

MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION

order
dated February 10, 2025 N 42

ON APPROVAL OF BYLAWS
IN THE SEAPORT OF Rostov-ON-Don

In accordance with Part 2 of Article 14 of Federal Law No. 261-FZ of November 8, 2007 "On Seaports in the Russian Federation and on Amendments to Certain Legislative Acts of the Russian Federation" and paragraph one of item 1 of the Regulations on the Ministry of Transport of the Russian Federation, approved by Resolution of the Government of the Russian Federation No. 395 of July 30, 2004, I order you to:

1. Approve the attached Bylaws in the seaport of Rostov-on-Don.
2. To declare invalid the Order of the Ministry of Transport of the Russian Federation No. 62 of March 4, 2013 "On approval of Bylaws in the Seaport of Rostov-on-Don" (registered by the Ministry of Justice of the Russian Federation on April 11, 2013, registration number 28101).
3. This order comes into force on September 1, 2025 and is valid until September 1, 2031.

Minister
R. V. STAROVOIT

Approved
by order of the Russian Ministry of Transport
dated February 10, 2025 №42

BYLAWS IN THE SEAPORT OF ROSTOV-ON-DON

I. General provisions

1. Bylaws in the seaport of Rostov-on-Don (hereinafter referred to as "Bylaws") contain:

description of the Rostov-on-Don seaport (hereinafter referred to as the seaport);

rules for the entry of vessels into the seaport and exit of vessels from the seaport, including measures to ensure the safety of navigation for the entry of vessels into

the seaport, the exit of vessels from the seaport, as well as the specifics of regulating the entry of autonomous vessels into the seaport and the exit of autonomous vessels from the seaport;

rules of navigation of vessels in the seaport water area, taking into account the peculiarities of navigation of autonomous vessels in the seaport water area;

description of the area of operation of vessel motion control systems (hereinafter referred to as VTS) and the rules for navigation of vessels in these zones, rules for interaction of radar VTS with autonomous vessels;

rules of ship mooring in the seaport and identification of their anchorage;

rules for ensuring environmental safety, including the identification of types of waste from ships to be collected in the seaport, rules for ensuring compliance with quarantine in the seaport;

rules for using special means of communication on the territory of the seaport;

information about the boundaries of the seaport territory;

information about approaches to the seaport;

information on the boundaries of marine areas A1 and A2 of the Global Maritime Distress and Safety Communication System¹ (hereinafter referred to as the GMDSS);

information about the technical capabilities of the seaport in terms of receiving vessels;

information about the navigation period.

information about areas of compulsory and optional pilotage of vessels;

information about the depth of the seaport's water area.

information about the processing of dangerous goods;

information about the organization of navigation of vessels in the ice in the seaport and on its approaches;

information on the transfer of reports by the captains of ships located in the seaport, in case of a threat of acts of illegal interference in the seaport;

information on the transmission of navigation and hydrometeorological information to the captains of ships located in the seaport.

2. Compulsory decisions are subject to execution by the crews of ships regardless of their flag and rights to them, as well as by legal entities and individual entrepreneurs or individuals operating or located in the seaport.

3. Navigation of vessels in the seaport and mooring of vessels in the seaport water area are carried out in accordance with the General Rules of Navigation and Mooring of Vessels in the Seaports of the Russian Federation and on approaches to

¹ Decree of the Government of the Russian Federation No. 813 of July 3, 1997 "On the establishment and operation of a Global Maritime Distress and Safety Communication System"

them, approved by Order of the Ministry of Transport of the Russian Federation No. 395² of November 12, 2021 (hereinafter - the General Rules), and regulations.

II. Description of the seaport

4. The seaport is located on the Don River from 3121.0 km (including the Aksai River from its mouth to the upper border of the seaport on the Aksai River) downstream to 3151.0 km of the Don River (the mouth of the Koysug River).

5. The boundaries of the seaport are established by Decree of the Government of the Russian Federation No. 1160-r of July 14, 2010.

There are no approaches to the seaport.

6. Compulsory and optional pilotage of vessels is carried out in the seaport, the details of which are given in Appendix No. 1 to the Bylaws.

7. Navigation of vessels in the seaport is carried out in hydrometeorological conditions characterized by high-water level fluctuations reaching 2.5 meters.

In the seaport water area, the water level drops in easterly and northeasterly winds, and the water level rises in westerly and south-westerly winds. The flow rate of the Don River on rifts is 0.8-1.4 knots, the maximum flow rate of the Don River during high water is 1.9 knots.

8. Navigation in the seaport is carried out year-round in accordance with the signs regulating the motion of vessels on inland waterways, provided for in Appendix No. 3 to the Rules for Navigating Vessels on Inland Waterways, approved by Order No. 19 of the Ministry of Transport of the Russian Federation of January 19, 2018.³

The seaport operates around the clock and has a permanent multi-sided cargo checkpoint across the state border of the Russian Federation⁴ (information on the technical capabilities of the seaport in terms of receiving ships is given in Appendix No. 2 to Bylaws).

9. Vessels are provided with towing services in the seaport.

10. When a vessel is moving in the seaport water area, the right bank is

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

³ Registered by the Ministry of Justice of the Russian Federation on March 7, 2018, registration number 50283; as amended by Order No. 50 of the Ministry of Transport of the Russian Federation of February 11, 2019 (registered by the Ministry of Justice of the Russian Federation on May 28, 2019, registration Number 54757) (hereinafter referred to as the Rules for Navigation of Vessels on Inland Waterways).

⁴ Item 353 of the list of checkpoints across the state border of the Russian Federation, approved by Decree of the Government of the Russian Federation No. 2665-r of November 29, 2017

considered to be the right bank along the Don River.

11. The main and additional fairways are located in the seaport water area.

The main fairway runs along the Don River.

Additional fairways in relation to the main fairway in the seaport water area include the fairways leading to the mouth of the AksAi River, the Nakhichevan Duct, the Alexandrovsky Basin, the Rostov Basin, and the Bugorki Basin.

12. The following basins are located in the seaport water area:

Alexandrovsky - 3123.4 km of the Don River.

Rostovsky - 3136.5 km of the Don River.

"Bugorki" - 3145.4 km of the Don River.

13. The seaport water area is crossed by bridge, surface and underwater passages (information on the technical characteristics of bridges crossing the seaport water area and on the sections of the seaport water area where surface and underwater passages are located is given in Appendix No. 3 to Bylaws).

**III. Rules for ships entering and leaving the seaport,
including security measures of
navigation for ships entering and leaving the seaport,
as well as peculiarities regulating
autonomous vessels entering and departing from the seaport**

14. Information about the ship's entry into the seaport and departure from the seaport⁵ is transmitted to the Harbour Master by the ship's master (shipowner) or ship's agent in the Internet information and telecommunications network (hereinafter referred to as the "Internet" network) at: www.portcall.marinet.ru.

The entry of autonomous vessels into the seaport and the exit of autonomous vessels from the seaport are carried out in accordance with this Chapter and Chapter VI. 1 of the Merchant Shipping Code of the Russian Federation (hereinafter-MSD).

15. Registration of arrival of vessels at the seaport and departure of vessels from the seaport is carried out around the clock.

The master of a vessel transiting through the seaport water area, when stopping in the areas of anchorages for the purpose of replenishing ship stocks, delivering sewage and oil-containing waters, dry garbage and food waste, changing crew members, must send an application to the Harbour Master for the arrival of the vessel at the seaport and an application for the departure of the vessel from the seaport⁶.

16. The seaport must comply with the following measures to ensure the safety of navigation for ships entering the seaport and leaving the seaport:

⁵ Item 3 of Article 13 of Federal Law No. 261-FZ of November 8, 2007 "On Seaports in the Russian Federation and on Amendments to Certain Legislative Acts of the Russian Federation". Paragraphs 43 and 45 of the General Rules.

