

Registered in the Ministry of Justice of Russia on March 15, 2017 under No. 45954

MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION ORDER
dated February 14, 2017 No. 50
ON APPROVAL OF COMPULSORY HARBOUR REGULATIONS
AT THE SEAPORT OF TIKSI

In accordance with Article 14 of the Federal Law dated November 8, 2007 No. 261-Ф3 "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 (p. I) art. 3418, No. 30 (p. II) art. 3616; 2009 No. 52 (p. I) 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 (p. I) art. 4590, art. 4594; 2012 No. 26 art. 3446; 2013 No. 27 art. 3477, No. 30 (part I) art. 4058; 2014 No. 45 art. 6153, No. 49 (p. VI), art. 6928; 2015, No. 1 (p.I), art. 52, No. 29 (p.I), art. 4339; 2016 No. 27 (p. II), art. 4282), I hereby order:

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

Minister
M.Yu. SOKOLOV

COMPULSORY HARBOUR REGULATIONS at the seaport of Tiksi

I. General provisions

1. The Compulsory Harbour Regulations at the seaport of Tiksi (hereinafter – the Compulsory Harbour Regulations) have been developed according to the Federal Law dated November 8, 2007 No. 261-ΦЗ "On seaports in the Russian Federation and on amending certain legislative acts of the Russian Federation" ¹, the Federal Law dated April 30, 1999 No. 81-ΦЗ "The Merchant Shipping Code of the Russian Federation" ², General Rules of ships' navigation and mooring at the seaports of the Russian Federation and in approaches thereto ³ (hereinafter – the General rules).

2. The present Compulsory Harbour Regulations contain description of Tiksi seaport (hereinafter – the Seaport); rules of calling at the seaport and leaving the seaport by ships, rules of navigation within the seaport waters and on approaches to it; description of the Vessel Traffic Service and ship navigation rules within the seaport waters; rules of mooring ships in seaport and allocation of berths; rules of ensuring environmental safety, compliance with quarantine regulations at the seaport; rules of using specialized communication devices on the territory and within the waters of the seaport; details of the seaport boundaries; details of the approaches to the seaport; details of the boundaries of sea areas A1 and A2 of the Global Maritime Distress and Safety System (hereinafter – the GMDSS); details of technical capacity of the port's berthing facilities; details of the navigation season; details of water depths within the seaport and on approaches to it; details of 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 the regulatory legal acts of the Russian Federation related to

¹ Corpus of legislative acts of the Russian Federation, 2007 No. 46 art. 5557; 2008 No. 29 (p. I) art. 3418, No. 30 (p. II) art. 3616; 2009 No. 52 (p. I) 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 (p. I) art. 4590, art. 4594; 2013 No. 27 art. 3477, No. 30 (part I) art. 4058; 2014 No. 45 art. 6153, No. 49 (p. VI), art. 6928; 2015, No. 1 (p.I), art. 52, No. 29 (p.I), art. 4339; 2016 No. 27 (p. II), art. 4282.

² Corpus of legislative acts of the Russian Federation, 1999 No. 18 art. 2207; 2001 No. 22 art. 2125; 2003 No. 27 (p. I) art. 2700; 2004 No. 15 art. 1519, No. 45 art. 4377, 2005 No. 52 (p. I) art. 5581; 2006 No. 50 art. 5279; 2007 No. 46 art. 5557, No. 50 art. 6246; 2008 No. 29 (p. I) art. 3418, No. 30 (p. II) 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 (p. I) 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 (part I) art. 4058; 2014 No. 6 art. 566, No. 42 art. 5615, No. 48 art. 6659; 2015 No. 1 (p. I) art. 89, No. 13 art. 1810, No. 29 (p. I) art. 4339, 4356; 2016 No. 27 (part 1), art. 4186, art. 4215.

³The Order of the Ministry of Transport of Russia dated August 20, 2009 No. 140 "On approval of 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 September 24, 2009, registration N 14863) as amended by the Order of the Ministry of Transport of Russia dated March 22, 2010 No. 69 (registered by the Ministry of Justice of Russia on April 29, 2010, registration No. 17054).

merchant shipping.

3. The present Compulsory Harbour Regulations must be followed by any ships regardless of their national and departmental identity, as well as by individuals and legal entities transacting business 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 Laptev Sea, in Buor-Khaya bight (Buor-Khaya gulf) near the western shore of Tiksi bay.

6. The seaport's boundaries are endorsed by the decree of government of the Russian Federation No. 1578-p⁴ dated September 23, 2010.

