VALIDATED
By order of Ministry of Transport of Russia
dated_____, _____ №_____

THE BYLAWS

OF THE SEA PORT "DUDINKA"

I. General

1. The Bylaws of the sea port "Dudinka" (hereinafter, Bylaws) were developed according to the Federal Law of November 8, 2007 No. 261-ФЗ "On Sea Ports of the Russian Federation and on the Amendments to Individual Legislative Acts of the Russian Federation"[1], Federal Law of April 30, 1999 No. 81-ФЗ "The Merchant Shipping Code of the Russian Federation"[2], The General Rules of Navigation and Lying of Vessels at the Sea Ports of the Russian Federation and at Approaches to them[3] (hereinafter, the General Rules).

2. The Bylaws contain description of the sea port Dudinka (hereinafter, the sea port); rules for ships entering and leaving the sea port; rules for navigation in the sea port water area; rules for ships staying in the sea port and particular anchor grounds for them; regulations for ecological safety, quarantine in the sea port; rules for special communication equipment use in the sea port territory and water area; information about the boundaries of the sea port; the sea port technical capability information on berthing and the sea port water area depths; information about the navigation period; information about the obligatory pilotage areas; information about the depths of the sea port area; information about dangerous cargo recycling; information on ice navigation in the sea port; navigation and hydrometeorological information transferred to captains of ships in the sea port; other information concerning merchant shipping stipulated by the regulatory legal acts of Russian Federation.

3. The Bylaws are enforceable by the courts regardless of national and departmental identity, as well as by individual persons and legal bodies regardless of the legal form and ownership operating in the sea port.

4. Navigation of ships along the sea port and at approaches to it, lying of vessels in

---

[1] Collection of Legislative Acts of the Russian Federation, 2007, No. 46, article 5557; 2008, No. 29 (p. 1), article 3418, No. 30 (p. 2), article 3616; 2009, No. 52 (p. 1), article 6427; 2010, No. 19, article 2291, No. 48, article 6246; 2011, No. 1, article 3, No. 13, article 1688 No. 17, article 2313, No. 30 (p. 1), article 4590, article 4594.

[2] Collection of Legislative Acts of the Russian Federation, 1999, No.18, article 2207; 2001, No.22, article 2125; 2003, No.27 (p. I), article 2700; 2004, No. 45, article 4377, No. 15, article 1519; 2005, No. 52 (1 p.), article 5581; 2006, No. 50, article 5279; 2007, No. 46, article 5557, No. 50, article 6246; 2008, No. 29 (p. 1), article 3418, No. 30 (p. 2), article 3616, No. 49, article 5748; 2009, No. 1, article 30, No. 29, article 3625; 2010, No. 27, article 3425, No. 48, article 6246; 2011, No. 23, article 3253, No. 25, article 3534, No. 30 (p. 1), 4590, article 4596, No. 45, article 6335, Rossiiskaya Gazeta, 26 November 2011, № 266p.

[3] The order of Ministry of Transport of Russia of August 20, 2009 No. 140 «On estimation of general rules for ships navigation and anchorage at the sea ports of the Russian Federation and approaches to them» (registered by Ministry of Justice of Russia on September 24, 2009, registration No. 14863) with changes made by order of Ministry of Transport of Russia of March 22, 2010 No. 69 (registered by Ministry of Justice of Russia on April 29 2010, registration No. 17054).

the sea port water area is implemented in accordance with the General rules and the Bylaws.

II. The sea port description

5. The sea port is located on the Yenisei River; water areas of the sea port include the water surface district of the Yenisei River and the water surface district of Dudinka river down-current from the eastern end of the special cargo wharf, including slop basin and timber harbour.

6. The sea port borders are established according to the Order of the Government of the Russian Federation on December 16, 2009 No. 1978- p.

7. Entry of ships and other vessels with nuclear installations is allowed in the sea port [4].

8. The sea port is a freezing sea port.

9. Navigation in the sea port is performed all year round, the sea port works 24 hours a day; it has a passenger-and-freight constant multiway checkpoint on the state border of the Russian Federation[5].

10. Within the sea port the icebreaker assistance is fulfilled in accordance with the General rules and the Bylaws.

Limitations on the mode of ice navigation of vessels within the water area of the sea port are provided in the Appendix № 1 of the present Bylaws.

