfour Building, ath-Thawra Street, 11, Tartous, <b>Syria</b> .  Registered owner: BIG ANT NAVIERA INC Care of New Marine Co, Assal Building, Market Street, Batroun, <b>Lebanon</b> - since 01/12/1999	<b>Sevastopol:</b> 2015 2016 2017  <b>Feodosia:</b> 2016





## Crimea: Four Years of Occupation

No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
05	<b>SKY MOON</b> New MMSI: 677093700 New Call Sign: 5IM737 New Flag: Tanzania Former Flag: Saint Vincent & Grenadines  Vessel type: General Cargo	IMO: 7525334 MMSI: 376562000 Callsign: J8B3712 Gross tonnage: 2,201 tons Summer DWT: 4,083 tons Build year: 1978	Class society: Germanischer Lloyd  Registered owner: INFO MARKET SRL Apartment 10, Strada Stefan cel Mare 68, 900191 Constanta, <b>Romania</b> - since 20/06/2016  Manager INFO MARKET SRL Apartment 10, Strada Stefan cel Mare 68, 900191 Constanta, <b>Romania</b> - since 17/12/2015  Ship manager/Commercial manager: BLUE SKY SHIPMANAGEMENT LTD PO Box 364, 60, Market Square, Belize City, <b>Belize</b> - since 19/10/2015	<b>Sevastopol:</b> 2016  <b>Feodosia:</b> 2016  <b>Kerch:</b> 2016 arrested
06	<b>JAWDAT M</b> Flag: Tanzania  Vessel type: General Cargo	IMO: 7615232 MMSI:677042700 Callsign: SIM327 Gross tonnage: 3,381 tons Summer DWT: 5,100 tons Length: 99 m. Beam: 15 m Draught: 7 m Build year: 1978.	Class society: Maritime Lloyd.  ISM Manager: UNITED MARINE CO SRL PO Box 122, Intrare Sirenei 7, 900249 Constanta, <b>Romania</b> - since 15/11/2013  Ship manager/Commercial manager: UNITED MARINE CO SRL PO Box 122, Intrare Sirenei 7, 900249 Constanta, <b>Romania</b> - since 15/11/2013  Registered owner: AQUA MARINE SHIPPING CO SA Care of United Marine Co Srl, PO Box 122, Intrare Sirenei 7, 900249 Constanta, <b>Romania</b> - since 02/04/2010	<b>Sevastopol:</b> 2014 2015 2016 2017  <b>Kerch:</b> 2014 2016  <b>Feodosia:</b> 2014 2016 2017  <b>Yalta:</b> 2014
07	<b>HESEN MOON</b> Flag: Tanzania New Name: TALIA since 01/02/2016 New Flag: Lebanon New MMSI: 450569000 New Call Sign: ODWN  Vessel type: General Cargo	IMO: 7910888 MMSI:677042100 Callsign: SIM521 Gross tonnage: 3,080 tons Summer DWT: 3,152 tons Length: 92 m Beam: 15 m Draught: 6.1 m Build year: 1980.	Class society:Maritime Lloyd  Ship manager/Commercial manager: HESEN MOON SHIPPING CO SA, Care of Cedar Marine Services SAL, Dam & Farez, Sofi Plaza, 3rd Floor, Apartment 3/A, Achier el-Daya Street, Tripoli, <b>Lebanon</b> - since 21/12/2011 TALIA SHIPPING LINE CO SARL Ghazieh, Saida, <b>Lebanon</b> . during 02/2016  Registered owner: TALIA SHIPPING LINE CO SARL Ghazieh, Saida, <b>Lebanon</b> . during 02/2016 HESEN MOON SHIPPING CO SA, Care of Cedar Marine Services SAL, Dam & Farez, Sofi Plaza, 3rd Floor, Apartment 3/A, Achier el-Daya Street, Tripoli, <b>Lebanon</b> - since 21/12/2011	<b>Sevastopol:</b> 2014 2015  <b>Feodosia:</b> 2015 2016  <b>Kerch:</b> 2015
			<b>Flag: Togo</b>	
01	<b>AMUR 2510</b> New Name: BYWARD New Flag: Togo Former Flag: Cambodia New MMSI: 671733000 New Call Sign: 5VEB6  Vessel type: General Cargo	IMO: 8721363 MMSI: 515113000 Callsign: XUJA6 Gross tonnage: 3,086 tons Summer DWT: 3,337 tons Length: 115 m Beam: 13 m Draught: 3.2 m Build year: 1986	Registered owner: BYWARD SHIPPING LTD Care of MD Shipping Co, doroga Lyustdorfskaya 172/2, Odessa, 65113, <b>Ukraine</b> - since 24/05/2016  ISM Manager: AGATE SHIPPING LLC ul Kuprina 5A, Odessa, 65016, <b>Ukraine</b> - since 21/03/2016  Ship manager/Commercial manager: MD SHIPPING CO doroga Lyustdorfskaya 172/2, Odessa, 65113, <b>Ukraine</b> - since 01/03/2012	<b>Sevastopol:</b> 2014



№	Name	Vessel Identification Technical Data	Owner / Manager	Dates
02	<p><b>AMUR 2514</b> New Flag: Togo Former Flag: Belize New Name: ALBANY since 01/03/2016 MMSI: 671691000 Call Sign: 5VDV7</p> <p>Vessel type: General Cargo</p>	<p>IMO: 8721404 MMSI: 312581000 Callsign: V3SZ4 Gross tonnage: 3,086 tons Summer DWT: 3,332 tons Length: 116 m Beam: 13 m Draught: 4.1 m Build year: 1986</p>	<p>Registered owner:  CRIMSON SHIPPING LTD, Belize City, <b>Belize</b> - since 01/03/2012</p> <p>ALBANY SHIPPING LTD Care of Agate Shipping LLC, ul Kuprina 5A, Odessa, 65016, <b>Ukraine</b> - since 22/03/2016</p> <p>Ship manager/Commercial manager:  MD SHIPPING CO, doroga Lyustdorfskaya 172/2, Odessa, 65113, <b>Ukraine</b> - since 01/03/2012</p> <p>AGATE SHIPPING LLC ul Kuprina 5A, Odessa, 65016, <b>Ukraine</b> - since 22/03/2016</p> <p>ISM Manager:  MD SHIPPING CO, doroga Lyustdorfskaya 172/2, Odessa, 65113, <b>Ukraine</b> - since 01/03/2012</p>	<p><b>Sevastopol:</b> 2014</p>
03	<p><b>NARGYS H</b> Flag: Togo New Name: CAPTAIN OMAR</p> <p>Vessel type: General Cargo</p>	<p>IMO: 9030333 MMSI: 671501000 Callsign: 5VCW2 Gross tonnage: 3,125 tons Summer DWT: 4,501 tons Length: 289 m Beam: 16 m Draught: 4.2 m Build year: 1991</p>	<p>Ship manager/Commercial manager:  BIA SHIPPING CO, Strada Revolutiei din 22 Decembrie 1989 12, Constanta, <b>Romania</b> - 06/05/2014</p> <p>RUAD MARINE SERVICES SRL 3rd Floor, Bulevardul Mamaia 122, 900673 Constanta, <b>Romania</b> - since 12/12/2014</p> <p>Registered owner:  EURO J MARITIME LTD, Majuro MH <b>Marshall Islands</b> - since 06/05/2014</p> <p>MARGAB CASTLE MARITIME CO LTD Care of Ruad Marine Services Srl, 3rd Floor, Bulevardul Mamaia 122, 900673 Constanta, <b>Romania</b> - since 12/12/2014</p>	<p><b>Sevastopol:</b> 2014</p> <p><b>Kerch:</b> 2014</p> <p><b>Feodosia:</b> 2014</p>
04	<p><b>SEASHELL</b> New Flag: Togo Former Flag: Cambodia New Name: ALNILAM New MMSI: 671696000 New Call Sign: 5VEA7</p> <p>Vessel type: General Cargo</p>	<p>IMO: 8230314 MMSI: 515325000 Callsign: XUBP4 Gross tonnage: 2,457 tons Summer DWT: 2,893 tons Length: 114 m Beam: 13 m Draught: 2.3 m Build year: 1977</p>	<p>Class society: Ukraine Shipping Register – since 21.11.2016</p> <p>Ship manager/Commercial manager: MD SHIPPING CO, doroga Lyustdorfskaya 172/2, Odessa, 65113, <b>Ukraine</b> - since 06/2010</p> <p>MIRA BAKIM ONARIM MUHENDISLIK Daire 13, Blok E, Giptas Sanayi Sitesi, Istasyon Caddesi 16, Evliya Celebi Mah, Tuzla, 34944 Istanbul, <b>Turkey</b> - since 20/02/2015</p> <p>Registered owner: SEASHELL SHIPPING LTD-BZE, Belize City, <b>Belize</b> - since 06/2010</p> <p>ALNILAM SHIPPING LTD Care of Mira Bakim Onarim Muhendislik Danismanlik Ithalat Ihracat Taahhut Sanayi ve Ticaret Ltd Sti, Daire 13, Blok E, Giptas Sanayi Sitesi, Istas-yon Caddesi 16, Evliya Celebi Mah, Tuzla, 34944 Istanbul, <b>Turkey</b> - since 18/02/2015</p>	<p><b>Sevastopol:</b> 2014</p>



