

## **The Obligatory Regulations of the Sea Port of Varandey**

**(Approved by the order of the Ministry of transport of the Russian Federation of December 12, 2013 No.464)**

### **I. Common Rules**

1. The Obligatory regulations of the sea port of Varandey (hereinafter – the Obligatory regulations) are issued in accordance with the Federal statute of November 08, 2007 No. 261-FZ “On the sea ports of the Russian Federation and on amendments to the legal acts of the Russian Federation”, with the Federal statute of April 30, 1999 No. 81 –FZ “The merchant shipping code of the Russian Federation” (hereinafter the MCS) and with the Common regulations for navigating and laying in the sea ports of the Russian Federation and at approaches to them (hereinafter – the Common regulations).

2. The following definitions are stated in the present Obligatory regulations: the sea port of Varandey (hereinafter – the Sea port); the rules for inbound and outbound passages to the sea port; navigating rules within the harbour; vessel traffic system coverage designation zone and navigation rules within this zone; rules for laying in the sea port with authorized positions, ecological safety and sanitary isolation period compliance guidelines; rules for special communication devices usage within the territory of the sea port and the harbour; data on the sea port borders; data on technical facilities of the sea port regarding taking vessels in; data on depths within the sea port; dangerous cargo handling information; data on navigating in ice regulations within the sea port; rules for transmittance of information by masters of vessels within the sea port in the event of any threats of illegal acts or trespasses; rules for meteorological and navigational data transmittance to masters of vessels within the harbour; other information stipulated in the legal acts and statutes of the Russian Federation regulating merchant shipping sphere.

3. The Present Obligatory regulations are binding for all operating in the sea port vessels and individuals and legal entities regardless their type and ownership.

4. Navigation of vessels within the harbour and at approaches to it and also laying of vessels within the harbour are to be carried out pursuant to the Common regulations and to the present Obligatory regulations.

### **II. The Sea port descriptions**

5. The sea port is situated in the South-West part of the Barents sea within the Varandey island and the “Varandey Guba” bay area.

6. The sea port borders are stipulated by the order of the Government of the Russian Federation of April 11, 2008 No. 475-R.

7. Data on the technical facilities of the sea port regarding taking vessels in is given in the Chapter IX and in the Appendix No. 1 of the present Obligatory regulations.

The harbour consists of the external harbour area “Vneshnyaya akvatoriya” and of the internal harbour area “Vnutrennyaya akvatoriya”, the approaching canal and the reversal area.

The stationary marine ice-resistant loading berth (hereinafter the SMIRLB) is located within the external harbour area “Vneshnyaya akvatoriya”, the berth embankment for cargo operations is located within internal harbour area “Vnutrennyaya akvatoriya”.

Data on the harbour sectors of the sea port is given in the Appendix No.2 of the present Obligatory regulations.

Information on very high frequency channels used in the port (hereinafter –VHF channels) is given in the Appendix No. 3 of the present Obligatory regulations.

8. South-westward winds prevail within the harbour. Fluctuations in water level caused by the tidal currents are of the semidiurnal character. The maximal possible amplitude of the tidal fluctuations of the sea level pursuant to the astronomical conditions is 1,92 meters.

9. The harbour is the freezing port. Navigation within the internal harbour area “Vnutrennyaya akvatoriya” begins from the moment when the “Varandey Guba” bay and its

approaches are cleared up from ice and is closed with fresh ice appearance. Navigation within the external harbour area “Vneshnyaya akvatoriya” is to be carried out permanently around the year.

10. The sea port is opened 24 hours a day.

11. The sea port is opened for foreign vessels.

Clearance of the Russian Federation state border crossing by inbound and outbound vessels is to be effected in authorized the Russian Federation state border checkpoints in other sea ports.

12. The external harbour area “Vneshnyaya akvatoriya” is not to be used as the place of refuge for vessels in the storm.

In the storm the internal harbour area “Vnutrennyaya akvatoriya” is to be used as the place of refuge for boats and for vessels of less than 120 meters, shifted to the berth embarkment for cargo operations.

