

BYLAWS AT THE SEA PORT AZOV

List of amending documents

(ed. Orders of the Ministry of Transport of Russia from 09.01.2019 [N 2](#), from 31.10.2024 [N 385](#), from 14.02.2025 [N 46](#))

I. General provisions

1. Bylaws at the seaport of Azov (hereinafter - Bylaws) are developed in accordance with Federal [Law of](#) November 8, 2007 N 261-FL "On Sea Ports in the Russian Federation and on Amendments to Certain Legislative Acts of the Russian Federation", the Federal [Law of](#) April 30, 1999 N 81-FL " Merchant shipping code of the Russian Federation " (hereinafter - MSC), the General [Rules of](#) navigation and mooring of ships in the seaports of the Russian Federation and on the approaches to them, approved by the order of the Ministry of Transport of the Russian Federation of November 12, 2021 N 395 [<3>](#) (hereinafter - General Rules)

[<3>](#) Registered by the Ministry of Justice of the Russian Federation on June 1, 2022, registration N 68677; as amended by Order of the Ministry of Transport of the Russian Federation dated December 4, 2023, N 396 (registered by the Ministry of Justice of the Russian Federation on March 11, 2024, registration N 77468). In accordance with [paragraph 3 of](#) the order of the Ministry of Transport of the Russian Federation dated November 12, 2021 N 395, this act is valid until September 1, 2028.

2. These Bylaws contain:

- description of the sea port Azov (hereinafter - seaport);
- rules for ships entering the seaport and leaving the seaport, including measures to ensure safety of navigation for ships entering the seaport and leaving the seaport, as well as specifics of regulation of autonomous ships entering the seaport and leaving the seaport;
- rules of navigation of ships in the seaport water area and on approaches to it, taking into account peculiarities of navigation of autonomous ships in the seaport water area;
- description of the area of operation of ship traffic control systems (hereinafter - VTS) and rules of navigation of ships in these areas, rules of interaction of radar VTS with autonomous ships;

- rules of mooring of ships in the seaport and indication of their mooring places;
- rules for ensuring environmental safety, including the establishment of types of waste from ships to be collected at the seaport, rules for enforcing quarantine at the seaport;
- rules of use of special means of communication on the seaport territory;
- information on the boundaries of the seaport territory;
- information on approaches to the seaport;
- information on the boundaries of sea areas A1 and A2 of the Global Maritime Distress and Safety Communication System <3(1)> (hereinafter - GMDSS);

<3(1)> [Decree](#) of the Government of the Russian Federation of July 3, 1997, No. 813 "On the Establishment and Operation of the Global Maritime System for Disaster and Safety Communications".

- information on technical capabilities of the seaport in terms of ship reception;
- information about the navigation period;
- information on the areas of compulsory and optional pilotage of ships;
- information on depths of the seaport water area and approaches to it;
- information on the handling of dangerous goods;
- information on the organization of ice navigation in the seaport and its approaches;
- information on information transfer by captains of ships at the seaport case of threat of acts of unlawful interference at the seaport;
- information on the transfer of navigational and hydro meteorological information to the captains of ships at the seaport.

3. These Bylaws shall be enforced by ships irrespective of their national and departmental affiliation, as well as by individuals and legal entities irrespective of their organizational and legal form and form of ownership, carrying out activities in the seaport.

4. Navigation of ships in the seaport and on the approaches to it, mooring of ships in the seaport water area shall be carried out in accordance with the General Rules and these Bylaws.

II. Description of the seaport

5. The seaport is located at the mouth of the Don River from 3151 km of the Don River to the receiving light buoy No. 1 of the Azov-Don Sea Canal, including the outer roadstead No. 6 and the Kalancha arm, up to the Dugino stopping point.

6. The boundaries of the seaport are established by the Order of the Government of the Russian Federation dated December 30, 2009 N 2122-r.

7. Vessel traffic to the seaport is carried out through the Azov-Don Sea Canal (hereinafter - ADSC), consisting of three bends with a total length of 13.66 nautical miles and a width of 70 meters.

Information on the Azov-Don Sea Canal, ship passages (fairways) of the seaport is given in Appendix No. 1 to these Bylaws.

8. Navigation in the seaport is carried out all year round.

9. The seaport operates round-the-clock, has a cargo multilateral permanent checkpoint across the state border of the Russian Federation <5>.

<5> Item 303 of the list of checkpoints across the state border of the Russian Federation, approved by the order of the Government of the Russian Federation of November 29, 2017. N 2665-r.

10. Water level fluctuations are Served in the seaport under the influence of winds (in case of of western directions - water surges up to 3.5 meters, causing backward flow and flooding of berths, in case of winds of eastern directions - surges up to 2.5 meters, which result in shallowing of the shipping channel and seaport water area). The current velocity on the river rolls is 0.8 - 1.4 knots, the maximum current velocity during the flood period is 1.9 knots.

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. The approaches to the seaport Azov is the ship traffic lane along the Recommended Route N 31 (hereinafter referred to as RR N 31) from the receiving buoy No. 1 of the Azov-Don Sea Canal to the meridian of 38°14.00' East longitude, one nautical mile wide in each direction from the line of RR N 31, including anchorage No.462. Information on the seaport anchorages is given in Appendix No. 3 to these Bylaws.

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

15. The seaport accepts ships up to 150 meters in length, 20 meters width and 3.8 meters in draft at water level mark "0" according to the water level post of the seaport of Taganrog.

When ships navigate in the seaport water area, the water reserve under the keel shall be:

the ADSC receiving buoy to "0" km - not less than 30 centimeters;

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

Information on technical capabilities of the seaport in terms of ship reception is given in [Chapter X](#) and [Appendix No. 4](#) to these Bylaws.

16. In the seaport, towing support of ships, except for ships of less than 500 gross tonnage and ships performing operations on servicing and supplying ships located in the seaport water area and on the approaches to it, seaport infrastructure facilities (hereinafter - port fleet ships) shall be carried out.

Information on the minimum number and capacity of tugs for mooring operations of ships in the seaport is given in [Appendix No. 5](#) to these Bylaws.

17. Information on the area of compulsory pilotage of ships in the seaport is given in [Appendix No. 6](#) to these Bylaws.

There are no areas of optional pilotage of ships in the seaport.

18. The seaport is a freezing seaport.

19. In the seaport water area, icebreaker escorting of ships is carried out in accordance with the requirements of the General [Rules](#) and these Bylaws.

