

**MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION**

**ORDER**  
**dated 11<sup>th</sup> January 2011 No. 10**

**ON APPROVAL OF COMPULSORY HARBOR REGULATIONS FOR THE SEAPORT OF VOSTOCHNY**

(as amended by the [Order](#) of the RF Ministry of Transport dated 23.06.2011 No. 168)

In compliance with [clause 14](#) of the Federal Law dated 8 November 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, cl. 5557; 2008, No. 29 (part I), cl. 3418, No. 30 (part II), cl. 3616; 2009, No. 52 (part I), cl. 6427; 2010, No. 19, cl. 2291) I hereby order:

To sanction enclosed [Compulsory Harbor Regulations](#) for the seaport of Vostochny.

Minister  
I.E. LEVITIN

Approved  
by the Order of the RF Ministry of Transport  
dated 11 January 2011 No. 10

**COMPULSORY HARBOR REGULATIONS**  
**FOR THE SEAPORT OF VOSTOCHNY**

(as amended by the [Order](#) of RF Ministry of Transport dated 23.06.2011 No. 168)

I. General provisions

1. The compulsory harbor regulations for the seaport of Vostochny (hereinafter referred to as Compulsory Harbor Regulations) have been developed in compliance with the Federal [Law](#) dated 8 November 2007 No. 261-Φ3 "On Seaports in the Russian Federation and on Amending Certain Legislative Acts of the Russian Federation" <\*> (hereinafter referred to as Law on Seaports), Federal [Law](#) dated 30 April 1999 No. 81-Φ3 "Russian Federation Merchant Marine Code" <\*\*\*> (hereinafter referred to as RF Merchant Marine Code), General [Rules](#) of navigation and stay of ships in seaports of the Russian Federation and in approaches thereto <\*\*\*> (hereinafter referred to as General Rules).

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<\*> Corpus of legislative acts of the Russian Federation, 2007, No. 46, cl. 5557; 2008, No. 29 (part I), cl. 3418; 2008, No. 30 (part II), cl. 3616; 2009, No. 52 (part I), cl. 6427; 2010, No. 48, cl. 6246; 2011, No. 1, cl. 3.

<\*\*\*> Corpus of legislative acts of the Russian Federation, 1999, No. 18, cl. 2207; 2001, No. 22, cl. 2125; 2003, No. 27 (part I), cl. 2700; 2004, No. 45, cl. 4377; 2005, No. 52 (part I), cl. 5581; 2006, No. 50, cl. 5279; 2007, No. 46, cl. 5557; No. 50, cl. 6246; 2008, No. 29 (part I), cl. 3418; No. 30 (part II), cl. 3616; No. 49, cl. 5748; 2009, No. 1, cl. 30; No. 29, cl. 3625; 2010, No. 27, cl. 3425; No. 48, cl. 6246.

<\*\*\*> [Order](#) of the Ministry of Transport of Russia dated 20 August 2009 No. 140 "On Approval of General Rules of Navigation and Stay of Ships in Seaports of the Russian Federation and Approaches thereto" (registered by the Ministry of Justice of Russia on 24 September 2009, registration No. 14863) as amended by the Order of the RF Ministry of Transport dated 22 March 2010 No. 69 (registered by the Ministry of Justice of Russia on 29 April 2010, registration No. 17054).

2. These Compulsory Harbor Regulations contain the description of the seaport of Vostochny (hereinafter referred to as Seaport); rules of entering the Seaport by ships and leaving the Seaport by ships; rules of navigation by ships within the Seaport waters; description of the operational zones of the vessel traffic system and rules of navigation within these zones; rules of anchoring of ships in the Seaport and allocation of berths; rules of providing environmental safety, observance of quarantine regulations in the Seaport; rules of using specialized communication devices within the territory and waters of the Seaport; details of the Seaport limits; details of the limits of sea areas A1 and A2 of Global Maritime Distress and Safety system; details of technical capabilities of the Seaport concerning port berthing capacity; details of navigation season; details of compulsory pilotage areas; details of depths within the Seaport waters; details of handling dangerous goods; details of organization of ice navigation in the Seaport; details of transmitting information by masters of ships staying in the Seaport with an occurrence of the threat of acts of unlawful interference in the Seaport; details of transmitting navigational and hydrometeorological information to the masters of ships staying in the Seaport; any other information provided for by the regulatory legal acts of the Russian Federation with regard to merchant shipping.

3. These Compulsory Harbor Regulations shall be executed by any ships regardless of their national and departmental identity, as well as by natural persons and legal entities regardless of their legal organizational form and form of ownership, transacting business within the seaport.

4. Navigation of ships within the Seaport and its approaches, anchorage of ships within the Seaport waters are carried out in accordance with the General [Rules](#) and these Compulsory Harbor Regulations.

## II. Description of the Seaport

5. The Seaport is situated in the south-east of the Nakhodka Bay.

The Seaport waters include the areas of water surface in the Vrangal Bay, the estuary of the Khmylovka River, Kozmina Bay and Lake Vtoroye.

6. [Limits](#) of the Seaport have been established by the decree of the Russian Federation Government dated 31.03.2009 No. 420-p <\*>.

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<\*> Corpus of legislative acts of the Russian Federation, 2009, No. 14, cl. 1748.

7. Navigation in the seaport is carried out year round, the Seaport operates 24 hours a day, has a cargo permanent multilateral border entry point across the Russian Federation border <\*>.

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<\*> [Decree](#) by the Russian Federation Government dated 20 November 2008 No. 1724-p (Corpus of legislative acts of the Russian Federation, 2008, No. 49, cl. 5844).

8. Shipping within the seaport for a significant period of time is carried out under adverse hydrometeorological conditions, characteristic of periodic typhoons with zero visibility, abrupt changes in wind direction and significant differences of these directions in dependence of the Seaport water area.

9. The Seaport is a refuge for ships in stormy weather with the exception of tankers and other oil-carrying vessels.

10. Traffic of ships within the Seaport waters is controlled by the Vessel Traffic Service (hereinafter referred to as VTS), excluding Lake Vtoroye, where the traffic is controlled by the Harbor Master.

11. The Seaport is included into operational zone of sea areas A1 and A2 of Global Maritime Distress and Safety system (hereinafter referred to as GMDSS).

