

**MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION**

**THE ORDER**

**December 13, 2012, No. 430**

**ON APPROVAL OF THE BYLAWS AT THE SEA PORT AZOV**

List of changing documents

(Ed. Order of the Russian Ministry of Transport from 09.01.2019 N 2)

In accordance with 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:

Approve the enclosed Bylaws at the sea port Azov.

Minister  
M.Yu. SOKOLOV

## **BYLAWS AT THE SEA PORT AZOV**

### List of changing documents

(Ed. Order of the Russian Ministry of Transport from 09.01.2019 N 2)

### **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-FL «On sea ports of the Russian Federation and on changing particular legal acts of the Russian Federation»<sup>1</sup>, Federal law dated April 30, 1999 No. 81-FL «Merchant shipping code of the Russian Federation»<sup>2</sup> (hereafter, MSC), the General rules for ships navigation and anchorage at sea ports of the Russian Federation and approaches to them<sup>3</sup> (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 hydro meteorological information transferred to masters of the ships staying in the sea port; Information about repair and ship repair points; 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.

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<sup>1</sup> 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.

<sup>2</sup> 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.

<sup>3</sup> 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” (reg istered 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).

## II. Description of the sea port

5. The sea port is located in the Don River mouth from 3151 km of the Don River up to the entrance light buoy No.1 of the Azov- Don Sea Canal, 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-r<sup>4</sup>

7. Navigation of the ships to the sea port is executed through the Azov- Don Sea Canal (hereafter, ADSC), consisting of three reaches with total length of 13,66 nautical miles and width of 70 meters.

Information on the Azov- Don Sea Canal, 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 Federation<sup>5</sup>.

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 3,5 meters causing the berth flooding, in case of eastward winds - gusts up to 2.5 meters, 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. Approaches to the sea port of Azov are the lane moving of ships along the recommended route No. 31 (hereafter –RP No.31) from the receiving buoy No.1 Azov-Don Sea Canal to the meridian longitude 38°14,0' E, the width of one nautical mile in each direction from the line RP No. 31, including anchorage No. 462. Information about the anchorages of the sea port Azov is given 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 high at water level 0 on the rake of the Taganrog seaport .

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

from the ADSC 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.

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<sup>4</sup> Collection of Legislative Acts of the Russian Federation, 2010, No. 2, article 259.

<sup>5</sup> 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).

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 sea port is the freezing port.

20. 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.

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, including measures ensuring the safety of navigation for the arrival and departure of ships from the seaport**

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](http://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 and on approaches to it.**

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.azovseaport.ru](http://www.azovseaport.ru). (hereafter website-[www.azovseaport.ru](http://www.azovseaport.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 ADSC from the entrance buoy No.1 up to 3171 km. of Don River by the vessel traffic service (hereafter, VTS);

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 must inform the Harbour Master on VHF channels 71 and 16 call sign «Azov-traffic-control» and VTS on channels 12 and 16, call sign«Taganrog-traffic-control» about the passing of the entrance buoy No.1 of the ADSC, “0” km, 3171 km.of the Don River, the Koysug River mouth (3151 km o f 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 ADSC, 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 on channels VHF Nos. 12 and 16 call sign «Taganrog-traffic-control»

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 ADSC is permitted with visibility not less than 1 nautical mile, at the wind speed not more than 15 meters per second.

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

28. When navigating along the ADSC, 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.

29. Navigation of all ships between the buoy No.36 (lat. 47°04,6' N and long. 39°08,5' E) and «0» km. Don River (3180 km of the Don River) must be carried out with the speed not more than 6 knots.

30. Small vessels, recreational craft with a gross capacity of less than 500 and sports sailing vessels in the seaport should be carried out at a safe speed outside the ship's course (fairway), and where this is not possible should not be to make it difficult to move the ships following the ship's course (fairway).

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 ADSC from the entrance buoy up to "0" km);
- port vessels;
- small vessels;
- sport sailboats;
- recreational craft with length not more than 25 meters;
- passenger vessels navigating only at the sea port water area.

34. With the beginning of ice formation and until the ice is completely cleared, the buoys of the floating navigation fence are partially removed in the sea port. Information about the removed buoys is communicated to the shipbuilders in the notices of the navigators and is posted on the website of the [www.azovseaport.ru](http://www.azovseaport.ru).

