

Compulsory Harbour Regulation for the Seaport of Vladivostok

1. GENERAL PROVISION

1.1. Compulsory requirements state agencies Maritime Port Authority (MAP), Vladivostok (the "Required order") issued in accordance with the Council of Ministers - the Government of the Russian Federation of 17 December 1993 and pursuant to article 5 of the Federal Law "About internal sea waters, territorial sea and Contiguous Zone of the Russian Federation of 31 July 1998, in addition to the common rules of navigation and berthing of ships in ports and the Russian Federation on the approaches to them, "the book. 9055.2, ed. GON&MD, in 1994 (the «General Rules») and reflect the specifics of Sea Commercial Port of Vladivostok.

1.2. Requirements "stringent regulations apply to all Russian and foreign vessels in port, irrespective of their departmental affiliation and ownership, as well as legal and natural persons operating in the area and the port.

Ignorance of "stringent regulations" does not exempt from liability for their violation.

Those guilty of violating the requirements of "stringent regulations" brought to justice in accordance with the laws of the Russian Federation.

These stringent regulations "enacted 15.02.2001 Chief of the Order of the MAP of 31.01.2001 № 17. "Mandatory regulation" edition of 1997 will be considered lapsed.

"The mandatory order" served on ships' masters, first calling at the port, ship's agent or pilot.

1.3. MAP Vladivostok on port state exercises control over the safety of navigation of all vessels, except for vessels fishing fleet, and floating equipment, compliance with national legislation and international treaties in the field of safety of navigation, safety of life at sea, prevention of environmental pollution, as well as organizing Pilot and Icebreaker providing navigation.

1.4. The water area of the port includes a bay Novik and Bosphorus East with all the bays belonging to him, and is limited to the west by straight lines connecting Cape Firsova, lighted sign on. The ears and cape Larionova, from the east - straight lines connecting the points with coordinates:

Lat= 43 04.20 N. Long = 131 57.80 E.

Lat = 43 04.20 N. Long = 132 00.40 E.

Lat = 43 02.37 N. Long = 132 00.40 E.

Lat = 43 01.65 N. Long = 131 57.10 E. (the southern tip of the islands Skryplev and M. Karazin).

The water area of the port is divided into the inner roads, east and west outer roads.

The inner roads, the port water area of the bays are: the Golden Horn, Diomid, Ulysses, Novik Bosphorus Strait and East, bounded on the west by a straight line connecting Cape Unnamed and beacon Tokarevskogo and east straight line connecting mysy Nazimova and Novosilskogo.

East outside the port roads, is a water area of East Bosphorus Strait to the east of the line linking mysy Nazimova and Novosilskogo with access to Ussuriisk Bay to a line connecting the points with coordinates:

Lat = 43 04.20 N. Long = 131 57.80 E. (on the peninsula Basargina)

Lat = 43 04.20 N. Long = 132 00.40 E.

Lat = 43 02.37 N. Long = 132 00.40 E.

Lat = 43 01.65 N. Long = 131 57.10 E. (the southern tip of the island and Cape Skryplev Karazin).

West Port is an external raid waters Amur Gulf, bounded to the east coast peninsula Muraviev-Amursky of Cape Firsova to Tokarevskogo lighthouse, then a straight line from the lighthouse from Cape Tokarevsky Unnamed then coastline from the Russian island of the Cape to Cape Unnamed Larionova, continue straight line from Cape Larionova with lighted sign on. Ears and beyond the straight line connecting the lighted sign on. Ears with a cape Firsova. The water area of the port is in the sharing of trade, fisheries and military ports and, with the exception of the no-swimming area number number 27, 28, 321 and areas specified in the rules of navigation in the port of Vladivostok and in the approaches to it, is open to all sailing vessels .

1.5. Area port is located on the coastal strip width of 200-300 meters along the quays № № 1-11 and up to 600 meters at the berths № № 12-16, and is directly from the port area of Cape Tiger prior to the berth number 30, territory maintenance fleet in the port area pier number 42 berths and areas of local passenger traffic - № 36 and 37.

1.6. The port is open for navigation all year round and takes the size of the court:

- The length to 260 meters;

- Draft of 11.0 meters.

Port calls of ships that are larger than specified, may be made only by special permission of the Harbor Master.

1.7. Depths on the approach to the internal port roads allow sailing ships with draft of 19 meters. The depths at the berths Port are provided in Appendix 1 of these stringent regulations.

Information about the depths at the berths of any of the licensed transshipment complexes captains of ships can be obtained from the Inspectorate of port state control (PSC) or the pilot.

1.8. A local presentation of these stringent regulations "means swimming in the Amur Bay of the north latitude of Cape Bruce and Ussuri Gulf of parallels to the bay of Cape Karazin Sukhodol.

2. NAVIGATION WITHIN THE SCOPE OF THE COMPULSORY HARBOUR REGULATION

2.1. TRAFFIC RULES

2.1.1. Vessels shall sail in, and at the approaches to, the Port in compliance with Rules of Navigation in, and at the Approaches to, the Port of Vladivostok (1999 Publ. of the Pacific Fleet Hydrographic Service).

Any passenger vessel operating on a local line shall have the right of priority passage when proceeding through the channel which leads to Novik Bay.

2.1.2. When requested so by the Chief Marine Officer, a shift supervisor of the PSC, the Vessel Traffic Management System (VTMS), the Customs Office or the Frontier Guard of the Federal Security Service of Russia (hereinafter referred to as the «FG FSS of Russia», all ships without exception as may be at such moment under way in the water area of the Port shall make a stop or slacken the speed and, if necessary, shall let a marine craft with an official of the above institutions come alongside.

2.1.3. Having lost anchor in the water area of the Port or having detected any thing which may be hazardous for navigation, the master of the respective vessel shall be liable to inform the VTMS and the PSC thereof indicating as exactly as possible the occurrence place of such event. The master of any vessel that happens to run aground in the water area of the Port shall be bound to immediately advise the VTMS and the PSC thereabout.

2.1.4. Vessels must sail in the inner roads at a minimum speed ensuring their safe manoeuvrability, which speed in no case may be more than 9 knots.

2.1.5 No vessel without a radar will be allowed to navigate in the water area of the Port when the visibility therein is less than 5 cables.

