

MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION

**ORDER
of March 4, 2013, No. 62**

ON APPROVAL OF THE BYLAWS OF THE SEA PORT ROSTON-ON-DON

According to the article 14 of the Federal Law dated November 8, 2007 No. 261-FZ “On sea ports of the Russian Federation and on changing particular legal acts of the Russian Federation” (Collection of Legislative Acts of the Russian Federation, 2007, No. 46, article 5557; 2008, No. 29 (Part I), article 3418, No. 30 (Part II), article 3616, 2009, No. 52 (Part I), article 6427, 2010, No. 19, article 2291, No. 48, article 6246, 2011, No. 1, article 3, No. 13, article 1688, No. 17, article 2313, No. 30 (Part I), article 4590, article 4594, 2012, No. 26, article 3446) I order:

The mentioned Bylaws of the sea port Rostov-on-Don are to be approved.

Minister
M.Y. SOKOLOV

VALIDATED
By order of the Ministry of Transport of Russia,
March 4, 2013
No. 62

BYLAWS OF THE SEA PORT ROSTOV-ON-DON

I. General provisions

1. Bylaws of the sea port Rostov-on-Don (hereafter, Bylaws) were developed according to the Federal law dated November 8, 2007 No. 261-FZ «On sea ports of the Russian Federation and on changing particular legal acts of the Russian Federation»¹, Federal law dated April 30, 1999 No. 81-FZ «Merchant shipping code of the Russian Federation»² (hereafter, MSC), the General rules for ships navigation and anchorage at sea ports of the Russian Federation and approaches to them³ (hereafter, General rules).

¹ Collection of Legislative Acts of the Russian Federation, 2007, No. 46, article 5557; 2008, No. 29 (p. 1), article 3418, No. 30 (p. 2), article 3616; 2009, No. 52 (p. 1), article 6427; 2010, No. 19, article 2291, No. 48, article 6246; 2011, No. 1, article 3, No. 13, article 1688, No. 17, article 2313, No. 30 (p. 1), article 4590, 4594; 2012, No. 26, article 3446.

² Collection of Legislative Acts of the Russian Federation, 1999, No. 18, article 2207; 2001, No. 22, article 2125; 2003, No. 27 (p. I), article 2700; 2004, No. 15, article 1519; No. 45, article 4377; 2005, No. 52 (p. I), article 5581; 2006, No. 50, article 5279; 2007, No. 46, article 5557; No. 50, article 6246; 2008, No. 29 (p. I), article 3418; No. 30 (p. II), article 3616; No. 49, article 5748; 2009, No. 1, article 30; No. 29, article 3625; 2010, No. 27, article 3425; No. 48, article 6246; 2011, No. 23, article 3253; No. 25, article 3534; No. 30 (p. I), article 4590, article 4596; No. 45, article 6335; No. 48, article 6728; 2012, No. 18, article 2128; No. 25, article 3268; No. 31, article 4321.

³ The order of Ministry of Transport of Russia dated August 20, 2009 No. 140 “On estimation of general rules for ships navigation and anchorage at the sea ports of the Russian Federation and approaches to them” (registered by the Ministry of Justice of Russia dated September 24, 2009, registration No. 14863) with changes made by order of the Ministry of Transport of Russia dated March 22, 2010 No. 69 (registered by the Ministry of Justice of Russia dated April 29 2010, registration No. 17054).

2. These Bylaws contain description of the sea port Rostov-on-Don (hereinafter - the sea port); rules for ships entering and leaving the sea port; rules for navigation in the sea port water area; vessel traffic service zone description and rules for navigation in this zone; rules for ships anchorage at the seaport and indication of their anchorage places; regulations for ecological safety, observance of quarantine regulations at the sea port; rules for radio communication in the sea port and in the sea port water area; the sea port limits information; the sea area A1 limits information of the Global maritime distress and safety system (hereafter, GMDSS); the sea port ship handling information; navigation period information; information on the compulsory pilotage area; the sea port water area depths information; dangerous cargoes handling information; the sea port ice navigation information; information on the masters' reports in case of illegal acts in the sea port; navigation and hydrometeorological information transferred to masters of the ships staying in the sea port; other information provided by the regulatory legal acts of the Russian Federation in the field of the merchant shipping.

3. These Bylaws are to be followed by ships regardless of their nationality or departmental identity as well as by individuals and legal entities, regardless of their legal form and ownership operating at the sea port.

4. Navigation at the sea port and its approaches, ships anchorage in the sea port water area must correspond to the General rules and these Bylaws.

II. Sea port description

5. The sea port is located on the Don River from 3121 km (the Aksay River mouth) downstream the Don River up to 3151 km of the Don River (the Koysug River mouth).

6. The limits of the sea port have been established by the Order of the Federal Government dated July 14, 2010 No. 1160-r⁴.

7. Navigation in the sea port is performed in the hydrometeorological conditions characterized by surging sea level fluctuations up to two meters as well as seiche sea level fluctuations up to 0.55 meter in the River Don and the Gulf of Taganrog. Average period of seiche sea level fluctuations changes from one hour up to several hours.

In case of east and north-east winds there is a fall in water level at the sea port water area. In case of west and south-west winds there is a rise of water level at the sea port water area.