20. Description of navigation landmarks is given in the [Appendix No. 7](#) to these Bylaws.

III. Rules for ships entering the seaport and leaving seaport, including measures to ensure safety of navigation for ships entering the seaport and leaving the seaport, as well as specifics of regulation of autonomous ships entering the seaport and leaving the seaport.

21. Information on the vessel's entry to the seaport and departure from the seaport is transmitted to the Harbour Master at the following Internet address: www.portcall.marinet.ru.

22. Registration of ships' arrival at the seaport and departure from the seaport is carried out round the clock.

Call of autonomous ships to the seaport and departure of autonomous ships from the seaport shall be carried out in accordance with this Chapter and [Chapter VI.1 of MSC](#).

IV. Rules for navigation of ships in the sea port water area and on approaches to it, as well as specifics of navigating of autonomous ships in the seaport water area.

23. The seaport has a permissive procedure of ships' movement and anchorage in accordance with the schedule of ships' positioning and movement in the seaport. The schedule of ships' positioning and movement in the seaport is approved by the Harbour Master on a daily basis on the basis of information on ship's call, transmitted in accordance with [Clause 21 of](#) these Bylaws, regulations, and shall be posted at address in the information and telecommunication network "Internet": www.azovseaport.ru (hereinafter - the site www.azovseaport.ru).

The navigation of autonomous ships in the seaport shall be carried out in accordance with this Chapter and [Chapter VI.1 of MSC](#).

24. Vessel traffic in the seaport water area and anchoring and unanchoring operations shall be regulated in accordance with the schedule of ships' positioning and movement:

in section of the sea port water area including the ADSC from the entrance buoy No.1 up to 3171 km. of Don River by the vessel traffic service (hereafter - VTS);

(in edition of the [Order of](#) the Ministry of Transport of Russia from 31.10.2024 N 385)

in section of the sea port water area from 3171 km. of the Don River up to the Koysug River mouth (3151 km of the Don River) by the Harbour Master.

25. Ships shall report to the Harbour Master on VHF channels 71 and 16, call sign "Azov-traffic-control" and to VTS on VHF channels 12 and 16, call sign "Taganrog-traffic-control" about the passage of the receiving buoy N 1 ADSC, "0" km, 3171 km of the Don River and the mouth of the Koysug River (3151 km of the Don River).

Prior to the beginning of the vessel's movement in the seaport water area or one hour prior to the vessel's approach to the seaport boundaries (receiving buoy N 1 of ADSC; mouth of the Koysug River (3151 km of the Don River) the vessel shall request permission of the Harbour Master's Service for the beginning of movement on VHF channels 71 and 16, call sign "Azov-Traffic-Control" and report on the received permission to VTS on VHF channels 12 and 16, call sign "Taganrog-Traffic-Control".

26. Ships entering the seaport from the sea, which have not received the Harbour Master's permission to enter the seaport, as well as ships waiting for a pilot, shall anchor at anchorages Nos. 464 and 461.

Ships sailing to the seaport along the Don River that have not received the Harbour Master's permission to enter the seaport shall not enter the seaport water area until the relevant permission is obtained.

27. Navigation on the ADSC is allowed when visibility is not less than 0.5 nautical mile and wind speed is not more than 15 meters per second.

Vessel traffic in visibility of less than 1 nautical mile is allowed in one-way mode with the use of radar station and obligatory assistance in ship navigation by the VTS operator.

28. Passenger hydrofoils <5(1)> are allowed to overtake ships when traveling on the ADSC. Vessel traffic on the ADSC is two-way. At the same time divergence of ships is allowed only on straight sections of the ADSC. Ships are not allowed to diverge in the area of turn buoys while sailing along the ADSC.

<5(1)> Paragraph twenty-first paragraph 7 of [Article 2 of the Technical Regulations of the Customs Union "On Requirements for automotive and aviation gasoline, diesel and marine fuel, jet fuel and fuel oil" \(TR CU 013/2011\)](#), adopted by the Decision of the Commission of the Customs Union of October 18, 2011 N 826 (hereinafter - TR CU 013/2011), and [Appendix N 1 to TR CU 013/2011](#). Is binding on the Russian Federation in accordance with [paragraph 2 of Article 99 of the Treaty on the Eurasian Economic Union of May 29, 2014](#), ratified by the Federal [Law of October 3, 2014 N 279-FL "On Ratification of the Treaty on the Eurasian Economic Union"](#). [The Treaty](#) entered into force for the Russian Federation on January 1, 2015.

29. The speed of ships with a draft of more than three meters when sailing along the ADSC shall not exceed 6 knots, the speed of other ships, except for passenger hydrofoils - shall not exceed 8 knots.

30. Navigation of ships, except for passenger hydrofoils, between buoy No.36 (Lat.47°04'43.75"N and Long.39°08'40.88"E) and 3167.0 kilometer of the Don River shall be carried out at a speed not exceeding 6 knots.

31. Movement of small ships, pleasure craft with gross tonnage less than 500 and sport sailing ships in the seaport waters shall be carried out at a safe speed outside the ship's traffic (fairway), and where it is impossible, shall not impede the movement of ships following the ship's course (fairway).

In the Azovryba bucket it is not allowed for recreational ships to move during mooring operations <5(2)> and maneuvering of cargo ships with gross tonnage over 500.

<5(2)> [Paragraph 68 of the General Regulations](#).

Navigation and anchoring of small, sport sailing and pleasure crafts, except for port fleet ships, on the seaport roads is not allowed.

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. Ships are exempted from compulsory pilotage:

- icebreakers;
- ships under icebreaker convoy (along the ADSC from the receiving buoy to 3178 km of the Don River);
- port fleet ships;
- small ships;
- sport sailing boats;
- pleasure boats up to 25 meters in length;
- passenger ships sailing exclusively in the seaport waters

34. Partial removal of buoys of the floating navigation barrier is carried out in the seaport water area from the beginning of ice formation and until it is completely cleared of ice. The information about the removed buoys is communicated to the navigators in the notices to mariners and posted on the website www.azovseaport.ru.

When floating caution signs on the left side of the ADSC are removed, ships shall maintain one-way traffic in the offshore portion of the ADSC.

35. Entry/exit of ships over 100 meters in length to/from the Azovskaya Shipyard bucket is allowed during daylight hours in the presence of two tugs with a total capacity of not less than 440 kW.

36. Ships equipped with signal shapes and lights in accordance with the [Rules of navigation on inland waterways](#), approved by the order of the Ministry of Transport of the Russian Federation dated January 19, 2018 N 19 <6>, are allowed to sail in the seaport, if such ships do not go beyond the Don River and its tributaries.

