

MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION

ORDER
as of December 13, 2012, No. 430

ON APPROVAL OF THE BYLAWS AT THE SEA PORT AZOV

According to the article 14 of the Federal Law dated November 8, 2007 No. 261-FZ “On sea ports of the Russian Federation and on changing particular legal acts of the Russian Federation” (Collection of Legislative Acts of the Russian Federation, 2007, No. 46, article 5557; 2008, No. 29 (Part I), article 3418, No. 30 (Part II), article 3616, 2009, No. 52 (Part I), article 6427, 2010, No. 19, article 2291, No. 48, article 6246, 2011, No. 1, article 3, No. 13, article 1688, No. 17, article 2313, No. 30 (Part I), article 4590, article 4594, 2012, No. 26, article 3446) I order:

The mentioned Bylaws at the sea port Azov to be considered as approved.

Minister
M.Y. SOKOLOV

BYLAWS AT THE SEA PORT AZOV

I. General provisions

1. Bylaws at the sea port Azov (hereafter, Bylaws) were developed according to the Federal law dated November 8, 2007 No. 261-FZ «On sea ports of the Russian Federation and on changing particular legal acts of the Russian Federation»¹, Federal law dated April 30, 1999 No. 81-FZ «Merchant shipping code of the Russian Federation»² (hereafter, MSC), the General rules for ships navigation and anchorage at sea ports of the Russian Federation and approaches to them³ (hereafter, General rules).

2. These Bylaws contain description of the sea port Azov (hereinafter, the sea port); rules for ships entering and leaving the sea port; rules for navigation in the sea port water area; description of the operating zone of the vessel traffic service and the navigation rules in this area; rules for ships anchorage at the seaport and indication of their anchorage places; regulations for environment safety, compliance with quarantine at the sea port; rules for radio communication in the sea port and in the sea port water area; the sea port limits information; the sea area A1 limits information of the Global maritime distress and safety system (hereafter – GMDSS); the sea port ship handling information; navigation period information; information on the compulsory pilotage area; the sea port water area depths information; dangerous cargoes handling information; the sea port ice navigation information; information on the masters' reports in case of illegal acts in the sea port; navigation and hydrometeorological information transferred to masters of the ships staying in the sea port; other information provided by the regulatory legal acts of the Russian Federation relative to the merchant shipping.

3. These Bylaws are to be followed by ships regardless of their nationality or departmental identity as well as by individuals and legal entities, regardless of their legal form and ownership operating at the sea port.

4. Navigation at the sea port and its approaches, ships anchorage in the sea port water area must correspond to the General rules and these Bylaws.

5. The sea port is located in the Don River mouth from 3151 km of the Don River up to the

¹ Collection of Legislative Acts of the Russian Federation, 2007, No. 46, article 5557; 2008, No. 29 (p. 1), article 3418, No. 30 (p. 2), article 3616; 2009, No. 52 (p. 1), article 6427; 2010, No. 19, article 2291, No. 48, article 6246; 2011, No. 1, article 3, No. 13, article 1688, No. 17, article 2313, No. 30 (p. 1), article 4590, 4594; 2012, No. 26, article 3446.

² Collection of Legislative Acts of the Russian Federation, 1999, No. 18, article 2207; 2001, No. 22, article 2125; 2003, No. 27 (p. I), article 2700; 2004, No. 15, article 1519; No. 45, article 4377; 2005, No. 52 (p. I), article 5581; 2006, No. 50, article 5279; 2007, No. 46, article 5557; No. 50, article 6246; 2008, No. 29 (p. I), article 3418; No. 30 (p. II), article 3616; No. 49, article 5748; 2009, No. 1, article 30; No. 29, article 3625; 2010, No. 27, article 3425; No. 48, article 6246; 2011, No. 23, article 3253; No. 25, article 3534; No. 30 (p. I), article 4590, article 4596; No. 45, article 6335; No. 48, article 6728; 2012, No. 18, article 2128; No. 25, article 3268; No. 31, article 4321.

³ The order of Ministry of Transport of Russia dated August 20, 2009 No. 140 “On estimation of general rules for ships navigation and anchorage at the sea ports of the Russian Federation and approaches to them” (registered by the Ministry of Justice of Russia dated September 24, 2009, registration No. 14863) with changes made by order of the Ministry of Transport of Russia dated March 22, 2010 No. 69 (registered by the Ministry of Justice of Russia dated April 29 2010, registration No. 17054).

entrance light buoy No.1 of the Azovo Donskoy Morskoy Kanal, including the outer road No.6 and the arm Kalancha up to stopping point Dugino.

6. The limits of the sea port have been established by the Order of the Federal Government dated December 30, 2009 No. 2122-r⁴

7. Navigation of the ships to the sea port is executed through the Azovo Donskoy Morskoy Kanal (hereafter, ADMK), consisting of three reaches with total length of 13,66 nautical miles and width of 70 meters.

Information on the Azovo Donskoy Morskoy Kanal, navigation channels (fairways) of the sea port is given in the Appendix No. 1 to these Bylaws.

