

MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION

ORDER

dated August 22, 2017 No. 342

**ON APPROVAL OF COMPULSORY HARBOUR REGULATIONS
AT THE SEAPORT OF EGVEKINOT**

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 (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. I), art. 4215, No. 27 (p. II), art. 4282, I hereby order:

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

Minister
M.Yu.SOKOLOV

Approved
by the Order of the Ministry of Transport of Russia
No. 342 dated August 22, 2017

**COMPULSORY HARBOUR REGULATIONS
at the seaport of Egvekinot**

I. General provisions

1. The Compulsory Harbour Regulations at the seaport of Egvekinot (hereinafter – the Compulsory Harbour Regulations) have been developed according to 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 " ¹, the Federal Law dated April 30, 1999 No. 81-Φ3 "The Merchant Shipping Code of the Russian Federation" ², General Rules of ships' navigation and mooring at the seaports of the Russian Federation and at approaches thereto ³ (hereinafter – the General rules).

¹ Corpus of legislative acts of the Russian Federation, 2007 No. 46 art. 5557; 2008 No. 29, art. 3418, 2008 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; 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, No. 27, 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, art. 4186, art. 4215; 2017, No. 7, art. 1029.

³ The 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).

2. The present Compulsory Harbour Regulations contain description of Egvekinot seaport (hereinafter – the Seaport); rules of calling at the seaport and leaving the seaport by ships; rules of navigation within the seaport waters; description of territory of application of the Shipping Control and Administration Service and ship navigation rules within this area; 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; information about approaches to the seaport; 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 regulatory legal acts of the Russian Federation related to 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 regardless of their legal organization form and ownership form 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 Kresta Bay of the Bering Sea along the west coast of Egvekinot bay.

6. Boundaries of the Seaport are defined in accordance with decree of government of the Russian Federation No. 1800-p⁴ dated October 18, 2010.

7. The Seaport is a freezing port; no icebreaker support is offered.

8. The Seaport is open for navigation from July to November.

9. The Harbour Master annually informs seafarers about the beginning and ending of navigation period.

10. The Seaport's roadstead is a place of refuge for ships in stormy weather.

Under gale-force wind of north, north-east and north-west directions it is not safe for ships to stay within the Seaport's waters.

11. Information about approaches to the Seaport and approach fairways is set forth in annex No. 1 to the present Compulsory Harbour Regulations.

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

13. The Seaport implements carriage of passengers and cargo.

14. Pilotage is not offered at the Seaport.

15. Towage is offered at the Seaport. Information about minimum quantity and capacity of the tugs for mooring operations at the Seaport is set forth in annex No. 5 to the present Compulsory Harbour Regulations.

Ships less than 150 meters long equipped with two propellers and a thruster or two or more thrusters are exempt from compulsory tug assistance.

16. 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).

17. Details of the Seaport's anchorages are set forth in Annex No. 2 to the present Compulsory Harbour Regulations.

18. 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.

⁴ Corpus of legislative acts of the Russian Federation, 2010, No, 43, art. 5561.

19. Details of the 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

20. Information about ships' calling at the Seaport and sailing from the Seaport is transferred to the Harbour Master via the following URL address: www.portcall.marinet.ru.

21. Ships' calls and departures at/from the Seaport are registered by the Harbour Master service from 9.00 a.m. to 6.00 p.m.

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 General Rules and application of the ship's master (shipowner) or the ship agent stating 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 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, extreme draught, forward draught, aft draught, GMDSS area, permitted area of navigation);

Nature of the ship's operations;

Area of navigation;

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

Information about the ship's security;

Information about sanitary and epidemiological situation aboard the ship;

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 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 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 "Egvekinot-radio-2" and VHF operating channel 14.

IV. Rules of ships' sailing within the Seaport waters

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

23. Harbour Master endorses the schedule of ships' traffic and allocation at the seaport every day based on information about a ship's call submitted in accordance with p. 20 of the present Compulsory Harbour Regulations.

24. Speed of ships' navigation at the port's waters should not exceed six knots. When ships pass by berthed ships or ships moored near other floating objects or by areas where diving operations are implemented, they must proceed at minimum speed to ensure a ship's steering

capability.

25. Ships may sail in the Seaport waters under visibility of at least five cables.

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

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

28. Small watercrafts 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 in the Seaport waters when communication with the Harbour Master is not available;

approach anchored and berthed ships;

navigate in the Seaport's waters with tacking 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.

29. Non-propelled ships may be towed within the Seaport's waters alongside or behind the aft of the tug with tow line not longer than 60 meters. Towing is not permitted when visibility is lower than 5 cables and wind speed is higher than 14 meters per second.

V. Description of the operational zones of the Shipping Control and Administration Service and ship navigation rules effective within these zones

30. Operational Zone of the Shipping Control and Administration Service is the Seaport waters.

31. Ships' traffic within the Seaport waters is regulated by the Harbour Master service at VHF calling channel 16, call sign is "Egvekinot-radio-2" and VHF operating channel 14.

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

32. 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.

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

34. Distance between anchored ships must be at least 5 cables.

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

speed of wind not higher than 10 meters per second;

visibility within the Seaport waters not lower than 20 cables;

wave disturbance of the sea not greater than 2 points.

36. Steel cables with eye splices must be secured and deployed at the distance of one meter to water level at the forecastle and at the aft of a tanker.

37. All ships longer than 50 meters must be moored to the Seaport's berths (from the Seaports' berths) with tug assistance, except when a tug cannot operate due to ice conditions.