⁶ Paragraphs 43 and 45 of the General Rules.

when entering or leaving a seaport, ship captains must comply with the requirements stipulated by international treaties and legislation of the Russian Federation in the field of protection of human life at sea, safety of navigation and environmental protection from pollution from ships⁷;

when entering or leaving a seaport, vessels must proceed at a safe speed so that they can take appropriate and effective action to prevent a collision, using the main engines or letting go anchor⁸.

IV. Rules of navigation of vessels in the seaport water area taking into account the peculiarities of navigation of autonomous vessels in the water area of the sea port

17. In the water area of the seaport, there is a permissive procedure for the motion and mooring of vessels in accordance with the daily schedule of berthing and motion of vessels in seaports (hereinafter referred to as the daily schedule).

The daily schedule is approved by the Harbour Master daily at 15: 00 local time on the basis of information about the ship's entry transmitted in accordance with paragraph 14 of the Bylaws, and is posted on the Internet at: www.rostov.azovseaport.ru.

Changes to the daily schedule are posted on the Internet at the following address: www.rostov.azovseaport.ru.

18. Captains of vessels bound for the seaport via inland waterways (hereinafter referred to as the IWW) and from the sea side must request permission from the Harbour Master to enter the seaport on very high frequency channel 14 1 hour before approaching the seaport border (3121.0 km and 3151.0 km of the Don River). (hereinafter referred to as VHF) (information on VHF communication channels used in the seaport is given in Appendix No. 4 to the Bylaws) or using radio communications of the maritime mobile service, the maritime mobile satellite service, telephone communications, and e-mail (hereinafter referred to as communication facilities).

Ship Captains who have not received permission from the Harbour Master to enter the seaport should not enter the seaport water area before receiving the permit.

Ship Captains must inform the Harbour Master about the passage of the border of the seaport water area (3121.0 km and 3151.0 km of the Don River).

⁷ Item 2 of the General Rules.

⁸Regulation 6 of the International Regulations for the Prevention of Collisions at Sea, 1972. They are binding on the Russian Federation in accordance with the Convention on International Rules for Preventing Collisions at Sea of October 20, 1972. The Convention entered into force for the CCCR on July 15, 1977 (hereinafter referred to as IPPCC - 72).

19. Navigation of autonomous vessels is carried out in accordance with this Chapter and Chapter VI. 1 of the MLC.

20. Vessels must move at a safe speed in the seaport water area so that they can take appropriate and effective actions to prevent collisions⁹.

The motion of vessels in the seaport water area is allowed if there is a water reserve under the keel of at least 20 centimeters.

21. For vessels coming to the seaport from the sea and leaving the seaport for the sea, the embarkation of pilots on the ship and the disembarkation of pilots from the ship must be carried out at the coordinates 47°02.60 'north latitude and 038°55.30' east longitude.

For vessels going to the seaport by IWW and going from the seaport to IWW, pilots boarding and pilots disembarking from the vessel must be carried out on 3125.1 km of the Don River (the lower border of the Alexandrovsky roadstead).

22. The following persons are exempt from compulsory pilotage¹⁰:
icebreakers.

vessels engaged in maintenance and supply operations for vessels located in the seaport water area and seaport infrastructure facilities (hereinafter referred to as port fleet vessels);

vessels whose captains are granted the right to sail without a pilot¹¹;
passenger vessels engaged in intra-city and suburban transportation;
small vessels;
sports sailing vessels;
pleasure craft.

23. In the water area of the seaport, overtaking of vessels performing divergence is not allowed. Overtaking of one vessel by another is allowed on the port side of the vessel being overtaken. In case of divergence, the captains of the vessels should avoid to the right in a timely manner, as far as it is necessary and safe, and follow this way until the oncoming vessel is left behind. The master of a high-speed vessel¹² determines and shows the direction of divergence from other vessels, oncoming vessels must confirm this direction and not allow any deviation from their course until the divergence ends. High-speed vessels should diverge on their port sides in oncoming traffic. A high-speed vessel must not follow other vessels in its wake. The movement of high-speed vessels in a non-displacement position is allowed during

⁹ IRPCS Rule 6-72.

¹⁰ Paragraph 2 of article 90 of the MLC.

¹¹ Item 3 of the Procedure for Granting the ship's captain the right to sail without a pilot in the areas of compulsory pilotage of vessels, approved by Order No. 4 66 of the Ministry of Transport of the Russian Federation dated November 6, 2020(registered by the Ministry of Justice of the Russian Federation on December 17, 2020, registration number 61528). In accordance with paragraph2 of Order No. 466 of the Ministry of Transport of the Russian Federation of November 6, 2020, this act is valid until January 1, 2027.

¹² Item 4 of Article 95 of the Code of Inland Water Transport of the Russian Federation (hereinafter-KVVT).

daylight hours with visibility of 0.5 miles or more.

24. On the section 3128.6- 3130.0 km of the Don River (Aleksandrovsky Bar), overtaking and divergence of vessels are not allowed.

Vessels coming from the sea side must give way to vessels going towards the sea, with the exception of high-speed vessels, which are given way regardless of the direction of their motion.

25. Anchoring of vessels is not allowed in areas of underwater passages marked with coastal signs "Do not cast an anchor".

If a ship runs aground or anchors in the area of an underwater passage and /or the ship's master discovers damage to the underwater passage, the ship's master must immediately inform the Harbour Master about it using communication means.

26. When approaching the mouth of the Aksai River (3121.0 km of the Don River), shipmasters should proceed at a safe speed so that they can take appropriate and effective actions to prevent collisions with vessels that leave the Aksai River and enter the Aksai River, based on the action of the pressure current directed to the right bank the Aksai River.

27. When passing the section 3126.9 - 3129.5 km of the Don River, between the left bank of the Don River and Zeleny Island, ship captains must move at the lowest possible speed, allowing safe operation of the vessel, because of the recreation centers and city beaches located on the section 3126.9 - 3129.5 km of the Don River.

28. Vessels with a length of 80 meters or more entering the Nakhichevan Duct along the Don River with further berthing to berths located in the Nakhichevan Duct, leaving the Nakhichevan Duct must be carried out using a tug with a capacity of at least 220 kilowatts.

29. Passage of vessels under bridges is allowed through navigable spans equipped with navigation signs and lights, the descriptions of which are given in paragraphs 8.10.1 and 8.10.2 of Appendix No. 4 to the Rules for Navigation of Vessels on Inland Waterways.

30. Under the Rostov Railway lifting Bridge, vessels must pass through the middle navigable span. For vessels whose high-altitude dimensions do not allow such passage without lifting the bridge truss to pass under the lifting truss of the Rostov Railway Lifting Bridge, the ship's master or a marine agent must request permission from the Harbour Master 12 hours before the intended passage¹³.

31. Communication with vessels included in the caravan for passage under the Rostov Railway Lifting Bridge should be carried out on VHF channel 88 (call sign "Rostov-traffic-control").

¹³ Item 3 of Article 5 of Federal Law No. 155-FZ of July 31, 1998 "On Internal Sea Waters, Territorial Sea and Contiguous Zone of the Russian Federation" (hereinafter-Federal Law No. 155-FZ of July 31, 1998).

32. The motion of vessels whose high-altitude dimensions do not allow passage under the average navigable span of the Rostov Railway lifting bridge should be carried out when the lifting truss of the bridge is raised, equipped with a traffic light:

green - "pass is permitted";

red - "pass is prohibited".

orange - a warning signal about preparing the truss for lifting and lowering, which is activated 10 minutes before lifting and 2 minutes before lowering the truss of the Rostov Railway Lifting Bridge.