<6> Registered by the Ministry of Justice of the Russian Federation on March 7, 2018, registration N 50283; as amended by Order of the Ministry of Transport of the Russian Federation

dated February 11, 2019 N 50 (registered by the Ministry of Justice of the Russian Federation on May 28, 2019, registration N 54757).

37. It is not allowed in the seaport water area:

- to exhibit arrows, cranes, ladders, davits and boats before the anchoring or berthing the vessel;
- to proceed ships from 3151 km to the mouth of the Don River when visibility is less than 0.5 nautical mile (except for ships participating in rescue operations);
- to proceed self-propelled ships moored to each other, except in case of emergency;
- use at night on ships, berths and shore structures light sources directed towards the ship's course (fairway) and affecting the safety of navigation.

38. Ships engaged in fishing, dragging a trawl net or other fishing gear, shall not obstruct the movement of other ships which can only safely proceed within the ship's course and shall carry lights and signs in accordance with the [International Regulations for the Prevention of Collisions at Sea 1972 <6\(1\)>](#).

<6(1)> [Rule 26](#) of the International Regulations for Preventing Collisions at Sea, 1972. Binding on the Russian Federation in accordance with the [Convention](#) on International Regulations for Preventing Collisions at Sea of October 20, 1972. [The Convention](#) entered into force for the USSR on July 15, 1977.

Recreational fishing from watercraft on the channels and fairways of the seaport is not allowed.

39. No overtaking or divergence of ships is allowed on sections of the Don River 3157.3 - 3159.7 km (Yelizavetinsky perekat), 3163.8 - 3165.3 km (Azovsky perekat).

On the sections of the Don River 3174.5 - 3175.5 km (Uzyaksky perekat), 3171 - 3172.5 km (Petrovsky perekat), 3166 - 3167 km (Azovsky perekat, water intake area) divergence and overtaking of ships over 100 meters long is not allowed.

40. When approaching the seaport water area sections where divergence of ships is not allowed, ships coming from the sea shall give way to ships coming to the sea, except for hydrofoil passenger ships to which other ships shall give way irrespective of the direction of movement.

The master of a hydrofoil passenger ship shall determine the side of the divergence with other ships and notify oncoming ships on VHF channel 16. Oncoming ships shall confirm acknowledge the designated side on VHF channel 16 and shall not deviate from their course until the divergence is completed.

Passenger hydrofoils shall diverge by port sides when oncoming traffic.

A hydrofoil passenger ship shall not follow the keel of other ships when underway.

Movement of passenger hydrofoils in non-displacement position is allowed only during daylight hours with visibility of 0.5 miles or more.

41. When passing ships at berths and on the seaport roads, overtaking is not allowed, ships must follow at a minimum speed sufficient to ensure controllability of the shiitem

42. In case of emergency stop of the vessel within the ship's course (fairway) the captain of the vessel shall inform the Harbour Master on VHF 71 and 16 communication channels, call sign "Azov-traffic-control", and VTS on VHF 12 and 16 communication channels, call sign "Taganrog-traffic-control", as well as approaching ships so that they could take necessary measures for safe divergence from the emergency vessel.

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. On area of the Don River 3168.7 and 3151 - 3152.7 km there are underwater crossing zones marked with "No Anchors" shoreline signs, details of which are given in [Appendix No. 7](#) to these Bylaws. Anchoring and dragging anchors along the bottom is not allowed in these zones. In case of touching the ground, emergency dropping of the anchor the captain of the vessel shall immediately inform the Harbour Master.

45. At 3154.9 km of the Don River there is a power electrical transmission line (hereinafter - ETL) with a passing height of 23.6 meters from the design level.

At 3155.1 km of the Don River there is ETL with a passing height of 25 meters from the design level.

At 3163.8 km of the Don River there is ETL with a passing height of 36.8 meters from the design level.

The sites are marked with the shore signs "observe Overwater Marking", the information about which is given in [Appendix No. 7](#) to these Bylaws.

46. Turnaround of cargo ships to go upstream or downstream of the Don River is carried out with mandatory towing support of at least one tugboat with a capacity of at least 220 kilowatts. When the wind speed is more than 10 meters per second, the turn of cargo ships is carried out with the obligatory towing support of at least two tugs with the total capacity of at least 440 kilowatts. Cargo ships are not allowed to turn around in the areas of ETL lines and underwater crossings.

47. Vessel towing in the seaport water area is allowed at wind speed up to 15 meters per second.

Towing of ships along the ADSC by cable and by pushing trains with a total length of more than 150 meters is allowed at wind speeds of up to 12 meters per second.

48. Towing ships by lag is not allowed.

49. When towing in the seaport water area by the "by astern" method, the length of the towing rope shall not exceed 30 meters. Towing by rope by ADSC is allowed if there is an auxiliary tugboat.

50. One-way vessel traffic on the ADSC is carried out in case of passage:

- large-sized ships and towing trains with extreme draught;
- ships over 150 meters in length;
- Navy ships;
- towing an emergency vessel;
- the icebreaker assistance convoy.

V. Description of the operating zone VTS operation and rules of navigation of ships in these areas, rules of interaction of radar VTS with autonomous ships

51. On the approaches to the seaport water area from the side of Taganrog Bay, ADSC and the section from the mouth to 3171 km of the Don River VTS is in operation.

52. The VTS coverage zone includes:

- the water area of Taganrog Bay, bounded by the coastline and extending eastward from the Long. 38°14',00' E to the intersection with Lat. 46°53.30' N and further along this latitude to the Sazalnikskaya Spit:

- a section of the Don River navigational course (fairway) from the mouth - "0" km (3183 km of the Don River) to the north-western end of Bugor Island (3171 km of the Don River).

The area of the seaport water area including the ADSC from the receiving buoy N 1 to the mouth - "0" km (3183 km of the Don River), the section of the main ship passage (fairway) from the mouth - "0" km (3183 km) of the Don River to 3171 km of the Don River, including:

Road No. 3, located on the right bank of the Don River in the section 3172.4 km - 3173.4 km;

Road No. 4, located near the right bank of the Don River in the section 3175.6 km - 3176.4 km;

Road No. 5, located near the right bank of the Don River in the section 3177.8 km - 3178.3 km;

Road No. 6, located in Taganrog Bay (anchorage N 461 and 464).

