

THE MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION

ORDER No. 340
September 27, 2024

ON APPROVAL OF THE COMPULSORY REGULATIONS IN THE SEAPORT OF KANDALAKSHA

In accordance with Part 2 of Article 14 of Federal Law No. 261-FL “On Seaports in the Russian Federation and on Amendments to the Relevant Laws of the Russian Federation” and pursuant to the provisions set out in the first paragraph of Clause 1 of the Regulations concerning the Ministry of Transport of the Russian Federation approved under Executive Order No 395 on July 30, 2004, it is hereby ordered as follows:

1. To approve the relevant Compulsory Regulations in the Seaport of Kandalaksha
2. To acknowledge the void:

Order No. 50 “On Approval of the Compulsory Regulations in the Seaport of Vitino” issued by the Ministry of Transport of the Russian Federation on February 27, 2012 (recorded into the registry of the Ministry of Justice of the Russian Federation on March 15, 2012, reg No. 23488)

Order No. 345 “On Approval of the Compulsory Regulations in the Seaport of Kandalaksha” issued by the Ministry of Transport of the Russian Federation on November 7, 2013 (recorded into the registry of the Ministry of Justice of the Russian Federation on November 9, 2013, reg. No. 30569);

Order No 184 “On Amendments to Order No. 345 of the Ministry of Transport of the Russian Federation dated November 7, 2013 “On Approval of the Compulsory Regulations in the Seaport of Kandalaksha” issued by the Ministry of Transport of the Russian Federation on May 18, 2022 (recorded into the registry of the Ministry of Justice of the Russian Federation on May 30, 2022, reg. No. 68628);

Order No. 185 “On Amendments to Order N. 50 of the Ministry of Transport of the Russian Federation dated February 27, 2012 “On Approval of the Compulsory Regulations in the Seaport of Vitino” issued by the Ministry of Transport of the Russian Federation on May 18. 2022 (recorded into the registry of the Ministry of Justice of the Russian Federation on May 30, 2022, reg. No. 68631);

Order No. 210 “On Amendments to the Compulsory Regulations in the Seaport of Kandalaksha approved under Order No. 345 on November 7, 2013, by the Ministry of Transport of the Russian Federation” issued by the Ministry of Transport of the Russian Federation on June 13, 2023 (recorded into the registry of the Ministry of Justice of the Russian Federation on July 13, 2023, reg. No. 74280);

Order No. 191 “On Amendments to the Compulsory Regulations in the Seaport of Vitino approved under Order No. 50 on February 27, 2012, by the Ministry of Transport of the Russian Federation” issued by the Ministry of Transport of the Russian Federation on May 30, 2024 (recorded into the registry of the Ministry of Justice of the Russian Federation on June 14, 2023, reg. No. 78547);

3. This Order comes into force on September 1, 2025, and remains effective till September 1, 2023.

Minister
R.V. STAROVOIT

COMPULSORY REGULATIONS IN THE SEAPORT OF KANDALAKSHA

I. General provisions

1. The Compulsory Regulations in the Seaport of Kandalaksha (hereinafter referred to as the “Compulsory Regulations”) contain:

description of the Seaport of Kandalaksha (hereinafter referred to as the “seaport”);

the rules governing vessel entry to the seaport and exit from the seaport, including the maritime safety measures for vessel entry to the seaport and exit from the seaport, as well as specific guidance for controlling autonomous vessel entry to the seaport and exit from the seaport;

the rules governing vessel navigation on the waters within the harborage and on the approach routes to it in view of key aspects of navigation of autonomous vessels on the harborage waters;

description of the vessel-traffic control system coverage area (hereinafter referred to as the “VTS”) and the rules of vessel navigation within these areas; the rules of interaction of the radar VTS with autonomous vessels;

vessel mooring rules in the seaport and vessel placement;

environmental safety regulations, including the guidance to identify vessel-generated waste collected within the seaport and the rules governing adherence to specific quarantine procedures within the seaport;

use of special communication facilities within the seaport area;

information about boundaries of the seaport area;

information about the approach routes to the seaport;

information about sea areas A1 and A2 within the coverage of the Global Marine Distress and Safety System ^{<1>} (hereinafter referred to as the “GMDSS”);

information about seaport performance to receive vessels;

information about the navigation period;

information about the areas of compulsory and optional pilotage of vessels;

information about water depths within the harborage and on the approach routes to it;

information about processing of hazardous cargo;

information about organizational measures of vessel navigation in ice within the harborage and on the approach routes to the seaport;

^{<1>} Regulations No. 812 “On establishment and Operation of the Global Marine Distress and Safety System” approved by the Government of the Russian Federation on July 3, 1997.

actions of masters of the vessel within the seaport in the events of threat of illegal interference act in the seaport;

transmission of navigation and hydrometeorological data to masters of the vessels in the seaport;

2. The compulsory regulations are subject to execution by the crews of vessels regardless of their flag and the rights thereto, as well as by legal entities and individuals, including sole proprietors operating within the seaport or on the approach routes to it.

3. For navigation within the seaports and on the approach routes to it, and berthing in the harborage, refer to the General Rules governing vessel navigation and berthing within the Russian seaports and on the approach routes to them approved by Order No. 395 of the Ministry of Transport of the Russian Federation on November 12, 2021 ^{<2>} (hereinafter referred to as the “General Rules”), and under the Compulsory Regulations.

II. Description of the seaport

4. The seaport is in the northwestern part of the Kandalaksha Gulf of the White Sea.

The seaport includes the Vitino marine terminal situated on the Karelian coast of the Kandalaksha Bay of the White Sea.

5. The seaport boundaries had been delimited by Decree No. 419-p of the Government of the Russian Federation issued on March 31, 2009.