2.1.6. No craft may approach any foreign vessel which is lying at port's berth, riding at anchor or underway, or any vessel with the Russian flag, which is under customs examination and border control procedure of has been cleared for an overseas trip.

2.1.7. Any craft may only be launched from a vessel and operate in the water area of the Port subject to prior approval of the PSC and FG FSS of Russia unless such launching is necessary for the purposes of emergency and rescue operation.

2.1.8. A harbour or auxiliary vessel may be permitted by the Control Crossing Post of the Vladivostok at the PSC's request, to conduct any joint operation with any foreign ship, Russian vessel making overseas voyages, or port facility liable to the provisions in SOLAS 74, Chapter XI-2 and the ISPS Code, provided that such vessel comply with the instructions set forth in the Arrangement for the Safety of Harbour and Auxiliary Vessels by the Maritime Safety Service of the Ministry of Transport of the Russian Federation.

2.1.9. The vessels operating in any of the coastal navigation zones shall be prohibited from entering the 175 A and 175 B Anchorage Areas, and from approaching any of the anchorage grounds in the other areas (except the anchorage grounds listed in Clause 4.1.2.) at a distance of less than one cable, irrespective of whether any ship is staying therein or not.

2.1.10. A small-tonnage, sport or other ship or craft as well as a vessel having her base in Ulysses Bay and operating in the coastal navigation zones may only cross the Shkotovsky airway in its section between Pospelov Cape and Nazimov Cape, at a maximum speed of 9 knots, without approaching any vessel at a distance less one cable.

2.1.11. No other vessel navigation in the Amursky Gulf shall be allowed to approaching any of Anchorage Grounds Nos. 65 to 68 which are assigned for the anchorage of tank vessels, at a distance of less two cable, irrespective of whether any vessels is staying therein or not.

2.1.12 The restrictions set forth in Clauses 2.1.9 to 2.1.11 will not apply to the harbour vessels as may have a permit or licence to service ships and to the vessels riding at anchor or at berth provided that they have obtained approval from the PSC and have notified adequately the VTMS.

2.1.13. A small-tonnage vessel may be permitted to approach and make fast at any guarded wharf or to any vessel within the Port water area solely by the person in charge of the security of the respective vessel or port facility, by the controller on duty or by the operator of the respective wharf subject to approval of the PSC.

2.2. VESSEL TRAFFIC CONTROL

2.2.1. The vessel traffic in the water area of the Port and at the approaches thereto shall be subject to the prescribed order control.

Pursuant to Section 3 and Section 4 of the Rules of Navigation in and at the Approaches to, the Port of Vladivostok, the control of vessel traffic shall be exercised in the Port by the VTMS.

2.2.2. Zone traffic management system (Vladivostok traffic) Vladivostok shall include:

2.2.2.1. Waters of the Bosphorus Strait East with all the bays belonging to him, and partly bay Novik.

2.2.2.2. The water area of Amursky Gulf bounded by straight lines connecting mysy: Larionova, Staritskogo, Chernyavski and a point at coordinates Lat = 43 00.77 N., Long = 131 42.28 E. And then another circle, the radius of the 7 miles from the lighthouse Tokarevskogo, on a straight line connecting the point with coordinates Lat = 43 10.88 N., Long = 131 54.04 E. and Cape Firsova, then coast to Cape Kaluzina, then straight lines connecting Cape Kaluzina - Cape Kuznetsova - Cape Bobrova - Rapid cape - cape Cooper - Cape Rosset, more coastline to the lighthouse Tokarevskogo, then a straight line to Cape Coast and beyond Unnamed line to Cape Larionova.

2.2.2.3. The water area of the Ussuri Gulf, bounded by straight lines connecting the points with coordinates:

Lat = 43 03.44 N. Long = 131 57.32 E. (a rock at the south-west of Cape Peninsula Basargina) –

Lat = 43 02.90 N. Long = 132 02.05 E.

Lat = 43 03.38 N. Long = 132 02.05 E.

Lat = 43 04.20 N. Long = 131 57.80 E. further to along the shoreline to the point

Lat = 43 04.55 N. Long = 131 57.71 E. then by the straight line stretching to the point of

Lat = 43 07.32 N. Long = 132 08.09 E further on by an arc of the circle of 10 miles in radius circumscribed around.

Lat = 43 04.08 N., Long = 131 55.16 E. (VMTS) up to the point positioned at

Lat = 42 54.12 N., Long = 131 55.58 E. And further on by the straight line connecting the points positioned at:

Lat = 42 58.27 N. Long = 131 55.74 E.

Lat = 42 58.27 N. Long = 131 57.10 E. and Karazin Cape.

2.2.3. «Vladivostok traffic» authorizes, supervises the movement and placement of ships in the roads.

Authorization for the right to a mooring berths and Unberthing Procedures of them gives, in agreement with PSC, duty manager, operator of the appropriate berth.

2.3. PILOT SERVICE

2.3.1. Pilotage of ships in port is compulsory

- For ships under a foreign flag - on the waters of the port;

- For the Russian courts, the notional amount of which 5000 cubic meters. meters or more, masters have no exemption from compulsory pilotage - in the area of internal roads;

- For not gas free tankers and vessels carrying dangerous goods, the notional amount of which 5000 cubic meters. m. and more - throughout the port.

2.3.2. Pilotage on the inner roads, the port is in harbour, the external port roads – out of harbour.

2.3.3. Pilot's assistance shall be compulsory in the Port during any mooring operation, shifting, or hauling at a distance of more then the length of the hull of a vessel.

Requests for pilotage captains of vessels entering the port are served either directly or through agents in the marine pilot service for 24 hours and confirmed by no less than 4 hours prior to the place of reception pilot.

Requests for pilotage of vessels that are on the roads and at the berths in the port, served not less than 4 hours before the alleged time, and confirmed by at least 1 hour before the start of the operation.

2.3.4. Pilotage of ships and naval ships of Russia and foreign warships carried out at the request of the Pacific Fleet Command.

2.3.5. Pilotage, mooring and unmooring ships to all berths and port cargo complex, with the exception of berths Vladivostok sea fishing port (VMRP) and berths organizations administered by the Goskomrybolovstva, being pilots, have given the captain of port pilotage certificate on the right pilotage (further - a pilot commercial port).