13. Towage is available in the sea port. Data on the minimal quantity of tugs and their power essential for mooring operations is defined in the Appendix No. 4 of the present Obligatory regulations.

14. It is allowed in the sea port to handle dangerous cargoes of the class 3 of the International Marine Organization (hereinafter IMO).

### **III. Navigating rules for inbound and outbound vessels**

15. Information on ships arrival and departure is to be reported to the Harbour master on [www.portcall.marinet.ru](http://www.portcall.marinet.ru) internet website.

16. Arrival and departure clearance is available 24 hours a day.

17. There is no arrival and departure clearance for vessels operating within the sea port and for vessels proceeding out from the harbour borders with return to the sea port if the duration of one such passage does not exceed 72 hours.

The authorization for such vessels to navigate within the harbour and out of the harbour borders with return to the sea port is to be given by the Harbour master for the period not exceeding 90 days. The Authorization validity should not exceed validity of any ships certificates.

18. The authorization above is to be given by the Harbour master subject to vessel, her hull, machinery and crew complies with marine navigation safety and with marine environment pollution protection requirements according to the certificates indicated in the Appendices No.1 and No.2 of the Common regulations, and according to masters’(ship owner’) or marine agent’ declaration with the following data:

IMO number (if applicable);

vessel’s name in Russian and English;

vessel’s call sign;

Maritime Mobile service identity code;

ship owner and ship operator name and IMO number;

vessel’s class (the name of the organization entitled to ships classification and survey in accordance with the clause 22 of the MSC which issued the classification certificate);

ships particulars (type, date of build, gross tonnage, deadweight, length overall, breadth overall, depth, module, draught overall, draught for, draught aft, permitted navigating areas);

vessels usage;

crew quantity and their citizenship;

estimated navigating area;

restrictions on navigational areas and periods;

data on vessel security;

sanitary and epidemiological ships’ information;

information on vessels cargo handling gear and other related equipment breakdowns and on any severe incompliances with the safety life at sea, the marine navigation safety, the marine

environment pollution from ships protection and the transport safety regulations.

19. The harbour master authorization to navigate within the harbour and out of the harbour borders with return to the sea port is to be expressed in written. Data from master' (ship owner') or marine agent' declaration and also on navigating arias and periods of restrictions imposed by the Harbour master for vessel, authorization validity periods, the date of issue are to be indicated in the approval above.

20. In case of any changes in the declaration above in the period when the authorization is valid master (ship owner) or marine agent is to inform the Harbour master for reauthorization.

21. Within the period of authorization vessels are to report the Harbour master on the VHF channel 16 (call sign "Varandey – Radio – 5") on every outbound and inbound passage.

#### **IV. Navigation rules within the sea port**

22. Navigation and laying in the sea port are to be authorized and to be carried out pursuant to ships navigation and position timetable.

Ships navigation and position timetable is to be approved by the Harbour master daily at 10.00 am of local time considering ships arrival information, which is to be transferred in accordance with the clause 15 of the Present Obligatory regulations.

23. Passage of vessels within the harbour is to be regulated by the Harbour master. Not later than 15 minutes prior to passage commencement vessel is to apply to the Harbour master for authorization on the VHF channel 16, call sign "Varandey – radio – 5". If vessel remains at her position without starting her passage for 30 minutes, she is to reapply for authorization.

24. Navigation within the sea port is not allowed for vessels without ship radar station or with breakdowns in it.

25. In the external harbour area "Vneshnyaya akvatoriya" vessels are prohibited:  
to navigate and to lay at or near the SMIRLB;  
to anchor on fairways of the marine underwater oil pipeline;  
to navigate with slipped anchor chain; to execute trawling works at or near the marine underwater oil pipeline track.

26. Passage of vessels along the approaching canal is not allowed:  
in the wind of more than 17 meters per second;  
in the wind of direction close to the stream direction and with the speed of 14 meters per second and over;  
in visibility of less than 5 cables.

27. All vessels except for ships serving the SMIRLB and proceeding for loading operations are forbidden to approach the SMIRLB closer than 0,5 nautical miles.