6. The seaport navigation period lasts for all the year round; the seaport shall operate continuously, both during the day and the night; it has the cargo-passenger flow continuously crossing the national border of the Russian Federation at the multisided checkpoint. ^{<3>}

7. Vessels shall come towards Sector No. 1 of the harborage along the approach fairway (for the approach routes to the seaport and approach fairways of the seaport, refer to Appendix 1 to the Compulsory Regulations).

Vessels shall come towards the waters of the Vitino marine terminal along the recommended way 284.7° - 104.7° off latitude 66°52.80' north and longitude 032°54.71' east, on the right of which light buoy “Main Fairway on the right” is secured to indicate the approach fairway.

8. The seaport shall serve as a shelter for vessels during stormy weather.

9. Nuclear-powered vessels and other radioactive material watercraft carriers shall be allowed to enter the seaport ^{<4>}.

10. Compulsory vessel pilotage of is performed in the seaport (for information about the compulsory vessel pilotage zone in the seaport, refer to Appendix 2 to the Compulsory Regulations).

There are no areas applicable for optional pilotage of vessels in the seaport.

11. Vessel towing and mooring operations carried out within the seaport shall be ensured by safe movement of oil tankers towed through the entry of the Vitino marine terminal (for the

^{<2>} Recorded into the registry of the Ministry of Justice of the Russian Federation on June 1, 2022, registration No. 68677; as amended by Order No. 396 of the Ministry of Transport of the Russian Federation dated December 4, 2023 (recorded into the registry of the Ministry of Justice of the Russian Federation on March 11, 2024, registration No. 77468). Pursuant to the provisions set out in Clause 3 of Order No. 395 of the Ministry of Transport of the Russian Federation dated November 12, 2021, this instrument remains effective till September 1, 2008.

^{<3>} National Border point 326 out of the Russian border points approved by Decree No. 2665-p of the Government of the Russian Federation dated November 29, 2017.

^{<4>} Decree No. 14-p of the Government of the Russian Federation dated January 6, 1997

details of minimum number of tugboats and their minimal towing capacity for mowing vessels in the seaport and for safe movement of oil tankers towed through the entry of the Vitino marine terminal, refer to Appendix No. 3 to the Compulsory Regulations).

12. The seaport shall have the facilities used to replenish food, fuel, and fresh water.

III. The rules governing vessel entry to the seaport and exit from the seaport, including the maritime safety measures for vessel entry to the seaport and exit from the seaport, as well as specific guidance for controlling autonomous vessel entry to the seaport and exit from the seaport

13. Information about vessel entry into the seaport and vessel exit from the seaport^{<5>} shall be reported to the seaport master over a telecommunication network, such as the Internet (hereinafter referred to as the “Internet”), on website www.portcall.marinet.ru.

Autonomous vessel entry to the seaport and exit from the seaport shall be carried out in accordance with this Chapter and pursuant to Chapter VI.1 of the Merchant Shipping Code of the Russian Federation (hereinafter referred to as the “MSC”).

14. Any vessels that come to the seaport and leave the seaport shall be checked for twenty-two hours a day.

IV. The rules governing vessel navigation on the waters within the harborage and on the approach routes to it in view of key aspects of navigation of autonomous vessels on the harborage waters

15. Vessel moving and berthing procedures may be carried out within the seaport in accordance with a daily schedule that regulates placement and movement of vessels within the seaport (hereinafter referred to as the “daily schedule”).

Such daily schedule is an instrument that shall be approved by the seaport master every day at 15:00 pm (local) with reference to vessel entry details which shall be transmitted according to Clause 13 of the Compulsory Regulations, and the schedule shall be published on website www.mapm.ru.

16. One-way movement of vessels in the approach fairway shall be used.

17. Any vessel forced to make a stop due to its failures may stay anchored on the approach fairway towards the Vitino marine terminal, and such stay period shall not exceed 1 hour.

18. Any vessel moving on the waters within harborage shall have the speed that shall not exceed as follows:

6 knots – at harborage area No. 1;

4 knots – within harborage zone No. 1;

8 knots – at the approach fairway of the Vitino marine terminal;

6 knots – at the inner roadstead of the Vitino marine terminal;

^{<5>} Clause 3 of Article 13 of Federal Law No. 261-FZ “On Seaports in the Russian Federation and on Amendments to the Relevant Laws of the Russian Federation” dated November 8, 2007. Clauses 43 and 45 of the General Rules

19. No vessel is allowed moving along the approach fairway towards the harborage area No. 1, when visibility is less than two nautical miles and wind force exceeds 15 meters per second.

20. No traffic is allowed on the approach fairway towards the waters of the Vitino marine terminal for:

vessels in ballast of more than 150 meters length when wind speed exceeds 12 meters per second;

laden vessels of more than 150 meters length when wind speed exceeds 14 meters per second.

21. No traffic is allowed on the waters of the Vitino marine terminal for:

oil tankers when visibility is less than 20 cable lengths and leading marks are beyond the sight;

small vessels, other than those used for serving and supplying other vessels on the harborage waters and on the approach routes to it, seaport infrastructure facilities (hereinafter referred to as the “vessels of the port fleet”);

vessels running when wind speed exceeds 15 meters per second, other than those involved in any emergency rescue operations and those that ensure safe berthing;

visibility is less than 15 cable lengths;

wave height exceeds two meter.

22. Boarding or debarkation of pilots shall be carried out at the seaport berths:

at latitude 67°03.1' north and longitude 032°39.0' east for the vessels going towards the entry point of seaport water area No. 1 or to the exit point of seaport water area No. 1;

at latitude 66°53.3' north and longitude 032°50' east for the vessels going towards the waters of the Vitino marine terminal or exiting the waters of the Vitino marine terminal;

23. The following vessels shall be kept out of any compulsory pilotage^{<6>}:

small vessels, sports sailing vessels, and pleasure vessels;

fishing vessels of not more than 55 m length;

port fleet vessels.