8. Navigation in the sea port is performed all year round.

9. The sea port works 24 hours a day; it has a freight constant multiway checkpoint on the state border of the Russian Federation⁵.

10. In the sea port there are water level fluctuations under the impact of winds (in case of westward winds there are water surges up to 2,5 meters causing the berth flooding, in case of eastward winds there are water level decreases causing the shallowing of the navigation channel and the sea port water area.) Current speed at overfalls is 0,8–1,4 knots, maximum current speed in the overflow stage is 1,9 knot.

11. The sea port isn't a shelter for ships in stormy weather.

12. Information on channels of very high frequency (hereinafter - VHF) used at the sea port is given in the Appendix No. 2 to these Bylaws.

13. Information on anchorages of the sea port is indicated in Appendix No. 3 to these Bylaws.

14. The sea port is covered by GMDSS sea area A1

15. The sea port admits the vessels with the length up to 150 meters, width up to 20 meters and draft up to 3,7 meters at 0 depth in the sea port Taganrog.

Clearance under the keel for the ships navigating in the sea port water area should be:

from the ADMK entrance buoy No.1 up to "0" km – not less than 30 centimeters;

from "0" km along the Don River - not less than 20 centimeters.

Information on the berths and technical capabilities of the sea port relative to handling of vessels is given in the chapter X and the Appendix No. 4 to these Bylaws.

16. The tug assistance is carried out in the sea port, except for the vessels with gross tons less than 500 and vessels performing the maintenance and provision of ships in the sea port water area and approaches to it, the sea port infrastructure objects (hereafter, port vessels).

Information on the minimum number and power of tugs for mooring operations of vessels at the sea port is given in the Appendix No. 5 to these Bylaws.

17. Information on compulsory pilotage area at the sea port is given in the Appendix No. 6 to these Bylaws.

18. The sea port is the freezing port.

19. The ice-breaking assistance of ships in the sea port water area is carried out according to the requirements of the General rules and these Bylaws.

⁴ Collection of Legislative Acts of the Russian Federation, 2010, No. 2, article 259.

⁵ Order of the Government of the Russian Federation dated November 20, 2008 No. 1724-p (Collection of Legislative Acts of the Russian Federation, 2008, No. 49, cl. 5844).

20. Description of navigation landmarks is given in the Appendix No. 7 to these Bylaws.

III. Rules for ship arrivals to and departures from the sea port

21. Information on a ship arrival to and departure from the sea port is transmitted to the Harbour Master via the Internet site: www.portcall.marinet.ru.

22. The procedure of cleaning the ships in and out is performed 24 hours a day.

IV. Rules for navigation in the sea port water area

23. At the sea port there is a regulatory approval system for ships navigation and anchorage according to the schedule of anchorage and navigation at the sea port. Schedule of anchorage and navigation at the sea port is daily approved by the Harbour Master on the basis of information about the arrival of a ship transmitted in accordance with the item 21 of these Bylaws and is located in the Internet site: www.ampt.ru.

24. Navigation of ships at the sea port water area and shifting of ships to and from anchorage places are regulated according to the schedule of anchorage and navigation:

in section of the sea port water area including the ADMK from the entrance buoy No.1 up to the long: 39°13,0' E by the vessel traffic service (hereafter, VTS);

in section of the sea port water area from the long. 39°13,0' E up to the Koysug River mouth (3151 km of the Don River) by the Harbour Master.

25. Ships must inform the Harbour Master about the passing of the entrance buoy No.1 of the ADMK, “0” km, the Koysug River mouth (3151 km of the Don River).

Prior to start moving in the sea port water area or in an hour prior to the ship approach to the sea port limits (the entrance buoy No.1 of the ADMK, the Koysug River mouth (3151 km of the Don River)) the ship at the VHF channels Nos. 71 and 16(call sign “Azov-traffic-control”) must request the permit of the Harbour Master service to start moving and inform the VTS about the received permit.

26. Ships proceeding to the sea port from the sea not receiving the Harbour Master permit for the entrance into the sea port as well as the ships waiting for the pilot must anchor at anchorages Nos. 464 and 461.

Ships, proceeding to the sea port along the Don River, which have not received the Harbour Master permit for the entrance to the sea port, must not enter the sea port water area prior the receiving of the relevant permit.

27. Navigation along the ADMK is permitted with visibility not less than 2 nautical miles, at the wind speed not more than 15 meters per second.

28. Ship overtaking when proceeding along the ADMK is not allowed. The vessel traffic along the ADMK is bidirectional. Herewith the passing of ships with each other is permitted only at straight sections of the ADMK. Passing of ships with each other in the area of the turning buoys when proceeding along the ADMK is not allowed.

29. When navigating along the ADMK, the speed of ships with the draft more than three meters must not exceed 6 knots. Speed of the other ships must not exceed 8 knots.

30. Navigation of all ships between the buoy No.32 (lat. 47°04,6' N and long. 39°08,5' E) and the buoy No. 52 (3180 km of the Don River) must be carried out with the speed not more than 5 knots.

