

Ukraine dispatches its biggest grain convoy so far through Black Sea Corridor

By admin On September 6, 2022 In Cargo, Insurance Marine News, Keep, Marine Hull, Marine Liability, Political Risk, Credit & Finance

Ukraine said at the weekend that it had dispatched its biggest Black Sea Corridor convoy of grain vessels to date, with 13 ships setting sail from its ports on Sunday September 4th, carrying 282,500 tonnes of agricultural products to foreign markets. The cargoes are bound for eight countries. The ships were loaded at Odesa, Chornomorsk and Pivdennyi (Yuzhne).

A total of 86 ships have set sail since the deal was brokered on July 22nd, carrying 2m tonnes of agricultural products to 19 countries, according to the Ukrainian Infrastructure Ministry.

Ukraine hopes to export 60 million tonnes of grain in eight to nine months, presidential economic adviser Oleh Ustenko said in July.

Lloyd's List reported that the Black Sea Corridor for moving grain out of Ukraine to Istanbul had reached the milestone of 100 ships leaving and entering.

About 22 vessels that had been stuck in Ukraine since February 24th have been cleared to move. Most of these had been stuck in Chornomorsk, while four had departed Yuzhne and three had left Odesa.

The July 22nd deal is valid for 120 days, and an extension is available if all sides agree. When originally signed, the assumption had been that, given the effort undertaken by all parties to put the deal in place, that an extension was likely to be approved provided no ships came under attack. However, Russia's recent act in cutting off gas supplies through Nord Stream 1 have raised concerns that the Black Sea Corridor could become another negotiating pawn.

Corn has accounted for 62% of all exports, although wheat shipments – 16 vessels carrying 335,732 tonnes – are taking up an increasing percentage of the total shift. Wheat now makes up 21% of exports through the corridor.

Turkey has received the greatest volume of cargo via the corridor, with a total of 424,453 tonnes, followed by Egypt at 157,500 tonnes and Spain at 151,215 tonnes. Ukraine wants to expand the geographical range of the deal to include Mikolaiv port and steel products.

As of September 1st, some 30 ships were making their way to ports, according to data from the Joint Co-ordination Centre and Lloyd's List Intelligence.

Some vessels have travelled the corridor more than once and have loaded and returned. For example, general cargo ship **Fulmar S** (IMO 9370082) loaded 12,000 tonnes of corn in Chornomorsk on August 7th and arrived in Yuzhne on August 29th to pick up more cargo. As of September 5th the vessel was at Istanbul anchorage (Bosphorus North).

Similarly, the **Sara** (IMO 9259020) returned to Odesa after unloading 8,000 tonnes of corn in Bandirma, Turkey. As of September 4th the Sara was heading from Odesa to Tekirdag, Turkey, ETA September 6th, but with restricted manoeuvrability. 2007 built, Barbados-flagged, 9,556 gt Fulmar S is owned and managed by Fulmar Shipping & Trading Co of Istanbul, Turkey. It is entered with Thomas Miller Specialty (Hamburg policy, ex Hanseatic).

2003-built, Palau-flagged, 6,290 gt Sara is owned by Silver Maritime Ltd MTA care of manager Sio Shipping Ltd of Baku, Azerbaijan.