Crimea: Four Years of Occupation

No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
05	<p><b>BLUE DREAM</b> New Name: <b>DIAMOND</b> since 01/08/2015 New Flag: Togo Former Flag: Saint Kitts &amp; Nevis New MMSI: 671520000 New Call Sign: 5VCY6</p> <p>Vessel type: Lpg Tanker</p>	<p>IMO: 8002664 MMSI:341770000 Callsign: V4BO2 Gross tonnage: 4,884 tons Summer DWT: 4,400 ton Length: 112 m Beam: 21 m Draught: 5.6 m Build year: 1981</p>	<p>Class society: International Register Of Shipping</p> <p>Ship manager/Commercial manager: ARVINA TRADE LTD Kat 10, Siddiklar Is Merkezi, Ankara Asfalti 105 &amp; Halk Sokak 56, Sahrayicedit Mah, Kadikoy, 34742 Istanbul, <b>Turkey</b> - since 02/07/2010</p> <p>Registered owner: ARVINA TRADE LTD Kat 10, Siddiklar Is Merkezi, Ankara Asfalti 105 &amp; Halk Sokak 56, Sahrayicedit Mah, Kadikoy, 34742 Istanbul, <b>Turkey</b> - since 02/07/2010</p> <p>OFAC, USA, 03/08/2015: BLUE DREAM, Saint Kitts and Nevis flag; Vessel Registration Identification IMO 8002664 (vessel) [SYRIA] (Linked To: MILENYUM ENERGY S.A.). MILENYUM ENERGY S.A. (a.k.a. MILENYUM DENIZCILIK GEMI; a.k.a. MILENYUM DENIZCILIK GEMI HIZMETLERI ACENTELIK VE OZEL OGRETIM HIZMETLERI LIMITED SIRKETI; a.k.a. MILENYUM SHIPPING), c/o Milenyum Denizcilik Gemi H., Hizmetleri Ltd. Sti, Nazli Sokak 9, Halilrifatpasa Mah, Sisli, Istanbul 34384, Turkey; Ataturk Mahallesi Gulay Sokak, No. 12/3, Atasehir, Istanbul, Turkey; No. 18 D. 1 Kemankes Mah. Necatibey Cad., Akce Sok., Karakoy, Istanbul, Turkey; Sierra Leone; Avenida Norte Enrique Geenzeier El Cangrejo, Panama 0834-1082, Panama; Website <a href="http://www.milenyumshipping.com">http://www.milenyumshipping.com</a>; Company Number 792313 (Panama) [SYRIA] (Linked To: ABDULKARIM, Wael; Linked To: ABDULKARIM GROUP).</p>	<p><b>Kerch:</b> 2014 2015</p>
06	<p><b>GOODNESS</b> New Name: <b>KARAM</b> New Flag: Togo Former Flag: Malta New MMSI: 671666000 New Call Sign: 5VDS7</p> <p>Vessel type: General Cargo</p>	<p>IMO: 8116180 MMSI:215271000 Callsign: 9HIM7 Gross tonnage: 3,134 tons Summer DWT: 3,960 tons Length: 94 m Beam: 15 m Draught: 6.6 m Build year: 1983</p>	<p>Class society: Registro Italiano Navale</p> <p>Ship manager/Commercial manager: PLATIN SHIPPING &amp; TRADING CO, Ismail Pasa Sokak 45, Kosuyolu Mah, Kadikoy, 34718 Istanbul, <b>Turkey</b> - since 01/04/2008 GMZ SHIP MANAGEMENT CO SA 1st Floor, White Building, BP 185, Main Road, Zalqa, Beirut, <b>Lebanon</b> - since 05/05/2016</p> <p>Registered owner: GMZ SHIP MANAGEMENT CO SA 1st Floor, White Building, BP 185, Main Road, Zalqa, Beirut, <b>Lebanon</b> - since 05/05/2016 BLUE GATE SHIPPING CO LTD, Valletta, <b>Malta</b> - since 01/04/2008</p>	<p><b>Kerch:</b> 2014 2016</p> <p><b>Feodosia:</b> 2017</p>
07	<p><b>HUDA F</b> Flag: Togo New Name: <b>AVRA</b> since 01/03/2017 New Flag: Cook islands since 01/03/2017</p> <p>Vessel type: General Cargo</p>	<p>IMO: 8812875 MMSI:671240000 Callsign: 5VBJ8 Gross tonnage: 2,854 tons Summer DWT: 4,599 tons Length × Breadth: 91.24m × 15.06m. Draught: 6.3 m Build year: 1990</p>	<p>Class society: Dromon Bureau Of Shipping</p> <p>Ship manager/Commercial manager: NEREIDE MARINE SA, 6th Floor, 5-7, Kanari Street, 185 37 Piraeus, <b>Greece</b> - since 21/11/2011 - since 21/11/2012 LIDMAR SHIPPING &amp; TRADING CO 98, Vouliagmenis Avenue, Glyfada, 166 74 Athens, <b>Greece</b> - since 16/03/2017</p> <p>Registered owner: GARDEN SEA MANAGEMENT INC, Care of Nereide Marine SA, 6th Floor, 5-7, Kanari Street, 185 37 Piraeus, <b>Greece</b> - since 16/08/2012 GARLAND NAVIGATION LTD-MAI Majuro MH <b>Marshall Islands</b> - since 16/03/2017</p>	<p><b>Sevastopol:</b> 2014</p> <p><b>Kerch:</b> 2016</p>





№	Name	Vessel Identification Technical Data	Owner / Manager	Dates
08	<p><b>NOURA M</b> Flag: Togo</p> <p>Vessel type: Container Ship</p>	<p>IMO: 8913057 MMSI: 671436000 Callsign: 5VCN2 Gross tonnage: 3,815 tons Summer DWT: 4,655 tons Build year: 1991</p>	<p>Class society: Germanischer Lloyd</p> <p>Registered owner: LIZA SHIPPING CO LTD Care of Noura Management Co, 2nd Avenue, New Damietta Town, Damietta, 34726, <b>Egypt</b> - since 25/10/2013</p> <p>ISM Manager: NOURA MANAGEMENT CO 2nd Avenue, New Damietta Town, Damietta, 34726, <b>Egypt</b> - since 01/10/2013</p> <p>Ship manager/Commercial manager: NOURA MANAGEMENT CO 2nd Avenue, New Damietta Town, Damietta, 34726, <b>Egypt</b> - since 10/2013</p>	<p><b>Sevastopol:</b> 2015</p>
09	<p><b>PORHOV</b> New Flag: Togo Former Flag: Sierra Leone New MMSI: 671623000 New Call Sign: 5VDM4</p> <p>Vessel type: General Cargo</p>	<p>IMO: 7612474 MMSI: 667001323 Callsign: 9LU2126 Gross tonnage: 1,926 tons Summer DWT: 2,554 tons Length × Breadth: 95m × 13m Build year: 1979</p>	<p>Class society: Russian Maritime Shipping Register</p> <p>Ship manager/Commercial manager: ALTRECHFLOT LTD, Office 349, naberezhnaya reki Smolenki 33, St Petersburg, 199178, <b>Russia</b> - before 04/2017</p> <p>Registered owner: ILLYRA AG Care of Baltrechflot Ltd, Office 349, naberezhnaya reki Smolenki 33, St Petersburg, 199178, <b>Russia</b> - since 28/05/2015</p>	<p><b>Sevastopol:</b> 2015</p>
10	<p><b>ALIANCA</b> Flag: Togo</p> <p>Vessel type: General Cargo</p>	<p>IMO: 7392593 MMSI: 671203000 Callsign: 5VBE3 Gross tonnage: 2,787 tons Summer DWT: 2,661 tons Length: 94 m Beam: 12 m Draught: 6.1 m Build year: 1973</p>	<p>Class society: Maritime Lloyd</p> <p>Ship manager/Commercial manager: SEALEX SHIPPING CO LTD, 3, Talaat Harb Street, Alexandria, <b>Egypt</b>. since 01/02/2012 GMZ SHIP MANAGEMENT CO SA 1st Floor, White Building, BP 185, Main Road, Zalqa, Beirut, <b>Lebanon</b> - since 10/11/2016</p> <p>Registered owner: TRIPLEX SHIPPING CO LTD Care of GMZ Ship Management Co SA, 1st Floor, White Building, BP 185, Main Road, Zalqa, Beirut, <b>Lebanon</b> - since 01/02/2012</p>	<p><b>Sevastopol:</b> 2015 2016 2017</p> <p><b>Kerch:</b> 2016 2017</p> <p><b>Feodosia:</b> 2017</p> <p><b>Yalta:</b> 2017</p>
11	<p><b>RAMZI</b> Flag: Togo</p> <p>Vessel type: General Cargo</p>	<p>IMO: 7700207 MMSI: 671217000 Callsign: 5VBG6</p> <p>Gross tonnage: 2,068 tons Summer DWT: 2,189 tons Build year: 1977</p>	<p>Class society: Dromon Bureau Of Shipping</p> <p>ISM Manager: LORDS MARITIME BHA SA, 85, Severus Road, Newcastle upon Tyne, NE4 9NP, <b>United Kingdom</b> - since 22/02/2015</p> <p>Ship manager/Commercial manager: JSM MARITIME LTD Care of Faros Shipping Co Sarl, Office 54, 5th Floor, Sehnaoui Building, Charles Helou Boulevard, Beirut, <b>Lebanon</b> - since 22/01/2015</p> <p>Registered owner: JSM MARITIME LTD Care of Faros Shipping Co Sarl, Office 54, 5th Floor, Sehnaoui Building, Charles Helou Boulevard, Beirut, <b>Lebanon</b> - since 22/01/2015</p>	<p><b>Sevastopol:</b> 2015 2016 2017</p> <p><b>Feodosia:</b> 2017</p>