12. Details on the fairways of the Seaport waters and depths within the seaport waters are given in [Appendix No. 1](#) to these Compulsory Harbor Regulations.

Details of technical capabilities of the Seaport concerning port berthing capacity and berths are given in [Appendix No. 2](#) to these Compulsory Harbor Regulations.

Details of regions Nos. 367, 95, 98, 211, 301 of the Seaport waters are given in [Appendix No. 3](#) to these Compulsory Harbor Regulations.

Details of very high frequency channels (hereinafter referred to as VHF) of the Seaport are given in [Appendix No. 4](#) to these Compulsory Harbor Regulations.

Details of anchorages and berths of the Seaport are given in [Appendix No. 5](#) to these Compulsory Harbor Regulations.

13. The Seaport is engaged in cargo operations with any kind of cargoes, including dangerous goods of every hazard class as defined by the International Maritime Organization (hereinafter referred to as IMO).

14. The Seaport has facilities for replenishing stores of victuals, fuel oil, fresh water, receiving sewage and oily waters, segregated ballast, any kind of garbage, as well for conducting repairs to equipment and diving ship survey.

15. The Seaport provides for towage of ships.

16. Details of minimum number and power of tugs for ships' mooring operations in the Seaport are given in [Appendix No. 6](#) to these Compulsory Harbor Regulations.

17. Pilotage for ships in the Seaport is compulsory <\*>.

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<\*> [Order](#) of the Ministry of Transport of the Russian Federation dated 11 January 2011 No. 8 "On establishing areas of compulsory pilotage to ships in the seaport of Vostochny" (registered by the RF Ministry of Justice on 9 February 2011, registration No. 19752).

18. Navigation in area No. 367 of the Seaport waters is prohibited.

19. Anchoring, seabed trawling, underwater and dredging operations, sailing with walked out anchor chain are not allowed in the Seaport areas Nos. 95 and 98.

20. Navigation of ships in area No. 301 of the Seaport waters to be carried out with particular caution.

21. Tanker turning area in approach to oil terminals of Kozmina Bay (hereinafter referred to as Turning Basin) has been established in the area of the Seaport waters of 1.5 cables radius with the center in position 42°43.38' N and 133°00.16' E.

### III. Rules of entering the Seaport by ships and leaving the Seaport by ships

22. Information on a ship's call at the Seaport shall be transmitted to the Harbor Master in compliance with [Ошибка! Недопустимый объект гиперссылки. - 48, 50 - 51](#) of the General Rules via the following URL address: [www.portcall.marinet.ru](http://www.portcall.marinet.ru).

Clearing the ships in and out of the Seaport is carried out on a 24 hour basis.

### IV. Rules of navigation by ships within the Seaport waters

23. Navigation of ships in the seaport follows authorization-based procedure. Anchoring, leaving the anchorage, nearing a berth and mooring, unmooring and clearing a berth, shifting berths shall be carried out solely with the VTS permission. Within Lake Vtoroye the said operations shall be carried out with the Harbor Master's permission.

24. Within Vrangal Bay ships' traffic is controlled by VTS on VHF channel 13, callsign "Nakhodka-Traffic" and by the Harbor Master on VHF channel 14, callsign "Vostochny-5".

Within Kozmina Bay ships' traffic is controlled by VTS on VHF channel 13, callsign "Nakhodka-Traffic" and by the Harbor Master on VHF channel 14, callsign "Kozmina-AMP Vostochny".

Within Lake Vtoroye ships' traffic is controlled by the Harbor Master on VHF channel 29, callsign "Kozmina-AMP Vostochny".

Within the rest of the Seaport waters the ships' traffic is controlled by VTS on VHF channels 16 and 13, callsign "Nakhodka-Traffic".

25. Pilot embarkation / disembarkation area for ships bound for Vrangal Bay is in position 42°45.70' N and 133°01.35' E.

26. Pilot embarkation / disembarkation area for ships bound for berths in Kozmina Bay is in position 42°42.86' N and 132°57.60' E.

27. Pilot embarkation / disembarkation area for ships leaving Kozmina Bay for area No. 211, as well as leaving anchorage in area No. 211 for mooring alongside berths in Kozmina Bay is in position 42°44.97' N and 132°57.50' E.

28. Ships proceeding to the Seaport shall anchor at anchorages without a pilot on board following recommendations given by VTS.

29. Ships having got underway from anchorages for proceeding outwards from the Seaport shall proceed outwards without a pilot on board following recommendations given by VTS.

30. Ships leaving Vrangal Bay having disembarked the pilot in position 42°45.70' N and 133°01.35' E shall proceed as recommended by VTS without a pilot on board.

31. Ships leaving Vrangal Bay having disembarked the pilot in position 42°42.86' N and 132°57.60' E shall proceed as recommended by VTS without a pilot on board.

32. Ships are provided with pilots in order of priority of applications submitted. Cancellation of the previously made application to be done not later than 1.5 hours prior to the stated time of commencement of pilotage.

33. Pilotage of ships with broken propeller-rudder system, marine power plant (hereinafter referred to as Power Plant) or anchor gear to be carried out as agreed with the Harbor Master and with tug assistance.

34. When navigating within the Seaport waters ships shall adhere to the established traffic separation schemes and observe the following speed limitations:

on two-way fairways Nos. 2 and 7 ship's speed shall not exceed 10 knots for ships of up to 150m in length and 8 knots – for ships of more than 150m in length;

on one-way fairway No. 3 the ship's speed shall not exceed 6 knots.

Within Vrangal Bay and Kozmina Bay the ship's speed shall be just enough for maintaining steerage way.

35. Dynamically supported ships shall navigate within the Seaport waters with their hulls submerged.

36. Overtaking and crossing another ship's course ahead are not allowed within the Seaport waters.

37. Tankers proceeding to Kozmina Bay when nearing the pilot embarkation area shall slow down their speed just to maintain steerage way.

Having taken a pilot aboard, the tanker with tug assistance shall turn to starboard and proceed along the alignment of Kozmina point beacons to the Turning Basin.

38. A tanker staying at anchor ground A for the purpose of berthing at Kozmina Bay, having weighed anchor, with a pilot on board shall proceed to the Turning Basin for turning and consequent mooring with tug assistance.

39. A tanker maneuvering when leaving the anchorage and proceeding to berth in Kozmina Bay shall not impede other ships' traffic along fairway No. 2.

