

**THE MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION**

**ORDER**

**dated October 23, 2018 N 378**

Moscow Ministry of Justice of the Russian Federation REGISTERED  Registration No. 52745 November 21, 2018
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**ON APPROVAL OF COMPULSORY HARBOR REGULATIONS  
AT THE SEAPORT OF PROVIDENIYA**

In accordance with Article 14 of the Federal Law dated November 8, 2007 No. 261-Φ3 “On seaports in the Russian Federation and on amending certain legislative acts of the Russian Federation” (Corpus of legislative acts of the Russian Federation, 2007 No. 46 art. 5557; 2008 No. 29 art. 3418, No. 30 art. 3616; 2009 No. 52 art. 6427; 2010 No. 19 art. 2291, No. 48 art. 6246; 2011 No. 1 art. 3, No. 13 art. 1688, No. 17 art. 2313, No. 30 art. 4590, art. 4594; 2012 No. 26 art. 3446; 2013 No. 27 art. 3477, No. 30 art. 4058; 2014 No. 45 art. 6153, No. 49 art. 6928; 2015, No. 1 art. 52, No. 29 art. 4339; 2016 No. 27 art. 4215; 2017 No. 27 art. 3945, No. 30 art. 4457; 2018 No. 1 art. 34, 44, No. 32 art. 5117), I hereby order:

To approve the enclosed Compulsory Harbour Regulations at the seaport of Provideniya.

Minister

/signature/

E.I. Ditrikh

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## **COMPULSORY HARBOUR REGULATIONS at the seaport of Provideniya**

### **I. General provisions**

1. The Compulsory Harbour Regulations at the seaport of Provideniya (hereinafter – the Compulsory Harbour Regulations) have been developed according to the Federal Law dated November 8, 2007 No. 261-ФЗ “On seaports in the Russian Federation and on amending certain legislative acts of the Russian Federation”, the Federal Law dated April 30, 1999 No. 81-ФЗ “The Merchant Shipping Code of the Russian Federation”<sup>1</sup>, General Rules of ships’ navigation and mooring at the seaports of the Russian Federation and at approaches thereto<sup>2</sup> (hereinafter – the General rules).

2. The present Compulsory Harbour Regulations contain description of Provideniya seaport (hereinafter – the Seaport); rules of calling at the seaport and leaving the seaport by ships, including arrangements for ensuring safety of navigation for calls of ships to the seaport and leaving it; rules of navigation within the seaport waters and approaches to it; description of the territory of application of the Ship Traffic Control and ship navigation rules within this area; rules of mooring ships in the seaport and allocation of berths; rules of ensuring environmental safety, including identification of the types of ships’ waste, which must be collected at the seaport, compliance with quarantine regulations at the seaport; rules of using specialized communication devices on the territory of the seaport; details of the seaport boundaries; details of approaches to the seaport; details of technical capacity of the port’s berthing facilities; details of the navigation season; details of the area of compulsory pilotage in the seaport; details of water depths within the seaport and on approaches to it; information about handling dangerous cargo; details of transmitting information by masters of ships staying in the seaport in case of threat of unlawful interference in the seaport; details of transmitting navigational and hydrometeorological information to masters of ships staying in the seaport; any other information stipulated by regulatory legal acts of the Russian Federation related to merchant shipping.

3. The present Compulsory Harbour Regulations must be followed by all ships regardless of their national and departmental identity, as well as by individuals and legal entities operating within the Seaport.

4. Ships’ navigation within the Seaport and its approaches, moorage of ships within the Seaport waters must be carried out in accordance with the General Rules and the present Compulsory Harbour Regulations.