35. The entry/exit of vessels more than 100 metres long to/from the Azov Shipyard is allowed during daylight hours with two tugs with a total capacity of at least 440 kW.

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 waterways<sup>6</sup>, if such ships do not leave the limits of the Don River and its feeders.

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<sup>6</sup> 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).

37. In the sea port water area the following is not allowed:
- to exhibit arrows, 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;
38. In the sea port water area the following is not allowed:
- to exhibit arrows, 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);
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  - to use light sources directed along the navigation pass at berths and on ships at night time which affects the navigation safety.
39. Ships engaged in fishing in the sea port water area should not impede the passage of other ships.
40. 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.
41. 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).
- Ships entering the main fairway from side fairways shall keep out of the way of the ships proceeding along the main fairway.
42. When proceeding along the sea port berths ships overtaking is not allowed. Ships have to proceed with a minimum speed sufficient for course-keeping.
43. When the ship stops in the ship's course (fairway), the ship's captain must inform the Harbour Master of the seaport on channels 71 and 16 of communication of the VHF, the call sign "Azov-traffic-control, and the VTS on the channels 12 and 16 of communication of the VHF, the call sign " Taganrog traffic control" as well as approaching vessels so that they can take the necessary measures to safely diverge from the emergency vessel.
44. 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.
45. 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.
46. 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.
47. 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.
48. Ships towing in the sea port water area is allowed at the wind speed up to 15 meters per second.

49. Ships alongside towing are not allowed.
50. 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.
51. 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**

52. On the approaches to the seaport from the Taganrog Bay, ADSC and the estuary to 3171 km of the Don River, VTS operates.

53. 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 Szalnikskaya Kosa;
  - section of the ship's passage (fairway) of the Don River from the mouth - "0" km (3183 km of the Don River) to the northwestern tip of island Bugor (3171 km of the Don River).

In the area of the VTS is the area of the sea port, which includes ADSC from the receiving buoy No. 1 to the mouth - "0" km (3183 km of the Don River), a section of the main shipping course (fairway) from the mouth - "0" km (3183 km) of the Don River to 3,171 km of the Don River, including the 3171 km of the Don River, including:

Road No 3, located on the right side of the Don River on area from 3172.4 km to 3173.4 km;

Road No. 4, located on the right side of the Don River on area from 3175.6 km to 3176.4 km;

Road No. 5, located at the right side of the Don River on area from 3177, 8 km to 3178.3 km;

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

54. 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. Information about entering VTS operating zone is transmitted when the vessel crosses the meridian 038°14,00' E

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.

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

1 Compulsory pilotage of a ship by VTS is carried out along the ADSC - from buoy No. 1 ADSC up to 3171 km. Don River.

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 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 anchors

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. Ships berthing:

on berths Nos. 1, 12, 13, 17, 22, 23, 26, 31, 32 and 34 allowed in one hull;

on berths Nos. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 15, 16, 24, 25, 29, 30, 35A, 35B and 38 - in two hulls.

Long-term berthing places of ships in the sea port is allowed at repair places and service places of the vessels. Repair and service of vessels is allowed in places equipped and provided for repair, maintenance, as well as technical inspection of ships and other floating objects. Information about the repair places and service places of ships in the sea port is given in Appendix No. 9.

The repair and service places of the vessels must have an agreed plan for the deployment of ships agreed with the Harbour Master.

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. 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.

70. 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.

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

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

73. 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.

#### **VII. Rules for Environmental Safety, Including the identification of waste from vessels to be sea port, compliance rules quarantine at the seaport**

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, 1973<sup>7</sup>) and harmful substances overboard discharge should be closed and sealed.

76. There are no reception facilities at the sea port for ballast water. The discharge of ship ballast waters in the sea port is not allowed.

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.

#### **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. In the area of the VTS, the vessels additionally keep a radio watch on the 74 channel of communication of the VHF or on the 12 channel of communication of the VHF.

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.

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<sup>7</sup> 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).

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

84. 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**

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

86. 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.

87. Operating range of the onshore station ( hereafter- OS) A1 GMDSS consist:

OS No. 1 (Taganrog sea port) from the center with coordinates latitude 47°12,00' N and longitude 38°57,00' E - 23 nautical miles;

OS No. 2 (Locpost), from the center with coordinates latitude 47°06,00' N and longitude 38°19,00' E - 21.6 nautical miles.