40. With the occurrence of hydrometeorological conditions specified in [clause 8](#) of these Compulsory Harbor Regulations and impossibility to continue operations in oil and oil products pumping out / pumping in, the Tanker Master shall cease any operations in oil and oil products pumping out / pumping in and shall leave the Seaport waters as directed by the Harbor Master.

41. A tanker staying at anchor ground A, with the occurrence of adverse hydrometeorological conditions specified in [clause 8](#) of these Compulsory Harbor Regulations shall leave the Seaport waters as directed by the Harbor Master.

42. A tanker when proceeding from the berth in Kozmina Bay outwards from the Seaport shall leave the berth with a pilot on board and with tug assistance, enter the Turning Basin and further, without tug assistance, shall proceed by the alignment of Kozmina Bay beacons, leaving No. 1 Buoy (42°43.30' N, 132°56.26' E) (hereinafter referred to as No. 1 Buoy) on its port side.

43. Ships proceeding along the fairways of the Seaport waters shall give way to tankers proceeding to oil terminals in Kozmina Bay or from these, as well as proceeding to the anchor ground A or from the anchor ground A.

44. As requested by the Tanker Master the tanker may proceed outwards from the Seaport from anchor ground A without a pilot on board and without tug assistance.

45. When leaving Nakhodka Bay ships shall leave No. 1 Buoy on their port side.

46. Carrying passengers within the Seaport is allowed with the wind speed of not more than 10 meters per second, wave height of not more than 1 meter and visibility of not less than 5 cables.

47. Transportation of crewmembers of ships anchored within the Seaport waters or of any other persons carried by these ships from ashore and from these ships ashore on tugs is allowed with impossibility of otherwise transportation due to weather conditions, provided there's permission from the Harbor Master.

48. Ships with main engines of less than 55kWt, sport and pleasure craft when proceeding along the Seaport berths shall keep at a safe distance from these and maintain a speed excluding any possibility of making waves.

49. Ships with main engines of less than 55kWt, sport and pleasure craft are prohibited from:  
navigating in the way of anchorages and navigable fairways thus impeding other vessel traffic;  
sailing with wind speed of more than 10 meters per second and / or visibility of less than 5 cables;  
approaching ships at anchor or lying alongside berths;  
crossing other ships' course ahead of them and maneuvering in the vicinity of other vessel under way, dredgers, floating cranes;  
nearing seaport berths without Harbor Master's permission;  
mooring to floating and fixed aids to navigation and anchoring in their vicinity;  
anchoring in the fairways and their vicinity.

#### V. Description of the Vessel Traffic Systems' operational zones and rules of navigation within these zones

50. The seaport waters are covered by regional vessel traffic service for the Peter the Great Gulf (hereinafter referred to as RVTS).

RVTS operational zone includes inner sea waters of the Peter the Great Gulf, also the Nakhodka Gulf with adjacent part of the Peter the Great Gulf, limited from southward by the line joining Povorotny Cape and Likhacheva Cape (hereinafter referred to Sector No. 2)

51. Within Sector No.2 RVTS operates as the Seaport VTS.

52. VTS does not provide communications with ships in Lake Vtoroye.

Throughout the rest of the Seaport waters VTS provides communications with ships on VHF channels 16 and 13, callsign "Nakhodka-Traffic".

53. In approaches to Nakhodka Bay within Sector No. 1 B, which is limited from southward by the limit of the territorial sea, from westward by meridian 132°28.00' E, from eastward by meridian 133°43.00' E, communications with RVTS are effected on VHF channel 9.

54. Communications with RVTS in Nakhodka Gulf are effected on VHF channels 16 and 13, callsign "Nakhodka-Traffic".

55. Ships bound for Nakhodka Gulf when crossing the line joining Likhacheva Cape and Povorotny Cape shall establish communication with VTS on VHF channel 13.

56. Ships leaving Nakhodka Gulf when crossing the line joining Likhacheva Cape and Povorotny Cape shall obtain permission from VTS for discontinuation of radio watch on VHF channel 13.

57. Tankers proceeding to oil terminal in Kozmina Bay shall obtain permission from VTS for entering Nakhodka Gulf.

Where there are no free berths or anchorages in the Seaport, tankers shall wait for permission from VTS for entering Kozmina Bay.

#### VI. Rules of anchoring of ships in the Seaport and allocation of berths

58. Within the Seaport ships may anchor and anchorages Nos. 5, 6, 7, 8, 9 and 211 and anchor grounds.

59. Anchor grounds Nos. 1, 2 and 3 are used for short-term stay of ships of up to 150m in length when entering the ship inwards or outwards with adverse weather conditions in the Seaport and with impossibility of fulfilling formalities in relation to the said ships in other Seaport water areas.

60. Ships shall be brought to anchor at anchorages in such a manner that the hull does not go beyond the anchorage limits.

61. Within the Seaport waters anchoring of unmanned non-self-propelled vessels and of vessels with broken Power Plants, rudder, anchor gears, VHF radio station is allowed only with the permission of the Harbor Master and provided there's continuous tug assistance.

62. Ships riding at anchor within the Seaport waters shall keep continuous radio watch on VHF channels 14 and 16.

63. With the wind speed of more than 14 meters per second within the Seaport waters there are the following prohibitions in force:

tugs riding at anchor with non-self-propelled vessels moored alongside;

bunkering ships riding at anchor with fuel oil and fuels and lubricants.

64. A tanker in ballast prior to berthing in Kozmina Bay for loading oil and oil products may, with the Harbor Master's permission, anchor at anchor ground A. In this case the tanker shall proceed to anchor ground A without a pilot on board.

65. Mooring operations of ships of 20,000dwt and over to be carried out under pilotage.

66. Where a tanker having completed loading oil and oil products has not completed bunkering operations or has not passed control, as stipulated by the requirements [clauses 57 - 59](#) of General Rules, or has not been entered outwards from the Seaport in compliance with [clause 56](#) of General Rules it shall clear the berth and proceed with the pilot on board and with tug assistance to the Turning Basin, wherefrom it shall proceed to anchor ground A.

67. The Harbor Master shall be notified of the berth readiness to berthing the ship one hour prior to the commencement of mooring operations.