### **II. Description of the seaport**

5. The seaport is located on the shore of the Bering Sea in Komsolmorskaya Bay.

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<sup>1</sup> Corpus of legislative acts of the Russian Federation, 1999 No. 18 art. 2207; 2001 No. 22 art. 2125; 2003 No. 27 art. 2700; 2004 No. 15 art. 1519, No. 45 art. 4377, 2005 No. 52, art. 5581; 2006 No. 50 art. 5279; 2007 No. 46 art. 5557, No. 50 art. 6246; 2008 No. 29, art. 3418, No. 30, art. 3616, No. 49 art. 5748; 2009 No. 1 art. 30, No. 29 art. 3625; 2010 No. 27 art. 3425, No. 48 art. 6246; 2011 No. 23 art. 3253, No. 25 art. 3534, No. 30 art. 4590 art. 4596, No. 45 art. 6335, No. 48 art. 6728; 2012 No. 18 art. 2128, No. 25 art. 3268, No. 31 art. 4321; 2013 No. 30, art. 4058; 2014 No. 6 art. 566, No. 42 art. 5615, No. 48 art. 6659; 2015 No. 1, art. 89, No. 13 art. 1810, No. 29, art. 4339, 4356; 2016 No. 27, art. 4186, art. 4215; 2017, No. 7, art. 1029, No. 27 art. 3945, No. 30 art. 4457, No. 52 art. 7293; 2018 No. 1 art. 44.

<sup>2</sup> Order of the Ministry of Transport of Russia dated October 26, 2017 No. 463 “On approval of the General rules of navigation and stay of ships in seaports of the Russian Federation and on approaches thereto” (registered by the Ministry of Justice of Russia on March 23, 2018, registration N 50497).

6. The seaport's boundaries are endorsed by the decree of Government of the Russian Federation No. 789-p<sup>3</sup> dated May 16, 2011.

7. A maritime seasonal cargo and passenger checkpoint through the state border of the Russian Federation is endorsed at the seaport<sup>4</sup>.

8. The seaport includes the following marine roadstead terminals:

Lavrentia terminal located in Lavrentia Bay of the Bering Sea near Lavrentia village;

Uelen terminal located in the southern part of Chukchee Sea near Uelen village;

9. The seaport is a freezing port; icebreaker support is not offered at the seaport.

10. The seaport is open for navigation from June to November.

11. The Harbour Master annually informs seafarers about commencement and closing of navigation period.

12. The seaport's roadstead is a place of refuge for ships in stormy weather, except for north or south winds, when the wind speed is 20 meters per second or higher.

13. The Seaport does not render services of provisioning, including fresh water, and bunkering; the Seaport has no ship repair facilities, it does not accept bilge and sewage water and rubbish.

14. Passenger and cargo shipping is implemented at the seaport.

15. Ships and other watercrafts with nuclear propulsion systems and sources of radiation<sup>5</sup> (hereinafter – ships with NPS) may call at the seaport.

Anchorage No. 1 is designed for ships with NPS, which is indicated in the Annex No. 2 to the present Compulsory Harbour Regulations.

The berth No. 1 is used for discharge of ships and other watercrafts, which carry nuclear materials, nuclear substances and items, which contain them as indicated in Annex No. 3 to the present Compulsory Harbour Regulations.

16. The details of approaches to the seaport are set forth in the Annex No. 1 to the present Compulsory Harbour Regulations.

17. The details of the seaport's anchorages are set forth in the Annex No.2 to the present Compulsory Harbour Regulations.

18. The details of technical capacity of the port's berthing facilities are set forth in the Chapter IX of the present Compulsory Harbour Regulations and in the Annex No. 3 to the present Compulsory Harbour Regulations.

19. The Seaport is not included into an operational zone of sea areas A1 and A2 of the Global Maritime Distress and Safety System (hereinafter – GMDSS).

20. The details about very high frequency communication channels (hereinafter referred to as VHF) used in the seaport are set forth in the Annex No. 4 to the present Compulsory Harbour Regulations.

21. The seaport offers towing services performed by a tug of the capacity 1180 kW.

Ships equipped with two propellers and a thruster or more than two thrusters are exempt from compulsory towage.

