

MINISTRY OF TRANSPORT OF THE RUSSION FEDERATION

ORDER

No. 313, October the 21st, 2015

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

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; 2014, No. 45, art. 6153, No. 49 (part 6), art. 6928; 2015, No. 1 (part I), art. 52, No. 29 (part I), art. 4339) it is hereby ordered: To approve the attached By-Laws in the seaport of Kerch.

Minister
M.Y. Sokolov

BY-LAWS IN KERCH SEAPORT

I. General provisions

1. The By-Laws in the Kerch 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 Kerch seaport (hereinafter «seaport»); procedures for arrival at and departure from the seaport including the safety of navigation requirements; navigation of vessels in the seaport water area and on the approaches to it; 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 requirements and waste to be disposed in the seaport, quarantine requirements; means of communication to be used in the seaport water area and on its territory; the seaport limits; approaches to the seaport; operating range of Sea Area A1 of the Global Maritime Distress and Safety System (hereinafter «GMDSS»); seaport capability to accommodate vessels; navigation period; compulsory pilotage areas; depths available in the seaport water area and on the approaches to it; dangerous cargoes handling; ice navigation in the seaport and on the approaches to it; 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 natural person 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 eastern coast of the Crimean peninsula, in the western part of the Kerch straight connecting the Sea of Azov and the Black Sea and

comprises the following areas: No. 1 area (hereinafter «Crimea port of the water area of the seaport»), No. 2 area (hereinafter «Kerch Commercial Port of the water area of the seaport»), No. 3 area (hereinafter «Fishing port of the water area of the seaport»), No. 4 area (hereinafter «Kamysh-Burun port of the water area of the seaport»), No. 5 area (hereinafter «Anchorage area No. 471 of the water area of the seaport »), Nos. 7-10 areas (hereinafter «fishing factories»).

6. The boundaries of the seaport are established by the Government Decree of the Russian Federation No. 1963-r dated October 3, 2015.
7. Navigation in the seaport is performed all the year round; the seaport operates round-the-clock and there is a permanent cargo and passenger border check-point available in the seaport to cross the state boundary of the Russian Federation.
8. Navigation in the seaport and on approaches to it is performed taking into account the hydro-meteorological factors: rises and falls of the water level caused by strong north-easterly winds of long duration in winter and by southerly winds in summer. Current velocity in the Kerch straight depends on winds and the flow of water from the Sea of Azov and is usually from 0,1 to 0,5 knots but in narrows it can reach three knots with strong winds.
9. The seaport is defined as Sea Area A1 of the Global Maritime Distress and Safety System.
10. The seaport is capable of embarking/disembarking passengers, carrying out cargo operations including dangerous goods of Classes 2, 3, 4 and 9 as described by the International Maritime Organization (hereinafter «IMO»), replenishing the stock of food, fuel, fresh water and receiving sewage and oily water from vessels. The seaport has at its disposal facilities for making repairs to vessels and carrying out diver's survey of vessels.

Tug assistance is available in the seaport.

11. On the approaches to the seaport there are as follows: Kerch-Yenikalskiy canal (hereinafter «KEC»), Kerchenskiy approach canal (hereinafter «KAC»), Fishing port approach canal (hereinafter «FPAC»), Kamysh-Burun port approach canal, area No. 1 and water area nearby mys Ak-Burun (area No. 2), Taman navigable waterway consisting of fairway No. 50, water area between fairways No. 50 and No. 52 for passing from one fairway to another and fairway No. 52 (hereinafter «TNW»), and area of construction of the bridge across the Kerch strait prohibited from navigation. Seaport approaches are to be referred to Appendix No. 1 to these By-Laws.
12. Anchorage Areas are to be referred to Appendix No. 2 to these By-Laws.
13. The seaport capability to accommodate vessels as well as water depths within the water area of the seaport and on approaches to it are given in Chapter X and Appendix N 8 to these By-Laws.

III. Procedures for arrival at and departure from the seaport including the safety of navigation requirements

14. Information of vessel's arrival at and departure from the seaport as well as of vessel's transit through the seaport water area and/or approaches to it shall be forwarded in compliance with the General Rules to the Harbour Master: www.portcall.marinet.ru.
15. A vessel's clearance inwards or outwards is performed round the clock in the seaport.
16. Vessels sailing only within the seaport water area and on the approaches to it (hereinafter «local sailing vessels»), passenger and cargo-passenger ferries running regular routes between seaports of Kerch and Kavkaz are not required to be cleared outwards. On application of the master of a ship or shipowner such vessel is issued with a permit by the Harbour Master authorizing to sail within the seaport water area and on approaches to it for the time period of 30 days or until the expiration of any of the ship's certificates.
17. The application submitted to the Harbour Master in order to obtain a permit for sailing within the seaport water area and approaches to it is to include the ship's name, IMO number (if applicable); length, breadth, maximum draught, air draught, gross tonnage as well as information with regard to shipowner, agent, organization having made a survey and given a class to the ship, list of ship's certificates and their validity, information of the crew and qualification of crew members, compliance of ship's technical condition with the mandatory requirements.
18. The master of a vessel having obtained the permit for sailing within the seaport water area and approaches to it shall advise the Harbour Master during the period of 30 days while the permit is valid of any change in crew manning, vessel's technical condition and any other information regarding safe navigation of the vessel.

If the data stated in the application for permit to sail within the seaport water area and approaches to it has been changed the permit shall be applied for again.

19. A vessel being in possession of the permit for sailing in the seaport water area and on approaches to it shall inform Harbour Master of its arrival at or departure from the seaport on VHF channel, call sign «Kerch – Port – Control».

IV. Navigation of vessels in the seaport water area and on the approaches to it

20. All vessels' movements and stay within the seaport water area and on approaches to it 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 and becomes effective from 1500 local time for the period of 24 hours and is available at: www.ampnovo.ru.

21. All vessels' movements within the seaport water area and on approaches to it including anchoring and weighing anchor shall be regulated by Vessel Traffic Control Service (hereinafter «VTS») in accordance with the daily schedule. Before commencing any movement a vessel shall make a request to get underway and obtain the permission from VTS.
22. Within the areas of Crimea port, Kerch Commercial port, Fishing port and Kamysh-Burun port of the seaport waters vessels shall navigate at the minimum speed sufficient for steering.
23. All vessels' movements as well as mooring/unmooring operations within the areas of Crimea port, Kerch Commercial port, Fishing port and Kamysh-Burun port of the seaport waters are prohibited in visibility of less than three cables and/or with a wind speed exceeding 14 metres per second.
24. Tug assistance is available in the seaport and on approaches to it. Minimum number and power of tugs required for vessel's mooring/unmooring in the seaport to be referred to Appendix No. 4 to these By-Laws.
25. Towing operations within the water area of the seaport with a wind speed exceeding 14 metres per second are prohibited.
26. When towing is carried out within the water area of the seaport and on the approaches to it the length of a towing line shall not exceed 50 metres.
27. Small vessels with the exception of small vessels involved in building, hydrographic and underwater operations as well as vessels engaged in the seaport operations for servicing and supplying ships within the seaport water area and on approaches to it, objects of the seaport infrastructure (hereinafter «port fleet vessels») are prohibited to sail in the water areas of KAC, FPAC, Kamysh-Burun approach canal, TNW, Kerch commercial port, Fishing port, Kamysh-Burun port and Crimea port excepting when necessary to cross KAC, FPAC, Kamysh-Burun port approach canal and TNW.