68. Berthing, unberthing, shifting berths, moving farther than 50m shall be carried out with tug assistance.

69. When carrying out mooring operations the speed of the ship's approach to berth shall not exceed the following figures depending on its displacement:

up to 2,000t – 0.22 meters per second;

up to 5,000t – 0.15 meters per second;

up to 10,000t – 0.13 meters per second;

up to 20,000t – 0.10 meters per second;

up to 40,000t – 0.09 meters per second;

up to 100,000t and over – 0.08 meters per second.

70. Mooring operations of ships are allowed:

in the estuary of the Khmylovka River and in Lake Vtoroye – with wind speed of up to 10 meters per second and visibility of not less than 5 cables;

in Kozmina Bay - with wind speed of up to 14 meters per second and visibility of not less than 10 cables;

within the rest of the Seaport water area - with wind speed of up to 14 meters per second and visibility of not less than 5 cables.

71. Tankers shall be moored to oil terminals in Kozmina Bay alongside with tanker's bow heading to the exit from Kozmina Bay.

72. Tankers' turning and mooring to oil terminals in Kozmina Bay shall be carried out with tug assistance.

73. Mooring lines from ships shall be run out to oil terminals in Kozmina Bay with the assistance of harbor vessels.

74. Ships lying alongside tankers shall keep continuous radio watch on VHF channels 14 and 29 and shall immediately clear tanker side as directed by the Harbor Master.

75. Steel towing lines with plaited eye splices shall be walked out down to water surface and secured both from the bow and the stern.



76. Simultaneous mooring operations at the adjacent berths are not allowed in the Seaport.
77. Mooring a ship to a berth is carried out by linesmen as follows:  
for ships of tonnage up to 300 - 1 linesman;  
for ships of tonnage from 300 to 1,500 - 2 linesmen;  
for ships of tonnage from 1,500 to 2,500 - 3 linesmen;  
for ships of tonnage from 2,500 to 5,000 - 4 linesmen;  
for ships of tonnage from 5,000 to 10,000 - 6 linesmen;  
for ships of tonnage from 10,000 to 20,000 - 8 linesmen;  
for ships of tonnage more than 20,000 - 10 linesmen,  
and also by a linesmen leader equipped with radiocommunication with the pilot or shipmaster.
78. Tankers are allowed to lie alongside the Seaport berths only in one hull manner.
79. Ships are not allowed to lie alongside the Seaport berths in more than two hulls manner.
80. Mooring of ships and craft to the scaffold of quayside areas of the oil terminal is not allowed.
81. Ships shall moor to berths with non-metal ropes and only to mooring fittings.
82. Ships at anchor within the Seaport water area shall keep Power Plants at short readiness and be prepared to weigh anchor upon detecting ship drift or as directed by the Harbor Master.
83. Towing ships within the Seaport waters is allowed by the following methods: from the stern with the tow line being not longer than 100m, by pushing alongside and by pushing.
84. Towing ships with disabled Power Plants or defective anchor gear within the Seaport waters is carried out with Harbor Master's permission with wind speed not exceeding 14 meters per second and with a pilot on board.
85. Diving operations within the Seaport water area are allowed with:  
wind speed of not more than 10 meters per second and seas not higher than 2 points on the scale;  
underkeel clearance of the ship under survey being not less than 2 meters;  
visibility not less than 5 cables;  
no cargo operations on board ship.
86. With oncoming deep cyclone, typhoon or with actual wind speed over 25 meters per second and height of waves over 1.5m the ship shall leave the Seaport waters as directed by the Harbor Master.
87. With wind speed of 15 meters per second and over, anchoring ships at anchor grounds Nos. 1, 2, and 3 of the Seaport waters is not allowed.

## VII. Rules of providing environmental safety, observance of quarantine regulations in the Seaport

88. A ship shall discharge sewage and oily waters, all kinds of garbage to the receptacles on the basis of an application submitted 12 hours prior to the commencement of the said operations.
89. Segregated ballast is discharged overboard ship if permitted by the Harbor Master.  
Ships equipped with segregated ballast water tanks shall receive and discharge ballast through the pipelines separated from other pipelines and not used in pumping oily and / or sewage waters.
90. Operations in cleaning and washing ship's cargo tanks are carried out by oil stripping stations as applied for by the shipmaster.
91. Within operational zone of berths Nos. 9 and 39, as well as of oil terminals in Kozmina Bay during operations in oil and oil products pumping in /out, booms are erected all round the said zones.  
With ice formation booms are erected accounting ice and meteorological conditions.
92. A ship with identified sick person with symptoms implying presence of especially dangerous infections, shall be taken to anchor grounds Nos. 9,5 and 6 (304, 306, 307) together with its crew, passengers and cargo for taking sanitary & epidemiological measures.
93. Bunkering operations from a bunkering boat are allowed, if:  
bunkering boat is securely moored;  
bunkering hoses are in good working condition;  
cargo deck scuppers are securely closed;  
pipelines for bunkering not in use are securely plugged;

bunkering hoses have appropriate support;  
bunkering hoses are flexible enough;  
constant tightness of bunkering connection is secured;  
bunkering pipeline connection flanges are securely tightened with all bolts;  
there's a receptacle under bunkering pipeline connection(s);  
communications with the ship being bunkered are established;  
an appropriate emergency and rescue team has been informed.

94. Bunkering operations on ships with defective fire fighting systems are not allowed.

95. Hot work on ships anchored at anchor grounds and alongside Seaport berths are allowed with the Harbor Master's permission and as agreed upon with the terminal operator.

#### VIII. Rules of using specialized communication devices within the territory and waters of the Seaport

96. Ships riding at anchor within the Seaport waters shall maintain a continuous radio watch on VHF channels 14 and 16.

97. Ships staying at Vrangal Bay, as well as those lying alongside the berths of the Seaport, not equipped with telephone lines, shall maintain a continuous radio watch on VHF channel 14 of the Seaport.

98. Ships, lying alongside berths of the seaport in Kozmina Bay, shall maintain a continuous radio watch on VHF channels 14 and 29 of the Seaport.

99. Radiocommunications on VHF channels 13, 14 and 29 not connected with providing for the safety of navigation are forbidden in the Seaport.

100. Details of additional means of communication for transmitting information, including numbers of telephones are given to mariners by the Harbor Master.

#### IX. Details of the limits of sea areas A1 and A2 of Global Maritime Distress and Safety system

101. The water area of the Seaport is located within operational zone of sea areas A1 and A2 of GMDSS, data connected with marine rescue coordination center (hereinafter referred to as RCC) based in Vladivostok.