22. Pilotage is compulsory at the seaport. Information about compulsory pilotage of ships at the seaport are set forth in the Annex No. 5 to the present Compulsory Harbour Regulations.

### **III. Rules for ships' calls and departures at/from the seaport, including arrangements for ensuring safety of navigation for calls of ships at the seaport and leaving it**

23. The information about ships' calling at the seaport and departure from the seaport is

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<sup>3</sup> Corpus of legislative acts of the Russian Federation, 2011 No. 21 art. 3007.

<sup>4</sup> Decree of the Government of the Russian Federation No. 2665-p dated November 29, 2017 (Corpus of legislative acts of the Russian Federation, 2017 No. 49 art. 7527).

<sup>5</sup> Decree of the Government of the Russian Federation No. 14-p dated January 6, 1997 (Corpus of legislative acts of the Russian Federation, 1997 No. 3 art. 396; 2008 No. 8 art. 806; 2010 No. 14 art. 1680; 2011 No. 41 art. 5798; 2014 No. 4 art. 414; 2016 No. 29 art. 4855).

transferred to the Harbour Master via the following URL address: [www.portcall.marinet.ru](http://www.portcall.marinet.ru).

24. Registration of ships entering and leaving the seaport is performed 24 hours a day.

The Harbour Master issues a permit to a ship for navigation within the seaport waters and outside it with subsequent return to the seaport if the subject ship, its crew, hull, machinery and equipment comply with applicable requirements related to navigation safety and protection of marine environment from pollution based on documents listed in the Annexes No. 1 and 2 to General Rules and application of the ship's master, shipowner or the ship agent indicating the following information:

Ship's number assigned by International Maritime Organization (hereinafter referred to as IMO number) (if applicable);

Ship's name in Russian and Latin letters;

Ship's call sign;

Ship's number within Marine Mobile Service;

Name and IMO number (if applicable) of the shipowner (if any);

Name and IMO number (if applicable) of the ship operator (if any);

Ship's class and its classification society;

Main parameters of the ship (ship's type, year of built, gross tonnage, deadweight, overall length, overall width, depth, air draught, module, maximum draught, forward draught, aft draught, GMDSS area, permitted area of navigation);

List of crew members (last name, first name, patronymic (if applicable) or names, nationality, position at the ship, date and place of birth, type and details of an identification document);

Nature of the ship's operations;

Area of navigation;

Existing restrictions of the area and season of the ship's navigation;

The information about the ship's security;

The information about sanitary and epidemiological situation aboard the ship;

The information about condition of the ship's cargo-handling equipment (mechanisms) if any, as well as about any material incompliance of the ship to requirements of international conventions related to protection of human life at sea, safety of navigation, protection of marine environment from pollution from ships and transportation security.

The Harbour Master issues a permit to a ship for navigation within the seaport waters and outside it with return to the seaport in writing stating the information set forth in application of the ship's master, shipowner or ship agent, as well as restrictions of area and season of navigation applicable to the ship, date of issue and period of validity of the permit.

Every time a ship, which has been issued a permit, exits the seaport and calls to the seaport, it must notify the Harbour Master about the exit/call from/to the seaport using VHF calling channel 16, call sign "Provideniya-radio-5" or the VHF operating channel 11.

#### **IV. Rules of ships' sailing within the Seaport waters and at approaches to it**

25. Authorization-based procedure for navigation and moorage of ships is in force at the seaport in accordance with the schedule of ships' allocation and traffic.

26. Harbour Master endorses the schedule of ships' allocation and traffic at the seaport every day based on information about a ship's call submitted in accordance with p. 23 of the present Compulsory Harbour Regulations.

27. Speed of ships' navigation at the seaport's waters should not exceed six knots.

28. Ships may sail in the seaport waters under visibility of at least five cables.

29. The place, where pilots embark ships entering the seaport and disembark the ships leaving the seaport is the location with the coordinates Lat. 64°22,80'N and Long. 173°21,90' W. Pilots embark / disembark ships also at the seaport's berths.

