

Registered at Russia Ministry of Justice dated July 22, 2013 N 29113

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Russian Federation Ministry of Transport Order dated June 24, 2013 N 218

On Approval of Compulsory Regulations at Sea Port Temryuk

In accordance with Article (art.) 14 Federal Law dated November 08, 2007 N 261-FZ "On Russian Federation Seaports and Amendments to Certain Legislative Acts of Russian Federation" (Code of Russian Federation laws, 2007, N 46, art. 5557; 2008, N 29 (p. I), art. 3418, N 30 (p. II), art. 3616, 2009, N 52 (p. I), art. 6427, 2010, N 19, art. 2291, N 48, art. 6246, 2011, N 1, art. 3, N 13, art. 1688, N 17, art. 2313, N 30 (p. I), art. 4590, art. 4594, 2012, N 26, art. 3446) this is my Order as follows:

The attached Compulsory Regulations at Sea Port Temryuk shall be considered as approved

Ministry  
M.Y. Sokolov

Approved  
by Russia Ministry of Transport  
Order dated June 24, 2013 N 218

### Compulsory Regulations at Sea Port Temryuk

#### I. General Provisions

1. Compulsory Regulations at Sea Port Temryuk (hereinafter - Compulsory Regulations) have been developed in compliance with Federal Law dated November 08, 2007 N 261-FZ "On Russian Federation Seaports and Amendments to Certain Legislative Acts of Russian Federation" <1>, Federal Law dated April 30, 1999 No. 81-FZ "Merchant Marine Code of the Russian Federation" <2> (hereinafter - KTM), General Rules for navigation and berthing at Russian Federation Seaports and on approaches to them<3> (hereinafter - General Rules).

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<1> Code of Russian Federation laws, 2007, N 46, art. 5557, 2008, N 29 (p. I), art. 3418; N 30 (p. II), art. 3616, 2009, N 52 (p. I), art. 6427, 2010, N 19, art. 2291, N 48, art. 6246, 2011, N 1, art. 3, N 13, art. 1688, N 17, art. 2313, N 30 (p. I), art. 4590, 4594, 2012, N 26, art. 3446.

<2> Code of Russian Federation laws, 1999, N 18, art. 2207, 2001, N 22, art. 2125, 2003, N 27 (p. I), art. 2700, 2004, N 15, art. 1519, N 45, art. 4377, 2005, N 52 (p. I), art. 5581, 2006, N 50, art. 5279, 2007, N 46, art. 5557, N 50, art. 6246, 2008, N 29 (p. I), art. 3418, N 30 (p. II), art. 3616, N 49, art. 5748, 2009, N 1, art. 30, N 29, art. 3625, 2010, N 27, art. 3425, N 48, art. 6246, 2011, N 23, art. 3253, N 25, art. 3534, N 30 (p. I), art. 4590, 4596, N 45, art. 6335, N 48, art. 6728, 2012, N 18, art. 2128, N 25, art. 3268, N 31, art. 4321.

<3> Russia Ministry of Transport Order dated August 20, 2009 N 140 "On approval of General Regulations for navigation and berthing at Russian Federation Seaports and on approaches to them" (registered Russian Ministry of Justice dated September 24, 2009, registration N 14863) modified , as amended by Russia Ministry of Transport Order dated March 22, 2010 N 69 (registered by Russia Ministry of Justice dated April 29, 2010, registration N 17054).

2. These Compulsory Regulations contain Sea Port Temryuk (hereinafter – Seaport) description; regulations for vessels calling in Seaport and vessels calling out from Seaport; regulations for navigation in Seaport waters; description of vessels traffic service system area and rules of navigation within said area limits; regulations for vessels staying in Seaport and their place of staying assignment; regulations for environmental safety assurance, Seaport quarantine

observance; terms of communication special means use within Seaport territory and waters; information on Seaport boundaries; information on marine areas A1 and A2 of the Global Maritime Distress and Safety System (hereinafter - GMDSS); facts about Seaport technical capabilities subject to vessels processing; information on the navigation period; information about vessels compulsory pilotage areas; information about Seaport waters' depths; information about dangerous goods recycling; how-to information on vessels' Masters reports transmitting at Seaport in the event of unlawful interference threats in Seaport; how-to information on transmitting the navigation and hydro-meteorological reports to vessels' Masters when at Seaport; other information provided by Russian Federation normative legal acts in the field of merchant shipping.

