MINISTRY OF TRANSPORT OF THE RUSSION FEDERATION

ORDER

No. 16, January the 22nd, 2014

ON APPROVAL OF THE BY-LAWS IN THE SEA PORT OF TAMAN

In accordance with Article 14 of the Federal Law No. 261-FL «On sea ports of the Russian Federation and amendments to the certain legislative acts of the Russian Federation» dated November 8, 2007 (Code of Laws of the Russian Federation, 2007, No. 46, art. 5557; 2008, No. 29 (part I), art. 3418, No. 30 (part II), art. 3616; 2009, No. 52 (part I), art. 6427; 2010, No. 19, art. 2291, No.48, art. 6246; 2011, No.1, art. 3, No. 13, art. 1688, No. 17, art. 2313, No. 30 (part I), art. 4590, 4594; 2012, No. 26, art. 3446; 2013, No. 27, art. 3477, No. 30 (part I), art. 4058) it is hereby ordered:
To approve the attached By-Laws in the sea port of Taman.

Minister
M.Y. Sokolov

Approved
by Order of Ministry of Transport
of the Russian Federation
dated 22.01.2014 No. 16

BY-LAWS
IN TAMAN SEAPORT

I. General provisions

1. The By-Laws in the Taman seaport (hereinafter «By-Laws») are issued in accordance with the Federal Law No. 261-FL «On sea ports of the Russian Federation and amendments to the certain legislative acts of the Russian Federation» dated November 8, 2007, Federal Law No.81-FL «The Merchant Shipping Code of the Russian Federation» (hereinafter «MSC») dated April 30, 1999, General Rules of navigation and mooring of vessels in the sea ports of the Russian Federation and on the approaches thereto (hereinafter «General Rules»).

2. These By-Laws comprise rules, regulations and relevant information as follows: description of the Taman seaport (hereinafter «seaport»); procedures for arrival at and departure from the seaport; navigation of vessels in the seaport water area; Vessel Traffic Control Service area and navigation regulations in the area covered by VTS; vessels' stay in the seaport water area at anchorages and alongside berths; ecological and quarantine requirements; means of communication to be used in the seaport water area and on its territory; the seaport limits; operating range of Sea Areas A1 and A 2 of the Global Maritime Distress and Safety System (hereinafter «GMDSS»); seaport capability to accommodate vessels; navigation period; compulsory pilotage area; depths available in the seaport water area; dangerous cargoes handling; information to be advised by the masters of vessels in the event of a threat of unlawful interference act in the seaport; transmission of data regarding navigational conditions as well as sea and weather conditions prevailing in the seaport, other information as prescribed by the acts of law of the Russian Federation pertaining to the merchant shipping.

3. These By-Laws pertain to all vessels irrespective of their national and departmental status as well as any legal entity or individual engaged in the activities of the seaport.

4. Navigation of vessels in the seaport and on the approaches to it, vessels' stay within the seaport water area shall comply with the General Rules and these By-Laws.

II. Seaport Description

5. The seaport is located on the Black Sea coast of Taman peninsula between cape Zheleznyy Rog and cape Panagia.

6. The boundaries of the seaport are established by the Government Decree of the Russian Federation No. 1837–r dated December 8, 2008.

7. Navigation in the seaport is performed taking into account the following hydro-meteorological factors:

   - with a wind speed exceeding ten metres per second, sea height over three metres, air temperature from 6° to 18° C below zero and water temperature 0-1° C above zero vessels may very quickly become covered with ice (rate of ice formation being more than one centimeter per hour or over 1,5 tons per hour), ice-covering poses a particular threat to vessels up to 100 metres in length;

   - tidal changes of water level are insignificant up to 0,1 metre. The more significant rises and falls of water level reaching at times 0,5-0,6 metre are usually caused by strong southerly, westerly, northerly, north-easterly winds blowing with the velocity exceeding 15 metres per second for the duration of more than six hours. The bottom in the seaport water area consists of mud, sand, shells;

   - during stormy southerly and south-westerly winds blowing for a long period of time waves generated in the open sea upon reaching shallow water of the seaport water area increase in their steepness and height which may attain six metres.

8. The seaport doesn't afford a refuge for vessels during stormy sea and weather conditions.

9. Navigation in the seaport is performed all the year round.

10. The seaport operates round-the-clock and there is a permanent cargo border check-point available in the seaport to cross the state boundary of the Russian Federation.

11. Compulsory pilotage area is to be referred to Appendix 1 to these By-Laws.

12. The seaport is an ice-free port.

13. The seaport is defined as Sea Areas A1 and A 2 of the Global Maritime Distress and Safety System (hereinafter «GMDSS»).