28. Towage assistance of tankers proceeding to the SMIRLB to be commenced 3 nautical miles before approaching.

29. Vessels are to enter the internal harbour area "Vnutrennyaya akvatoriya" along the approaching canal, data on which is specified in the Appendix No. 2 of the present Obligatory regulations.

30. Diving operations within the harbour are allowed subject to the following:  
if the wind is of not more than 17 meters per second and the wave height is of not more than 1 meter;

if the flow speed is of not more than 0,5 meters per second;  
there is no drifting ice within the harbour.

31. It is prohibited during the diving operations:  
to shift to and to approach vessel which is subject to diving operations;  
to execute cargo loading or discharging on vessels which are subject to diving works;  
to approach the place of diving works closer than 50 meters.

32. The Harbour master is to be reported via the VHF channel 16, call sign "Varandey-

radio-5” on the time of diving operations commencement and ending.

33. Crew members and other persons can be taken to vessels from shore and from vessels to shore subject to: if the wind is of not more than 12 meters per second, if swell is of not more than 1 meter and if visibility is not less than 0,5 nautical mile.

#### **V. Vessel traffic system operative zone definition and navigation rules within this zone.**

34. The vessel traffic system operates within the harbour.

35. Vessels proceeding from the sea to the internal harbour area “Vnutrennyaya akvatoriya” are to connect with the Harbour master on the VHF channel 16, call sign “Varandey – Radio – 5” at least 5 nautical miles before approaching the first point of the harbour approaching canal axle.

36. 22 nautical miles before approaching the SMIRLB vessels are to connect with SMIRLB operator.

37. 5 nautical miles before approaching the SMIRLB vessels are to connect with the Harbour master on the VHF channel 16, call sign “Varandey – Radio – 5”.

#### **VI. The sea port vessel laying rules and laying positions.**

38. Vessels in the sea port are to lay at the SMIRLB and at the berth embankment for cargo operations data on which is indicated in the Appendix No.1 of the present Obligatory regulations.

Entrance to the internal harbour area “Vnutrennyaya akvatoriya” is allowed if vessel is able to lay at the berth embankment for cargo operations.

39. Anchorage within the harbor is prohibited.

40. Mooring/unmooring of vessels except for two-propellers vessels equipped with bow thruster to/from the berth embankment for cargo operations is to be effected with tugs assistance. Data on minimal quantity and power of tugs is indicated in the Appendix No.4 of the present Obligatory regulations.

41. Mooring of a vessel to the berth embankment for cargo operations is to be provided by boatmen. Quantity of boatmen depends on vessels gross tonnage calculated:

for a vessel of gross tonnage less than 500 – 1 boatman;

for a vessel of gross tonnage from 501 up to 3000 – 2 boatmen;

for a vessel of gross tonnage more than 3000 – 4 boatmen and also a person in charge having radio communication with a vessel in subject.

42. Laying of two vessels alongside at berth embankment for cargo operations is allowed if authorized by the marine terminal operator and by masters of both vessels.

43. When a vessel approaches another vessel or the berth embankment for cargo operations all the appendages and vessel’s equipment are to be removed beforehand inside the board line.

44. Cargo operations within the internal harbour area “Vnutrennyaya akvatoriya” are to be effected if the wind of less than 17 meters per second.

45. Mooring of tankers to the SMIRLB is possible if the wave height is of less than 3 meters.

46. Cargo operations near the SMIRLB are to be effected if the wave height is of less than 3,5 meters and the wind is of less than 25 meters per second.

47. Oil double-hull and double-bilge tankers equipped with special bow loading equipment capable to execute cargo operations by hose handling system are handled within the external harbour area “Vneshnyaya akvatoriya”.

#### **VII. The environmental safety and sanitary rules in the sea port.**

48. There is no vessels' refuse removal operations in the sea port. Inbound vessels are to be equipped with tankages for wastes sufficient for storage while the vessel is in the sea port up to the moment of refuse disposal in the other port with appropriate reception facilities.