8. The sea port handles dangerous cargoes of the IMO classes 2, 3, 4, 4.1, 4.2, 5, 6, 8, 9.

9. The sea port is the freezing port.

10. The ice-breaking assistance of ships is carried out in the conditions of ice formation in the sea port water area.

11. The sea port is open for navigation all year round, operates around the clock; it has a freight constant multiway checkpoint on the state border of the Russian Federation.⁵

12. Information on compulsory pilotage area of vessels at the sea port is given in the Appendix No. 1 to these Bylaws.

13. Description of the landmarks and their meaning is given in the Appendix No. 2 to these Bylaws.

Information on anchorages of the sea port is given in the Appendix No. 3 to these Bylaws.

Information on the technical capabilities of the sea port relative to handling of vessels is given in the chapter X of these Bylaws and in the Appendix No. 4 to these Bylaws.

Information on channels of very high frequency used at sea port (hereinafter - VHF) is listed in the Appendix No. 5 to these Bylaws.

14. The tug assistance is carried out in the sea port.

15. The sea port is covered by the area A1 of the GMDSS.

16. Food, fuel, fresh water supply facilities as well as sewage, oily water, dry garbage and food wastes receiving facilities, equipment repair facilities and diving inspection of ships are available at the sea port.

⁴ Collection of Legislative Acts of the Russian Federation, 2010, No. 29, article 3959.

⁵ Order of the Government of the Russian Federation dated November 20, 2008 No. 1724-p (Collection of Legislative Acts of the Russian Federation, 2008, No. 49, cl. 5844).

17. The right bank when moving in the sea port water area is considered to be the right bank downstream the Don River.

18. At the sea port water area there are the main and auxiliary navigation channels (fairways).

Main navigation channel (fairway) follows the Don River.

Auxiliary navigation channels (fairways) in relation to the main navigation channel (fairway) at the sea port water area are the navigation channels going to the Aksay River mouth, Nakhichevan duct, Alexandrovsky boot basin (Kovsh), Rostovsky boot basin, "Bugorki" boot basin.

19. At the sea port water area there are the following boot basins:

Alexandrovsky – 3123,4 km of the Don River;

Rostovsky – 3136,5 km of the Don River;

"Bugorki " – 3145,4 km of the Don River.

20. The beacons are installed at the sea port water area.

21. The sea port water area is crossed by:

the Nizhnegnilivskoy bridge- 3142,4 km of the Don River;

the Rostov railroad draw bridge – 3136,7 km of the Don River;

the motor-road bridge – 3136,6 km of the Don River;

the Voroshilovsky bridge – 3135,1 km of the Don River;

the railroad bridge of the 29th line – 3130,7 km of the Don River;

the Aksay Bridge – 3123,3 km of the Don River.

Information on the technical specifications of the bridges crossing the sea port water area and on the sections of the sea port water area where the underwater crossings are located, is given in the Appendix No. 6 to these Bylaws.

III. Rules for ship entering and leaving the sea port

22. Information on a ship entering and leaving the sea port is transmitted to the Harbour Master via the Internet site: www.portcall.marinet.ru.

23. The procedure of cleaning the ships in and out is performed 24 hours a day.

IV. Rules for navigation in the sea port water area

24. At the sea port there is a regulatory approval system for ships navigation and anchorage.

25. The navigation of ships is executed at the sea port water area according to the schedule of anchorage and navigation at the sea port.

Schedule of anchorage and navigation at the sea port is daily approved by the Harbor Master on the basis of information about the arrival of a ship transmitted in accordance with the item 22 of these Bylaws and is located at the Internet site: www.ampt.ru.

26. Navigation of ships at the sea port waters is allowed with under keel clearance not less than 20 centimeters.

27. Pilot embarkation place for the ships proceeding to the sea port from the sea, pilot disembarkation place for the ships going out the sea port to the sea is located at lat. 47°02,60' N and long. 038°55,30' E.

28. Pilot embarkation place for the ships proceeding to the sea port from the inland waterways (hereafter, IWW), pilot disembarkation place for the ships going out the sea port to the IWW is located at 3125,1 km of the Don River (lower border of the Alexandrovsky Road).

29. Harbor pilotage is not compulsory for:

ice-breakers;

vessels performing the maintenance and provision of ships in the sea port water area and approaches to it, the sea port infrastructure objects (hereafter, port vessels);

vessels performing the intracity and suburban passenger carriage;

small craft;

sport sailboats;

recreational craft with length not more than 25 meters.

30. Overtaking of ships making the passing each other is not allowed at the sea port water area.

31. Overtaking and passing of ships at the areas of 3128,6 – 3130 km of the Don River (the Alexandrovsky Rift) are not allowed.

32. At the approach of ships to the sea port water areas where the passing is not allowed, the ships moving from the sea should keep out the way of the ships proceeding to the sea.

33. Areas of the underwater crossings are marked with the landmarks “Don’t drop anchors”. Ship anchoring is not allowed in these areas.

In case of the grounding, emergency anchor dropping or visual detection of the pipeline damage the ship master must immediately inform the Harbour Master about such occurrence.

34. The trail ferries operate at 1,1 and 1,8 km of the auxiliary navigation channel of the Aksay River. At the approach to these trail ferries the ships must decrease the speed and take measures for the safe passing with other vessels navigating over these areas.

35. At the approach to the Aksay River mouth (3121 km of the Don River) it is necessary to take measures for the safe passing with the vessels leaving and entering the river. Herewith it is necessary to take into account the action of the current directed to the right bank.