14. The seaport is capable of carrying out cargo operations including dangerous goods of any class as described by the International Maritime Organization except for goods of IMO class 7.

15. The seaport is capable of replenishing the stock of food, fuel, fresh water and receiving sewage and oily water from vessels, garbage of any category except waste relating to dangerous goods of IMO classes 1 and 2.

16. Seaport fairways and aids to navigation are to be referred to the Appendix 2 to these By-Laws.

17. Tug assistance is available in the seaport. Mooring/unmooring and shifting of vessels with length of 60 metres and over shall be carried out with compulsory tug assistance except for vessels up to 150 metres in length having two screws and thruster in good order.

Minimum number and power of tugs required for vessel's mooring/unmooring in the seaport to be referred to Appendix No. 3 to these By-Laws.

Bunkering tankers supplying vessels in anchorages with bunkers are exempt from compulsory tug assistance while their mooring/unmooring operations.

18. Communication channels of very high frequency (hereinafter «VHF channels») to be used in the seaport are indicated in Appendix No. 4 to these By-Laws.

19. Anchorage Areas and anchor berths are to be referred to Appendix No. 5 to these By-Laws.

20. The seaport capability to accommodate vessels is given in Chapter X of these By-Laws and Appendix No. 6 to these By-Laws.

21. The seaport water area is the part of former mine danger area No. 27 which is open for navigation.

    Vessels shall navigate with particular caution within the seaport water area. Within the seaport water area flat fishing, works involving touching the ground, anchoring in positions not being declared as anchor berths, drifting and sailing with anchor chain paid out beyond the limits of anchorage areas are prohibited except for a vessel involved in an emergency and in adverse hydro-meteorological conditions.

    There is no danger due to mines as follows:

    - On approach fairway to the alignments leading to Taman transshipment complex (hereinafter «TTC») from position No.1 Lat. 45°01, 41′N, Long. 036°36, 66′ E till position No.2 Lat. 45°06, 46′N, Long. 036°36, 66′ E, fairway axis direction 0°-180°;
    - on alignments of approaches No. 2 and No. 3 leading to TTC;
    - in anchor berths: No. 5 of anchorage «A», No. 3 of anchorage «B», Nos. 2 and 4 of anchorage «C»;
    - in operational water areas of berths.

III. Procedures for arrival at and departure from the seaport

22. Information of vessel's arrival at and departure from the seaport shall be forwarded to the Harbour Master to: www.portcall.marinet.ru.

23. A vessel's clearance inwards or outwards is performed round the clock in the seaport.

24. A vessel's clearance inwards or outwards is not required to be performed by the Harbour Master if she sails only within the seaport water area or leaves the port limits subject to its return to the seaport after the period not exceeding 72 hours (hereinafter «local sailing vessels»).

    The permit for sailing within the seaport water area and beyond the limits of the

seaport water area provided the vessel is to return to the seaport, shall be issued by the Harbour Master for the time period of not over than 90 days. The period of validity of the mentioned permit shall not extend over an expiration date of any of the ship's certificates.

25. The permit for sailing within the seaport water area and beyond its limits subject to the vessel's return to the seaport, shall be issued by the Harbour Master provided the vessel, its crew, hull, engines, machinery and equipment/devices are in full compliance with the appropriate requirements in respect of safe navigation and protection of marine environment relevant to the documents specified in Appendixes Nos. 1 and 2 to the General Rules and an application has been submitted by the master of a vessel (shipowner) or its agent including the following:

    - IMO number (if applicable);
    - Ship's name in Russian and English;
    - Ship's call sign;
    - Ship's number given by the mobile maritime service;
    - Name and IMO number of shipowner and operator of the ship;
    - Ship's Class (name of the organization authorized to make a survey and-give a class to ships having issued the classification certificate to the ship);
    - Ship's main particulars (type, build year, gross tonnage, deadweight, length overall, extreme breadth, depth moulded, modulus, maximum draught, draught fore and aft, GMDSS area, authorized sailing area);
    - operation activity in which a ship is engaged;
    - number of crew members and their nationality;
    - intended area of sailing;
    - sailing area and season restrictions;
    - ship security data;
    - information with regard to sanitary and epidemic conditions on board ship;
    - information of malfunction of ship's cargo handling facilities (machinery), if any, as well as any non-compliance of the ship with the international requirements in respect of the safety of life at sea, maritime safety, marine environment protection, transport security.

26. The permit for sailing within the seaport water area and beyond its limits provided the vessel is to return to the seaport, shall be issued by the Harbour Master in writing including the data having been shown in application of the master of a ship (shipowner) or an agent as well as the sailing area and season restrictions established for the vessel by the Harbour Master, date of issue of the permit and expiry date.

