

**MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION**  
**ORDER**  
**dated October 13, 2015 No. 298**  
**ABOUT APPROVAL OF MANDATORY REGULATIONS**  
**AT THE SEAPORT OF PEVEK**

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. 6143, No. 49 (p. VI), art. 6928; 2015, No. 1 (p.I), art. 52, No. 29 (p.I), art. 4339) I hereby order:

To approve enclosed Mandatory Harbor Regulations for the seaport of Pevek.

Minister  
M.Yu.SOKOLOV

True:

Advisor of the department of document support

/signature/

E.A. Morozova

Seal: The Ministry of Transport of the Russian Federation  
Administrative department

Gotovchits Ivan Robertovich  
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**MANDATORY REGULATIONS  
at the seaport of Pevek**

I. General provisions

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

2. The present Mandatory Regulations contain description of Pevek seaport (hereinafter – Seaport); rules of calling at the seaport and leaving the seaport by ships, including navigation security measures for ships calling and leaving the seaport; rules of a navigation within the seaport waters and on approaches to it; description of the operational zone of Vessel Traffic Service and ship navigation rules in this zone; 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 – GMDSS); details of technical capacity of the port's berthing facilities; details of the navigation season; details of area of mandatory pilotage; details of water depths within the seaport and on approaches to it; details of handling dangerous goods; details of ice navigation organization in the seaport and on approaches to it; 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 merchant shipping.

3. The present Mandatory 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 of ships 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 Mandatory Regulations.

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<sup>1</sup> 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.

<sup>2</sup> 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.

<sup>3</sup> 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).

## II. Description of the seaport

5. The seaport is located on the shore of the East Siberian Sea at the eastern shore of Chaunskaya Bay.
6. The seaport's boundaries are endorsed by the decree of the government of the Russian Federation No. 1801-p<sup>4</sup> dated October 18, 2010.
7. The seaport is a cold-water port; no ice-breaker support is offered at the port. In summer months the northern winds can cause floating ice in the seaport's water.
4. The seaport is open for navigation from July to October. The period of navigation can be extended if ice conditions are favorable.
9. The Harbor Master annually informs seafarers about commencement and closing of the navigation period.
10. Storm surge can be observed in the waters of the seaport; it reaches up to two meters on upsurge and up to 1.4 meters from the average level on the downsurge. Under wind speed 1.5 m/s wind drift reaches 1.5 knots.
11. The seaport is not a place of refuge for ships during storm weather conditions when navigation at the seaport is open. When strong winds of south-east direction blow, anchored ships transfer to the shelter of the high coast of Pevek cape and anchor there upon coordination with the Harbor Master.
12. Cargo and passenger shipping is performed at the seaport.
13. The seaport has a permanent multilateral cargo entry point through the state border of the Russian Federation<sup>5</sup>.
14. Pilotage and tug boat support are offered to ships at the seaport. The area of mandatory pilotage includes waters of the seaport. A tug 1175 kWh in capacity operates within the seaport's waters.
15. Ships and other watercrafts equipped with nuclear power plants and other sources of radiation are allowed to call at the seaport.<sup>6</sup>
16. The seaport is included into an operational zone of sea areas A1 and A2 of the GMDSS.
17. Information about the seaport's anchorages is set forth in Annex No. 1 to the present Mandatory Regulations.
18. Information about technical capacity of the seaport's berthing facilities is given in Chapter X of the present Mandatory Regulations and Annex No. 2 thereto.
19. Information about the communication channels of very high frequency used in sea port (hereinafter – VHF) are listed in Chapter VIII of the present Mandatory Regulations and Annex No. 3 thereto.

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

20. The information about ships' calling at the seaport and sailing from the seaport is transferred to the Harbor Master via the following URL address: [www.portcall.marinet.ru](http://www.portcall.marinet.ru).
21. Ships' calls and departures at/from the seaport are registered 24 hours.
22. Ships sailing along the main Pevek range should embark / disembark a pilot at the location 69°44'28'' north latitude and 170°26'18'' east longitude.
23. When a vessel calls at the seaport from south-east through Sredny strait along Chaunskaya ranges, it must embark / disembark a pilot at the location 69°39'04'' north latitude and 170°09'36'' east

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<sup>4</sup> Corpus of legislative acts of the Russian Federation, 2010 No. 43 art. 5562.

<sup>5</sup> The Decree of the Government of the Russian Federation dated August 7, 2013 No. 1389-p (Corpus of Legislative acts of the Russian Federation, 2013 No. 32 art. 4362).