30. In stormy weather, in particular, when there is wind and swelling of the southern direction, pilots embark / disembark under the protection of Yien tongue (Gaydamak cape) at the

location with the coordinates Lat. 64°22,20' N and Long. 173°20,70' W.

31. The following categories of ships are exempt from compulsory pilotage:

Icebreakers;

Support and supply ships located within the seaport's waters and at approaches to it and the seaport's infrastructural objects;

Ships of gross tonnage less than 500;

Small watercrafts;

Sports sail yachts.

32. Overtaking ships and crossing ahead of them, sailing with a veered out anchor chain and drifting is not permitted in the seaport's waters.

33. Carrying passengers is allowed at the seaport only when speed of wind does not exceed 10 meters per second, swell is not higher than 0.5 meters and visibility is at least five cables.

34. Small watercrafts, with the exception of port fleet ships, are not permitted to:

navigate and anchor within the seaport's anchorages and at fairway channels listed in the Annex No. 1 to the present Compulsory Harbour Regulations;

navigate in the seaport waters under the speed of wind greater than 10 meters per second;

navigate in the seaport waters under the visibility less than 5 cables;

navigate in the seaport waters when radio communication with the Harbour Master is not available;

approach anchored and berthed ships;

navigate in the seaport's waters with anchor chain, ropes and tackling veered out;

maneuvering in close proximity to sailing ships, operating bottom dredgers and floating cranes;

approach seaport's berths without permit of the Harbour Master;

moor to floating and stationary units of navigation equipment and anchor in their proximity.

35. Ships with broken propeller-rudder mechanisms, main engine or anchorage mechanism and non-self-propelled ships may be towed and relocated within the seaport subject to permission of the Harbour Master under the speed of wind not greater than 10 meters per second and visibility at least 20 cables.

#### **V. Description of the operational zones of the Ship Traffic Control and ship navigation rules effective within these zones**

36. Shipping Control and Administration Service is operating at the seaport (hereinafter referred to as the SCAS<sup>6</sup>). Operational Zone of the SCAS is the seaport waters and approaches to it.

37. Ships' traffic at the seaport is regulated by the Harbour Master service at VHF calling channel 16, call sign is "Provideniya-radio-5".

#### **VI. Rules of ships' mooring at the seaport and allocation of mooring points**

38. In the seaport, ships can be moored at anchorages, information about which is set forth in the Annex No. 2 to the present Compulsory Harbour Regulations.

39. Ships may perform anchoring / unanchoring operations and mooring operations subject to permit of the Harbour Master.

40. Tankers may moor at berths one hull only.

41. Pilotage and tug assistance are compulsory, when ships are moored or ships longer than

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<sup>6</sup> Part 1, art. 15 of the Federal Law No. 261-Ф3 dated November 8, 2007 "On Russian seaports and on amending separate legislative acts of the Russian Federation". Order of the Ministry of Transport of Russia No. 226 dated July 23, 2015 "On endorsement of requirements to radio location systems of the vessel traffic control radar systems, to objects of infrastructure of a seaport necessary for the functioning of Global Marine Distress and Safety at Sea System, to objects and means of automatic information system, to Shipping Control and Administration Service" (registered by the Ministry of Justice under No. 39517 on October 28, 2015).

50 meters are shifted by more than 100 meters at the seaport.

42. Ships may be moored at the seaport under the following weather conditions:

Speed of wind is not greater than 12 meters per second;

Speed of wind is not greater than 10 meters per second at an oil loading pier;

Visibility in the waters of the seaport is not greater than 20 cables

Sea swell is not greater than two points.

43. Ships should moor to the oil terminal pier with their aft dropping two anchors at least six shackles of anchor line each; aft mooring lines should be fastened on barrel buoys.