36. Vessels moving at the area of 3126,9 – 3129,5 km of the Don River, along the left bank of the Don River and Zelyoni island must navigate with caution due to the recreation facilities and urban beaches located at the mentioned areas.

37. Entering of ships with the length of 80 meters and more to the Nakhichevan duct downstream the Don River and berthing in the Nakhichevan duct is carried out with a tug which power is not less than 220 kW.

38. Pass under the Rostov railroad draw bridge is allowed to be executed in the middle navigation span equipped with the navigation marks and lights in accordance with the Appendix No. 5 to the Navigation rules on inland waterways of the Russian Federation.⁶

39. If the ship height doesn’t allow to pass under the Rostov railroad draw bridge without a girder lifting, the ship master or marine agent must request the permission of the Harbour Master for the pass of the ships under the middle navigation span of the Rostov railroad draw bridge 12 hours prior to the pass.

40. Communication with the ships moving under the lifting girder of the Rostov railroad draw bridge is carried out using the VHF channel No.3, call sign “Traffic control”.

41. If the ship height doesn’t allow to pass under the middle navigation span of the Rostov railroad draw bridge, the pass is carried out with the lifted bridge girder equipped with the traffic light:

green light - "pass is permitted";

red light - "pass is prohibited ";

orange light – signal that warns about the girder preparation for the lifting or lowering and that is turned on 10 minutes prior to the girder lifting and two minutes prior to the girder lowering of the Rostov railroad draw bridge.

42. Prior to the actuation of the permissive signal on the traffic light of the lifting girder of the Rostov railroad draw bridge, the ships moving downstream must not go lower than 3136 km of the Don River and moving against the stream must not go higher than 3137,2 km of the Don River.

43. One hour prior to the girder lifting and lowering of the Rostov railroad draw bridge the navigation of all the ships at the area from 3133,5 km of the Don River (lower limit of the Nizhnegnilivskoy Road) as well as the ships’ entering and leaving the Rostovsky boot basin isn’t allowed except for the ships taking part in the pilotage under the lifting girder of the Rostov railroad draw bridge.

44. Pass of the ships with the length of 80 meters and more under the lifting girder of the Rostov railroad draw bridge is carried out with tug assistance:

more than four ships – with two tugs having power not less than 220 kW each;

four ships and less – with a tug having power not less than 220 kW;

⁶ The order of Ministry of Transport of Russia dated October 14, 2002 No. 129 "On approval of the navigation rules on inland waterways of the Russian Federation" (registered by the Ministry of Justice of Russia on December 30, 2002, registration No. 4088) with changes made by order of the Ministry of Transport of Russia dated March 31, 2003 No. 114 (registered by the Ministry of Justice of Russia on April 7, 2003, registration No. 4387).

in case of the water rate of 800 m³ per second and more according to the Razdorsky water-level measuring post - with two tugs having the total power not less than 660 kW.

45. Turning of ships with the length of 80 meters and more in the Nakhichevan duct and near the separation buoy of the Zelyoni island is carried out with a tug having power not less than 220 kW.

46. Pass of ships under the lifting girder of the Rostov railroad draw bridge is executed with safe speed in wake.

47. Ships going downstream the Don River pass the first under the lifting girder of the Rostov railroad draw bridge.

Ships going against the stream of the Don River receive the permission for the pass under the lifting girder of the Rostov railroad draw bridge only after the pass of bridge leading line by the last ship going downstream the Don River.

48. If by the moment of the girder lowering of the Rostov railroad draw bridge not all the planned ships made the pass, the last one to be passed under the lifting girder of the Rostov railroad draw bridge must be considered the ship located at 3137,2 km of the Don River at the moment of the orange light actuation on the traffic light.

49. The pass of the ships not requiring the girder lifting of the Rostov railroad draw bridge is allowed if the free space between the highest part of the ship and lower edge of the girder is 50 centimeters vertically without considering the fluctuation.

50. Main engines of ships at berths No. 14 – 27, 32 – 50, 62 – 69 and in the Nizhnegnilivskoy Road, the Donetsk Road and the Kumzhensky Road must be ready for the immediate start for the period of ships navigation under the Rostov railroad draw bridge.

51. In order to proceed downstream the Don River ships with the length of 80 meters and more should turn at 3138,94 km of the Don River with compulsory tug assistance with power not less than 220 kW except for the ships in the Kumzhensky Road.

In order to proceed downstream the Don River the ships with the length of 80 meters and more anchored in the Kumzhensky Road should turn in the upper part of the Kumzhensky Road at 3146 km of the Don River with compulsory tug assistance with power not less than 440 kW.

The ships having passed under the Rostov railroad draw bridge downstream the Don River and intending to anchor or to berth should proceed to 3149,4 km of the Don River for turning.

52. When proceeding in the sea port area loading booms, ladders, sea cocks, boats and davits should be in sailing position.

53. In the sea port water area in the period from April to November summer beacons are set. In the period from November to April ice buoys (cigars) are set.

54. Navigation in the sea port water area with set ice buoys (cigars) is allowed during daylight hours only, except for:

icebreakers;

ships assisted by an icebreaker;

ships engaged in emergency rescue operations;

port ships involved in supporting of other ships leaving the sea port;

ships used for delivery of state supervising bodies officials for performing control over people, transportation equipment, cargoes, goods and animals passage across the state border of the Russian Federation and equipped with radar stations (hereafter - RS) and automatic identification systems.

