

Registered with the Ministry of Justice of Russia on January 24, 2014; Registration No. 31160

RUSSIAN FEDERATION MINISTRY OF TRANSPORT  
(MINTRANS OF RUSSIA)

ORDER No. 483  
dated December 24, 2013

ON APPROVAL  
OF NIKOLAEVSK-ON-AMUR SEAPORT REGULATIONS

Pursuant to Article 14 of Federal Law No. 261-FZ of November 8, 2007 *On Seaports in the Russian Federation and On Amendments to Certain Legislative Enactments of the Russian Federation* (Collected Statutes of the Russian Federation, 2007, No. 46, Art. 5557; 2008, No. 29 (P.1), Art. 3418, No. 30 (P.2), Art. 3616; 2009, No. 52 (P. 1), 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.1), Art. 4590, Art. 4594; 2012, No. 26, Art. 3446, 2013, No. 27, Art. 3477, No. 30 (P.1), Art. 4058),

IT IS HEREBY ORDERED TO:

Approve of the Nikolaevsk-on-Amur Seaport Regulations attached.

Minister:

M.YU. SOKOLOV

Approved by Mintrans of Russia Order  
No. 483 dated December 24, 2013

## NIKOLAEVSK-ON-AMUR SEAPORT REGULATIONS

### I. General Provisions

1. Nikolaevsk-on-Amur Seaport Regulations (hereinafter: the Regulations) have been developed in conformity with Federal Law No. 261-FZ of November 8, 2007 *On Seaports in the Russian Federation and On Amendments to Certain Legislative Enactments of the Russian Federation* <1>, Federal Law No. 81-FZ of April 30, 1999 *Merchant Shipping Code of the Russian Federation* <2>, *General Rules of Ship Navigation and Anchorage in Seaports of the Russian Federation and Approaches Thereto* <3> (hereinafter: the General Rules).

<1> Collected Statutes of the Russian Federation, 2007, No. 46, Art. 5557; 2008, No. 29 (P.1), Art. 3418, No. 30 (P.2), Art. 3616; 2009, No. 52 (P.1), 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.1), Art. 4590, Art. 4594; 2012, No. 26, Art. 3446; 2013, No. 27, Art. 3477, No. 30 (P.1), Art. 4058.

<2> Collected Statutes of the Russian Federation, 1999, No. 18, Art. 2207; 2001, No. 22, Art. 2125; 2003, No. 27 (P.1), Art. 2700; 2004, No. 45, Art. 4377, No. 15, Art. 1519; 2005, No. 52 (P.1), Art. 5581; 2006, No. 50, Art. 5279; 2007, No. 46, Art. 5557, No. 50, Art. 6246; 2008, No. 29 (P.1), Art. 3418, No. 30 (P.2), 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.1), 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 (P.1), Art. 4058.

<3> Mintrans of Russia Order No. 140 issued August 20, 2009 *On Approval of General Rules of Ship Navigation and Anchorage in Seaports of the Russian Federation and Approaches Thereto* (registered with the Ministry of Justice of Russia on September 24, 2009, Registration No. 14863), as amended by Order No. 69 issued March 22, 2010 by the Mintrans of Russia (registered with the Ministry of Justice of Russia on April 29, 2010, Registration No. 17054).

2. These Regulations include the description of Nikolaevsk-on-Amur seaport (hereinafter: the seaport); rules of seaport entry and seaport exit; rules of navigation within the seaport waters; description of the area covered by a ship traffic management system and rules of ship navigation therein; rules of ship stay in the seaport and anchorage ground arrangement; rules of ecological safety and quarantine compliance in the seaport; rules to use special communication facilities within the seaport territory and water area; data on seaport limits; data on the seaport capability to accommodate ships; data on a navigation period; data on the seaport's compulsory pilotage areas; data on the seaport water depths; data on hazardous cargo handling; data on transmission of information to masters of the ships staying in the seaport in case of a threatened act of unlawful intervention in the seaport; data on transmission of navigational and meteorological information to masters of the ships staying in the seaport, other information required by the Russian Federation's regulatory acts in the field of merchant shipping.