3. Present Compulsory Regulations are due to be carried out by vessels, regardless of their flag and departmental ownership, as well as by operating in Seaport individuals and bodies corporate, regardless to legal form and ownership.

4. Vessels proceedings in Seaport and its approaches, stayings in Seaport waters are carried out in accordance with General Rules and present Compulsory Regulations.

## II. Description of the Seaport

5. Seaport is located on Kuban River left bank in the southern part of Temryuksky Gulf.

6. Seaport boundaries are established by Russian Federation Government Direction dated July 15, 2009 N 925-r <1>.

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<1> <1> Code of Russian Federation Laws, 2009, N 30, art. 3855, 2011, N 8, Art. 1188.

7. Navigation in the Seaport is all year round, Seaport works around the clock, has a permanent multilateral cargo crossing point across the Russian Federation state frontier <1>.

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<1> Russian Federation Government Direction dated November 20, 2008 N 1724-p (Code of Russian Federation Laws, 2008, N 49, p. 5844).

8. Terms of Seaport navigation are characterized by positive-negative surge fluctuations. Under western winds with speed more than 17 meters per second the surge in Seaport takes place, generating water level rise of up to 1.5 meters. Water level rise time depends on the wind speed and can reach three hours.

Significant impact on navigation conditions is generated by Kuban River and depends on the river flow and surge winds. At various times flow rate varies between 0.8 and 2.4 knots.

Seaport waters are constrained for vessels maneuvering. The coastline is slightly curved.

9. Seaport is not a shelter for vessels staying on anchor points under winds of northerly direction and speed 15 meters per second or more.

10. Seaport is under the coverage zone of marine areas A1 and A2 GMDSS.

11. Facts about Approach (Glukhoy) canal, recommended route lines to N 65, 66, Seaport inland waters are given in Appendix N 1 of Compulsory Regulations.

Facts about the Seaport technical capabilities subject to vessels processing are given in Chapter X of Compulsory Regulations and Appendix N 2 of Compulsory Regulations.

Facts about Very High Frequency radio channels being used in Seaport (hereinafter - VHF) are given in Appendix N 3 of Compulsory Regulations.

Facts about Seaport anchorages are given in Appendix N 4 of Compulsory Regulations.

12. Tugs service is available for vessels in Seaport.

Information about tugs minimum power and their quantity for vessels mooring in Seaport is given in Appendix N 5 of Compulsory Regulations.

13. Icebreaking pilotage in accordance with General Rules and present Compulsory Regulations is carried out in Seaport from the beginning of ice generation and up to the end of ice drifting.

14. Seaport operates with cargoes including dangerous Classes 2 - 6, 8, 9 of danger under International Maritime Organization (hereinafter - IMO).
15. Information on vessels compulsory pilotage areas in Seaport is given in Appendix N 6 of this Compulsory Regulations.
16. Seaport is able to supply ship stores, bunker, fresh water, to dispose wastes and oil-contaminated waters from vessels, removes all types of waste, as well as equipment repair and vessel sub diving inspection providing.
17. Seaport has a water area adjacent to naval installation of Navy and facilities of coast guard and frontier authorities' floating units and war ships.