55. Ships leaving a boot basin give way to ships entering the boot basin.

56. Ships with the length of 80 meters and more enter the Aleksandrovsky boot basin and leave the Aleksandrovsky boot basin with assistance of a tug with power not less than 220 kW.

57. Ships with the length of 80 meters and more enter the Rostovsky boot basin from the upper part and leave the Rostovsky boot basin with assistance of two tugs with total power not less than 440 kW.

58. Ships with the length of 80 meters and more leave the Rostovsky boot basin stern to exit.

59. Ships with the length of 80 meters and more enter the "Bugorky" boot basin only from the lower part with assistance of a tug with power not less than 440 kW.

Ships with the length of 80 meters and more leave the "Bugorky" boot basin head to exit with assistance of two tugs with total power not less than 660 kW.

60. Ships with the length of 80 meters and more enter the Aksay River and leave the Aksay River only from the lower part with assistance of a tug with power not less than 220 kW. Ships proceeding from the upper part make a turn at 3125,1 - 3126 km of the Don River. Ships with the length of 80 meters and more proceed along the Aksay River with compulsory tug assistance with power not less than 220 kW.

61. Ships bunkering is performed with installation of guard booms.

In the period of ice-breaking assistance the possibility of guard booms installation for bunkering is determined based on actual ice and meteorological situation in the area of bunkering operations.

62. In the sea port water area the following is not allowed:

ships bunkering at wind speed exceeding 14 meters per second and at the wave height more than 0,5 m;

simultaneous bunkering of two ships from one bunkering vessel.

63. Navigation of small craft, recreational craft with the length up to 25 meters and sports sailboat in the sea port water area from the Aksay River mouth (3121 km of the Don River) to the Ust-Koysug berth (3151 km of the Don River) is performed at safe speed outside the navigation channel:

from the Askay motor-road bridge to 3127 km of the Don River - over the left side of the navigation channel;

from 3127 km of the Don River - along the left arm of the Don River over the right side of the navigation channel;

from the Zelyoni Island downstream the Don River along the left bank across the left-bank span of the Rostov railroad draw bridge to the beam of the landmark "Don't drop anchors" (3137 km of the Don River);

from the beam of the landmark "Don't drop anchors" (3137 km of the Don River) down the Rostov railroad draw bridge along the Don River right bank to the Ust-Koysug berth (3151 km of the Don River).

64. At navigation in the sea port water area small size vessels (except for the port ships), recreational craft and sport sailboat are not allowed to:

cause obstructions for proceeding and anchored ships;

cause obstructions for diving operations and hydraulic engineering works;

moor, stop, anchor at the berths designated for cargoes handling, at the city quay adjacent to the sea port water area.

65. During towing operations in the sea port water area the following is not allowed:

to tow floating derricks with a raised boom (except for their relocation in the area of operations in the absence of power lines aerial crossing, bridges);

to tow if other floating crafts are secured alongside the towed vessel.

66. A tow group for sea towing is put together at the sea port anchorage areas.

67. Ships towing in the sea port water area is allowed at the wind speed up to 15 meters per second.

68. In the sea port water area the following is not allowed:

ships navigation when visibility is less than one km and/or wind speed is more than 17 meters per second except for the ships engaged in emergency rescue operations;

navigation of self-propelled vessels moored to each other except for emergency situations;

ships passing in a bridge navigation span;

using of light sources directed along the navigation pass at berths and on ships at night time affecting the navigation safety.

69. In the sea port water area ship with the length of 80 meters and more are moored with assistance of a tug with power not less than 220 kW.

70. Ships catching fish in the sea port water area should not cause obstructions for other ships.

V. Description of the operating zone of the vessel traffic service and the navigation rules in this area

71. The sea port vessel traffic service operates in the sea port water area.

72. Ships navigation in the sea port water area is regulated by the Harbour Master.

73. The ships moving to the sea port are to establish radio communication with the Harbour Master via the working VHF channel No.14, call sign is "Traffic - Control".

VI. Rules for ships anchoring in the sea port and description of their anchorage places

74. In the sea port ships anchor at anchorages and at berths.

75. The ships being at anchorage and at berths must keep constant radio watch on the VHF channels Nos.14 and 16.

76. Mooring operations in the sea port at wind speed exceeding 17 meters per second are not allowed.

77. Ships are to be anchored at anchorages by dropping of head and stern anchors or with the use of tug assistance, head to the stream.

78. It is allowed to anchor ships at anchorages head downstream the Don River by dropping of head and stern anchors if the ship proceeds through the sea port in transit and lies out less than four hours.

79. Dumb vessels anchorage at the sea port anchorage places is performed with the use of tug assistance.

80. Hot works onboard the ships berthing in the sea port are to be agreed between the ship master and the berth operator and are performed upon authorization of the Harbour Master.

81. Ship service operations involving removal of main engines, steering, anchoring and mooring mechanisms from service are performed upon authorization of the Harbour Master.

VII. Regulations for ecological safety, quarantine in the sea port

82. The port has reception facilities for the reception of all waste categories listed in Annexes I, IV and V to the International Convention for the Prevention of Pollution from Ships 1973.⁷

83. The sea port receives waste and oily bilge water, dry garbage and food wastes from the ships. The ships entering the sea port are to hand over the wastes onboard the ship.