<sup>6</sup> The 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. 83 art. 806; 2010 No. 14 art. 1680; 2011 No. 41 (p. 2) art. 5798, No. 41 (p. 2) art. 5798; 2014 No. 21 art. 2144).

longitude.

24. The Harbor Master of the seaport does not register calls at the seaport and departures from it of ships that operate exclusively within waters of the seaport, as well as those that leave borders of the seaport and return back there if duration of a single stay outside the borders of the seaport of such vessel does not exceed 72 hours (locally operating vessels).

The Harbor Master issues permit to such ships for navigation within the seaport waters and outside it with return to the seaport for the maximum period of 90 days. Period of validity of the permit stated in the present paragraph should not exceed period of validity of any of the ship's documents.

25. The Harbor Master issues a permit to a ship for navigation within the seaport waters and outside it with 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 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 ship's shipowner 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, depth, keel 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 intactness of the ship's cargo-handling equipment (devices) if any, as well as about any 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.

26. The Harbor 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 established for the ship, date of issue and period of validity of the permit.

#### IV. Rules of ships' sailing within seaport waters and on approaches to it

27. 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.

28. Harbor 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. 20 of the present Mandatory Regulations.

29. Navigation of ships within the seaport waters, mooring and unmooring operations must be implemented in accordance with the schedule of ships' allocation and traffic.

30. Maximum speed permitted in the seaport waters is 6 knots.

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

32. The following is not allowed in the seaport waters:

Ships drifting;

Sailing with veered anchor chain;  
Overtaking other ships.

33. Mooring operating and towing are allowed in the seaport waters under the speed of wind not greater than 15 meters per second.

34. Towage of ships with non-functioning propeller-rudder system, ship power plant or the anchor gear within the seaport's waters is carried out under the wind speed not exceeding 10 meters per second.

35. Towage of ships within the seaport waters is permitted using the following methods: "astern towing" with the tow line length not greater than 60 meters, "alongside towing" – not more than one ship, push-towing – not more than two ships.

36. The following categories of ships are exempt from mandatory pilotage:

small watercrafts;

pleasure boats;

sports sailing ships;

ships with gross tonnage less than 1,000;

ice breakers;

ships that render services and procure stocks to other ships in the seaport waters and on approaches to it and objects of the seaport's infrastructure (hereinafter referred to as port fleet).

37. Small watercrafts are not permitted to:

navigate in the seaport waters under speed of wind greater than 12 meters per second;

navigate in the vicinity of the seaport's anchorages when other ships are anchored there;

navigate within the seaport's waters without radio communication with the seaport's master;

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

approach seaport's berths without permit of the harbor master.

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

38. The operational area of the Vessel Traffic Service (VTS) is the area of mandatory pilotage.

39. VTS functions are implemented by the seaport's Harbor Master service using technical means of automatic identification system (AIS) and VHF communication channels.

40. Ship traffic within the area of VTS operation is regulated by an officer of the seaport's Harbor Master service.

41. Ships sailing to the seaport must establish communication with the Harbor Master on 16th VHF communication channel using call sign "Pevek Radio 5" and ask for permit to enter the seaport waters.

42. Ships sailing from the seaport must inform about the time of their departure from the VTS zone on 16th VHF communication channel using call sign "Pevek Radio 5".

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

43. In the Seaport ships can be moored at anchorages, information about them is set forth in the Annex No. 1 to the present Mandatory Regulations, and at the seaport's berths, information about them is set forth in Annex No. 2 to the present Mandatory Regulations. There are no approaches to the seaport.

44. When a tanker is moored at the seaport near the berth of petroleum product storage for receiving or submitting oil products, steel cables with eye splices must be secured and deployed to water-layer, the ship must be surrounded with floating booms.

45. Ships may perform anchoring / unanchoring operations and mooring operations with permit from the Harbor Master.

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

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

For a ship of gross tonnage from 301 to 1,500 - 2 linesmen;

For a ship of gross tonnage from 1,501 to 2,500 - 3 linesmen;

For a ship of gross tonnage from 2,501 to 5,000 - 4 linesmen;

For a ship of gross tonnage from 5,001 to 10,000 - 6 linesmen;

For a ship of gross tonnage from 10,001 to 20,000 - 8 linesmen;

For a ship of gross tonnage from above 20,000 - 10 linesmen. The linesmen leader should be provided with a radio communication with the pilot and master of the ship.