24. Small vessels, pleasure vessels, and sports sailing vessels, other than port fleet vessels, are prohibited from:

navigating along fairways;

navigating without use of very-high frequency range (hereinafter referred to as the “VHF range”) equipment;

crossing ahead of vessels and maneuvering too close to vessels on the run;

approaching vessels at less than 100 meters;

coming to vessels anchored or moored;

anchoring at approach fairway and at anchorage areas;

navigating within seaport zone No. 1;

mooring and berthing at cargo and passenger docks (for small vessels recorded into the registry of the Department of Small Vessels of the Ministry of Civil Defense, Emergencies and Disaster Relief of the Russian Federation^{<7>}).

^{<6>} Clause 2 of Article 90 of the MSC

^{<7>} Subclause “e” of Clause 6 of the Provision on the Russian State Inspectorate for Small Vessels of the Ministry of Civil Defense, Emergencies and Disaster Relief approved by Decree No. 132 of the Government of the Russian Federation dated February 8 2022.

small vessels, pleasure vessels and sports sailing vessels shall keep up the ways behind restrictive buoys of the approach fairways.

25. A master of the vessel going on sea trials shall register exit from the seaport in accordance with Clause 45 of General Rules.

26. Any mooring operations carried out within the seaport (more than 50 meters mooring, casting off, shifting, and drawing) shall be supported by the pilotage services and by use of tugboats with reference to the details of minimum number of mooring tugboats and their minimal towing capacity for mooring vessels in the seaport and for safe movement of oil tankers towed through the entry of the Vitino marine terminal, as set out in Appendix No. 3 to the Compulsory Regulations.

Vessels with a gross tonnage of less than 3500 that are equipped with a bow thruster shall be set free from any towing support aids.

27. Towing support services provided for oil tankers going toward the entry point of the Vitino marine terminal shall ensure entering from the point at latitude $66^{\circ}53.3'$ north and longitude $032^{\circ}50'0$ east.

Towing support services provided for oil tankers going towards the exit point of the Vitino marine terminal shall ensure exiting to the point at latitude $66^{\circ}53.3'$ north and longitude $032^{\circ}50.0'$ east

V. Description of the vessel-traffic control system coverage area and the rules of vessel navigation within these areas; the rules of interaction of the radar vessel-traffic control systems with autonomous vessels

28. The VTS coverage boundary line is extended from its starting north point of Cape Savin-Navolok, then along the coastline to Cape Smolny-Navolok, then along the straight line southeast to the western edge of Bolshoy Beresovy Island, then along the coastline of Bolshoy Beresovy Island to the floating light of the front Krestovy range (Admiralteysky No. 5920), then along the straight line southeast to Cave Tonky Navolok, then along the coastline to the intersection with the meridian of longitude $033^{\circ}00.0'$ east, then moving along the arc of a circle with a radius of 19 miles from the point at which the coastal station antenna is installed (points with latitude $67^{\circ}07.6'$ north and longitude $032^{\circ}27.1'$ east) southwest to the intersection with the meridian of longitude $032^{\circ}43.0'$ east, then along the straight line northwest to the front floating light (points with latitude $66^{\circ}59.1'$ north and longitude $032^{\circ}33.7'$ east) of the Prodolny range, then along the coastline northwest to Cape Podnavolok, then along the straight line northwest to Cape Voronishny, then along the coastline northwest to the intersection with the meridian of longitude $032^{\circ}18.4'$ east, then along the straight line northeast to the western edge of Oleny Island, then along the coastline southeast to the front floating light (points with latitude $67^{\circ}04.7'$ north and longitude $032^{\circ}24.0'$ east) of the Oleny Yuzhny range, then along the straight line southeast to the northwestern edge of Ryashkov Island, then along the coastline of the western shore to the southern edge of Ryashkov Island, then along the straight line southeast to the parallel of latitude $66^{\circ}55.0'$ north, then along the straight line north to the parallel of latitude $67^{\circ}00.0'$ north, then along the straight line northwest to the southeastern edge of Anisimov Island, then along the northern coastline to the northwestern edge of Anisimov Island, then along the straight line northwest to the rear floating light beacon of the Kandalaksha range (Admiralteysky No. 5946), and then along the straight line southeast to Cape Savin-Navolok.

The VTS center is located in the seaport. Any vessels entering the VTS coverage shall connect to the VTS via the 16th VHF calling channel and the 69th VHF working channel (call sign "Kandalaksha traffic", the 74th VHF working (reserve) channel) and carry a radio watch via these VHF communication channels within the VTS coverage area.

29. The Kandalaksha Bay VTS facilities shall monitor navigation of vessels on the harborage waters and within the approach fairways.

30. Any vessel coming to the seaport shall get in touch with the seaport master via the 67th VHF working communication channel.

With any vessels coming to the seaport, the master of the vessel shall get in touch with the master of the seaport via the 67th VHF working communication channel (call sign “Kandalaksha radio 5”) at least two hours before the vessel approaches the pilot’s boarding point and correct the time on which the vessel approaches the pilot’s boarding point.

While entering the seaport, the master of the vessel shall:

report about boarding a pilot and obtain the seaport master’s permission to go along the fairway;

inform about the vessel that goes over traverse lines of Bolshoy Beresovy Osland and Maly Island;

obtain the seaport master’s permission to berth;

While leaving the seaport, the master of the vessel shall:

report about boarding a pilot and obtain the seaport master’s permission to leave the seaport;

inform about the vessel that goes over traverse line of Maly Island and obtain the seaport master’s permission to go along the fairway;

inform about the vessel that goes over traverse line of Bolshoy Berezovy; report about completion of pilotage.