53. Ships sailing to the Taganrog Bay from the Sea of Azov in an easterly direction are obliged to establish radio contact with VTS and receive confirmation of identification when approaching of the vessel at a distance of two nautical miles from the meridian of Long. 38°14.00' E, before entering the area of VTS operation. The information on entering the area of VTS operation is transmitted when the vessel crosses the meridian of Long. 38°14.00' E.

Ships sailing to the Taganrog Bay (from above along the Don River) are obliged to establish radio communication with VTS, receive confirmation of identification and permission to enter the VTS zone of operation before entering the VTS zone of operation when the vessel passes the 3169 km boundary of the Don River (or before leaving the berth or anchoring). Information on entering the area of the VTS is transmitted when the vessel crosses the 3171 km boundary of the Don River.

The regulation of autonomous ships shall be carried out in accordance with this Chapter and [Chapter VI.1 of the MSC](#).

54. In the zone of VTS operation, on approaches to the seaport water area, ships are recommended to proceed along recommended route N 31, keeping to the right.

55. Compulsory guiding of ships of the VTS is carried out when ships are navigating along the ADSC from buoy N 1 of the ADSC to 3171 km of the Don River.

56. A ship leaving the area of VTS coverage shall request permission to terminate the radio watch on the designated VHF working channel. Upon receipt of such authorization, the ship may terminate the radio watch on the VHF working channel of the VTS.

VI. Rules for anchoring of ships in the seaport and indication of their anchoring places

57. The roadstead No. 1 is intended for dry-cargo ships; the roadstead has a mooring barrel for ships with a carrying capacity of up to five thousand tons, not equipped with a stern anchor.

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

Road No. 3 is intended for berthing of oil tankers with oil products.

Road No. 4 universal.

Road No. 5 is intended for mooring of quarantine ships.

Road No. 6 are located anchorages N 461 (for oil tankers), N 464 (for dry cargo ships).

The anchorage is located at 3155.8 - 3156.2 km of the Don River at the left edge of the ship's passage.

58. The anchorage of non-self-propelled watercraft at the seaport anchorages without tug assistance is not allowed.

59. Ships' anchorage in the Roads Nos. 1-5 is carried out one by one in a line. All ships in the Roads Nos. 1-5 must become on the bow and stern anchor.

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

61. Decommissioning of main engines, steering, anchor and mooring devices shall be carried out with the permission of the Harbour Master.

62. When ships are moored at berths, it is not allowed to give signals by ship whistles, horns, except for alarm and distress signals.

63. Ships at berths shall not be allowed to run propellers except for short-term turning of propellers at minimum speed to test main engines before leaving the berth.

64. Mooring operations of ships at wind speeds of more than 15 meters per second are not allowed.

65. Mooring operations of ships in the seaport shall be performed with compulsory tug assistance taking into account the information on the minimum number and power of tugs for mooring operations of ships in the seaport given in [AppendixNo.5](#) to these Bylaws.

66. Mooring and unmooring from the berth, and shifting are carried out after agreement with the cargo terminal operator. When preparing the berth, the cargo terminal operator shall ensure sufficient length for mooring, clear the cordon from objects interfering with mooring, stop operation of cranes and traffic in the mooring area, and provide the berth with mooring personnel.

67. Ships berthing:

on berths Nos. 1, 12, 13, 17 - 19, 22 - 24, 26 - 28, 33/1, 33/2, 33/3, 33/4, 34 - allowed in one hull;

on berths Nos. 2 - 11, 14 - 16, 21, 25, 29 - 32, 35A, 35B, 36 - 38, 38/1, 38/2 - allowed in two hulls.

When performing operations related to ship servicing, port fleet ships may berth board to board.

Long-term anchorage <6(2)> of ships in the seaport is allowed at ship repair and lay-up points. Repair and stand-down of ships is allowed in places arranged and equipped for the purposes of repair, stand-down and technical inspection of ships (information on repair and stand-down points in the seaport is given in [Appendix No. 9](#) to these Bylaws).

<6(2)> [Paragraph 101](#) of the General Regulations.

68. In case of easterly winds, ships shall control water reserve under the keel, be ready to move to the seaport roadstead at the Harbour Master's request in case of water level drop in the seaport water area to avoid the ship grounding.

69. Shifting of the vessel along the berth without towing support and pilot on board the vessel is allowed once for a distance not exceeding the length of one hull.

When making the shifting it's not allowed to let go all the mooring lines. The ship's machinery must be ready for operation.

70. Mooring to berths Nos. 26 and 34 shall be made with non-metallic ropes.

71. In case of damage to the berth during mooring, berthing or unmooring of the vessel, the captain of the vessel shall immediately inform the Harbour Master.

72. In the area of diver's work it is not allowed the movement of all ships, and during diver's descent near berths - the operation and movement of cranes, railroad transport on adjacent tracks.

73. Deprecated. - [Order](#) of the Ministry of Transport of Russia from 09.01.2019 No. 2.

VII. Rules for ensuring environmental safety, including establishment of types of waste from ships to be collected at the seaport, rules for compliance of quarantine at the seaport

74. The seaport provides services for the reception of oily mixtures, sewage, household garbage and food waste.

75. While the ship is in the seaport, all valves, gate valve and other shut-off devices leading to the ship's side and through which oily mixtures, sewage (except in cases specified in regulation 11 of Chapter 3 of [Appendix IV](#) to the International Convention for the Prevention of Pollution from Ships, 1973 <7>) and harmful substances are discharged overboard shall be closed and sealed.

<7> Entered into force on February 3, 1974 and was binding on the USSR in accordance with the [Decree of](#) the Council of Ministers of the USSR of September 30, 1983 N 947 "On the accession of the USSR to the Protocol of 1978 to the International Convention for the Prevention of Pollution from Ships 1973".

76. There are no ballast water reception facilities at the seaport.

The discharge of isolated ballast in a seaport is authorized if the ballast has been accepted or replaced in the Black Sea under [Regulation D-1](#) or meets the ballast water quality standard under [Regulation D-2](#) of the International Convention for the Control and Management of Ships' Ballast Water and Sediments 2004 <8>.

<8> Binding for the Russian Federation on the basis of the [Decree of](#) the Government of the Russian Federation of March 28, 2012 N 256 "On Accession of the Russian Federation to the International Convention for the Control and Management of Ships' Ballast Water and Sediments 2004". [The Convention](#) entered into force for the Russian Federation on September 8, 2017.