### III. Terms of vessels entrance in Seaport and vessels exit out from Seaport

18. Information about vessel's enter in Seaport and vessel's exit out from Seaport is given to Harbor Master under Internet address: [www.portcall.marinet.ru](http://www.portcall.marinet.ru).
19. Vessels arrivals in Seaport and their departures from Seaport have been registered around the clock.
20. Seaport Harbor Master does not register arrivals and departures from Seaport of vessels moving exclusively in Seaport, as well as beyond Seaport borders with further return to Seaport provided that single stay duration of vessel outside does not exceed 72 hours (hereinafter - coasters).  
Permission for such vessels move in Seaport waters and sailing beyond Seaport waters with further return to Seaport is issued for a period not exceeding 90 days by Seaport Harbor Master. Specified in this paragraph issue validity period can not exceed any vessel's paper validity.
21. Permission for such vessels move in Seaport waters and sailing beyond Seaport waters with further return to Seaport is issued by Seaport Harbor Master subject to compliance of vessel, her crew, hull, machinery, tools and equipment with applicable requirements in the field of maritime safety and protection of marine environment from pollution on the basis of documents provided in Annexes N 1 and N 2 of General Rules, and vessel's Master (Shipowner) or Ship Agent Statement, which shall contain information as follows:
  - IMO number of the vessel (if applicable);
  - vessel name on Russian and English languages;
  - vessel call sign;
  - vessel number of mobile marine service;
  - vessel's Ship owner and operator name and IMO number;
  - vessel class (name of organization responsible for vessels classification and certification, who issued classification certificate);
  - vessel particulars (type, year built, gross tonnage, deadweight, length over all, beam, depth molded, module, draft overall, draft bow, draft stern, GMDSS marine area, authorized trade area);
  - kind of activity performed by vessel;
  - crew members number and their citizenship;
  - prospective region of navigation;
  - existing restrictions for vessel trade and navigation season;
  - information about vessel security;
  - information about epidemiological situation on board;
  - information about vessel loading equipment (machinery) malfunctions, if any, as well as about any serious discrepancies of vessel to international standards for human life protection at sea, navigation safety, protection of marine environment from pollution by ships, transport security.
22. Permission for such vessels navigation in Seaport waters and sailing beyond Seaport waters with further return to Seaport is issued by Seaport Harbor Master in writing with specifying therein information given in vessel's Master (Shipowner) or Ship Agent Statement, as well as

trading area and seasonal restrictions set for vessel by Seaport Harbor Master, permission issue date and term.

23. Should information contained in vessel's Master (Shipowner) or Ship Agent Statement for permission for vessel navigation in Seaport waters and sailing beyond Seaport waters with further return to Seaport be changed during the term of this permission, vessel's Master (Shipowner) or Ship Agent shall notify Seaport Harbor Master in request for fresh permission issuance.

Each time vessel departs from Seaport and enters Sea port during permission term, she on channels 11 and 69 VHF shall notify Seaport Harbor Master, call sign "Temruk-Radio-5."

#### IV. Terms of vessels navigation within Seaport waters

24. Licensing procedure of moving and staying in Seaport is being held in accordance with Schedule of Vessels Movement and Positioning at Seaport.

25. Vessels timetable and positioning Schedule is approved by Seaport Harbor Master daily at 09:00 local time on the basis of information about vessel arrival, referred in accordance with p. 18 of Compulsory Regulations, and posted in Internet under address: [www.amptaman.ru](http://www.amptaman.ru).

26. Vessels navigation in Seaport waters is controlled by Vessel Traffic Service (hereinafter - VTS) in accordance with Schedule of Vessels Movement and Positioning at Seaport. Prior to move start vessel requests VTS permission to start.

27. Vessel traffic in Approach canal is one-way traffic.

28. Vessel speed in Approach canal should be minimal, but sufficient to ensure steering quality.

29. Oil tankers, chemical tankers and gas carriers move in Approach canal along leading marks is carried out with tugs assistance subject to minimal number and power of tugs for mooring vessels in Seaport, as stipulated in Appendix N 5 of Compulsory Regulations.

30. Vessels navigation in Seaport waters is allowed when visibility is not less than five cables, except for the vessels involved in rescue operations and units making supply services to vessels staying in Seaport waters and its approaches only as well as to Seaport infrastructure facilities (hereinafter – port fleet units).

When visibility is less than five cables port fleet units are allowed to navigate subject the functioning radar system presence on board is provided.