The autonomous vessel traffic control procedure shall be carried out in accordance with the requirements set out herein and in Chapter VI.1 of the MSC.

VI. Vessel mooring rules in the seaport and vessel placement

31. Vessel anchorage (for details of anchorage and zone No. 1 of the seaport, refer to Appendix No. 4 to the Compulsory Regulations) and moorage (for details of the technical facilities available for receiving vessels, refer to Appendix 5 to the Compulsory Regulations) are provided for sheltering vessels.

32. Any vessel may shelter at anchorage No. 2 of the seaport while waiting for a vacant berth or handling cargo.

At anchorage sites Nos. 2 and 4, cargo may be reloaded from one vessel to another one, if any of the vessels dropped its anchor.

33. No anchoring is permitted within zone No. 1 of the seaport.

34. Mooring may be carried out in the seaport for twenty-two hours a day.

35. No mooring is permitted in the seaport when a wind speed exceeds 10 meters per second.

36. Berthing or pontoon mooring shall be used for securing vessels. Pontoons should be equipped with fender guards.

Multipoint roadstead mooring shall be carried out using some vessels involved to secure and feed mooring rope ends.

37. If the length of any vessel exceeds the length of mooring line, vessels may be simultaneously fixed to two berths Nos. 1, 2 or No. 3, 4 using pontoons.

The seaport berths shall be fitted with operable fenders and shall have a berthage line marked out every two meters from north to south.

The fender posts shall be identified with numerical symbols indicating the distance to the adjacent post.

38. While mooring a vessel using pontoons, a vessel-berth gangway shall be prepared.

39. Mooring to berths Nos. 1 and 2 at the Vitino marine terminal shall be carried out using any side. The vessel mooring system with more than three lines is not permitted at berths Nos. 1 and 2 at the Vitino marine terminal.

40. Mooring to multipoint roadstead berths Nos. 3 and 4 shall be carried out with the vessel head facing only the exit.

Mooring rope ends shall be fed and secured to the mooring buoys. A minimum clearance of 4 meters shall be maintained from pontoons.

Mooring to multipoint roadstead berth Nos. 3 may be carried out by the left anchor all year round.

41. Vessel mooring to the multipoint roadstead berth Nos. 4 shall be carried out as follows:
during summer navigation – dropping two anchors;
during winter navigation – dropping a left anchor.

The vessel mooring rope ends shall be fed to mooring buoys Nos. 1 – 5, while the shore mooring rope ends shall be fed from mooring buoys No. 0, 6, 7 and secured.

42. Running the vessel propellers at multipoint roadstead berths No. 3 and 4 is not permitted.

43. Any gantry cranes arranged in the seaport shall not affect vessel moorage.

44. The master of the vessel shall report about expected shifting and (or) drawing operations not later than:

2 hours before shifting and (or) drawing of a vessel, if such procedure is scheduled for the period of 10.00 AM to 05.00 PM local time of the current day;

prior to 03.00 PM of the current day, if shifting and (or) drawing of a vessel is scheduled for the period of 05.00 PM local time of the current day to 10.00 AM local time of the next day.

45. Running the vessel propellers at the seaport berths is not permitted.

VII. Environmental safety regulations, including the guidance to identify vessel-generated waste collected at the seaport and the rules governing adherence to specific quarantine procedures within the seaport

46. Any vessel-generated waste shall be collected and managed by the seaport facilities according to the requirements set out in Annexes I, IV, and V to the International Convention for the Prevention of Pollution from Ships, 1973^{<8>}.

47. Any isolated ballast water may be discharged at the seaport, provided that the following conditions are duly adhered:

if such isolated ballast water is collected in the Barents Sea or in the White Sea at minimum 50 nautical miles from the nearest shore and on the depth of at least 200 meters, as duly witnessed by the logbook entry.

^{<8>} Officially entered into force on February 3, 1974, and became legally binding for application in the USSR in accordance with Decree No. 947 “On the USSR’s Accession to Protocol of 1978 to the International Convention for the Prevention of Pollution from Ships, 1973” issued by the Council of Ministers of the USSR on September 30, 1983.

if vessels are equipped with ballast water treatment plants that meet the requirements for technical supervision of marine materials and products^{<9>}, and such ballast water corresponds the ballast water quality standard in accordance with Regulation D-2 of the International Convention on the Control and Management of Ballast Water and Sediments, 2004^{<10>}.

48. If any symptom of disease hazardous for other people is identified in any person^{<11>}, the vessel on which such person stays, shall moor to berth No. 1 along with the crew, passengers and cargo for carrying out antiepidemic procedures.

If it is impossible to bring the vessel to berth No. 1, the vessel shall come to anchor at the anchorage No. 1 of the seaport.

VIII. Use of special communication facilities within the seaport area

49. Any vessels located within the harborage shall continuously carry a radio watch via the 16th VHF calling channel and the 67th VHF working channel (for details of the VHF channels used within the seaport, refer to Appendix No. 6 to the Compulsory Regulations).

Any vessels located on the waters within the Vitino marine terminal shall continuously carry a radio watch via the 12th VHF working channel and the 16th VHF calling channel.

50. Any vessels moored at the seaport births shall continuously carry a radio watch via the 16th VHF calling channel.

51. The seaport master shall provide navigators with information about additional communication facilities (e.g. telephone numbers) publishing details on website www.mapm.ru.

52. It is not allowed using VHF channels for communication between shore correspondents.

IX. Information about seaport performance to receive vessels and water depths within the harborage

53. The seaport shall accept vessels having a length of maximum 250 meters, a width of maximum 34 meters, and a draft of maximum 13 meters.