33. Before switching on the signal at the lifting truss of the Rostov Railway Lifting Bridge, vessels proceeding along the Don River must not pass below 3136.0 km of the Don River, and vessels proceeding against the Don River must not pass above 3137.2 km of the Don River.

34. One hour before lifting and lowering the truss of the Rostov Railway Lifting Bridge, the motion of vessels on the section 3133.5-3141.95 km of the Don River (the lower border of the Nizhnegnilovskaya anchorage area), the entry of vessels into the Rostov Basin and the exit of vessels from the Rostov Basin are not allowed, with the exception of:

vessels included in the caravan for the passage of the Rostov Railway Lifting Bridge;

passenger vessels engaged in intra-city and suburban transportation during their approach to the berths of the city embankment and departure from the berths of the city embankment when moving up behind the last vessel in the caravan proceeding along the Don River.

35. The passage of vessels with a length of 80 meters or more under the lifting truss of the Rostov Railway lifting bridge must be carried out with tug assistance at the expense of the navigation fee¹⁴:

four vessels or less-with a towing capacity of at least 220 kilowatts;

more than four vessels-with two tugs with a capacity of at least 220 kilowatts each;

if the water flow rate at the Razdorsky water metering station is 800 cubic meters per second or more-with at least two tugs with a total capacity of at least 660 kilowatts.

36. Vessels with a length of 80 meters or more in the Nakhichevan Duct, as well as at the exit from the Nakhichevan Duct in the area of the fairway separation point

¹⁴ Item 7.1 of the rules for applying port fee rates in seaports of the Russian Federation, approved by Order No. 223/16 of the Federal Antimonopoly Service of Russia dated March 10, 2016 (registered by the Ministry of Justice of the Russian Federation on May 16, 2016, registration number 42114), as amended by orders of the Federal Antimonopoly Service of Russia dated June 27, 2018 No. 872/18 (registered by the Ministry of Justice of the Russian Federation on July 16, 2018, registration number 51613), No. 61/23 of February 15, 2023 (registered by the Ministry of Justice of the Russian Federation on March 3 0, 2023, registration Number 72803).

near Zeleny Island, must be turned around by a tug with a capacity of at least 220 kilowatts to go under the Rostov Railway Lifting Bridge.

37. The passage of vessels under the lifting truss of the Rostov railway lifting bridge should be carried out at a safe speed in the wake with a safe distance between the vessels, allowing to avoid collisions of vessels.

38. The first passage under the lifting truss of the Rostov Railway lifting Bridge should be carried out by vessels proceeding through the Don River.

Vessels proceeding against the flow of the Don River must pass under the lifting truss of the Rostov Railway Lifting Bridge after the passage of the bridge alignment by the last vessel downstream the Don River.

39. If by the time the truss is lowered, not all vessels in the caravan have passed under the bridge, then the vessels passing under the lifting truss of the Rostov Railway Lifting Bridge at the time of switching on the orange light of the traffic light are considered to be the last:

in case of going against the stream of the Don River, a vessel that is located on 3137.2 km of the Don River;

in the case of proceeding downstream Don River, a vessel that is located on 3136.0 km of the Don River.

40. The passage of the vessel under the Rostov railway lifting bridge, which does not require lifting the truss, must be carried out with a minimum height margin of at least 0.5 meters.

41. During the passage of vessels under the Rostov Railway lifting Bridge, the main engines of vessels standing at berths NN 14 - 27, 32 - 50, 62 - 69 in the areas of the anchorages "Nizhnegnilovskaya", "Donetskiy", "Special Donetskiy", "Kumzhenskiy" and "Permanent quarantine", must be in constant operation. ready to start moving the vessel.

42. Vessels with a length of 80 meters or more for entering the Alexandrovsky Basin and proceeding downstream Don River when weighing anchor in the area of the Alexandrovsky anchorage should be turned on a section of 3123.5-3124.2 km of the Don River.

Vessels with a length of 80 meters or more for anchoring in the area of the anchorage "ALeksandrovsky" or for proceeding against the stream of the Don River should be turned on the section 3125.1-3126.0 km of the Don River.

Passenger vessels with a length of up to 40 meters intended for intra-city and suburban traffic should be turned around to go down the Don River on a section of 3130.4-3130.6 km of the Don River.

Vessels proceeding downstream the Don River to the Nakhichevan Duct and leaving the Nakhichevan Duct must turn around in the area of 3133.5 km of the Don River with the help of a tug with a capacity of at least 220 kilowatts, while vessels

must leave the Nakhichevan Duct with the stern proceeding downstream of the Don River.

The turn of passenger vessels proceeding downstream the Don River to approach the berths of the city embankment and depart from the berths of the city embankment to proceed along the Don River must be carried out on the section 3135.3-3136.0 km of the Don River using a tug with a capacity of at least 220 kilowatts. U-turn of passenger vessels up to 40 meters long, intended for intra-city and suburban transportation, is allowed without the help of a tug.

Vessels with a length of 80 meters or more should be turned around to proceed along the Don River current in the area of 3138.94 km of the Don River using a 220-kilowatt tug.

Vessels with a length of 80 meters or more that are anchored in the area of the Kumzhensky anchorage should be turned around to proceed along the Don River in the area of 3146.0 km of the Don River using a tug with a capacity of at least 440 kilowatts.

Vessels with a length of 80 meters or more that have passed the Rostov lifting or long-distance Bridge, are proceeding along the Don River and intend to anchor or dock at the seaport should be turned around in the area of 3149.4 km of the Don River.

43. When a ship is moving in the seaport water area, cargo booms, cranes, outboard ladders, dinghies and davits on ships must be in the stowed position.

44. Summer floating warning signs (hereinafter referred to as SFWS) must be placed in their proper places after the end of the icebreaking escort period and removed before ice formation begins in the seaport's water area. Information about changes in the position and condition of the SFWS should be brought to the attention of seafarers by the Harbour Master on the Internet at the following address: www.rostov.azovseaport.ru.

45. The motion of vessels in the water area of the seaport is carried out around the clock. Vessels operating in the seaport area must carry lights and signs in accordance with the International Regulations for the Prevention of Collisions at Sea, 1972¹⁵. Inland navigation vessels equipped with warning lights and signs in accordance with the Rules of Navigation on Inland Waterways are allowed to sail in the seaport.

46. Vessels leaving the basin must give way to vessels entering the basin.

47. Vessels with a length of 80 meters or more must enter and exit the Alexandrovsky Basin by means of a tugboat with a capacity of at least 220 kilowatts.

48. Vessels with a length of 80 meters or more proceeding along the Don River

¹⁵ IRPCS Rule 26-72.

current must enter the Rostov Basin and vessels with a length of 80 meters or more must leave the Rostov Basin using two tugs with a total capacity of at least 440 kilowatts.

49. The exit of vessels with a length of 80 meters or more from the Rostov Basin must be carried out by the stern to the exit.

50. Vessels with a length of 80 meters or more must enter the Bugorki Basin from below using a tug with a capacity of at least 440 kilowatts.

Vessels with a length of 80 meters or more must leave the Bugorki Basin with the bow to the exit using two tugs with a total capacity of at least 660 kilowatts.

51. Vessels with a length of 80 meters or more proceeding in inner waterways to enter the Aksai River must make a U-turn in the 3125.1 - 3126.0 km section of the Don River. Vessels with a length of 80 meters or more must move along the Aksai River using a tugboat with a capacity of at least 220 kilowatts.

52. Cargo operations with oil and petroleum products, bunkering of vessels should be carried out with the installation of booms. Booms must be installed by a bunkering vessel.

During the period of icebreaking operations, the possibility of using booms should be determined by the bunkering ship's captain based on the actual ice and weather conditions in the seaport.

53. The following items are not allowed in the seaport water area:

bunkering vessels at wind speed of more than 14 meters per second and wave height of more than 0.5 meters;

simultaneous bunkering of two vessels by one bunkering vessel.