84. The ships proceeding to the sea port not from the Azov sea basin are allowed to discharge segregated ballast at the sea port in case the ballast was received or changed in the Sea of Azov before approaching the Entrance buoy of the Azovo Donskoy Morskoy Kanal which is confirmed by a record in the ship logbook.

85. At ships approach from the sea waste and oily bilge water release valves must be closed and sealed using a ship sealer.

86. The ship, where a sick person with symptoms suggesting a dangerous infection is found is anchored with all the crew, passengers and cargoes for epidemic preventing procedures at the Temporary Quarantine Road.

87. Ships hulls cleaning and painting in the sea port water area is carried out in specially equipped areas

88. Radar stations of the ships lying at the sea port berths or anchorages must not emit radio signal. It is allowed to switch radar station on for a short time during its repair or for ensuring the anchored ship safety.

VIII. Rules for special communication equipment use in the sea port territory and water area

89. Ships proceeding to the sea port from the Sea of Azov while approaching the lower borders of the sea port water area (3151 km of the Don River) and ships proceeding to the sea port from internal waterways while approaching the upper borders of the sea port water area (3121 km of the Don River) are

⁷ Resolution of the Council of Ministers of the USSR dated September 30, 1983 No. 947 "On joining of the Soviet Union to the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973" (Decrees of the Council of Ministers of the USSR, 1983, September, p. 127).

to establish communication with the Harbour Master via the VHF channel No.14, call sign is "Traffic - Control", or to announce their approaching the sea port using other communication means.

90. Communication between the ships at anchorage or the ships underway and the Harbour Mater is carried out through the VHF channels Nos. 14 and 16 VHF. Call sign is "Rostov traffic - control.

91. All ships being in the sea port water area are to keep constant radio watch on the VHF channels Nos.14 and 16.

92. Assistance in the ship piloting in the sea port water area is carried out through the VHF channel No.14.

93. Information on additional communication equipment for information transfer including telephone numbers is announced by the Harbour Master.

94. Using VHF channels mentioned in these Bylaws for communication between shore-based correspondents is not allowed.

IX. Information on sea district A1 borders of the Global maritime distress and safety system

95. The sea port belongs to the zone of the sea area A1 of GMDSS, which is informationally connected with Maritime Rescue Coordination Center "Novorossiysk" and maritime rescue sub-center "Taman".

96. Communication with ships in the sea areas A1 of GMDSS is provided by the onshore base station MMSI N 002734422, call sign –"Rostov - Radiocenter" with operating range covering the whole sea port water area.

97. Operating range of the onshore base station MMSI N 002734422 (located at lat. 47°13,17' N and long. 039°44,52' E) is 21 nautical miles.

Computing operating range of the onshore base station MMSI N 002734422 is 23 nautical miles.

X. Information on the sea port ship handing facilities and water area depths

98. The sea port handles ships up to 142 meters long and up to 18 meters wide with the draft up to 4,1 meters (in fresh water) at "0" water level of the sea port.

99. The sea port technical capability information relative to ships berthing operations is given in the Appendix No. 5 to these Bylaws.

Information on the exact depths in the sea port water area and at berths is transferred to the mariners by the Harbour Master annually and in case of any changes via the Internet at the following address: www.ampt.ru.

Information on acceptable ships drafts is transferred to the mariners by the Harbour Master every day and in case of any changes via the VHF channel No. 14.

100. In the sea port the berths are numbered in a sequential order downstream the Don River.

XI. Information on dangerous cargoes handling

101. The sea port handles dangerous cargoes of 2, 3, 4, 4.1, 4.2, 5, 6, 8, 9 classes prescribed by the International Maritime Organization.

102. In the sea port ships bunkering is performed by a closed method.

XII. Information on ice navigation in the sea port

103. In the sea port the ice-breaker assistance period is announced when the ice formation on the Don River starts and is finished when the ice drifting on the Don River is over.

104. To provide the ships with ice-breaking assistance in the Sea of Azov a Headquarters for icebreaker assistance is set up.

The Harbour Master announces the start and end of an icebreaker assistance of ships in the waters of the sea port and at approaches to it.

105. Information about the ship's Expected Time of Arrival at the convoy meeting point (hereafter, CMP) is transferred 72 hours prior and is confirmed 24 hours prior ETA at CMP according to item 22 of these Bylaws.

The time and order of ships proceeding through the ice as well as the number of ships convoyed together are determined by the Harbour Master by 10:00 LT on daily basis. These data are published on the Internet: www.ampt.ru. In case the ice situation deteriorates the time and ice convoys order is updated and new data are published on the Internet.

106. Depending on the forecast of ice situation development in the sea port water area the Harbour Master sets restrictions for the ice navigation regime in accordance with Appendix No. 7 to these Bylaws and establishes the CMP location. A notice about the ice navigation restrictions and the CMP location is published at the Internet address www.ampt.ru not later than seven days before the expected date of the ice navigation restrictions and the CMP announcement enter into force.

107. Ships which are not capable to proceed to CMP by their own power are provided with ice-breaking assistance by the request of the ship owners or the ship master.

108. Ship proceeding in ice conditions to and out of the sea port with ice-breaking assistance should ensure manual mode of the main engine control whenever necessary.

30 year-old and older ships should have confirmation of their ice resistance category issued by an agency authorized for ships classification and surveys in accordance with the Article 22 of MSC.