The draft of vessels shall be limited to the depths specified along the berth line.

54. The seaport master shall annually provide navigators with information about actual depths within the harborage and at the seaport berths and, if updated, publish such information on website www.mapm.ru.

X. information about processing of hazardous cargo

^{<9>} See paragraph of Claus 2, Article 24 of the MSC

^{<10>} Legally binding for application in the Russian Federation under Decree No. 256 “On the Russian Federation Accession to the International Convention on the Control and Management of Ballast Water and Sediments, 2004” issued by the Government of the Russian Federation on March 28, 2012. The Convention entered into force on September 8, 2017, for the Russian Federation.

^{<11>} Part 2 of Clause 43 of the Federal Law No. 323-FZ “On Fundamental Healthcare Principles in the Russian Federation” dated November 21, 2011.

55. Class 1-5 and 9 hazardous cargo, as listed by the International Maritime Organization^{<12>} (hereinafter referred to as the “IMO”), may be processed in the seaport.

56. Marine terminal operators shall report about movement, transshipment, and storage of hazardous cargo on the seaport master’s request in order to follow up movement, transshipment and storage of hazardous cargo within the seaport.

Information about methods of transshipment and storage of hazardous cargo shall be published on website www.mapm.ru of the Administration of Seaports of the Western Arctic, Federal State Budgetary Institution.

57. Class 1 hazardous cargo, as specified by the IMO, may be delivered to the seaport only for transshipment:

from motor vehicles or rail cars to vessels;

from vessels to motor vehicles or rail cars.

58. Vessel bunkering operations shall be carried out at berths and at the roadstead of the seaport.

59. Oil and petroleum product cargo operations shall be carried out at roadstead berths Nos. 3 and 4 by using the discharge-filling method. Some slick bars shall be used to ensure localization of potential spillage zones when handling oil and petroleum products.

60. No oil or petroleum product shall be handled by using the discharge-filling method in the events as follows:

when the wind speed exceeding 15 meters per second (for vessels with a displacement of more than 50,000 tons – wind speed exceeding 10 meters per second);

at negative air temperature – 27 deg C and below;

at a thunderstorm;

when the wave height exceeds 0.5 meters

XI. Information about organizational measures of vessel navigation in ice within the harborage and on the approach routes to the seaport

61. The seaport master shall report about duration of the icebreaking period indicating the starting and expiry dates on which the icebreaking support will be provided within the harborage and on the routes to it on publishing the data on website www.mapm.ru.

62. An icebreaking command post shall be established in the White Sea to provide the icebreaking support.

63. A master of the vessel shall report about vessel approach to the caravan formation point (hereinafter referred to as the “CFP”) 72 hours in advance to be thereafter confirmed 24 hours before the vessel is expected to arrive to the CFP in accordance with Clause 13 of the Compulsory Regulations.

The seaport master shall determine both the time and the method of conducting vessels through the ice, as well as number of vessels simultaneously conducted at 10.00 AM every day and the information concerned shall be published on website www.mapm.ru.

^{<12>} Chapter 2.1 – 25, 2.9 of the International Maritime Dangerous Goods Code, 1965. Adopted under Resolution No. A,81 (IV) of the Assembly of the International Maritime Organization (IMO) on September 27, 1965. Legally binding for application in the Russian Federation under Convention in the International Maritime Organization dated March 6, 1948. Entered into force for application in the USSR on March 17, 1958.

If ice conditions become complicated and the method of vessel navigation through in ice needs updating, the seaport master shall correct the time and the method of vessel navigation through the ice as of 08:00 PM of the current day and the information concerned shall be published on website www.mapm.ru.

64. The seaport master shall impose restrictions on the vessel ice navigation regime to be maintained within the harborage based on the predicted ice conditions occurred at the harborage (for details of restrictions on the vessel ice navigation regime to be maintained at the harborage, refer to Appendix No. 7 to the Compulsory Regulations).

The notice of restriction imposed on the vessel ice navigation regime to be maintained within the harborage and location of the CFP shall be published on website www.mapm.ru.

The restrictions imposed on the vessel ice navigation regime to be maintained within the harborage, as specified in Appendix No. 7 to the Compulsory Regulations, shall not apply to the vessels which gross tonnage exceeds 300,000 and service life exceeds 15 years, as well as to the vessels that meet the requirements of the Rules for Classification and Construction of Marine Vessels issued by the Russian organizations authorized to classify and inspect vessels^{<13>}. The vessels concerned are subject to the restrictions imposed on the vessel ice navigation regime to be maintained within the harborage, as specified by the rules for classification and construction of vessels.

65. A master of the vessel shall be capable to control the main engine manually to lead the vessel to the seaport or from the seaport during the icebreaking support period.

66. Icebreakers shall be used for conducting vessels through the ice.

67. The vessel caravan shall be formed in accordance with the requirements set out in clause 64 of the Compulsory Regulations, based on as follows:

the time on which a vessel approaches the CFP;

the time on which a request for entry into the seaport or for leaving the seaport is received from a vessel;

the order of vessels in navigation as specified in Clause 148 of the General Rules;

restrictions imposed on the vessel ice navigation regime to be maintained within the harborage.

The CFP approaching vessel shall establish wireless connection with an icebreaker and follow its instructions.

68. Autonomous navigation is permitted within the harborage and along the approach fairway referring to the actual ice conditions in the harborage and depending on technical characteristics of the vessels.

Those vessels that go autonomously shall report about the ice conditions to the seaport master using respective communication facilities.