Small vessels are prohibited to sail within the water area of KEC apart from those crossing KEC or passing along KEC between the pair of buoys No.19 (Lat. 45°18' 12,0" N, Long. 36°29' 24,0" E) and No. 20 (Lat. 45°18' 12,0" N, Long. 36°29' 06,0" E) and pair of buoys No. 23 (Lat. 45°18' 30,0" N, Long. 36°31' 06,0" E) and No. 24 (Lat. 45°18' 42,0" N, Long. 36°31' 00,0" E) (hereinafter «KEC under bridge zone»). In order to pass through the KEC under bridge zone a small vessel shall establish VHF communication with VTS and obtain the permission from VTS to enter KEC. When navigating along KEC small vessel is prohibited to make obstruction to any other vessel.

Small vessels are allowed to cross KEC, KAC, FPAC, TNW and Kamysh-Burun port approach canal at as right angle as practicable to the general direction of traffic flow not causing obstruction to other vessels.

Vessel's air draught shall not exceed 33 metres to pass under the bridge.

28. Dynamically supported vessels shall enter or leave the areas of Kerch commercial

port, Fishing port, Kamysh-Burun port of the water area of the seaport in the displacement mode.

29. Tug assistance is compulsory for vessels with draught of more than 6,5 metres for ensuring the safety of vessel's turning from KEC to KAC and vice versa, minimum number and power of tugs to be referred to Appendix No. 4 to these By-Laws.
30. Pilotage is compulsory in the seaport and performed round the clock.
31. Compulsory pilotage areas are as follows:
 - KEC from the light buoy No. 1 to Varzovskiy safe water buoy;
 - KAC;
 - FPAC;
 - Kamysh-Burun port approach canal;
 - areas of Crimea port, Kerch commercial port, Fishing port and Kamysh-Burun port of the water area of the seaport.
32. Exempt from compulsory pilotage (with the exception of emergency vessels; vessels with dangerous cargoes on board apart from subclasses 1 and 2 of IMO Classes 4, 8 and 9 carried in enclosed cargo spaces; passenger vessels; nuclear-powered ships; towed convoys):
 - Icebreakers;
 - Small and sport sailing vessels;
 - Port fleet vessels;
 - Fishing vessels less than 50 metres in length;
 - Vessels of less than 500 gross tonnage.

Authorization for sailing without a pilot on the approaches to the seaport of Kerch will be given to the master of a vessel flying the Russian flag with length of less than 145 metres and draught less than 4,5 metres in accordance with the Harbour Master's order provided the master of the vessel has made six transit passages through KEC and six transit passages through TNW with a pilot available on board for the period of 12 months before the date of granting him authorization to sail without a pilot.

Authorization for sailing without a pilot in FZ will be given to the master of a ferry running a regular route provided the master of the ferry has at least one year's experience in rank of captain and has made at least 18 passages through this area with a pilot available on board for the period of 12 months before the date of granting him authorization to sail without a pilot.

The order to grant authorization to the master of a vessel for navigating without a pilot along KEC issued by the Harbour Master of the Kerch seaport will be posted on the website www.ampnovo.ru.

33. Pilot shall be embarked or disembarked in positions:
 1. For vessels navigating along KEC:

- a) Vessels with draught of 4, 5 metres and over:
 - No. 1 Lat. 45°12' 00,0" N, Long. 36°27' 54,0" E;
 - No. 2 Lat. 45°27' 12,0" N, Long. 36°41' 18,0" E;
- b) Vessels with draught up to 4,5 metres:
 - No. 3 Lat. 45°15' 36,0" N, Long. 36°27' 48,8" E;
 - No. 4 Lat. 45°22' 36,0" N, Long. 36°40' 12,0" E;
2. For vessels navigating along TNW:
 - No. 1 Lat. 45°21' 55,8" N, Long. 36°40' 18,0" E;
 - No. 2 Lat. 45°17' 10,2" N, Long. 36°29' 06,0" E;
3. For vessels proceeding for loading/unloading:
 - No. 3 Lat. 45°05' 30,0" N, Long. 36°33' 31,2" E in area No. 2;
 - No. 4 Lat. 45°00' 00,0" N, Long. 36°32' 00,0" E in area No. 3;

34. Vessels approaching the pilot boarding position as well as vessels with a pilot on board shall keep a constant VHF radio watch on Channel 14.

35. Ferry Zone (hereinafter «FZ») intersecting KEC and TNW comprises the water area of 5,0 cables in width bounded by lines parallel to the axis of fairway No. 28 (323,5° – 143,5°; 121,1° – 301,1°). It is bounded by straight lines joining positions:

Lat. 45°21' 22,12" N, Long. 36°37' 30,32" E;

Lat. 45°22' 08,29" N, Long. 36°38' 23,51" E;

Lat. 45°21' 27,67" N, Long. 36°39' 59,81" E;

Lat. 45°20' 56,78" N, Long. 36°40' 32,51" E;

Lat. 45°20' 08,36" N, Long. 36°39' 38,56" E;

Lat. 45°20' 43,17" N, Long. 36°39' 00,84" E.

There are alignments of light beacons leading through fairway No. 28.

A vessel with draught of four metres and over or length of 90 metres and over at distance of 0,5 nautical mile from the entrance to FZ shall additionally exhibit the following lights and shapes where they can best be seen and carry them until leaving FZ:

- by day – a black ball;
- at night or in restricted visibility – an all- round red light visible at least three nautical miles.

Ferries shall give way to vessels exhibiting the above indicated lights and shapes and lights and shapes prescribed in Rule 28 of the International Regulations for Preventing Collisions at Sea, 1972, as well as to vessels proceeding in convoys.

Vessels with draught of less than four metres and length of less than 90 metres are required to make the way for ferries.

In restricted visibility ferries and vessels being under way within FZ, crossing or entering KEC shall give way to any vessel navigating along KEC.

Ferries within FZ shall carry additional two all-round green lights exhibited lower than masthead lights in a vertical line one above the other visible all round the horizon at distance of at least three miles; after leaving FZ the indicated green lights shall be immediately switched off.

A ferry leaving the area of Crimea port shall be given way by a ferry entering the area of Crimea port.

FZ is prohibited from:

- anchoring;
- trawling or sailing with anchor chain, cables, nets paid out;
- sailing of pleasure craft.

Passenger ferries are prohibited to navigate with a wind speed exceeding 17 metres per second.

Railroad ferries are allowed to navigate with a wind speed up to 12 metres per second.

36. Vessels are allowed to navigate within the area of Kerch commercial port at a speed not exceeding three knots and when navigating along Kerchenskiy approach canal vessels are not allowed to exceed the speed of seven knots. One-way traffic is established in Kerchenskiy approach canal.

Vessels and towed convoys exceeding 160 metres in length are allowed to enter and leave the area of Kerch commercial port in daylight.

Vessels are allowed to navigate within the area of Fishing port at a speed not exceeding three knots and when navigating along the approach canal vessels shall not exceed the speed of five knots, there is a one-way traffic established in FPAC.

Vessels exceeding 100 metres in length with draught over five metres are allowed to enter or leave the area of Fishing port in daylight.