47. When a forecast is received predicting increase of the speed of wind up to 15 meters per second or more, a storm warning is released.

48. Watercrafts staying near anchored ships must be removed from them in case of a storm warning.

49. In case of storm warning moored ships must be secured with the necessary quantity of mooring lines to ensure safe stay.

50. Ships staying near berths "second hull" must be unmoored to the berth or transfer to the seaport's roadstead.

51. When speed of wind increases greater than 20 meters per second, moored ships must leave the seaport's berths and proceed to anchorages in accordance with instructions of the Harbor Master.

52. Ships may not perform mooring and cargo handling operations at the seaport under speed of wind 15 meters per second or higher.

53. Tug assistance is mandatory for ships with gross tonnage greater than 1,000.

54. Shifting and restringing of non-self-propelled ships, ships with defective ship power plant or anchor devices is not permitted at the seaport.

55. Diving operations within seaport waters are performed under the following conditions:

- speed of wind not greater than 12 meters per second;

- wave disturbance not greater than 2 points;

- keel clearance under inspected ship not less than one meter;

- termination of all cargo operations on the inspected ship.

56. No watercrafts may be put next to a ship before mooring operation is completed.

57. A ship must be anchored so that its hull does not extend beyond the anchorage.

## VII. Environmental safety rules and quarantine regulations in the seaport

58. 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 containers 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.

59. Releasing ballast water at the seaport is prohibited.

60. The ship on which the patient with the symptoms similar to a particularly dangerous infection is revealed should proceed to area No. 5 with all its crew, passengers and cargo for carrying out of epidemiology activities as provided for by Annex No. 1 to the present Mandatory Regulations.

61. When operations related to receiving / submitting oil products, as well as bunkering operations, are carried out, boom defense must be installed around ships participating in the operations.

62. 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.

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

63. All ships located in the seaport waters or at its berths must keep continuous radio watch using 16 VHF communication channel.

64. Harbor master announces information about additional means of communication for submitting information, including phone numbers.

65. Any discussions unrelated to ensuring security of navigation on channels 6, 9, 10, 11, 12, 13, 14 and 16 are prohibited.

66. In case of mooring operations ships and tugs must keep communication using 6 VHF communication channel.

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

67. Waters of the seaport are located within the area covered by sea areas A1 and A2 GMDSS; these areas have information connection to Marine Rescue Coordination Center “Dikson” (hereinafter referred to as MRCC “Dikson”).

68. Marine Rescue Subcenter is located in the seaport (MRSC “Pevek”).

69. Sea area A1 GMDSS covers only the territory of the seaport and 20 marine miles outside it.

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

#### X. Details of the seaport waters depths and technical capacity of the seaport’s anchorage / berthing facilities

71. The seaport accepts ships up to 180 meters in length and up to 9 meters in draught. Ships with draught up to 9.7 meters may approach berth of the petroleum products storage.

72. Ships with draught up to 13 meters may enter waters of the seaport and anchor there.

73. 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 harbor master annually or upon change.

#### XI. Details of hazardous handling

74. Operations with cargo of IMO Hazard Classes 1, 2, 3, 4, 5, 6, 8, and 9 may be implemented in the seaport waters.

75. Oil products may be loaded and discharged at the berth of petroleum products storage under speed of wind not greater than 15 meters per second.

76. When cargo operations are implemented with explosive materials (BB) and firing gears (CB), mooring and processing other cargo within the radius of less than 200 meters from the place of discharge (loading) of the hazardous cargo is prohibited.

77. A vessel carrying hazardous cargo aboard moored near the seaport’s berth must keep its main engine in continued readiness, so that the ship could leave the berth immediately.

#### XII. Details of transmitting information by masters of ships staying in the seaport about the threat of acts of illegal interference in the seaport

78. 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 harbor master.

79. The information about level of protection of port facilities and about level of protection of the ships at the seaport, as well as about any changes in the levels of protection must be provided to the Harbor Master.

80. Notification about threat of acts of illegal interference in the seaport and about change of level of protection 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.

81. 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 Harbor Master and to the port security authorities by means of VHF communication channels and by additional communication links as specified to interested parties by the Harbor Master.

### XIII. Details of transmitting navigational and hydrometeorological information to the masters of ships staying in the seaport

82. Navigational and hydrometeorological information is transmitted to ships daily using VHF channel No. 16.

83. Storm warnings and especially important messages are transmitted by Harbor Master to seafarers immediately. Ships should confirm receipt of especially important messages and storm warnings.



