

MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION

ORDER

April 7, 2025 No. 123

Moscow

ABOUT APPROVAL OF THE BY-LAWS

AT THE SEAPORT YEYSK

Stamp: /Ministry of Justice of the Russian Federation

REGISTERED

Registration No. 82257

Dated May 20, 2025/

According to part 2 of the clause 14 of the Federal Law dated November 8, 2007 No. 261-FZ About The Seaports In The Russian Federation And About Amendments To The Legislative Acts Of The Russian Federation and first paragraph of the clause 1 of the Regulation on the Ministry of Transport of the Russian Federation, approved by Resolution of the Government of the Russian Federation of July 30, 2004 No. 395, I order:

1. To approve the attached Mandatory Regulations at the seaport of Yeysk.

2. To declare the following to be no longer in force:

Order of the Ministry of Transport of the Russian Federation dated August 21, 2012 No. 324 On Approval of Mandatory Regulations at the seaport of Yeysk (registered by the Ministry of Justice of the Russian Federation on August 31, 2012, registration No. 25347);

Order of the Ministry of Transport of the Russian Federation dated March 30, 2016 No. 81 On Amendments to the Mandatory Regulations at the Seaport of Yeysk, approved by Order of the Ministry of Transport of the Russian Federation dated August 21, 2012 No. 324 (registered by the Ministry of Justice of the Russian Federation on May 24, 2016, registration No. 42229).

3. This order shall enter into force on September 1, 2025 and shall remain in effect until September 1, 2031.

Minister

/signed/

R.V. Starovoit

BY-LAWS AT THE SEAPORT YEYSK

I. General Provisions

1. The By-Laws at the seaport of Yeysk (hereinafter – Mandatory Regulations) contain:
 - description of the Seaport Yeysk (hereinafter - the seaport);
 - rules for ships to enter the seaport and to leave the seaport; including measures to ensure the safety of navigation for the entry of vessels into a seaport, the exit of vessels from a seaport, as well as the specifics of regulating the entry of autonomous vessels into a seaport and the exit of autonomous vessels from a seaport;
 - rules of sailing of ships in the seaport area and approaches to it taking into account the peculiarities of navigation of autonomous vessels in the waters of the seaport;
 - description of the coverage of the management system for the vessel traffic and the navigation rules in this area;
 - rules for ships anchorage at the seaport and indication of their anchorage places;
 - rules for ensuring environmental safety, including the establishment of types of waste from ships subject to collection in the seaport, compliance with quarantine at the seaport;
 - rules for use of special communication at the seaport and in the water area of the seaport;
 - information about the boundaries of the seaport;
 - information about approaches to the seaport;
 - information about the marine areas A1 and A2 of the Global Maritime Distress and Safety System¹;
 - information about the technical capabilities of the seaport relative to handling of ships;
 - information about the period of navigation;
 - information about the area of compulsory pilotage and non-compulsory pilotage;
 - information about the depths of the seaport area and approaches to it;
 - information about the processing of dangerous goods;
 - information about details of organization of navigation in ice at the seaport and approaches to it;
 - information about the transmission of notices by ship's masters at the seaport if a threat of unlawful interference in the seaport;
 - information about transmission of navigation and weather data to the ship's masters at the seaport.
2. These By-Laws are enforceable by all ships, regardless of their nationality or affiliation, as well as by individuals and legal entities, regardless of their legal form and ownership who operate at the seaport and approaches to it.
3. Navigation of vessels in the seaport and on the approaches to it, anchorage of vessels in the waters of the seaport are carried out in accordance with the General Rules for the Navigation and Anchorage of Vessels in the Seaports of the Russian Federation and on the Approaches to Them, approved by order of the Ministry of Transport of the Russian Federation dated November 12, 2021 No. 395² (hereinafter referred to as the General Rules), and Mandatory Regulations.

II. Description of the Seaport

4. The seaport is located in the Sea of Azov on the southern coast of the Gulf of Taganrog (data on approaches to the seaport are given in Appendix No. 1 to these by-Laws).
5. The water area of the seaport includes Internal waters, the Yeysk Canal, the anchorage No. 456 and the marine terminal Primorsko-Akhtarsk located in the South part of the Yasenskaya Bay of the Sea of Azov (information about the Yeysk Canal, about the recommended route No. 32, the recommended route No. 63, Internal waters, waters of the Outer harbor, waters of the Inner Basin, waters of the Eastern

¹Resolution of the Government of the Russian Federation of July 3, 1997 No. 813 On Establishment and Operation of the Global Maritime Distress and Safety Communication System.

²Registered by the Ministry of Justice of the Russian Federation on June 1, 2022, registration No. 68677; with changes introduced by the order of the Ministry of Transport of the Russian Federation dated December 4, 2023 No. 396 (registered by the Ministry of Justice of the Russian Federation on March 11, 2024, registration No. 77468). In accordance with paragraph 3 of the order of the Ministry of Transport of the Russian Federation dated November 12, 2021 No. 395, this act is valid until September 1, 2028.

Basin, the marine terminal Primorsk-Akhtarsk of the seaport are given in Appendix No. 1 to these By-Laws.

6. The boundaries of the seaport have been established by the Order of the Federal Government dated April 22, 2009 No. 549-r

7. The Seaport is open for navigation all year round, operates around the clock, it has a cargo permanent multilateral crossing through the state border of the Russian Federation³.