31. Small craft must keep clear of the ships proceeding along the ADMK.

32. Pilots embarkation/disembarkation is performed at lat. 47°02,40' N and long. 38°54,7' E with the wind speed not more than 15 meters per second and at the wave height not more than grade 4 balls Beaufort scale as well as at anchorages and at berths of the sea port.

Pilots embarkation to/disembarkation from the ships proceeding to the sea port or transiting from inland waterways is performed in the sea port Rostov-on-Don.

33. Pilotage is not compulsory for:

- ice-breakers;
- vessels under the ice-breaker convoy (along the ADMK from the entrance buoy up to “0” km);
- port vessels;
- small craft;
- sport sailboats;
- recreational craft with length not more than 25 meters;
- passenger vessels navigating only at the sea port water area.

34. In the sea port water area in the period from April to November summer beacons are set. In the period from November to April ice buoys (cigars) are set.

35. Navigation of ships in the sea port water area in case of the set ice buoys (cigars) is allowed only at the day-time except for:

- ice-breakers;
- vessels under the ice-breaker convoy;
- port vessels;
- vessels taking part in the emergency recovery operations.

36. Navigation of ships in the sea port water area is allowed for the ships equipped with the signal shapes and lights in accordance with the Navigation rules on inland waterways⁶, if such ships do not leave the limits of the Don River and its feeders.

37. In the sea port water area the following is not allowed:

- to rig out booms, cranes, ladders, davits and boats before a ship anchoring or berthing;
- to proceed from 3151 km of the Don River if visibility is less than 0,5 nautical miles (except for the ships engaged in emergency rescue operations);
- for self-propelled vessels to move moored to each other except for emergency situations;
- to use light sources directed along the navigation pass at berths and on ships at night time which affects the navigation safety.

38. Ships engaged in fishing in the sea port water area should not impede the passage of other ships.

39. In the area of the Don River from 3157,3 km to 3159,7 km (Elizavetinsky riffle), from 3163,8 km to 3165,9 km (Azovsky riffle) ships overtaking and passing is not allowed.

In the area of the Don River from 3174,5 km to 3175,5 km (Uzyaksky riffle), from 3171 km to 3172,5 km (Petrovsky riffle), from 3166 to 3167 km (Azovsky riffle, water intake area) overtaking and passing is not allowed for the ships with the length more than 100 m.

40. When approaching the water area sites where ships passing are not allowed, the ships proceeding from the sea (upstream, along the Don River) shall keep out of the way of the ships proceeding to the sea (downstream, along the Don River).

⁶ The order of Ministry of Transport of Russia dated October 14, 2002 No. 129 "On approval of the navigation rules on inland waterways of the Russian Federation" (registered by the Ministry of Justice of Russia on December 30, 2002, registration No. 4088) with changes made by order of the Ministry of Transport of Russia dated March 31, 2003 No. 114 (registered by the Ministry of Justice of Russia on April 7, 2003, registration No. 4387).

Ships entering the main fairway from side fairways shall keep out of the way of the ships proceeding along the main fairway.

41. When proceeding along the sea port berths ships overtaking is not allowed. Ships have to proceed with a minimum speed sufficient for course-keeping.

42. In the area from 3168 km of the Don River hull-borne ships should proceed at a speed not creating a wake wave.

43. Ships with the length over 100 meters enter and leave the arm Kalancha with tug assistance using at least one tug with power not less than 220 kW.

44. At 3168,7 km of the Don River and in the area from 3151 to 3152,7 km there are underwater crossing zones indicated with "Do not drop anchors" land marks specified below in the Appendix No. 7 to these Bylaws. In the mentioned zones it is prohibited to anchor ships and to drag anchors. In case of grounding or emergency anchor dropping the ship master has to immediately inform the Harbour Master.

45. At 3154,9 km of the Don River there is an electrical transmission line (hereinafter - ETL) with a passage height of 23,6 meters from the design level, at 3163,8 km of the Don River there is an ETL with a passage height of 36,8 meters from the design level. The areas are indicated with "Observe air draft" land marks specified below in the Appendix No. 7 to these Bylaws.

46. In order to proceed upstream or downstream the Don River the ships should turn with compulsory tug assistance with power not less than 220 kW. At wind speed exceeding 10 meters per second cargo ships turn with compulsory assistance of at least two tugs with total power not less than 440 kW. Cargo ships are not allowed to turn in the areas of ETL and underwater crossings locations.

47. Ships towing in the sea port water area is allowed at the wind speed up to 15 meters per second.

48. Ships alongside towing are not allowed.

49. When towing a vessel astern, the tug line length shouldn't exceed 30 meters. Cable towing along the ADMK is allowed with assistance of an auxiliary tug.

50. One-way ship traffic along the ADMK is performed in case of passage of:

- large-sized ships and towing trains with critical draft;
- ships with the length over 150 meters;
- naval fleet ships;
- disabled ships under tow;
- convoy of ice-breaking assistance.