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No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
12	<b>RANIA H</b> New Name: <b>MUZAH</b> - since 01/01/2017 Flag: Togo  Vessel type: General Cargo	IMO: 9002128 MMSI: 671558000 Callsign: 5VDD5 Gross tonnage: 3,125 tons Summer DWT: 4,485 tons Build year: 1991 Builder: Kroger Werft Rendsburg, Germany	Class society: Germanischer Lloyd  Ship manager/Commercial manager: BIA SHIPPING CO, Strada Revolutiei din 22 Decembrie 1989 12, Constanta, <b>Romania</b> . - since 01/10/2014 ELIT DENIZCILIK SANAYI, Daire 3, Kat 3, Ankara Caddesi 148, Kordonboyu Mah, Kartal, 34860 Istanbul, <b>Turkey</b> - since 31/01/2017  Registered owner: BIA SHIPPING CO, Strada Revolutiei din 22 Decembrie 1989 12, Constanta, <b>Romania</b> . - since 01/10/2014 ROYAL CLOCK SHIPPING CO Care of Elit Denizcilik Sanayi ve Ticaret Ltd Sti, Daire 3, Kat 3, Ankara Caddesi 148, Kordonboyu Mah, Kartal, 34860 Istanbul, <b>Turkey</b> - since 31/01/2017  ISM Manager: BIA SHIPPING CO, Strada Revolutiei din 22 Decembrie 1989 12, Constanta, <b>Romania</b> . - since 01/10/2014	<b>Feodosia:</b> 2015 2016  <b>Kerch:</b> 2015  <b>Sevastopol:</b> 2015
13	<b>GEORGIANA H</b> Flag: Togo  Vessel type: General Cargo	IMO: 8911413 MMSI: 671466000 Callsign: 5VCR2 Gross tonnage: 3,338 tons Summer DWT: 4,535 tons Build year: 1990	Class society: Lloyd's Shipping Register  ISM Manager: BIA SHIPPING CO Strada Revolutiei din 22 Decembrie 1989 12, Constanta, <b>Romania</b> - since 17/02/2014  Registered owner: EUROEAST SHIPPING LTD Care of Johar Shipping Srl, Strada Rapsodiei 2, 900225 Constanta, <b>Romania</b> - since 13/02/2014  Ship manager/Commercial manager: JOHAR SHIPPING SRL Strada Rapsodiei 2, 900225 Constanta, <b>Romania</b> - since 13/02/2014	<b>Sevastopol:</b> 2015 2016  <b>Kerch:</b> 2015 2016 2017  <b>Feodosia:</b> 2016
14	<b>SEBA STAR</b> Flag: Togo  Vessel type: General Cargo	IMO: 7703699 MMSI: 671563000 Callsign: 5VDE3  Gross tonnage: 2,465 tons Summer DWT: 3,845 tons Build year: 1977	Class society: Venezuela Shipping Register  Ship manager/Commercial manager: IMS HELLENIC CO, 9, Filellinon Street, 185 36 Piraeus, <b>Greece</b> - since 06/08/2015  UNI-MARINE MANAGEMENT CO 3rd Floor, al-Masarif Street, Tripoli, <b>Lebanon</b> - since 01/02/2016  Registered owner: TITRAAN EURO CO SA Care of Uni-marine Management Co, 3rd Floor, al-Masarif Street, Tripoli, <b>Lebanon</b> - since 06/08/2015	<b>Kerch:</b> 2015  <b>Sevastopol:</b> 2016
15	<b>ANDA</b> Flag: Togo  Vessel type: General Cargo	IMO: 8027638. MMSI: 671309000. Callsign: 5VBU3 Gross tonnage: 2,723 tons Summer DWT: 2,860 tons Length: 96 m. Beam: 14 m. Draught: 3.9 m Build year: 1981.	Class society: Germanischer Lloyd  Ship manager/Commercial manager: ADNAN DENIZCILIK VE TICARET, Halilpasa Sokak 14/205, K.Karamustafapasa M, Be-yoglu, 34425 Istanbul, <b>Turkey</b> - before 05/2017  BIA SHIPPING CO Strada Revolutiei din 22 Decembrie 1989 12, Constanta, <b>Romania</b> - since 10/2012  Registered owner: ANDA MARITIME CO LTD Care of BIA Shipping Co, Strada Revolutiei din 22 Decembrie 1989 12, Constanta, <b>Romania</b> - during 10/2012  ISM Manager: BIA SHIPPING CO Strada Revolutiei din 22 Decembrie 1989 12, Constanta, <b>Romania</b> - since 13/12/2011	<b>Kerch:</b> 2014 2015 2016 2017  <b>Feodosia:</b> 2014 2015  <b>Sevastopol:</b> 2015 2016  sank

№	Name	Vessel Identification Technical Data	Owner / Manager	Dates
16	<b>ADNAN H</b> Flag: Togo  Vessel type: General Cargo	IMO: 8215649 MMSI:671367000 Callsign: 5VCC7 Gross tonnage: 2,795 tons Summer DWT: 2,852 tons Length: 96 m Beam: 14 m Draught: 3.8 m Build year: 1983	Class society: Germanischer Lloyd  Registered owner: RANIA MARITIME CO Care of Adnan Denizcilik ve Ticaret Ltd Sti, Halilpasa Sokak 14/205, K.Karamustafapasa M, Beyoglu, 34425 Istanbul, <b>Turkey</b> . during 01/2014  Ship manager/Commercial manager: BIA SHIPPING CO Strada Revolutiei din 22 Decembrie 1989 12, Constanta, <b>Romania</b> - since 03/03/2013  ADNAN DENIZCILIK VE TICARET Halilpasa Sokak 14/205, K.Karamustafapasa M, Beyoglu, 34425 Istanbul, <b>Turkey</b> - since 10/04/2017	<b>Kerch:</b> 2014 2015 2016 2017  <b>Feodosia:</b> 2014 2015  <b>Sevastopol:</b> 2014 2015 2016
17	<b>NAWAL F</b> New Name: ASTRO since 01/03/2017 Flag: Togo  Vessel type: General Cargo	IMO: 8807349 MMSI:671285000 Callsign: 5VBQ7 Gross Tonnage: 2881 Summer DWT: 2742 t Length x Breadth: 91m x 15m Build year: 1989	Class society: Registro Italiano Navale  Ship manager/Commercial manager: NEREIDE MARINE SA 6th Floor, 5-7, Kanari Street, 185 37 Piraeus, <b>Greece</b> – since 2012  LIDMAR SHIPPING & TRADING CO 98, Vouliagmenis Avenue, Glyfada, 166 74 Athens, <b>Greece</b> - since 24/11/2016  Registered owner: NEREIDE MARINE SA 6th Floor, 5-7, Kanari Street, 185 37 Piraeus, <b>Greece</b> – since 2012  ELSA SEAWAYS INC Care of Lidmar Shipping & Trading Co Ltd, 98, Vouliagmenis Avenue, Glyfada, 166 74 Athens, <b>Greece</b> - since 24/11/2016  ISM Manager: NEREIDE MARINE SA 6th Floor, 5-7, Kanari Street, 185 37 Piraeus, <b>Greece</b> - since 21/11/2012	<b>Feodosia:</b> 2014  <b>Sevastopol:</b> 2014 2015 2016  <b>Kerch:</b> 2015
18	<b>KATYA</b> New Name: PATRA 3 since 01/10/2016 Flag: Togo  Vessel type: General Cargo	IMO: 8000836 MMSI: 671661000 Call Sign: 5VDS2 Gross Tonnage: 7788 Summer DWT: 11990 t Length Overall x Breadth Extreme: 138m x 18m Build year: 1980	Class society: Lloyd's Shipping Register  ISM Manager: SHIPMAN BG LTD Apartment 41, 6th Floor, kv Chaika 49, 9005 Varna, <b>Bulgaria</b> - since 04/10/2016  Registered owner: GVC COMMODITIES CO Care of Astromar Ltd, ul Neofit Bozveli 9000 Varna, <b>Bulgaria</b> - since 13/11/2015 PATRA MARITIME SA Majuro MH <b>Marshall Islands</b> - since 04/10/2016  Ship manager/Commercial manager: ASTROMAR LTD, ul Neofit Bozveli 9000 Varna, <b>Bulgaria</b> - since 13/11/2015 PATRA MARITIME SA Majuro MH <b>Marshall Islands</b> - since 04/10/2016	04.04.16  Raid transshipment of titanium raw materials for Titan in the Crimea in the Kerch Strait
19	<b>FRIENDSHIP</b> Flag: Togo  Vessel type: General Cargo	IMO: 7029201 MMSI: 671066000 Callsign: 5VAH8 Gross tonnage: 2,445 tons Summer DWT: 2,576 tons Length: 82 m Beam: 14 m Draught: 5.5 m Build year: 1970	Class society: International Naval Surveys Bureau  Ship manager/Commercial manager: GHANDOUR SMN 1st Floor, Rbeiz Building, Port Area, Beirut, <b>Lebanon</b> - since 17/12/2015  Registered owner: GHANDOUR SMN 1st Floor, Rbeiz Building, Port Area, Beirut, <b>Lebanon</b> - since 17/12/2015  ISM Manager: FAROS SHIPPING CO SARL Office 54, 5th Floor, Sehnaoui Building, Charles Helou Boulevard, Beirut, <b>Lebanon</b> - since 09/05/2011	<b>Sevastopol:</b> 2016