2.3.6. The pilot shall be embarked and disembarked respectively:

- At a distance of one mile from the Tokarevsky Beacon at the point positioned Lat = 43 04.45 N., Long = 131 49.18 E. (during the ice navigation at the point positioned Lat = 43 07.00 N., Long = 131 46.06 E.) or in the waiting area number 2, the straight lines joining points with coordinates:

Lat = 43 04.00 N. Long = 131 45.70 E.

Lat= 43 04.68 N. Long = 131 46.27 E.

Lat = 43 04.50 N. Long = 131 47.25 E.

Lat = 43 03.80 N. Long = 131 46.70 E.

- When a vessel proceeds to or from the Amursky Gulf;
- In Waiting Areas № 175A (for foreign vessels) or № 175 B (for Russian vessels) , or on the line connecting the Basargin Beacon and Skryplev Beacon, when a vessel proceeds to or from Ussuriysku Gulf.

2.3.7. In event it is impossible to take on or drop the pilot in an area stipulated Clause 2.3.6. of this Compulsory Harbour Regulations due to hydrometeorological condition (wind speed exceeding 12 m/s and waves height being more than two meters), the pilot may be embarked or disembarked:

- At the direction of the waves from the south-east, for vessels coming from the Ussuri Gulf;
- On the line connecting mysy Nazimova and Novosilskogo;
- At the direction of the waves from the northwest and in the ice navigation for ships coming from the Amur Bay, permitted entry of tankers through the Bosphorus to the East in the pilot boarding area number 175 and number 175 or B.

2.3.8. When you change the place where the pilot installation of the places specified in Article 2.3.7 of these stringent regulations, to the point of actually receiving the pilot is carried out by leading supervised of the «Vladivostok traffic»

2.3.9. Ships, provided the pilot in order of priority applications. Cancel the previously filed application must be received at least 1 hour before the alleged time of the beginning of pilot work.

2.3.10. In case the master of the pilotage services previously stated, after the arrival of the pilot on board, as well as delaying the start of pilot work for more than 1 hour from the time of the alleged reasons that are not the result of force majeure, a pilot may be withdrawn from the vessel, and the application is withdrawn. The master of a ship (or the person replacing him), the pilot is required to sign a receipt for a false call for payment of pilotage in the amount established for the planned operation, and submit a new application.

2.3.11. In the case of complex navigation and / or weather conditions a pilot may be sent to a vessel ordered by the captain of the port without the application master. The master of a ship with a pilot is required to sign a receipt and pay pilotage.

2.3.12. The Harbor Master shall have the right to release the captains of ships from compulsory pilotage, in accordance with the Rules of ships' masters exemption from compulsory pilotage.

2.3.13. In the presence of the Marine Port Authority claims the owner of the certificate of exemption from pilotage (LFCC), the last captain of the port is suspended pending investigation and, according to the results, it was decided to restore the validity LFCCs or deletion.

2.3.14. Pilotage of ships with faulty vintorulevym complex machinery or anchoring device is carried out only with the permission of the Harbourmaster.

2.3.15. When you enter the ship to set for repairs to the berth FSA pilot boat captain sends the FSA in advance of the agreed point. With the withdrawal of the ship, past repairs, the captain of the pier FSA is obliged to pilot the ship only after full completion of maneuver.

2.3.16. Pilot Organization is not responsible for any delay and demurrage due to expectations of a pilot in the following cases:

- Application for a pilot filed later dates specified in Clouse. 2.3.3, or the ship came to the point of reception of the pilot delayed by more than 1 hour from the time alleged;
- The impossibility of reception (boarding), a pilot because of weather or ice conditions;
- Refusal of a pilot wiring method of leading

2.4. TUGBOAT ASSISTANCE

2.4.1. The use of tugs in the port with berthing, shifting, transparencies over the length of the hull is compulsory.

2.4.2. Applications for the tugs to the port towing operations served the captain or his agent for a licensed towing company for 2 hours before they begin. The required number of tugs determines the master together with the pilot, based on specific conditions.

2.4.3. Towing vessels astern method should be made at the earliest possible towing (up to 80 meters).

2.4.4. Towing method of pushing is allowed no more than two ships at one time, provided that their total width does not exceed 18 m.

2.4.5. Towing more than one vessel or tow a lag vessel, laden with oil products of 1-st level in bulk, is prohibited.

2.4.6. If you delay towing operation, more than 30 minutes from the time claimed, the owner may withdraw tugs. In this case, the captain of a ship (or a person of his replacement) is required to make

orders for payment, include the time spent on the tugboat to move the ship and back, and waiting time start towing operation.

2.4.7. Towing company is not liable for any delays towing operation in case of untimely filing, or in the event of force majeure at the port.

2.4.8. Rejection of the use of tugs on the previously filed application should be sent to the dispatcher marine towing company's agent (the shipowner), no later than 1 hour before the time specified in the application.

2.4.9. Guide and supervise the work tugs with a self-mooring operations a vessel is towed the vessel captain. Guide towing operation with non-self-propelled craft rearrangements exercises captain towing vessel. In the event that towing is involved in a few tugs, towing guide rests on the most powerful tugboat captain.

2.4.10. Vessels of decommissioned machinery, steering or anchor gear, floating crane and large vessels, and towed into port to change with wind speed not exceeding 14 m / sec.

2.5. NAVIGATION IN ICE CONDITION

2.5.1. Usually from January to March, the order of the Harbor, the port is declared to ice navigation. When declaring ice navigation vessels calling at the port, it is advisable to have the category of ice strengthening.

Court does not have a category Ice strengthen, obliged to sail in the port surveyed the ice and a sufficient number of tugs.

2.5.2. Icebreaker pilotage port from one area to another, and all work performed icebreaking ships for mooring operations, input and output in (a) report (s) being implemented by the owner to time the rates set by the MAP Vladivostok or owners of means of icebreaking actual elapsed time for execution of these works.

2.5.3. Guide icebreaking operations on the approaches to the port and the port captain port exercises.

2.5.4. Icebreaker ensuring vessels in the port shall be icebreakers OJSC "Far East Shipping - FESCO, rescuers icebreaking tugboat-type Far Eastern Basin Rescue Management or the Vladivostok sea fishing port (VMRP) at the request of the master of the ship or marine agent for the shipowner.