When passing through a widening of Fishing port approach canal a vessel with draught over five metres shall be assisted by tugs for the purpose of ensuring vessel's safe turning from KAC to FPAC and vice versa; minimum number and power of tugs to be referred to Appendix No. 4 to these By-Laws.

Vessels which are over 140 metres in length and over 20 metres in breadth are allowed to enter or leave the area of Kamysh-Burun port in daylight. There is a one-way traffic established in the approach canal and vessel's speed shall not exceed six knots; within the area of Kamysh-Burun port vessels shall navigate at a speed not exceeding three knots.

Should vessel have to wait for its mooring to berth it shall bring to anchor either in anchorage No. 450 if proceeding from the Black Sea or in anchorage No. 453 if proceeding from the Sea of Azov.

Vessel having a thruster in good order is exempted from compulsory tug assistance when turning from KAC to FPAC and vice versa.

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

37. The water area of the seaport and approaches to it are covered by VTS, the limits of its operating area to be referred to Appendix 5 to these By-Laws.
38. Information of vessel's arrival at approach buoy - Varzovskiy buoy for vessels passing in transit from the Sea of Azov or KEC No. 1 buoy for vessels proceeding from the Black Sea - shall be forwarded to the address of the Harbour Master and to VTS by the master of a vessel or marine agent 48, 24 hours prior to the arrival and finally amended 4 hours prior to vessel's ETA at approach buoy.
39. Should the expected time of arrival have been changed, the information of it shall be transmitted not later than 2 hours prior to the vessel's arrival at one of the approach buoys mentioned in paragraph 38 of these By-Laws.
40. When the vessel's passage lasts for less than four hours information of vessel's arrival shall be forwarded not less than two hours prior to its entry to the VTS area.
41. Should information of vessel's arrival fail to be transmitted or be delayed a vessel shall establish contact with VTS in order to obtain instructions and permission for entry depending on the actual conditions and circumstances in KEC.
42. Information of vessel's arrival at or departure from the seaport is to include the following:
 - type and name of vessel, call sign, IMO identification number;
 - vessel's flag, shipowner (name of juridical entity; family name, first name, middle name, if any, of physical person);
 - marine agent's name;
 - expected time of arrival at approach buoy or limits of the VTS area;
 - length overall, breadth, depth moulded, gross tonnage, actual draught fore and aft, air draught;
 - the purpose of arrival (seaport; in transit);
 - name and quantity of cargo (number of passengers; IMO class/subclass in case of dangerous cargo available on board);
 - port of departure (last port of call), port of destination;
 - restrictions in the ability to manoeuvre and failures affecting the safety of navigation;
 - maneuvering speed;
 - the master of a tugboat engaged in towing operation shall additionally advise principal dimensions of the object being towed and length of the tow.
43. A vessel shall establish contact with VTS two hours prior to its entering the VTS area on VHF working channel intended for communication with VTS.
44. Before commencing any movement within the area covered by VTS a vessel shall

establish contact with VTS and obtain the permission to get underway.

45. Unless a vessel commences the movement permitted within 30 minutes after the specified time, permission is cancelled. After permission to get underway has been obtained the vessel shall report to VTS of the commencement of its movement.
46. Vessels navigating in the seaport water area or on approaches to it shall keep a constant VHF radio watch on VTS working channel.
47. There is a two-way traffic in KEC. In KEC under bridge zone there is a one-way traffic established between the pairs of buoys Nos. 19, 20 and Nos. 23, 24 for vessels exceeding 20 metres in length. Vessels' movements shall be regulated by VTS.
48. Vessels of up to 252 metres in length and with draught not exceeding eight metres are allowed to navigate alone KEC.
49. Vessels with length exceeding 215 metres are allowed to navigate along KEC with tug assistance and only in daylight.
50. Navigation of vessels on the approaches to the seaport is allowed in the restricted visibility as follows:
 - in daylight – in visibility not less than two miles;
 - at night –when leading marks of alignments ensuring a safe navigation along KEC are visible;
51. On the approaches to the seaport vessel's speed is allowed to be as follows:
 - KEC – maximum speed - 10 knots throughout the canal; for vessels with draught up to five metres – not more than 12 knots; minimum speed - five knots;
 - KAC – not more than seven knots;
 - FPAC – not more than five knots;
 - approach canal to Kamysh-Burun port – not more than six knots.
52. Vessels entering and navigating along KEC in the same direction shall keep distance at least one mile between each other.
53. Overtaking:
 - is permitted in KEC for vessels with draught up to 4,5 metres after having been agreed upon with VTS;
 - is prohibited in KAC, FPAC, approach canal to Kamysh-Burun port and on bends;
 - is prohibited for two vessels simultaneously.
54. Paragraphs 54-57 are declared to be null and void.
55. (to be null and void)
56. (to be null and void)
57. (to be null and void)

58. A vessel intending to cross KEC shall inform VTS in advance and follow the VTS instructions to cross KEC. KEC shall be crossed by vessel as nearly as practicable at right angle and vessels proceeding along KEC shall be advised in advance of the vessel's intention to cross KEC. When crossing KEC vessels are prohibited to impede the movement of other vessels proceeding along KEC.
59. Vessels engaged in submerged cable or pipe laying operations have priority over the vessels navigating along KEC which are to be informed of it by VTS in advance. The VTS's directions given to vessels navigating along KEC in respect of a vessel engaged in submerged cable or pipe laying operations shall be obligatory.
60. Paragraph 60 is declared to be null and void.
61. When passing through canals of the Kerch strait only one object may be towed by means of a towing line.
62. Vessels are prohibited to enter fairways and recommended tracks of the Kerch strait, approach canals to the ports of the Kerch strait and leave them or commence their movements in VTS area without the permission from VTS and unless information of the navigational situation and instructions from VTS has been received. Should a vessel fail to establish communication with VTS it shall go into anchor in the permitted anchor berths indicated on chart or drift until the communication is established and the appropriate instructions and permission are obtained from VTS; vessel shall advise of its position and actions on VHF channels.
63. VTS will give permission and instructions in the priority of vessels' movements along KEC established as follows:
 - emergency vessels;
 - vessels engaged in submerged cable or pipe laying operations;
 - vessels proceeding to render assistance and vessels with ill person available on board;
 - vessels servicing floating navigational aids in KEC and KAC;
 - passenger vessels and ferries proceeding according to schedule, vessels having perishable goods on board;
 - vessels having dangerous cargo on board except for vessels with dangerous cargoes of subclasses 1 and 2 of IMO classes 4, 8 and 9 which are carried in enclosed cargo spaces;
 - vessels exceeding 160 metres in length;
 - other vessels in accordance with their requests and schedule.
64. One-way traffic is established for the following vessels navigating along KEC:
 - vessels exceeding 165 metres in length and 25 metres in breadth;
 - vessels constrained by their draught or restricted in their ability to manoeuvre or with large angle of allowance for drift;
 - vessels having dangerous cargo on board except for vessels with dangerous cargoes of subclasses 1 and 2 of IMO classes 4, 8 and 9 which are carried in

enclosed cargo spaces;

- in restricted visibility – less than two miles in daylight; at night – when leading marks are not visible.

65. At the joint of KEC and KAC there is a widening adjacent to the starboard side of KEC marked by green buoys indicated on the chart; this widening is designated for ensuring the safety of vessel's turning from KEC to KAC and vice versa.

The above widened area is prohibited from anchoring.