Crimea: Four Years of Occupation

No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
20	<b>RIGEL</b> Flag: Togo  Vessel type: General Cargo	IMO: 7636767 MMSI: 515275000 Callsign: XUNA3 Gross tonnage: 2,827 tons Summer DWT: 3,761 tons Length: 118 m Beam: 13 m Draught: 3.3 m Build year: 1979	Class society: Ukraine Shipping Register  Ship manager/Commercial manager: MIRA BAKIM ONARIM MUHENDISLIK Daire 13, Blok E, Giptas Sanayi Sitesi, Istasyon Caddesi 16, Evliya Celebi Mah, Tuzla, 34944 Istanbul, <b>Turkey</b> - since 26/02/2015  Registered owner: RIGEL SHIPPING & TRADING LTD Care of Mira Bakim Onarim Muhendislik Danismanlik Ithalat Ihracat Taahhut Sanayi ve Ticaret Ltd Sti, Daire 13, Blok E, Giptas Sanayi Sitesi, Istasyon Caddesi 16, Evliya Celebi Mah, Tuzla, 34944 Istanbul, <b>Turkey</b> - since 26/02/2015	<b>Kerch:</b> 2017
			<b>Flag: Turkey</b>	
01	<b>HILMI K</b> Flag: Turkey  Vessel type: General Cargo	IMO: 8101628 MMSI:271002000 Callsign: TCMT Gross tonnage: 1,923 tons Summer DWT: 3,054 tons Length: 81 m Beam: 13 m. Draught: 3.5 m Build year: 1982	Class society: Turkish Lloyd  ISM Manager: FUDEN DENIZCILIK TICARET Polat Is Merkezi, Ankara Caddesi 108/70, Kordonboyu Mah, Kartal, 34860 Istanbul, <b>Turkey</b> - since 27/02/2013  Ship manager/Commercial manager: FUDEN DENIZCILIK TICARET  Registered owner: FUDEN DENIZCILIK TICARET	<b>Sevastopol:</b> 2014
02	<b>ISTANBUL KA</b> Flag: Turkey  Vessel type: Oil/chemical Tanker	IMO: 9227211 MMSI:271000651 Callsign: TCIL Gross tonnage: 3,511 tons Summer DWT: 5,654 tons Length: 109 m Beam: 16 m Draught: 5.2 m Build year: 2001	Class society: Bureau Veritas  Registered owner: TRANS KA TANKER MANAGEMENT CO Daire 57A, Denizciler Is Merkezi, Sahilyolu Bulvari 25, Aydintepe Mah, Tuzla, 34947 Istanbul, <b>Turkey</b> - since 03/05/2010  Ship manager/Commercial manager: TRANS KA TANKER MANAGEMENT CO	<b>Feodosia:</b> 2014
03	<b>MERT DEVAL</b> Flag: Turkey  Vessel type: General Cargo	IMO: 7528788 MMSI:271000798 Callsign: TCO8 Gross tonnage: 4,804 tons Summer DWT: 7,509 tons Length x Breadth: 108.72m x 17m Draught: 7.6 m Build year: 1985	Class society: American Bureau Of Shipping  Registered owner: DEVAL TRANSPORT LTD Kat 2, Blok 1, Sadikoglu Is Meerkezi, Poyraz Sokak 61, Egitim Mah, Kadikoy, 34722 Istanbul, <b>Turkey</b> - since 20/05/2005  Ship manager/Commercial manager: DEVAL TRANSPORT LTD - since 20/05/2005	Sevastopol: 2014
04	<b>DIDA</b> Flag: Turkey  Vessel type: General Cargo	IMO: 7514347 MMSI:271002224. Callsign: TCBE5. Gross tonnage: 847 tons Summer DWT: 1,468 tons Length: 70 m. Beam: 9 m. Draught: 2.8 m Build year: 1976	Registered owner: MINA LOJISTIK GEMICILIK VE DIS Care of Aleria Denizcilik ve Ticaret AS (Aleria Shipping), Kat 3, Icadiye Caddesi 70/3, Kuzguncuk Mah, Uskudar, 34674 Istanbul, <b>Turkey</b> - since 17/04/2012  Ship manager/Commercial manager: ALERIA SHIPPING AS Kat 3, Icadiye Caddesi 70/3, Kuzguncuk Mah, Uskudar, 34674 Istanbul, <b>Turkey</b> - since 01/02/2008	<b>Yalta:</b> 2015



No	Name	Vessel Identification Technical Data	Owner / Manager	Dates
			<b>Flag: Tuvalu</b>	
01	<b>KANTON</b> Flag: Tuvalu  Vessel type: General Cargo	IMO: 9412311 MMSI:572353000 Callsign: T2PJ2 Gross tonnage: 2,987 tons Summer DWT: 5,095 tons Length: 100 m Beam: 16 m Draught: 5.7 m Build year: 2006	Class society: International Ship Classification  Registered owner: MASTER SHIPPING LTD Care of Maksimar Denizcilik Nakliyat ve Ticaret Ltd Sti, Nuri Bey Apartmani, Celal Muhtar Sokak 9/2, Kosuyolu Mah, Kadikoy, 34718 Istanbul, <b>Turkey</b> - since 28/09/2010  Ship manager/Commercial manager: MAKSIMAR DENIZCILIK NAKLIYAT Nuri Bey Apartmani, Celal Muhtar Sokak 9/2, Kosuyolu Mah, Kadikoy, 34718 Istanbul, <b>Turkey</b> - since 08/03/2007	<b>Sevastopol:</b> 2014 03.03.15 - arrested
			<b>Flag: Vanuatu</b>	
01	<b>BLACKSMITH</b> New Flag: Vanuatu Former Flag: Belize (Until 01.2015) New MMSI: 577304000 New Call Sign: YJUB6  Vessel type: General Cargo	IMO: 8866682. MMSI:312287000. Callsign: V3KV Gross tonnage: 2,426 tons Summer DWT: 3,174 tons Length: 108 m Beam: 7 m Draught: 2.5 m Build year: 1977	Class society: Bulgarian Register of Shipping  Ship manager/Commercial manager: SENEMAR DENIZCILIK VE TICARET Daire 7, Acibadem Caddesi 109, Acibadem Mah, Kadikoy, Istanbul, <b>Turkey</b> - since 17/07/2013  Registered owner: BLACKSMITH SHIPPING CO INC Care of Senemar Denizcilik ve Ticaret Ltd Sti, Daire 7, Acibadem Caddesi 109, Acibadem Mah, Kadikoy, Istanbul, <b>Turkey</b> - since 28/01/2008	<b>Kerch:</b> 2014
02	<b>GULER</b> New Name: GULER ONE since 01/01/2017 Flag: Vanuatu  Vessel type: General Cargo	IMO: 7924334 MMSI:577176000 Callsign: YJTK8 Gross tonnage: 1,581 tons Summer DWT: 2,421 tons Length: 80 m Beam: 12 m Draught: 2.7 m Build year: 1980	Class society: Bulgarski Koraben  Registered owner: VALIANT SHIPPING CO NV, Care of AKDen-izcilik Uluslararası Gemi Kiralama ve Tasimacilik Sanayi ve Ticaret Ltd Sti, Room 11A, Akman Apartmani, Zerrin Sokak Acibadem Mah, Uskudar, 34660 Istanbul, <b>Turkey</b> - since 01/11/2007  ANDANTE SHIPPING CORP Care of Servel Trade SA, Office 34-2, Tower B, ul Chavchavadze 38, 6000 Batumi, <b>Georgia</b> - since 20/01/2017  Ship manager/Commercial manager: AKDENIZCILIK ULUSLARASI GEMI, Room 11A, Akman Apartmani, Zerrin Sokak Acibadem Mah, Uskudar, 34660 Istanbul, <b>Turkey</b> - since 21/06/2013  SERVEL TRADE SA Office 34-2, Tower B, ul Chavchavadze 38, 6000 Batumi, <b>Georgia</b> - since 20/01/2017	<b>Sevastopol:</b> 2015 2016
			<b>Flag: Cook Is</b>	
01	<b>ZIAD JUNIOR</b> Flag: Cook Is Ex Name: Emstal (05/2016) Ex Flag: Antigua & Barbuda Ex MMSI: 304142000 Ex Callsign: V2AZ8  Vessel type: General Cargo	IMO: 9073086 MMSI: 518100265 Call Sign: ESU3201 Gross Tonnage: 3823. Summer DWT: 5342 t. Length Overall x Breadth Extreme: 100.76m x 16.5m Build year: 1995	Class society: Nippon Kaiji Kyokai  Ship manager/Commercial manager: BLUE FLEET SHIPPING CO LTD Kat 3, 30034 Sokak 6, Fatih Mah, Mezitli, 33200 Mersin, <b>Turkey</b> .  Registered owner: BLUE FLEET SHIPPING CO LTD Kat 3, 30034 Sokak 6, Fatih Mah, Mezitli, 33200 Mersin, <b>Turkey</b>	<b>Feodosia:</b> 2016



### Addition

**The database of vessels that in violation of the Ukrainian legislation and international sanctions had docked at the ports of the occupied Crimean Peninsula from May 01, 2017 to January 01, 2018**