44. Mooring a ship to a berth is provided by berth crew as follows:

For a ship of gross tonnage up to 300 - 1 linesman;

For a ship of gross tonnage from 301 to 1500 - 2 linesmen;

For a ship of gross tonnage from 1501 to 2500 - 3 linesmen;

For a ship of gross tonnage from 2501 to 5000 - 4 linesmen;

Chief linesman should have radio communication with the pilot and the ship's Master.

45. Any watercrafts located near anchored ships must be removed in case of a storm warning.

46. In case of a storm warning, berthed ships should get the necessary additional number of mooring lines to ensure safe mooring.

47. Upon receiving a forecast about increase of wind speed up to 20 meters per second or more, ships moored by berths of the seaport must be ready to leave the berths upon instruction of the Harbour Master.

48. Cargo operations at the seaport can be implemented near berths or at the roadstead. Cargo operations may be implemented at the seaport's roadstead and at marine roadstead terminals Lavrentia and Uelen, when one of the ships is anchored as provided in the Code of Cargo Reloading Services from one ship to another<sup>7</sup> under the speed of wind up to 13 meters per second and sea swell up to two meters.

49. Cargo operations using bridge cranes, truck cranes and shipboard loading means are allowed at the seaport under the speed of wind up to 15 meters per second.

50. Diving operations may be implemented at the seaport subject to permit of the Harbour Master.

Diving operations are not allowed at the seaport under the following conditions:

Speed of wind is greater than 10 meters per second;

Sea swell is greater than two points;

Under-keel clearance of the inspected ship is less than two meters;

Visibility is less than five cables;

Cargo operations are performed on the ship.

51. Launching shipboard floating crafts from ships located in the seaport's waters requires a permit of the Harbour Master and can be permitted only in the daylight under the visibility of least 10 cables, wind speed up to 10 meters per second and sea swell not greater than 0.5 meters.

## **VII. Environmental safety rules including identification of the types of shipboard waste, which must be collected at the seaport and quarantine regulations**

52. No waste and oil-contaminated waters, all categories of rubbish and kitchen slops are accepted at the seaport. Ships calling at the seaport must have sufficient tanks for storing shipboard wastes while staying at the seaport; the containers must ensure storing shipboard wastes until the ship can submit them at a different seaport, which has appropriate receptacles.

53. Releasing ballast water at the seaport is prohibited.

54. When operations related to receiving / submitting oil products and bunkering

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<sup>7</sup> Order of Ministry of Transport of Russia No. 68 dated April 29, 2009 "On endorsement of Rules for rendering services of organizing reloading operations from one ship to another" (registered by Ministry of Justice of Russia under No. 14146 on June 29, 2009) as amended by order of Ministry of Transport of Russia No. 122 dated May 10, 2016 (registered by Ministry of Justice of Russia under No. 42438 on June 7, 2016)

operations are carried out, boom defense must be installed.

55. Under conditions of ice formation or presence of drifting ice in the seaport waters during a cargo operation, a decision about using boom defense must be made based on actual ice and meteorological conditions.

56. A ship on which a patient experiencing symptoms similar to a particularly dangerous infection is revealed, should proceed to an anchorage No. 8 as stated in the Annex No. 2 to the present Compulsory Harbour Regulations with all its crew, passengers and cargo for carrying out preventive epidemiological activities.

#### **VIII. Rules for using special communication facilities within the territory and waters of the seaport**

57. All ships located in the seaport waters or at its berths must keep continuous radio watch using VHF communication channels 11 and 16.

58. Ships not equipped with a properly operating radio and telephone communication station, which can ensure radio watch on VHF communication channels listed in the Annex No. 4 to the present Compulsory Harbour Regulations, may not navigate in the seaport waters. The Harbour Master makes announcements about additional means of communication, which may be used to submit information.

59. Any discussions unrelated to ensuring security of navigation are prohibited on the channels 6, 11 and 16 at the seaport.