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

66. Vessels may ride at anchor in roadstead transshipment areas and anchor berths (Anchorage Areas Nos. 450, 453 and 471) or lie alongside berths of the seaport.

67. Cargo operations in Anchorage No. 471 (subareas C, D, E) involving liquid and dry cargo vessels shall be carried out in compliance with the «Rules for rendering services to arrange ship to ship transfer» approved by Ministry of Transport of the Russian Federation.

Mooring of vessels, lighters (barges) to vessels lying at anchor with a wind speed exceeding 12 metres per second or sea height of more than Force 3 is prohibited.

Cargo operations in roadstead transshipment complex are allowed to be conducted with a wind speed not exceeding 10 metres per second and/or sea height not exceeding Force 2.

With a wind speed reaching over 12 metres per second cargo transshipment facilities shall be towed to a safe place and after receiving a gale warning to be taken to places of refuge.

In accordance with VTS directions anchorage No. 471 is to be used by vessels as refuge during the period of a gale warning in force until improvement of weather conditions as well as by vessels waiting for their transit passage through the Kerch strait and their approach to storage tankers in roadstead transshipment areas available within Areas No. 2 and No. 3 of the Kavkaz seaport without clearance inwards in the seaport of Kerch.

The above mentioned vessels lying in anchorage No. 471 are prohibited to carry out cargo operations, replenish stocks including bunkering with fuel and fresh water, embark/disembark crewmembers and passengers.

68. The water area of Kerch commercial port is prohibited from:
- simultaneous anchoring of more than two vessels with length over 120 metres;
 - anchoring of vessels over 140 meters in length.

Mooring to berth No. 2 with anchor being let go is prohibited.

69. Within the area of Fishing port a vessel is allowed to lie at anchor for a short period of time being assisted by tug.

70. Allocation of vessels within the roadstead transshipment complexes of the seaport (in the outer roads) shall be regulated in accordance with «Rules for rendering services to arrange ship to ship transfer».
71. Vessels shall have under keel clearance of at least 3 metres when lying alongside berths of the seaport.
72. 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 1 500 | 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 |
| over 10 000 | 8 |

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 shipmaster.

73. Shifting alongside the quay without tug assistance and pilot available on board is allowed for a distance not exceeding the vessel's length with vessel's mooring lines being secured to the berth.
74. Diving operations in the seaport water area may be conducted with the permission of the Harbour Master.
75. Sea-going passenger vessels having arrived at the seaport shall embark and disembark passengers at the floating pier of Marine passenger terminal.

Owners of piers and mooring structures designated for boarding and landing passengers shall maintain good order of berths and equipment and make arrangements for rendering services to passengers.

Vessels are allowed to be supplied with fuel and lubricants only before embarkation of passengers.

VII. Ecological and Quarantine Requirements, waste to be disposed in the seaport;

76. All waste generated during the normal operation of the ship 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.
77. Before entering the seaport and for the whole period of stay in the seaport all sea valves, gate valves and other closing devices leading to the vessel's side and through which oily water and harmful substances are discharged overboard shall be closed and sealed by the Master or a person authorized by the Master.

Vessels lying alongside or in the roads are prohibited:

- To discharge overboard oily mixtures and sewage water;
- To dispose overboard wastes of any description;
- To have naked lights aboard and burn refuse of any description;
- To clean, chip and paint vessel's hull with the exception of specially equipped places;
- To wash vessel's hull.

78. Washing of holds and decks shall be carried out after all the appropriate actions to prevent any pollution of the seaport water area have been taken.
79. The ballast water from the segregated ballast tanks is permitted to be discharged in the seaport provided the ballast water has been taken in the Sea of Azov or the Black Sea or exchanged 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.
80. Domestic and food waste will be removed from vessels into containers provided by berths operators. A vessel lying at anchor in the roads for the period exceeding two days shall discharge its domestic and food waste. The vessels not having disposed oily water, oil residues, sewage water, garbage prior to the ship's departure and capacity of holding tanks (containers) thereof are not sufficient for ensuring the voyage to the next port of call or disposal into sea within special areas where such disposal is admitted in accordance with the MARPOL 73/78 requirements, are not permitted to leave the port.
81. Should spillage of oil products occur on vessel's deck or overboard all cargo and bunkering operations shall be immediately ceased and ship personnel shall start to remove the oil products spilled on deck in accordance with Shipboard Oil Pollution Emergency Plan. The Harbour Master shall be informed of the spillage.
82. Vessels which are not involved in oil/oil products pollution response are prohibited to pass through the water area polluted by oil/oil products.
83. 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.
84. During bunkering operations in the water area of the seaport a vessel being supplied with fuel shall be boomed for the whole period of its bunkering, booms shall be deployed from the bunkering vessel. All cargo operations involving oil or oil products alongside berths of the seaport shall be carried out with compulsory boom protection around the vessel being loaded/ unloaded. If there is an ice cover booms will not be installed for the period of loading/unloading, bunkering of vessels. Tankers conducting ship-to-ship transfer operations in the roads will be protected by booms in the event of a threat of pollution or actual oil /oil products spill, in that case booms to be installed by support vessels in compliance with the emergency procedure.

85. Should boom protection have been broken the cargo operations shall be suspended until booms are reinstalled.
86. Should there be a suspected case of a highly infectious disease among the crew and passengers the vessel is required to proceed to berth No. 1 of Kerch commercial port or berth No. 4 of Fishing port in order to take epidemic preventive measures.

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

87. All vessels in the seaport and on approaches to it shall have at least two working VHF radio stations available on board. Vessels shall keep constant VHF radio watch on Channels 14 and 16 simultaneously.
88. Vessels engaged in mooring/unmooring or towing operations are to use VHF Channel 9.
89. The additional means of communication including telephone numbers to be used for data exchange will be brought to mariners' notice by the Harbour Master.
90. Any radio conversations on VHF Channels 14, 16, 09 and 67 are prohibited unless pertaining to the safety of navigation.
91. Any radio conversations between shore users on the VHF channels are prohibited. Very high frequency communications channels to be used in the seaport are indicated in Appendix No. 6 to these By-Laws.

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

92. Coast radio centre of Maritime Search and Rescue service (hereinafter «coast radio centre») and coast radio centre of Maritime Rescue Coordination Port Centre (hereinafter «MRCPC») «Kerch» are located in position: Lat. 45°21,88' N, Long. 036°29,49' E. Distress call or message is to be received by coast radio centre and MRCPC «Kerch» as well as communication with object in distress and search and rescue facilities to be effected on the following frequencies and channels:
 - 156,8 MHz (VHF channel 16 with working channel 85);
 - 156,525 MHz (DSC channel 70 in GMDSS Sea Area A-1);
 - 121,5/123,1 MHz for aircraft;
 - INMARSAT-C +427299111.

Search and rescue area of MRCPC «Kerch» covers partly the water areas of the Black Sea and the Sea of Azov and is bounded by the coastline and straight lines connecting the positions given in Appendix No. 7 to these By-Laws.

X. Seaport capability to accommodate vessels, depths available within the seaport water area and on approaches to it

93. Kerch commercial port of the seaport water area is accessible to vessels of up to 200 metres in length and up to eight metres in draught;
 - Fishing port of the seaport water area is accessible to vessels with draught of not more than 6,9 metres and length up to 160 metres;
 - Kamysh-Burun port of the seaport water area accepts vessels up to 200 metres in length and up to six metres in draught.
94. Information of actual water depths available in the seaport water area and alongside the berths as well as allowable draughts of vessels is brought to mariners' notice by the Harbour Master annually or in case of any change.
95. The seaport capability to accommodate vessels and water depths within the water area of the seaport and on approaches to it are to be referred to Appendix No. 8 to these By-Laws.