Ships coming to the seaport from inland waterways, other seaports of the Sea of Azov, as well as Kerch Strait are not subject to ballast water exchange, the said ships are allowed to discharge ballast water in the seaport.

77. A vessel, on which a patient with symptoms suggestive of a particularly dangerous infection is detected, together with the crew, passengers and cargo, shall enter roadstead No. 5 for anti-epidemiological measures.

VIII. Rules for the use of special means of communication on seaport area

78. All ships within the seaport territory shall keep a constant radio watch on VHF channel 16. When in the VTS area of operation, ships shall additionally keep radio watch on VHF channel 74 or VHF channel 12.

79. Assistance in ship navigation in the seaport water area is provided on VHF communication channel 12.

80. Information on additional means of communication for information transmission, including telephone numbers, shall be announced by the Harbour Master.

81. The use of VHF communication channels given in these Bylaws for communication between shore correspondents is not permitted.

IX. Information on the boundaries of the A1 and A2 GMDSS maritime areas

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

83. Communication with ships in GMDSS maritime area A1 is provided by the network of base stations Taganrog, call sign "Taganrog-Radio-1", MMSI 002734487.

84. The radii of action of the A1 GMDSS coastal stations (hereinafter -CS) are as follows:

CS N 1 (seaport Taganrog), from the center with coordinates Lat. 47°12.00' N and Long. 38°57.00' E - 23 nautical miles;

CS N 2 (Lotspost), from the center with coordinates Lat. 47°06.00' N and Long. 39°19.00' E - 21.6 nautical miles.

X. Information on technical capabilities of the seaport in terms of ships reception

85. The seaport accepts ships up to 150 meters long and up to 20 meters wide.

Information on technical capabilities of the seaport in terms of ship reception and berths is given in [Appendix No. 4](#) to these Bylaws.

Information on actual depths of the seaport water area and at the seaport berths and ship drafts shall be brought to the seafarers' notice by the Harbour Master annually or as they change.

Handling of dangerous goods of 3 - 5, 8 and 9 hazard classes of the International Maritime Organization <9> is allowed in the seaport.

<9> Chapters 2.3 to 2.5, 2.8 and 2.9 of the International Maritime Dangerous Goods Code 1965. Adopted by Resolution of the Assembly of the International Maritime Organization (IMO) of 27 September 1965 N A.81(IV). Binding for the Russian Federation in accordance with the [Convention](#) on the International Maritime Organization of March 6, 1948. [The Convention](#) entered into force for the USSR on March 17, 1958.

In order to record the movement, transshipment and storage of dangerous goods within the seaport boundaries, marine terminal operators shall provide the Harbour Master with information on the movement, transshipment and storage of dangerous goods upon request of the Harbour Master.

Information on dangerous goods shall be sent to the Harbour Master in the Internet at the following address: <https://www.azovseaports.ru> or by other available means (including directly to the Harbour Master).

The Harbour Master shall inform seafarers about changes in the procedure for providing information on dangerous goods using means of communication.

86. When performing cargo and bunkering operations with oil and petroleum products in the seaport, booms must be placed to ensure localization of possible oil and petroleum product spill zones <10>, in accordance with the plan for prevention and elimination of oil and petroleum product spills on the continental shelf of the Russian Federation, in internal sea waters, in the territorial sea and contiguous zone of the Russian Federation <11>.

<10> [Paragraph 120 of](#) the General Rules.

(footnote introduced by [Order of](#) the Ministry of Transport of Russia from 31.10.2024 N 385)

<11> [Point 1 of](#) the Rules for the organization of measures to prevent and eliminate oil and oil product spills on the continental shelf of the Russian Federation, in internal sea waters, in the territorial sea and contiguous zone of the Russian Federation, approved by Decree of the Government of the Russian Federation of December 30, 2020 N 2366. In accordance with [paragraph 7 of](#) Decree of the Government of the Russian Federation of December 30, 2020 N 2366 this act is valid until January 1, 2027.

87. Before starting bunkering operations, pallets shall be placed under the flanges of receiving pipelines, all bolted plugs shall be installed on unused flanges, scuppers and other openings in the deck shall be tightly closed, the condition of measuring and air pipes shall be checked.

88. Bunkering of ships may be carried out only by closed method, through special ship connection devices designed for this purpose.

89. Bunkering of ships in the seaport is carried out by bunkering tankers at berths and on the seaport roads.

89.1 In the seaport operations on organization of cargo transshipment from ship to ship are carried out in accordance with the [Rules of](#) rendering services on organization of cargo transshipment from ship to ship, approved by the order of the Ministry of Transport of the Russian Federation dated April 29, 2009 N 68 <12>.

<5> Footnote deleted from March 1, 2025. - [Order of](#) the Ministry of Transport of Russia of 31.10.2024 N 385.

<12> Registered by the Ministry of Justice of the Russian Federation on June 29, 2009, registration N 14146; as amended by Order of the Ministry of Transport of the Russian Federation dated May 10, 2016. N 122 (registered by the Ministry of Justice of the Russian Federation on June 7, 2016, registration N 42438).

90. In all cases when a self-propelled bunkering ship is moored to a bunkering vessel, there shall be no other ships alongside the bunkering vessel.

XI. Information on organization of ship navigation in ice in the seaport and on approaches to it

91. The beginning and end of the period of icebreaker escorting of ships in the seaport water area and approaches to it shall be announced by the Harbour Master.

92. To ensure icebreaker escorting of ships in the Sea of Azov, an icebreaker escort headquarters shall be established. During the period of icebreaker escorting of ships in the seaport water area towing operations are allowed only in cases of emergency nature.

93. From the beginning of ice formation, navigation of port fleet ships and small ships without ice reinforcements and sailing sports ships is not allowed in the seaport water area.

94. Information on the vessel's approach to the convoy meeting point (hereinafter- CMP) shall be transmitted 72 hours in advance and confirmed 24 hours prior to the expected approach to the CMP in accordance with [paragraph 21](#) of these Bylaws.

The time and order of ships' passage through the ice, as well as the number of ships passing simultaneously are determined by the Harbour Master at 10.00 a.m. of each day and posted on the Internet at www.ampt.ru. In case of changes in ice conditions and necessity to make changes, the time and order of ships' passage through the ice shall be specified with subsequent posting in the Internet.

95. Depending on the forecasted ice conditions in the seaport water area, the Harbour Master shall establish ice navigation restrictions in accordance with [Appendix No. 8](#) to these Bylaws and locate the CMP. Notification on ice navigation restrictions and CMP location shall be posted on the Internet no later than 7 days prior to the expected date of introduction of ice navigation restrictions and CMP location.