109. Ships are guided through the ice by ice-breakers.

110. Ice-breaking operation around the ship stuck in the ice is allowed to be performed by an ice-breaker only.

111. Ice-breaker assistance is carried out in accordance with item 105 of these Bylaws, based on the following:

time of the ship's arrival at CMP;

submission time of the request for the ship to enter or leave the sea port;

passage priority order established by the General Rules;

restrictions for ships according to the ice navigation regime.

112. Upon arrival at CMP the ship is to establish radio contact with an ice-breaker and to act according to its directions.

113. Taking in account the actual ice conditions in the waters of the sea port and the ships technical capabilities, the ships may proceed by their own power according to the Harbour Master instructions.

114. The ships proceeding by their own power shall inform the Harbour Master of passing the recommended route control points and to report the ice condition upon their way.

115. Ships are to be stuffed with sufficient stock of fuel, provision and fresh water to ensure their autonomy for the period not less than 7 days from the time of the ship arrival at CMP for the ship entry into the sea port. Should any ship be waiting for the ice-breaking service for more than 7 days from the time of arrival at CMP, the Harbour Master is to exercise prompt actions to pilot such ship to enter the sea port.

XIII. Information on the masters' reports in case of illegal acts in the sea port

116. In case of a threat of unlawful interference at the sea port the ship's master or a ship's officer responsible for the ship security immediately informs the official of the Security Port Facility, as well as the Harbour Master.

117. The Harbour Master is informed about the security level of the port facilities and ships lying in the sea port as well as about any changes in their security levels.

118. Announcements about a threat of unlawful interference acts in the sea port and about the ship security level changes as well as acknowledgment of these announcements receipt are to performed on channels of VHF immediately after the occurrence of circumstances stated in the announcements.

119. Masters of ships lying at the seaport have immediately to inform the Harbour Master, the port

facility security service about all incidents involving the detection of suspicious objects or explosive devices, signs of preparing and realization of unlawful interference acts, facts of illegal entry onto ships, about receiving any information concerning terroristic acts preparation, as well as about any violation of the established order and suspicious persons at the seaport through VHF channels and additional means of communication, this information is brought to attention of interested parties by the Harbour Master.

XIV. Navigation and hydrometeorological information transferred to the masters of ships lying at the sea port

120. Transmission of weather forecasts, storm warnings and other hydrometeorological information is carried out two times a day at 4.00 a.m. and at 4.00 p.m. through the VHF channel No.14, call sign – “Rostov-radio center.”

121. Upon request ships masters can receive information mentioned in the item 120 of these Bylaws on the VHF channel No.14.

DATA ON COMPULSORY SHIPS PILOTING IN THE SEA PORT

The areas of compulsory ships piloting in the sea port are as follows:

- 1) from 3151 km to 3125,1 km of the Don River ;
- 2) in the Aleksandrovsky boat basin water area;
- 3) from the Aksay River mouth to the sea port upper border along the Aksay River.

DESCRIPTION OF NAVIGATION MARKS AND THEIR MEANING⁸

1. Prohibitory navigation marks:

1) mark "No overtaking and passing" means the area of a navigation channel where ships overtaking or passing are prohibited: a round board with a red border, divided by a diagonal red line, with a symbol of two vertical black arrows pointing in different directions and crossing the diagonal line.

At night - intermittent yellow light;

2) mark "Do not drop anchors" indicates an underwater crossing area where it is prohibited to drop anchors, trail anchors or cables: a board with a red border, divided by a diagonal red line. Symbol - a black anchor.

At night - two yellow steady lights located vertically;

3) mark "Do not create wash" indicates a water course area where it is prohibited to create waves: a round board with a red border, divided by a diagonal red line. Symbol - two horizontal black waves.

At night - intermittent yellow light.

2. Warning and mandatory marks:

mandatory marks are located on a rectangular white board with a red border with a black image (silhouette):

1) mark "Attention" indicates a navigable passage area where it is required to take special precautions. Symbol - an exclamation note.

At night - yellow flashing light;

2) mark "Crossing of a navigation channel" is used to indicate the areas where ships and ferries cross a navigation channel.

Symbol - a vertical wide arrow-shaped line and a horizontal narrow line.

At night - yellow flashing light;

3) mark "Observe air draft" indicates a bridge and overwater crossing. The number indicates the minimum passable height of the overwater crossing, height of underbridge clearance of bridge navigation span from the rated water level (m).

A square board with a red border. In the upper part of the board under the line there is a black triangle apex down.

At night - two yellow steady lights located horizontally.

3. Indicating marks:

1) mark "Turning point" indicates the most safe area for ship turning. A white rhombic board. Symbol - one black circular arrow.

At night - yellow steady light;

2) mark "Road indicator" is used to indicate limits of a Road: two white boards in the form of a isosceles triangle. The front mark's board is apex up. The rear mark's board is apex down. In case of several Roads the number indicates the Road sequence number.

It is allowed to install additional boards where an arrow points the Road direction and numbers indicate the length of the Road (m).

At night - steady lights, green light on the left bank, red light on the right bank.