27. If the data stated in the application of the master of a vessel (shipowner) or ship agent submitted in order to obtain a permit for sailing within the seaport water area and beyond its limits provided the vessel is to return to the seaport, has been

changed until the expiration of the permit, the master of the ship (shipowner) or ship agent shall notify the Harbour Master.

Every time when entering or leaving the seaport vessels having in their possession the permit shall advise the Harbour Master of their intention to enter or leave the seaport on VHF Channel 11 or Channel 69, call sign «Taman-Port-Control».

IV. Navigation of vessels in the seaport water area

28. All vessels' movements and stay within the seaport water area including anchoring/weighing, mooring/unmooring shall be performed with the permission and according to the schedule except for small vessels being in operation for non-commercial purpose. The daily schedule is to be approved by the Harbour Master at 15.00hrs local time on the ground of information of vessel's arrival to be forwarded by vessels to the Harbour Master according to paragraph 22 of these By-Laws and available at: www.amptaman.ru.

    Any change having been made in the daily schedule will be immediately displayed at: www.amptaman.ru.

29. All vessels' movements within the seaport water area shall be regulated by Vessel Traffic Control Service (hereinafter «VTS»). Before commencing any movement a vessel shall make a request to get underway and obtain the permission from VTS. The Harbour Master shall be informed by VTS that such permission has been given to the vessel.

30. Two-way traffic is established in the approach fairway to the seaport.

31. There is one-way traffic established for vessels navigating on alignments of approaches leading to TTC berths Nos. 1, 2, 3 and 4. While a vessel with dangerous cargo available on board is proceeding along one of the alignments of approaches leading to TTC berths movement of any other vessel is prohibited except for escort vessels.

32. Vessel's speed shall not exceed:

    - In approach fairway of the seaport – ten knots;
    - On alignments of approaches leading to TTC berths – eight knots.

33. Navigation of vessels along alignments of the approaches to TTC shall be performed with compulsory tug assistance taking into account the minimum number and power of tugs required for mooring/unmooring operations in the seaport, for details refer to the Appendix No. 3 to these By-Laws. Tugboats shall be equipped with towing winch and towlines which breaking load being at least three times more than maximum thrust power of the tug.

34. Vessels proceeding to TTC Terminals No. 2 and No. 3 and vessels having departed from TTC Terminals No. 2 and No. 3 shall embark or disembark a pilot in position: Lat. 45°05, 34′ N, Long. 036°36, 68′ E.

Vessels proceeding to TTC Terminal No. 1 and vessels having departed from TTC Terminal No. 1 shall embark or disembark a pilot in position: Lat. 45°05, 34′ N, Long. 036°38, 22′ E.

35. Exempt from compulsory pilotage:

- Small vessels;
- sport sailing vessels;
- vessels of less than 500 gross tonnage;
- vessels transiting the seaport water area;
- Vessels engaged in the seaport operations for servicing and supplying ships only within the seaport water area and on approaches to it and objects of the seaport infrastructure (hereinafter «port fleet vessels»).

36. Small and sport vessels, pleasure craft within the seaport water area are forbidden to:

- sail with a wind speed exceeding 10 metres per second and/or visibility less than five cables;
- approach anchorages within the seaport water area at a distance of less than two cables;
- approach other vessels being under way, lying at anchor or alongside berth.

V. Vessel Traffic Control Service area and navigation regulations in the area covered by VTS

37. The seaport water area is covered by VTS of the seaport included into Regional VTS of the Kerch straight.

38. Vessels proceeding to the seaport shall establish the VHF communication with VTS 30 minutes prior to their entering the VTSarea of the seaport on VHF working channel 11 or 69.

39. Before commencing any movement within the area covered by VTS a vessel shall make a request to get underway on VHF working channels 11or 69, call sign «Taman-Port-Control». Unless within 30 minutes the vessel commences the movement permitted, permission is cancelled and shall be applied for again.

40. Vessels navigating or lying within the VTS area shall keep a constant radio watch on VHF channels 16 and 11, call sign «Taman-Traffic».

41. Should VTS of the seaport request vessel’s identification, the vessel shall advise its position relative to Mys Zhelezhyy Rog or execute an identification maneuver.

42. Embarkation/disembarkation of a pilot as well as vessel’s entry to leading lines of approach canals leading to seaport berths shall be reported to VTS.

VI. Vessels' Stay in the seaport at anchorages and alongside berths

43. Vessels may lie alongside berths or ride at anchor within Anchorage Areas «A», «B» and «C».

    Anchorages «A», «B» are designated for vessels with dangerous cargoes on board.