The seaport, with the exception of Primorsko-Akhtarsk sea terminal, is permitted to accept vessels up to 150 meters long and up to 22 meters wide (information on the technical capabilities of the seaport in terms of receiving vessels is provided in Appendix No. 6 to these By-Laws).

When ships navigate in the waters of the seaport, the depth under the keel of the ship must be at least 0.2 meters.

8. Climatic, hydrological and meteorological features of the seaport:

north-east and east winds prevail;

water level is subject to fluctuations of a surge nature, which during surges and subsidences amount to ± 2 meters.

9. The seaport is not a refuge port for ships in stormy weather, except for the waters of the marine terminal Primorsko-Akhtarsk being a refuge place for boats, sport and sailing boats if a storm.

10. The seaport is not included in the VTS coverage area.

The movement of vessels in the waters of the seaport is regulated by the Harbour master of the seaport⁴. Master of the vessels proceeding to the seaport must establish contact with the seaport Harbour master on channels 12 and 16 of very high frequency communication (hereinafter – VHFC) data on which is given in Appendix No. 3 to these Bylaws (call sign – Yeysk-Port control).

11. Ships approach the seaport by the route RR No. 32.

Ships approach the marine terminal Primorsko-Akhtarsk by the route RR No. 63.

12. Depths at the seaport are set on "0" of the Seaport, located at 40 cm below the Kronstadt sounding rod.

13. Information on the actual depths of the seaport water area and at the seaport berths is communicated by the seaport harbor master to mariners on a quarterly basis and, if they change, by posting them on the Internet information and telecommunications network (hereinafter referred to as the Internet) at: <http://eisk.azovseaports.ru>.

14. Vessels are anchored in the seaport under conditions characterized by northerly winds. The ground of the anchorages consists of sand, shells and silt (information on the anchorages of the seaport is provided in Appendix No. 4 to the Mandatory Regulations).

15. Tugboat services are provided to vessels in the seaport (information on the minimum number and minimum capacity of tugs for mooring operations of vessels in the seaport is provided in Appendix No. 5 to the Mandatory Regulations).

16. The seaport is capable to replenish food, fuel, fresh water, as well as carry out repairs and diving inspections of ships.

III. Rules for the Entry of Ships to the Seaport and Exit of Ships from the Seaport, Including Measures to Ensure the Safety of Navigation for the Entry of Ships Into a Seaport, the Exit of Ships from a Seaport, as well as the Specifics of Regulating the Entry of Autonomous Ships Into a Seaport and the Exit of Autonomous Ships from a Seaport

17. Information about the vessel's entry into the seaport and the vessel's exit from the seaport⁵ is transmitted to the Harbour master of the seaport at the Internet address: www.portcall.marinet.ru.

The entry of autonomous vessels into a seaport and the exit of autonomous vessels from a seaport are carried out in accordance with this chapter and Chapter VI¹ of the Merchant Shipping Code of the Russian Federation (hereinafter referred to as the MSC).

18. Registration of ships arriving at the seaport and leaving the seaport is carried out around the

³ Item 322 of the list of checkpoints across the state border of the Russian Federation, approved by the Order of the Government of the Russian Federation of November 29, 2017 No. 2665-r.

⁴ Clause 3 of article 5 of the Federal law dated July 31, 1998 No. 155-FZ About Internal Sea Waters, Territorial Sea and Neighboring Zone of the Russian Federation.

⁵ Clause 3 of Article 13 of the Federal Law of November 8, 2007 No. 261-FZ On Seaports in the Russian Federation and on Amendments to Certain Legislative Acts of the Russian Federation (hereinafter Federal law No. 261-FZ). Clauses 43 and 45 of the General Rules.

clock.

Entry of ships into the seaport and exit from the seaport when visibility is less than 2 nautical miles or wind force is 15 meters per second or more is not allowed.

Entry (exit) of ships into the marine terminal Primorsko-Akhtarsk is permitted only during daylight hours and in visibility of at least 2 nautical miles.

19. When entering a seaport, leaving a seaport, or navigating on the approaches to a seaport, ship masters must proceed at a safe speed so that they can take appropriate and effective action to prevent a collision⁶, using the main engines or dropping the anchor.

IV. Rules for Navigation of Vessels in the Waters of the Seaport and on the Approaches to it, Taking Into Account the Peculiarities of Navigation of Autonomous Vessels in the waters of the Seaport

20. A permit-based procedure for the movement and mooring of vessels is in effect in the seaport, with the exception of small vessels used for non-commercial purposes, in accordance with the daily schedule for the placement and movement of vessels in the seaport (hereinafter referred to as the daily schedule).

The daily schedule is approved by the harbor master of the seaport daily at 15:00 local time based on information about the vessel's call, transmitted in accordance with paragraph 17 of the Mandatory Regulations, and is posted on the Internet at the address: <http://eisk.azovseaports.ru>.

Changes made to the daily schedule are posted on the Internet at the address: <http://eisk.azovseaports.ru>.

21. Navigation of autonomous vessels in the seaport is carried out in accordance with this Chapter and Chapter VII of the MSC.

Permit for ships to start moving in waters of the seaport is requested by the masters of the vessels on channels 16 and 12 VHP, call sign "Yeysk-Port control".

22. If the vessel does not move within 20 minutes, the permission to start moving is queried again by the vessel's master.

23. Vessel movement along the Yeysk Canal is one-way.

24. Sailing in inland waters is allowed with navigational margin under the keel of the vessel not less than 0.2 meters, a visibility of 0.5 nautical miles, and at the wind speed of not more than 15 meters per second.