XI. Dangerous Goods Handling

96. Transshipment of dangerous cargoes is allowed within the territory and water area of the seaport provided there is available as follows: proper documentation relating to technological process for transshipment of the particular type of cargo which has been worked out and agreed upon; effective pollution response emergency plan and other documents required to carry out cargo operations involving dangerous cargoes.
97. Dangerous goods in bulk, oil products and liquid gas shall be loaded at the specially designated berths of the seaport.
98. Dangerous goods in bulk and oil products in bulk shall be loaded as ship-to-ship transfer in the transshipment anchorage No. 471 (subareas C, D and E). While bunkering a vessel shall be protected by booms.
99. Cargo operations involving dangerous cargoes are prohibited to be carried out during an electrical storm or gale warning in force.
100. Should vessel with dangerous goods on board or tanker have to wait for its berthing such vessel or tanker shall anchor in anchorages No. 450, No. 471 (subareas A, B) if proceeding from the Black Sea or in anchorage No. 453 if proceeding from the Sea of Azov.

XII. Ice navigation in the seaport and on the approaches to it

101. The commencement and termination of the period when icebreaking services are rendered to ships in the water area of the seaport and on approaches to it is to be declared by the Harbour Master.

102. The staff to provide icebreaker assistance to ships in the Kerch strait is to be set up.
103. Information of vessel's arrival at the convoy meeting point (hereinafter «CMP») shall be forwarded 72 hours and to be confirmed 24 hours prior to the expected time of arrival at CMP.
104. Depending on the forecast of ice situation in the water area of the seaport the Harbour Mater is to establish restrictions on ice navigation for vessels in the seaport in accordance with Appendix No. 3 to these By-Laws and the CMP location. Information of ice navigation restrictions and CMP location is to be posted at Internet not later than 14 days prior to the expected date of their coming into force.
105. Vessels navigating to the seaport shall approach CMP in accordance with the VTS's directions. Vessels being unable to navigate to CMP by their own power are to be assisted by icebreakers on request of shipowner (master of a ship). A vessel proceeding to the seaport or departing from it during the ice navigation period shall be ready to use manual mode of the main engine control whenever necessary.
106. Vessels of 30 years old and over shall have in their possession an Ice Navigation Ship Certificate confirming vessel's ice strengthening having been issued by an organization authorized to survey vessels and give them class in accordance with MSC, article 22.
107. Icebreaking assistance shall be arranged in compliance with these By-Laws taking into consideration the following criteria:
 - Time of ship's arrival at CMP;
 - Time of submitting request for entering or leaving the seaport;
 - Priority of vessels' movements established by General Rules;
 - Ice navigation restrictions for ships.
108. When approaching CMP a vessel shall establish radio communication with an icebreaker and take actions in accordance with the directions given by the captain of the icebreaker. If necessary, VTS will assist a vessel to get in contact with icebreaker.
109. Having taken into account the actual ice conditions on approaches to the seaport and vessel's technical characteristics the vessel may proceed to CMP by its own power following the directions of the icebreaker's captain.
110. A vessel shall change to the VHF channel as directed by the captain of the icebreaker rendering assistance to the vessel.
111. The icebreaking operation around the vessel beset in ice is allowed to be made by an icebreaker or tugs with ice strengthening adequate to the actual ice conditions.
112. For entry to the seaport the inbound vessel is to be supplied with stock of fresh water, provisions and fuel sufficient for the period of not less than 15 days from the time of its arrival at CMP.

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

113. If there is a change in the ship's security level or threat of unlawful interference act or if an unlawful interference act (hereinafter UIA) has been taken on board vessel, small vessel or other craft in the seaport the master of a ship or an authorized person shall immediately inform the Harbour Master on VHF channels («Kerch – Port – Control») or by telephone (36561) 3-96-11).
114. Notification of masters of ships and port facilities operators of a threat of unlawful interference act in the seaport or change in the seaport's security level (transport security) shall be made by the Harbour Master. The masters of vessels lying alongside berths of port facilities shall be notified of a threat of unlawful interference act or change in the security level in the seaport (transport security) by the designated persons of the seaport.
115. 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.

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

116. Daily hydro-meteorological information is transmitted in Russian and English to masters of vessels in the seaport twice a day at 12.00 and 00.00 hrs. local time and in case of any change on VHF Channel 14 by VTS, call sign «Kerch – Traffic».
117. Gale warnings are to be transmitted to masters of vessels in the seaport as well as to persons engaged in the activities of the seaport on VHF Channel 14, call sign «Kerch-Traffic» and by other means of communication. Having received a gale warning vessels as well as persons engaged in the activities of the seaport shall make acknowledgement of the receipt.
118. Urgent navigation and hydro-meteorological information as well as gale warnings shall be immediately transmitted to vessels lying alongside berths in the seaport on VHF channels.

Seaport approaches

The approaches to the Kerch seaport are area No. 1 and area No. 2:

Area No. 1 is bounded by straight lines joining the following positions:

Lat. 45°04' 48,0" N, Long. 36°29' 24,0" E;
Lat. 45°06' 48,0" N, Long. 36°29' 42,0" E;
Lat. 45°09' 12,0" N, Long. 36°28'00,0" E;
Lat. 45°11' 55,9" N, Long. 36°27' 47,3" E;
Lat. 45°16' 32,6" N, Long. 36°27' 24,1" E;
Lat. 45°16' 40,4" N, Long. 36°25' 44,2" E;
Lat. 45°16' 42,9" N, Long. 36°25' 41,5" E;
Lat. 45°16' 34,6" N, Long. 36°27' 24,7" E;
Lat. 45°18' 09,7" N, Long. 36°29' 08,0" E;
Lat. 45°18' 43,9" N, Long. 36°31' 01,0" E;
Lat. 45°18' 49,9" N, Long. 36°31' 04,6" E;
Lat. 45°18' 57,2" N, Long. 36°31' 03,9" E;
Lat. 45°20' 30,5" N, Long. 36°29' 51,0" E;
Lat. 45°20' 34,5" N, Long. 36°29' 39,6" E;
Lat. 45°20' 35,0" N, Long. 36°29' 19,2" E;
Lat. 45°20' 24,1" N, Long. 36°28' 18,9" E;
Lat. 45°20' 26,1" N, Long. 36°28' 15,0" E;
Lat. 45°20' 41,8" N, Long. 36°29' 42,4" E;
Lat. 45°21' 08,3" N, Long. 36°29' 20,9" E;
Lat. 45°21' 09,5" N, Long. 36°29' 25,9" E;
Lat. 45°19' 05,4" N, Long. 36°31' 01,8" E;
Lat. 45°18' 52,7" N, Long. 36°31' 29,6" E;
Lat. 45°21' 08,1" N, Long. 36°38' 58,5" E;
Lat. 45°21' 34,4" N, Long. 36°39' 30,7" E;
Lat. 45°25' 29,1" N, Long. 36°40' 55,4" E;
Lat. 45°27' 24,0" N, Long. 36°41' 30,0" E;
Lat. 45°30' 06,0" N, Long. 36°37' 54,0" E;
Lat. 45°30' 06,0" N, Long. 36°45' 36,0" E;
Lat. 45°27' 24,0" N, Long. 36°41' 48,0" E;
Lat. 45°25' 28,9" N, Long. 36°41' 00,0" E;
Lat. 45°21' 12,8" N, Long. 36°39' 29,1" E;
Lat. 45°18' 49,4" N, Long. 36°31' 32,8" E;
Lat. 45°18' 38,4" N, Long. 36°31' 26,6" E;
Lat. 45°18' 24,7" N, Long. 36°30' 43,1" E;
Lat. 45°18' 27,9" N, Long. 36°30' 21,3" E;
Lat. 45°18' 06,3" N, Long. 36°29' 11,0" E;
Lat. 45°16' 45,8" N, Long. 36°27' 43,6" E;
Lat. 45°16' 30,5" N, Long. 36°27' 35,8" E;