54. Small vessels, recreational vessels, and sports sailing vessels must move at a safe speed in the seaport water area so that they can take appropriate and effective actions to prevent collisions, outside the fairway:

from Aksaysky road bridge to 3127.0 km of the Don River-beyond the left edge of the fairway.

from 3127.0 km of the Don River-along the left arm of the Don River beyond the right edge of the fairway.

from Zeleny Island along the Don River along the left bank through the left bank span of the Rostov Railway Lifting Bridge to the beam of the forbidding sign "Do not drop anchors" on 3137.0 km of the Don River;

from the beam of the forbidding sign "Do not drop anchors" on 3137.0 km of the Don River below the Rostov railway lifting Bridge along the right bank of the Don River to the border of the seaport on 3151.0 km of the Don River.

It is not allowed to cross the fairway by a small vessel, recreational vessel, or sports sailing vessel, if such crossing will hinder the motion of the vessel proceeding through the fairway.

55. Small vessels (with the exception of vessels of the port fleet), pleasure

vessels and sports sailing vessels when sailing in the seaport water area are prohibited from:

- moor and approach at a distance of less than 10 meters to port hydraulic structures, docks, transshipment equipment, communication lines, heat, gas, water and electricity supply devices, other devices, equipment, structures located in the seaport water area and intended to ensure the safety of navigation for passenger vessels staying at city embankment;

- anchor in the fairway.

56. The following items are not allowed in the seaport water area:

- towing of floating cranes with a raised boom, except for cases when they are moved in the places where they work in the absence of air transition of power lines and bridges;

- towing if another vessel is moored alongside the towed vessel.

- towing using the "behind the stern" method with a tow rope length of more than 30 meters.

57. A towing caravan for sea towing should be formed in the areas of anchorages of the seaport.

58. Port towing of vessels should be carried out at a wind speed of not more than 15 meters per second, with the exception of towing carried out for the purpose of assisting in mooring operations of vessels.

59. The following items are not allowed in the seaport water area:

- motion of vessels, with the exception of vessels involved in rescue operations, when visibility is less than 0.5 miles and (or) when the wind speed is more than 17 meters per second;

- navigation of self-propelled vessels moored to each other (ship- to- ship), with the exception of vessels participating in rescue operations;

- divergence and overtaking of vessels in the navigable span of the Aksaysky Road Bridge, the 29th Line Railway Bridge, the Voroshilovsky Road Bridge, the 3136.55 km Long Don River Road Bridge, the Rostov Lifting Railway Bridge, the Nizhnegnilovskaya Road and Railway Bridge, as well as divergence of vessels (except for high-speed and small-sized vessels) within 0.5 miles above and below the specified limits bridges, if the motion of vessels is carried out through one span.

- use of light sources directed towards the fairway at night on berths and vessels located at berths.

60. In a seaport, mooring operations of vessels with a length of 80 meters or more must be carried out using a tug with a capacity of at least 220 kilowatts.

Vessels must be moored to berth No. 65 on the starboard side.

Cargo operations must be terminated on a vessel to which another vessel is moored or from which another vessel is moored.

Simultaneous mooring operations of vessels at adjacent berths are not allowed.

61. Vessels engaged in fishing in the seaport should not interfere with other vessels.

V. Description of the VTS coverage area and rules for navigation of vessels in these zones, VTS interaction rules with autonomous vessels

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

63. The water area of the seaport is included in the area of operation of the Navigation Control and Management Service (hereinafter - NCMS).

64. The motion of vessels in the seaport water area is regulated by the Harbour Master¹⁶.

The motion of autonomous vessels in the seaport is not regulated.

65. Captains of vessels going to the seaport must establish communication with the Harbour Master on the 14th working VHF communication channel (call sign "Rostov-Port-control").

VI. Rules of ships anchorage in the seaport and indication of their anchorage places

66. Vessels should be anchored in a seaport at berths, at anchorage areas (information on anchorage areas of a seaport is given in Appendix No. 5 to Bylaws), as well as at ship repair and off hire points, with details of which are given in Appendix No. 6 to Bylaws.

At the berths of the seaport, it is allowed to moor ship- to- ship of two or more vessels (in accordance with the technical passport of berths¹⁷), with the exception of the Bugorki Basin. Single vessels, floating objects, two vessels intended for carrying out intra city and suburban transportation, ship- to- ship, as well as one vessel intended for carrying out intra-city and suburban transportation, ship- to- ship to a floating object are allowed to moor at the berths of the city embankment.

The number of vessels moored ship- to- ship at ship repair yard and at off hire points should be determined by the Harbour Master.

Repairs and off hire of vessels are allowed in places that are equipped for the purpose of repair? off hire and technical inspection of vessels in summer and winter. When a ship is off hire without a crew on board, the shipowner must transfer the ship to the ship repair and off hire point.

67. During berthing in the seaport at berths and anchorages, Ship Captains must keep a constant radio watch on VHF communication channels 14 and 16.

68. Mooring operations of vessels with wind speeds exceeding 17 meters per second are not allowed in the seaport.

69. Anchoring vessels in the areas of anchorages should be carried out with the bow against the stream of the Don River with the letting go of the bow and stern anchors or with towing support in the absence or malfunction of the stern anchor.

70. If it is impossible to turn the vessel due to a drop in the water level, with

¹⁶ Item 3 of Article 5 of Federal Law No. 155-FZ of July 31, 1998.

¹⁷ Item 187 of the technical regulations on the safety of marine transport facilities, approved by Decree of the Government of the Russian Federation No. 620 of August 12, 2010.

gale-force winds from western directions, vessels may be anchored in the areas of anchorages with their bow upstream of the Don River at the stern and bow anchors with the permission of the Harbour Master for a certain period of anchorage.

71. Anchoring of non-self-propelled vessels in the areas of anchorages of the seaport should be carried out with the assistance of tugs.

72. Fire operations on ships must be carried out with the permission of the Harbour Master^{18/}

73. Ship operations connected with the decommissioning of the main engine, steering, anchor and mooring devices, as well as operations overboard from boats or other floating vehicles are allowed with the permission of the Harbour Master¹⁹.

VII. Rules for ensuring environmental safety, including identification of the types of waste from ships to be received at the seaport quarantine regulations in the seaport

74. The seaport receives ship's waste as required by Annexes I, IV and V to the International Convention for the Prevention of Pollution from Ships, 1973²⁰.

The list of reception facilities is posted by the Harbour Master on the Internet at: www.rostov.azovseaport.ru.

75. The discharge of insulated ballast in a seaport is permitted if the ballast has been accepted or replaced in accordance with Regulation D-1 or meets the ballast water quality standard in accordance with Regulation D-2 of the International Convention for the Control and Management of Ships 'Ballast Water and Sediments, 2004'²¹.

76. When a ship enters a seaport, the discharge valves for oil-containing and waste water must be closed and sealed by the ship's crew.

77. Anti-epidemic measures in relation to a ship on which a patient with symptoms of diseases that are dangerous to others is detected²² should be carried out on a temporary quarantine roadstead.

78. Cleaning and painting of ships hulls in a seaport should be carried out at berths on the territory of ship repair plants.

79. Captains of vessels lying at the berths of the seaport or in the areas of anchorages of the seaport are prohibited from using radar stations (hereinafter referred to as radars) for radiation. Short-term activation of the radar is allowed when

¹⁸ Item 83 of the General Rules.

¹⁹ Item 83 of the General Rules.

²⁰ Entered into force on February 3, 1974 and was obligatory in the USSR in accordance with Resolution No. 947 of the Council of Ministers of the USSR of September 30, 1983 "On the Accession of the USSR to the Protocol of 1978 to the International Convention for the Prevention of Pollution from Ships of 1973".