7. Tiksi seaport includes four marine terminals:

Zeleny Cape located in the mouth of the Kolyma river;

Marine roadstead terminal near the Yana river;

The Olenyok (Olenek) Creek Marine roadstead terminal located in the western part of the Lena river mouth;

The Marine roadstead terminal near Bykov Cape located in the southern part of the Lena river mouth.

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

9. The seaport is open for navigation from July to October.

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

11. The seaport's roadstead is a place of refuge for ships in stormy weather. When gale-force wind blows in the northern and north-eastern direction, large swell waves are formed; under these conditions staying at the inner roadstead and in the Seaport waters is not safe.

12. When ships berthed at the Seaport receive a gale warning about the wind speed blowing in the northern or north-eastern direction higher than 15 meters per second, they take necessary actions to ensure safe berthing.

13. Storm surge can be observed in the waters of the seaport: on the upsurge the water level rises by 1.8 meters, on the downsurge the water level drops by two meters up to the mean water level. A similar phenomenon is observed in the mouths of the Kolyma, the Yana and the Lena rivers.

14. A ship may navigate in the Seaport's waters and moor at its berths if its draught enables to do it safely, taking into account the downsurge and waves.

15. The details of approaches and approach fairway to the seaport are set forth in the Annex No. 1 to the present Compulsory Harbour Regulations.

16. The seaport does not offer ship chandling services, including supply of food, fresh water and fuel. The seaport has no repair facilities and does not accept bilge, waste waters and rubbish.

⁴ Corpus of legislative acts of the Russian Federation, 2010 No. 40, art. 5132; 2011 No. 34, art. 5044.

17. The seaport implements passenger and cargo shipping.
18. The seaport does not offer pilotage and tug support.
19. Ships and other watercrafts equipped with nuclear power plants and other sources of radiation are allowed to call at the seaport.⁵
20. The seaport is included into an operational zone of sea areas A1 and A2 of the GMDSS.
21. The details of the seaport's anchorages are set forth in Annex No. 2 to the present Compulsory Harbour Regulations.
22. The details of technical capacity of the Seaport's berthing facilities are given in Chapter IX of the present Compulsory Harbour Regulations and Annex No. 3 thereto.
23. The details of communication channels of very high frequency used in Seaport (hereinafter – the VHF) are listed in Chapter VIII of the present Compulsory Harbour Regulations and Annex No. 4 thereto.

III. Rules for ships' calls and departures at/from the Seaport

24. The details of ships' calling at the Seaport and sailing from the seaport are transferred to the Harbour Master via the following URL address: www.portcall.marinet.ru.

25. 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 stipulated by Annexes No. 1 and 2 to the General Rules and application of the ship's master (shipowner) or the ship agent stating the following information:

- Ship's IMO (if applicable);
- Ship's name in Russian and in English;
- Ship's call sign;
- Ship's number within Marine Mobile Service;
- Name and IMO (if applicable) of the ship's owner and operator;
- Ship's class (name of the organization authorized to class and inspect ships that issued its classification certificate);
- Main parameters of the ship (ship's type, year of built, gross tonnage, deadweight, overall length, overall width, depth, module, keel draught, forward draught, aft draught, GMDSS area, permitted area of navigation);
- Nature of the ship's operations;
- Proposed area of navigation;
- Existing restrictions of the area and season of the ship's navigation;

⁵The Decree of the Government of the Russian Federation dated January 6, 1997 No. 14-p (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 (p. 2) art. 5798; 2014 No. 4, art. 414; 2016 No. 29, art. 4855).

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 (devices) if any, as well as about any material incompliance of the ship to requirements 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 restriction 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 the 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 "Tiksi-radio-5" and VHF operating channel 9.

IV. Rules of ships' sailing within the seaport waters

26. 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.

27. The 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. 24 of the present Compulsory Harbour Regulations.

28. Maximum speed permitted in the Seaport waters is 6 knots.

29. Ships may sail in the Seaport waters under visibility of at least 5 cables.

30. Overtaking ships and crossing ahead of them is not permitted in the Seaport's waters.

31. Ships following a fairway channel in the Seaport's waters must yield right of way to tankers navigating towards oil terminals or leaving them.

32. Carrying passengers is allowed at the Seaport under the wind speed not exceeding 10 meters per second, waves are not higher than 1 meter and visibility is at least 5 cables.