Lat. 45°16'16,9" N, Long. 36°27' 31,2" E;
Lat. 45°11' 54,4" N, Long. 36°27' 52,3" E;
Lat. 45°09' 12,0" N, Long. 36°28' 12,0" E;
Lat. 45°06' 48,0" N, Long. 36°30' 18,0" E;
Lat. 45°04' 48,0" N, Long. 36°30' 36,0" E.

Area No. 2 is bounded by straight lines joining the following positions:

Lat. 45°19' 48,000" N, Long. 36°30' 24,000" E;
Lat. 45°19' 55,000" N, Long. 36°29' 55,000" E;
Lat. 45°19' 49,000" N, Long. 36°29' 21,000" E;
Lat. 45°19' 36,200" N, Long. 36°29' 14,300" E;
Lat. 45°19' 34,695" N, Long. 36°29' 21,480" E;
Lat. 45°19' 30,342" N, Long. 36°29' 34,357" E;
Lat. 45°19' 24,736" N, Long. 36°29' 46,360" E;
Lat. 45°19' 10,319" N, Long. 36°30' 06,535" E;
Lat. 45°18' 53,446" N, Long. 36°30' 21,212" E;
Lat. 45°18' 36,191" N, Long. 36°30' 35,407" E;
Lat. 45°18' 29,689" N, Long. 36°30' 14,020" E;
Lat. 45°18' 59,095" N, Long. 36°29' 49,687" E;
Lat. 45°19' 12,281" N, Long. 36°29' 31,609" E;
Lat. 45°19' 17,179" N, Long. 36°29' 20,581" E;
Lat. 45°19' 29,488" N, Long. 36°28' 35,634" E;
Lat. 45°19' 48,087" N, Long. 36°28' 29,014" E;
Lat. 45°19' 44,978" N, Long. 36°28' 42,581" E;
Lat. 45°19' 43,800" N, Long. 36°28' 46,100" E;
Lat. 45°19' 48,000" N, Long. 36°28' 48,000" E;
Lat. 45°19' 53,000" N, Long. 36°29' 14,000" E;
Lat. 45°20' 01,000" N, Long. 36°30' 14,000" E.

Anchorage Areas

Anchorage areas Nos. 450 and 453 are available for vessels having draught of up to eight metres and intended for vessels waiting for their turn to transit KEC or enter the seaport. Anchorages Nos. 450 and 453 are contained by a circle of six cables radius each centered in the following positions:

Anchorage area No. 450 in position Lat. 45°11' 17" N, Long. 036°29' 07" E;

Anchorage area No. 453 in position Lat. 45°28,61' N, Long. 036°37,61' E.

Anchorage No. 471 (subarea) A is available for vessels with draught up to 8 metres and intended for vessels waiting for their turn to transit KEC or enter the seaport or replenish the stores or be supplied with bunker. Subarea A is bounded by straight lines joining the following positions:

Lat. 45°11' 53,0" N, Long. 36°28' 13,0" E;

Lat. 45°10' 39,0" N, Long. 36°28' 19,0" E;

Lat. 45°10' 39,0" N, Long. 36°31' 54,0" E;

Lat. 45°11' 29,0" N, Long. 36°31' 46,0" E;

Lat. 45°11' 53,0" N, Long. 36°31' 46,0" E.

Vessels are recommended to drop anchor in the following positions within a radius of 150 metres:

A-1 Lat. 45°11' 43,58" N, Long. 36°30' 00,65" E;

A-2 Lat. 45°11' 43,70" N, Long. 36°30' 29,45" E;

A-3 Lat. 45°11' 42,68" N, Long. 36°31' 03,65" E;

A-4 Lat. 45°11' 35,48" N, Long. 36°31' 30,66" E;

A-5 Lat. 45°11' 21,68" N, Long. 36°30' 12,65" E;

A-6 Lat. 45°11' 26,48" N, Long. 36°30' 42,65" E;

A-7 Lat. 45°11' 06,98" N, Long. 36°30' 33,66" E;

A-8 Lat. 45°11' 11,48" N, Long. 36°31' 03,66" E;

A-9 Lat. 45°11' 13,88" N, Long. 36°31' 36,66" E;

A-10 Lat. 45°10' 49,88" N, Long. 36°30' 18,66" E;

A-11 Lat. 45°10' 50,48" N, Long. 36°31' 06,66" E;

A-12 Lat. 45°10' 52,88" N, Long. 36°31' 36,66" E.

Anchorage No. 471. Subarea B is bounded by straight lines joining the following positions:

Lat. 45°10' 39,0" N, Long. 36°28' 47,0" E;

Lat. 45°09' 09,0" N, Long. 36°28' 55,0" E;

Lat. 45°09' 09,0" N, Long. 36°32' 11,0" E;

Lat. 45°10' 39,0" N, Long. 36°31' 54,0" E.

Vessels are recommended to drop anchor in the following positions within a radius of 150 metres:

B-1 Lat. 45°10' 29,48" N, Long. 36°29' 03,36" E;
B-2 Lat. 45°10' 24,38" N, Long. 36°29' 40,56" E;
B-3 Lat. 45°10' 29,48" N, Long. 36°30' 18,66" E;
B-4 Lat. 45°10' 29,48" N, Long. 36°30' 48,66" E;
B-5 Lat. 45°10' 29,48" N, Long. 36°31' 18,66" E;
B-6 Lat. 45°10' 09,68" N, Long. 36°29' 06,66" E;
B-7 Lat. 45°10' 03,68" N, Long. 36°29' 37,86" E;
B-8 Lat. 45°10' 00,98" N, Long. 36°30' 12,66" E;
B-9 Lat. 45°10' 09,68" N, Long. 36°30' 42,66" E;
B-10 Lat. 45°10' 09,68" N, Long. 36°31' 12,66" E;
B-11 Lat. 45°09' 47,48" N, Long. 36°29' 06,66" E;
B-12 Lat. 45°09' 41,48" N, Long. 36°29' 36,66" E;
B-13 Lat. 45°09' 40,58" N, Long. 36°30' 09,06" E;
B-14 Lat. 45°09' 49,88" N, Long. 36°30' 44,46" E;
B-15 Lat. 45°09' 49,88" N, Long. 36°31' 15,06" E;
B-16 Lat. 45°09' 21,08" N, Long. 36°29' 27,06" E;
B-17 Lat. 45°09' 21,08" N, Long. 36°30' 56,76" E;
B-18 Lat. 45°09' 29,48" N, Long. 36°31' 12,66" E.