31. Place of Pilot embarkation on vessel entering in Seaport, place of Pilot disembarkation off the vessel leaving the port is located at point with coordinates latitude 45°21,30'N and longitude 037°20,48' E (light buoy "Temryuksky" axial).

32. Pilot embarkation and disembarkation may be at wave height up to two meters and visibility of at least five cables.

33. Units exempted from compulsory pilotage:

icebreakers;

port fleet units;

undersized boats, racing sailboats

34. Small-sized boats, with the exception of port fleet units, racing sailboats and pleasure launches are not allowed:

mooring to the floating and fixed navigation means or anchorage near them;

approach to cargo berths without Seaport Harbor Master permission and terminal operator consent;

move close to vessels in motion, on anchor or alongside berth;

make difficulties to other vessels passage.

35. A vessel engaged in fishing shall not make difficulties to other vessels passage.

#### V. Description of vessel traffic control system operation zone and vessels navigation rules in said zone

36. In Seaport waters the Seaport VTS operates, which is part of Regional Kerch Strait VTS.
36. Seaport VTS operation zone is limited by coastline and straight lines connecting ordinal points with coordinates as follows:
- N 1 latitude 45°21,13' N and longitude 037°23,40' E;
- N 2 latitude 45°27,12' N and longitude 037°23,40' E;
- N 3 latitude 45°29,30' N and longitude 037°04,06' E;
- N 4 latitude 45°23,18' N and longitude 037°00,00' E.
38. Vessels proceeding to Seaport before entering VTS area must contact VTS centre on channel 69 VHF.
39. Vessels in Seaport VTS area hold constant radio watch on channel 69 VHF, call sign "Temryuk-Traffic".
40. Vessels begin to move in Seaport VTS area (give anchor, anchor up, approach and mooring to berth, unmooring and leaving the berth, shifting and other operations) only under VTS permission. VTS permission is requested on channel 69 VHF.
41. Permission is canceled by VTS and to be requested again, if vessel within 15 minutes after receiving VTS permission does not begin permitted move.

## VI. Regulations for vessels staying in Seaport and their place of staying assignment

Anchorage N 6 is dedicated for chemical tankers staying.

Anchorage N 6 is dedicated for quarantine staying, as well as for chemical tankers staying.

43. Mooring operations are carried out in Seaport when visibility is five or more cables and wind speed of 14 meters per second or less.

44. When storm danger warning received vessels in accordance with paragraph 9 of Compulsory Regulations must leave Seaport anchorages.

45. Vessel mooring to berth is provided by mooring team, number of which depends on vessel gross tonnage, with the estimation as follows:

for vessel with gross tonnage of 500 - 1 mooring hands;

for vessel with a gross tonnage of 501 to 1500 - 2 mooring hands;

for vessel with a gross tonnage from 1501 to 2500 - 3 mooring hands;

for vessel with a gross tonnage of 2501 to 5000 - 4 mooring hands;

for vessel with a gross tonnage of 5,001 to 10,000 - 6 mooring hands.

Mooring team Head must be equipped by radio communication with vessel.

46. Berth operator shall notify Seaport Harbor Master about readiness of berth for vessel mooring in one hour prior to mooring operation beginning.

47. Vessels berthed alongside Seaport berths are allowed the propellers short-term rotation on minimal speed before sailing off berth.

48. Vessels berthed alongside Seaport berths are allowed one hull length shifting.

49. During carrying out sub diving operations it is not allowed:

executing of cargo operations performance on vessel in respect of which diving inspection held;

approach and mooring of units to vessel engaged in diving operations;

activating propellers of vessel engaged in diving operations;

give an anchor at a distance of less than 100 meters from the venue of diving operations.

## VII. Terms of environmental safety, Seaport quarantine maintenance

50. Seaport can receive vessels' waste referred to requirements of Annexes I, IV and V of International Convention for the Prevention of Pollution from Ships, 1973, <1>.

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<1> USSR Council of Ministers Resolution dated September 30, 1983 N 947 "On joining of Soviet Union to Protocol 1978 relating to International Convention for Prevention of Pollution from Ships, 1973" (USSR Council of Ministers Resolution, 1983, Sept., p. 127).