#### **IX. Details of technical capacity of the seaport's berthing facilities**

60. The seaport accepts ships up to 200 meters in length and up to ten meters in draught. Berth of the oil terminal can accept ships up to 9.5 meters in draught.

61. Ships up to 14 meters in draught may call at the seaport and anchor in it.

62. Details of the seaport's technical capacity to accept ships at berths are set forth in the Annex No. 3 to the present Compulsory Harbour Regulations.

63. Details of actual depth of the seaport waters and depth near its berths, as well as those of the maximum permissible draughts of ships in the seaport waters and near its berths are submitted to seafarers by Harbour Master annually or when they change.

#### **X. Details of hazardous cargo handling**

64. Transshipment cargo of IMO<sup>8</sup> Hazard Classes 3 and 4.2 may be implemented at the seaport.

65. Petrochemicals may be loaded or discharged under the speed of wind up to 13 meters per second and sea swell up to one meter.

66. A ship carrying hazardous cargo aboard moored near the seaport's berth must keep its main engine ready, so that the ship could leave the berth immediately.

#### **XI. Details of transmitting information by masters of ships staying at the Seaport about threat of acts of illegal interference in the seaport**

67. If a threat of committing acts of illegal interference in the seaport arises, the ship master or the officers responsible for protection of the ship should immediately inform about it the security authorities of the port facility as well as the Harbour Master.

68. Harbour Master must be submitted information about the level of port facilities' security by operators of marine terminals, information about the level of ships' security by masters of ships within the seaport, as well as about any changes in the level of their security.

69. Notification about a threat of acts of illegal interference at the seaport and about change of the level of security of a ship, as well as a confirmation of receipt of the specified notifications should be performed immediately starting the moment the circumstances specified in

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<sup>8</sup> International Maritime Dangerous Goods Code 1965 (as amended).

notifications occur using VHF communication channels.

70. Information about all incidents involving detection of suspicious items or explosives, about signs of preparation and accomplishment of acts of illegal interference, the facts of illegal penetration onboard the ships, about receiving any information concerning preparation of terrorist acts, as well as about all infringements of the established order or about suspects detected in the seaport should be immediately transmitted by masters of ships staying in the seaport to the Harbour Master and an officer of a port service in charge of security by means of VHF communication channels and by additional means of communication, which are further transmitted by the Harbour Master to interested parties.

## **XII. Details of transmitting navigational and hydrometeorological information to masters of ships staying at the seaport**

70. Navigational and hydrometeorological information is transmitted to ships within the seaport using operating VHF communication channel 16.

71. Storm warnings and especially important messages are transmitted to seafarers immediately. Ships must confirm receipt of especially important messages and storm warnings.

### **DETAILS OF APPROACHES TO THE SEAPORT**

Approaches to the seaport are outlined with straight lines connecting points with the following coordinates:

Lat. 64°22,55' N and Long. 173°25,5' W (luminous sign Zapadny (west));

Lat. 64°22,40' N and Long. 173°21,40' W (Gaydamak cape);

Lat. 64°24,37' N and Long. 173°15,48' W (Puzino cape), and further following a straight line up to the coordinate point;

Lat. 64°25,03' N and Long. 173°15,19' W (Likhachev cape), and further following a straight line up to the coordinate point;

Lat. 64°22,55' N and Long. 173°25,5' W (luminous sign Zapadny (west)).

Coordinates of the initial point of the approach fairway to the seaport waters are Lat. 64°22,80' N and Long. 173°21,90' W. Navigation along the approach fairway should follow direction of the lading lines 51.9° – 231.9° installed at Likhachev cape.

## **DETAILS OF ANCHORING GROUNDS WITHIN THE SEAPORT WATERS**

Twelve anchorages are designated for stay of ships at the roadstead of the seaport.

Anchorage No. 1 is designed for ships with draught up to 14 meters. It is used for ships with an NPS.