2.5.5. Applications for icebreaking ensure entrance to the port and the mooring of ships to berths are served through a sea of agents of the organizations listed in Article 2.5.4 of these stringent regulations, for 12 hours and confirmed for 2 hours prior to the ice edge or approaches point to recommend ways .

2.5.6. During ice diving in the Amur Bay and the approach to the pier Oil JSC Primornefteprodukt "(First River) is allowed only for ships with ice strengthening of the category of not less than the" LU-2, and is carried out on the fairway, set the order of the Harbor.

Captains of ships, the stern moored to the pier Oil JSC Primornefteprodukt "(Pervaya Rechka) should be borne in mind that even a slight contraction of the ice could ship in a difficult position with the departure from the pier.

In a particularly severe ice conditions (ice thickness of 0.5 meters or more) Captain of the Port has the right to set mandatory icebreaking support to the particular ship with payment by the shipowner.

2.5.7. A simple ice-breakers and other icebreaking facilities, and their vain to run the ship and back to the base belongs to the shipowner, if:

- The vessel is not ready to perform in the daily plan for a designated period of time;
- Captain of the vessel filed an application for a departure in violation of the deadlines set by these "stringent regulations";
- On the ship at the same time the lack of capital and its senior aide.

Note: neither the Maritime Administration of the port of Vladivostok nor the owner of icebreaking funds shall not be liable for demurrage in the case of delay to approach the icebreaker ship at the scheduled time of the daily plan for the difficult ice conditions or weather conditions.

2.6. RULES FOR SMALL-TONNAGE VESSEL

2.6.1. A small-tonnage vessel in these stringent regulations "are defined as vessels with a capacity of 500 gross registered tons or less.

2.6.2. Small-tonnage vessel should be equipped with VHF radios to communicate and perform radio duty at 12, 16 and 67 channels.

2.6.3. Under the small vessels in these stringent regulations "are defined as self-propelled vessels with the main engine capacity of less than 55 kW and non-self-propelled vessels of less than 80 gross registered tons, belonging to the citizens of motorized vessels (regardless of engine power), sailing ships, as well as non-self-propelled vessels (rowing boat carrying capacity of more than 100 kilograms, kayaks - and more than 150 kilograms and inflatable vessels - and more than 225 kilograms).

2.6.4. By port allowed to sail small vessels registered in the prescribed manner, under the management of persons with appropriate qualifications, the qualification certificate or certificate of competence for this vessel, issued by duly authorized organizations. Passenger ships operating on local routes, with the passage of the channel leading to b.. Novik, enjoy the first passage.

2.6.5. Small vessels are prohibited from:

- Sailing to port when the wind speed over 14 m / s, and / or visibility less than 5 cables;
- Swimming in the anchorage, which creates obstacles for the maneuvering of ships.

2.6.6. Small and small vessels are prohibited to approach foreign courts without the permission of border and customs services and the courts, standing at the berths, without the permission of manager-berth operator, agreed with PSC.

2.6.7. Delivery of the people on the court, standing on the roads is done offshore and service-roving boats equipped with life-saving equipment on the basis of their passenger capacity, and in the presence of a passenger certificate and license to transport passengers. For the safety of landing (boarding) passengers on a ship (the ship) is the captain of the ship, standing on the roads, with a berth on the boat - a boat crew.

Cooperative transportation of crews of foreign vessels and nationals of the Russian Federation on the offshore boat is prohibited.

2.6.8 Slope of water and swim to port floating vessels is allowed only with permission PSC and border services, except in cases of salvage rights, fallen overboard.

3. REGULATIONS ON VESSEL'S ENTERING AND LEAVING THE PORT

3.1. NOTIFICATION OF ARRIVAL

3.1.1. Information about the approach the vessel is transferred to the Harbor shipowner or master of the vessel (through the maritime agent) for 48 hours, the second time - 24 hours and specifies for 4 hours prior to the port.

3.1.2 The master of a ship in the primary information on the approach to further communicate the master port to the information listed in Art. 3.1.3 "General Rules ", the following data:

3.1.2.1. IMO identification number;

3.1.2.2. Name of marine agent and its legal address;

3.1.2.3. Status of ship devices that affect maneuverability characteristics and safety of the vessel.

3.1.3. The master of the tugboat, towing of non-self-performing sites, as well as captain of the ship towed an emergency, taking into account the information art. 3.1.3 "General Rules ..." further but to art. 3.1.2 of these stringent regulations "states:

3.1.3.1. Dimensions towed (by) the object (s) Max: Caravan length, width, draft;

3.1.3.2. The presence and size of heel and trim the towed object.

3.1.4. Captains of ships carrying bulk cargo, other than the information transmitted to the captain of the port in accordance with Art. 3.1.3 "General Rules ..." and art. 3.1.2 of these stringent regulations "provide additional law of the sea through an agent or the owner of the Port address information according to the article. 3.2. Section 3 of the "Code of safe practices for loading and unloading of bulk carriers (IMO resolution A.862 (20) of 27 November 1997).

3.1.5. Captains of tankers, LNG, gas, taking into account the information Art. 3.1.3 "General Rules ..." in addition to information art. 3.1.2 of these stringent regulations "reported:

3.1.5.1. Number of ballast on board (an isolated, clean, dirty);

3.1.5.2. Availability «not gas free» cargo tanks.

3.1.6. Information on the approach to the port captain sent the captains of ships, either directly or through offshore agents (owners) in accordance with Art. 3.1.2 "General Rules ..." one of the following ways:

3.1.6.1. According to the radio to the captain of the port;

3.1.6.2. By fax: 22-15-13.

3.1.7. The master of a ship coming into port for 48 hours, but no later than 6 hours before entering port, is obliged to report, either directly or through an agent of the marine sanitation and quarantine department of the port of Vladivostok (Far Eastern regional center of sanitary-epidemiological supervision in the transport sector) information according to the marine health declaration.

3.2. INWARD FORMALITIES

3.2.1. All vessels, except fishing, regardless of where they are parking, process receipts in «Port Control» of port of Vladivostok, in accordance with Articles 3.2.1-3.2.3 "General Rules ..." through the maritime agent or independently.