3. These Regulations shall be observed by all ships irrespective of their national and departmental identity as well as all individuals and legal entities, operating in the seaport, irrespective of their legal and ownership form.

4. Ship navigation within the seaport and approaches thereto, ship stay in the seaport waters shall comply with the General Rules and the present Regulations.

## II. Seaport Description

5. The seaport is located in the Amur river estuary.

6. The seaport limits were approved of by the Russian Federation Government Decree No. 548-p of April 22, 2009 <1>.

<1> Collected Statutes of the Russian Federation, 2009, No. 17, Art. 2135.

7. The seaport has a cargo and passenger seasonal multilateral border checkpoint <1>.

<1> Russian Federation Government Decree No. 1724-p of November 20, 2008 (Collected Statutes of the Russian Federation, 2008, No. 49, Art. 5844).

8. East winds prevail in the seaport; wave height in the anchorage area may be as much as two meters. Seaport waters in the anchorage area are protected from south winds by a high right bank of the Amur River.

Current velocities in the anchorage area vary from 1.1 to 3.8 knots depending on the tidal stage, the current setting east most of all. Water area depths in the anchorage area vary from 8.6 to 29 meters. Holding ground in the anchorage area features sand and ooze.

9. Data on the seaport Harbor Area and seaport Area No. 247 are provided in Addendum No. 1 hereto.

10. Data on the seaport navigation and entrance channels are provided in Addendum No. 2 hereto.

11. Data on the seaport deviation range are provided in Addendum No. 3 hereto.

12. Navigation within the seaport is seasonal; the seaport is referred to as freezing.

13. Navigation within the seaport commences with the end of ice drift and terminates with the beginning of freeze up.

The Harbor Master shall announce the commencement and termination of navigation.

14. The seaport is not a part of sea areas A1 and A2 covered by the Global Maritime Distress and Safety System.

15. The seaport is a shelter for ships in stormy weather.

16. Data on the very high frequency (hereinafter: VHF) channels used in the seaport are provided in Addendum No. 4 hereto.

17. Data on the seaport capability to accommodate ships and on berths are provided in Chapter IX hereof and Addendum No. 5 hereto.

18. Data on ship anchorage places within the seaport are provided in Addendum No. 6 hereto.

19. Data on compulsory pilotage areas are provided in Addendum No. 7 hereto.

20. The seaport handles general, bulk, timber and dangerous cargo.

The seaport has capabilities to supply provisions on board the ships.

21. The seaport provides tugboat assistance to the ships.  
Data on the minimal number and power capacity of tugboats for berthing the ships in the seaport are provided in Addendum No. 8 hereto.

### **III. Rules of Ship Entry into and Exit from the Seaport**

22. Information on the ship calling at the seaport shall be transmitted to the Harbor Master via the Internet site at [www.portcall.marinet.ru](http://www.portcall.marinet.ru).  
23. Clearance of ships entering the seaport and exiting from the seaport is done on a round-the-clock basis.

### **IV. Rules of Navigation within the Seaport Waters and Approaches Thereto**

24. Ship traffic and ship stay within the seaport waters shall only occur under specific authorization in conformity with berth allotment and traffic schedule.

The Harbor Master shall approve of the berth allocation and ship traffic schedule on a daily basis at 17:00, using the ship call information transmitted in the manner provided in Clause 22 hereof, and the schedule shall be posted at [www.ampvanino.ru](http://www.ampvanino.ru).

25. A ship master is to request authorization to enter the Harbor Area and Area No. 247 or exit therefrom. Such entry/exit authorization shall be valid for 30 minutes. Unless the ship has started movement within the said time, the ship master shall make another request for entry/exit authorization.  
26. Blind navigation <1> within the seaport waters shall not be allowed for ships having no radar installations.

<1> Rule 3 of the International Regulations for Preventing Collisions at Sea. Collected ongoing treaties, agreements and conventions concluded by the USSR with foreign countries. Iss. XXXIII. - M., 1979, pp. 435 - 461. The Convention came into effect for the USSR on July 15, 1977; the document on the USSR accession to the Convention as amended was deposited with the Secretary General of the Intergovernmental Maritime Consultative Organization on November 9, 1973.