⁸ In accordance with Appendix No. 5 to Navigation Rules on Inland Waterways of the Russian Federation approved by the order No. 129 of the Ministry of Transport of the Russian Federation dated October 14, 2002 (registered by the Ministry of Justice of the Russian Federation on December 30, 2002, registration No. 4088), with alterations made according to the order No. 114 of the Ministry of Transport of the Russian Federation dated March 31, 2003 (registered by the Ministry of Justice of the Russian Federation on April 7, 2003, registration No. 4387).

**INFORMATION
ON THE SEA PORT ANCHORAGES**

Name	Location	Depth (meters)
Alexandrovsky Road	Left bank, at 3124,4 - 3125,1 km of the Don River	4,15
Temporary Quarantine Road	Left bank, at 3131,3 - 3131,8 km of the Don River	4,15
Nakhichevan duct Road	Left bank of the Nakhichevan duct, in the area of 0,7 - 1,45 km of auxiliary navigation channel, left edge	4,15
Nizhnegnilovsky Road	Left bank, at 3139,7 - 3141,95 km of the Don River	4,15
Donetsky Road	Left bank, at 3142,8 - 3144,3 km of the Don River	4,15
Donetsky Special Road	Left bank, at 3145,5 - 3146 km of the Don River	4,15
Kumzhensky Road	Left bank, at 3146,5 - 3147,5 km of the Don River	4,15
Permanent Quarantine Road	Left bank, at 3148,3 - 3148,7 km of the Don River	4,15
Rostovsky boot basin Road	Rostovsky boot basin (one ship in the center)	4,15

**INFORMATION ON TECHNICAL CAPABILITIES OF THE SEA PORT RELATIVE TO
SHIPS HANDLING**

Berths	Berth location	Berth technical capabilities	
		Berth length (meters)	Depth at berth (meters) ⁹
1	2	3	4
Berth No. 1	Aleksandrovsky boot basin	115,83	4,4
Berth No. 2	Aleksandrovsky boot basin	115,83	4,4
Berth No. 3	Aleksandrovsky boot basin	152,97	4,4
Berth No. 4	Aleksandrovsky boot basin	152,97	4,4
Berth No. 5	Nakhichevan duct	145	6,7
Berth No. 6	Nakhichevan duct	140	3,4
Berth No. 7	Nakhichevan duct	149,41	3,4
Berth No. 8	Nakhichevan duct	150	3,4
Berth No. 9	Nakhichevan duct	150	3,4
Berth No. 10	Nakhichevan duct	150	3,4
Berth No. 11	Nakhichevan duct	177,87	3,4
Berth No. 12	Nakhichevan duct	166,1	3,4
Berth No. 13	Nakhichevan duct	270,72	3,4
Berth No. 28	Rostovsky boot basin	55,6	4,2
Berth No. 29	Rostovsky boot basin	205,95	4,2
Berth No. 30	Rostovsky boot basin	140,5	5,6
Berth No.31	Rostovsky boot basin	274,5	5,6
Berth No. 32	Left bank, at 3137 km of the Don River	112	4,7
Berth No. 33	Left bank, at 3137,16 km of the Don River	102	4,7
Berth No. 34	Left bank, at 3137,28 km of the Don River	112	6
Berth No. 35	Left bank, at 3137,5 km of the Don River	150	5,6

⁹ Data are given in the Baltic height system. At conversion to "0" absolute elevation of the water-level measuring post gauge of the Rostov-on-Don central hydro-meteorological service it is necessary to subtract 0.45 meter.

Berth No. 36	Left bank, at 3137,65 km of the Don River	191	5,6
Berth No. 37	Left bank, at 3137,84 km of the Don River	140	5,6
Berth No. 38	Left bank, at 3137,94 km of the Don River	245	5,6
Berth No. 39 - 40	Left bank, at 3138,3 km of the Don River	228,9	5,85
Berth No. 41	Left bank, at 3138,9 km of the Don River	140	5,6
Berth No. 42 - 44	Left bank, at 3140 km of the Don River	500	5,6
Berth No. 48	Left bank, at 3140,5 km of the Don River	150	5,6
Berth No. 49	Left bank, at 3140,65 km of the Don River	150	5,6
Berth No. 50	Left bank, at 3140,80 km of the Don River	151,4	5,6
Berth No. 51	Left bank, at 3140,95 km of the Don River	125,26	5,6
Berth No. 52	Left bank, at 3141,1 km of the Don River	121,5	5,6
Berth No. 60	Left bank, at 3141,5 km of the Don River	155	5,6
Berth No. 61	Left bank, at 3141,65 km of the Don River	155	5,6
Berth No. 62	Left bank, at 3141,8 km of the Don River	158	5,6
Berth No. 63 - 64	Left bank, at 3141,9 km of the Don River	280	5,29
Berth No. 65	Left bank, at 3142 km km of the Don River	101,98	5,64
Berth No. 66A	Right bank, at 3141,3 km km of the Don River	34	4,2
Berth No. 66B	Right bank, at 3141,36 km of the Don River	106	4,2
Berth No. 67 - 68	Right bank, at 3141,5 km of the Don River	365	4,15
Berth No. 69	Right bank, at 3142,4 km of the Don River	156	4,75
Berth No. 72 - 73	"Bugorki" boot basin	302	5,6
Berth No. 1C	The Aksay River	173,8	from 2,68 to 5,73
Berth No. 2C	The Aksay River	124	from 2,91 to 6,29
Berth No. 3C	Nakhichevan duct	335,41	3,58
Berth No. 4C	Rostovsky boot basin	396,11	from 4,2 to 11
Berth No. 5C	Left bank, at 3137 km of the Don River	179	3,7