№	Name	Vessel Identification Technical Data	Owner / Manager	Dates
<b>Flag: Comoros</b>				
01	<b>CAPT ABEDA</b> since 01/03/2015 Old Name: <b>HASSAN D</b> since 01/03/2011 New Flag: Comoros Old Flag: Moldova Vessel type: General Cargo	IMO: 7610270 MMSI: 620039000 Call Sign: D6A2039 Gross tonnage: 4,286 tons Summer DWT: 6,828 tons Length: 106 m Beam: 16 m Draught: 5 m Build year: 1977	Ship manager/Commercial manager: IMS HELLENIC CO 9, Filellinon Street, 185 36 Piraeus, <b>Greece</b> . since 06/03/2015 Registered owner: GLORY PRINCESS SHIPPING CO SA Care of IMS Hellenic Co , 9, Filellinon Street, 185 36 Piraeus, <b>Greece</b> . ===== OLD Ship manager/Commercial manager: HASSAN SHIPPING CO SA Care of Barhoum Maritime Co, 5th Floor, Quarantine Mina Tower, Beirut, <b>Lebanon</b>	<b>Sevastopol:</b> 2017
<b>Flag: Liberia</b>				
02	<b>HHL MISSISSIPPI</b> Flag: Liberia Vessel type: General Cargo	IMO: 9435765 MMSI: 636091787 Callsign: A8SX5 Gross tonnage: 9,611 tons Summer DWT: 12,669 tons Length: 138 m Beam: 21 m Draught: 7.6 m Build year: 2009	Class society: Germanischer Lloyd Registered owner: ZWEITE SCHIFFS GMBH & CO KG Care of Hansa Heavy Lift GmbH , Oberbaumbruecke 1, 20457 Hamburg, Germany. Ship manager/Commercial manager: HANSA HEAVY LIFT GMBH Oberbaumbruecke 1, 20457 Hamburg, Germany. since 25/06/2011	<b>Kerch:</b> 2017
03	<b>CALLISTO</b> Flag: Liberia Vessel type: Bulk Carrier	IMO: 9427392 MMSI: 636091966 Callsign: A8UZ6 Gross tonnage: 15,861 tons Summer DWT: 25,981 tons Length: 157 m Beam: 28 m Draught: 6.4 m Build year: 2010	Class society: Germanischer Lloyd Ship manager/Commercial manager: HEINZ CORLEIS REEDEREI KG Kampweg 4A, 21706 Drochtersen, Germany. during 06/2015 Registered owner: CALLISTO HEINZ CORLEIS Care of Reederei Heinz Corleis KG , Kampweg 4A, 21706 Drochtersen, Germany. since 05/03/2010	<b>Kerch:</b> 2017
<b>Flag: Palau</b>				
04	<b>JAMILEH</b> Flag: Palau Vessel type: General Cargo	IMO: 8511603 MMSI: 511097000 Callsign: T8A2051 Gross tonnage: 7,580 tons Summer DWT: 7,875 tons Length: 125 m Beam: 20 m Draught: 5.6 m Build year: 1986	Class society: Germanischer Lloyd Ship manager/Commercial manager: NEREIDE MARINE SA 6th Floor, 5-7, Kanari Street, 185 37 Piraeus, Greece. since 10/10/2014 Registered owner: SEABLITE NAVIGATION CORP Care of Nereide Marine SA , 6th Floor, 5-7, Kanari Street, 185 37 Piraeus, Greece. since 10/10/2014	<b>Sevastopol:</b> 2017





№	Name	Vessel Identification Technical Data	Owner / Manager	Dates
			<b>Flag: Russia</b>	
05	<b>SIG</b> Flag: Russia Vessel type: Chemical Tanker	IMO: 9735335 MMSI: 273340190 Call Sign: UDKP Gross tonnage: 4,754 tons Summer DWT: 6,619 tons Length: 141 m Beam: 17 m Draught: 3.6 m Build year: 2014	Class society: Russian Maritime Shipping Registered owner: UGRA-LEASING LLC ul Krupskaya 25, Khanty-Mansiysk, Khanty-Mansiyskiy AO, 628011, Russia. Ship manager/Commercial manager: TRANSPETROCHART LTD prospekt Kolomyazhskiy 33/2, St Petersburg, 197341, Russia. since 25/06/2014	<b>Feodosia:</b> 2017  <b>Kerch:</b> 2017
06	<b>INZHENER POTUR-NAK</b> Flag: Russia Vessel type: Oil Products Tanker	MO: 8711813 MMSI: 273151100 Callsign: UACC Gross tonnage: 2,048 tons Summer DWT: 3,121 tons Length Overall x Breadth Extreme: 77.53m x 14.34m Build year: 1988	Class society: Russian Maritime Shipping Register Registered owner: NOVOROSSIYSK COMMERCIAL SEA, ul Mira 2, Novorossiysk, Krasnodarskiy kray, 353901, Russia Ship manager/Commercial manager: FLEET NOVOROSSIYSK SEA PORT ul Portovaya 14, Novorossiysk, Krasnodarskiy kray, 353900, Russia.	<b>Sevastopol:</b> 2017
07	<b>VIZANTIN</b> Flag: Russia Vessel type: General Cargo	IMO: 7320710 MMSI: 273420740 Callsign: UHNL Gross tonnage: 2,491 tons Summer DWT: 3,346 tons Length: 114 m Beam: 14 m Draught: 3.9 m Build year: 1973	Class society: Russian Maritime Shipping Register Ship manager/Commercial manager: LADOGA SHIPPING CO LTD kv 74, ulitsa Babayevskogo 35/1, Astrakhan, 414032, Russia Registered owner: LADOGA SHIPPING CO LTD kv 74, ulitsa Babayevskogo 35/1, Astrakhan, 414032, Russia.	<b>Sevastopol:</b> 2017
08	<b>VOLGO DON 5043</b> Flag: Russia Vessel type: General Cargo	IMO: 8866321 MMSI: 273316500 Callsign: UGWY Gross tonnage: 3,994 tons Summer DWT: 3,650 tons Length: 136 m Beam: 16 m Draught: 3.4 m Build year: 1972	Class society: International Register Of Shipping Ship manager/Commercial manager: DON RIVER SHIPPING JSC 5th Floor, ul Sovetskaya 63, Rostov-na-Donu, 344019, Russia. since 24/11/2009 Registered owner: DON RIVER SHIPPING JSC 5th Floor, ul Sovetskaya 63, Rostov-na-Donu, 344019, Russia. since 24/11/2009	<b>Sevastopol:</b> 2017
09	<b>VITYAZ</b> Flag: Russia Vessel Type: Dredger	IMO: 8316780 MMSI: 273383070 Call Sign: UBUO2  Gross Tonnage: 7950 Deadweight: 11602 Length Overall x Breadth Extreme: 124.3m x 20.6m Year Built: 1984	Ship manager/Commercial manager: OTEKO-TERMINAL ul Mayakovskogo 30, Temryuk, Krasnodarskiy Kray, 353501, Russia. during 06/2016 Registered owner: OTEKO-TERMINAL ul Mayakovskogo 30, Temryuk, Krasnodarskiy Kray, 353501, Russia.	<b>Kerch:</b> 22.05.17 - Камыш-Бурун, завод "Залив", ремонт
10	<b>KNYAZ VLADIMIR</b> Flag: Russia Vessel type: Passengers Ship	IMO: 7032997 MMSI: 273397120 Call Sign: UBRP5 Gross tonnage: 9,159 tons Summer DWT: 2,085 tons Length: 142 m Beam: 21 m Draught: 6.1 m  Build year: 1971	Class society: Registro Italiano Navale Ship manager/Commercial manager: BLACK SEA CRUISES LLC ul Krasnaya 4, Krasnodar, 354000, Russia. Registered owner: BLACK SEA CRUISES LLC ul Krasnaya 4, Krasnodar, 354000, Russia.	<b>Sevastopol:</b> 2017  <b>Yalta:</b> 2017