38. General cargo ships should be moored to the berth No. 1 with their starboard side; tankers should be moored stern-on near an inlet pipe of an oil terminal dropping both anchors and veering out at least six shackles of an anchor chain.

39. Ships should moor to the berth No. 2 with their portside and to the berth No. 3 as the Harbour Master indicates depending on wind direction.

40. When ships moor to berths No. 1 and 2, to make maneuvering easier, they are allowed to move with a dropped anchor; when ships moor to berth No. 3 an anchor must be dropped. Ships may moor to berth No. 3 only at daylight (from sunrise to sunset). At nighttime (from

sunset to sunrise) ships may unmoor from the berth No. 3 as coordinated with the Harbour Master.

41. 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;

For a ship of gross tonnage from 5001 to 10000 - 6 linesmen;

The linesmen leader should be provided with a radio communication to be able to communicate with the ship master.

42. Diving operations within the Seaport waters are performed subject to permission of the Harbour Master.

Diving operation are not allowed at the Seaport's waters under the following conditions:

- speed of wind greater than 10 meters per second;

- wave disturbance greater than two points;

- keel clearance under inspected ship less than two meters;

- visibility lower than five cables;

- all cargo operations on the inspected ship.

43. When north winds reach the speed higher than 15 meters per second, anchored ships must keep their main engines in stand-by.

44. If gale-force wind of south direction is expected, a ship moored near the berth No. 1 must be continuously ready to leave the berth for a roadstead.

VII. Environmental safety rules and quarantine regulations in the Seaport

45. 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.

46. Releasing ballast water at the Seaport is prohibited.

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

48. 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.

49. 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

50. All ships located in the Seaport waters or at its berths must keep continuous radio watch using VHF communication channels 14 and 16.

51. 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.

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

53. Information about operating VHF channels is set forth in the Annex No. 4 to the present Compulsory Harbour Regulations.

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

54. The Seaport accepts ships up to 130 meters in length and up to 8 meters in draught.

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

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

57. 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

58. Operations with cargo of IMO Hazard Classes 1 and 4 may be implemented in the Seaport.

59. Hazardous cargo discharged at the Seaport must be shipped to the consignee's warehouse immediately.

60. When operations with hazardous cargo are implemented, other ships may not stay or implement any operations within the radius of 200 meters from the place of discharge (loading) of hazardous cargo.

61. 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

62. 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.

63. 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.

64. 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.

65. 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

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

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

Details of the approaches to the Seaport and approach fairway

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

Lat. 66°16,00' N and Long. 179°09,97' W;

Lat. 66°15,20' N and Long. 179°06,65' W;

Lat. 66°12,75' N and Long. 179°09,80' W;

Lat. 66°13,50' N and Long. 179°13,15' W.

Coordinates of the initial point of the approach fairway to the Seaport waters are Lat. 66°14,00' N and Long. 179°09,30' W. Navigation should follow the direction of cusps 30.9° – 210.9° introduced on the eastern shore of Egvekinot bay.

Details of anchoring grounds within the seaport waters

8 anchorages are assigned at the Seaport in the points with the following coordinates:

Anchorage No. 1, 2, 3 are designed for ships carrying hazardous cargo; below are coordinates of the center of these anchorages:

No. 1 - Lat. $66^{\circ}16,5'$ N and Long. $179^{\circ}05,3'$ W;

No. 2 - Lat. $66^{\circ}17,0'$ N and Long. $179^{\circ}04,7'$ W;

No. 3 - Lat. $66^{\circ}17,5'$ N and Long. $179^{\circ}04,9'$ W;

Anchorage No. 4 – 8 are designed for ships with draught up to 15 meters; below are coordinates of the center of these anchorages:

No. 4 - Lat. $66^{\circ}18,0'$ N and Long. $179^{\circ}04,8'$ W;

No. 5 - Lat. $66^{\circ}18,4'$ N and Long. $179^{\circ}04,7'$ W;

No. 6 - Lat. $66^{\circ}18,9'$ N and Long. $179^{\circ}05,5'$ W;

No. 7 - Lat. $66^{\circ}19,5'$ N and Long. $179^{\circ}05,3'$ W;

No. 8 - Lat. $66^{\circ}20,0'$ N and Long. $179^{\circ}05,8'$ W.

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

Designation of a berth	Location of a berth		Berth's design specifications	
	Lat. N	Long. W	Length (meters)	Alongside depth (meters)
Hydraulic engineering object – pier (HEO Pier)	1 mile north of Kurgan cape		-	-
Berth No. 1 (south side of HEO Pier)	66°18,49'	179°06,47'	150,6	9,3
Berth No. 2 (north side of HEO pier)	66°18,50'	179°06,47'	144,7	9,3
Berth No. 3	66°18,56'	179°06,57'	175,2	8,55
Berth No. 4	66°18,56'	179°07,05'	100,1	4,8

**Details of communication channels of very high frequency
used in the Seaport**

Subscriber	Very high frequency communication channels		Call sign
	calling	operating	
Port State Control Inspection	16	14	“Egvekinot-radio-2”
Traffic Control Service of the Seaport	16	9	“Egvekinot-radio-1”
Tug on duty	16	6	“МБ-380”

**Details of minimum quantity and capacity of tugs
for mooring operations in the Seaport**

Ship's deadweight	Minimum quantity and capacity of tugs for mooring operations at the Seaport	
	Mooring	Unmooring
From 500 to 10,000	1 x 232	1 x 232