27. Small crafts, sport sailers and pleasure boats shall be exempted from compulsory pilotage; ships of 1,000 gross tons and less and ships with draft of 4.4 meters and less shall also be exempted from compulsory pilotage in compulsory pilotage area No. 2 as defined in Addendum No. 7 hereto.

Pilots shall embark and disembark from the ships:

at point at 53°07.23' N and 140°43.57' E;

at point at 52°08.18' N and 141°34.12' E;

at point at 53°21.36' N and 141°41.36' E;

at the seaport anchorages as defined in Addendum No. 6 hereto;

at berths of the seaport.

28. Entrance channel traffic to the Harbor area and Area No. 247 is one-way for ships of 500 gross tons and over.

29. Entrance to and exit from seaport Area No. 247 is only allowed during daylight hours.



30. While hazard class 1 cargo as defined by International Maritime Organization (hereinafter: IMO) is handled at berth No. 9, no ships may approach the unloading ship closer than 250 meters.
31. Alongside astern towing (towline not to exceed 30 meters in length) or push towing within the seaport waters shall be allowed.
32. With the wind speed over 15 m/s, no towing shall be allowed.
33. Prior the end of navigation, ships shall either leave the seaport or obtain authorization for a long-term stay in the seaport for the period of no navigation as provided in the General Rules.

#### **V. Description of Area Covered by Ship Traffic Management System and Rules of Ship Navigation Therein**

34. The area covered by the ship traffic management system includes the seaport water area.
35. Ships coming to the seaport establish communication with the Harbor Master on channel 14 VHF, call sign: Radio-5, and two nautical miles from the seaport entrance request confirmation for entry from the Harbor Master on channels 14 and 16 VHF.
36. There are no technical facilities of ship traffic control in the seaport.

#### **VI. Rules of Ship Stay in the Seaport and Anchorage Ground Arrangement**

37. Ships in the seaport shall lie at berths or ride at anchorages No. 231 (for oil carrying ships), No. 232 and No. 233 (for border and customs control, and dry-cargo ship quarantine clearance).
38. With the wind speed over 15 m/s, no lying of tugboats made fast to non-self-propelled ships or other towed craft shall be allowed.
39. No more than two ships may be berthed side by side at berths in the seaport.
40. With the wind speed over 15 m/s or with a restricted visibility of less than six cable lengths, no mooring operations in the seaport shall be allowed.
41. Upon berthing or unberthing, ships shall move at a minimal speed to ensure steering performance and mooring operation safety.
42. Ships shall be moored by a mooring crew as follows:
  - ships of 300 gross tons and less – 1 mooring master;
  - ships of 300 to 1,500 gross tons – 2 mooring masters;
  - ships of 1,501 to 2,500 gross tons – 3 mooring masters;
  - ships of 2,501 to 5,000 gross tons – 4 mooring masters.Lead mooring master shall be equipped with a radio to communicate with the ship.
43. With an offshore wind, the use of tugboats for mooring, remooring, and shifting shall be compulsory, except for ships of less than 500 gross tons and twin-screw vessels with a thruster in good working order.

44. For handling operations within Area No. 247, ships shall be moored alongside a floating derrick made fast to the berth and used for handling operations.

45. Passenger service within port limits shall be provided at berth No. 10 and on a floating landing stage.

#### **VII. Rules of Ecological Safety and Quarantine Compliance in the Seaport**

46. This seaport shall not collect oily polluted waters, sewage waters and any kind of garbage.

47. Ships may discharge their segregated ballast within the port limits providing that the ballast has been taken on board or replaced at the Sea of Japan or the Sea of Okhotsk, in witness whereof a corresponding log record has been made.

48. Ships shall immediately report to the Harbor Master by 14 and 16 VHF of their own and other ship's discharge to port waters and of any port water pollution discovered.

49. Where a patient on board a ship is found to have symptoms suspicious of a highly infectious disease, the ship together with the crew, passengers and cargo shall go to anchorage No. 233 to take anti-epidemic measures.