²¹ It is compulsory for the Russian Federation on the basis of the Decree of the Government of the Russian Federation No. 256 of March 28, 2012 "On the Accession of the Russian Federation to the International Convention on the Control and Management of Ships 'Ballast Water and Sediments, 2004". The Convention entered into force for the Russian Federation on 8 September 2017.

²² Part 2 of Article 43 of Federal Law No. 323 - Fz of November 21, 2011 "On the fundamentals of public health protection in the Russian Federation".

repairing the radar or for the purpose of ensuring the safety of the vessel.

VIII. Rules for using special means of communication on the territory of the seaport

80. Communication with vessels in the seaport water area should be carried out using communication means.

Vessels approaching the seaport from the Sea of Azov on the approach to the border of the seaport water area (3151.0 km of the Don River) and vessels proceeding the IWW on the approach to the border of the seaport water area (3121.0 km of the Don River) must establish communication on VHF channel 14 with the Harbour Master (call sign " Rostov-port control") or inform about the ship's approach to the seaport by means of additional means of communication.

Information about additional means of communication for transmitting information is posted by the Harbour Master on the Internet at: www.rostov.azovseaport.ru.

81. Communication between the Captains of vessels anchored or in motion and the Harbour Master should be carried out on VHF channel 14 (call sign "Rostov-Port-control").

82. Captains of vessels in the seaport water area must keep a radio watch on the 14th and 16th communication channels of the VHF.

83. Transmission of information on the navigational situation and changes in the navigational situation, factors impeding the motion of vessels, hydrometeorological conditions, the state of navigation equipment, changes in the mode of motion of vessels, the level of security established in the seaport or at the seaport terminals, as well as other information necessary to ensure safe navigation and lying of vessels at the seaport, it should be carried out on VHF channel 14 at the request of the ship's master.

84. The use of VHF communication channels specified in Appendix No. 4 to Bylaws for communication between coastal subscribers is not allowed.

IX. Information on the boundaries of GMDSS marine areas A1 and A2

85. The seaport is part of the GMDSS Sea Area A1.

86. Communication with vessels in the GMDSS sea area A1 is provided by the operation of the Taganrog coast station (hereinafter referred to as CS) (maritime mobile service identifier²³ (MMSI) 002734487, call sign "Taganrog - radio-1").

87. The radius of operation of base radio station No. 2 (PilotStation) located at coordinates 47°06 'north latitude and 039°19' east longitude is 21.6 nautical miles.

²³ Item 19.36.1 of Article 19 Bylaw of the Radio Regulations approved by Order of the Government of the Russian Federation No. 685-r of April 17, 2018. It is compulsory for the Russian Federation in accordance with paragraph(37) 1 of Article 6 of the Charter of the International Telecommunication Union, ratified by Federal Law No. 37-FZ of March 30, 1995 "On Ratification of the Charter and Convention of the International Telecommunication Union" and entered into force for the Russian Federation on August 1, 1995.

X. Information about the technical capabilities of the seaport regarding the acceptance of vessels and the depth of the seaport water area

88. The seaport accepts vessels up to 150 meters long and 20 meters wide.

Information about the actual depths of the water area and at the berths of the seaport is brought to the attention of seafarers by the Harbour Master annually and when they change by posting on the Internet at the following address: www.rostov.azovseaport.ru.

Information on the passage draughts of vessels in the water area and at the berths of the seaport is brought to the attention of seafarers by the Harbour Master on a daily basis and when they change on the HP communication channel 14.

89. Seaport berths should be numbered sequentially along the Don River from 3121.0 km to 3151.0 km.

90. In a seaport, ship-to-ship cargo transshipment operations must be performed at the berths and roadsteads of the seaport in accordance with the Rules for Providing Services for Organizing cargo Transshipment from Ship- to- ship, approved by Order No. 68²⁴ of the Ministry of Transport of the Russian Federation of April 29, 2009.

XI. Information about the processing of dangerous goods

91. Cargo operations are carried out in the seaport with cargo, including dangerous goods of hazard classes 2 - 6, 8 and 9 of the International Maritime Organization²⁵.

92. In order to record the motion, transshipment and storage of dangerous goods within the boundaries of the seaport, operators of sea terminals are required to provide the Harbour Master with information on the motion, transshipment and storage of dangerous goods at the request of the Harbour Master.

Information on dangerous goods should be sent to the Harbour Master²⁶ on the Internet at the following address: www.rostov.azovseaport.ru or in any other accessible way (directly to the Harbour Master or using communication means).

The Harbour Master must inform seafarers about changes in the procedure for providing information about dangerous goods, using communication tools.

93. Bunkering of vessels in a seaport should be carried out in a closed manner.

²⁴ Registered by the Ministry of Justice of the Russian Federation on June 29, 2009, registration number 14146; as amended by Order No. 122 of the Ministry of Transport of the Russian Federation of May 10, 2016 (registered by the Ministry of Justice of the Russian Federation on June 7, 2016, registration number 42438).

²⁵ Chapters 2.1-2.6, 2.8 and 2.9 of the International Maritime Dangerous Goods Code, 1965. Adopted by Resolution No. A. 81 (IV) of the Assembly of the International Maritime Organization (IMO) of 27 September 1965. It is binding on the Russian Federation in accordance with the Convention of the International Maritime Organization of 6 March 1948. The Convention entered into force for the USSR on 17 March 1958.

²⁶ Paragraph nine of paragraph 6 of 9 of the General Rules.

XII. Instructions on the organization of navigation of vessels in the ice in the seaport and on its approaches

94. The beginning and end of the period of icebreaking escort of vessels in the seaport water area are announced by the Harbour Master on the Internet at the following address: www.rostov.azovseaport.ru.

The period of icebreaking escort of vessels is announced by the Harbour Master with the beginning of ice formation on the Don River and ends with the end of ice flow on the Don River.

95. To provide icebreaking support for vessels, an icebreaking naval headquarters is established in the seaport.

96. Information about the ship's approach to the caravan meeting point (hereinafter referred to as the CMP) is transmitted by the ship's master (shipowner) or sea agent 72 hours in advance and confirmed by the ship's master (shipowner) or sea agent 24 hours before the expected approach of the ship to the CMP in accordance with paragraph 14 of the Bylaws.

The time and order of vessels crossing the ice, as well as the number of vessels conducted simultaneously, are determined by the Harbour Master at 10:00 (Moscow time) each day and posted on the Internet at: www.rostov.azovseaport.ru.

97. Depending on the forecast ice situation in the seaport water area, Harbour Master must set restrictions on the mode of ice navigation of vessels in the seaport water area (hereinafter referred to as restrictions), information about which is given in Appendix No. 7 to Bylaws, and the location of the Fuel and Energy Complex.

Notice of restrictions and location of the CMP is posted on the Internet at: www.rostov.azovseaport.ru not later than 7 days before the date of introduction of restrictions.

The restrictions do not apply to vessels of not more than 15 years of age that meet the requirements established by the rules for the classification and construction of marine vessels issued by Russian organizations authorized to classify and survey vessels²⁷. The specified vessels are subject to the restrictions established by the rules of classification and construction of vessels.

During the period of icebreaking of vessels in the seaport water area, towing operations may be carried out in emergency cases. This restriction does not apply to the towing of vessels by icebreakers in the course of their escorting and mooring operations in the seaport, as well as to the navigation of rigidly articulated barge-towing trains that have an agreed route within the established navigation area and season in accordance with their ice class established by the Russian organization authorized to classify and survey vessels, provided that the permissible load on the rigid coupling elements between the tug and the barge is met.

98. Vessels that are not able to proceed to the CMP on their own must be provided with icebreaker escorts at the request of the ship's captain (shipowner) or marine agent.