25. The speed of the ship at the seaport should be at minimum, sufficient for safe navigating of the ship.

On board a vessel without cargo there must be ballast in a quantity sufficient for safe maneuvering and control of the vessel.

26. Simultaneous maneuvering of two or more vessels in the waters of the Outer Harbor, Inner Basin and Eastern Basin of the seaport is not permitted.

27. Towing of non-self-propelled vessels on the Yeysk Canal and in the Inner Waters of the seaport at wind speeds of 12 meters per second or more is not permitted.

28. Towing vessels alongside when the wave height is more than 0.7 meters is not permitted.

29. When towing vessels using a tow rope, the towboat, before entering the Yeysk approach canal, must reduce the length of the tow rope to the minimum permissible length that ensures safe towing.

30. Navigation and mooring of small vessels, with the exception of port fleet vessels, sports sailing vessels and pleasure craft in the seaport, with the exception of the water area of the Primorsko-Akhtarsk sea terminal, is not allowed.

31. Small vessels, pleasure boats, sports sailing vessels must stay away from the route of transport vessels traveling along the Yeysk Canal and not interfere with their movement, around anchorage No. 456 and waters of the terminal Primorsko-Akhtarsk⁷.

32. Small boats, except for the port fleet, sport and pleasure craft are not permitted:

to moor to floating and fixed navigation aids or to anchor near them;

to approach freight and passenger berths, piers, without the permit of the Harbour master of seaport and without the coordination with the operator of the marine terminal;

to maneuver in the vicinity of vessels moving, being at anchor or at berth;

⁶Rule 6 of the International Regulations for Preventing Collisions at Sea, 1972. Are mandatory for the Russian Federation in accordance with the Convention on the International Regulations for Preventing Collisions at Sea of October 20, 1972. The Convention entered into force for the USSR on July 15, 1977 (hereinafter IRPCS-72).

⁷Rule 9 of MPPSS-72

to impede the passage of other vessels;
navigation at the limited (less than one nautical mile) visibility.

33. When a vessel is moored at a berth, it is permitted to operate the propellers at minimum speed to check the readiness of the ship's power plant for maneuvering operations.

34. Diving operations in the waters of the seaport are allowed with the permit of the harbor master of the seaport⁸ under the following conditions:

sea fluctuation not more than 2 points;

cargo operations on the vessel must be stopped;

on vessels engaged in diving operations, signals must be displayed in accordance with the requirements of Rule 27 of the COLREGs-72;

a vessel engaged in diving operations must maintain constant radio communication with the harbor master of the seaport on VHF channel 16 during the diving operations;

operation of the propellers of a vessel on whose side diving operations are being carried out is not permitted;

master of the vessel shall notify the Harbour master of the start and end of diving operations.

VI. Regulations for Ships Anchorage at the Seaport and Indication of Their Anchorage Places

35. Vessels are moored in the seaport at the roadstead in the area of anchorage No. 456 and at the seaport berths (information on the technical capabilities of the seaport in terms of receiving vessels is provided in Appendix No. 6 to the Mandatory Regulations).

During the period of icebreaker assistance of vessels, in the presence of ice cover, vessels are allowed to anchor in the Inner Waters of the seaport.

36. The mooring of vessels, including bunker vessels, is permitted in Section IV of the western protective pier, equipped with mooring devices, information about which is provided in Appendix No. 6 to the Mandatory Regulations.

37. In the event of situations that pose a threat to the safety of navigation and anchorage of vessels in a seaport (including fire, damage to the vessel's hull, vessel mechanisms, systems or devices, an accident, or the vessel running aground), the vessel's master must report them to the harbor master of the seaport.⁹

38. Vessels may be moored at the berths of a seaport no more than two hulls side by side (broadside)¹⁰ with the permission of the Harbour master of the seaport and with the consent of the berth operator and the masters of both vessels.

39. The mooring of a vessel to the berth is carried out by mooring workers at the rate of:

for a vessel up to 100 meters long, at least 2 mooring workers;

for a vessel 100 meters long and more, at least 4 mooring workers;

40. Mooring operations in a seaport for vessels with a gross tonnage of 500 or more, with the exception of vessels of the port fleet, must be carried out with mandatory towing support.

41. The mooring of vessels of the port fleet to the passenger berth with their bow or stern is permitted provided that the requirements stipulated by the technical passport of the berth are met.¹¹

42. Mooring of a vessel to berth No. 21 at a wind speed of 12 meters per second or more is not permitted.

43. During the period of icebreaker assistance of vessels, when mooring a vessel, the ice cover in the waters of the seaport in the berthing area must be broken up, and the berth must be cleared of ice.

44. When ships are moored in a seaport during cargo operations, the ships' crews must constantly monitor the ship's draft and the navigation reserve under the ship's keel.

In the event of a drop in sea level during loading of a vessel, in order to avoid the bottom of the vessel touching the ground, loading must be stopped before the sea level rises and the necessary measures must be taken to ensure the safe mooring of the vessel.

At the stern and bow of the oil tanker, steel towing cables must be lowered to the water level and secured on board for towing.

45. In the event of ice or stormy weather conditions that may result in emergency situations involving vessels and pose a threat to the life and health of people, the safety of navigation and the

⁸Clause 15 of the Common Rules

⁹Clause 1 of Part 2 of Article 15 of Federal Law No. 261-FZ.

¹⁰Clause 76 of the General Rules.

¹¹Clause 187 of the technical regulations on the safety of marine transport facilities approved by the resolution of the Government of the Russian Federation dated August 12, 2010 No. 620.

environment, at the direction of the harbor master of the seaport, vessels must be placed at free, safe berths until the effect of the said phenomena ceases.