#### **X. Information about technical capabilities sea port in terms of ship reception**

88. 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.

89. 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.

90. 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.

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

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

92.1. At the sea port, the cargo congestion operations are carried out in accordance with the Regulations for the organization of the transport of cargo from ship to ship<sup>8</sup>.

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

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<sup>8</sup> Order of the Russian Ministry of Transport of April 29, 2009 N 68 "On approval of the Rules for the organization of the loading of cargo from ship to ship" (registered by the Russian Ministry of Justice on June 29, 2009, registration N 14146) with changes made by the order Russian Ministry of Transport on May 10, 2016 N 122 (registered by the Russian Ministry of Justice June 7, 2016, registration N 42438).

## **XI. Information on the organization of vessels sailing in the ice at the seaport and on the approaches to it**

94. The start and end of the period of ice navigation at the sea port and at approaches to it is announced by the Harbour Master.

95. 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.

96. 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.

97. 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](http://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.

98. 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.

99. 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.

100. 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.

101. 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.

102. 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.

103. 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.

104. 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.

105. 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.

106. 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.

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

108. 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**

109. 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.

110. 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.

111. 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.

112. 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 hydro meteorological information transferred to the masters of ships lying at the sea port**

113. Transmission of hydro meteorological 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

114. Transmission of hydro meteorological and navigation information to the ships being within the operating zone of vessel traffic system (VTS) is carried out by VTS through the VHF channels No.74.

115. Vital information and storm warnings are transmitted by the VTS through the VHF channels No. 16.

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

INFORMATION ON THE AZOV- DON SEA CANAL, NAVIGATION CHANNELS  
(FAIRWAYS) OF THE SEA PORT

Length of the Azov- Don Sea Canal is 13,66 nautical miles.

Navigation width of the Azov- Don Sea Canal is 70 meters, navigation depth is 4 meters.

The sea part of the Azov Don Sea Canal 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 47°02,67' N and 38°55,11' E;
- No. 2 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 47°02,22' N and 38°56,97' E;
- No. 2 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 1 47°04,42' N and 39°05,80' E;
- No. 2 47°05,27' N and 39°14,94' E;
- Reach direction: 82,4° - 262,4°.

Entrance to the Azov- Don Sea Canal from the Sea of Azov is marked with the entrance buoy No.1 of the Azov- Don Sea Canal located at point with coordinates 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 (3151 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:

Point No.	Geographical coordinates	
	North latitude	Eastern longitude
1.	2.	3.
<b>Road No. 1</b> Located on the right sides of the Don River on area of 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'
<b>Road No. 2</b> Located on the right sides of the Don River on area 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 sides of the Don River on area of 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 sides of the Don River on area of 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'
<p>Road No. 5 Located on the right sides of the Don River on area of 3177.8 - 3178.3 km.</p>		
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'
<p>Road No. 6 Anchorage No. 464</p>		
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'
<p>Anchorage No. 461</p>		
1.	47°01,90'	38°54,00'
2.	47°02,40'	38°54,00'
3.	47°02,40'	38°55,00'
4.	47°01,90'	38°55,00'

The boundaries of Nos. 1 - 5 roads are marked by coastal non-luminosity sash signs.

On Road No. 6 there are anchors at points with coordinates:

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

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

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

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

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

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

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

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

No. 17 latitude 47°01,97' N and longitude 38°54,01' E;

No. 18 latitude 47°01,97' N and longitude 38°53,37' E;

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

No. 20 latitude 47°01,97' N and longitude 38°52,69' E;

On the approaches to the sea port is anchorage No. 462, limited by lines connecting the points in order with coordinates :

46°58,60' N and 38°29,50' E

46°59,80' N and 38°29,50' E

46°59,80' N and 38°27,00' E

46°58,50' N and 38°27,00' E

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

Berth No.	Berth location (km of the Don River)	Berth length (meters)	Project depth at the berth from the project edifice level of the Sea port of Azov (meters)
1.	2.	3.	4.
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 the ladle basin of the Azov fish processing plant	156,00	5,24
18	East side of the ladle basin of the Azov fish processing plant	220,00	3,80
19	East side of the ladle basin of the Azov fish processing plant		3,80
21	West side of the ladle basin of the Azov fish processing plant	60,00	4,60