49. Data on pollution within the sea port is to be immediately reported to the Harbour master on the VHF channel 16 or by other means by a person who detects the event. Information on the harbour pollution shall include the following:

time of detecting;

type of pollution and its extent;

suppositional cause of pollution;

hydro meteorological conditions (sea, visibility, the wind speed and direction).

50. In case of oil or oily mixtures spills onboard or within the harbour in area where oil discharging/loading operations are executed such operations are to be stopped and measures to allocate oil spills are to be taken pursuant to the vessel Plan for prevention and liquidation of oil spills.

51. Vessels not engaged in oil spill liquidation works are not allowed to pass the polluted area of the harbour.

52. While navigating near oil spill area a vessel is to reduce her speed up to the lowest sufficient for safe vessel operation.

53. Anti-epidemic measures on vessel are to be executed out of the harbour borders.

54. Reset of segregated ballast in the sea port is allowed in case if it was taken or changed in the Barents, the Norwegian or the White seas within the distance of not less than 50 nautical miles from the nearest land, in places where the depth is not less than 200 meters, whereof there is a confirming record in vessel's logbook.

### **VIII. Special means of communication usage in the Port regulations.**

55. Vessels within the harbour and at berths of the sea port are to be on constant radio watch on the VHF channel 16.

56. Data on additional means of communication for information exchange including the telephone numbers to be brought to the attention of seafarers by the Harbour master.

57. It is forbidden to use the VHF channels 14 and 16 for communication on not related with marine safety and vessel traffic control issues.

58. Information on any incidents or accidents related with safety navigation and laying within the harbour or with safety life at sea requirements is to be immediately, without any delays, reported to the Harbour master on the VHF channel 14.

### **X. Data on the sea port technical facilities regarding taking ships in and on the sea port depths**

59. The internal harbour area "Vnutrennyaya akvatoriya" is able to take in vessels of less than 120 meters in length and of less than 3,5 meters in draught.

60. The external harbour area "Vneshnyaya akvatoriya" is able to take in vessels of less than 258 meters in length and of less than 14,2 meters in draught.

61. The maximum deadweight of vessels allowed to shift to the berth embankment for cargo operations is of not more than 3 500.

62. Data on the sea port technical facilities regarding taking ships in is indicated in the Appendix No. 1 of the present Obligatory regulations.

63. Data on practical depths and data on draughts allowed within the harbour and at or near berths of the sea port is to be brought to the attention of mariners every year and if changed.

### **X. Data on dangerous cargoes handling.**

64. It is allowed in the sea port to handle dangerous cargoes of the class 3 of the International Marine Organization (IMO).

65. A vessel within the harbour with dangerous cargo onboard should keep the vessel propulsion unit ready to immediately leave the berth.

66. During dangerous cargo operations on vessel it is prohibited:  
any repairs or painting works on open decks or overboard;  
cargo compartments clearance within cargo handling zone.

#### **XI. Information on navigation in ice within the sea port rules**

67. Depending on ice conditions within the sea port forecast within the external harbour area “Vneshnyaya akvatoriya” the Harbour master establishes restrictions on ice navigating in accordance with the Appendix No. 5 of the present Obligatory regulations. Information on ice navigation restrictions is to be published on the [www.mapa.ru](http://www.mapa.ru) website not later than 7 days before the estimated date of their introduction.

68. Vessels are to navigate to the SMIRLB independently considering ice conditions and the SMIRLB operator recommendations.

69. Supporting ice-breaker executes ice clearance near the tanker and at the SMIRLB approaching area for reducing ice conditions.

70. Inbound and outbound vessel in ice conditions shall be able to control the main engine manually. Vessels of 30 years and over since built are to verify ice-strengthened category in the organization entitled for vessels' classification and survey pursuant to the article 22 of the MSC.

#### **XII. Data on transmission of information by masters of vessels in the harbour in the event of any threats of illegal acts or trespasses.**

71. In the event of any threats on illegal acts or trespasses shipmaster or person responsible for vessel's security is to inform immediately the employee of port facility responsible for security and also the Harbour master.