### Crimea: Four Years of Occupation

№	Name	Vessel Identification Technical Data	Owner / Manager	Dates
11	<b>KAPITAN SOMOV</b> Flag: Russia Vessel type: Fishing Vessel	IMO: 8729494 MMSI: 273471850 Callsign: UABB Gross tonnage: 2,342 tons Summer DWT: 901 tons Length Overall x Breadth Extreme: 85.06m x 13.04m Build year: 1989	Class society: Russian Maritime Shipping Register Registered owner: Коммерческий Банк "УНИ- ФИН", Россия, 127051, Москва, 1-й Колобовский пер., 11 "UNIFIN", ZAO KB Address: Russia, 127051 Moscow, 1-yy Kolobovskiy per., 11	<b>Kerch:</b> 2017
12	<b>CAPITAN KORCHIN</b> Flag: Russia Vessel type: General Cargo	IMO: 8959219 MMSI: 273370100 Callsign: UCWM Gross tonnage: 4,963 tons Summer DWT: 5,659 tons Length: 138 m Beam: 16 m Draught: 3.8 m Build year: 1978	Class society: Russian Maritime Shipping Register Registered owner: ROSSHIPCOM JSC ul Sovetskaya 63, Rostov-na-Do- nu, 344019, Russia. since 20/09/2010 Ship manager/Commercial manager: ROSSHIPCOM JSC ul Sovetskaya 63, Rostov-na-Do- nu, 344019, Russia. since 20/09/2009	<b>Sevastopol:</b> 2017
13	<b>HILDA</b> Flag: Russia Vessel type: Bunker- ing Tanker	IMO: 8857590 MMSI: 273444560 Gross tonnage: 792 tons Summer DWT: 1,096 tons Length Overall x Breadth Extreme: 72.6m x 9.2m Build year: 1983	Class society: Russian Maritime Shipping Register Ship manager/Commercial manager: KOMPLEKT SERVICE LTD, ul Mira 13, Novorossiysk, Krasnodarskiy kray, 353911, Russia. Registered owner: KOMPLEKT SERVICE LTD, ul Mira 13, Novorossiysk, Krasnodarskiy kray, 353911, Russia.	<b>Sevastopol:</b> 2017
14	<b>INZHENER CHITANA- NAVA</b> Flag: Russia Vessel type: Oil Prod- ucts Tanker	IMO: 8227628 MMSI: 273155000 Callsign: UAIC Gross tonnage: 2,048 tons Summer DWT: 3,121 tons Length: 77 m Beam: 14 m Draught: 5.3 m Build year: 1984	Class society: Russian Maritime Shipping Register Ship manager/Commercial manager: FLEET NOVOROSSIYSK SEA PORT, ul Mira 2, Krasno- dar, 353900, Russia. Registered owner: NOVOROSSIYSK COMMERCIAL SEA, ul Mira 2, Nov- orossiysk, Krasnodarskiy kray, 353901, Russia.	<b>Sevastopol:</b> 2017
15	<b>KAPITAN SKACHKOV</b> Flag: Russia Vessel type: General Cargo	IMO: 8951255 MMSI: 273318240 Callsign: UGXT Gross tonnage: 3,996 tons Summer DWT: 5,223 tons Length: 138 m Beam: 17 m Draught: 2.5 m Build year: 1968	Class society: Russian River Register Ship manager/Commercial manager: ENISEY LTD Office 2, ul Grushevskaya 10, Volgograd, 400001, Russia. Registered owner: ENISEY LTD Office 2, ul Grushevskaya 10, Volgograd, 400001, Russia. since 01/02/2007	<b>Sevastopol:</b> 2017
16	<b>SIBIRSKIY 2118</b> Flag: Russia Vessel type: General Cargo	IMO: 7911507 MMSI: 273385100 Callsign: UBHZ Gross tonnage: 3,743 tons Summer DWT: 4,376 tons Length: 130 m Beam: 16 m Draught: 2.9 m Build year: 1982	Class society: Russian Maritime Shipping Register Ship manager/Commercial manager: DON RIVER SHIPPING JSC 5th Floor, ul Sovetskaya 63, Ros- tov-na-Donu, 344019, Russia. during 02/2013 Registered owner: DON RIVER SHIPPING JSC 5th Floor, ul Sovetskaya 63, Rostov-na-Donu, 344019, Russia. since 23/12/2009	<b>Sevastopol:</b> 26.09.17 -включил АИС в сухом доке СМЗ на Северной, прибыл в ремонт на буксире в сентябре На 31.12.17 там же
17	<b>TO 1003</b> Flag: Russia Vessel type: Tanker	IMO: - MMSI: 273359740 Call Sign: UBB18 Length Overall x Breadth Extreme: 84m x 12m	Owner: ООО "Портвэлл", Россия, Ейск Адрес: 353680, ул.Рабочая, д. 2 А	<b>Kerch:</b> 2017



№	Name	Vessel Identification Technical Data	Owner / Manager	Dates
18	<b>SMOLNYY</b> Flag: Russia Vessel type: Tanker / Pollution Recovery Vessel	IMO: 8860834 MMSI: 273426270 Call Sign: UCHD  Gross Tonnage: 4510 Deadweight: 4056 t Length Overall x Breadth Extreme: 113.2m × 16.6m Year Built: 1992	Registered owner: UVAS-TRANS LTD ul Sverdlova 49, Kerch, Krym, Registered owner: /Commercial manager: UVAS-TRANS LTD ul Sverdlova 49, Kerch, Krym	<b>Kerch:</b> 2017
19	<b>VOLGONEFT 267</b> Flag: Russia Vessel type: Oil Products Tanker	IMO: 8230950 MMSI: 273341500 Call Sign: UIBP Gross Tonnage: 3473 Deadweight: 4750 t Length Overall x Breadth Extreme: 132.6m × 16.9m Year Built: 1979	Ship manager/Commercial manager: VOLGOTANKER VOLZHSKI OIL SHPG, Stroyeniye 1B, ul Makarenko, 5/16, Moscow, 105062, Russia. Registered owner: VOLGOTANKER VOLZHSKI OIL SHPG, Stroyeniye 1B, ul Makarenko 5/16, Moscow, 105062, Russia.	<b>Sevastopol:</b> 2017
<b>Flag: Sierra Leone</b>				
20	<b>MADLIN H</b> Flag: Sierra Leone Vessel type: General Cargo	IMO: 9118276 MMSI: 667001286 Callsign: 9LU2088 Gross tonnage: 4,107 tons Summer DWT: 5,202 tons Length: 100 m Beam: 16 m Draught: 6.1 m Build year: 1997	Class society: Germanischer Lloyd Registered owner: VALENTINE SHIPPING CO Care of BIA Shipping Co , Strada Revolutiei din 22 Decembrie 1989 12, Constanta, <b>Romania</b> . since 04/12/2014 Ship manager/Commercial manager: BIA SHIPPING CO Strada Revolutiei din 22 Decembrie 1989 12, Constanta, Romania. since 04/12/2014	<b>Sevastopol:</b> 2017
21	<b>RAINBOW H</b> Flag: Sierra Leone Vessel type: General Cargo	IMO: 7521132 MMSI: 667972000 Callsign: 9LD2273 Gross tonnage: 2,978 tons Summer DWT: 4,001 tons Length: 91 m Beam: 14 m Draught: 6.7 m Build year: 1976	Class society: Dromon Bureau Of Shipping ISM Manager: AMJ MARINE SERVICES 1195, Old Saida Road, Choueifat, Lebanon. since 14/01/2015 Ship manager/Commercial manager: HR BROTHERS MARITIME SHIPPING Tegucigalpa, MDF, Honduras. since 05/01/2015 Registered owner: HR BROTHERS MARITIME SHIPPING Tegucigalpa, MDF, Honduras. since 05/01/2015	<b>Sevastopol:</b> 2017
22	<b>LADY REA</b> Flag: Sierra Leone Vessel type: General Cargo	IMO: 8002810 MMSI: 667203600 Callsign: 9LB2231  Gross tonnage: 5,943 tons Summer DWT: 9,620 tons Length Overall x Breadth Extreme: 113.47m × 17m Build year: 1982	Class society: Russian Maritime Shipping Register Ship manager/Commercial manager: MAMARI SHIPPING CO SAL 4th Floor, Rabeih Pins Building, BP 70080, 6th Street, Rabieh, Beirut, <b>Lebanon</b> . Registered owner: REA NAVIGATION INC Care of Mamari Shipping Co SAL , 4th Floor, Rabeih Pins Building, BP 70080, 6th Street, Rabieh, Beirut, Lebanon. since 08/03/2007	<b>Sevastopol:</b> 2017
23	<b>BEE</b> Flag: Sierra Leone Vessel type: General Cargo	IMO: 7723986 MMSI: 511182000 Callsign: T8A2142 Gross tonnage: 2,978 tons Summer DWT: 4,145 tons Length: 40 m Beam: 14 m Draught: 6.3 m Build year: 1978	Class society: Dromon Bureau of Shipping Ship manager/Commercial manager: GOLDEN SEA SHIPPING CO Majuro MH Marshall Islands. before 06/2017 Registered owner: GOLDEN SEA SHIPPING CO Majuro MH Marshall Islands. before 06/2017	<b>Sevastopol:</b> 2017  <b>Kerch:</b> 2017