33. Small watercrafts, except for small watercrafts which render services and supply provision to ships staying in the Seaport and on approaches to it, as well as objects of the Seaport infrastructure are **not** permitted to:

navigate and anchor within the Seaport's anchorages and at fairway channels;

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

navigate under the visibility lower than 5 cables;

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

approach berthed ships;

navigate in the Seaport's waters with tacking veered out;

maneuver 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.

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

34. Ships sailing to the seaport must establish communication with the Harbour Master on the 16th VHF communication channel using call sign "Tiksi-radio-5" and VHF operating channel 9.

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

35. 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, and at the seaport's berths, information about which is set forth in Annex No. 3 to the present Compulsory Harbour Regulations.

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

37. When a ship is put at an anchorage, its hull must not extend beyond border of the anchorage when direction of wind and current change.

38. Due to fluctuations of water level during surges, masters of ships must continuously monitor the ship's draught and keel clearance.

If master of a ship thinks that anchorage location is unsafe, he must notify the Harbour Master about it.

In the latter case, the Harbour Master must ascribe a different location to ensure safe anchorage. If safe anchorage is not possible at the Seaport, the respective ship must leave area of the Seaport.

39. Ships with nuclear power plants use anchorage No. 4.

40. When a ship with a nuclear power plant calls at the Seaport and anchors at the anchorage No. 4, other ships may not use anchorages No. 4 and 5.

41. When speed of wind exceeds 14 meters per second, tug boats may not be anchored alongside non-self-propelled ships.

42. Ships which main engine, steering and anchorage device is non-operational must be shifted and relocated with assistance of a tug boat.

43. Mooring operations are allowed at the Seaport under the following conditions:

speed of wind not higher than 14 meters per second;

speed of wind not higher than 10 meters per second at oil terminals;

visibility within the Seaport waters not lower than 20 cables;

wave disturbance of the sea not greater than 2 points.

44. Steel cables with eye splices must be secured and deployed to water-layer at the forecastle and at the aft of a tanker.

45. Tankers may only be single berthed.

46. Only two ships may be berthed alongside each other.

47. Mooring a ship to a berth is provided by berth crew; their number depends on gross tonnage of a ship 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;

The linesmen leader should be provided with a radio communication with the pilot and master of the ship.

48. Diving operations within the seaport waters are not performed under the following conditions:

- speed of wind greater than 10 meters per second;

- wave disturbance greater than 2 points;

- keel clearance under inspected ship less than two meters;

- visibility lower than five cables

- cargo operations on the inspected ship.

49. When ships are towed using towlines, length of the towlines must not exceed 100 meters; when towage is performed on the territory of Zeleny Cape marine terminal length of the towline must not exceed 50 meters.

50. Ships which main engine, steering and anchorage device are non-operational may be towed within the seaport waters subject to permit of the Harbour Master when the speed of wind is not greater than 10 meters per second.

51. Ships leave the territory of the Seaport at the instruction of the Harbour Master when:

- speed of wind exceeds 25 meters per second;

- waves are higher than 1.5 meters.

VII. Environmental safety rules and quarantine regulations in the seaport

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 that has appropriate receptacles.

53. Releasing ballast water at the seaport is prohibited.

54. When operations related to receiving / submitting oil products are carried out, boom defense must be installed near the berths.

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

56. The ship on which a patient experiencing symptoms similar to a particularly dangerous infection is revealed, should proceed to an anchorage indicated by the Harbour Master 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 and at its berths must keep continuous radio watch using VHF communication channels 9 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 announces information on additional means of communication for submitting information, including phone numbers.

59. Any discussions unrelated to ensuring security of navigation on the channels 9, 14 and 16 are prohibited.

60. Details of operating VHF channels are set forth in the Annex No. 4 to the present Compulsory Harbour Regulations.

IX. Details of the seaport waters depths and technical capacity of the seaport's anchorage / berthing facilities

61. The Seaport accepts ships up to 140 meters in length and up to 5 meters in draught. Berth No. 10 accepts ships up to 130 meters in length and up to 3 meters in draught.

62. Ships with draught up to 8 meters may enter waters of the Seaport and anchor there.

63. Information about the Seaport's technical capacity to accept ships is set forth in the Annex No. 3 to the present Compulsory Harbour Regulations.

64. Information about actual depth of the Seaport waters and depth near its berths, as well as canal draughts of ships is submitted to seafarers by Harbour Master annually or when they change.

X. Details of hazardous cargo handling

65. Operations with cargo of IMO Hazard Class 3 may be implemented in the seaport waters.

66. Oil products may be discharged at the berth No. 10 under speed of wind not greater than 14 meters per second and waves not higher than 1 meter.