46. The performance of fire works on ships in a seaport is permitted with the permission of the Harbour master of the seaport.¹²

47. Towing a vessel along a berth without towing support and a pilot on board the vessel is permitted once for a distance of no more than the length of one hull of the vessel.

When hauling a vessel, it is not permitted to release all mooring lines, but the main engines must be ready for operation.

48. When receiving a warning about wind speed increase of 15 meters per second or more: Masters of ships at anchor must take measures to ensure safe anchorage of the vessel, and must also be ready to raise the vessel from the anchor and leave the anchorage area; on vessels standing at the berth, the crews of the vessels must have additional mooring lines, cargo operations must be stopped.

49. Transportation of passengers in the waters of the seaport during servicing of ships at anchor is permitted subject to the simultaneous observance of the following conditions:

wind speed no more than 10 meters per second;

wave height no more than 1 meter;

visibility not less than 5 cables.

VII. Rules for Ensuring Environmental Safety, Including the Establishment of Types of Waste from Ships Subject to Collection in the Seaport, Rules for Ensuring Compliance with Quarantine in the Seaport

50. The seaport accepts ship waste specified in the requirements of Annexes 1, IV and V to the International Convention for the Prevention of Pollution from Ships, 1973.¹³

Information about reception facilities must be posted by the Harbour master of the seaport on the Internet at the address: <http://eisk.azovseaports.ru>.

51. Discharge of segregated ballast in a seaport is permitted if the ballast has been received or replaced in accordance with Regulation D-1 or meets the ballast water performance standard in accordance with Regulation D-2 of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004.¹⁴

52. In order to prevent pollution of the seaport water area, booms must be deployed by the bunkering vessel before the commencement of cargo and bunkering operations with oil products:

when loading oil products on to a vessel moored at a pile berth, a boom containment must be installed around the vessel, eliminating the possibility of oil products spreading into the under-berth space. The operator of the marine terminal (berth) is allowed to install a boom containment along the pile berth on a permanent basis;

when bunkering a vessel moored at a berth or in the roadstead with petroleum products, the boom must be installed on the outside around the bunker tanker or encircling the bow and stern of the bunker tanker;

when installing boom barriers around a vessel, devices must be provided between the vessel's side and the booms to prevent the booms from adhering to the vessel's sides, or anchors must be installed to prevent the booms from adhering to the vessel's side.

In winter, if there is ice in the seaport waters, the boom barrier is not deployed.

53. The master of the bunkering vessel must inform the Harbour master of the seaport of the start and end time of bunkering operations using communication means.

54. In the event of a spill of oil products on the deck of a vessel, on a berth or overboard the vessel, cargo and bunkering operations must be immediately stopped.

55. Information about pollution of the seaport water area is immediately communicated by the masters of ships or operators of sea terminals to the Harbour master of the seaport on VHF communication channels 12 and 16 (call sign "Yeysk-Port control") or by other accessible means (directly to the Harbour master of the seaport or using communication means).

56. Anti-epidemiological measures in relation to a vessel on which a patient with symptoms of

¹²Clause 83 of the General Rules

¹³It entered into force on February 3, 1974 and was mandatory for the USSR in accordance with the Resolution of the Council of Ministers of the USSR of 30 September 1983 No. 947 "On the accession of the USSR to the Protocol of 1978 to the International Convention for the Prevention of Pollution from Ships, 1973.

¹⁴Is mandatory for the Russian Federation on the basis of the Decree of the Government of the Russian Federation of March 28, 2012 No. 256 "On the accession of the Russian Federation to the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004". The Convention entered into force for the Russian Federation on September 8, 2017.

diseases posing a danger to others has been identified"¹⁵ must be carried out at berth No. 2 or at the north-eastern part of anchorage No. 456.

VIII. Rules for the Use of Special Means of Communication on the Territory of the Seaport

57. Communication with vessels in the waters of the seaport must be carried out using radio communications of the maritime mobile service or the maritime mobile satellite service, telephone communications, electronic mail (hereinafter referred to as communications).

58. Master of vessels anchored in the roadstead of a seaport and at the berths of the seaport water area must maintain constant radio watch on VHF communication channels 12 and 16.

59. Conducting radio communications not related to ensuring the safety of navigation on VHF communication channels 12 and 16 in the seaport is not permitted.

60. Information about the VHF communication channels used in the seaport and about additional means of communication is communicated to mariners by the Harbour masters of the seaport when such information¹⁶ changes by posting it on the Internet at the address: <http://eisk.azovseaports.ru>.

IX. Information on the Zone of Sea Areas A1 and A2 of the Global Maritime Distress and Safety System

61. The Seaport is in the zone of the sea area A1 of GMDSS.

62. Communication with ships in the area A1 of GMDSS is provided by: communications control center of Yeysk coastal station of the A1 GMDSS sea area (Maritime Mobile Service Identity¹⁷ (MMSI) 002734422) as part of Yeysk GMDSS base station with a range of 23 nautical miles (call sign Yeysk-Radio Center);

GMDSS base station "Kosa Dolgaya" with a range of 25 nautical miles;

GMDSS coastal station "Primorsko-Akhtarsk" with a range of 25 nautical miles.

X. Information on Areas of Compulsory and Optional Pilotage of Vessels

63. Mandatory and optional pilotage of vessels is carried out in the seaport (information on the areas of mandatory and optional pilotage of vessels in the seaport is provided in Appendix No. 7 to the Mandatory Regulations).