102. Communication in sea area A1 of GMDSS is provided by the work of 3 base stations covering water area of Peter the Great Gulf and adjacent territorial sea and up to 20 miles further seawards.

The range of the base station, located on the Tumannaya Mountain (Lat. =42°34.00'N and Long. =131°11.00'E) is 70 miles.

The range of the base station, located on the Gorsovetskaya Mountain (Lat. =43°07.00'N and Long. =131°11.00'E) is 55 miles.

The range of the base station, located in Nakhodka city (Lat. =42°51.00'N and Long. =132°50.00'E) is 45 miles.

103. Working zone of sea area A2 of GMDSS covers waters of the Sea of Japan / East Sea with radius of 150 miles centered at Povorotny Cape, from Korean Peninsula till position Lat.=42°33'00"N and Long.=136°25'00"E and further to Olarovsky Cape.

#### X. Details of the Seaport water area depths and technical capabilities of the Seaport concerning port berthing capacity

104. The Seaport can accommodate vessels of up to 300 meters in length and drawing up to 17 meters.

105. The details of water area depths are given in Appendix 1 to these Compulsory Harbor Regulations. The details of depth alongside the Seaport berths are is given in Appendix 2 to these Compulsory Harbor Regulations

106. Cargo operations in the Seaport are permitted after clearing the ship in upon arrival.

107. Cargo operations in the seaport are permitted with wind speed of not more than 15 meters per second.

108. Ship bunkering in the Seaport is permitted with wind speed of not more than 14 meters per second.



109. Cargo operations using gantry cranes, crane trucks and ship loaders are permitted with wind speed of not more than 15 meters per second, while those using floating cranes - with wind speed of not more than 14 meters per second.

110. Storing of goods within the zone 2 meters wide along the pier apron is not allowed.

111. Cargo operations in pumping oil and oil products in / out according to ship-berth (berth-ship) procedure are fulfilled at the Seaport at berths Nos. 9, 19 and in Kozmina Bay.

112. A tanker fulfilling cargo operations at the oil terminal shall be kept at short readiness to leave the terminal immediately.

113. Receptacle, excluding spilling / leakage of oil and oil products from hose connections on deck, shall be fitted below the hose connections.

114. With an occurrence of swell in the Seaport water area it is necessary to control ship's longitudinal and vertical oscillations.

When there is a risk of damage to loading arms, cargo operations to be stopped and loading arms to be disconnected.

115. The Harbor Master shall notify the mariners of the details of actual depths within the Seaport waters and alongside berths, as well as of maximum allowable drafts within the Seaport waters and alongside berths on the annual basis or if and when changed.

#### XI. Details of handling dangerous goods

116. The Seaport handles dangerous goods of every IMO class of danger.

117. Cargo operations with dangerous goods of IMO Class 1 dangerous goods (excluding IMO Class 1.4), IMO Class 2.1 and IMO Class 2.3 dangerous goods in tanktainers, IMO Class 6.1 dangerous goods in tanktainers, IMO Class 6.2 and IMO Class 7 dangerous goods are effected only through a direct procedure.

118. Cargo operations with IMO Class 1.1 dangerous goods are effected in daytime.

119. Any ship having completed cargo operations with IMO Class 1.1, 5.2, 6.2 and 7 dangerous goods shall leave the Seaport immediately.

120. Ships carrying out cargo operations with IMO Class 1, 5.2, 6.2 and 7 dangerous goods through a direct procedure shall fulfill all bunkering and supplying operations prior to the commencement of cargo operation.

Bunkering ships engaged in cargo operations with IMO Class 5.1 dangerous goods is not permitted.

121. Cargo operations with dangerous bulk cargoes are permitted with wind speed not exceeding 14 meters per second and wave height being no more than 1 meter.

122. During thunderstorms any cargo operations with dangerous goods in the Seaport shall be ceased.

#### XII. Details of organization of ice navigation in the Seaport.

123. With no or little ice formation in the Seaport water area ships navigate by themselves or with tugboat assistance according to clause 14 of these Compulsory Harbor Regulations.

124. Beginning and end of winter navigation in the Seaport, restrictions for ships due to ice navigation regime, and period of icebreaker assistance are determined by the Harbor Master according to clause 172 of the General Rules.

125. During the ice navigation the ice in the berth zone shall be broken, fast ice shall be broken off prior to ship's approach to berth.

Tugs shall chop the ice to small ice pieces.

#### XIII. Details of transmitting information by masters of ships staying in the Seaport with an occurrence of the threat of acts of unlawful interference in the Seaport.

126. With an occurrence of threat of unlawful interference in the Seaport the shipmaster or its security officer shall immediately inform the security officer of the port facility, as well as the Harbor Master accordingly.

The information about threat of unlawful interference should contain:

Ship's type and name;

Ship's location;

Nature of threat;

Source of getting the information about threat;

Estimated time of an illegal act.

127. The Harbor Master is presented with the information about level of security of Seaport facility and level of security of the ships located in the Seaport and also about any changes in security level.

128. The Harbor Master or a security officer of the port facility shall be immediately informed by VHF channel and other additional communication method about any incidents connected with a discovery of suspicious items or explosive substance, about signs of preparation and carrying out acts of unlawful interference, cases of illegal boarding, when getting any information about preparing acts of sabotage and terrorism and about any violation of the established order and any suspected persons in the Seaport. The Harbor Master shall then inform all the parties concerned accordingly.

129. By VHS channel the following information is transferred:

notifications by the Harbor Master about an occurrence of threat of acts of unlawful interference in the Seaport and about changes in security level;

notifications by the Harbor Master to ships' security officers and port facility security officers about an emergence of threat of acts of unlawful interference in the Seaport and about changes in security level of Seaport facilities and ships staying in the seaport or intending to enter the Seaport and Seaport facilities.

Notifications and acknowledgements of receiving mentioned notifications shall be fulfilled immediately from the occurrence of the circumstances indicated in the notifications.

#### XIV. Details of transmitting navigational and hydrometeorological information to the masters of ships staying in the Seaport.

130. Transmitting hydrometeorological information to ships staying at the seaport is executed daily.

131. Transmitting urgent navigational and hydrometeorological information and storm warnings to masters of vessels lying alongside Seaport berths is executed by VHS channels or in a written form immediately.