V. Description of the operating zone of the vessel traffic service and the navigation rules in this area

51. VTS operates in the ADMK and at the approach to the sea port water area from the Taganrog Bay side.

52. VTS operating zone covers the water area of the Taganrog Bay limited by the coastline and extending eastwards from long. 38°14,0' E up to the crossing with lat. 46°53,3' N and further on along this latitude up to the Sazalnikskaya Kosa. The eastern border of VTS operating zone goes along the long. 39°13,0' E.

VTS operating zone covers the sea port water area including the ADMK (from the entrance buoy No. 1 to the eastern border of VTS operating zone), anchorages Nos. 461 and 464.

The ships moving to the Taganrog Bay from the Sea of Azov eastwards are to establish radio communication with the Harbour Master via the working VHF channel No.14, call sign is "Traffic - Control".

The ships moving to the Taganrog Bay from the Sea of Azov eastwards are to establish radio communication with VTS and receive confirmation of recognition being at a distance of 2 nautical miles from long.038°14,00' E before entering the VTS operating zone.

53. The ships moving to the Taganrog Bay from the Don River are to establish radio communication with VTS while passing "0" km mark and receive confirmation of recognition and permission to enter VTS operating area.

54. The ships being within the VTS operating zone are recommended to proceed along the Recommended route No. 31, keeping the right-hand course.

55. Compulsory pilotage of a ship by VTS is carried out along thy ADMK - from buoy No. 1 up to long. 39°13,0'E.

56. A ship leaving VTS operating zone should request a permission to finish radio watch on the assigned VHF channel. When the permission is received the ship can finish radio watch on the VTS operating channel.

VI. Rules for ships anchoring in the sea port and description of their anchorage places

57. Road No.1 is intended for dry-cargo ships anchorage. On the Road there is a mooring buoy for the vessels with a carrying capacity up to five thousand tones, not equipped with a stern anchor.

Road No. 2 is intended for dry-cargo ships anchorage.

Roads Nos. 3 and 4 are intended for anchorage of oil-carrying ships with oil cargo.

Road No. 5 is intended for quarantine ships.

On the Road No. 6 there are anchorages No. 461 (for oil-carrying ships), No. 464 (for dry-cargo ships).

58. Non-self-propelled vessels anchorage at the sea port anchorage places is performed with tug assistance.

Anchorage of non-self-propelled vessels at the sea port to be performed with tug assistance.

59. Ships' anchorage in the Roads Nos. 1-5 is performed on bow and stern anchors one by one in a line.

60. Ships' anchorage in the Road No. 1 is allowed without dropping the stern anchor with a line fastened to the mooring buoy.

61. Immobilization of main engines, steering gear, anchoring and mooring equipment, are performed upon authorization of the Harbour Master.

62. Berthed ships are not allowed to produce sound signals using ships' whistles, horns, except for alarm and emergency signals.

63. Berthed ships are not allowed to operate propellers except for short-term propeller turning at minimum RPM to test main engine before unberthing.

64. Mooring operations at wind speed exceeding 15 meters per second are not allowed.

65. Mooring operations in the sea port are performed with compulsory tug assistance, considering information on the minimum number and capacity of tugs for mooring of vessels at

the sea port given in the Appendix No. 5 to these Bylaws.

66. Mooring, unmooring, shifting operations are performed after agreement with cargo terminal operator. When preparing a berth the cargo terminal operator assures sufficient mooring length, frees the berth from objects hindering the mooring operations, stops cranes operations and traffic circulation in the mooring area, provides mooring men.

67. At the berths Nos. 1, 13, 17, 22, 23, 24, 26, 31, 32, 34, 38 berthing of one ship at a time is allowed, at the berths Nos. 2, 3, 4, 5, 6, 7, 8, 9, 10, 15, 16, 25, 29, 30 berthing of two ships at a time is allowed.

68. In case of east winds ships must watch underkeel clearance and be ready to shift to the sea port Road on demand of the Harbour Master if water level in the sea port falls to avoid the ship getting aground.

69. Single ship shifting alongside a berth without tug assistance and a pilot onboard is allowed at a distance not exceeding the length of one hull.

When making the shifting it's not allowed to let go all the mooring lines. Main engines must be ready for immediate maneuver.

70. Mooring operations at the berths Nos. 26 and 34 should be done with non-metallic ropes.

71. In case of damage to berth during mooring, staying and unmooring, the ship's master should immediately inform the Harbour Master about it.

72. Ships navigation in the area of divers' activities is not allowed. If divers descend near berths it is prohibited to perform cargo operations, cranes and railway transport travelling on quay tracks.

73. Hot works onboard the ships at the sea port are allowed with the permit of the Harbour Master.

VII. Regulations for ecological safety, quarantine in the sea port

74. Port reception facilities are available for oily mixtures, sewage waters, dry garbage and food wastes disposal from ships.

75. While a ship lies at the sea port all its, valves, gate valve and other shut-off devices connected with the ship board and used for oily mixtures, sewage (except for the cases defined by the Regulation 11, chapter 3, Appendix IV to the International Convention for the Prevention of Pollution from Ships, 1973⁷) and harmful substances overboard discharge should be closed and sealed.

76. Ships proceeding to the sea port from the area another then Azov sea are to completely change ballast in the Azov sea before approaching the ADMK entrance buoy.