51. In Seaport waters the oily waters, waste water, dry garbage shall be removed from vessels by specialized sludge boats or specialized car-tanks.

52. In Seaport waters the discharge of ballast water is not permitted, except for segregated ballast.

Segregated ballast discharge is allowed in Seaport waters, if the ballast was taken in Azov Sea or Black Sea at a distance not less than 200 nautical miles from the nearest land and in areas with water depths not less than 200 meters and logbook must contain same entry.

53. In the case of oil spillage on vessel or in Seaport waters occurs in oil or petroleum products loading-unloading operations area, such operations shall cease, measures taken for oil spill containment in accordance with plan for prevention and elimination of oil spills.

54. Vessels not involved in operation for the oil spill elimination are not allowed to cross contaminated waters.

55. When passing near area where oil spill elimination is carried out, vessel kills speed to a minimum subject providing vessel steering quality.

56. In case oil barriers get ruptured, loading, unloading and fuel bunkering operations cease to restore oil barriers.

In ice cover presence the loading, unloading and fuel bunkering operations are carried out without booms installation.

57. Vessel, where a patient with symptoms suggesting the presence of particularly dangerous infections was identified, along with crew, passengers and cargoes goes for anti-epidemic measures in sanitary Berth N 18, anchor point N 7.

#### VIII. Terms of special communication means use within Seaport waters and territory

58. Vessels staying berthed and anchored in Seaport maintain constant radio communication on channels 16 and 69 VHF.

59. Vessels under mooring and towing operations use working channel 6 VHF.

60. Information on additional means for data transmitting, including phone numbers, is declared by Seaport Harbor Master.

61. Use of VHF channels listed in these Compulsory Regulations for communication between shore correspondents is not allowed.

#### IX. Facts about limits of marine areas A1 and A2 of Global Maritime Distress and Safety System

62. In Seaport waters there marine areas A1 and A2 GMDSS are in force.

63. GMDSS marine area A1 extends to 28 nautical miles from the Lighthouse "Temryuksky" (latitude 19°19,81' N and longitude 037°13,86' E). GMDSS marine area A2 extends to 130 nautical miles from the Lighthouse "Temryuksky."

64. Communication with vessels in areas A1 and A2 GMDSS is provided by Coast Station, call sign "Taman - Radio - MSPTS", MMSI 002734446

#### X. Facts about Seaport technical capabilities subject to vessels processing and Seaport waters' depths

65. Seaport accepts vessels up to 140 meters length, up to 17.5 meters width and up to 4.6 meters draft.

66. Facts about the actual Seaport water depths and that at berths of Seaport and vessels permissible drafts are brought by Harbor Master to seafarers attention annually and when they change under Internet address: [www.amptaman.ru](http://www.amptaman.ru).

67. Facts about Seaport technical capabilities subject to vessels processing are listed in Annex N 2 of Compulsory Regulations.

## XI. Information about dangerous goods recycling

68. In Seaport waters operations with dangerous cargoes of Classes 2 - 6, 8, 9 hazards of International Maritime Organization are carried out.

69. Vessel with dangerous cargo on board, staying at Seaport berth must keep main engine in constant readiness for vessel immediate departure off the berth.

70. Vessels mooring for oil and petroleum products loading-unloading under scheme ship-shore (shore-ship) is allowed to berths, equipped by cargo lines.

## XII. Matters of ice navigation arranging in Seaport

71. Start and end of icebreaking assistance of vessels in waters of Seaport and approaches to it are declared by Harbor Master.

72. To ensure vessels icebreaking assistance the Icebreaking Headquarters is created.

73. Information about vessel approach to The Caravan Forming Point (hereinafter - TFC) is sent in 72 hours and confirmed in 24 hours prior to expected arrival to TFC in accordance with p. 18 of Compulsory Regulations. Time and order of vessels proceeding through the ice are determined by Seaport Harbor Master at 10:00 each day and posted on Internet at: [www.amptaman.ru](http://www.amptaman.ru). When ice conditions complicate and any needs to amend time and order of vessels proceeding through ice appear, the same shall be clarified with subsequent posting in Internet.