22	West side of the ladle basin of the Azov fish processing plant	176,60	5,00
23	West side of the ladle basin of the Azov fish processing plant	157,00	5,00
24	West side of the ladle basin of the Azov fish processing plant	100,00	5,24
25	3169.40 (left bank)	140,00	5,24
26	3169.82 (left bank)	86,00	4,74
29	3170.33 (left bank)	170,00	5,24
30	3170.48 (left bank)	128,70	5,24
31	3170.50 (Eric Uzak)	160,80	5,24
32	3170.50 (Eric Uzak)	189,70	5,24
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	3177,2 (boot basin of the pilot post, east side)	155,75	2,30
37	3177,2 (ladle basin of the pilot post, west side)	35,60	2,05
38	2.70 arm Kalancha	140,00	4,50
38/1	2.70 arm Kalancha	195,44	4,74
38/2	2.70 arm Kalancha	137,00	4,74
Pal berth	2.70 arm Kalancha	225,00	5,00
Ladle basin of Azov Shipyard	3169.60 - 3170.18 (left bank)	0.161 km	3,00 - 4,50

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	mooring	unmooring	
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, 31,32; 17, 22, 23, 24, 31,32
		2 x 220	2 x 220	
With two propellers and bow thruster	Not required 1 x 220	Not required 1 x 220	All, except for the berths 17, 22, 23, 24, 31,32; 17, 22, 23, 24, 31,32	
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 - 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 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 vertical ly.



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 horizont ally.

### 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 AREA<sup>9</sup>

<b>Ice condition</b>	<b>Ships allowed to navigate in ice with icebreakers assistance or without assistance</b>	<b>Ships allowed to navigate in ice with icebreakers assistance only</b>	<b>Ships not allowed to navigate in ice</b>
Solid ice thickness 10-15 cm	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 30-50 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 50 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

- <sup>9</sup> Ice strengthening notations are given according to the Russian Maritime Register of Shipping rules.

Appendix No. 9  
to Bylaws  
(i. 67)

**INFORMATION ABOUT THE REPAIR PLACES AND THE SERVICE PLACES IN THE SEA PORT**

	Name of the Repair and service places	Repair and service places are located in areas boundedly limited by direct lines connecting points to coordinates.	Notes
1	2	3	4
1.	The ladle basin of Azov Shipyard	1. 47°07.44' N and 39°23.18' E; 2. 47°07.24' N and 39°23.59' E; 3. 47°07,13' N and 039°23.47' E; 4. 47°07.15' N and 39°23.36' E; 5. 47°07.42' N and 39°23.08' E.	The berthing of the ships In boot basin "Azov shipyard" is allowed by lag up to four hulls.
2.	the ladle basin of the Azov fish processing plant	1. 47°06.98' N and 39°23.82' E; 2. 47°06.98' N and 39°23.80' E; 3. 47°07.05' N and 39°23.80' E; 4. 47°07.08' N and 39°23.80' E; 5. 47°07.08' N and 39°23.82' E; 6. 47°07.05' N and 039°23.82' E.	The berthing of ships Is allowed by lag in two hulls or stern for vessels no longer than 30 meters long
3.	Ship Repair Plant Obukhovsky Section No. 1	1. 47°09.08'N and 39°27.20' E; 2. 47°09.09' N and 39°27.33'E; 3. 47°09.06' N and 39°27.34' E; 4. 47°09.05' N and 39°27.25' E.	The berthing of ships is allowed by lag in two hulls
4.	Ship Repair Plant Obukhovsky Section No. 2	1. 47°09.16' N and 39°27.08' E; 2. 47°09.18' N and 39°27,10' E; 3. 47°09.25' N and 39°26.92' E; 4. 47°09.23' N and 39°26.90' E.	The berthing of ships is allowed by lag in two hulls
5.	The ladle basin of the pilot post	1. 47°06.42' N and 39°18.92' E; 2. 47°06.36' N and 039°18.94' E; 3. 47°06.35'N and 039°18.97' E; 4. 47°06.34' N and 039°18.98' E; 5. 47°06.34'N and 039°18.99' E; 6. 47°06.36' N and 039°19.07' E; 7. 47°06.36' N and 039°19.07' E.	The berthing of ships is allowed by lag in two hulls