69. An icebreaker only may be used for deicing any vessel.

70. Fuel, food, and water reserves on board the vessel shall ensure that the vessel will continue working autonomously for at least 10 days from the date on which the vessel approached the CFP to come into the seaport. If the vessel stays beyond the icebreaking area for more than 10 days from the date on which the vessel approached the CFP, the seaport master shall take immediate measures to conduct the vessel to the seaport.

71. The berthing area shall be deiced with a part of the berth cleared out of snow and coated by sand to prepare the mooring line for operation during the icebreaking period in the seaport.

^{<13>} See the first paragraph of Clause 2 of Article 24 of the MSC

XII. Actions of the masters of the vessels within the seaport in the events of threat of illegal interference act in the seaport

72. If there is a threat of illegal interference in the seaport, the master of the vessel or a person in command responsible for protection of the vessel shall immediately report to the official responsible for protection of the seaport infrastructure^{<14>} and to the seaport master using respective communication facilities.

73. The master of the vessel or a person on command responsible for protection of the vessel shall provide the seaport master with information about the security level applied for protecting the vessel in the seaport, and report about any changes in specific vessels' security level.

74. The masters of the vessels within the seaport shall immediately report to the seaport master and to the official responsible for protection of the seaport infrastructure providing information about all accidents, such as discovery of any suspicious or explosive items, signs indicating that any act or attempted act of illegal interference may occur, illegal entry onto the vessel, a threat of terrorist acts, and all other offences, as well as information about any suspicious persons, using working communication channels, VHF channels, and other additional communication facilities, and the seaport master shall report the same to the interested persons.

75. Information about boundaries of the transport security zone in the harborage, transport security zone access rules, and transport security statutory provisions applicable within the Russian Federation shall be published on website www.mapm.ru^{<15>}.

XIII. Transmission of navigation and hydrometeorological data to masters of the vessels in the seaport

76. Navigation and hydrometeorological data shall be transmitted to the vessels in the seaport every day at 02.00 PM Moscow time via the 12th and 67th VHF working channels.

77. Emergency^{<16>} navigation and hydrometeorological data shall be transmitted to masters of the vessels on the seaport berth via the 12th and 67th VHF working channels.

78. Transmission of any special emergency messages and storm warning messages shall be preceded by alert messages transmitted via the 12th and 67th VHF working channels. Vessels shall receive special emergency messages and storm warning messages using VHF communication channels.

XIV. Information about sea areas A1 and A2 within the coverage of the Global Marine Distress and Safety System

79. The harborage is integrated in the GMDSS sea area A1.

^{<14>} Subclause 6 of Clause 2.1 of the International Code for the Protection of Ships and Port Facilities. Approved by the Conference of the Contracting Governments of the International Convention for the Safety of Life at Sea, 1974 (Resolution No. 2 adopted on December 12, 2002), and legally binding for application in the Russian Federation under International Convention for the Safety of Life at Sea, 1974. The convention entered into force on July 1, 2004 for use in the Russian Federation.

^{<15>} Subclause 9 (1) of Clause 5 of the transport security requirements, including the anti-terrorism measures to protect facilities (areas) subject to specific security levels applicable for the marine and river transport infrastructure facilities kept out of categorization, as approved by Degree No. 1651 of the Government of the Russian Federation on October 10, 2020. This regulation remains valid to September 1, 2026.

^{<16>} Paragraph 10 of Article 1 of Federal Law No. 113-FZ "On Hydrometeorological Service" dated July 19, 1998.

The GMDSS Communication Control Center is located at latitude 67°08.0' north and longitude 032°25.1' east.

80. Vessels within the GMDSS sea area A1 may communicate twenty-four hours a day with the base Krestovaya radio station (Marine Mobile Service Identifier^{<17>} (MMSI) – 002733741) at latitude 67°07.6' north and longitude 032°27.1' east.

The Kandalaksha coastal station as a sea area A1 component of the GMDSS has the coverage of 32.1 nautical miles.

Appendix No. 1
to the Compulsory Regulations
(Clause 7)

^{<17>} Clause 19.36.1 of Article 19 of the Radio Regulations approved by Decree No. 685-p of the Government of the Russian Federation on April 17, 2018. Legally binding for application in the Russian Federation under Clause (37) 1 of Article 6 of the Statute of the International Telecommunication Union validated by Federal Law No. 37-FZ “On Validation of the Statute and Convention of the International Telecommunication Union” dated March 30, 1995; entered in force for application in the Russian Federation on August 1, 1995.

INFORMATION ABOUT SEAPORT APPROACH ROUTES AND APPROACH FAIRWAYS

The seaport approach routes are located at a distance of 9 nautical miles from the harborage border line at latitude $67^{\circ}02.0'$ north and longitude $032^{\circ}41.6'$ east on the line of the recommended course of 137.9° - 317.9° .

The harborage area No. 1 approach fairway extends from its starting point at latitude $67^{\circ}03.1'$ north and longitude $032^{\circ}39.0'$ east towards the Krestovy range (137.9° - 317.9°) up to the point at latitude $67^{\circ}03.7'$ north and longitude $032^{\circ}37.5'$ east (intersection with the Anisimov range), further along the Anisimov range (177.7° - 357.7°) up to the point at latitude $67^{\circ}04.7'$ north and longitude $032^{\circ}37.5'$ east (intersection with the Kandalaksha range), and further along the Kandalaksha range (116.3° - 296.3°).