#### **VIII. Rules to Use Special Communication Facilities within the Seaport Territory and Water Area**

50. Communication by and between the ships and seaport departments shall be maintained by VHF channels or by phone.

51. Ships riding out at berths or in the water area of the seaport shall maintain continuous radio watch by 16 VHF.

52. The Harbor Master shall provide the seafarers with the data on additional communication facilities for information transmission, including telephone numbers.

53. Radio communication by 14 and 16 VHF channels in the seaport for the purpose other than navigation safety shall not be allowed.

54. Use of the VHF channels provided herein for the communication between the on-shore correspondents shall not be allowed.

55. Ship master shall request authorization for mooring, berthing or shifting by 14 VHF channel, call sign: Radio-5.

#### **IX. Data on the Seaport Capabilities to Accommodate Ships and on the Seaport Water Depths**

56. The seaport accommodates ships up to 140 meters LOA, 18 meter breadth with a draft up to 4.5 meters.

57. The Harbor Master shall provide the seafarers with the data on the actual depths of the seaport water area and those at berths as well of the maximum allowable drafts on an annual basis and in case of changes therein.

58. Data on the seaport capabilities to accommodate ships are provided in Addendum No. 5 hereto.

### **X. Data on Hazardous Cargo Handling**

59. The seaport handles hazardous cargo of hazard classes 1, 4, 5, 6, 8 and 9 as per the IMO classification.

60. IMO hazard class 1 cargo shall only be handled during daylight hours and directly from the ship to trucks.

### **XI. Data on Transmission of Information to Masters of the Ships at Anchor in the Seaport in Case of Threatened Act of Unlawful Intervention in the Seaport**

61. In case of a threatened act of unlawful intervention in the seaport, the master or security officer of the ship shall immediately notify a port facility security officer and the Harbor Master thereof.

62. The Harbor Master shall be provided with information on the port facility security level and the ships-in-port security level as well as on any change in their security levels.

63. Warnings of any threatened acts of unlawful intervention in the seaport and of changes in the ship security levels as well as acknowledgment of receipt of the said warnings shall be given by VHF channels immediately after the circumstances stated in the warnings arise.

64. Any suspected items or explosive devices found, signs of threatened acts of unlawful intervention identified, ship intrusion detected, any information on threatened terrorist attacks as well as any violation of the seaport routine or any suspicious strangers in the seaport shall be immediately reported by the masters of the ships in the seaport to the Harbor Master, the port facility security officer using VHF channels and additional means of communication made known to the parties concerned by the Harbor Master.

### **XII. Data on Transmission of Navigational, Hydrological and Meteorological Information to Masters of the Ships in the Seaport**

65. Hydrological and meteorological information to the ships in the seaport shall be transmitted daily by 16 VHF channel in the Russian and English languages at 08:00 a.m. Moscow time.

66. In case of a storm warning or actual increase in the wind speed in excess of 14 meters per second, the Harbor Master shall notify thereof by 16 VHF channel.

67. Having obtained the information provided in Clause 66 hereof, the master of any ship shall acknowledge receipt of such warnings and notices.

DATA ON THE HARBOR AREA AND AREA NO. 247  
WITHIN THE PORT LIMITS

In the south, the Harbor Area of the seaport is bounded by the line connecting Cape Kuegda ( $53^{\circ}07.80'$  N and  $140^{\circ}42.82'$  E) with the eastern head of the southern pier ( $53^{\circ}07.74'$  N and  $140^{\circ}42.64'$  E), then following the shoreline along the boot basin and the shoreline along the moorage wall up to the point at  $53^{\circ}07.88'$  N and  $140^{\circ}42.03'$  E which is connected by a straight line with the point at  $53^{\circ}08.07'$  N and  $140^{\circ}42.97'$  E, and then following the shoreline, including berthing lines of berth No. 10, service berth, and berth No. 9, as far as Cape Kuegda.

Seaport Area No. 247 is bounded by the shoreline and a line connecting the following points one after another:

Point 1	$53^{\circ}07.77'$ N and $140^{\circ}42.97'$ E;
Point 2	$53^{\circ}07.63'$ N and $140^{\circ}43.02'$ E;
Point 3	$53^{\circ}07.67'$ N and $140^{\circ}43.42'$ E;
Point 4	$53^{\circ}07.75'$ N and $140^{\circ}43.45'$ E;
Point 5	$53^{\circ}07.87'$ N and $140^{\circ}43.25'$ E.