64. Pilotage of vessels in the seaport is carried out around the clock.

65. The embarkation of pilots on board a vessel and the disembarkation of pilots from a vessel are carried out at a point with coordinates 46°45'00" north latitude and 38°14'32" east longitude.

66. The following vessels are exempt¹⁸ from compulsory pilotage:

icebreakers;

port fleet vessels;

vessels engaged in coastal fishing;

small, sports, sailing and pleasure craft;

vessels following under icebreaker escort;

vessels engaged in dredging operations;

rescue vessels during rescue operations.

¹⁵Part 2 of Article 43 of the Federal Law of November 21, 2011 No. 323-FZ "On the Fundamentals of Protecting the Health of Citizens in Russian Federation".

¹⁶Paragraph two of clause 36 of General Rules.

¹⁷Clause 19.36.1 of Article 19 of the Radio Regulations, approved by the Order of the Government of the Russian Federation dated April 17, 2018 No. 685-r. Is mandatory for the Russian Federation in accordance with clause (37) 1 of Article 6 of the Constitution of the International Telecommunication Union, ratified by Federal Law No. 37-FZ of March 30, 1995 On Ratification of the Constitution and Convention of the International Telecommunication Union and entered into force for the Russian Federation on August 1, 1995.

¹⁸Clause 2, Article 90 of MMC.

XII. Information on Processing of Dangerous Goods

67. Cargo operations with cargo, including dangerous goods of hazard classes 3-5, 8, 9 of the International Maritime Organization, are carried out in the seaport.¹⁹

68. In order to account for the movement, handling and storage of dangerous goods within the boundaries of a seaport, operators of sea terminals, at the request of the Harbour master of the seaport, are obliged to provide the Harbour master of the seaport with information on the movement, handling and storage of dangerous goods.

Information on dangerous goods must be sent to the Harbour master of the seaport²⁰ on the Internet at the address: <https://eisk.azovseaports.ru> or by other accessible means (directly to the Harbour master of the seaport or using communication facilities).

69. The Harbour master of the seaport must inform seafarers about changes in the procedure for providing information on dangerous goods using communication means.

70. In the seaport, bunkering of ships from vehicles at berths is permitted, information about which is provided in Appendix No. 6 to the Mandatory Regulations, subject to agreement with the berth operator.

A bunkering company that carries out bunkering of ships from vehicles must ensure fire safety, strength and means for eliminating emergency spills of petroleum products in quantities sufficient to eliminate fires and fuel spills.

71. Bunkering of vessels in the Inner Waters of the seaport at wind speeds of 15 meters per second or more, as well as in the area of anchorage No. 456 at wind speeds of 12 meters per second or more, is not permitted.

72. Bunkering of vessels carrying out operations with dangerous cargo is not permitted.

73. Bunkering of vessels carrying out cargo operations in the area of operation of handling facilities is not permitted.

74. Bunkering operations in the area of anchorage No. 456 are permitted during daylight hours.

75. During the period of icebreaker escort of vessels, if there is ice in the area of anchorage No. 456, bunkering operations in the area of anchorage No. 456 are not permitted.

XIII. Information on the Organization of Navigation of Vessels in Ice in the Seaport and on the Approaches to it

76. Information about the beginning and end of the period of icebreaker assistance of vessels in the waters of the seaport and approaches to it is announced by the Harbour master of the seaport and posted on the Internet at the address: <http://eisk.azovseaports.ru>.

77. To ensure icebreaker assistance for ships in the seaport, an icebreaker assistance headquarters is created.

78. Information about the vessel's approach to the convoy meeting point (hereinafter referred to as the CMP) is transmitted by the vessel's master (ship owner) or marine agent 72 hours in advance and is confirmed by the vessel's master 24 hours before the expected approach to the CMP in accordance with paragraph 17 of the Mandatory Regulations.

The time and order of passage of vessels through the ice are determined by the Harbour master of the seaport at 10:00 each day and are posted on the Internet at the address: <http://eisk.azovseaports.ru>.

In case of complicated ice conditions and the need to make changes to the procedure for ships to cross the ice, the Harbour master of the seaport must, as of 20:00 of the current day, clarify the time and procedure for ships to cross the ice by subsequent posting on the Internet at <http://eisk.azovseaports.ru>.

79. Depending on the forecast ice conditions in the waters of the seaport, the Harbour master of the seaport must establish restrictions on the ice navigation regime in the waters of the seaport (hereinafter, restrictions), information about which is provided in Appendix No. 8 to the Mandatory Regulations, and the location of the CMP.

The restrictions do not apply to rigidly articulated barge-tug combinations when sailing along a route agreed upon with the Harbour master of the seaport between the seaports of Yeysk - Mariupol, Yeysk - Berdyansk within the established area and season of navigation in accordance with their ice class assigned

¹⁹Chapters 2.3-2.5, 2. 8, 2.9 of the International Maritime Dangerous Goods Code, 1965. Adopted by Resolution of the Assembly of the International Maritime Organization (IMO) of September 27, 1965 No. A.81(IV). Is mandatory for the Russian Federation in accordance with the Convention on the International Maritime Organization of March 6, 1948. The Convention entered into force for the USSR on March 17, 1958.

²⁰Paragraph nine of clause 19 of General Rules

by the Russian organization authorized to classify and inspection of vessels²¹, subject to compliance with the permissible load on the elements of the rigid coupling between the tug and the barge.