Restrictions for ships on ice navigation regime in the seaport water area and on approaches to it, given in [Appendix No. 8](#) to these Bylaws, do not apply to ships not older than 15 years and meeting the requirements set by the rules of the Russian Maritime Register of Shipping in terms of the possibility of independent navigation in ice and navigation in ice under icebreaker guidance. In this case, ice navigation restrictions established by the rules of the Russian Maritime Register of Shipping for such ships shall apply.

96. Ships bound for the seaport arrive at the CMP using the recommendations of the VTS. Ships unable to proceed to the CMP on their own are provided with icebreaker escort at the request of the ship owner (ship master).

Ships of 30 years of age or more must have a confirmation of ice reinforcement category issued by an organization authorized to classify and survey ships in accordance with [Article 22 of the MSC](#)

97. A vessel for sailing to or from a seaport during icebreaking operations shall have the possibility to manually control the main engine.

98. Icebreaker escort of ships is carried out by icebreakers as part of an ice caravan and tugs. If it is impossible to travel as part of an ice caravan, the vessel may request individual icebreaker escort, which is carried out if there are icebreakers available for icebreaker escort of caravans.

99. The formation of the caravan shall be carried out by the Harbour Master in accordance with [paragraph 94 of these Bylaws](#), based on:

of the vessel's approach time to the CMP;

the time of receipt of the request to enter or leave the seaport;

the order of ship traffic established by the General [Rules](#); restrictions for ships on the ice navigation regime.

100. Upon approach to the CMP the ship establishes radio contact with the icebreaker and acts in accordance with its instructions. If necessary, assistance in establishing radio communication between the ship and the icebreaker is provided by the VTS.

101. Taking into account actual ice conditions in the seaport water area and technical characteristics of ships, ships may follow the route independently using VTS recommendations.

Ships traveling independently are obliged to inform VTS about passing the control points of the recommended route assigned by VTS and to report ice conditions on the route.

102. Ships included in the caravan shall, at the command of the icebreaker conducting the escort, switch to the VHF communication channels specified by the icebreaker.

103. Only an icebreaker or tugboat is allowed to chip ships.

104. Fuel, food and water reserves on board the shall ensure autonomy of the vessel for at least 14 days from the moment of the vessel's approach to the CMP, for the vessel's call to the seaport. If the vessel is in the area of icebreaker escort for more than 14 days from the moment of the vessel's approach to the CMP, the Harbour Master shall take urgent measures to escort the vessel to the seaport.

XII. Information on information transfer by captains of ships at the seaport in case of threat of acts of unlawful interference at the seaport

105. If there is a threat of an act of unlawful interference in the seaport, the captain of the vessel, the external captain of the autonomous vessel or the person of the command staff, including the external crew of the autonomous vessel, responsible for the security of the vessel, shall immediately inform the port facility official responsible for security, as well as the Harbour Master.

106. The Harbour Master shall be provided with information on the security levels of port facilities and the security levels of ships in the seaport and any changes in their security levels.

107. Alerts on occurrence of threat of acts of unlawful interference in the seaport and on change of ship security level, as well as confirmation of receipt of the said alerts shall be carried out immediately from the moment of occurrence of the circumstances specified in the alerts on VHF communication channels.

108. All incidents involving the discovery of suspicious objects or explosive devices, signs of preparation and conduct of acts of unlawful interference, facts of unlawful penetration of ships, upon receipt of any information about preparation of terrorist acts, as well as all violations of the established order or suspicious persons in the seaport, captains of ships, external captains of autonomous ships staying in the seaport shall immediately inform the seaport captain, an official of the port facility responsible for port facility official responsible for security, on working VHF communication channels, as well as by additional means of communication, which are brought to the attention of interested parties by the seaport captain.

XIII. Information on transfer of navigational and hydro meteorological information to captains of ships at the seaport

109. Transmission of hydro meteorological information to ships at the seaport is carried out by the base station "Taganrog" call sign "Taganrog-radio-1", with notification on VHF channel 16 twice a day at 4.00 and 16.00 local time.

110. Transmission of hydro meteorological and navigational information to the ships located in the area of VTS operation is carried out by VTS on VHF communication channel 74.

(item 110 in the edition of the [Order of](#) the Ministry of Transport of Russia from 09.01.2019 N 2)

111. Emergency information <13> on navigational and hydro meteorological conditions shall be transmitted to ships by the port control state inspector on duty upon

its receipt from the meteorological service. Emergency information shall be transmitted to shipmasters, external captains of autonomous ships on VHF communication channel 16.

<13> The [tenth paragraph of Article 1 of](#) the Federal Law of July 19, 1998 N 113-FZ "On Hydro meteorological Service".

INFORMATION ON THE AZOV-DON SEA CANAL, SHIP PASSAGES (FAIRWAYS) OF THE SEAPORT

The length of the Azov-Don Sea Canal is 13.66 nautical miles.

The navigational width of the Azov-Don Sea Canal is 70 meters, the navigational depth is 4 meters.

The marine part of the Azov-Don Sea Canal consists of three leading line direction:

The first direction is 1.08 nautical miles long and is located between points with coordinates:

No.1 Lat. 47°02.67' N and Long. 38°55.11' E;

No. 2 Lat.47°02.22' N and Long. 38°56.97' E;

Direction leading line: 109.7° - 289.7°.

The second direction is 6.64 nautical miles long and is located between points with coordinates:

No.1 Lat. 47°02.22' N and Long. 38°56.97'E;

No.2 Lat. 47°04.42' N and Long. 39°05.80' E;

Direction leading line: 70.0° - 250.0°.

The third direction is 5.94 nautical miles long and is located between points with coordinates:

No.1 Lat. 47°04.42' N and Long. 39°05.80' E;

No.2 Lat. 47°05.27' N and Long. 39°14.94' E;

Direction leading line: 82.4° - 262.4°.

The entrance to the Azov-Don Sea Canal from the Sea of Azov is marked by the receiving buoy No. 1 of the Azov-Don Sea Canal, located at the point with coordinates Lat. 47°02.60' N and Long. 38°55.15' E.

The main ship passage (fairway) runs along the Don River, from the 0 km of the mouth of the Don River (3183 km) to the border with the seaport of Rostov-on-Don, the mouth of the Koisug River (3151 km).

An additional ship passage (fairway) runs from km 3164.1 to the Dugino stopping point and leads to the 2.2 nautical mile long Obukhov Cargo Terminal.