Anchorage No. 471. Subarea C is bounded by straight lines joining the following positions:

Lat. 45°09' 09,0" N, Long. 36°28' 55,0" E;
Lat. 45°07' 30,0" N, Long. 36°30' 19,0" E;
Lat. 45°07' 30,0" N, Long. 36°32' 36,0" E;
Lat. 45°09' 09,0" N, Long. 36°32' 12,0" E.

Vessels are recommended to drop anchor in the following positions within a radius of 150 metres:

C-1 Lat. 45°09' 00,48" N, Long. 36°29' 40,66" E;
C-2 Lat. 45°09' 00,48" N, Long. 36°31' 10,66" E;
C-3 Lat. 45°09' 00,68" N, Long. 36°32' 00,66" E;
C-4 Lat. 45°08' 34,48" N, Long. 36°30' 03,66" E;
C-5 Lat. 45°08' 34,48" N, Long. 36°30' 48,66" E;
C-6 Lat. 45°08' 42,08" N, Long. 36°31' 40,76" E;
C-7 Lat. 45°08' 37,28" N, Long. 36°32' 06,66" E;
C-8 Lat. 45°08' 17,48" N, Long. 36°30' 00,66" E;
C-9 Lat. 45°08' 17,48" N, Long. 36°30' 36,66" E;
C-10 Lat. 45°08' 17,48" N, Long. 36°31' 36,66" E;
C-11 Lat. 45°08' 13,88" N, Long. 36°32' 12,66" E;
C-12 Lat. 45°07' 58,28" N, Long. 36°30' 18,66" E;
C-13 Lat. 45°08' 05,48" N, Long. 36°31' 06,66" E;
C-14 Lat. 45°07' 59,48" N, Long. 36°31' 52,36" E;
C-15 Lat. 45°07' 39,56" N, Long. 36°31' 19,69" E;

C-16 Lat. 45°07' 39,56" N, Long. 36°32' 04,96" E.

Anchorage No. 471. Subarea D is bounded by straight lines joining the following positions:

Lat. 45°05' 29,4" N, Long. 36°30' 49,8" E;
Lat. 45°05' 29,4" N, Long. 36°33' 10,2" E;
Lat. 45°07' 29,4" N, Long. 36°32' 35,4" E;
Lat. 45°07' 29,4" N, Long. 36°30' 18,6" E.

Vessels are recommended to drop anchor in the following positions within a radius of 150 metres:

D-1 Lat. 45°06' 55,0" N, Long. 36°31' 36,5" E;
D-2 Lat. 45°05' 54,5" N, Long. 36°32' 25,0" E;
D-3 Lat. 45°05' 31,0" N, Long. 36°31' 12,5" E;
D-4 Lat. 45°07' 15,0" N, Long. 36°30' 48,0" E;
D-5 Lat. 45°06' 37,5" N, Long. 36°32' 27,5" E;
D-6 Lat. 45°06' 19,0" N, Long. 36°31' 49,5" E;
D-7 Lat. 45°06' 41,5" N, Long. 36°30' 55,0" E;
D-8 Lat. 45°06' 05,5" N, Long. 36°31' 13,0" E;
D-9 Lat. 45°07' 11,5" N, Long. 36°32' 13,0" E.

Anchorage No. 471. Subarea E is bounded by straight lines joining the following positions:

Lat. 45°05' 29,4" N, Long. 36°30' 49,8" E;
Lat. 45°05' 29,4" N, Long. 36°33' 10,2" E;
Lat. 45°04' 37,6" N, Long. 36°33' 24,6" E;
Lat. 45°02' 30,04" N, Long. 36°33' 24,6" E;
Lat. 45°02' 30,0" N, Long. 36°31' 30,0" E.

Vessels are recommended to drop anchor in the following positions within a radius of 150 metres:

E-1 Lat. 45°05' 06,00" N, Long. 36°32' 00,00" E;
E-2 Lat. 45°04' 24,00" N, Long. 36°32' 12,00" E;
E-3 Lat. 45°03' 18,00" N, Long. 36°32' 74,00" E;
E-4 Lat. 45°02' 54,00" N, Long. 36°32' 36,00" E;
E-5 Lat. 45°05' 18,00" N, Long. 36°32' 54,00" E.

Restrictions on ice navigation in the seaport water area

| Ice conditions | Vessels allowed to navigate in ice with icebreaker assistance or without icebreaker assistance | Vessels allowed to navigate in ice only with icebreaker assistance | Vessels not allowed to navigate in ice |
|--|---|---|---|
| Solid ice cover thickness 10-15 centimetres | Ships of class Ice 1 and higher | Ships of class Ice 1 | Tugs with barges in tow and ships without ice strengthening. |
| Solid ice cover thickness 15-30 centimetres | Ships of class Ice 2 and higher | Ships of class Ice 1 | Ships without ice strengthening, tugs with barges in tow |
| Solid ice cover thickness 30-50 centimetres | Ships of class Ice 3 and higher | Ships of classes Ice 1 and Ice 2 | Ships without ice strengthening, tugs with barges in tow |
| Solid ice cover thickness more than 50 centimetres | Ships of class Arc 4 and higher | Ships of classes Ice 2 and Ice 3 | Ships without ice strengthening and ships of Ice 1, tugs with barges in tow |

Minimum number and power of tugs required for mooring/unmooring operations in the seaport (not less)

| Ship's length (meters) | Minimum number and power of tugs, kW |
|---------------------------|--|
| | Berthing and unberthing (mooring/unmooring) |
| From 60 up to 100 | 1 x 220 |
| From 100 to 130 | 1 x 220 and 1 x 880 |
| More than 130 | 2 x 880 |
| More than 160 | 3 x 880 |

Minimum number and power of tugs for ensuring vessel's safe turning from Kerch-Yenikalskiy canal to Kerchenskiy approach canal and vice versa required for vessels with draught more than 6,5 metres

| Ship's length (meters) | Minimum number and power of tugs, kW |
|---------------------------|---|
| | For ensuring a safe turn of vessel in canal |
| From 100 to 130 | 1 x 880 |
| From 130 to 160 | 1 x 880 and 1 x 220 |
| More than 160 | 3 x 880 |

VTS operating area

The VTS operating area covers the water areas of the seaports of Taman, Kavkaz, Kerch, Temryuk and approaches to them. The VTS operating area is bounded by the coastline and straight lines connecting the positions:

Lat. 45°07' 35,9" N, Long. 36°41' 36,0" E;
Lat. 44°59' 45,0" N, Long. 36°41' 36,0" E;
Lat. 44°59' 45,0" N, Long. 36°27' 15,5" E;
Lat. 45°06' 00,8" N, Long. 36°27' 15,5" E;
Lat. 45°26' 28,2" N, Long. 36°34' 37,3" E;
Lat. 45°30' 06,0" N, Long. 36°34' 37,3" E;
Lat. 45°30' 06,0" N, Long. 37°02' 00,0" E;
Lat. 45°23' 18,0" N, Long. 37°23' 30,0" E;
Lat. 45°21' 00,0" N, Long. 37°23' 30,0" E;
Lat. 45°19' 57,0" N, Long. 36°39' 29,0" E;
Lat. 45°18' 03,0" N, Long. 36°32' 58,0" E;
Lat. 45°13' 06,0" N, Long. 36°39' 03,0" E.