It is allowed to discharge segregated ballast at the sea port water area in case the ballast was received in the Sea of Azov what is confirmed by a record in the ship logbook.

77. The ship where a sick person with symptoms suggesting a dangerous infection is found is anchored with all the crew, passengers and cargoes for epidemic preventing procedures in the Road No.5.

⁷ Resolution of the Council of Ministers of the USSR dated September 30, 1983 No. 947 "About joining of the Soviet Union to the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973" (Council of Ministers of the USSR, 1983, September, p. 127).

VIII. Rules for special communication equipment use in the sea port territory and water area

78. All ships lying in the sea port water area must keep constant radio watch on the VHF channel No. 16 and additionally on the VHF channel No. 74 in VTS operating zone.

79. Assistance in the ship piloting in the sea port water area is carried out through the VHF channel No. 12.

80. Information on additional communication equipment for transferring information including telephone numbers is announced by the Harbour Master.

81. Using VHF channels mentioned in these Bylaws for communication between shore-based correspondents is not allowed.

IX. Information on sea area A1 of the Global maritime distress and safety system

82. The sea port belongs to the zone of the sea area A1 of GMDSS.

83. Communication with ships in the sea areas A1 of GMDSS is provided by the onshore base station Taganrog, call sign – "Taganrog-radio-1", MMSI 002734487.

84. Operating range of the onshore station Taganrog (located at lat. 47°12' and long. 38°57' E) is 19 nautical miles.

X. Information on the sea port ship handling facilities, water area depths and hazardous cargoes handling

85. The Seaport handles vessels up to 150 meters long and up to 20 meters wide.

The sea port technical capability information relative to ships handling and berthing operations is given in the Appendix No 4 to these Bylaws.

Information on the exact depths in the sea port water area and at berths as well as on acceptable ships drafts is transferred to the mariners by the Harbour Master quarterly or in case of any changes.

86. Ships bunkering is performed with installation of guard booms. In the period of ice-breaking assistance the possibility of guard booms installation for bunkering is determined based on actual ice and meteorological situation in the area of bunkering operations.

87. Before starting bunkering operations collecting pans should be installed under filling lines flanges, unused flanges should be equipped with plugs (with all bolts tightened), scuppers and other deck ports should be tightly closed, condition of all measuring and air pipes should be checked.

88. Ships bunkering is allowed to be performed only by a closed method using special vessel connecting devices designed for these purposes.

89. Ships bunkering in the sea port is performed by bunkering vessels alongside the sea port berths and in the sea port Roads.

90. Every time a self-propelled bunkering ship moors to a bunkered ship there must be no other vessels alongside of it.

XI. Information on ice navigation in the sea port

91. The ice navigation at the sea port and at approaches to it is announced by the Harbour Master.

92. Ice Operations Headquarters is set up to provide the ships with ice-breaking assistance at the Sea of Azov. In the period of ice-breaking assistance in the sea port water area it is allowed to perform towing operations only in case of emergency situation.

93. After ice formation in the sea port water area navigation of port vessels and small craft without ice strengthening as well as sport sailboats is not allowed.

94. Information about the ship's Expected Time of Arrival at the convoy meeting point (hereafter, CMP) is transferred 72 hours prior and is confirmed 24 hours in advance before ETA to the CMP according to item 94 of these Bylaws.

The time and order of ships proceeding through the ice as well as the number of ships convoyed together are determined by the Harbour Master by 10:00 LT on daily basis. These data are published on the Internet: www.ampt.ru. In case the ice situation deteriorates the time and ice convoys order is updated and new data are published on the Internet.

95. Depending on the forecast of ice situation development in the sea port water area the Harbour Master sets restrictions for the regime of ice navigation in accordance with Appendix No. 8 to these Bylaws and establishes the CMP location. A notice about the ice navigation restrictions and the CMP location is published on the Internet not later than seven days before the expected date of the ice navigation restrictions and the CMP announcement enter into force.

Restrictions of ice navigation regime in the sea port water area referred to in Appendix No. 8 to the Bylaws are not to be applied to ships not older than 15 years and meeting the requirements of the regulations of the Russian Maritime Register of Shipping with regard to independent ice navigation and navigation under convoy of an ice-breaker. In this case the restrictions set by the regulations of the Russian Maritime Register of Shipping are applied.

96. Ships proceeding to the sea port approach the CMP using VTS recommendations. Ships which are not capable to proceed to CMP by their own power are provided with ice-breaking assistance by the request of the ship owners (ship master).

30 year-old and older ships should have confirmation of their ice resistance category issued by an agency authorized for ships classification and surveys in accordance with the Article 22 of MSC.

97. Ship proceeding in ice conditions to and out of the sea port with ice-breaking assistance should ensure manual mode of the main engine control whenever necessary.

98. Ships are guided through the ice by ice-breakers in ice convoys and by tugs. A ship which is not capable to proceed in ice convoy may ask for an individual ice-breaking assistance, which is arranged upon availability of the ice-breakers not engaged in ice-breaking services.