74. Depending on forecast of ice conditions in Seaport waters, Seaport Harbor Master sets the limits on vessels ice navigation in Seaport waters in accordance with Appendix N 7 of Compulsory Regulations and establishes TFC location. Notifications about ice navigation restrictions and TFC location are placed at Internet: [www.amptaman.ru](http://www.amptaman.ru) - not later than 7 days before the proposed date of ice navigation restrictions and TFC location shall come in force.

75. Vessels proceeding to Seaport arrive to TFC under Seaport Harbor Master recommendations. Vessels not able to follow in TFC singly are provided by icebreaking assistance under Shipowner (Master) request. To follow in Seaport or out from Seaport during icebreaking assistance vessels should have the ability to control main engine manually. Vessels of age 30 and over must have confirmation of ice strengthening category issued by organization authorized for classification and certification of ships in accordance with Article 22 of KTM.

76. Vessels icebreaking assistance is carried out by icebreakers.

77. Vessels icebreaking assistance shall be in accordance with p. 73 of present Compulsory Regulations on the basis of:

time of vessel arrival in TFC;

time of tendering the application for calling in Seaport or calling out from Seaport;

vessels traffic priority order regulated by General Rules;

restrictions for vessels on ice navigation.

Vessel on arrival in TFC establishes radio contact with icebreaker and acts in accordance with her instructions. If any need VTS center assists vessel in calling radio contact with icebreaker.

78. Taking in consideration the actual ice conditions in Seaport waters and its approaches and vessels technical characteristics, vessels under VTS recommendations may follow on route line singly. Vessels proceeding on their own are obliged to inform VTS about designated by VTS control points of recommended route and report ice conditions along the route of movement.

79. Under leading icebreaker order vessels included in caravan shall switch to VHF channels recommended by icebreaker.

80. Ice crashing around vessels can be carried out by icebreaker only.

81. For vessel calling in Seaport the fuel, food and water stores on board shall ensure autonomy of not less than 15 days from the date of vessel arrival in TFC. Should vessels stay in icebreaking

assistance area for more than 15 days from the date of vessel arrival in TFC, Seaport Harbor Master undertakes urgent measures to bring vessel in Seaport.

#### XIII. How-to information on vessels' Masters reports transmitting at Seaport in the event of unlawful interference threat in Seaport

82. If there is a threat of unlawful interference in Seaport, vessel Master or officer responsible for vessel security immediately informs port security officials and Seaport Harbor Master about the matter.

83. Seaport Harbor Master is advised about port facilities security level and level of vessels protection Seaport, as well as about any changes in said levels.

84. Danger warnings relating to unlawful interference threat in Seaport and changes in vessels protection level, as well as these Warnings receipts acknowledgments shall be exchanged by VHF channels promptly after specified in Warnings circumstances occurred.

85. All accidents involving detection of suspicious objects or explosive devices, signs of preparation and executing acts of unlawful interference, facts of illegal entry on board of vessels, any information about terrorist acts preparation received, as well as any violation of the established order or suspicious persons in Seaport, are subject to Seaport Harbor Master and Port Facility Security Officer be advised by Masters of vessels in Seaport immediately by VHF working channels, as well as by additional means of communication which are noticed to interested parties attention by Seaport Harbor Master.

#### XIV. How-to information on transmitting the navigation and hydro-meteorological reports to vessels' Masters when at Seaport

86. Translation of hydro-meteorological information to vessels at Seaport is carried out by VTS on channel 16 and 69 VHF twice daily at 9:00 and 21:00 local time, and as it changes.

87. Translation of emergency navigation and hydro-meteorological information, as well as storm warnings to vessels berthed and anchored in Seaport, berths operators, is carried out by VTS and by Seaport Harbor Master on channels 16 and 69 VHF and by phone.