72. Information on the levels of port facilities security and on the levels of vessels security and on any changes in such levels is to be submitted to the Harbour master.

73. Notification on any threats of illegal acts or trespasses in the sea port and on any changes in the level of vessel's security as well as confirmation that such reports are received to be effected on VHF channels without any delays since the threats above occurred.

74. Masters of vessels within the sea port are to inform without any delays the Harbour master and the employee of the port facility responsible for security via VHF channels and by using additional means of communication on the following:

on any accidents, incidents if any suspected items or explosives are detected; on any signs of illegal acts or trespasses attempts and commitments; on any trespasses on vessels; on any information about terrorist acts preparation and also on violation of any rules imposed or on suspicious persons in the sea port.

The information above is to be reported by the Harbour master to the persons concerned.

#### **XIII. Data on navigational and hydro meteorological information transmittance to masters of ships within the port**

75. Transmittance of navigational and hydro meteorological information to vessels within the harbour is to be effected daily at 1.00 pm of Moscow time on the VHF channel 16.

76. Transmittance of urgent navigational and hydro meteorological information and also of storm warnings to masters of vessels within the sea port and at berths is to be executed immediately on the VHF channel 16, vessels are to confirm the remittance of the information aforesaid and of storm warnings.

**Appendix No. 1 of the Obligatory regulations  
(clauses 7,38,62)**

**Data on technical facilities of the sea port regarding taking vessels in**

Name	Location (coordinates)		Technical facilities	
	Latitude N	Longitude E	Length (meters)	Depth calculated (meters)
The berth embankment for cargo operations	68°47,96'	057°59,30'	200	3,6
Stationary marine ice-resistant loading berth	69°03,19'	058°09,13'	-	17,3

**Data on the harbour areas.**

The internal harbour area “Vnutrennyaya akvatoriya” includes the harbour area limited by straight lines connecting in order the points with coordinates:

- No. 1 68°48,04' N and 057°58,24'E;
- No. 2 68°48,97' N and 057°58,41'E;
- No. 3 68°48,74' N and 057°57,97'E;
- No. 4 68°48,74' N and 057°57,99'E;
- No. 5 68°48,49' N and 057°57,83'E;
- No. 6 68°48,43' N and 057°57,60'E;
- No. 7 68°48,42' N and 057°57,79'E;
- No. 8 68°48,24' N and 057°57,70'E;
- No. 9 68°48,28' N and 057°57,86'E;
- No. 10 68°48,23' N and 057°57,97'E;
- No. 11 68°48,06' N and 057°58,40'E;
- No. 12 68°48,01' N and 057°58,61'E;
- No. 13 68°47,93' N and 057°58,51'E;
- No. 14 68°47,99' N and 057°58,85'E;
- No. 15 68°47,98' N and 057°59,16'E;
- No. 16 68°47,90' N and 057°59,15'E;
- No. 17 68°47,81' N and 057°58,84'E.

The internal harbour area “Vnutrennyaya akvatoriya” is adjacent to the berth embankment for cargo operations.

The external harbour area “Vneshnyaya akvatoriya” includes:

the harbour sector adjacent to the stationary marine ice-resistant loading berth which is circular area with the radius of 1 kilometer from the point with coordinates 69°03,19' N and 058°09,13' E;

marine part of the sea underwater oil pipe line track limited by straight lines connecting in order the points with coordinates:

line 1:

- No. 1 68°51,17' N and 058°13,98'E;
- No. 2 68°51,27' N and 058°13,94'E;
- No. 3 69°03,01' N and 058°09,35'E;
- No. 4 69°03,17' N and 058°09,21'E;

line 2:

- No. 5 68°51,18' N and 058°13,82'E;
- No. 6 68°51,25' N and 058°13,80'E;
- No. 7 69°03,01' N and 058°09,20'E;
- No. 8 69°03,17' N and 058°09,20'E.