There is a 1.1-mile area (near the Oseredysh sand-bank) on the Kandalaksha range line that shall be kept aside since navigation is impossible for presence of dangerous depths. This area is delimited with 5 pairs of the green- and red-colored lateral warning float lights (hereinafter referred to the "WFL") – green and red lights, respectively. On passing over 1 mile along the Kandalaksha range, it is necessary to set a 300.8 course at latitude $67^{\circ}05.2'$ north and longitude $032^{\circ}35.0'$ east and exit at latitude $67^{\circ}05.5'$ north and longitude $032^{\circ}33.7'$ east to turn onto the WFL-formed waterway axis (113.6° - 293.6°) that has a 130 meter width and at least 10.1 meter depth. On passing over the WFL-delimited area at latitude $67^{\circ}05.9'$ north and longitude $032^{\circ}31.3'$ east, it is necessary to return to the Kandalaksha range line.

The Vitino harborage approach fairway extends from its starting point at latitude $66^{\circ}54.20'$ north and longitude $032^{\circ}41.31'$ east, on the right side of which light buoy "Fairway (channel) right side marking" is placed, and ends at latitude $67^{\circ}04.63'$ north and longitude $032^{\circ}21.23'$ east, on the left side of which light buoy "Fairway (channel) left side marking" is placed.

The approach fairway consisting of 4 areas is further marked with the red-colored buoys placed on the left side, green-colored buoys placed on the right side, and with western buoys, as well.

Any vessel on navigaton shall go along the approach fairway over the Prodolny, Ryashkov Zapadny, Vstrechny, Oleny Yuzhny, and Palkinsky ranges.

The approach fairway with a length of 13.49 nautical miles and a width of 150 meters is used for navigation.

The minimum navigation depth of the approach channel at the Vitino marine terminal is 12.5 meters, and the maximum depth is 58 meters.

INFORMATION ABOUT THE COMPULSORY VESSEL PILOTAGE ZONE IN THE SEAPORT

The compulsory vessel pilotage zone in the seaport includes the following areas:

area No. 1 – harborage

area No. 2 bounded by straight lines connecting the points with the coordinates one after another:

latitude 67°07.8' north and longitude 032°25.0' east;
latitude 67°07.2' north and longitude 032°24.6' east;
latitude 67°06.6' north and longitude 032°26.2' east;
latitude 67°04.7' north and longitude 032°36.5' east;
latitude 67°03.1' north and longitude 032°37.5' east;
latitude 67°03.6' north and longitude 032°39.1' east;
latitude 67°05.0' north and longitude 032°39.1' east;
latitude 67°06.2' north and longitude 032°31.2' east.

area No. 3 (Vitino marine terminal) bounded by the coastline and straight lines connecting the points with the coordinates one after another:

latitude 67°04.5' north and longitude 032°20.6' east;
latitude 67°04.5' north and longitude 032°20.8' east;
latitude 67°04.6' north and longitude 032°21.1' east;
latitude 67°03.9' north and longitude 032°25.5' east;
latitude 67°00.1' north and longitude 032°33.2' east;
latitude 66°57.2' north and longitude 032°36.4' east;
latitude 66°54.1' north and longitude 032°41.2' east;
latitude 66°52.7' north and longitude 032°54.8' east;
latitude 66°52.8' north and longitude 032°54.9' east;
latitude 66°53.3' north and longitude 032°50.8' east;
latitude 66°54.3' north and longitude 032°50.8' east;
latitude 66°54.3' north and longitude 032°49.2' east;
latitude 66°53.4' north and longitude 032°49.2' east;
latitude 66°54.2' north and longitude 032°41.4' east;
latitude 66°57.3' north and longitude 032°36.7' east;
latitude 67°00.2' north and longitude 032°33.5' east;
latitude 67°04.0' north and longitude 032°25.7' east;
latitude 67°04.4' north and longitude 032°23.0' east;
latitude 67°05.0' north and longitude 032°22.2' east;
latitude 67°05.0' north and longitude 032°19.3' east;
latitude 67°04.9' north and longitude 032°19.4' east.

Appendix No. 3
to the Compulsory Regulations
(Clauses 11, 26)

**INFORMATION ABOUT MINIMUM NUMBER OF TUGBOATS AND
THEIR MINIMAL TOWING CAPACITY FOR MOORING VESSELS IN
THE SEAPORT AND FOR SAFE MOVEMENT OF OIL TANKERS
TOWED THROUGH THE ENTRY OF THE VITINO MARINE
TERMINAL**

1. Information about minimum number of tugboats and their minimal towing capacity for mooring vessels on berths Nos. 1 – 4, 9.

Vessel dead-weight (tonnage)	Minimum number of tugboats and their minimal towing capacity, kW	
	mooring	casting off
1500 to 3500	2 x 441	2 x 441
3501 to 14000	2 x 883	2 x 883
14001 to 28000	2 x 1300	2 x 1300
28001 to 45000	2 x 1850	2 x 1850
45001 to 75000	2 x 1850 1 x 1180	2 x 1850 1 x 1180

1. Information about minimum number of tugboats and their minimal towing capacity for mooring vessels on the Vitino marine terminal berths Nos. 1 and 2, on multipoint roadstead pontoon piers No. 3 and 4. and for towing oil tankers.

Vessel dead-weight (tonnage)	Minimum number of tugboats and their minimal towing capacity, kW		
	mooring	casting off	towing service
Berth No. 1 of the Vitino marine terminal			
max 2500	2 x 444	2 x 444	Not required
Birth No. 2 of the Vitino marine terminal			
2501 to 10000	2 x 888	2 x 888	Not required
Multipoint roadstead pontoon piers No. 3, 4			
33001 to 50000	2 x 1702 and 1 x 888	2 x 1702	1 x 1702
50001 to 85000	2 x 2220 and 2 x 888	2 x 2220 and 1 x 888	2 x 2220
85001 to 150000	2 x 2960 and 2 x 1332	2 x 2960 and 1 x 13332	2 x 2960

INFORMATION ABOUT ANCHORAGE AND ZONE No. 1 OF THE SEAPORT

Anchorage No. 1 of the seaport is bounded by straight lines connecting the points with the coordinates one after another:

- № 1: latitude 67°08.6' north and longitude 032°23.7' east;
- № 2: latitude 67°08.7' north and longitude 032°21.6' east;
- № 3: latitude 67°07.9' north and longitude 032°21.3' east;
- № 4: latitude 67°07.2' north and longitude 032°24.6' east;
- № 5: latitude 67°07.6' north and longitude 032°24.9' east;
- № 6: latitude 67°07.8' north and longitude 032°24.0' east.