### Crimea: Four Years of Occupation

№	Name	Vessel Identification Technical Data	Owner / Manager	Dates
			<b>Flag: Tanzania</b>	
24	<b>CRYSTAL GALAXY</b> Flag: Tanzania Vessel type: General Cargo	IMO: 8418356 MMSI: 677052100 Call Sign: 5IM621 Gross Tonnage: 4299 Deadweight: 6846 t Length Overall x Breadth Extreme: 110m x 16m Year Built: 1985	Bulgarski Koraben Registrar - during 2015 Ship manager/Commercial manager: MMH MANAGEMENT CO LTD Flat 7, 2nd Floor, 10, Mokhtar Abd el Halim Street, Saba Basha, Alexandria, Egypt. since 30/04/2014 Registered owner: CRYSTAL GALAXY SHIPPING CO LTD Care of MMH Management Co Ltd , Flat 7, 2nd Floor, 10, Mokhtar Abd el Halim Street, Saba Basha, Alexandria, Egypt. since 30/04/2014	<b>Kerch:</b> 2017  <b>Sevastopol:</b> 2017  <b>Feodosia:</b> 2017
25	<b>GRACE</b> New Name: <b>GRACE A</b> Old Flag: Moldova New Flag: Tanzania Vessel type: General Cargo	IMO: 8403337 MMSI: 214180608 Callsign: ERFH Gross tonnage: 2,972 tons Summer DWT: 5,817 tons Length: 105 m Beam: 16 m Draught: 7.1 m Build year: 1984	Class society: Venezuela Shipping Register Ship manager/Commercial manager: CEDAR MARINE SERVICES SAL Dam & Farez, Sofi Plaza, 3rd Floor, Apartment 3/A, Achier el-Daya Street, Tripoli, Lebanon. Registered owner: GRACE MARITIME LTD Care of Cedar Marine Services SAL , Dam & Farez, Sofi Plaza, 3rd Floor, Apartment 3/A, Achier el-Daya Street, Tripoli, Lebanon.	Sevastopol: 2017
			<b>Flag: Togo</b>	
26	<b>ALBATROSS</b> Flag: Togo Vessel type: General Cargo	IMO: 7522203 MMSI: 671606000 Callsign: 5VDJ8 Gross tonnage: 3,307 tons Summer DWT: 3,860 tons Length: 100 m Beam: 14 m Draught: 6 m Build year: 1976	Class society: Vietnam Shipping Register Registered owner: MEDMARINE SHIPPING SA Care of Mediterranean Navigation Co (MEDNAV CHART SAL), Old Saida Road, near Hopital Hajj, Jiye, <b>Lebanon</b> . ISM Manager: FAROS SHIPPING CO SARL Office 54, 5th Floor, Sehnaoui Building, Charles Helou Boulevard, Beirut, <b>Lebanon</b> . Ship manager/Commercial manager: MEDNAV CHART SAL Old Saida Road, near Hopital Hajj, Jiye, <b>Lebanon</b> .	<b>Sevastopol:</b> 2017
27	<b>EMAD Y</b> Flag: Togo Vessel type: General Cargo	IMO: 8204676 MMSI: 671535000 Callsign: 5VDA5  Gross tonnage: 3,010 tons Summer DWT: 5,054 tons Length: 94 m Beam: 16 m Draught: 3.5 m Build year: 1982	Class society: International Naval Surveys Bureau Ship manager/Commercial manager: AYAT MARITIME CO SA Apdo 5646, Tegucigalpa, MDF, Honduras. ISM Manager: BLACK SEA MARITIME SERVICES Apartment 80, ul Sherif Khimshiashvili 27, 6000 Batumi, Georgia. Registered owner: AYAT MARITIME CO SA Apdo 5646, Tegucigalpa, MDF, Honduras. since 30/07/2012	<b>Kerch:</b> 2017

## 7.2. NATO Ship Entries into the Black Sea in 2013-2017



#	Country	Dates	Ports	Name	Notes
<b>2013</b>					
01	France	22.04 - 30.04.13	Novorossiysk (23-26.04), Varna (27 – 29.04)	Jean Bart (D 615)	Guided missile frigate
02	Poland	17.06 - 22.06.13	Varna (18 – 21.06)	ORP Wodnik (251)	Training ship
03	Spain	06.07 - 24.07.13	Varna (05 – 11.07, 14 – 16.07), Odessa (20.07 – 23.07)	Blas de Lezo (F 103)	Guided missile frigate
04	Greece	04.07 - 17.07.13	Varna (05 – 11.07, 14 – 16.07)	Aittitos (P 268)	Gunboat
-	Bpazil	24.07 - 30.07.13	Sevastopol (25 – 29.07)	Constituicao (F42)	Frigate
05	USA	04.08 - 14.08.13	Sevastopol (06.08 – 09.08), Batumi (10 – 13.08)	USS Bulkeley (DDG 84)	Guided missile destroyer
-	Bpazil	09.08 - 18.08.13	Varna (10 – 14.08)	BNS Brasil (U 27)	Training frigate
06	Germany	26.08 - 14.09.13	Sevastopol (29.08 – 02.09), Batumi (05 – 09.09), Trabzon (11 – 12.09)	FGS Rottweil (M1061)	Minesweeper
07	Germany	26.08 - 14.09.13	Sevastopol (29.08 – 02.09), Batumi (05 – 09.09), Trabzon (11 – 12.09)	FGS Mosel (A512)	Replenishment ship
-	Pakistan	16.10 - 22.10.13	Novorossiysk (17 – 21.10)	Aslat (F254)	Frigate
08	USA	04.11 - 20.11.13	Burgas (05 – 08.11), Batumi (10 – 13.11), Constanta (15 – 19.11)	USS Mount Whitney (LLC 20)	Flagship of the United States Sixth Fleet
<b>2014</b>					
01	USA	05.02 - 24.02.14	Sea patrolling during the Sochi Olympics	USS Mount Whitney (LLC 20)	Flagship of the United States Sixth Fleet
02	USA	05.02 - 09.03.14	Sea patrolling during the Sochi Olympics, Samsun (12.02 – 07.03)	USS Taylor (FFG 50)	Frigate
03	USA	07.03 - 21.03.14	Constanta (08 – 12.03), Varna (13 – 16.03)	USS Truxtun (DDG 103)	Guided missile destroyer
04	France	27.03 - 12.04.14	Varna (28.03 – 08.04), Constanta (09 – 11.04)	ALIZE (A 645)	Diving support ship of the Direction
05	USA	10.04 - 24.04.14	Constanta (14 – 17.04)	USS Donald Cook (DDG 75)	Guided missile destroyer
06	France	10.04 - 30.04.14	Constanta (12 – 16.04), Batumi (25 – 27.04)	Dupuy de Lome (A 759)	Large reconnaissance ship
07	USA	22.04 - 12.05.14	Constanta (28 – 30.04), Poti (08 – 10.05)	USS Taylor (FFG 50)	Frigate



### Crimea: Four Years of Occupation

#	Country	Dates	Ports	Name	Notes
08	France	14.05 - 29.05.14	Varna (15.04 – 19.05)	Dupuy de Lome (A 759)	Large reconnaissance ship
09	USA	23.05 - 12.06.14	Varna (30.05 – 02.06), Constanta (03 – 06.06)	USS Vella Gulf (CG 72)	Guided missile cruisers
10	France	28.05 - 17.06.14	Constanta (06 – 11.06)	FS Surcouf (F 711)	Guided missile frigate
11	Italy	15.06 - 04.07.14	Samsun (02 – 03.07)	ITS Elettra (A 5340)	Reconnaissance ship
12	France	16.06 - 06.07.14	Varna (24 – 26.06), Batumi (28.06 – 02.07)	Dupuy de Lome (A 759)	Large reconnaissance ship
13	Poland	24.06 - 29.06.14	Constanta (25 – 28.06)	ORP Wodnik (251)	Training ship
14	Greece	03.07 - 13.07.14	Burgas (04 – 09.07, 12 – 12.07)	HS Machitis (P 266)	Gunboat
15	United Kingdom	03.07 - 23.07.14	Burgas (04 – 09.07, 12 – 14.07), Constanta (17 – 21.07)	HMS Chiddingfold (M 37)	Minesweeper
16	Italy	03.07 - 23.07.14	Burgas (04 – 09.07, 12 – 14.07), Constanta (17 – 21.07)	ITS Aviere (F 583)	Frigate
17	Italy	03.07 - 23.07.14	Burgas (04 – 09.07, 12 – 14.07), Constanta (17 – 21.07)	ITS Rimini (5561)	Minesweeper
18	France	04.07 - 24.07.14	Batumi (08 – 12.07, 18 – 21.07)	FS Surcouf (F 711)	Guided missile frigate
19	USA	07.07 - 14.07.14	Burgas (08 – 09.07)	USS Vella Gulf (CG 72)	Guided missile cruisers
20	USA	06.08 - 26.08.14	Constanta (11 – 14.08, 15.08), Batumi (18 – 20.08), Constanta (22 – 25.08)	USS Vella Gulf (CG 72)	Guided missile cruisers
21	France	16.08 - 05.09.14	Constanta (17 – 19.08), Batumi (26 – 30.08)	Dupuy de Lome (A759)	Large reconnaissance ship
22	USA	03.09 - 12.09.14	Constanta (05 – 07.09)	USS Ross (DDG 71)	Guided missile destroyer
23	France	03.09 - 23.09.14	Batumi (06 – 08.09), Trabzon (09.09, 16 – 19.09)	Commandant Birot (F796)	Corvette
24	Canada	06.09 - 25.09.14	Constanta (12 – 15.09), Varna (19 – 22.09)	HMCS Toronto (F333)	Frigate
25	Spain	06.09 - 25.09.14	Constanta (12 – 15.09), Varna (19 – 22.09)	ESPS Almirante Juan De Borbon (F 102)	Guided missile frigate
26	France	20.09 - 10.10.14	Batumi (26 – 30.09)	Dupuy de Lome (A759)	Large reconnaissance ship
27	USA	10.10 - 30.10.14	Constanta (21 – 23.10)	USS Cole (DDG 67)	Guided missile destroyer
28	USA	11.10 - 28.10.14	Batumi (14 – 18.10), Constanta (20 – 23.10), Burgas (24 – 27.10)	USS Mount Whitney (LLC 20)	Flagship of the United States Sixth Fleet
29	France	17.10 - 30.10.14	Патрулювання в морі	Dupuy de Lome (A 759)	Large reconnaissance ship
30	USA	04.11 - 09.11.14	Патрулювання в морі	USS Ross (DDG 71)	Guided missile destroyer
31	USA	26.12 - 14.01.15	Constanta (30.12 – 04.01.15)	USS Donald Cook (DDG 75)	Guided missile destroyer
<b>2015</b>					
01	USA	26.12 - 14.01.15	Constanta (30.12 – 04.01.15), Varna (08 – 10.01)	USS Donald Cook (DDG 75)	Guided missile destroyer
02	USA	08.02 - 22.02.15	Constanta (09 – 12.02), Varna (20.02)	USS Cole (DDG 67)	Guided missile destroyer
03	USA	04.03 - 21.03.15	Varna (08 – 10.03), Constanta (13 – 16.03)	USS Vicksburg (CG 69)	Guided missile cruisers