3.2.2. Each vessel arriving from abroad is subject to sanitary-quarantine, border and customs inspection. This vessel is obliged to fly the flag Q of MSS-65 to obtain a permit from the sanitary and quarantine department (RMS) for communication with the shore. Sanitary and quarantine, border and customs inspection shall be carried out on board the vessel at the berth, or on the roads immediately after the arrival of the vessel in port.

3.2.3. Transfer from ship to ship any items before the end of care, immigration and customs, as well as the movement of people from ship to shore or vice versa (except a pilot) are prohibited.

3.2.4. Ships, arrived in port from a foreign ports, during daylight hours should be raised to keep its call sign from the date of entry into the port until the end of the full processing of arrival. Vessels leaving the port, must exhibit his call sign since the start of registration and prior to departure from the port.

3.3. OUTWARD FORMALITIES

3.3.1. Readiness to enter into the sea checked by «Vladivostok port state control» on working days from 08-00 to 17-00. Registration of the vessel to leave the port by «Vladivostok port state control» performed via 24 hours on board the vessel at the berth, on the roads or in PSC for 2 hours before the scheduled departure time, in accordance with the requirements of section 3.3, "General Rules ...".

3.3.2. To make an exit from the port captain of a ship bound for at least 6 hours before the scheduled departure time to apply to PSC application for registration of departure. When docked in the port of less than 24 hours of application referred to in PSC no later than 2 hours before the designated departure time.

Application for registration of vessel fed marine agent with the end view of the cargo operations and the willingness of all the documents and the ship to break in flight.

Top of border control and customs inspection of all cargo, passenger, bunkering and other operations must be completed.

3.3.3. Application for registration of vessel, serving overseas voyage, is made to immigration, customs for 24 hours and confirmed 2 hours before the scheduled departure time.

3.3.4. If the captain believes that the ship would not be ready to sail to the stated time, he must, not later than 30 minutes before departure to inform PSC directly or through their agents.

3.3.5. If you delay departure decorated ship more than 2 hours Immigration has the right to revoke permission for withdrawal.

3.3.6. Transfer from the ship or vessel overseas any objects and people from ship to shore and back to the start of border control and customs clearance are prohibited.

3.3.7. Departure tow shall be in accordance with Article 3.3.8 "General Rules ..." and "Regulations towing of maritime security."

4. STAY OF VESSELS IN THE PORT

4.1. STAY OF VESSELS IN THE ROADS

4.1.1. For stationary vessels at anchor in the port areas are the anchor sites, the coordinates of which are given in "Rules of sailing ships in the port of Vladivostok and in the approaches to it."

4.1.2. Production of ships in the anchorage point is carried out with permission «Vladivostok Traffic» as accurately as possible and so that in any case, the hull does not extend beyond the border area of anchorage.

4.1.3. For short-time anchorage , obtain supplies and presentation of arrival (departure) for the Russian ships are anchoring points number points number 1, 2, 3, 12, 13 and 15, and for foreign vessels - point number number 4, 6 and 8.

4.1.4. A statement on the shooting of an anchor or anchors shipmaster shall immediately inform the PSC and «Vladivostok traffic»

4.1.7. Vessels at anchor on the roads or along the quays of oil, must be held duty on VHF Channel 16.

4.1.8. Vessels on the roads from decommissioned machinery or defective anchor device is prohibited and may be allowed only in the presence of the captain of the port towing security, pay the shipowner.

4.2. PREPARATION OF WHARVES FOR MOORING VESSELS

4.2.1. Responsibility for the preparation of the pier to the mooring operations and safe work shvartovschikov has a pier operator. The willingness of the pier by the responsible person organization, which operates a pier, and reported in PSC for 1 hour prior to the mooring operations.

4.2.2. Preparation of a berth shall be in accordance with section 4.2 "General Rules ...".

4.2.3. In planning the production of ships to berths berth operator is obliged to agree with PSC secure parking courts with regard to the need to provide towing or unmooring for mooring the vessel in case of a storm warning.

4.2.4. Berths must be relevant fenders protection. At cordons piers must be listed number and length of piers. Mooring bollards should be numbered, indicating the distance to the neighboring thumbs.

4.2.5. Place of mooring the vessel sets the pier operator, whose representative is required to arrive before the start of mooring the vessel and indicate the exact location of parking.

4.3. MOORING OF VESSELS

4.3.1. When mooring operations at the berth operator is required to be representative of the pier.

4.3.2. Authorization for the mooring of ships to berths VMTP gives the operator the appropriate berth, and berths to BTOF JSC "FESCO" gives the administration of OJSC "FESCO" only after agreement with PSC

4.3.3. When mooring berths for ships' masters are obliged to fulfill the following requirements:

- When mooring to berth a second hull, the host to the board the other vessel must have adequate lighting and side decks, do not have a heel or roll toward the pier, not exceeding 2 degrees;

- Velocity approach the vessel to the berth shall not exceed 0,1-0,2 m / sec.

4.3.4. Mooring operation of ships in port are produced in a wind of no more than 14 m / sec. With wind speeds exceeding 14 m / s mooring operations are made only in cases where it is required to prevent an emergency.

4.3.5. The simultaneous conduct mooring operations at the adjacent berths prohibited.

4.3.6. Persons who are not involved in mooring operations, located in the zone of mooring a vessel is prohibited.

4.4. STAT AT BERTH

4.4.1. Vessels under foreign flag in the berths with second hull is not allowed. Parking Russian vessels in the two buildings is allowed only with permission from the pier operator, in consultation with PSC and with the consent of the captains of both vessels.

Vessels shall not be permitted to moor than two vessels alongside each other at the Port berth.

4.4.2. The port is a mandatory procedure for mooring and berthing of ships to the stern to berths:

- № 2,12 and oil jetty cape Goldobina - returns with 2 anchors and at least 6 shots anchor chain on each, to the mooring berths number 2 and 12 is produced by special permission of the Harbor Master;

- Oil JSC Primornefteprodukt "(First River) - with Impact 2 anchors and at least 8 shots anchor chain per each.

Berths number number 4, 9 and 12 are designed to perform in the courts of sanitary-quarantine measures.