    Anchorage «C» is designated for all vessels with the exception of those having dangerous cargoes on board.

44. A vessel shall go into anchor after having obtained an instruction as to the specified anchorage, anchor berth number or position.

45. VTS shall inform a vessel proceeding to anchor about direction to and distance from the anchor berth, give instructions as regards the vessel's course and speed and when the anchor to be let go.

46. Upon completion of anchoring a vessel shall advise VTS on VHF channels 11or 69 of the time of dropping the anchor and number of shackles paid out.

47. Shifting alongside the quay without tug assistance and pilot available on board is allowed for a distance not exceeding the vessel's length, with mooring lines being secured to bollards, if wind blowing off the quay doesn't exceed the velocity of 8 m/s and sea height is not over one metre.

48. When in receipt of a gale warning that the velocity of southerly winds is expected to increase over 16 metres per second vessels lying alongside berths shall leave berths and proceed to anchorages of the seaport.

49. After having received the weather forecast that the sea height is expected to reach six metres and over vessels shall leave the seaport at the request of the Harbour Master.

50. When alongside the quay a vessel is allowed to turn her propellers at lowest revolutions for a short time for testing the main engine before clearing the berth as well as in emergency involving vessel in order to ensure the safety of crew, vessel and hydraulic structures and to prevent the environmental pollution.

51. Within the seaport water area with southerly winds reaching the velocity of 12 metres per second and over it is prohibited from:

    - Lying in roads of tugboats with non-self-propelled objects being moored alongside them;
    - Bunkering of vessels lying at anchor with fuel and lubricants.

52. Berthing/unberthing and/or lying alongside berths as well as conducting cargo operations at berths are prohibited if there are hydro- meteorological restrictions in respect of vessels' berthing /unberthing and/or lying alongside berths of the seaport and carrying out cargo operations described in Appendix 7 to these By-Laws.

53. When berthing/unberthing of vessels there will be the following number of mooring linesmen depending on the vessel's gross tonnage:

Vessel's gross tonnage, tons	Number of mooring linesmen
up to 300 t	1
from 301 up to 1500	2
from 1 501 up to 2 500	3
from 2 501 up to 5 000	4
from 5 001 up to 10 000	6
from 10 001 up to 20 000	8
Over 20 000	10

As well as a person in charge of mooring gang to be available on the berth provided with a portable radio station to have communications with a pilot or shipmaster.

54. Before mooring of gas carrier, chemical carrier or tanker it shall be ensured that the loading arms on berths are in the parking position and locked.

55. The berth operator shall notify the Harbour Master that the berth is prepared for mooring of a vessel an hour prior to the commencement of the vessel's mooring operation. Unless the berth is ready for mooring of the vessel the Harbour Master will make the appropriate changes in the daily schedule.

56. Diving operations in the seaport water area may be conducted with the permission of the Harbour Master.

VII. Ecological and Quarantine Requirements

57. All waste from ships liable to be disposed as defined in Annexes I, IV and V to the International Convention for the Prevention of Pollution from Ships, 1973/78, will be received in the seaport.

58. Oily and sewage water, dry domestic garbage shall be removed from vessels to waste disposal vessels or specialized trucks ashore.

59. The ballast water is prohibited to be discharged within the seaport water area except for the ballast water from the segregated ballast tanks provided it has been taken in the Black Sea at least 50 nautical miles from the nearest land and in water at least 200 meters in depth and the appropriate entry made in the Deck Log book.

The vessels which are provided with segregated ballast tanks are required to take ballast water on board or discharge into the sea through piping being isolated of any other piping and which is not used for transfer of oily and/or sewage water.

60. The master of a vessel shall immediately inform the Harbour Master of any pollution occurred from his vessel or oil products having been observed on the sea surface within the seaport water area.

61. Vessels which are not engaged in oil/oil products spill response are prohibited to pass through the water area polluted by oil/ oil products.

62. A vessel navigating in the proximity of the area where response measures to a marine oil spill are being taken shall reduce speed to the minimum sufficient for steerage.

63. While bunkering operations booms to be deployed from a bunker vessel.

64. Cleaning, chipping or painting of ship's hull within the seaport water is prohibited.

65. Should there be a suspected case of a highly infectious disease among the crew and passengers the vessel is required to proceed with the crew, passengers and cargo available on board to the quarantine anchor berth No. 2 in anchorage «C» described in the Appendix 5 to these By-Laws, in order to take epidemic preventive measures.