Addendum No. 2  
to the Seaport Regulations (Cl.10)

**DATA ON NAVIGATION AND ENTRANCE CHANNELS OF THE SEAPORT**

Location of navigation channel (entrance channels)	Length, nautical miles	Width, meters	Depth, meters	Stated draft, meters
1	2	3	4	5
<b>Navigation channel</b>				
Area of the seaport waters bounded by straight lines connecting the following points one after another: Point No. 1 at 53°07.10' N and 140°41.30' E; Point No. 2 at 53°06.90' N and 140°41.28' E; Point No. 3 at 53°07.28' N and 140°43.30' E; Point No. 4 at 53°07.27' N and 140°44.05' E; Point No. 5 at 53°07.47' N and 140°43.78' E; Point No. 6 at 53°07.48' N and 140°43.27' E	1.07	350	13 - 18	4.5
<b>Entrance channels</b>				
Entrance channel to the Harbor Area is bounded by lines connecting the following points one after another: Point No. 1 at 53°07,78' N and 140°42,77' E; Point No. 2 at 53°07,48' N and 140°43,27' E; Point No. 3 at 53°07,48' N and 140°43,37' E; Point No. 4 at 53°07,80' N and 140°42,82' E; Direction: 134,7° - 314,7°	0.43	90	4.8	4.5
Entrance channel to Area No. 247 is bounded by lines connecting the following points one after another: Point No. 1 at 53°07.65' N and 140°43.40' E; Point No. 2 at 53°07.60' N and 140°43.62' E; Point No. 3 at 53°07.65' N and 140°43.55' E; Point No. 4 at 53°07.72' N and 140°43.42' E; Direction: 118.1° - 298.1°	0.12	80	5	4.5

Addendum No. 3  
to the Seaport Regulations (Cl. 11)

**DATA ON THE SEAPORT DEVIATION RANGE**

There is a deviation range (seaport area No. 208) within the seaport waters, which is bounded by straight lines connecting the following points one after another:

Point 1 at 53°07.33' N and 140°42.00' E;

Point 2 at 53°07.60' N and 140°44.00' E;

Point 3 at 53°07.02' N and 140°44.00' E;

Point 4 at 53°06.77' N and 140°42.00' E.

Addendum No. 4  
to the Seaport Regulations (Cl. 16)

**DATA ON VERY HIGH FREQUENCY CHANNELS  
USED IN THE SEAPORT**

Users	VHF channels		Call sign
	Calling channel	Working channel	
Harbor Master Service	16	14	Radio-5
Nikolaevsk-on-Amur Border Checkpoint	12	12	Lebed-42
Pilot Service	6	6	Lotsman

Addendum No. 5  
to the Seaport Regulations (Cl. 17, 58)

**DATA ON THE SEAPORT CAPABILITY TO ACCOMMODATE SHIPS  
AND ON BERTHS <1>**

<1> Floating lighter ship L-7 85.6-meter long is used for ship repair. During a navigation period, a floating landing stage is installed in the area between a service pier and berth No. 9 within the Harbor Area to provide interurban passenger shipping in the Amur River by Meteor foilcraft.

Berth name	Berth location	Berth capability	
		Berth length, meters	Depth at berth, meters
No. 1	1.7 cable lengths SW of Cape Kuegda on the outer side of the western dike	105	3.5
No. 2	W of Berth No. 1	105	3.5
No. 3	W of Berth No. 2	105	3.5
No. 5	1.5 cable lengths W of Cape Kuegda on the inner side of the western dike	111	5
No. 6	W of Berth No. 5	111	5
No. 7	W of Berth No. 6	132	5
No. 8	W of Berth No. 7	132	5
No. 9	NNE of Cape Kuegda	158.4	5
No. 10	NNE of Berth No. 9	75	2.5
Service pier	1.2 cable lengths SE of Berth No. 10	66	1.5
General and timber cargo berth	In seaport Area No. 247 (53°07.82' N and 140°43.13' E)	28.2	4.5

DATA ON SEAPORT ANCHORAGE GROUNDS

Anchorage ground No. 231 is bounded by straight lines connecting the following points one after another:

- No. 1 at 53°06.87' N and 140°44.40' E;
- No. 2 at 53°06.50' N and 40°45.00' E;
- No. 3 at 53°06.53' N and 140°44.38' E.