4.4.3. You may not fixing mooring ropes for rock jetties device. For one mooring bollards are not allowed to strengthen more than 3 moorings.

4.4.4. In all courts faced with piers, with openings for exit of cooling water and steam are to be covered by boards, exclusive to fill the berths.

4.4.5. The work of the screws from the piers, except when maneuvering and mooring operations at the test-launch in the preparation of the main engines may be made only with written permission PSC in agreement with the owner of the pier or a representative organization, operated dock.

4.5. STAY NUCLEAR-POWERED VESSELS IN PORT

4.5.1. For vessels with nuclear power units (NPU) and the production of the required operations are the point of anchorage number 2 and 3.

4.5.2. The vessel at anchor, NPS should be in readiness to ensure the vessel to leave the port not more than 1 hour after being instructed the Port Authority.

4.5.3. The nuclear-powered vessel shall be manned with sufficient number of crew, to enable her to stay safely in, and, if necessary, to leave the Port.

4.5.4. Upon receiving a storm warning that wind speed may exceed 20 m / the nuclear-powered vessel shall proceed to 175 A area or to Waiting Area № 2 in the outer roads.

4.5.5. In the event of an emergency on board with the NPS master of the vessel shall immediately notify the Harbor Master thereof.

4.6. CHANGE OF MOORAGE

4.6.1. Changing the location of anchorage the vessel is performed with the permission of «Vladivostok traffic» and if the captain or a senior assistant and the pilot on board, and the transition to a berth - and with permission PSC and pier operator.

4.6.2. A vessel may be hauled along the wharf by using mooring ropes subject to good weather conditions, at a maximum distance than equal to the length of her hull. The hauling at a greater distance than the length of a vessel's hull shall mean an operation of berth shifting and may only be made by using tugs, with necessary number of tugs to be agreed upon between the master and the pilot.

4.6.3. Shifting ships with closed boarder at the berths or on the roads must be pre-agreed marine agent with Immigration and customs for at least 2 hours before the start of the operation.

4.6.4. When transparencies at a distance of more than the length of the hull must have a main engine in readiness for use, and steering and anchor the device in working condition.

4.6.5. If the vessel does not comply with the requirements of the Administration berth (port) on the release of the pier, the captain of a ship (the owner) is responsible for arising in connection with the actual losses.

4.7. ACTIONS IN THE EVENT OF STORMS

4.7.1. Upon receiving a storm warning or a navigational warnings about climate change navigation mode or swimming in the water area of the port and the approaches to it PSC inform about it all the vessels lying at the port, on the VHF, presenting the text of the message watchkeeping of vessels.

4.7.2. When a storm warning for all vessels lying at the port from the piers or on the roads, cars are contained in the ship's readiness and the court caused by the captain or chief mate, chief engineer and second engineer, who are required to remain on board until the abolition of a storm warning, and board should be open radiowatch at VHF channel 16.

4.7.3. On the receipt of a storm warning tower OJSC "VMTP", OAO "Primornefteprodukt and BTOF OJSC" FESCO "must, on demand PSC to take action to advance the withdrawal of ships from the piers, leaving only their numbers, the withdrawal of which would be tugs in period of not more than 2 hours.

4.7.4. On the receipt of a storm warning vessels moored at the berths № № 14-16, or the stern of the oil terminals piers, jetties number 2 and 12 and at the berths BTOF OJSC "FESCO" should be ready to depart within 30 minutes after receiving prescriptions from PSC

4.7.5. Unmooring of the vessels from the berths is specified in Article 4.7.4 shall berths:

- With the threat of enhancing the speed of the northern or north-westerly winds exceeding 18 m / s, Berths

Vladivostok oil terminal «Pervaya Rechka» and the number 2 and 12;

- With the threat of enhancing the speed of a south-easterly winds over 20 m / s - Berths № 14-16;

- With the threat of strengthening south-easterly winds over 25 m / s - from the quays of Cape Tiger.

4.7.6. Vessels standing in the roads in the Strait of Bosphorus East, with the actual deterioration of the weather, or to obtain the projection on the strengthening of wind speed over 20 m / s are obliged, with the permission of «Vladivostok traffic» or at its direction, to change the place of anchorage.

Moreover, vessels of more than 150 meters, in ballast, with the expected strengthening of the wind speed over 20 m / sec. must go to sea.

4.7.7. Berthed of vessels decommissioned with the main engines, steering gear or anchor at the berths BTOF OJSC "FESCO" and their withdrawal from the port in the storm warning addressed ad management of JSC "FESCO" independently.

Manager BTOF OJSC "FESCO", to obtain a storm warning, is obliged to inform PSC, faced with quays BTOF OJSC "FESCO" and their willingness to move away, or measures to ensure safe parking.

4.7.8. Operators should ensure that primary berths training berths and moorings shore mooring gang to return within 30 minutes after receiving an application from the vessel at the piers moored specified in Article 4.7.3.

4.7.9. Stevedoring companies are required to load cargo in the holds of vessels berthed at piers № 14-16, uniformly, in the light of a possible emergency depart in a state of a storm warning. Deck cargo should be secured as it is loading and loading hoses for receiving petroleum products should be disconnected. When a storm warning cargo operations must be halted, and hose separated.

4.8. ENVIRONMENTAL POLLUTION PREVENTION

4.8.1. Since its entry into the territorial waters of the Russian Federation and for the whole period of stay of the ship in port, to go beyond the limits of territorial waters, valves outboard holes ballast and drainage systems and waste water should be closed and sealed. In addition to sealing the ship is made mandatory sealing specialists MAP Vladivostok.