DETAILS OF ANCHORAGES AT THE SEAPORT

Names and purposes of anchorages	Location	Depth (meters)
Area of anchorage No. 1 – for general cargo ships	The anchorage is located to the south from Routan clearing line and is restricted with strait lines connecting points with the following coordinates in succession: 1. 69°42'45" north latitude and 170°15'8" east longitude; 2. 69°42'7" north latitude and 170°15'8" east longitude; 3. 69°43'1" north latitude and 170°16'2" east longitude; 4. 69°43'55" north latitude and 170°20'0" east longitude; 5. 69°43'0" north latitude and 170°20'0" east longitude;	15 - 17
Area of anchorage No. 2 – for general cargo ships and ice breakers	The anchorage is located to the north from Routan clearing line and is restricted with meridians 170°15'0" east longitude and 170°18'0" east longitude. On the north it is restricted with the parallel 69°44'6" north latitude; On the south it is restricted with a straight line that crosses the points 69°43'5" north latitude and 170°15'0" east longitude and 69°43'8" north latitude and 170°18'0" east longitude.	15 - 17
Area of anchorage No. 3 – for general cargo ships carrying explosive materials, firing gears and ships with nuclear power plant	The anchorage is located to the north from Routan clearing line and is restricted with straight lines connecting points with the following coordinates in succession: 1. 69°43'4" north latitude and 170°11'4" east longitude; 2. 69°43'4" north latitude and 170°14'0" east longitude; 3. 69°44'7" north latitude and 170°14'0" east longitude;	20 - 30
Area of anchorage No. 4 – for ships carrying petroleum products	The anchorage is located to the north from Routan clearing line and is restricted with the meridians 170°18'5" east longitude and 170°21' east longitude; parallel 69°45' north latitude and straight line crossing the points 69°43'9" north latitude and 170°18'5" east longitude and 69°44'1" north latitude and 170°21'0" east longitude	15 - 20
Area of anchorage No. 5 – quarantine anchorage	The area is restricted with meridians 170°16'0" east longitude and 170°18'0" east longitude and parallels 69°44'8" north latitude and 69°45'3" north latitude.	15 - 17
Area of anchorage No. 6 –	The area is restricted with straight lines connecting points	

this area is prohibited for anchorage of all ships	with the following coordinates in succession: 69°42'45'' north latitude and 170°15'8'' east longitude; 69°42'7'' north latitude and 170°15'8'' east longitude; 69°43'1'' north latitude and 170°16'2'' east longitude; 69°42'8'' north latitude and 170°13'0'' east longitude; 69°42'4'' north latitude and 170°13'0'' east longitude;	
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DETAILS  
OF SEAPORT'S TECHNICAL CAPACITIES TO ACCEPT SHIPS

Name of the berth	Location of the berth	Technical characteristics	
		Length of the berth (meters)	Depth of the berth (meters)
Berth No. 1 (operation is restricted)	69°42'19.7'' north latitude and 170°14'55.1'' east longitude; 69°42'19.3'' north latitude and 170°15'09.8'' east longitude;	186	9.3
Berth No. 2	69°42'19.3'' north latitude and 170°15'09.8'' east longitude; 69°42'19.1'' north latitude and 170°15'26.7'' east longitude;	180	9.3
Berth No. 3	69°42'19.1'' north latitude and 170°15'26.7'' east longitude; 69°42'19.3'' north latitude and 170°15'40.9'' east longitude;	134	7.8
Berth of the petroleum products storage	69°40'45'' north latitude and 170°12'50'' east longitude; 69°40'48'' north latitude and 170°12'54'' east longitude;	104.3	10

DETAILS  
OF THE VERY HIGH FREQUENCY CHANNELS OF THE SEAPORT

Call recipient	Very high frequency channels		Call sign
	Calling channel	Operating channel	
Inspection of state port control	16	11	“Pevek-radio 5”
Dispatching service of the seaport	16	14	“Pevek-radio 2”
Pilotage service	16	6	“Pevek-pilot”
Dispatcher of the petroleum products storage	16	At the dispatcher’s instruction	“Pevek-neftebaza”
Border post	16	12	“Lebed”
Marine search and rescue subdistrict of MRCC Pevek	16	13	“MSPC-Pevek”
Tug on duty	16	6	“Nikolay-Tavrat”