99. Ice convoys formation is carried out in accordance with item 94 of these Bylaws based on the following:

- time of the ship's arrival at CMP;
- submission time of the request for the ship to enter or leave the sea port;
- passage priority order established by the General Rules;
- restrictions for ships according to the ice navigation regime.

100. Upon arrival at CMP the ship is to establish radio contact with an ice-breaker and follows its instructions. If necessary the VTS assists in establishing radio contact between the ship and the ice-breaker.

101. Taking in account the actual ice conditions in the waters of the sea port and the ships

technical capabilities, the ships may proceed by their own power according to the VTS instructions.

The ships proceeding by their own power shall inform the VTS of passing the control points determined by the VTS along the recommended route and to report the ice condition upon their way.

102. The ships included into the ice convoy are to change the VHF channel according to the directions of the ice-breaker engaged in ice-breaking service.

103. The ice breaking around the stuck ship is allowed by an ice-breaker only.

104. The ship is to be stuffed with sufficient stock of fuel, provision and fresh water for the period of not less than 14 days from the time of arrival at CMP for the ship entry into the sea port. Should any vessel be waiting for the ice-breaking service for more than 14 days from the time of arrival at CMP, the Harbour Master is to exercise prompt actions to pilot such ship to enter the port.

XII. Information on the masters' reports in case of illegal acts in the sea port

105. In case of a threat of unlawful interference at the sea port the ship's master or a ship's officer responsible for the ship security immediately informs the official of the Security Port Facility, as well as the Harbour Master.

106. The Harbour Master is informed about the security level of the port facilities and ships lying in the sea port as well as about any changes in their security levels.

107. Announcements about a threat of unlawful interference acts in the sea port and about the ship security level changes as well as acknowledgment of these announcements receipt shall be effected through the VHF channels immediately after the occurrence of circumstances stated in the announcements.

108. Masters of ships lying at the seaport have immediately to inform the Harbour Master, the port facility security service about all incidents involving the detection of suspicious objects or explosive devices, signs of preparing and realization of unlawful interference acts, facts of illegal entry onto ships, about receiving any information concerning terroristic acts preparation, as well as about any violation of the established order and suspicious persons at the seaport through VHF channels and additional means of communication, which are brought to attention of interested parties by the Harbour Master.

XIII. Navigation and hydrometeorological information transferred to the masters of ships lying at the sea port

109. Transmission of hydrometeorological information to the ships lying at the sea port is carried out by the "Taganrog" base station, call sign – "Taganrog-radio-1" two times a day at 4.00 a.m. and at 4.00 p.m. LT through the VHF channel No.16

110. Transmission of hydrometeorological and navigation information to the ships being within the operating zone of vessel traffic system (VTS) is carried out through the VHF channels Nos.13 or 16.

111. Vital information and storm warnings are transmitted by the VTS through the VHF channels Nos.13 and 16.

The ships have to acknowledge the receipt of such notices and storm warnings.

INFORMATION ON THE AZOVO DONSKOY MORSKOY KANAL, NAVIGATION
CHANNELS (FAIRWAYS) OF THE SEA PORT

Length of the Azovo Donskoy Morskoy Kanal is 13,66 nautical miles.

Navigation width of the Azovo Donskoy Morskoy Kanal is 70 meters, navigation depth is 4 meters.

The sea part of the Azovo Donskoy Morskoy Kanal consists of three reaches:

The first reach with the length of 1,08 nautical miles is located between the points with the following coordinates:

- No.1 lat. 47°02,67' N and 38°55,11' E;
- No. 2 lat. 47°02,22' N and 38°56,97' E;
- Reach direction: 109,7° - 289,7°.

The second reach with the length of 6,64 nautical miles is located between the points with the following coordinates:

- No. 1 lat. 47°02,22' N and 38°56,97' E;
- No. 2 lat. 47°04,42' N and 39°05,80' E;
- Reach direction: 70,0° - 250,0°.

The third reach with the length of 5,94 nautical miles is located between the points with the following coordinates:

- No. 1 lat. 1 47°04,42' N and 39°05,80' E;
- No. 2 lat. 47°05,27' N and 39°14,94' E;
- Reach direction: 82,4° - 262,4°.

Entrance to the Azovo Donskoy Morskoy Kanal from the Sea of Azov is marked with the entrance buoy No.1 of the Azovo Donskoy Morskoy Kanal located at lat. 47°02,60' N and 38°55,15' E.

Main navigation channel (fairway) goes along the Don River from 0 km of the Don River mouth (3183 km) up to the border with the sea port Rostov-on-Don, the Koysug River mouth (2151 km).

Auxiliary navigation channel (fairway) goes from 3164,1 km up to the stopping point Dugino and leads to the Obukhovsky cargo terminal with the length of 2,2 nautical miles.