4.8.2. Vessels lying at the port at the berths and on the roads, may not:

- 4.8.2.1. Discharging clean ballast or dispose isolated ballast without any approval;
- 4.8.2.2. Kindle an open fire on board a vessel or burn any vessel's wastes whatsoever.
- 4.8.2.3. Conduct any operations of cleaning and painting the hull of a vessel including the underwater part thereof.
- 4.8.2.4. Use the ship's incinerators;
- 4.8.2.5. Cleaning and degassing tanks.
- 4.8.3. Oily mixture, oil residues, sewage, garbage collectors shall be bilge water. A vessel's request for the removal of polluted water and dry waste should be submitted through the sea port of the dispatcher agent no later than 12 hours before the vessel ready for operation.
- 4.8.4. The collection of household and food waste is carried out in tanks (containers) supplied by the port. The vessels are not passed to the exit port oily mixture, oil remains, sewage, garbage, and the volume of pre-fabricated tanks (containers) that do not allow for a transition to the next port of call, or dumping in an area subject to the requirements of MARPOL 73/78, exit port is not allowed. Upon delivery of ship-generated waste is prohibited to mix them, refuse to be taking, should be divided according to the requirements of species and collected in a specially designed removable device.
- Removal of debris and other operations to service foreign vessels are produced with the permission of CCP FG FSS
- 4.8.5. For the purity of berths, the territory and waters adjacent to the berths, with the owners of piers or organization operating the berths.
- It shall be prohibited to discharge any garbage, industrial or domestic wastes, polluted snow, etc. from the wharves into the sea or onto the ice cover of the water area in the Port. The methods applied to clear snow, ice, industrial waste, etc., from any premises, wharf or pier in the Port shall be agreed upon with PSC and approved by the public agencies of environmental and sanitary control.
- 4.8.6. On board vessels in port, are allowed to carry out painting work only after taking measures, which excludes contamination of piers and waters.
- 4.8.7. The information about having detected any pollution of the water area within the scope of these Compulsory Harbour Regulations shall be reported by the «Vladivostok traffic» and PSC at VHF Channels 12 or 16.
- 4.8.8. Use for cleaning port dispersants without the consent of the PSC and permits state enforcement of environmental and sanitary control is prohibited.
- 4.8.9. If any oil products is spilled on the deck of a vessel or overboard, the vessel shall suspend the bunkering operation, sound total emergency alarm, make her fire-fighting means ready for action, and start removing the spilled oil products from the deck by effort of the crew. The master shall be liable to immediately inform PSC and Vladivostok traffic.

4.10. USING RADIO AND WIRE COMMUNICATION FACILITIES IN THE COMMERCIAL SEAPORT OF VLADIVOSTOK

- 4.10.1. All vessels in the area and stood at the piers that do not have telephone service, are required to maintain a continuous radiowatch at VHF Channel 16.
- 4.10.2. All ships and shore organizations are prohibited from conducting any negotiations that do not belong to the management of traffic and the safety of navigation on the VHF channels 12,16 and 67.
- 4.10.3. The relationship of vessels with shore-based facilities in the port on the VHF. Channels and radio call sign of divisions and services of the port number given in Table 1:

Port and AMP Departments	Channels VHF communications frequencies		Call signs of Port-Divisions and Departments
	Calling Channel	Operating Channel	
PSC	12	12,67	Vladivostok Port – control
Vladivostok traffic	16, 67	29, 67	Vladivostok traffic
Regional Communication Control Centre (Marine Rescue Coordinating Centre MRCC – GMSSS, A1 Area and A2 Area) Connection to City Telephone Exchange	16	01, 09, 10, 12, 14, 24, 67, 71, 86, 87, 70	Vladivostok Radio, SKC
Chief Controller's Office of the VCSP PLC	14, 16	14	Vladivostok Radio-2

5. CARGO HANDLING AND PASSENGER SHIPPING OPERATIONS IN THE PORT

5.1. CARGO HANDLING OPERATIONS IN THE PORT

5.1.1. Any import or export goods may only be handled upon obtaining a relevant permission from the CCP FG FSS and Customs office. The entity using a wharf is notify the CCP FG FSS and the Customs Office of any cargo handling operations not later than two hours before the commencement thereof. .

5.1.2. Cargo operations at the port are made by licensed facilities and stevedore companies.

5.1.3. The importation into the port of loading (unloading) of dangerous goods on ships (ship) IMDGC Class 1 (explosives) is strictly prohibited.

5.1.4. The cargo handling operation with any dangerous goods of classes 2 to 9 as classified in the IMDGC code shall be carried out subject to the Harbour Master's permission and in compliance with the instructions given by the Port Fire Technical Department or the Maritime Safety Service of the ASP of Vladivostok.

5.1.5. At the time of the loading operations must be installed two-way communication between the vessel and the stevedoring company representative responsible for cargo operations on a particular vessel. Finding people who are not associated with loading and unloading operations in the area of work is prohibited.

5.1.6. Loading and unloading of oil products in tankers allowed to tank farms or on an external port roads. Court to ensure safety of the tanker under the cargo operations on the roads, should be ready to immediately help to prevent accidental spillage of oil into the sea. Responsibility for the prevention of oil spills in the cargo operations, the responsibility of the stevedoring company.

Cargo operations with oil on the roads in the rough sea of more than 4 points are prohibited.

The operation to handle any oil products in packages may be conducted in the outer roads in the Amursky Gulf, and at the berths on the Pervaya Rechka Oil Tank Farm or the oil tank farm of Cape Goldobin.

5.1.7. Owners of wharf shall make adequate arrangements to prevent any cargo from falling into the sea and any bulk cargo from dusting in the course of loading/unloading operations.

5.1.8. Bunkering is performed on applications filed with the address of bunkering, a specially equipped oil berth OAO Primornefteprodukt "(Pervaya Rechka, on the corner of berth 11-12). Bunker fuel may be delivered to a vessel lying in the roads or at a berth in the port, by employing fuelers specially equipped thereto, provided that goods on her board are not classified as dangerous.

5.1.9. A foreign vessel may bunker subject to the permission thereto of the CCP FG FSS

5.1.10. It shall be prohibited to stow any cargo in the area adjacent to the upper edge of wharf.

5.1.11. The vessel's property (belongings of the crew members) may only be discharged from a vessel lying in the Port onto a motor vehicle to be immediately taken out from the premises of the Port.

5.2. PASSENGER SHIPPING OPERATION IN THE PORT

5.2.1. Passenger operations at the port are made on the sea train station and local passenger berths lines.

5.2.2. The responsibility for the safe embarkation/ disembarkation of passengers and for keeping the due records thereof shall be borne by the duty officer for the marine terminal as regards the Marine Passenger Terminal, or by the duty officer of the local lines management as regards Local Service Berth Nos 36, 44 and 45, and Berth №1 of MAC Transfes Pte Ltd.