67. 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 in the seaport about the threat of acts of illegal interference in the seaport

68. 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 the security authorities of the port facility as well as the Harbour Master.

69. The 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.

70. The 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 confirmation of receipt of the specified notifications is performed immediately starting the moment the circumstances specified in notifications occur using VHF communication channels.

71. The 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 the 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 the masters of ships staying in the seaport

72. Navigational and hydrometeorological information is transmitted to ships staying at the Seaport using VHF channel No. 16.

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

XIII. Details of boundaries of sea areas A1 and A2 of Global Maritime Distress and Safety System

74. The Seaport waters are located within the area covered by sea areas A1 and A2 GMDSS; these areas have information connection to Marine Rescue Coordination Center "Dikson".

75. Marine Rescue Subcenter "Tiksi" is located in the seaport.

76. Operating sea area A1 GMDSS covers territory of the seaport and 20 marine miles outside it.

77. Operating sea area A2 GMDSS covers zone of the East Siberian Sea and the Laptev Sea with radius of 150 marine miles.

Details of approaches to the Seaport and approach fairway

1. Approaches to the Seaport are outlined with the Seaport's border, shoreline and straight lines successively connecting points with the following coordinates:
 - Lat. 71°42'28" N and Long. 129°35'00" E (at Muostakh cape);
 - Lat. 71°32'00" N and Long. 129°35'00" E;
 - Lat. 71°32'00" N and Long. 129°18'80" E.
2. Coordinates of the initial point of the approach fairway to Tiksi seaport waters (leading line Tiksinisky with directions 81.5° – 261.5°) – Lat. 71°38'85'' N and Long. 129°18'80'' E.

Details of anchorages and anchoring grounds for maritime transportation

1. Areas of anchorages within the Seaport waters

Area No. 1. This area is designed for anchorage of river tankers with draught up to 5 meters. The area is outlined with straight lines successively connecting points with the following coordinates:

Lat. 71°39'46" N and Long. 128°53'06" E;
Lat. 71°40'05" N and Long. 128°53'38" E;
Lat. 71°40'02" N and Long. 128°54'06" E;
Lat. 71°40'22" N and Long. 128°54'54" E;
Lat. 71°40'32" N and Long. 128°54'15" E;
Lat. 71°40'46" N and Long. 128°54'50" E;
Lat. 71°40'18" N and Long. 128°58'52" E;
Lat. 71°39'29" N and Long. 128°54'33" E.

Area No. 2. This area is designed for anchorage of river general cargo ships with draught up to 5.5 meters. The area is outlined with straight lines successively connecting points with the following coordinates:

Lat. 71°39'41" N and Long. 128°56'38" E;
Lat. 71°40'13" N and Long. 128°59'14" E;
Lat. 71°39'42" N and Long. 129°00'42" E;
Lat. 71°39'07" N and Long. 129°01'03" E;
Lat. 71°39'09" N and Long. 128°59'25" E.

Area No. 3. This area is designed for anchorage of marine ships with draught up to 6 meters. The area is outlined with straight lines successively connecting points with the following coordinates:

Lat. 71°39'23" N and Long. 128°54'45" E;
Lat. 71°39'43" N and Long. 128°55'58" E;
Lat. 71°38'34" N and Long. 129°01'48" E;
Lat. 71°38'13" N and Long. 129°00'45" E.

Area No. 4. This area is designed for anchorage of heavy-tonnage ships with a nuclear power plant with draught up to 8.5 meters. The area is outlined with straight lines successively connecting points with the following coordinates:

Lat. 71°38'41" N and Long. 129°08'15" E;
Lat. 71°40'07" N and Long. 129°08'12" E;
Lat. 71°40'00" N and Long. 129°13'00" E;
Lat. 71°38'51" N and Long. 129°13'00" E.

Area No. 5. This area is designed for anchorage of ships carrying hazardous cargo with draught up to 7.5 meters. The area is outlined with straight lines successively connecting points with the following coordinates:

Lat. 71°39'51" N and Long. 129°03'10" E;
Lat. 71°40'12" N and Long. 129°03'14" E;

Lat. 71°40'05" N and Long. 129°05'46" E;

Lat. 71°39'26" N and Long. 129°04'56" E.

Area No. 6. This area is designed for forming a convoy of lighters. The area is outlined with straight lines successively connecting points with the following coordinates:

Lat. 71°36'57" N and Long. 128°56'51" E;

Lat. 71°37'33" N and Long. 128°56'38" E;

Lat. 71°37'46" N and Long. 129°00'00" E;

Lat. 71°37'16" N and Long. 129°00'00" E.