88. Vessels confirm receipt of emergency messages and storm warnings immediately after their receipt.

Appendix N 1  
to Compulsory Regulations  
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#### Facts about Approach (Glukhoy) canal, recommended route lines N 65, 66, Seaport inland waters

Approach (Glukhoy) canal is 60 meters wide on approaches to Seaport and 40 meters wide in Seaport waters. Depths in Approach (Glukhoy) canal are 5.6 - 5.8 meters. The axis of Approach (Glukhoy) canal is guided by light leading marks. Start point of Approach (Glukhoy) canal axis is indicated by Temryukskiy axial luminous buoy.

Light leading marks direction of Seaport Approach (Glukhoy) canal axis is 319,8°-139,8°.

Seaport Approach (Glukhoy) canal edges are guarded by light buoys N 1 right side and N 2 left side. At the tip of East breakwater there is a light with a passive radar reflector mounted on the lamp construction.



Recommended traffic line N 65 leads to Seaport entrance from the north-east, and from the Kerch Strait - Recommended traffic line N 66 with altered way direction of 75° - 255° between the points with the following coordinates:

latitude 45°20,67' N, longitude 037°19,60' E and latitude 45°20,93' N, longitude 037°56' E, to the south from changed way direction 75° - 255°.

Recommended traffic line N 66 contains an area to be avoided, radius 2.8 cables from point with coordinates: latitude 45°20,50' N and longitude 037°20,43' E.

Inland Seaport waters are limited to the north-west by straight lines connecting points:

N 1 with coordinates latitude 45°20,22' N and longitude 037°21,70' E, N 2 with coordinates latitude 45°20,25' N and longitude 037°21,66' E (tip of ruined West breakwater), N 3 with coordinates latitude 45°20,36' N and longitude 037°21,68' E (East breakwater tip) and shoreline of Glukhoy canal, boatyards Chirchik, Chaikina and Gazovikov, connecting points with coordinates:

1 N latitude 45°20,11' N and longitude 037°22'00 E;

2 N latitude 45°19,44' N and longitude 037°22,86' E;

3 N latitude 45°19,43' N and longitude 037°22,88' E;

4 N latitude 45°19,54' N and longitude 037°23,03' E;

5 N latitude 45°19,56' N and longitude 037°23,03' E;

6 N latitude 45°19,19' N and longitude 037°22,51' E;

7 N latitude 45°19,21' N and longitude 037°22,48' E;

8 N latitude 45°19,11' N and longitude 037°22,34' E;

9 N latitude 45°20,17' N and longitude 037°21,58' E,

as well as by Seaport berths.

Appendix N 2  
to Compulsory Regulations  
(p.p. 11, 67)

#### Facts about the Seaport technical capabilities subject to vessels processing

Berths	Berth location	Berth technical specifications	
		berth length(meters)	depth at berth (design)(meters)
Berth N 1	West side of Glukhoy canal	150	5.9
Berth N 5, 6	West side of Glukhoy canal	248	4.9
Berth N 12	West side of Glukhoy canal	63.25	2.6
Berth N 14	West side of Glukhoy canal	122.8	5.42
Berth N 18	East side of Glukhoy canal	1 section 59.3 2 section 118.7	5.92 5.52

Berth N 19	East side of Glukhoy canal	182	3.5
Berth N 22a	Seaport East side Gazovikov boatyard	82.5	5.02
Berth N 22	Seaport East side Gazovikov boatyard	92.35	5
Berth N 23	Seaport East side Gazovikov boatyard	147.45	5
Berth N 24	Seaport East side Gazovikov boatyard	147.45	5
Berth N 51	West side of Glukhoy canal	167	7

Appendix N 3  
to Compulsory Regulations  
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Facts about Very High Frequency channels being used in Seaport