Anchorage places (points) for oil carrying ships:

- No. 1 at 53°06.57' N and 140°44.73' E;
- No. 2 at 53°06.68' N and 140°44.53' E.

Anchorage ground No. 232 is bounded by straight lines connecting the following points one after another:

- No. 1 at 53°06.92' N and 140°43.15' E;
- No. 2 at 53°07.03' N and 140°44.12' E;
- No. 3 at 53°06.87' N and 140°44.40' E;
- No. 4 at 53°06.53' N and 140°44.38' E;
- No. 5 at 53°06.77' N and 140°43.15' E.

Anchorage No. 232 places (points):

- No. 3 at 53°06.67' N and 140°44.18' E;
- No. 4 at 53°06.78' N and 140°44.32' E;
- No. 5 at 53°06.78' N and 140°44.05' E;
- No. 6 at 53°06.90' N and 140°44.18' E;
- No. 7 at 53°06.73' N and 140°43.80' E;
- No. 8 at 53°06.92' N and 140°43.93' E;
- No. 9 at 53°06.80' N and 140°43.47' E;
- No. 10 at 53°06.92' N and 140°43.63' E;
- No. 11 at 53°06.83' N and 140°43.23' E.

Anchorage ground No. 233 is bounded by straight lines connecting the following points one after another:

- No. 1 at 53°06.95' N and 140°41.62' E;
- No. 2 at 53°07.05' N and 140°41.95' E;
- No. 3 at 53°06.80' N and 140°41.95' E;
- No. 4 at 53°06.77' N and 140°41.62' E.

Anchorage No. 233 places (points):

- No. 12 at 53°06.95' N and 140°41.90' E;
- No. 13 at 53°06.88' N and 140°41.65' E.



DATA ON THE SEAPORT COMPULSORY PILOTAGE AREAS

Compulsory pilotage area No. 1 (intra-port pilotage waters) is bounded by shorelines, berthing lines and lines connecting the following points one after another:

No. 1 at  $53^{\circ}07.75' N$  and  $140^{\circ}43.27' E$ ;

No. 2 at  $53^{\circ}07.23' N$  and  $140^{\circ}43.57' E$ ;

No. 3 at  $53^{\circ}07.74' N$  and  $140^{\circ}42.64' E$ ;

No. 4 at  $53^{\circ}07.88' N$  and  $140^{\circ}42.03' E$ ;

No. 5 at  $53^{\circ}08.07' N$  and  $140^{\circ}42.97' E$ .

Compulsory pilotage area No. 2 (off-port pilotage waters) is bounded the mainland and Sakhalin Island shorelines and lines connecting the following points one after another:

in the southern part of the Amur estuary:

No. 1 at  $52^{\circ}09.12' N$  and  $141^{\circ}32.42' E$ ;

No. 2 at  $52^{\circ}06.06' N$  and  $141^{\circ}37.48' E$ ;

in the northern part of the Amur estuary:

No. 1 at  $53^{\circ}23.12' N$  and  $141^{\circ}45.18' E$ ;

No. 2 at  $53^{\circ}18.48' N$  and  $141^{\circ}24.36' E$ ;

in the western part of the Amur estuary:

No. 1 at  $53^{\circ}07.45' N$  and  $140^{\circ}43.27' E$ ;

No. 2 at  $53^{\circ}06.14' N$  and  $140^{\circ}45.17' E$ .

Addendum No. 8  
to the Seaport Regulations (Cl. 21)

DATA ON THE MINIMUM NUMBER AND POWER CAPACITY OF TUGBOATS  
FOR MOORING OPERATIONS IN THE SEAPORT

LOA (meters)	Minimum number and power capacity of tugboats (kW), not less than)	
	mooring	unmooring
50 to 100	1 x 220	1 x 220
Above 100	2 x 220	2 x 220