VIII. Means of communication to be used in the seaport water area and on its territory

66. Communication between VTS and vessels in the seaport is effected on VHF working channel 11 or VHF reserve channel 69, call sign «Taman-Traffic».

67. All vessels within the seaport water area shall keep constant VHF radio watch on Channel 16 and VHF working channels given in Appendix 4 to these By-Laws.

68. The additional means of communication including telephone numbers to be used for data exchange will be announced by the Harbour Master.

69. Any radio conversations between shore users on the VHF channels specified in these By-Laws are prohibited.

70. A vessel proceeding to a berth of the seaport shall obtain permission to approach the berth in advance on VHF working channel 11 or VHF reserve channel 69, call sign «Taman-Traffic».

71. Vessels shall report the time of dropping the anchor and the length of anchor chain paid out on VHF working channel 11 or VHF reserve channel 69, call sign «Taman-Traffic».

72. Vessels lying in the roads shall maintain constant radio watch on VHF working channel 11 or VHF reserve channel 69, call sign «Taman-Traffic».

IX. Sea Areas A1 and A2 of the Global Maritime Distress and Safety System

73. The seaport defined as GMDSS Sea Area A1 and GMDSS Sea Area 2 is in close liaison with the Taman Maritime Rescue Sub-Centre.

74. The GMDSS Sea Area A1 covers the area bounded by straight lines joining the following positions:

No. 1 Lat. 45°06, 0′ N, Long. 036°43, 0′ E, mys Zheleznyy Rog;

No. 2 Lat. 45°01, 4′ N, Long. 036°41, 6′ E;

No. 3 Lat. 45°01, 4′ N, Long. 036°33, 3′ E;

No. 4 Lat. 45°02, 0′ N, Long. 036°33, 5′ E;

and further in the northern direction by the centre line of the Kerch Straight.

75. Transmitting and receiving communications in GMDSS Sea Areas A-1 and A-2 is provided by the coast station, call sign «Taman-Radio-MRSC», MMSI 002734446.

X. Seaport capability to accommodate vessels, depths available within the seaport water area

76. The seaport is accessible to vessels of up to 252 metres in length and up to 44 metres in breadth.

77. Data with regard to technical capabilities of the seaport to accept vessels is given in Appendix No.6 to these By-Laws.

78. Information of actual water depths available in the seaport water area and alongside the berths of the seaport as well as allowable draughts of vessels is brought to mariners' notice by the Harbour Master annually or in case of any change.

XI. Dangerous Goods Handling

79. Dangerous goods of any IMO Class with the exception of Class 7 are handled in the seaport.

80. Vessels lying at berths of the seaport and having dangerous cargoes of IMO Classes 2-7 on board shall keep the main engine ready for immediate departure from the berth. While carrying out cargo operations with oil products or bunkering operations vessels shall be protected by booms.

81. Bunkering of vessels in the seaport water area with a wind speed of 12 metres per second and over is prohibited.

82. Bunkering of a vessel which is loading/unloading dangerous cargo is prohibited.

83. Vessels shall be supplied with bunker by enclosed method only, through ship's bunker connections specially designated for this purpose.

84. Vessels may be bunkered in the seaport from the terminal's bunker arms or from bunkering tankers at berths after having been agreed upon with the terminal operator or in the roads of the seaport.

85. While bunkering tanker being moored to bunkered vessel any other vessel is prohibited to approach or lie alongside the bunkered vessel.

XII. Information to be advised by the masters of vessels in the event of a threat of unlawful interference act in the seaport

86. If there is a threat of unlawful interference act in the seaport the master of a ship or ship security officer shall immediately inform the port facility security officer as well as the Harbour Master.

87. The Harbour Master is to be provided with information of the security level set on seaport facilities and on ships staying in the seaport as well as of any changes in their security levels.

88. Notification of a threat of unlawful interference act in the seaport and change in the ship's security level as well as acknowledgment of the receipt of such notification shall be made on VHF Channels immediately after the circumstances specified in the above notification have occurred.

89. Masters of ships shall immediately inform the Harbour Master, the port facility security officer on VHF working channels as well as by the additional means of communication in the event of detection of any suspected articles or explosive devices or any indication of a terrorist act being in progress or about it, facts of unauthorized access to the ship, availability of any information that a terroristic act is being prepared as well as any breach of the established order or presence of suspected persons in the seaport etc; the information received will be communicated to all persons concerned by the Harbour Master.

XIII. Transmission of navigation and hydro-meteorological information to the masters of vessels in the seaport

90. Daily hydro-meteorological information is transmitted in Russian and English to vessels in the seaport on VHF working channel 11 by VTS, call sign, «Taman-Traffic», twice a day at 09.30 and 15.30 hrs. Moscow time and additionally in case of any change in weather forecast.