Notification of restrictions and the location of the CMP is posted on the Internet at the address: <http://eisk.azovseaports.ru> no later than 7 days before the date of introduction of restrictions.

Vessels aged 30 years or more must have a confirmation of the ice strengthening category issued by a Russian organization authorized to classify and survey vessels in accordance with Article 22 of the Merchant Shipping Code.

80. Masters of vessels heading to the seaport must approach the CMP using the instructions the Harbour master of the seaport.

Vessels that are unable to proceed to the CMP independently must be provided with icebreaker assistance at the request of the ship owner (ship master, external master of a fully autonomous vessel). A vessel proceeding to or from a seaport during the period of icebreaker assistance must have the ability to manually control the main engine.

81. Icebreaker assistance of vessels is carried out by icebreakers from the CMP to the place of the first stop in the seaport and from the place of the last stop in the seaport to the ice edge in the Sea of Azov.

In the event that it is impossible to follow in a convoy of icebreaker assistance vessels or if the ice class of the vessel does not comply with the restrictions, the master of the vessel may request individual icebreaker assistance, which is carried if there are icebreakers free from icebreaker assistance of vessels.

82. Icebreaker assistance of a vessel must be carried out based on:

the time of the vessel's approach to the CMP,

time of receipt of an application for a vessel to enter a seaport or for a vessel to leave a seaport;

the order of movement of vessels established by paragraph 148 of the General Rules; restrictions.

83. When approaching the CMP, the vessel's master must establish radio contact with the icebreaker and act in accordance with its instructions. If necessary, the Harbour master of the seaport must provide assistance in establishing radio contact between the vessel's master and the icebreaker.

84. Depending on the actual ice conditions in the waters of the seaport and the technical characteristics of the vessels, independent navigation of vessels in the waters of the seaport is permitted.

Vessels navigating independently must inform the Harbour master of the seaport about passing the control points of the recommended route designated by the Harbour master of the seaport and report the ice situation along the route.

85. The masters of vessels included in the icebreaker convoy, upon the command of the master of the icebreaker vessel providing icebreaker assistance, must switch to the VHF communication channels specified by the master of the icebreaker vessel.

86. The chipping of vessels is permitted by an icebreaker or a tug.

87. The fuel, food and water reserves on board the vessel must ensure the vessel's autonomy for at least 14 days from the day the vessel approaches the CMP to enter the seaport.

If a vessel is in the icebreaker assistance area for more than 10 days from the date of approach to the CMP, the Harbour master of the seaport must take urgent measures to assistance the vessel to the seaport.

88. During the period of icebreaker assistance of vessels in the seaport and until its completion, the mooring of vessels at anchorage No. 456, information about which is provided in Appendix No. 4 to the Mandatory Regulations, is permitted with permission of the Harbour master of the seaport. Ship owners must operate the vessel depending on the season, current weather conditions, actual ice conditions, and the availability of ice escort.

XIV. Information on the Transfer of Information by Master of Ships Located in a Seaport in the Event of a Threat of Acts of Illegal Interference in a Seaport

89. If a threat of an act of unlawful interference arises in a seaport, the master of a vessel, the external master of a fully autonomous vessel, or a member of the command staff, including the external crew of a fully autonomous vessel, responsible for the security of the vessel²², must immediately inform the official of the seaport infrastructure facility responsible for security, as well as the Harbour master of the seaport, using communication facilities.

²¹Clause 145 of General Rules.

²²Subparagraph 6 of paragraph 2.1 of the International Ship and Port Facility Security Code. Approved by the Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974 (Resolution No. 2 adopted on 12 December 2002) and is mandatory for the Russian Federation in accordance with the International Convention for the Safety of Life at Sea, 1974. The Convention entered into force for Russian Federation on July 1, 2004.

90. The master of a ship, the external master of a fully autonomous ship, or a member of the command staff, including the external crew of a fully autonomous ship, responsible for the security of the ship, shall provide the Harbour master with information on the security level of the ship while in the seaport, as well as on any changes in the security levels of the ship.

XV. Information on the Transmission of Navigational and Hydrometeorological Information to Masters of Ships Located in the Seaport

91. Emergency information²³ on navigational and hydrometeorological conditions must be transmitted to ship masters by the duty state port control inspector upon receipt from the meteorological service.

92. Transmission of emergency information on hydrometeorological conditions to vessels located in the seaport must be carried out on VHF communication channels 16 and 84 by the GMDSS coastal station "Yeysk" (call sign "Yeysk-radio center").

²³Paragraph ten of Article 1 of the Federal Law of July 19, 1998 No. 113-FZ "On the Hydrometeorological Service".

DATA
ABOUT APPROACHES TO THE SEAPORT

The approaches to the seaport are located on the section of the Taganrog Bay along the line of recommended route No.32 (directions: 133.8° - 313.8°) with a width of 1.6 miles, limited by straight lines connecting in order the points with coordinates:

$46^{\circ}50.30'$ north latitude and $038^{\circ}03.80'$ east longitude;

$46^{\circ}53.80'$ north latitude and $037^{\circ}58.40'$ east longitude;

$46^{\circ}54.90'$ north latitude and $038^{\circ}00.00'$ east longitude;

$46^{\circ}51.50'$ north latitude and $038^{\circ}05.40'$ east longitude.