Anchorage No. 2 of the seaport is bounded by straight lines connecting the points with the coordinates:

- № 1: latitude 66°53'42" north and longitude 032°50'46.00" east;
- № 2: latitude 66°54'18" north and longitude 032°50'46.00" east;
- № 3: latitude 66°54'18" north and longitude 032°49'14.00" east;
- № 4: latitude 66°53'42" north and longitude 032°49'14.00" east.

The rated depth of anchorage No. 2 is 55 meters.

Anchorage No. 3 is bounded by a circle with a radius of 380 meters which center is located at latitude 67°04'50.3" north and longitude 032°21'27.6" east. The rated range of Anchorage No. 3 is 14.1 meter.

Anchorage No. 4 of the seaport is bounded by straight lines connecting the points in the coordinates:

- № 1: latitude 67°01'52.20" north and longitude 032°44'03.90" east;
- № 2: latitude 67°01'01.70" north and longitude 032°46'00.40" east;
- № 3: latitude 67°00'39.10" north and longitude 032°44'55.70" east;
- № 4: latitude 67°01'29.50" north and longitude 032°42'59.40" east.
- № 1: latitude 67°01'52.20" north and longitude 032°44'03.90" east.

Zone No. 1 of the seaport is bounded by the coastline and straight lines connecting the points to the coordinates one after another:

- № 1: latitude 67°08.5' north and longitude 032°24.6' east;
- № 2: latitude 67°08.6' north and longitude 032°23.7' east;
- № 3: latitude 67°07.8' north and longitude 032°24.0' east;
- № 4: latitude 67°07.6' north and longitude 032°24.9' east;
- № 5: latitude 67°07.8' north and longitude 032°25.0' east.

TECHNICAL FACILITIES AVAILABLE FOR RECEIVING VESSELS

Berth name	Berth positioning (coordinates)	Berth technical characteristics	
		berth length (meters)	rated depth (meters)
Berth No. 1	latitude 67°08.3' north and longitude 032°24.7' east	130	5.3
Berth No. 2	latitude 67°08.3' north and longitude 032°24.6' east	88.7	5.3
Berth No. 3	latitude 67°08.2' north and longitude 032°24.6' east	140	7.6
Berth No. 4	latitude 67°08.2' north and longitude 032°24.6' east	110	7.6
Berth No. 9	latitude 67°07.9' north and longitude 032°25.0' east	115.75	4
Berth No. 1 of the Vitino marine terminal	latitude 67°04.85' north and longitude 032°19.45' east, 9 cable lengths northwest of Cape Voronishny	80	3.2
Berth No. 2 of the Vitino marine terminal	latitude 67°04.75' north and longitude 032°19.95' east, 7 cable lengths northwest of Cape Voronishny	216	4
Multipoint Roadstead Pontoon Pier No. 3	latitude 67°04.70' north and longitude 032°20.45' east, 5.5 cable lengths north-northwest of Cape Voronishny	36 (process site)	17.2
Multipoint Roadstead Pontoon Pier No. 4	latitude 67°04.60' north and longitude 032°20.95' east, 4 cable lengths north-northwest of Cape Voronishny	180	13.2

Appendix No. 6
to the Compulsory Regulations
(Clause 49)

INFORMATION ABOUT VERY HIGH FREQUENCY CHANNELS USED WITHIN THE SEAPORT

Subscriber	VHF channels		Call sign
	calling channel	working channel	
Seaport Master Service	16	67	“Kandalaksha-radio-5”
Seaport Master Service (Vitino Marine Terminal)	16	12	“Vitino-1”
Pilot Service	16	68	“Kandalaksha-pilot”
Berth Operator	16	14	“Kandalaksha-radio-2”
Port Fleet	16	11	“Kandalaksha-radio-2”
Vessel-Traffic Control System of the Kandalaksha Bay	16	69, 74 (reserve)	“Kandalaksha-traffic”
Kandalaksha costal station as a sea area A1 component of the Global Marine Distress and Safety System	16 70 – digital selective calling	3.62	“Kandalaksha-radio-GMDSS”

Appendix No. 7
to the Compulsory Regulations
(Clause 64)

**INFORMATION ABOUT RESTRICTIONS IMPOSED ON THE VESSEL
NAVIGATION REGIME TO BE MAINTAINED WITHIN THE
HARBORAGE**

Ice conditions	Vessels allowed to navigate in ice lead by icebreakers or autonomously	Vessels allowed to navigate in ice lead by icebreakers only	Vessels not allowed to navigate in ice
Solid-ice thickness: 10 - 15 cm	Ice Class 1 vessels and higher	Vessels without ice strengthening	Tugboats pulling barges
Solid-ice thickness: 15 - 30 cm	Ice Class 2 vessels and higher	Ice Class 1 vessels	Vessels without ice strengthening; tugboats pulling barges
Solid-ice thickness: 30 - 50 cm	Ice Class 3 vessels and higher	Ice Class 1 and Ice Class 2 vessels	Vessels without ice strengthening; tugboats pulling barges
Solid-ice thickness: more than 50 cm	Arc Class 4 vessels and higher	Ice Class 2 and 3 vessels	Vessels without ice strengthening; tugboats pulling barges