²⁷ First paragraph of paragraph 2 of Article 24 of the MLC.

99. The master of a vessel must be able to manually control the main engine of the vessel to proceed to or from the seaport during icebreaking operations.

Vessels aged 30 years or more must have a confirmation of the ice reinforcement category issued by a Russian organization authorized to classify and survey vessels in accordance with Article 22 of the MCS or Article 35 of the IWWCT.

100. Icebreaker escorting of vessels should be carried out by icebreakers in the composition of an ice caravan and tugs included in the icebreaker placement plan for the period of icebreaking escorting. If it is not possible to proceed as part of an ice caravan, the ship's master may request individual icebreaker escorting, which must be carried out in the presence of icebreakers that are free of icebreaker escorting.

101. Ice breaking operation around the vessels is allowed by an icebreaker or tug that has the appropriate ice class.

102. Icebreaking of vessels is carried out in accordance with paragraph 103 of the Bylaws, based on:

- time of the vessel's approach to the CMP;
- time of receipt of the request for entry into or exit from the seaport;
- the order of motion of vessels established by the General Rules;
- restrictions.

103. When approaching the CMP, the Ship's Master must establish radio contact with the icebreaker and act in accordance with its instructions. Captains of vessels included in the caravan must switch to the VHF communication channels specified by the icebreaker at the command of the icebreaker conducting icebreaking operations.

104. Based on the actual ice situation in the seaport water area and the technical characteristics of the vessel, independent motion of the vessel under the control of the icebreaker is allowed.

105. Captains of vessels proceeding independently must inform the Harbour Master about the passage of the designated control points of the recommended route and report the ice situation on the route.

106. Fuel, food and water supplies on the ship must ensure the ship's autonomy for at least 14 days from the moment the ship approaches the CMP for entering the seaport. If the vessel is located in the area of the ice breaker passage for more than 14 days from the moment of the vessel's approach to the CMP, the Harbour Master must take urgent measures to escort the vessel to the seaport.

XIII. Information on the master's Reports in case of illegal acts in the seaport

107. If there is a threat of an act of illegal interference in the seaport, the ship's master, the external captain of an autonomous vessel, or a person in command, including the external crew of an autonomous vessel, responsible for ship security²⁸,

²⁸ Subparagraph 6 of paragraph 2.1 of the International Code for the Protection of Ships and Port Facilities. It was

must inform the official of the seaport infrastructure facility responsible for security, as well as the Harbour Master, about this, using the following information: means of communication.

108. The Master of a ship, the external master of an autonomous ship, or a person in command, including the external crew of an autonomous ship responsible for ship security, must provide the Harbour Master with information on the level of security of the ship located in the seaport, as well as on any changes in the levels of ship security.

109. Notifications on the occurrence of a threat of acts of illegal interference in the seaport and on changes in the level of ship security, as well as confirmation of receipt of these notifications, are carried out from the moment of occurrence of the circumstances specified in the notifications on VHF communication channels.

XIV. Information about transmitting navigation information and hydrometeorological information to ship captains in the seaport

110. Emergency information²⁹ on navigational and hydrometeorological conditions should be transmitted to ships by the duty inspector of the State Port Control upon receipt of it from the meteorological service. Transmission of emergency information to ship captains and external captains of autonomous vessels should be carried out on VHF channel 16.

111. Storm warnings should be transmitted to the captains of vessels of the BS Taganrog sea area A1 GMDSS on VHF communication channels 5 and 82 at 10: 05 and 22: 05 (Moscow time), as well as by the Harbour Master on VHF communication channels 14 and 16.

Navigation information should be transmitted to captains of vessels located in the seaport water area by the Taganrog PS on VHF communication channels 5 and 82 at 10:05 and 22:05 (Moscow time), as well as by the Harbour Master on VHF communication channels 14 and 16 at 09: 05 and 21: 05 (Moscow time).

Information about the water level in the seaport and the passage draft of vessels must be transmitted by the Harbour Master daily on VHF communication channels 14 and 16 at 08: 05 and 20: 05 (Moscow time).

112. The information provided for in paragraph 111 of Bylaws must be transmitted by the Harbour Master additionally at the request of the ship's master, the external master of the autonomous vessel on VHF communication channel 14.

approved by the Conference of Contracting Governments of the International Convention for the Safety of Life at Sea, 1974 (Resolution No. 2 was adopted on December 12, 2002) and is binding on the Russian Federation in accordance with the International Convention for the Safety of Life at Sea, 1974. The Convention entered into force for the Russian Federation on 1 July 2004.

²⁹ Paragraph ten of Article 1 of Federal Law No. 113-FZ of July 19, 1998 "On the Hydrometeorological Service".

Data
ABOUT COMPULSORY AND OPTIONAL PILOTAGE
IN THE SEAPORT

Areas compulsory pilotage of vessels in the seaport are established:

On the Don River section from 3125.1 km to 3151.0 km.

in the water area of the Aleksandrovsky Basin.

on the section from the mouth of the Aksai River to the upper border of the seaport along the Aksai River.

Areas of optional pilotage of vessels in the seaport are located on the section 3121.0-3125.1 km of the Don River.

Data
ABOUT THE TECHNICAL CAPABILITIES OF THE SEAPORT
REGARDING THE RECEPTION OF VESSELS

Name of the berth	Location of the berth	Technical characteristics of the berth	
		Length of the berth (meters)	Design depth at the berth (meters)
The berth No. 1	Alexandrovsky Basin	115,83	4,4
Berth No. 2	Alexandrovsky Basin	115,83	4,4
Berth No. 3	Alexandrovsky Basin	152,97	4,4
Berth No. 4	Alexandrovsky Basin	152,97	4,4
Berth No. 5	Nakhchivan Duct	145,0	6,7
Berth No. 5A	Nakhchivan Duct of 1.55 km fairway	52,26	2,47
Berth No. 6	Nakhchivan Duct	140,0	3,4
Berth No. 7	Nakhchivan Duct	149,41	3,4
Berth No. 8	Nakhchivan Duct	150,0	3,4
Berth No. 9	Nakhchivan Duct	150,0	3,4
Berth No. 10	Nakhchivan Duct	150,0	3,4

Berth No. 11	Nakhchivan Duct	177,87	3,4
Berth No. 12	Nakhchivan Duct	166,1	3,4
Berth No. 13	Nakhchivan Duct	270,72	3,4
Pier N 28	Rostov Basin	55,6	4,2
Pier N 29	Rostov Basin	205,95	4,2
Pier N 30	Rostov Basin	230,0	5,6
Berth No. 31	Rostov Basin	140,5	5,6
Berth No. 31A	Rostov Basin	193,16	6,0
Pier N 32	Left Bank 3137 km of the Don river	154,0	4,7
Pier N 33	Left Bank 3137,16 km of the river Don	102,0	4,7
Pier N 34	Left Bank 3137,28 km of the Don river	112,0	6,0
Pier N 35	Left Bank 3137,5 km of the Don river	150,0	5,6
Berth No. 36	Left Bank 3137,65 km of the Don river	191,0	5,6
Pier N 37	Left Bank 3137,84 km of the Don river	140,0	5,6
Berth No. 38	Left Bank 3137,94 km of the Don river	245,0	5,6
Piers NN 39, 40	Left Bank 3138,3 km of the Don river	228,9	5,85
Berth No. 40A	Left Bank 3188,7 km of the Don river	261,85	5,6
Berth No. 41	Left Bank 3138,9 km of the Don river	140,0	5,6
Piers N N 42 - 44	Left Bank 3140 km of the Don river	500,0	5,6
Berth No. 48	Left Bank 3140,5 km of the Don river	150,0	5,6
Berth No. 49	Left Bank 3140,65 km of the Don river	150,0	5,6
Pier No. 50	Left Bank 3140,80 km of the Don river	151,4	5,6