DATA

ABOUT THE YEYSK CANAL, ABOUT THE RECOMMENDED ROUTE NO. 32,
ABOUT THE RECOMMENDED ROUTE NO. 63, ABOUT THE "INNER WATER AREA"
ABOUT THE AREA OF THE OUTER HARBOR, ABOUT THE AREA OF THE INDOOR BASIN,
ABOUT THE AREA OF THE EASTERN BASIN,
ABOUT THE PRIMORSKO-AKHTARSK MARINE TERMINAL OF THE SEAPORT

The recommended route (hereinafter referred to as RR) No. 32 leads to the seaport, with a direction of 133.8°-313.8°.

The water area of the Avanport includes a section of the seaport with its center at a point with coordinates 46°43'49" north latitude and 38°16'21" east longitude.

The water area of the Inner Basin includes a section of the seaport with its center at a point with coordinates 46°43'34" north latitude and 38°16'40" east longitude.

The water area of the Eastern Basin includes a section of the seaport with its center at a point with coordinates 46°43'54" north latitude and 38°16'45" east longitude.

The water areas of the Outer Port and the Eastern Basin are connected by a passage that is 100 meters wide.

The Yeysk approach canal leads to the entrance to the seaport from the northwest; its length is 1.2 nautical miles, its width is 80 meters, and the depth along the channel axis is 5 meters.

Vessels enter the seaport via the Yeysk approach canal with the alignment of lighted signs (133.8°-313.8°).

The Yeysk approach canal is limited by straight lines connecting in order the points with coordinates:

46°43'57" north latitude and 38°16'04" east longitude;

46°44'46" north latitude and 38°14'50" east longitude;

46°44'48" north latitude and 38°14'53" east longitude;

46°43'58" north latitude and 38°16'08" east longitude.

The Primorsko-Akhtarsk sea terminal is connected by RR No. 63, which has a direction of 170.7°-350.7°.

Primorsko-Akhtarsk Marine Terminal is located at 46°02.22' N and 38°08.42' E in the southern part of the Yasensky Gulf in the Sea of Azov and is protected by northern and southern breakwaters. The width of the entrance to the Primorsko-Akhtarsk Marine Terminal is 160 meters. There are no navigational aids on the approaches to the Primorsko-Akhtarsk Marine Terminal.

DATA
ABOUT VHF - CHANNELS USED AT THE SEAPORT

Subscriber	Channels of very high frequency (call / working)	Call sign
Group for processing the arrivals and (or) departures of ships of the State Port Control Inspectorate of the Sea Port Harbour Master Service (hereinafter referred to as SPCI SPCS) of Yeysk branch of the Federal State Budgetary Institution Administration of the Sea Ports of the Azov Sea	12, 16	Yeysk-Port control
Dispatcher of the Azov Directorate of the Azov-Black Sea Basin Branch of the Federal State Unitary Enterprise Rosmorport for the seaport of Yeysk	12, 16, 33	Yeysk-Dispetcher-Rosmorport
Marine Rescue Sub-Center "Taman"	16, 3, 74	MSPC-Taman
Global Maritime Distress and Safety System Coastal Station Communications Control Center "Yeysk"	4, 16, 84	Yeysk-Radio center
Border control department "Yeysk - sea port"	4, 12, 16	Fregat-28
Group for registration of arrivals and (or) departures of vessels of the State Enterprise of the Primorsko-Akhtarsk Marine Terminal of Yeysk Sea Port	12, 16	Primorsko-Akhtarsk-Port control
Dispatcher of the operator of the berths № 0, 1, 2, 3, 4, 5, 6	6, 9, 12, 16	Yeysk-74

INFORMATION ABOUT THE ANCHORAGE AREA OF THE SEAPORT

1. Anchorage area No. 456 is located in the area bounded by straight lines connecting in order the points with coordinates:

46°43'06" north latitude and 38°15'00" east longitude;

46°46'07" north latitude and 38°10'00" east longitude;

46°46'56" north latitude and 38°11'12" east longitude;

46°43'56" north latitude and 38°16'03" east longitude.

Anchorage area No. 456 includes two sub-areas:

Sub-area No. 456-A (for vessels with a draft of up to 4.5 meters) with coordinates:

46°43'06" north latitude and 38°15'00" east longitude;

46°44'10" north latitude and 38°13'18" east longitude;

46°44'57" north latitude and 38°14'26" east longitude;

46°43'56" north latitude and 38°16'03" east longitude;

Sub-area No. 456-B (for vessels with a draft of more than 4.5 meters) with coordinates:

46°44'10" north latitude and 38°13'18" east longitude;

46°46'07" north latitude and 38°10'00" east longitude;

46°46'56" north latitude and 38°11'12" east longitude;

46°44'57" north latitude and 38°14'26" east longitude.

2. Anchorage areas No. 456 for detained or arrested vessels:

area No. 1 (for vessels up to 140 meters long and with a draft of up to 4.2 meters) with a radius of 300 meters and a center at a point with coordinates 46°44.31' north latitude and 38°13.85' east longitude;

area No. 2 (for vessels up to 140 meters long and with a draft of up to 4 meters) with a radius of 300 meters and a center at a point with coordinates 46°44.12' north latitude and 38°14.18' east longitude;

area No. 3 (for vessels up to 140 meters long and with a draft of up to 4 meters) with a radius of 300 meters and a center at a point with coordinates 46°44.80° north latitude and 38°13.70 east longitude.