Very High Frequency communication channels in the seaport

| Name | VHF Channels | | Call sign |
|---|--------------|-------------------------|-------------------------|
| | calling | working | |
| VTS (the Kerch strait) | 16 | 14,3 67,71 (reserve) | «KERCH-TRAFFIC-CONTROL» |
| Port State Control Inspection of area «Kerch Commercial Port» | 16 | 9 | «Kerch –Port-Control-1» |
| Port State Control Inspection of area «Crimea port» | 16 | 8 | «Kerch –Port-Control-2» |
| Port State Control Inspection of area «Fishing port» | 16 | 6 | «Kerch –Port-Control-3» |
| Kerch fishing port | 16 | 20 | «Kerch –Radio-33» |
| Coast radio center Kerch of the maritime search and rescue service | 16 | 85 | «Kerch Radio» |
| | 70 | 70 | MMSI 002731199 |

Sea Area A1 of the Global Maritime Distress and Safety System

| Name of base station | Position | Elevation above sea level | Mast height | operating range | Working frequency, channel | Telephones and INMARSAT terminals |
|--|---------------------------------------|---------------------------|-------------|-----------------|--|-----------------------------------|
| CRC «Kerch» Sea Area A1, MMSI 002731199, call sign «Kerch MSRS» | Lat. 45°21, 88' N, Long. 036°29,49' E | 10,0 m | 15,0 m | 10 miles | VHF: all maritime channels | Tel/fax +7365 6139785 |
| CS «Yurkino» Sea Area A1, MMSI 002731199, call sign «Kerch MSRS» | Lat. 45°25, 55' N, Long. 036°34,2' E | 100 m | 54 m | 31 miles | 156,525 DSC (channel 70) VHF: all maritime channels | |

Search and rescue area of MRCPC «Kerch» covers the part of the waters of the Black Sea and the Sea of Azov and is bounded by the coastline and straight lines connecting the positions:

From mys Meganom (Crimea) Lat. 44°47' 30,00" N, Long. 035°04' 48,00" E;

Lat. 44°30' 59,49" N, Long. 036°39' 54,81" E;

Lat. 44°56' 11,51" N, Long. 036°36' 30,77" E;

Lat. 45°04' 17,51" N, Long. 036°34' 12,75" E;

Lat. 45°12' 17,52" N, Long. 036°31' 54,74" E;

Lat. 45°14' 41,52" N, Long. 036°35' 36,74" E;

Lat. 45°18' 23,53" N, Long. 036°35' 18,73" E;

Lat. 45°22' 41,53" N, Long. 036°40' 54,73" E;

Lat. 45°26' 59,54" N, Long. 036°40' 54,72" E;

Lat. 46°00' 00,00" N, Long. 037°00' 00,00"E;

Lat. 46°00' 00,00" N, Long. 034°51' 00,00"E;

and further westward along parallel 46 up to Arbatskaya srelka.

Seaport capability to accommodate vessels and water depths in the seaport water area and on approaches to it

| Berth | Berth location | Berth details | |
|--|---------------------------------------|-------------------------------|---------------------|
| | | Length, m | Depth, m (designed) |
| 1 | 2 | 3 | 4 |
| Railway ferry pier (structure N 5) | Cargo and passenger terminal «Crimea» | 135,08 | 4,8 |
| Auxiliary service berth (structure N 7) with floating pier | Cargo and passenger terminal «Crimea» | 124,1 (floating pier - 108,8) | 4,8 |
| Moorage quay Section N 1 | Kerch shipyard «Fregat» | 151,2 | 6,15 |
| Moorage quay Section N 2 | Kerch shipyard «Fregat» | 80,0 | 4,15 |
| Dock quay | Kerch shipyard «Fregat» | 173,6 | 6,15 |
| Quayside | Gosgidrografia | 234,2 | 5,86 |
| Wing wall | Gosgidrografia | 178,1 | 5,86 |
| Port fleet berth | Kerch commercial port | 231,0 | 3,8 |
| Berth N 1 | Kerch commercial port | 231,74 | 6,7 |
| Berth N 2 | Kerch commercial port | 130,1 | 3,2-6,7 |
| Berth N 3 | Kerch commercial port | 258,05 | 6,7 |
| Berth N 4 | Kerch commercial port | 185,7 | 8,5 |
| Berth N 5 | Kerch commercial port | 198,8 | 8,5 |
| Berth N 6 | Kerch commercial port | 197,6 | 9,75 |
| Berth N 7 | Kerch commercial port | 214,9 | 9,75 |
| Pier N 1 | Kerch ship repair yard | - | - |
| Quay between piers | Kerch ship repair yard | 58,0 | 4,0 |

| 1 | 2 | 3 | 4 |
|------------------------------------|---|---|--------------------|
| Pier N 2 | Kerch ship repair yard | 254,0 | 6,27 |
| Refrigerator pier | Kerch ship repair yard | - | - |
| Quay with floating pier | Kerch ship repair yard | (floating pier 108,8) | - |
| Anchor chains painting quay | Kerch ship repair yard | 49,3 | 3,0 |
| Dock quay | Kerch ship repair yard | 82,3 | 4,0 |
| Berth N 1 | Kerch fishing port | 124,0 | 8,02 |
| Berth N 2 | Kerch fishing port | 167,0 | 8,02 |
| Berth N 3 | Kerch fishing port | 175,0 | 8,02 |
| Berth N 4 | Kerch fishing port | 205,0 | 8,02 |
| Berth N 5 | Kerch fishing port | 155,0 | 8,02 |
| Berth N 7 (N 7/1, N 7/2, N 7/3) | Kerch fishing port | N 7/1 – 108,6 N7/2– 143,06 N7/3-178,4 | 6,0 6,0 7,45 |
| Berth N 8 | Port-Terminal | 155,0 | 5,0 |
| Berth N 9 | Port-Terminal | 195,2 | 6,76 |
| Berth N 10 | Port-Terminal | 225,5 | 6,76 |
| Berth N 1 | Kamysh-Burun port | 245,7 | 7,7 |
| Berth N 2 | Kamysh-Burun port | 125,9 | 7,7 |
| Berth N 3 | Kamysh-Burun port | 127,6 | 7,7 |
| Berth N 4 | Kamysh-Burun port | 129,4 | 7,7 |
| Berth N 2 | Shipbuilding yard «Zaliv» | 222,0 | 3,8 |
| Berth N 3 | Shipbuilding yard «Zaliv» | 259,0 | 10,0 |
| Refrigerator pier | Kerch ship repair yard | 96,0 | 5,85 |
| Berth Severnyy | Northward of area «Crimea port» of the seaport waters | 65,6 | 2,82 |
| Berth Yuzhnyy | Southward of area «Crimea port» of the seaport waters | 46,3 | 2,47 |

| 1 | 2 | 3 | 4 |
|----------------------------------|------------------------------------|----------|-----------|
| Kerch-Yenikalskiy canal | Approaches to the seaport of Kerch | 35050,0 | 9,35-9,75 |
| Kerchenskiy approach canal | Approaches to the seaport of Kerch | 5100,0 | 8,9 |
| Fishing port approach canal | Approaches to the seaport of Kerch | 2037,2 | 8,0 |
| Kamysh-Burun port approach canal | Approaches to the seaport of Kerch | 3053,0 | 7,0 |