The approaching canal includes the harbour area limited by straight lines connecting in order the points with coordinates:

- No. 1 68°48,95' N and 057°58,43'E;
- No. 2 68°48,93' N and 057°58,55'E;
- No. 3 68°48,45' N and 057°57,98'E;
- No. 4 68°48,38' N and 057°57,93'E;
- No. 5 68°48,25' N and 057°58,00'E;
- No. 6 68°48,19' N and 057°58,11'E;
- No. 7 68°48,03' N and 057°58,54'E;

No. 8 68°47,97' N and 057°58,75'E;  
No. 9 68°47,90' N and 057°58,66'E;  
No. 10 68°48,21' N and 057°57,84'E;  
No. 11 68°48,40' N and 057°57,75'E;  
No. 12 68°48,71' N and 057°58,12'E;  
No. 13 68°48,70' N and 057°58,13'E.

Reversal area includes the harbour sector limited by straight lines connecting in order the points with coordinates:

No. 1 68°47,97' N and 057°58,75'E;  
No. 2 68°47,96' N and 057°58,86' E;  
No. 3 68°47,96' N and 057°59,45'E;  
No. 4 68°47,88' N and 057°59,44'E;  
No. 5 68°47,78' N and 057°59,22'E;  
No. 6 68°47,78' N and 057°59,07'E;  
No. 7 68°47,78' N and 057°58,96'E ;  
No. 8 68°47,90' N and 057°58,66'E.

**Appendix No. 3  
of the Obligatory regulations  
(Clause 7)**

**Data on VHF channels used the sea port**

The subscriber	VHF channels		Call sign
	Calling channel	Working channel	
Port State Control	16	14	"Varandey-Radio-5 "
Marine port dispatcher	16	11	"Radio-11"
Operator of the technical supervisory and communication quarter of the stationary marine ice-resistant loading berth	16	12	"Varandey-traffic"
Dispatcher of the reservoir storages	16	67	"Varandey-dispatcher"
Dispatcher of the liquidation of emergency oil spills service	16	9	"Morspas"
Dispatcher of the hydro-mechanization works area	16	17	"SMP-bereg"
Operator of the berth embankment for cargo operations	16	15	"Prichal"

**Information  
on minimal quantity and power of tugs required for mooring operations in the sea port**

1. Data on minimal quantity and power of tugs required for mooring operations to the berth embankment for cargo operations

Vessel		Minimal quantity and power of tugs in kilowatts	
Deadweight	Type of vessel	mooring	unmooring
From 1500 up to 3500	With one propeller	2 x 510	2 x 510
	With one propeller and bow thruster	1 x 510	1 x 510
	With two propellers	1 x 510	1 x 510

2. Data on minimal quantity and power of tugs required for assistance of tankers approaching the stationary marine ice-resistant loading berth.

Deadweight	Minimal quantity and power of tugs in kilowatts
From 18001 up to 33000	1 x 740
From 33001 up to 50000	1 x 1690
From 50001 up to 85000	1 x 2210

**Appendix No.5**  
**of the Obligatory regulations**  
**(clause 67)**

**Restrictions on navigating in ice within the harbour\***

Ice conditions	Vessels allowed to navigate in ice with ice-breaker assistance or independently	Vessels allowed to navigate in ice only with ice-breaker assistance	Vessels not allowed to navigate in ice
The thickness of platformed ice is of 10-15 centimeters	Vessels of Ice 1 class and above	Vessels without Ice class	Towage and barge convoys
The thickness of platformed ice is of 15-30 centimeters	Vessels of Ice 2 class and above	Vessels of Ice1 class	Vessels without Ice class, towage and barge convoys
The thickness of platformed ice is of 30-50 centimeters	Vessels of Ice 3 class and above	Vessels of Ice1 and Ice2 classes	Vessels without Ice class, towage and barge convoys
The thickness of platformed ice is greater than 50 centimeters	Vessels of Arc4 class and above	Vessels of Ice2 and Ice3 classes	Vessels without Ice class and of Ice 1 class, towage and barge convoys

\* Ice classes of vessels are defined in the Russian maritime register of shipping classification rules.