DATA
ABOUT THE MINIMUM AMOUNT AND POWER OF TUGS FOR THE MOORING OPERATIONS
OF SHIP AT THE SEAPORT

Vessel length (meters) and conditions of mooring operations	Minimum number of tugs and their capacity kW (at least)	
	mooring	unmooring
Vessels up to 120 meters long. Vessels with a gross tonnage of 500 or more (except for vessels carrying out operations to service and supply vessels located in the waters of a seaport and on approaches to it, and seaport infrastructure facilities). Vessels 120 metres or more in length with a functioning bow thruster	1 x 220	1 x 220
Vessels proceeding to or from berth No. 21. Vessels with faulty main engine or steering gear, non-self-propelled vessels. Vessels 100 metres or more in length approaching or departing from berth No. 11. Vessels of 120 metres or more in length that do not have a bow thruster, or vessels of 120 metres or more in length with a faulty bow thruster. Vessels 100 metres or more in length proceeding to or from berth No. 22, or vessels 100 metres or more in length mooring if another vessel is already moored at berth No. 22	2 x 440 or 2 total capacity of at least 880	2 x 440 or 2 total capacity of at least 880

INFORMATION ABOUT THE TECHNICAL CAPABILITIES OF THE SEAPORT IN TERMS OF
RECEIVING VESSELS

Berth name	Berth location	Berth technical characteristics	
		Berth length (meters)	Depth (design) at berth (meters)
Berth No. 0	Northeast of the base of the Western Breakwater	170	6.05
Berth No. 1	Northwest of the center of the Inner Basin	165	4.1
Berth No. 2	Southwest of the center of the Inner Basin	160	4.1
Berth No. 3	Southeast of the center of the Inner Basin	161	4.1
Berth No. 4	Northeast of the center of the Inner Basin	165	4.1
Berth No. 5	Northeast of the entrance to the Inner Basin	130.2	6.05
Berth No. 6	Northwest of the base of the Western Breakwater	286	6.05
Berth No. 8	Along the Western Pier	154	4.77
Berth No. 9	Along the Western Pier, closer to the head	125	4.77
Berth No. 11	Southwest of the base of the East Pier	130.7	6.1
Berth No. 21	Northwest of the base of the North Pier	101.4	4.1
Berth No. 22, sections No. 1,2	South of the center of the Eastern Basin	77.2	4.6
		140.0	4.6
Passenger	South of the center of the Inner Basin	127.8	4.1
Eastern Spur	Northeast of the center of the Inner Basin	35.9	6.05
Western Spur	Northwest of the center of the Inner Basin	33.7	6.05
IV section of the Western protective pier	Along the Western Pier, closer to the head	60	4.09
Section No. 2 Sea terminal Primorsko-Akhtarsk			
Pier No. 1 (completed)	To the northwest of the base of the Northern pier	115.5	2.3
Berth No. 2 (small fleet berth)	South of the base of the Northern Pier, along the embankment	50	3.2
Berth No. 3	Along the embankment of the Fish Factory	430	2.3

DATA
OF THE AREAS OF THE SHIPS COMPULSORY AND NON-COMPULSORY PILOTAGE AT THE
SEAPORT

'Area of the ships compulsory pilotage at the seaport includes following sections:

Section No. 1, bounded by straight lines connecting positions with coordinates in course:
46°43'57.00" north latitude and 38°16'04.00" east longitude;
46°44'46.00" north latitude and 38°14'50.00" east longitude;
46°44'48.00" north latitude and 38°14'53.00" east longitude;
46°43'58.00" north latitude and 38°16'08.00" east longitude;

Section No. 2 Inner water area, limited by breakwaters, berth cordons and the coastline.

The area of optional pilotage of vessels includes the water area of the seaport, bounded by lines connecting the points in order with coordinates:

46°43'53.53" north latitude and 38°16'00.30" east longitude;
46°42'58.50" north latitude and 38°14'51.30" east longitude;
46°50'15.00" north latitude and 38°03'48.00" east longitude;
46°51'30.00" north latitude and 38°05'24.00" east longitude;
46°45'02.30" north latitude and 38°15'19.30" east longitude;
46°44'48.00" north latitude and 38°14'53.00" east longitude;
46°44'46.00" north latitude and 38°14'50.00" east longitude;
46°43'57.00" north latitude and 38°16'04.00" east longitude.

RESTRICTIONS ON THE REGIME OF ICE NAVIGATION OF VESSELS IN THE WATER
AREA OF THE SEAPORT

Ice conditions	Vessels permitted to navigate in ice under icebreaker assistance or independently	Vessels permitted to navigate in ice only under icebreaker assistance	Vessels not permitted to navigate in ice
The thickness of the continuous ice cover is 10-15 centimeters	Ice class vessels Ice1 and above	Vessels without ice strengthening	Tug-barge combinations (except for the case specified in the second paragraph of clause 79 of the Mandatory Regulations)
The thickness of the continuous ice cover is 15-30 centimeters	Ice class vessels Ice2 and above	Ice class vessels Ice1	Vessels without ice reinforcement, tug-barge combinations (except for the case specified in the second paragraph of clause 79 of the Mandatory Regulations)
The thickness of the continuous ice cover is 30-50 centimeters	Ice class vessels Ice3 and above	Ice class vessels Ice1 and Ice2	Vessels without ice reinforcement, tug-barge combinations (except for the case specified in the second paragraph of clause 79 of the Mandatory Regulations)
The thickness of the continuous ice cover is more than 50 centimeters	Ice class vessels Arc4 and above	Ice class vessels Ice2 and Ice3	Vessels without ice reinforcement, tug-barge combinations (except for the case specified in the second paragraph of clause 79 of the Mandatory Regulations)

Translated from Russian into English by the translator Sedova Elena Yuryevna
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