#	Country	Dates	Ports	Name	Notes
04	Germany	04.03 - 21.03.15	Varna (07 – 10.03), Constanta (13 – 16.03)	FGS Spessart (A 1442)	Replenishment oiler
05	Canada	04.03 - 21.03.15	Varna (07 – 10.03), Constanta (13 – 16.03)	HMCS Fredericton (FFH 337)	Frigate
06	Italy	04.03 - 21.03.15	Varna (07 – 10.03), Constanta (13 – 16.03)	ITS Aliseo (F 574)	Minesweeper
07	France	24.03 - 31.03.15	Odessa (26 – 30.03)	La Fayette (F 710)	Guided missile frigate
08	USA	03.04 - 14.04.15	Varna (04 – 05.04), Constanta (11.04)	USS Jason Dunham (DDG-109)	Guided missile destroyer
-	China	04.05 - 14.05.15	Novorossiysk (08 – 12.05)	Linyi (547)	Guided missile frigate
-	China	04.05 - 14.05.15	Novorossiysk (08 – 12.05)	Wei Fang (550)	Guided missile frigate
09	USA	23.05 - 03.06.15	Constanta (24 – 25.05)	USS Ross (DDG 71)	Guided missile destroyer
10	USA	21.06 - 01.07.15	Batumi (28 – 29.06)	USS Laboon (DDG 58)	Guided missile destroyer
11	France	21.06 - 05.07.15	Batumi (30.06 – 03.07)	Dupuy de Lome (A 759)	Large reconnaissance ship
12	Portugal	04.07 - 24.07.15	Varna (05 – 08.07, 10 – 13.07), Constanta (17 – 20.07)	D. Francisco De Almeida (F 334)	Guided missile frigate
13	Netherlands	04.07 - 24.07.15	Varna (05 – 08.07, 10 – 13.07), Constanta (17 – 20.07)	HNLMS Tromp (F 803)	Guided missile frigate
14	USA	05.07 - 17.07.15	Varna (06 – 08.07, 10 – 13.07)	USS Porter (DDG 78)	Guided missile destroyer
15	Greece	07.07 - 12.07.15	Varna (10 – 11.07)	HS Aittitos (P 268)	Gunboat
16	Greece	16.07 - 25.07.15	Constanta (17 – 20.07, 23 – 24.07)	HS Daniolos (P68)	Missile Boats
17	Greece	31.07 - 10.08.15	Varna (01 – 04.08), Constanta (06 – 09.08)	HS Rodos (L177)	Tank Landing Ship
18	USA	28.08 - 13.09.15	Odessa (31.08 – 08.09)	USS Donald Cook (DDG 75)	Guided missile destroyer
19	USA	06.10 - 26.10.15	Odessa (09 – 11.10), Batumi (20 – 23.10)	USS Porter (DDG 78)	Guided missile destroyer
20	United Kingdom	07.11 - 15.11.15	Constanta (08 – 11.11), Burgas (12 – 14.11)	HMS Duncan (D37)	Guided missile destroyer
21	USA	03.12 - 17.12.15	Varna (04 – 05.12)	USS Ross (DDG 71)	Guided missile destroyer
<b>2016</b>					
01	Spain	08.02 - 28.02.16	Batumi (12 – 15.02), Burgas (18 – 24.02)	SPS Tambre (M3 3)	Minesweeper
02	Canada	31.03 - 20.04.16	Varna (01 – 05.04), Constanta (08–11.04, 16–19.04)	HMCS Fredericton (FFH 337)	Frigate
03	France	18.05 - 24.05.16	Constanta (19–23.05)	Jean Bart (D 615)	Guided missile frigate
04	USA	06.06 - 18.06.16	Varna (08 – 10.06), Constanta (10 – 13.06)	USS Porter (DDG 78)	Guided missile destroyer
05	Greece	07.07 - 18.07.16	Burgas (08 – 12.07, 15 - 17.07)	HS Grigoropoulos (P 70)	Corvette
06	Spain	07.07 - 27.07.16	Burgas (08 – 12.07, 15 - 17.07), Constanta (18 – 20.07, 22 - 26.07)	SPS Turia (M 33)	Minesweeper
07	Canada	18.07 - 05.08.16	Constanta (22 – 26.07)	HMCS Charlottetown (FFH 339)	Frigate
08	Poland	18.07 - 05.08.16	Constanta (22 – 26.07)	ORP General Tadeusz Kosciuszko (273)	Frigate



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#	Country	Dates	Ports	Name	Notes
09	USA	21.07 - 03.08.16	Odessa (23 – 26.07, 30.07), Constanta (31.07 – 02.08)	USS Whidbey Island (LSD 41)	Dock landing ship
10	USA	22.07 - 31.07.16	Odessa (23 – 26.07, 30.07)	USS Ross (DDG 71)	Guided missile destroyer
11	Greece	04.08 - 11.08.16	Constanta (05 – 09.08)	HS Prometheus (A 374)	Replenishment oiler
-	Italy	08.08 - 20.08.16	Varna (10 – 13.08), Odessa (15 – 19.08)	Palinuro (A 5311)	Training ship
12	France	06.10 - 22.10.16	Constanta (07 – 10.10), Varna (12 – 15.10), Batumi (17 – 20.10)	Premier-Maitre L'Her (F 792)	Corvette
13	USA	10.10 - 23.10.16	Batumi (12 – 15.10), Constanta (17 – 21.10)	USS Mount Whitney (LLC 20)	Flagship of the United States Sixth Fleet
14	USA	26.10 - 30.10.16	Constanta (25 – 26.10)	USS Carney (DDG 64)	Guided missile destroyer
-	Pakistan	03.12 - 11.12.16	Novorossiysk (06 – 09.12)	Almagir (F 260)	Frigate
<b>2017</b>					
01	Spain	31.01 - 19.02.17	Constanta (03 – 06.02), Varna (10 - 13.02), Samsun (15 - 18.02)	ESPS Almirante Juan De Borbon (F 102)	Guided missile frigate
02	Canada	31.01 - 20.02.17	Constanta (03 – 06.02), Varna (10 - 13.02), Samsun (15 - 18.02)	HMCS St. John's (FFG-340)	Guided missile frigate
03	USA	02.02 - 11.02.17	Constanta (03 – 06.02)	USS Porter (DDG 78)	Guided missile destroyer
04	Greece	04.03 - 16.03.17	Constanta (05 – 08.03, 13 - 15.03)	HS Evropi (M-62)	Minesweeper
05	Poland	04.03 - 24.03.17	Constanta (05 – 08.03, 14 - 15.03), Odessa (17 - 20.03)	ORP Kontradmiral Xawery Czernicki (511)	Replenishment oiler
06	Germany	04.03 - 24.03.17	Constanta (05 – 08.03, 14 - 15.03), Odessa (17 - 20.03)	Rottweil (M-1061)	Minesweeper
07	Spain	04.03 - 24.03.17	Constanta (05 – 08.03, 13 - 15.03), Odessa (17 - 20.03)	ESPS Duero (M-35)	Minesweeper
08	France	16.03 - 05.04.17	Varna (18 – 22.03), Constanta (24 – 27.03), Odessa (31.03 - 04.04)	La Fayette (F-710)	Guided missile frigate
09	USA	17.03 - 22.03.17	-----	USS Carter Hall (LSD-50)	Dock landing ship
10	United Kingdom	24.04 - 29.04.17	Constanta (25 – 27.04), Varna (27 – 29.04)	HMS Daring (D-32)	Guided missile destroyer
11	USA	05.05 - 21.05.17	Constanta (11 – 12.05), Varna (15 – 20.05)	USS Oscar Austin (DDG-79)	Guided missile destroyer
12	USA	08.07 - 24.07.17	Odessa (10 - 13.07, 14 - 18.07, 21 - 22.07)	USS Carney (DDG 64)	Guided missile destroyer
13	USA	08.07 - 29.07.17	Odessa (10 - 13.07, 14 - 18.07, 21 - 22.07)	USS Hue City (CG-66)	Guided missile cruisers
14	Greece	13.07 - 24.07.17	Varna (14 – 18.07)	HS Anthypoploiarchos Ritsos (P-71)	Missile Boats
15	United Kingdom	13.07 - 01.08.17	Varna (14 – 18.07), Odessa (24 – 27.07), Constanta (29 – 31.07)	HMS Duncan (D37)	Guided missile destroyer
16	France	17.07 - 23.07.17	Odessa (04 – 07.09), Varna (08 – 11.09)	Chevalier Paul (D-621)	Guided missile frigate
17	USA	18.08 - 01.09.17	Constanta (22 – 24.08)	USS Porter (DDG 78)	Guided missile destroyer
18	Italy	01.09 - 12.09.17	Odessa (04 – 07.09), Varna (08 – 11.09)	ITS De La Penne (D-560)	Guided missile destroyer
19	France	19.11 - 09.12.17	Batumi (23 - 26.11), Odessa (30.11 – 03.12), Constanta (05 – 08.12)	Guepratte (F-714)	Guided missile frigate
20	USA	26.11 - 09.12.17	Odessa (29.11 – 02.12)	USS James Williams (DDG-95)	Guided missile destroyer