5.2.3. It will be the responsibility of the owners or the leaseholder of a wharf to arrange that due order should be maintained on the wharf during the operations of passenger embarkation / disembarkation. Neither goods storage nor any congestion of people and motor vehicle will be allowed on a passenger wharf.

5.2.4. Transportation of passengers on ships of local communication is allowed on the weather, with wind speeds less than 15 m / s, and / or visibility is not less than 0.5 miles.

5.2.5. On the quay, used for boarding and alighting passengers, must be displayed prominently on the usage rules of carriage of passengers, as well as rescue equipment to assist the drowning.

6. QUARANTINE AND SANITARY REGULATIONS EFFECTIVE IN THE PORT

6.1. Each vessel arriving at the port from a foreign country shall be subject to quarantine and sanitary inspection. Such vessel must fly the Q (Quebec) flag in accordance with the International Code of Signals (ICS) until free pratique is granted to her.

Vessels proceeding to the port and having on board any sick person among crew or passenger, suspected to have an infectious disease shall drop anchor, as by the Vladivostok traffic and the PSC in area №164 (quarantine anchorage ground) bounded by the straight lines connecting the points with the following co-ordinates:

Lat = 45 03.9 N. Long = 131 52.5 E

Lat = 43 03.3 N. Long = 131 56.8 E

Lat = 43 03.0 N. Long = 131 56.5 E

Lat = 43 03.6 N. Long= 131 55.2 E

6.2. The vessel put to the quarantine anchorage, is strictly forbidden to have communication with the shore and take to board boats.

6.3. If the case of rodents, the vessel is exposed deratization, regardless of whether the existing instruments on the release of deratization. The need for disinfection and deratization events determined by the representative of the port QSA

6.4. The cargo operations with goods of vegetable origin are produced only after phytosanitary control.

Relocation of components cargo ship belonging to the phytosanitary supervision contagious, is prohibited.

6.5. The cargo operations with goods under the control of the veterinary control shall be exercised only with the permission of the veterinary border control point after a veterinary inspection.

6.6. To prevent the rats move from ship to shore and back to the courts are obliged to take the following actions:

6.6.1. The mooring ropes are to be protected with standard metal rat guards throughout the stay of the vessel in the port.

6.6.2. At night, in the absence of loading and unloading of ladders must be raised above the berth;

6.6.3. When working at night ladders must be clearly highlighted;

6.6.4. Nets, preventing from falling into the water load, after the loading and unloading operations should be immediately cleaned, and in case of their use at night should be brightly lit.

7. SECURITY AND SAFETY OF THE FACILITIES LOCATED IN THE WATER AREA AND TERRITORY OF THE PORT

7.1. ORDER KEEPING, SAFEGUARDING AND MOVING WITHIN THE PORT

7.1.1. Safety issues in the port of ships and their cargoes are the responsibility of the crews of ships, their owners or charterers.

7.1.2. Foreign ships watch at the ramp (watchmen) are provided by Russian watchmen companies .

7.1.3. The crew members of foreign vessel lying in the Port shall be allowed to leave / enter the port premises subject to a special pass which be issued by the CCP FG FSS. If such pass is lost the person at fault shall be liable to pay a fine. When violating any rules of stay in the port or violating public order the culpable crew members of a foreign vessel shall be made administratively responsible for such act or may be deprived of their right to go ashore.

7.1.4. Export of goods from the port is allowed upon presentation of properly executed documents.

7.1.5. The speed of all modes of transport to the port area shall not exceed the speed indicated on road signs.

7.1.6. The presence of all types of vehicles not associated with loading and unloading in the fire plan, the access roads and carriageways, including the rail and crane ways and within 1 meter to the projecting of the cranes, is prohibited.

7.1.7. Operators are required to ensure unimpeded berths for vehicles PSC approach boats MAL and pass their staff on the business card to the courts, standing at the berths.

7.2. FIRE REGIME IN OPORTO

7.2.1. Monitoring the state of fire safety on board vessels in port, provides services to maritime security, El Vladivostok, and on-shore facilities of transport complex of the State Fire Service of the Department of Internal Affairs of Primorsky Krai.

7.2.2. On the territory of the port must be set clearly visible day and night warning inscriptions in Russian and English: "Do not smoke, lights or fires," "Do not use open flames, etc.

7.2.3. All persons within the territory of the port and the ships lying at the port are required in detecting a fire in a port or vessel shall immediately inform the Fire and the technical part of the port on the phone.: 49-66-65 or 01, indicating the exact location fire, as well as take all possible measures to eliminate fire.

7.2.4. The approach of oil from cargo ships or in ballast tanks with non-degassed to the berths, excluding oil and ships, lying at the port, is prohibited.

7.2.5. Manufacture of fire works on the ships lying at the port and on the roads, and quays are permitted only in agreement with the authorities referred to in paragraph 7.2.1, and with the permission of the pier operator.

7.2.6. Smoking in the port is allowed only in designated locations.

7.2.7. Those who violate the rules of fire safety in the port and its ships are subject to a fine in accordance with Russian law.

7.3. ON THE CONSTRUCTION, OPERATION AND SAFETY OF PORT FACILITIES

7.3.1. The construction of transshipment complexes, hydro-technical installations, the production of dredging in the port is only allowed on the plan agreed with the Maritime Port Authority, and in accordance with the project document, agreed with the environmental regulatory bodies, regardless of who serves the customer and is the owner or lessee of or water.

7.3.2. Organizations and individuals producing in port construction and other types of work are required to submit to the port captain of the materials necessary for the subsequent updating of navigational aids, no later than two months after the completion of works.

7.3.3. The master of a ship, damaging hydraulic construction, vehicle navigation devices, dock or fenders protection, shall immediately inform the PSC. Damage is executed act, drawn up by representatives of the technical department of the MAP, PSC captain, captain of the ship and pilot berth and a representative of the operator (stevedore companies).

7.3.4. Damages associated with damage to waterworks, port equipment and navigation equipment, is made by the perpetrator. Owners of berths obliged at least once every three years to the MAP in the Harbor Master material shooting from the bottom of their berths and on the approaches to them, made a licensed organization.