132. Transmitting hydrometeorological and navigational information to ships staying within the range of VTS coverage is executed by VTS on VHF Channel 13.

133. Transmitting information of special importance and storm warnings is executed by VTS on VHF Channels 13 and 16.

Ships shall acknowledge getting information of special importance and storm warnings.

## To the Compulsory Harbor Regulations (clause 12)

## DETAILS OF FAIRWAYS OF THE SEAPORT WATER AREA AND DEPTHS OF THE SEAPORT WATER AREA

Name	Location	Length and width	Depth
1	2	3	4
Fairway No. 2	Fairway No. 2 leads from the border of water area in Nakhodka Bay to the precautionary navigation area at the entrance to Vrangal Bay; direction of the mid-channel line is 50-230 ° The mid-channel line goes through positions: Lat. = 42°43,83' N and Long. = 132°57,06' E Lat. = 42°46,00' N and Long. = 133°00,60' E	3.05 miles; 4 cables	—
Fairway of Kozmina Bay No. 2 A	Fairway No. 2 A leads from the eastern border of Fairway 2 to the Kozmina Bay. The boundaries of the fairway are marked with light beacons; direction of the mid-channel line is 133,6°- 313,6°. The mid-channel line goes through positions: Lat. = 42°44,46' N and Long. = 132°58,55' E; Lat. = 42°43,38' N and Long. = 133°00,08' E	1.4 miles; 3.2 cables	—
Fairway of Kozmina Bay No. 2 B	Fairway No. 2B for tankers going from oil terminal of Kozmina Bay goes from the Kozmina Bay till the border of water area of the Seaport in Nakhodka Bay; direction of the mid-channel line is 275,5°- 95,5°. The mid-channel line goes through positions: Lat. = 42°43,36' N and Long. = 133°00,40' E; Lat. = 42°43,58' N and Long. = 132°57,27' E	1.92 miles; 3.2 cables	—
1	2	3	4

<p>Fairway No. 3</p>	<p>Fairway No. 3 goes from the precautionary area in the water area of the Seaport to Vrangal Bay; direction of the mid-channel line is 297°117°. The mid-channel line goes through positions: Lat.=42°45,60'N and Long.=133°01,57'E Lat.=42°45,15' N and Long.=133°02,83'E</p>	<p>1.04 miles; 1.4 cables</p>	<p>18.8 meters</p>
<p>Fairway No. 7</p>	<p>Fairway No. 7 connects Fairway No. 1 with precautionary area in the water area of the Seaport; direction of the mid-channel line is 297°117°. The mid-channel line goes through positions: Lat.=42°47,58'N and Long.= 132°56,26'E; Lat.=42°46,00'N and Long.=133°00,60' E</p>	<p>3.32 miles; 4 cables</p>	<p>21.5 meters</p>

## To the Compulsory Harbor Regulations (clause 12)

## DETAILS OF TECHNICAL CAPABILITIES OF THE SEAPORT CONCERNING PORT BERTHING CAPACITY

Berths	Berth location (position)		Technical data						Berth purpose / IMO class of dangerous goods
	North latitude	East longitude	Berth length (meters)	Depth (planned) alongside berth (meters)	Estimated ship's particulars				
					Displacement (thousands of tons)	LOA (meters)	Breadth (meters)	Loaded draft (meters)	
1	2	3	4	5	6	7	8	9	10
Vrangel Bay									
No.5	42°44,3'	133°05,2'	300	13,0	62000	270	35	11,7	Container / class 1-9
No.6	42°44,21'	133°05,0'	312	13,0	62000	270	35	11,7	Container / class 1-9
No.7	42°44,13'	133°04,8'	264	11,5	37000	230	32,2	10,4	Container / class 1-9
No.8	42°44,06'	133,04,6'	408	11,5	37000	230	32,2	10,4	Container / class 1-9
No.9: area 1	42°43,96'	133°04,36'	35	11,5	37000	230	32,2	10,4	Handling RO-RO vessels Oil terminal / oil products, classes 3,9
area 2	42°43,93'	133°04,38'	60	11,5	5000	78	14	6	

1	2	3	4	5	6	7	8	9	10
No.10	42°43,96'	133°04,31'	218	11,5	42000	185	28	10,4	Transshipment of potassium salts / bulk dangerous cargo of class 5.1,9
No.11	42°44,03'	133°04,2'	189,7	11,5	30000	165	24	10,4	Handling timber cargoes / class 1-9
No.12	42°44,11'	133°04,1'	190,2	11,5	30000	165	24	10,4	Handling cargoes of open storage/ class 1-9
No.13	42°44,18'	133°03,98'	210	13,1	54450	190	32,3	11,4	Universal / class 1-9
No.14	42°44,25'	133°03,88'	210	13,1	30000	—	—	11,3	Handling general cargoes/ class 1-9
No.31	42°45,05'	133°04,93'	150	6,5	5000	136	17	5,7	Transshipment of logs, timber and coal
No.32	42°44,96'	133°04,9'	150	8,25	7500	110	12	7,75	Handling bulk and general cargoes
No.33	42°44,9'	133°04,83'	101,5	8,5	30000	135	23	8	Handling general cargoes, transshipment of coal / class 4
No.34	42°44,85'	133°04,81'	125,4	8,5	30000	150	25	8	Handling general cargoes, transshipment of coal / class 4
No.35	42°44,87'	133°04,79'	126,4	8,5	30000	150	25	8	Handling general cargoes, transshipment of coal / class 4
No.39	42°44,98' 42°45,08'	133°04,26' 133°04,23'	206,1	8,35	16306	137,7	22,4	7,5	Bulk petrochemical goods / bulk dangerous goods of classes 3,9
No.49	42°45,08' 42°45,11'	133°03,95' 133°04,22'	381,4	16,5	125000	280	36	16	Loading coal on ships
No.50	42°45,11'	133°03,95'	381,4	16,5	125000	280	36	16	Loading coal on ships