Pier N 51	Left Bank 3140,95 km of the Don river	125,26	5,6
Berth No. 52	Left Bank 3141,1 km of the Don river	121.5	5,6
Berth No. 52A	Left Bank 3141,1 km of the Don river	117,24	5,6
Berth No. 52B	Left Bank 3141,1 km of the Don river	147,48	5,6
Pier 60 N	Left Bank 3141,5 km of the Don river	155,0	5,6
Berth No. 61	Left Bank 3141,65 km of the Don river	155,0	5,6
Berth No. 62	Left Bank 3141,8 km of the Don river	to 158.0	5,6
Piers NN 63, 64	Left Bank 3141,9 km of the Don river	280,0	of 5.29
Pier N 65	Left Bank 3142 km of the Don river	179,95	5,64
Pier 66A N	Right Bank 3141,3 km of the Don river	34,0	4,2
Berth No. 66B	Right Bank 3141,36 km of the Don river	106,0	4,2
Piers NN, 67, 68	Right Bank 3141,5 km of the Don river	365,0	4,15
Pier # 69	Left Bank 3142,4 km of the Don river	206,8	4,75
Piers NN, 72, 73	Basin "The Bugorki"	302,0	5,6
Pier N 1S	River Aksay	173,8	from 2.68 to 5.73
Pier N 3S	Nakhchivan Duct	335,41	3,58
Berth No. 2S	River Aksay	124,0	from 2.91 to 6,29
Pier N 4C	Rostov Basin	396,11	from 4.2 to 11.0
Berth No. 5C	Left Bank 3137 km of the don river	179,0	3.7 V
Berth N 6S	Right Bank 3139,0 km of the Don river	228,0	4,5
Pier N 6S1	Right Bank 3138,8 km of the Don river	57,9	4,5

Pier N 6C2	Right Bank 3138,8 km of the Don river	130,5	4,5
Pier N 6C3	Right Bank 3138,8 km of the Don river	57,9	4,5
Pier N 6C4	Right Bank 3138,8 km of the Don river	48,56	4,5

Data
ABOUT TECHNICAL CHARACTERISTICS OF BRIDGES THAT CROSS
THE WATER AREA OF THE SEAPORT, AND ABOUT THE SECTIONS
OF THE WATER AREA
SEA PORTS WHERE THE FOLLOWING FACILITIES ARE LOCATED:
ABOVEWATER AND UNDERWATER PASSAGES

1. The highway bridge (Aksaysky) (two-stranded) is located on 3123.3 km of the Don River.

The upper bridge is a five - span, arched structure; the lower bridge is a five-span, rectangular structure.

The road bridge has one navigable span – between pillars 3 and 4, counting from the left bank.

The span between the abutments is 140 meters wide.

The width of the fairway in the span is 80 meters.

The span height within the fairway is 19.1 meters from the design level and 15.0 meters from the design level.

2. The railway bridge (line 29) is located on 3130.7 km of the Don River, rectangular in design, has one navigable span - the second from the right bank.

The width of the span between the abutments is 140 meters, the width of the fairway in the span is 85 meters.

The span height within the fairway is 17.5 meters from the design level and 13.5 meters from the design level.

3. The road bridge (Voroshilovsky) (two-stranded) is located on 3135.1 km of the Don River, seven-span, arched structure, has one navigable span - the first from the right bank.

The width of the span between the abutments is 156 meters, the width of the fairway in the span is 140 meters.

The span height within the fairway is 21.1 meters from the design level and 17.0 meters from the design level.

4. Air passages (power lines - 110) are located on 3132.4 km of the Don River and in the Nakhichevan Duct for 1.5 km.

The heights of air passages are 17.5 meters and 17.9 meters from the design level and 14.0 meters and 14.4 meters from the design level, respectively.

5. The road bridge is located on 3136.55 km of the Don River, six-span, rectangular arched constructure, has one navigable span - the second from the right bank.

The width of the span between the abutments is 140 meters, the width of the fairway in the span is 60 meters.

The span height within the fairway is 20.5 meters from the design level and

17.0 meters from the design level.

6. Rostov railway lifting bridge is located on 3136.7 km of the Don River, five-span, rectangular design, has one navigable span-medium with a lifting truss.

The width of the span between abutments is 65 meters, the width of the fairway in the span is 60 meters.

The undrawn bridge span height within the fairway is 7.7 meters from the design level and 3.9 meters from the design level.

When the lifting truss is raised, the span height is 43.3 meters from the design level and 39.4 meters from the design level.

7. The highway and railway bridge (Nizhnegnilovskaya) is located on 3142.4 km of the Don River, eleven-span, rectangular design, has one navigable span - the fifth from the right bank.

The width of the span between the abutments is 140 meters, the width of the fairway in the span is 125 meters.

The span height within the fairway is 19.7 meters from the design level and 16.0 meters from the design level.

The heights of navigable bridge spans are indicated depending on the design and design (high) levels. The design level of the Don River is 0.54 meters below zero of the Kronstadt footstock.

8. Underwater passages in the seaport water area are located on the following sections:

1. 3121.30-3123.45 km of the Don River;
2. 3,130. 25-3,130. 45 km of the Don River.
3. 3132.10-3132.30 km of the Don River.
4. 3133.55-3134.60 km of the Don River;
5. 3136.46-3137.44 km of the Don River.
6. 3139.12-3139.33 km of the Don River.
7. 3141.99-3142.19 km of the Don River.
8. 3146.18 - 3146.41 km of the Don River.

9. The above water lift pedestrian crossing is located on 1,8 km of the additional fairway of the Aksai River.

Data
ABOUT THE VERY HIGH FREQUENCY COMMUNICATION
CHANNELS USED
IN THE SEAPORT

Subscriber	Very high frequency communication channels (150 MHz band)		Call sign
	Work Channel	Reserve Channel	
State Port Control Inspectorate	14 16	-	Rostov-Port-Control
Vessel Traffic Control Group	88	-	Rostov-traffic
Control Communications Control Center of the Global Maritime Distress and Safety Communication System	5 82	-	Taganrog-Radio-1

**Data
ABOUT SEAPORT ANCHORAGE AREAS**

Anchorage area	Location	Depth from design level (meters)
Alexandrovsky	At the left bank on 3124.4-3125.1 km of the Don River	4.0
Temporary quarantine	At the left bank on 3131.3-3131.8 km of the Don River	4.0
Nakhichevan Channel	At the left bank of the Nakhichevan Channel on the section 0.7-1.45 additional fairway, left edge	3.8
Nizhnegnilovsky	At the right bank on 3139.7-3141.95 km of the Don River	3.7
Donetsky	At the right bank on 3142.8-3144.3 km of the Don River	3.7
Special Donetsky	At the right bank on 3145.5-3146.0 km of the Don River	3.5
Kumzhensky	At the left bank on 3146.5-3147.5 km of the Don River	4.0
Permanent quarantine	At the left bank on 3148.3-3148.7 km of the Don River	3.7
Rostov Basin	Rostov Basin	3.7
Alexandrovsky kobotazhny channel	At the left bank on 3125.32-3125.83 km Don River	4.0
Nakhichevan kobotazhny channel	At the left bank of the Nakhichevan Channel on the section 1.53 - 1.75 km of the additional fairway	4.0
Donetskiy kobotazhny	At the right bank on the 3144.425 - 3144.825 km of the Don River	3.7