91. Gale warnings are transmitted to all vessels in the seaport as well as persons engaged in seaport activities on VHF working channel 11, call sign «Taman-

Traffic» and by other means of communication. Having received a gale warning vessels and persons engaged in seaport activities shall make acknowledgement of the receipt.

92. Urgent navigation and hydro-meteorological information as well as gale warnings will be immediately transmitted to vessels lying alongside berths of the seaport on VHF cannels.

APPENDIX No.1
to the By-Laws
(para. 11)

Compulsory Pilotage Area

The compulsory pilotage area in the seaport is bounded by straight lines joining the following positions:

No. 1 Lat. 45°07, 91′ N, Long. 036°40, 37′ E;

No. 2 Lat. 45°06, 92′ N, Long. 036°36, 44′ E;

No. 3 Lat. 45°05, 34′ N, Long. 036°36, 44′ E;

No. 4 Lat. 45°05, 34′ N, Long. 036°40, 01′ E;

No. 5 Lat. 45°06, 49′ N, Long. 036°41, 36′ E;

No. 6 Lat. 45°07, 60′ N, Long. 036°41, 45′ E

and the coastline between positions No.1 and No. 6.

APPENDIX No.2
to the By-Laws
(para. 16)

Seaport Fairways and Aids to Navigation

The seaport is approached by two-way fairway No. 24 with axis direction 0°–180°, then vessels shall move along two-way fairway No. 29 with axis direction 284,1°–104,1°.

Large vessels with draught from 11 to 17,5 metres shall enter or leave the seaport proceeding along the fairway of 600 metres in width with axis direction 0°– 180°, from position Lat. 44°58, 23′ N, Long. 036°36, 40′ E.

To approach alignments Nos. 1-3 vessels shall navigate along the fairway situated between positions: No. 1 Lat. 45°01, 41′ N, Long. 036°36, 66′ E; No. 2 Lat. 45°06, 46′ N, Long. 036°36, 66′ E, axis direction 0°–180°, 600 metres wide. Water depths within the fairway vary from 16,2 to 22,5 metres.

Alignment of approach No. 1, axis direction 42° – 222° leads along the fairway with water depths 109,6–17, 6 metres, 270 metres wide , from position No. 3 Lat. 45°04, 09′ N, Long. 036°36, 66′ E up to position No. 4 Lat. 45°06, 75′ N, Long. 036°40, 07′ E to the north-western part of Terminal No. 1 and south-eastern part of Terminal No. 2.

Linear alignment of approach No. 2, direction 62,4°–242,4°, is marked by light beacon towers painted white with a red vertical stripe each and white screens visible in the daytime:

- The front leading beacon is located in position Lat. 45°07, 46′ N, Long. 036°40, 49′ E;
- The rear leading beacon is located in position Lat. 45°07, 71′ N, Long. 036°41, 17′ E.

Approach No.2 comprising fairway with depths of 15,45 -16,5 metres and canal with depths of 15,45metres has 2236 metres in length and 200 metres in width. It is marked by lateral buoys Nos. 1,3 and 5 on starboard side and Nos. 2 and 4port side and lead to the north-western part of Terminal No. 2 from position No. 7 marked by a safe water buoy Lat. 45°06, 02′ N, Long. 036°36, 66′ E to position No. 8 Lat. 45°07, 14′ N, Long. 036°39, 69′ E.

Having been dredged the operational water area has depth of 15,35 metres and is marked by cardinal buoys Nos. 6, 7 and 9.

On the head of Pier No. 2 there is a light beacon.

Buoys marking the approach fairway, dredged canal and the dredged operational water area of the seaport are situated in the following positions:

Buoy No. 1. Lat. 45°06, 38′ N, Long. 036°37, 71′ E;

Buoy No. 2. Lat. 45°06, 47′ N, Long. 036°37, 64′ E;

Buoy No. 3. Lat. 45°06, 71′ N, Long. 036°38, 61′ E;

Buoy No. 4. Lat. 45°06, 80′ N, Long. 036°38, 54′ E;

Buoy No. 5. Lat. 45°06, 93′ N, Long. 036°39, 20′ E;

Buoy No. 6. Lat. 45°07, 31′ N, Long. 036°39, 91′ E;

Buoy No. 7. Lat. 45°06, 81′ N, Long. 036°39, 69′ E;

Buoy No. 9. Lat. 45°07, 10′ N, Long. 036°40, 16′ E.

Alignment of approach No. 3, direction 62° – 242° is marked by sector light exhibited from the white tower with a red vertical stripe situated in position Lat. 45°07, 93′ N, Long. 036°40, 55′ E.