INFORMATION
ON VHF COMMUNICATION CHANNELS USED IN THE SEA PORT

Subscriber	Channels of very high frequency		Call sign
	calling channel	working channel	
Vessel traffic control department	16	71	Azov-traffic-control
Vessel traffic planning department	16	9	Azov-port-control
Vessel traffic control service	16 74 74	74 12 68	Taganrog-traffic-control
Shore station of the sea area A1 of the Global Marine Distress and Safety system	16	5	Taganrog-radio-1, MMSI: 002734487

INFORMATION ON THE SEA PORT ANCHORAGES

The following roads are located in the sea port water area:

Road No. 1 is located at the right bank of the Don River at the area of 3168 – 3168,5 km.

Road No. 2 is located at the right bank of the Don River at the area of 3169 – 3170,9 km.

Road No. 3 is located at the right bank of the Don River at the area of 3172,3 – 3173,3 km.

Road No. 4 is located at the right bank of the Don River at the area of 3175,5 – 3176,3 km.

Road No. 5 is located at the right bank of the Don River at the area of 3177,8 – 3178,5 km.

Roads Nos. 1 - 5 are equipped with land non-light leading marks.

Road No. 6 is located in the Gulf of Taganrog.

The following anchorages are located at the road No. 6:

anchorage No. 461, limited by lines connecting in sequence the following coordinate points:

lat. 47°01,90' N and long.38°54,00' E;

lat. 47°02,40' N and long.38°54,00' E;

lat. 47°02,40' N and long.38°55,00' E;

lat. 47°01,90' N and long.38°55,00' E.

anchorage No. 462, limited by lines connecting in sequence the following coordinate points:

lat. 46°58,60' N and long.38°29,50' E;

lat. 46°59,80' N and long.38°29,50' E;

lat. 46°59,80' N and long.38°27,00' E;

lat. 46°58,50' N and long.38°27,00' E.

anchorage No. 464, limited by lines connecting in sequence the following coordinate points:

lat. 47°01,90' N and long.38°53,00' E;

lat. 47°02,40' N and long.38°53,00' E;

lat. 47°02,40' N and long.38°54,00' E;

lat. 47°01,90' N and long.38°54,00' E.

At anchorages the following anchor places are defined in the coordinate points:

No. 9 lat. 47°02,27' N and long.38°52,69' E;

No. 10 lat. 47°02,27' N and long.38°53,13' E;

No. 11 lat. 47°02,27' N and long.38°53,57' E;

No. 12 lat. 47°02,27' N and long.38°54,01' E;

No. 13 lat. 47°02,27' N and long.38°54,44' E;

No. 14 lat. 47°02,27' N and long.38°54,88' E;

No. 15 lat. 47°01,97' N and long.38°54,88' E;

No. 16 lat. 47°01,97' N and long.38°54,44' E;

No. 17 lat. 47°01,97' N and long.38°54,01' E;

No. 18 lat. 47°01,97' N and long.38°53,57' E;

No. 19 lat. 47°01,97' N and long.38°53,13' E;

No. 20 lat. 47°01,97' N and long.38°52,69' E.

INFORMATION ON TECHNICAL CAPABILITIES OF THE SEA PORT RELATIVE TO
HANDLING OF SHIPS

Berth No.	Berth location (km of the Don River)	Technical characteristics	
		berth length (meters)	depth (design) at berth (meters)
1	2	3	4
1	3167,4 (left bank)	140	4,65
2	3167,53 (left bank)	130	4,65
3	3167,66 (left bank)	130	4,65
4	3167,78 (left bank)	125	5,4
5	3167,91 (left bank)	122	5,4
6	3168,04 (left bank)	132,5	5,4
7	3168,17 (left bank)	132,5	5,4
8	3168,3 (left bank)	132,5	5,4
9	3168,43 (left bank)	132,5	5,4
10	3168,56 (left bank)	275	5,4
11	3168,6 (left bank)	35	5,4
12	3166,95 (left bank)	149,1	3,46
13	3167,1 (left bank)	140	4,5
14	3167,23 (left bank)	188	2,2
15	3168,78 (left bank)	144	5,5
16	3168,92 (left bank)	217	5,51
17	East side of the boat basin of the Azov fish processing plant	155	5,51
21	West side of the boat basin of the Azov fish processing plant	60	4,6
22	West side of the boat basin of the Azov fish processing plant	176,6	5
23	West side of the boat basin of the Azov fish processing plant	157	5
24	West side of the boat basin of the Azov fish processing plant	100	5,24
25	3169,4 (left bank)	140	5,24

26	3169,82 (left bank)	86	5,5
29	3170,33 (left bank)	170	5,24
30	3170,48 (left bank)	128,7	5,24
31	3170,5 (ерик Узьяк)	160,8	5,24
32	3170,5 (ерик Узьяк)	189,7	5,24
34	3172,4 (left bank)	133,9	5,24
36	3177,2 (boot basin of the pilot post, east side)	140	2,3
37	3177,2 (boot basin of the pilot post, west side)	35,6	2,05
38	2,7 , arm Kalancha	140	4,5