1	2	3	4	5	6	7	8	9	10
	42°45,15'	133°04,21'							
Temporary berth (household berth)	42°44,55' 42°44,59'	133°03,41' 133°03,36'	100,5	6,0	—	90	—	5	Universal
Berth for lying up, servicing vessels of port fleet	42°45,12' 42°45,15'	133°04,96' 133°04,99'	58,25	5,1	477	29,2	—	3,1	For ships' lying up and for environmental servicing
Bunkering oil depot Area A-Б	42°44,74'	133°05,23'	169,3	11,50	15430	140	20,5	8,2	Transshipment of oil products
Bunkering oil depot Area Б-В: area 1 area 2	42°44,65' 42°44,66'	133°05,22' 133°05,15'	80,9 180,0	11,5 13,0	2291 38290	59,8 179	10,5 25,3	4,8 11	Transshipment of oil products
Bunkering oil depot Area В-Г	42°44,67'	133°05,03'	232,7	13,0	38290	179	25,3	11	Transshipment of oil products
Bunkering oil depot Area Г-Д	42°44,7'	133°04,86'	38,9	6,55	—	—	—	5,0	Commercial port berth
Kozmina Bay									
Berth No. 1 of oil pier	42°43,0' 42°43,17'	133°00,6' 133°00,38'	441,9	19,76	182600	274,5	48	17	Transshipment of oil products



1	2	3	4	5	6	7	8	9	10
Berth No. 1 of port fleet	42°42,83'	133°00,85'	153,0	6,26	1900	54,2	12,6	5,4	Port fleet berth
Berth No. 2 of port fleet	42°42,89'	133°00,53'	145,0	6,26	1900	54,2	12,6	5,4	Port fleet berth
Northern quay	42°43,0' 42°43,0'	133°01,39' 133°01,54'	212	9,65	—	—	—	6,8	Universal
Berth No. 2	42°43,0' 42°43,01'	133°01,56' 133°01,51'	80+83	7,8	—	—	—	6,8	Universal
Slide No.1	42°43,1'	133°01,53'	210	8,80-0,00	—	84,7	14	5,27	Scrapping and recycling metal
Slide No.2	42°43,06'	133°01,63'	100	6,80-0,00	—	84,7	14	5,27	Scrapping and recycling metal
Southern quay	42°42,95' 42°42,95'	133°01,36' 133°01,48'	163,5	9,65	6659	104,2	—	6,58	Universal
Household berth	42°42,90'	133°01,54'	80	9,65	—	—	—	5,5	Universal

To the Compulsory Harbor Regulations (clause 12)

DETAILS OF AREAS No. 367, 95, 98, 211, 301 OF THE SEAPORT WATERS

Area No. 367 is bounded by straight lines consecutively connecting the following positions:

No. 1 Lat. =42°43,50'N and Long. = 133°00,80' E;

No. 2 Lat. =42°43,60'N and Long. =132°59,80'E;

No. 3 Lat. =42°45,06'N and Long. =133°01,70'E;

No. 4 Lat. =42°44,70'N and Long. =133°02,50'E;

There are marine culture farms within the area, navigation is prohibited.

Area No. 95 is bounded by straight lines consecutively connecting the following positions:

No. 1 Lat. =42 °43,00'N and Long. =133 °01,40'E;

No. 2 Lat. =42°42,98'N and Long.= 133°01,85'E;

No. 3 Lat. =42°42,95'N and Long.= 133° 01,46'E;

No. 4 Lat. =44°42,94'N and Long.= 133°01,38'E;

Anchoring, seabed trawling, underwater and dredging operations, explosions and sailing with walked out anchor-chain are not permitted in the area.

Area No. 98 is bounded by straight lines consecutively connecting the following positions:

No. 1 Lat. =42°45,03'N and Long.=132°52,32'E;

No. 2 Lat. =42°44,34'N and Long.=133°01,02'E;

No. 3 Lat.=42°43,98'N and Long. =133°01,38'E;

No. 4 Lat. =42°43,48'N and Long. =133°00,80'E;

No. 5 Lat. =42°43,56'N and Long. =132°58,80'E;

No. 6 Lat. =42°42,71'N and Long. =132°58,85'E;

No. 7 Lat. =42°42,20'N and Long. =133°00,55'E;

No. 8 Lat. =42°40,70'N and Long. =133°02,81'E;

No. 9 Lat. =42°39,80'N and Long. =133°02,81'E;

No. 10 Lat. =42°39,80'N and Long. = 132°55,00'E;

No. 11 Lat. =42°42,80'N and Long. =132°55,00'E;

No. 12 Lat. =42°43,57'N and Long. =132°56,47'E;

No. 13 Lat. =42°44,35'N and Long. =132°52,33'E;

Anchoring, seabed trawling, underwater and dredging operations, explosions and sailing with walked out anchor-chain are not permitted in the area.

Area No. 211 is bounded by straight lines consecutively connecting the following positions:

No. 1 Lat. =42 °44,18'N and Long. =132 °56,69'E;

No. 2 Lat. =42°46,08'N and Long. =132°56,69'E;

No. 3 Lat. =42°46,09'N and Long. =132°59,51'E;

No. 4 Lat. =42°45,74'N and Long. =132° 59,51'E;

No. 5 Lat. =42°44,12'N and Long. =132°56,89'E;

The area accommodates the compass deviation and radio deviation polygon of Nakhodka Bay, navigation shall be carried out with caution.

Area No. 301 is bounded by straight lines consecutively connecting the following positions

No. 1 Lat. =42°45,62'N and Long. =133°00,43'E;

No. 2 Lat. =42°45,95'N and Long. =133°00,10'E;

No. 3 Lat. =42°46,25'N and Long. =133°00,50'E;

No. 4 Lat. =42°46,04'N and Long. =133°01,08' E;

No. 5 Lat. =42°45,69'N and Long. =133 °01,60' E;

No. 6 Lat. =42°45,56' N and Long. =133°01,50'E;

Care to be taken when navigating in the area due to pilots' embarkation and disembarkation.