Data
ABOUT SHIP REPAIR POINTS AND SHIPS OFF-HIRE IN THE
SEAPORT

Name of the ship repair and ships off-hire points		point Location of the ship and ships off-hire	
		Northern Latitude	Eastern longitude
Fleet Service “Yug” Limited Liability Company	1 berth	47°15'41,71"	39°53'39,77"
		47°15'43,53"	39°53'30,69"
		47°15'44,47"	39°53'38,74"
		47°15'43,05"	39°53'46,98"
		47°15'41,15"	39°53'45,86"
		47°15'42,54"	39°53'38,56"
	2 berth	of land 47°15'36,08"	39°53'56,71"
		47°15'38,04"	39°53'58,08"
		47°15'37,46"	39°53'03,76"
		47°15'35,47"	39°53'01,89"
Open Joint Stock Company "Midel Shipbuilding and Ship Repair Plant "	1 berth	47°15'38,57"	39°53'50,98"
		47°15'36,24"	39°53'56,67"
		47°15'37,15"	39°53'57,40"
		47°15'39,45"	39°53'51,84"
	2 berth (Basin)	47°15'39,7"	39°53'52,2"
		47°15'29,5"	39°53'39,5"
		47°15'27,8"	39°53'44,9"
		47°15'37,6"	39°53'56,0"
	3 berth (pier 1C)	47°15'36,6"	39°53'25,68"
		47°15'37,61"	39°53'22,79"
		47°15'42,49"	39°53'27,60"
		47°15'41,25"	39°53'30,27"

	4 berth (left bank)	47°15'36,36"	39°53'24,21"
		47°15'35,78"	39°53'25,67"
		47°15'21,57"	39°53'06,12"
		47°15'20,76"	39°53'07,24"
	5 berth (right bank)	47°15'26,00"	39°53'06,48"
		47°15'25,35"	39°53'07,81"
		47°15'42,24"	39°53'26,45"
		47°15'42,89"	39°53'25,13"
	6 berth	47°15'50,78"	39°53'of 40.05"
		47°15'51,47"	39°53'42,13"
		47°15'50,66"	39°53'42,77"
		47°15'49,98"	39°53'from 40.76"
the limited liability company "Rostov Shipping Tovarischestvo"	1 berth	47°14'of 10.91"	39°50'45,51"
		47°14'of 12.39"	39°50'43,49"
		47°14'21,04"	39°50'56,35"
		47°14'of 20.33"	39°50'57,95"
	2 berth	47°14'18,82"	39°50'59,78"
		47°14'16,78"	39°51'02,70"
		47°14'12,5"	39°50'57,46"
		47°14'15,36"	39°50'56,47"
	3 berth	47°14'10,32"	39°51'0,35"
		47°14'07,00"	39°50'55,37"
		47°14'of 11.51"	39°50'50 to 64"
		47°14'15,36"	39°50'56,47"
Joint-stock company "Sudostroy-Shiprepair plant "REEF"		47°13'of 12.80"	39°45'48,02"
		47°13'14,14"	39°46'14,75"
		47°13'13,33"	39°46'15,02"
		47°13'12,20"	39°45'47,98"

City embankment	47°12'43,19"	39°42'from 24,21"
	47°12'45,83"	39°42'37,34"
	47°12'46,76"	39°42'43,83"
	47°12'47,53"	39°42'48,66"
	47°12'49,58"	39°43'03,00"
	47°12'50,24"	39°43'05,64"
	47°12'53,76"	39°43'loss of 17.62"
	47°12'54,99"	39°43'20,70"
	47°12'57,71"	39°43'26,87"
	47°12'59,85"	39°43'33,51"
	47°13'02,92"	39°43'46,14"
	47°13'03,53"	39°43'45,82"
	47°13'00,45"	39°43'of 33.15"
	47°12'58,27"	39°43'of 26.41"
	47°12'55,55"	39°43'20,20"
	47°12'54,34"	39°43'17,19"
	47°12'50,84"	39°43'05,29"
	47°12'50,21"	39°43'02,74"
	47°12'of 48.16"	39°42'48,45"
	47°12'of 47.39"	39°42'43,62"
	47°12'of 46.46"	39°42'37,11"
	47°12'43,81"	39°42'23.94"
Joint-stock company "Rostov shipyard "Priboi"	Water Area, limited points to the coastal zone	
	of North latitude	East longitude
	and 47°12'35,8"	39°42'54,9"
	47°12'of 37.36"	39°42'36,42"
	47°12'34,33"	39°42'54,29"
	47°12'35,74"	39°42'36,46"

joint-stock company "Moryak"		Water Area, limited points to the coastal zone	
		of North latitude	East longitude
		47°12'15,79"	39°41'of 46.09"
		47°12'16,62"	39°41'44,64"
		47°12'of 25.38"	39°41'54,71"
		47°12'of 22.88"	39°41'58,97"
Federal state budgetary institution "Marine rescue service"		the Area bounded by points in the coastal zone including Basin	
		North latitude	East longitude
		47°11'47,52"	39°40'36,64"
		47°11'46,84"	39°40'36,95"
		47°11'49,63"	39°40'46,53"
		47°11'51,12"	39°40'50,31"
the limited liability company "Prichal"	1 berth	Water area, limited points to the coastal zone	
		North latitude	East longitude
		47°11'18,66"	39°39'01,94"
		47°11'18,22"	39°39'01,09"
		47°11'of 17.34"	39°39'03,38"
		47°11'of 16.92"	39°39'02,12"
	2 berth	47°11'20,34"	39°39'07,84"
		47°11'23,30"	39°39'16,31"
		47°11'of 19.23"	39°39'08,60"
		47°11'of 22.21"	39°39'17,42"
	3 berth	47°15'25,93"	39°53'06,46"
		47°15'21,04"	39°52'57,52"
		47°15'20,37"	39°52'58,23"
		47°15'of 25.46"	39°53'07,43"
the limited liability company "Caesar"OIL		47°11'18,66"	39°39'01,94"
		47°11'of 17.34"	39°39'03,38"
		47°11'20,34"	39°39'07,84"
		47°11'of 19.23"	39°39'08,60"

Data
ON RESTRICTIONS ON THE MODE OF ICE NAVIGATION OF
VESSELS
IN THE WATER AREA OF THE SEAPORT

Ice conditions	Vessels allowed to navigate in the ice under icebreaker conducting or independently	Vessels allowed to navigate in the ice only under icebreaker conducting	Vessels not allowed to navigate in the ice
Thickness of solid ice cover up to 10 centimeters	Vessels of Ice1 category Ice 10 and above	Vessels without ice reinforcements	Barge-towing trains (except for the case when specified in in the fourth paragraph of paragraph 97 of Bylaws)
The thickness of a solid ice cover is 10-20 centimeters	Vessels of the Ice1 category Ice 20 and above	Vessels of the Ice 10 category	Vessels without ice reinforcements, barge-towing trains (except for the case specified in the fourth paragraph of paragraph 97 of Bylaws)
The thickness of the solid ice cover is 20-30 centimeters	Vessels of category Ice2 Ice 30 and above	Vessels of category Ice1 Ice 20	Vessels without ice reinforcements, barge-towing trains (except for the case specified in paragraph four of paragraph 97 of Bylaws)
Thickness of solid ice cover 30-40centimeters	Vessels of category Ice2 Ice 40 and above	Vessels of categories Ice1, Ice2, Ice 20 and Ice 30	Vessels without ice reinforcements, barge-towing trains (except for the case specified in paragraph four of paragraph 97 of Bylaws)
The thickness of the solid ice cover is 40-50 centimeters	Vessels of category Ice3 and above	Vessels of category Ice1, Ice2, Ice 30 and Ice 40	Vessels without ice reinforcements, barge-towing trains (with the exception of the beam specified in paragraph four of paragraph 97 of Bylaws)

The thickness of the solid ice cover is more than 50 centimeters	Vessels of the Arc4 category and above	Vessels of the Ice2 and Ice3	Vessels without ice reinforcements and Ice1 categories, barge-towing trains (except for the case specified in the fourth paragraph of paragraph 97 Bylaws)
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