**INFORMATION
 ON VHF COMMUNICATION CHANNELS USED IN THE SEA PORT**

Subscriber	Communication channels of very high frequency		Call sign
	Working channel	Backup channel	
Port state control inspectorate	5 (300 MHz), 14 (150 MHz), 16 (150 MHz)	-	"Rostov - Portnadzor"
Vessel traffic planning department	3 (300 MHz), 14 (150 MHz)	-	"Traffic - Control"
Duty officer of Vessel traffic planning department	3 (300 MHz), 14 (150 MHz)	-	"Rostov - port - control"
Communication control center of the Global Marine Distress and Safety system	84, 4 (150 MHz)	-	"Rostov - Radiocenter"

**INFORMATION ON THE TECHNICAL SPECIFICATIONS OF BRIDGES CROSSING THE
SEA PORT WATER AREA AND ON THE SECTIONS OF THE SEA PORT WATER AREA
WHERE THE UNDERWATER CROSSINGS ARE LOCATED**

Motor-road bridge (Aksaysky) (double) is located at 3123,3 km of the Don River. Upper bridge has five spans and arched structure. Motor-road bridge has one navigation span between the 3rd and the 4th piers not considering the left bank. Span width between abutments is 140 meters. Width of the navigation channel in the span is 80 meters. Height of the span in the navigation channel limits is 19,1 meters from the design level and 15 meters from the rated level.

Railroad bridge (of the 29th line) located at 3130,7 km of the Don River has the rectangular structure and one navigation span which is the 2nd one from the right bank. Span width between abutments is 140 meters. Width of the navigation channel in the span is 85 meters. Height of the span in the navigation channel limits is 19,9 meters from the design level and 13,5 meters from the rated level.

Motor-road bridge (Voroshilovsky) located at 3135,1 km of the Don River has the arched structure and one navigation span which is the 1st one from the right embankment. Span width between abutments is 140 meters. Width of the navigation channel in the span is 110 meters. Height of the span in the navigation channel limits is 19,9 meters from the design level and 16 meters from the rated level.

Aerial crossings (ETL - 220) are located at 3132.2 km of the Don River and at 1.5 km in the Nakhichevan duct. Their heights are 17,5 meters and 17,9 meters respectively from the design level and 14,4 meters from the maximum rated level.

Motor-road bridge located at 3136,55 km of the Don River has six spans and the rectangular arched structure. It has one navigation span which is the 2nd one from the right embankment. Span width between abutments is 140 meters. Width of the navigation channel in the span is 60 meters. Height of the span in the navigation channel limits is 20,5 meters from the design level and 17 meters from the rated level.

Rostov railroad draw bridge located at 3136,7 km of the Don River has five spans and the rectangular structure. It has one navigation span which is the middle one equipped with the lifting girder. Span width between abutments is 65 meters. Width of the navigation channel in the span is 60 meters. Height of the span in the unraised condition in the navigation channel limits is 7,7 meters from the design level and 3,9 meters from the rated level. In case of the raised lifting girder the height is 43,3 and 39,4 meters respectively.

Motor-road and railroad bridge (Nizhnegnilivskoy) located at 3142,4 km of the Don River has eleven spans and rectangular structure. It has one navigation span which is the 5th one from the right bank. Span width between abutments is 140 meters. Width of the navigation channel in the span is 125 meters. Height of the span in the navigation channel limits is 19,5 meters from the design level and 16 meters from the rated level.

Height of the navigation spans are indicated from the design and rated levels. The design level elevation is 5,54 meter for Rostov and the absolute elevation of the rated level is 0.45 meter.

Underwater crossings at the sea port water area are located at the following sections: 3121,3 – 3123,45 km of the Don River; 3130,25 – 3130,45 km of the Don River; 3132,1 – 3132,3 km of the Don River; 3133,55 – 3134,6 km of the Don River; 3136,46 – 3137,44 km of the Don River; 3139,12 – 3139,33 km of the Don River; 3141,99 – 3142,19 km of the Don River; 3146,18 – 3146,41 km of the Don River.

RESTRICTIONS FOR ICE NAVIGATION REGIME OF VESSELS IN THE SEA PORT WATER AREA¹⁰

Ice conditions	Ships allowed to navigate in ice with ice-breakers assistance or without assistance	Ships allowed to navigate in ice with ice-breakers assistance only	Ships not allowed to navigate in ice
Solid ice thickness 10-15 cm	Ships with ice strengthening category Ice 1 and higher	Ships with ice strengthening category Ice1	Tugs with towed barges and ships without ice strengthening
Solid ice thickness 15-30 cm	Ships with ice strengthening category Ice 2 and higher	Ships with ice strengthening category Ice1	Ships without ice strengthening, tugs with towed barges
Solid ice thickness 30-50 cm	Ships with ice strengthening category Ice 3 and higher	Ships with ice strengthening category Ice1 and Ice2	Ships without ice strengthening, tugs with towed barges
Solid ice thickness more than 50 cm	Ships with ice strengthening category Arc4 and higher	Ships with ice strengthening category Ice2 and Ice3	Ships without ice strengthening and category Ice 1, tugs with towed barges

¹⁰ Ice strengthening notations are given according to the Russian Maritime Register of Shipping rules.