## DETAILS OF VERY HIGH FREQUENCY CHANNELS OF THE SEAPORT

Seaport services	Channels		Call sign
	Duty	Working	
Port State Control, Vostochny port	14	14	Vostochny-5
Port Control, Kozmina Bay	14, 29	14, 29	Kozmina-administration of Vostochny seaport
Pilots, Vostochny seaport	14	14	Vostochny Pilot
Inspectors, ISPS	14	14	Vostochny-5
Inspectors, Security of Ships and Port Facilities	14	14	Vostochny -5
Traffic controller, Vostochny seaport	14	14	Vostochny -2
VTS	16	13	Nakhodka-Traffic
Transfes	35	35	Vostochny -7
Traffic controller, port fleet	14	95	Vostochny -6
Main controller's office, oil terminal in Kozmina Bay	10	10	Kozmina-1
Marine controller's office, oil terminal in Kozmina Bay	10	10	Kozmina-2
Controller's office, Vrangel Bay	69	69	Vrangel -Terminal

To the Compulsory Harbor Regulations (clause 12)

DETAILS OF ANCHORAGES AND ANCHOR GROUNDS IN THE SEAPORT

Anchorage in the water area of the Seaport are limited with straight lines connecting the following positions:

Anchorage No. 5 (306):

No. 1 Lat. =  $42^{\circ}46.15' N$  and Long. =  $132^{\circ}56.65' E$ ;

No. 2 Lat. =  $42^{\circ}47.17' N$  and Long. =  $132^{\circ}56.65' E$ ;

No. 3 Lat. =  $42^{\circ}46.37' N$  and Long. =  $132^{\circ}58.70' E$ ;

No. 4 Lat. =  $42^{\circ}46.17' N$  and Long. =  $132^{\circ}58.70' E$ ,

Anchorage No. 6 (307):

No. 1 Lat. =  $42^{\circ}47.08' N$  and Long. =  $132^{\circ}58.50' E$ ;

No. 2 Lat. =  $42^{\circ}47.80' N$  and Long. =  $132^{\circ}58.50' E$ ;

No. 3 Lat. =  $42^{\circ}47.80' N$  and Long. =  $132^{\circ}58.80' E$ ;

No. 4 Lat. =  $42^{\circ}46.79' N$  and Long. =  $132^{\circ}59.67' E$ ;

No. 5 Lat. =  $42^{\circ}46.68' N$  and Long. =  $132^{\circ}59.53' E$ ,

Anchorage No. 7 (302):

No. 1 Lat. =  $42^{\circ}46.38' N$  and Long. =  $133^{\circ}00.55' E$ ;

No. 2 Lat. =  $42^{\circ}46.96' N$  and Long. =  $133^{\circ}00.13' E$ ;

No. 3 Lat. =  $42^{\circ}47.35' N$  and Long. =  $133^{\circ}00.57' E$ ;

No. 4 Lat. =  $42^{\circ}46.79' N$  and Long. =  $133^{\circ}01.35' E$ ;

No. 5 Lat. =  $42^{\circ}46.09' N$  and Long. =  $133^{\circ}01.28' E$ ;

Anchorage No. 8 (303):

No. 1 Lat. =  $42^{\circ}46.09' N$  and Long. =  $133^{\circ}01.28' E$ ;

No. 2 Lat. =  $42^{\circ}46.38' N$  and Long. =  $133^{\circ}01.90' E$ ;

No. 3 Lat. =  $42^{\circ}45.92' N$  and Long. =  $133^{\circ}02.52' E$ ;

No. 4 Lat. =  $42^{\circ}45.75' N$  and Long. =  $133^{\circ}02.22' E$ ;

Anchorage No. 9 (304):

No. 1 Lat. =  $42^{\circ}44.50' N$  and Long. =  $132^{\circ}59.07' E$ ;

No. 2 Lat. =  $42^{\circ}45.56' N$  and Long. =  $132^{\circ}00.75' E$ ;

No. 3 Lat. =  $42^{\circ}45.18' N$  and Long. =  $132^{\circ}01.78' E$ ;

No. 4 Lat. =  $42^{\circ}44.37' N$  and Long. =  $132^{\circ}00.68' E$ ;

Area No. 211:

No. 1 Lat. =  $42^{\circ}44.18' N$  and Long. =  $132^{\circ}56.69' E$ ;

No. 2 Lat. =  $42^{\circ}46.08' N$  and Long. =  $132^{\circ}56.69' E$ ;

No. 3 Lat. =  $42^{\circ}46.09' N$  and Long. =  $132^{\circ}59.51' E$ ;

No. 4 Lat. =  $42^{\circ}45.74' N$  and Long. =  $132^{\circ}59.51' E$ ;

No. 5 Lat. =  $42^{\circ}44.12' N$  and Long. =  $132^{\circ}56.89' E$ ;

In the area No. 211 there is anchorage A with the following coordinates:

Lat. =  $42^{\circ}44.97' N$  and Long. =  $132^{\circ}57.50' E$ ,

Anchorage No. 1:

Lat. = $42^{\circ}44,50'$  N and Long. = $133^{\circ}04,10'$  E,  
Anchorage No. 2:

Lat. = $42^{\circ}45.00'$  N and Long. = $133^{\circ}03.70'$  E,  
Anchorage No. 3:

Lat. = $42^{\circ}45.45'$  N and Long. = $133^{\circ}03.46'$  E,

To the Compulsory Harbor Regulations (clause 14)

**DETAILS OF MINIMUM NUMBER AND POWER OF TUGS FOR SHIPS' MOORING OPERATIONS IN THE SEAPORT<sup>1</sup>**

(as amended by the [Order](#) of the RF Ministry of Transport dated June 23 2011 No. 168)

Deadweight of the vessel	Minimum number of tugs and their power	
	Mooring	Unmooring
Coal berth No. 49, 50		
Up to 20,000 tons	2 × 882 kW	2 × 882 kW
20,001 to 45,000 tons	3 × 1,691 kW	3 × 1,691 kW
45,001 to 75,000 tons	2 × 882 kW 2 × 2,205 kW	1 × 882 kW 2 × 2,205 kW
Over 75,000 tons	2 × 1,323 kW 2 × 2,940 kW	1 × 1,323 kW 2 × 2,940 kW
Berth No. 1 in Kozmina Bay		
Up to 80,000 tons	2 × 1,850 kW 2 × 2,250 kW	1 × 1,838 kW 2 × 2,205 kW
80,001 to 150,000 tons	2 × 2,867 kW 2 × 3,675 kW	2 × 2,867 kW 2 × 3,675 kW
Other berths		
Vessels up to 100 meters with thrusters	1 × 1,838 kW	1 × 1,838 kW
Up to 20,000 tons	2 × 1,838 kW	2 × 1,838 kW
Over 20,000 tons	3 × 1,691 kW	3 × 1,691 kW

<sup>1</sup> Except for vessels with gross tonnage less than 200 and vessels of harbor fleet.