The approach fairway with depths of 9,8 – 16 metres, 230 metres wide, leading to berths of Terminal No. 3 from position No. 2 marked by a safe water buoy Lat. 45°06, 47′ N, Long. 036°36, 66′ E up to position No. 9 Lat. 45°07, 57′ N, Long. 036°39, 63′ E is marked by two lateral buoys: on port side in position Lat. 45°07, 01′ N, Long. 036°38, 97′ E ; on starboard side in position Lat. 45°06, 90′ N, Long. 036°38, 05′ E.

On the head of Pier No. 3 there is a light beacon.

APPENDIX No.3
to the By-Laws
(para. 17, 33)

Minimum number and power of tugs required for mooring/unmooring operations in the seaport

Ship		**Minimum number and power of tugs (kilowatt, kW)**	
Ship's length (meters)	**Type of ship**	**berthing**	**unberthing**
From 60 up to 150	with one screw	2 x 800	2 x 800
	with one screw and bow thruster	1 x 800	1 x 800
	with two screws	1 x 800	1 x 800

Ship's length (meters)	**Minimum number and power of tugs (kilowatt, kW)**	
	berthing	**unberthing**
From 151 up to 190	2 x 2000	2 x 2000
From 191 up to 225	2 x 2200	2 x 2200
From 226 up to 250	3 x 2500	2 x 2500
Over 250	3 x 2800	2 x 2800

APPENDIX No.4
to the By-Laws
(para. 18, 67)

Very High Frequency communication channels in the seaport

Name	VHF Channels			Call sign
	Calling channel	Working channel		
		operating	reserve	
Port State Control Inspection	16	11	69	«Taman-Port-Control»
Vessel Traffic Control Service	16	11	69	«Taman –Traffic»
Pilotage service	16	69	11	«Taman-Pilot»
Maritime Rescue Sub-Centre «Taman»	16	3	74	«Taman-Radio-MRSC»
Duty dispatcher Tamanneftegas	16	68	94	«Volna-OT-1»

APPENDIX No.5
to the By-Laws
(para. 19, 65)

Anchorage Areas and Anchor Berths

Anchorage area «A» is bounded by straight lines joining the following positions:

No. 1 Lat. 45°01, 40′ N, Long. 036°37, 60′ E;
No. 2 Lat. 45°02, 80′ N, Long. 036°37, 20′ E;
No. 3 Lat. 45°02, 80′ N, Long. 036°40, 80′ E;
No. 4 Lat. 45°01, 40′ N, Long. 036°41, 60′ E.

There is anchor berth No. 5 within Anchorage «A» centered in position Lat. 45°01, 78′ N, Long. 036°38, 42′ E.

Anchorage area «B» is bounded by straight lines joining the following positions:

No. 1 Lat. 45°05, 50′ N, Long. 036°33, 50′ E;
No. 2 Lat. 45°05, 50′ N, Long. 036°35, 50′ E;
No. 3 Lat. 45°03, 13′ N, Long. 036°35, 50′ E;
No. 4 Lat. 45°02, 40′ N, Long. 036°34, 50′ E;
No. 5 Lat. 45°02, 40′ N, Long. 036°33, 50′ E.

There is anchor berth No. 3 within Anchorage «B» centered in position Lat. 45°04, 00′ N, Long. 036°38, 50′ E.

Anchorage area «C» is bounded by straight lines joining the following positions:

No. 1 Lat. 45°03, 17′ N, Long. 036°38, 92′ E;
No. 2 Lat. 45°04, 07′ N, Long. 036°37, 18′ E;
No. 3 Lat. 45°05, 34′ N, Long. 036°38, 73′ E;
No. 4 Lat. 45°05, 34′ N, Long. 036°40, 01′ E.
No. 5 Lat. 45°04, 80′ N, Long. 036°39, 37′ E;
No. 6 Lat. 45°04, 33′ N, Long. 036°39, 37′ E;
No. 7 Lat. 45°04, 33′ N, Long. 036°40, 17′ E.
No. 8 Lat. 45°03, 17′ N, Long. 036°40, 17′ E.

There are anchor berths within Anchorage «C» centered in positions:

No. 2 Lat. 45°05, 00′ N, Long. 036°35, 00′ E;
No. 4 Lat. 45°04, 25′ N, Long. 036°35, 00′ E.