There are 11 anchorage grounds in the Seaport waters with centers in the points with the following coordinates:

N 1 - Lat. 71°38'52" N and Long. 128°52'28" E;

N 2 - Lat. 71°39'06" N and Long. 128°53'06" E;

N 3 - Lat. 71°38'23" N and Long. 128°56'40" E;

N 4 - Lat. 71°38'10" N and Long. 128°57'56" E;

N 5 - Lat. 71°37'41" N and Long. 129°04'32" E;

N 6 - Lat. 71°37'41" N and Long. 129°05'50" E.

Anchorage No. 1, 2, 3 and 4 are outlined with circumferences drawn from the center of the respective anchorage with a radius of 1.5 cables. Anchorages No. 5 and 6 are outlined with circumferences drawn from the center of the respective anchorage with a radius of 2 cables. Anchorages No. 1, 2, 3, 4, 5 and 6 are designed for reloading cargo from one ship to another.

Anchorage grounds No. 7 – 11 are located at the anchorage No. 3. Their centers are located in the points with the following coordinates:

N 7 Lat. 71°39'25" N and Long. 128°55'51" E;

N 8 Lat. 71°39'12" N and Long. 128°57'03" E;

N 9 Lat. 71°38'57" N and Long. 128°58'18" E;

N 10 Lat. 71°38'42" N and Long. 128°59'25" E;

N 11 Lat. 71°38'29" N and Long. 129°00'42" E.

Anchorage grounds No. 7, 8, 9, 10 and 11 are outlined with circumferences drawn from the center of the respective anchorage with a radius of 2 cables. These anchorage grounds are designed for shallow-draught ships.

2. Anchorages of Zeleny Cape marine terminal

For river tankers. The anchorage is outlined with straight lines successively connecting points with the following coordinates:

Lat. 68°49'60" N and Long. 161°24'20" E;

Lat. 68°49'50" N and Long. 161°24'80" E;

Lat. 68°48'50" N and Long. 161°22'70" E;

Lat. 68°48'40" N and Long. 161°23'30" E.

For marine ships. It is outlined with straight lines successively connecting points with the following coordinates:

Lat. 68°48'61" N and Long. 161°22'10" E;

Lat. 68°48'58" N and Long. 161°22'20" E;

Lat. 68°46'92" N and Long. 161°18'80" E;

Lat. 68°46'77" N and Long. 161°19'65" E.

For river ships. It is outlined with straight lines successively connecting points with the following coordinates:

Lat. 68°47'23" N and Long. 161°20'73" E;

Lat. 68°47'11" N and Long. 161°21'35" E;

Lat. 68°46'51" N and Long. 161°19'74" E;

Lat. 68°46'41" N and Long. 161°20'30" E;

3. An anchorage ground for forming convoys is at Bykov Cape marine terminal with center in the point with the following coordinates:

Lat. 72°00'18" N and Long. 129°05'24" E.

**Details of technical capacity of the seaport's
anchorage / berthing facilities**

No.	Number and designation of a berth	Location of a berth		Berth's design specifications	
		Lat. N.	Long. E.	Length (meters)	Alongside depth (meters)
1	Berth No. 10	71°38'25"	128°53'42"	88	4,0
2	Berth No. 11 (East pier No. 1)	71°38'65"	128°53'30"	157,5	5,8
3	Berth No. 12 (East pier No. 1)	71°38'65"	128°53'30"	157,5	5,8

Berths No. 1, 2, 3, 4, 13 and 14 (East pier No. 2) are decommissioned.

Details of communication channels of very high frequency used in Seaport

Subscriber	Very high frequency communication channels		Call sign
	duty	operating	
Seaport Tiksi			
State Port Control Inspection	16	9	"Tiksi-Radio-5"
Seaport dispatcher	16	9	"Tiksi-Radio-2"
Tiksi Hydrobase	16	12	"Tiksi-Radio-23"
Dispatcher of LORP OJSC	16	14	"Reka"
Interregional Specialized Post Center	16	68	"Tiksi-MSPC"
Zeleny Cape marine terminal			
State Port Control Inspection	16	9	"Zeleny Mys – Radio -5"
Zeleny Cape Hydrobase (ordering a pilot)	16	9	"Lotsman -Zeleny Mys"
Mouth of the Yana River marine terminal			
State Port Control Inspection	16	16	"Yana-Portcontrol"
Bykov Cape marine terminal			
State Port Control Inspection	16	16	"Mys Bykov-Portcontrol"