**INFORMATION ON VERY HIGH FREQUENCY COMMUNICATION
CHANNELS USED IN THE SEAPORT**

Subscriber	Very high frequency communication channels		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 Global Maritime System maritime area A1 disaster communications and security	16	5	Taganrog-radio-1, MMSI: 002734487

INFORMATION ON SEAPORT ANCHORAGES

In the water area of the seaport there are Roads:

Point number	Geographic coordinates	
	North latitude	East longitude
1.	2.	3.
Road No. 1 Located on the right size of the Don River at the section 3168.1 - 3168.6 km.		
1.	47°07,27'	39°24,49'
2.	47°07,29'	39°24,49'
3.	47°07,28'	39°24,89'
4.	47°07,25'	39°24,89'
Road No. 2 Located on the right size of the Don River at the section of 3169.0 - 3170.9 km.		
1.	47°07,72'	39°22,94'
2.	47°07,74'	39°22,97'
3.	47°07,68'	39°23,09'
4.	47°07,54'	39°23,35'
5.	47°07,48'	39°23,50'
6.	47°07,39'	39°23,85'
7.	47°07,35'	39°23,99'

8.	47°07,31'	39°24,18'
9.	47°07,29'	39°24,18'
10.	47°07,34'	39°23,96'
11.	47°07,40'	39°23,71'
12.	47°07,47'	39°23,47'
13.	47°07,52'	39°23,34'
14.	47°07,66'	39°23,07'
Road No. 3 Located on the right size of the Don River at the section 3172.4 - 3173.4 km.		
1.	47°07,65'	39°21,01'
2.	47°07,67'	39°21,01'
3.	47°07,70'	39°21,43'
4.	47°07,71'	39°21,56'
5.	47°07,74'	39°21,73'
6.	47°07,73'	39°21,74'
7.	47°07,70'	39°21,59'
8.	47°07,68'	39°21,44'
Road No. 4 Located on the right size of the Don River at the section 3175.6 - 3176.4 km.		
1.	47°06,71'	39°18,93'
2.	47°06,79'	39°18,99'
3.	47°06,86'	39°19,05'

4.	47°06,94'	39°19,14'
5.	47°06,99'	39°19,19'
6.	47°07,08'	39°19,25'
7.	47°07,15'	39°19,31'
8.	47°07,21'	39°19,38'
9.	47°07,20'	39°19,39'
10.	47°07,14'	39°19,32'
11.	47°07,07'	39°19,27'
12.	47°06,98'	39°19,20'
13.	47°06,93'	39°19,15'
14.	47°06,86'	39°19,08'
15.	47°06,80'	39°19,02'
16.	47°06,71'	39°18,94'
Road No. 5 Located on the right size of the Don River at the section 3177.8 - 3178.3 km.		
1.	47°06,06'	39°18,28'
2.	47°06,08'	39°18,26'
3.	47°06,19'	39°18,42'
4.	47°06,27'	39°18,52'
5.	47°06,25'	39°18,55'
6.	47°06,17'	39°18,45'

Road No. 6 Anchorage No. 464		
1.	47°01,90'	38°53,00'
2.	47°02,40'	38°53,00'
3.	47°02,40'	38°54,00'
4.	47°01,90'	38°54,00'
Anchorage No. 461		
4.	47°01,90'	38°54,00'
3.	47°02,40'	38°54,00'
5.	47°02,40'	38°55,00'
6.	47°01,90'	38°55,00'

The boundaries of Roads Nos. 1 - 5 are marked with shoreline non-luminous sash signs.

Anchorage are located on the roadstead No. 6 at the coordinates:

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.

On the approaches to the seaport there is anchorage No.462, bounded by the lines connecting in order the points with coordinates:

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.

**INFORMATION ON TECHNICAL CAPABILITIES OF THE SEAPORT IN
TERMS OF SHIP RECEPTION**

Berth No.	Berth location (km of the Don River)	Berth length, m	Design depth at the berth from the design level of Azov seaport, m
1	3167.40 (left bank)	140,00	3,89
2	3167.53 (left bank)	130,00	3,89
3	3167.66 (left bank)	130,00	3,89
4	3167.78 (left bank)	125,00	4,64
5	3167.91 (left bank)	122,57	4,64
6	3168.04 (left bank)	132,50	4,64
7	3168.17 (left bank)	132,50	4,64
8	3168.30 (left bank)	132,50	4,64
9	3168.43 (left bank)	132,50	4,64
10	3168.56 (left bank)	262,80	4,64
11	3168.6 (left bank)	37,50	4,64
12	3166.95 (left bank)	149,10	3,46
13	3167.10 (left bank)	140,00	4,50
14	3167.23 (left bank)	188,06	1,44
15	3168.78 (left bank)	144,40	4,74

16	3168.92 (left bank)	224,30	5,24
17	East side of Azovryba bucket	156,00	5,24
18	East side of Azovryba bucket	165,0	4,74
19	East side of Azovryba bucket	165,0	4,74
21	Western side of Azovryba bucket	60,00	4,60
22	Western side of Azovryba bucket	176,60	5,00
23	Western side of Azovryba bucket	157,00	5,00
24	Western side of Azovryba bucket	100,00	5,24
25	3169.40 (left bank)	140,00	5,24
26	3169.82 (left bank)	86,00	4,74
27	3170.00 (left bank)	150,51	5,24
28	3170.00 (left bank)	130,90	5,24
29	3170.33 (left bank)	170,00	5,24
30	3170.48 (left bank)	128,70	5,24
31	3170.50 (Uziak River)	160,80	5,24
32	3170.50 (Uziak River)	189,70	5,24
33/1	3170.70 (Uziak River)	94,00	4,74
33/2	3170.70 (Uziak River)	110,00	4,74
33/3	3170.80 (left bank)	126,00	4,74

33/4	3170.80 (left bank)	126,00	4,74
34	3172.40 (left bank)	131,50	5,24
35A	3173.50 (left bank)	150,00	5,00
35B	3173.50 (left bank)	150,00	5,00
36	3177.20 (east wall pilot station bucket)	155,75	2,30
37	3177.20 (west wall pilotage bucket)	105,0	4,00
38	2.70 Kalancha sleeve	140,00	4,50
38/1	2.70 Kalancha sleeve	195,44	4,74
38/2	2.70 Kalancha sleeve	137,00	4,74
pier	2.70 Kalancha sleeve	225,00	5,00
ladle Azoskaya judicial system	3169.60 - 3170.18 (left bank)	0.161 km	3,00 - 4,50