INFORMATION ON
THE MINIMUM QUANTITY AND POWER OF TUGS FOR THE MOORING OPERATIONS
OF SHIPS AT THE SEA PORT

Ship		Minimum quantity of tugs and their capacity in kW		Nos. of berth
		length (meters)	ship type	
Upto 120	With one propeller	2 x 440	2 x 440	All
	With one propeller and bow thruster	1 x 220	1 x 220	All
	With two propellers	1 x 220	1 x 220	All, except for the berths 17, 22, 23, 24, 32;
		2 x 220	2 x 220	17, 22, 23, 24, 32
With two propellers and bow thruster	Not required	Not required	All, except for the berths 17, 22, 23, 24, 32;	
	1 x 220	1 x 220	17, 22, 23, 24, 32	
120 and more	With one propeller	2 x 440	2 x 440	All
	With one propeller and bow thruster	1 x 220	1 x 220	All
	With two propellers	2 x 440	2 x 440	All
	With two propellers and bow thruster	1 x 220	1 x 220	All

INFORMATION ON
THE COMPULSORY PILOTAGE AREA OF SHIPS IN THE SEA PORT

Compulsory pilotage area of ships in the sea port includes the following sections of the sea port water area:

Section No. 1 - Azovo Donskoy Morskoy Kanal which is limited by the straight lines connecting in sequence the following coordinate points:

No. 1 lat. 47°02,63' N and long. 38°55,24' E;

No. 2 lat. 47°02,29' N and long. 38°57,01' E;

No. 3 lat. 47°04,46' N and long. 39°05,74' E;

No. 4 lat. 47°05,32' N and long. 39°15,00' E;

No. 5 lat. 47°05,22' N and long. 39°15,00' E;

No. 6 lat. 47°04,36' N and long. 39°05,64' E;

No. 7 lat. 47°02,20' N and long. 38°57,00' E;

No. 8 lat. 47°02,56' N and long. 38°55,27' E.

Section No. 2 – the Don River from 3183 km (0 km) to 3151 km (the Koysug River mouth).

Section No.3 – auxiliary navigation channel (the arm Kalancha) from 0 to 4km.

DESCRIPTION OF NAVIGATION MARKS AND THEIR MEANING

1. Prohibitory navigation marks:



1) Mark "No overtaking and passing" means the area of a navigation channel where ships overtaking or passing are prohibited: a round board with a red border, divided by a diagonal red line, with a symbol of two vertical arrows pointing in different directions and crossing the diagonal line.

At night - occulting yellow light.



2) Mark "Do not drop anchors" indicates an underwater crossing area where it is prohibited to drop anchors, trail anchors or cables: a board with a red border, divided by a diagonal red line, symbol – a black anchor.

At night – two yellow fixed lights located vertically.



3) Mark "Do not create wash" indicates a water course area where it is prohibited to create waves: a round board with a red border, divided by a diagonal red line, symbol – two horizontal black waves.

At night – occulting yellow light.

2. Warning and mandatory marks:

Mandatory marks are located on a rectangular white board with a red border with a black image (silhouette):



1) Mark "Attention" indicates a navigable passage area where it is required to take special precautions, symbol – an exclamation note.

At night - yellow flashing light.



2) Mark "Crossing of a navigation channel" is used to indicate the areas where ships and ferries cross a navigation channel, symbol – a vertical wide arrow-shaped line and a horizontal narrow line.

At night – yellow flashing light.



3) Mark "Observe air draft" indicates a bridge and overwater crossing. The number indicates the minimum passable height of the overwater crossing, height of underbridge clearance of bridge navigation span from the rated water level (m).

A square board with a red border. In the upper part of the board under the line there is a black triangle apex down.

At night – two yellow fixed lights located horizontally.

3. Indicating marks:



1) Mark "Turning point" indicates the safest area for ship turning. A white rhombic board. symbol - one black circular arrow.

At night – yellow fixed light.

2) Mark "Road indicator" is used to indicate limits of a Road: two white boards in the form of a isosceles triangle. The front mark's board is apex up. The rear mark's board is apex

down. In case of several Roads the number indicates the Road sequence number.

Note. It is allowed to install additional boards where an arrow points the Road direction and numbers indicate the length of the Road (m).

At night – fixed lights, green light on the left bank, red light on the right bank.

RESTRICTIONS FOR ICE NAVIGATION REGIME OF VESSELS IN THE SEA PORT
WATER AREA⁸

Ice condition	Ships allowed to navigate in ice with icebreakers assistance or without assistance	Ships allowed to navigate in ice with icebreakers assistance only	Ships not allowed to navigate in ice
Solid ice thickness 10-15 cm	Ships with ice class Ice1 and higher	Ships with ice class Ice1 and higher	Ships without ice class, tugs with towed barges
Solid ice thickness 15-30 cm	Ships with ice class Ice2 and higher	Ships with ice class Ice1	Ships without ice class, tugs with towed barges
Solid ice thickness 30-40 cm	Ships with ice class Ice3 and higher	Ships with ice class Ice1 and Ice2	Ships without ice class, tugs with towed barges
Solid ice thickness more than 40 cm	Ships with ice class Arc4 and higher	Ships with ice class Ice2 and Ice3	Ships without ice class, with ice class Ice1 and tugs with towed barges

⁸ Ice strengthening notations are given according to the Russian Maritime Register of Shipping rules.