Caller	Very High Frequency channel		Call sign
	call channel	working channel	
State Port Control Inspection	16	11	“Temryuk-Radio-5”
Regional centre of Vessel Traffic Control Service	16	69	“Temryuk - Traffic”
Seaport Dispatcher Service	16	11	“Temryuk -Dispatcher”
Pilot Service	16	6	“Temryuk -Lotsman”
Operator of Berths N 19. 32 and 24 Dispatcher	16	91	Temryuk-Radio-92”
Operator of Berths N 1, N 5 and N 6 Dispatcher	16	12	“Temryuk -Metchel”
Marine areas A1 and A2 of Global Maritime Distress and Safety System for distress signal in Black and Azov Seas 1565.5 DSC	16	3, 74	“Taman-Radio-MSPTS”
Maritime Rescue Under Centre “Taman”	16	3, 74	“Taman-Radio-MSPTS”
Operator of Berth N 51 Dispatcher	16	12	“Temryuk-Radio-51”

Facts about Seaport anchorages

Anchorage points in Seaport are located in coordinates as follows:

- N 1 latitude 45°21,10' N and longitude 037°20' E;
- N 2 latitude 45°21,50' N and longitude 037°20' E;
- N 3 latitude 45°21,90' N and longitude 037°20' E;
- N 4 latitude 45°21,70' N and longitude 037°20,50' E;
- N 5 latitude 45°21,50' N and longitude 037°21' E;
- N 6 latitude 45°22' N and longitude 037°21' E;
- N 7 latitude 45°22,10' N and longitude 037°20,50' E.

Information about tugs minimum power and their number for vessels mooring in Seaport

1. Facts about tugs minimum power and their number for mooring general dry cargo vessels, timber carrying vessels

Vessel Deadweight (tons)	Minimum number of tugs and their power kW (at least)	
	mooring	unmooring
From 500 to 1500	1 x 260	1 x 260
From 1501 to 3500	2 x 260	2 x 260
From 3501 to 5000	2 x 435	2 x 435
From 5001 to 10000	2 x 875	2 x 875

2. Facts about tugs minimum power and their quantity for mooring oil tankers, chemical tankers, gas carriers; and tug assistance of oil tankers, chemical tankers and gas carriers in time of Approach canal leading marks passage

Vessel Deadweight (tons)	Minimum number of tugs and their power kW (at least)		
	mooring	unmooring	tug assistance in time of Approach canal leading marks passage
From 500 to 1500	1 x 260	1 x 260	1 x 260
From 1501 to 3500	2 x 260	2 x 260	2 x 260
From 3501 to 5000	2 x 435	2 x 435	2 x 435
From 5001 to 10000	2 x 875	2 x 875	2 x 875

Information on vessels compulsory pilotage area in Seaport

Area of vessels compulsory pilotage is bounded by straight lines connecting the order of points with coordinates as follows:

- N 1 latitude 45°20,90' N and longitude 037°20,40' E;
- N 2 latitude 45°21,30' N and longitude 037°20,40' E;
- N 3 latitude 45°21,31' N and longitude 037°21,65' E;
- N 4 latitude 45°20,36' N and longitude 037°21,68' E;
- N 5 latitude 45°20,16' N and longitude 037°21,57' E;
- N 6 latitude 45°20,90' N and longitude 037°20,70' E.

Ice navigation limitations for vessels in Seaport waters<1>

<1> Ice strengthening categories are stipulated in classification rules of Russian Maritime Register of Shipping.

Ice situation	Vessels permitted to move in ice under icebreakers assistance or singly	Vessels permitted to move in ice under icebreakers assistance only	Vessels not permitted to move in ice
Thickness of ice closed field 10 –15 centimeters	Vessels category Ice1 and up	Vessels category Ice1	towed barge convoys and vessels without ice strengthening
Thickness of ice closed field 15 –30 centimeters	Vessels category Ice2 and up	Vessels category Ice1	Vessels without ice strengthening, towed barge convoys
Thickness of ice closed field 30 –50 centimeters	Vessels category Ice3 and up	Vessels category Ice1 and Ice2	Vessels without ice strengthening, towed barge convoys
Thickness of ice closed field more than 50 centimeters	Vessels category Arc4 and up	Vessels category Ice2 and Ice3	Vessels without ice strengthening and vessels category Ice1, towed barge convoys