APPENDIX No.6
to the By-Laws
(para. 20, 77)

Seaport capability to accommodate vessels, berths details and depths alongside

Berth number	Berth location	Berth details	
		Length (metres)	Depth (designed) alongside berth (metres)
TERMINAL N 1			
7	On center line of supporting structure No. 24	170	6,5
8	On center line of supporting structure No.22	170	6
TERMINAL N 2			
3	1295, 42 metres from the root of pier	208	11
4	1295, 42 metres from the root of pier	208	11
5	1760, 42 metres from the root of pier	329	16
6	1760, 42 metres from the root of pier	329	16
TERMINAL N 3			
1	649,65 metres from the shore	176,2	5,5
2	1333,65 metres from the shore	224	10,73
3	2126,26 metres from the shore	268,4	13,1
4	2126,26 metres from the shore	268,4	13,1

APPENDIX No.7
to the By-Laws
(para. 52)

Hydro-meteorological restrictions in respect of vessels' berthing/unberthing and/or lying alongside berths of the seaport and carrying out cargo operations

1. Hydro-meteorological restrictions in respect of vessels' berthing/unberthing and/or lying alongside and carrying out cargo operations at berths of Terminal No. 2 of the seaport.

Berth number	**Hydro-meteorological restrictions**					
	Berthing/unberthing		**Lying at berth**		**Cargo operations**	
	Wind speed (not over)	**Sea height (not over)**	**Wind speed (not over)**	**Sea height (not over)**	**Wind speed (not over)**	**Sea height (not over)**
Ships up to 5 000 tons deadweight						
3	14 metres per second	0,8 metre	16 metres per second with northerly winds; 14 metres per second with southerly winds	1,2 metres	14 metres per second	0,8 metre
4	14 metres per second	0,8 metre	16 metres per second with northerly winds; 14 metres per second with southerly winds	1,2 metres	14 metres per second	0,8 metre
Ships over 5 000 tons deadweight						
3	14 metres per second	1,3 metres	16 metres per second with northerly winds; 14 metres per second with southerly winds	1,5 metres	14 metres per second	1,2 metres
4	14 metres per second	1,3 metres	16 metres per second with northerly winds; 14 metres per second with southerly winds	1,5 metres	14 metres per second	1,2 metres
5	14 metres per second	1,3 metres	16 metres per second with northerly and southerly winds;	1,8 metres	15 metres per second	1,5 metres
6	15 metres per second	1,3 metres	16 metres per second with northerly and southerly winds;	1,8 metres	15 metres per second	1,5 metres

2. Hydro-meteorological restrictions in respect of vessels' berthing/unberthing and/or lying alongside and carrying out cargo operations at berths of Terminal No.3 of the seaport.

Berth number	Hydro-meteorological restrictions					
	Berthing/unberthing		Lying at berth		Cargo operations	
	Wind speed (not over)	Sea height (not over)	Wind speed (not over)	Sea height (not over)	Wind speed (not over)	Sea height (not over)
1	2	3	4	5	6	7
Berth N 1	14 metres per second with northerly winds; 10 metres per second with southerly winds	1 metre	14 metres per second with northerly winds; 10 metres per second with southerly winds	1 metre	14 metres per second with northerly winds; 10 metres per second with southerly winds	1 metre
Berth N 2:						
for vessels with draught from 8,8 to 9,3 metres	14 metres per second with northerly winds; 10 metres per second with southerly winds	1,2 metres	14 metres per second with northerly winds; 10 metres per second with southerly winds	1,2 metres	14 metres per second with northerly winds; 10 metres per second with southerly winds	1,2 metres
For vessels with draught of 9,4 metres	13 metres per second with northerly winds; 10 metres per second with southerly winds	0,8 metre	13 metres per second with northerly winds; 10 metres per second with southerly winds	0,8 metre	13 metres per second with northerly winds; 10 metres per second with southerly winds	0,8 metre
Berth N 3	14 metres per second with northerly winds; 10 metres per second with southerly winds	1,2 metres	14 metres per second with northerly winds; 10 metres per second with southerly winds	1,2 metres	14 metres per second with northerly winds; 10 metres per second with southerly winds	1,2 metres

1	**2**	**3**	**4**	**5**	**6**	**7**
Berth N 4 for vessels with draught up to 11,45 metres	14 metres per second with northerly winds; 10 metres per second with southerly winds	1,2 metres	14 metres per second with northerly winds; 10 metres per second with southerly winds	1,2 metres	14 metres per second with northerly winds; 10 metres per second with southerly winds	1,2 metres
for vessels with draught from 11,46 to 12,10 metres	14 metres per second with northerly winds; 10 metres per second with southerly winds	0,8 metre	14 metres per second with northerly winds; 10 metres per second with southerly winds	0,8 metre	14 metres per second with northerly winds; 10 metres per second with southerly winds	0,8 metre