No. 1 – Lat. 64°24,50' N and Long. 173°14,70' W;

Anchorage No. 2 and 3 are designed for ships with draught up to 18 meters.

No. 2 – Lat. 64°24,63' N and Long. 173°14,23' W;

No. 3 – Lat. 64°24,63' N and Long. 173°13,60' W;

Anchorage No. 4, 5, 6 and 7 are designed for ships with draught up to 14 meters.

Anchorage No. 8 is designed for quarantine anchorage of ships with draught up to 8 meters.

No. 4 – Lat. 64°24,63' N and Long. 173°13,03' W;

No. 5 – Lat. 64°24,80' N and Long. 173°12,77' W;

No. 6 – Lat. 64°25,10' N and Long. 173°12,53' W;

No. 7 – Lat. 64°25,40' N and Long. 173°12,27' W;

No. 8 – Lat. 64°25,60' N and Long. 173°11,97' W;

Anchorage No. 9, 10, 11 and 12 are designed for ships with draught up to 6 meters.

No. 9 – Lat. 64°24,30' N and Long. 173°14,60' W;

No. 10 – Lat. 64°24,40' N and Long. 173°14,22' W;

No. 11 – Lat. 64°24,47' N and Long. 173°13,80' W;

No. 12 – Lat. 64°24,50' N and Long. 173°13,33' W;

An anchorage at the roadstead of Lavrentia marine terminal is fixed at the point with the following coordinates: Lat. 65°35,70' N and Long. 171°00,00' W; it is designed for anchorage of ships with draught up to 14 meters.

An anchorage at the roadstead of Uelen marine terminal is fixed at the point with the following coordinates: Lat. 66°10,30' N and Long. 169°49,60' W; it is designed for anchorage of ships with draught up to 14 meters.

**DETAILS OF TECHNICAL CAPACITY OF THE SEAPORT'S  
BERTHING FACILITIES**

Name and designation of a berth	Location of a berth		Technical characteristics of a berth	
	Lat. N	Long. W	Berth length (meters)	Designed depth at a berth (meters)
Berth No. 1 for loading and discharge of general and bulk cargo and containers, as well as loading and discharge of radioactive substances and items containing them as cargo	64°25,12'	173°11,57'	147	10
Berth No. 2 Accepting lighters	64°25,18'	173°13,94'	62	10
Lengthening a berth to be able to accept lighters (wing wall)	64°25,18'	173°13,94'	58.9	10
Fuel loading pier	64°26,13'	173°11,57'	Length 13. Width 15.52	9.4

**DETAILS OF VERY HIGH FREQUENCY CHANNELS USED AT THE SEAPORT**

Subscriber	Very high frequency channels		Call sign
	Calling channel	Operating channel	
Common Ship Traffic Control	16	11	“Provideniya-radio-5”
Port despatcher service	16	14	“Provideniya-radio-2”
Pilotage service	16	6	“Provideniya-radio-6” (pilot)
Despatcher of the oil terminal	16	Upon instruction of the despatcher	“Provideniya – neftebaza”
Harbour Master	16	13	“Prichal 21”
Tug on duty	16	6	“Kapitan Belomestnov”

### **DETAILS OF COMPULSORY PILOTAGE AT THE SEAPORT**

The area of compulsory pilotage includes at the seaport is restricted with the shoreline and straight lines connecting point with the following coordinates in succession:

Lat. 64°22,55' N and Long. 173°25,50' W (luminous sign Zapadny (west));

Lat. 64°22,40' N and Long. 173°21,40' W (Gaydamak cape) and further following a straight line up to the coordinate point;

Lat. 64°24,37' N and Long. 173°15,48' W (Puzino cape), and further following a straight line up to the coordinate point;

Lat. 64°25,03' N and Long. 173°15,19' W (Likhachev cape), and further following a straight line up to the coordinate point;

Lat. 64°22,55' N and Long. 173°25,50' W (luminous sign Zapadny (west)).