**INFORMATION ON THE MINIMUM QUANTITY AND PAWER OF
TUGBOATS FOR MOORING OPERATIONS OF SHIPS IN THE SEAPORT**

Ship		Minimum quantity of tugboats and their power in KW		Berth numbers
length (meters)	ship type	mooring	unmooring	
1.	2.	3.	4.	5.
Up to 120	With one screw	2 x 220	2 x 220	All
	With one screw and bow thruster	1 x 220	1 x 220	All
	With two screws	1 x 220	1 x 220	All, except berths 17, 22, 23, 24, 31, 32;
		2 x 220	2 x 220	17, 22, 23, 24, 31, 32
	With two screws and a bow thruster	Don't required	Not required	All, except berths 17, 22, 23, 24, 31, 32;
		1 x 220	1 x 220	17, 22, 23, 24, 31, 32
120 or more	With one screw	2 x 220	2 x 220	All
	With one screw and a bow thruster	1 x 220	1 x 220	All
	With two screws	2 x 220	2 x 220	All
	With two screws and a bow thruster	1 x 220	1 x 220	All

INFORMATION ON THE AREA OF COMPULSORY PILOTAGE OF SHIPS IN THE SEAPORT

The area of compulsory pilotage of ships in the seaport is established in the following sections of the seaport water area:

Section No. 1 - Azov Don Sea Canal 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 COASTAL NAVIGATION MARKS

1. Prohibiting signs:

1) The sign "Divergence and overtaking prohibited" indicates the section of the ship's course where overtaking and divergence are prohibited: a round shield bordered by a red stripe and divided by a red diagonal stripe, with a symbol - two black vertical arrows in different directions crossing the diagonal stripe.

At night, an eclipsing yellow flame.

2) The "No Anchors" sign indicates the area of the underwater crossing where it is forbidden to drop anchors, chains and lots: a shield bordered by a red stripe and divided by a red diagonal stripe. The symbol is a black anchor.

At night, two permanent yellow lights arranged vertically.

3) The "Do Not Disturb" sign indicates sections of the waterway where disturbance is prohibited: a circular shield bordered by a red stripe and separated by a red diagonal stripe. The symbol is two horizontal wavy lines of black color.

At night, an eclipsing yellow flame.

2. Warning and prescriptive signs:

Prescriptive signs shall be placed on a rectangular white shield bordered by a red stripe, with a drawing (silhouette) of black color.

1) The "Caution" sign indicates sections of the shipping lane where special care must be taken: the figure is an exclamation mark.

At night, yellow flashing lights.

2) Ship's Course Crossing" sign for marking places where ships and ferries cross the ship's course.

The pattern is a vertical wide pointed stripe and a horizontal narrow stripe.

At night, yellow flashing lights.

3) The sign "observe over-water clearance" indicates the bridge and over-water crossing. The figure indicates the minimum clearance height of the over-water crossing, the height of the underbridge navigation clearance of the bridge navigation span from the calculated water level (m).

The shield is square, bordered by a red stripe. In the upper part of the shield under the stripe is a black triangle with the top downwards.

At night, two yellow permanent lights arranged horizontally.

3. Index signs:

1) "Vessel Turnover Point" sign to indicate the area where it is safest to turn the vessel around. White square shield in the form of a rhombus with a symbol - one circular arrow of black color.

At night, the yellow fire is constant.

2) "Road Pointer" sign to indicate the Road boundary: two white shields in the shape of an isosceles triangle. The front sign has the shield with the top up, the back sign has the top down. If there are several Roads, the number indicates the Road's serial number.

Note. It is allowed to install additional shields, where the arrow indicates the direction of the roadstead and the numbers - the length of the roadstead (m).

At night, the lights are permanent on the left bank are green and on the right bank are red.

RESTRICTIONS ON ICE NAVIGATION OF SHIPS IN THE SEAPORT WATER AREA

Ice conditions	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
1.	2.	3.	4.
Thickness of solid ice cover 10 to 15 centimeters	Ships with ice class Ice1 and higher	Ships without ice class	Tug with towed barges
Thickness of solid ice cover 15 to 30 centimeters	Ships with ice class Ice2 and higher	Ships with ice class Ice1	Ships without ice class, tug with towed barges
Thickness of solid ice cover 30 to 50 centimeters	Ships with ice class Ice3 and higher	Ships with ice class Ice1 and Ice2	Ships without ice class, tug with towed barges
Thickness of solid ice cover more than 50 centimeters	Ships with ice class Arc4 and higher	Ships with ice class Ice2 and Ice3	Ships without ice class and class Ice1, tug and towed barges

INFORMATION ON REPAIR AND MOORING FACILITIES AT SEAPORT

Number	Name of standing and repair of ships	Ship repair and standing are located in the areas bounded by straight lines connecting in order the points with coordinates:	Information on lying of ships
1.	Bucket Azov Shipyard	1. 47°07.41' N and 039°23.19' E; 2. 47°07.15' N and 039°23.47' E; 3. 47°07.14' N and 039°23.59' E; 4. 47°07.24' N and 039°23.68' E; 5. 47°07.43' N and 039°23.24' E	Standing of ships in the «Azov Shipyard» bucket up to four ships board to board are allowed
2.	LLC"Shipbuilding-shipyard "Obukhovsky" (site No. 1)	1. 47°09.08' N and 039°27.29' E; 2. 47°09.09' N and 039°27.44' E; 3. 47°09.06' N and 039°27.45' E; 4. 47°09.06' N and 039°27.34' E	Ships are allowed to moorings board to board up to four ships
3.	LLC"Shipbuilding shipyard "Obukhovsky" (site No. 2)	1. 47°09.28' N and 039°26.88' E; 2. 47°09.20' N and 039°27.05' E; 3. 47°09.15' N and 039°27.18' E; 4. 47°09.12' N and 039°27.15' E; 5. 47°09.18' N and 039°27.04' E; 6. 47°09.16' N and 039°27.01' E; 7. 47°09.24' N and 039°26.85' E.	Ships are allowed to mooring board to board up to four ships
4.	The ladle basin «Lotspost»	1. 47°06.42' N and 039°18.92' E; 2. 47°06.36' N and 039°19.07' E; 3. 47°06.33' N and 039°19.05' E; 4. 47°06.37' N and 039°18.94' E.	Ships are allowed to mooring board to board up to two ships