11. The sea port works 24 hours, navigation is performed all year round with the exception of the period of intense increase of the water level in the water area of the sea port, caused by weather conditions and resulting in flooding of wharves located in the water area of the sea port (hereinafter, the flood period).

12. The beginning and the end of the flood period is transferred to the mariners by the Harbour Master annually.

13. The sea port is a shelter for ships in stormy weather.

14. Information about anchorage sites of the sea port and the exact depths in the sea port water area is provided in Appendix № 2 to the present Bylaws.

Information about the technical capabilities of the sea port in mooring of vessels and berths is provided in Chapter VIII of the present Bylaws and in Appendix № 3 of the present Bylaws.

Information on channels of very high frequency (hereinafter, VHF) used in the sea port for ships and inland-waterways vessels, is given in Appendix № 4 to these Bylaws.

Information on fishing grounds is given in Appendix № 5 to these Bylaws.

15. In the sea port obligatory towing for ships berthing operations is provided (berthing, unberthing, shifting for more than 50 meters), excluding ships performing maintenance and provision of ships in the sea port water area or approaches to it, the sea port infrastructure objects (hereinafter, port vessels), ships with main propulsion units with

---

[4] The Russian Federation government order of January 6, 1997, № 14-p (Collection of Legislative Acts of the Russian Federation, 1997, № 3, article 396; 2008, № 8, article 806; 2010, № 14, p. 1680).

[5] The Russian Federation government order of December 10, 2010, № 2241-p (Collection of Legislative Acts of the Russian Federation, 2010, № 51 (part. 3), p. 6960)

the power less than 55 kW and ships with gross tonnage less than 80.

Information on minimum quantity and power of tugs for ships berthing operations in the sea port is given in Appendix № 6 of these Bylaws.

16. In the water area of the sea port pilotage is compulsory[7)].

17. The sea port is open for passenger and freight traffic.

18. The sea port handles freight operations with all types of cargo, including dangerous cargoes of 1 and 3 hazardous classes prescribed by the International Maritime Organization (hereinafter, IMO).

19. In the sea port is able to supply vessels with fuel and fresh water, as well as collect waste and oily water, all types of waste and food by-products.

Collection of waste and oily water is not performed during the icebreaking assistance.

III. Rules for ships entering and leaving the sea port

20. Information on a ship entering the sea port is transferred to the Harbour Master via the Internet site: www.portcall.marinet.ru.

21. The procedure of cleaning the ships in and out is performed 24 hours a day.

22. Cleaning the ships in and out at the same time is allowed if:

ships staying in the sea port does not exceed 24 hours;

handling operations as well as embarkation / disembarkation of passengers is not planned;

changes in the crew list during ships staying in the sea port are not provided;

changes in technical condition of a ship during ships staying in the sea port are not provided.

IV. Rules for navigation in the sea port water area

23. In the sea port there is a regulatory approval system for ships navigation.

24. The schedule of anchorage and navigation of the ships in the sea port is approved by the Harbour Master every day based on information on the ship entering the port transferred according to point 20 of these Bylaws and published in the Internet.

25. Berthing and unberthing as well as mooring operations are carried out as per the permission of the Harbour Master.

26. Traveling speed of vessels within the water area must not exceed 6 knots.

27. Ships navigation in the sea port water area is allowed for visibility not less than 5 cables.

28. Ships navigation in the district of the sea port water area in the Dudunka River is one-way up or down the stream.

29. Berthing operations and navigation of the inland-waterways vessels convoys

---

[7)] The order of Ministry of Transport of Russia of October 13, 2008, № 168 "On establishing the area of compulsory pilotage on the Yenisei River from the Sopochnaya Karga Cape to the Igarka sea port and in the sea ports Dudinka, Igarka" (registered by Ministry of Justice of Russia on January 27, 2009, registration No. 13174).

within water area of the sea port are allowed at a wind speed of 15 m/sec.

30. Transit passage of all ships, excluding self-propelled vessels with main propulsion units with the power less than 55 kW and non-propelled vessels with gross tonnage less than 80, near the special cargo berth on the Dudinka River in the presence of explosives on the berth or on board berthed vessels carrying explosives, is not allowed.

31. In the sea port pilotage is performed 24 hours a day.

32. For the ships sailing to the sea port from the sea pilots embarkation and disembarkation is performed at the intersection of Verkhnenovoselskiy leading line and bulk oil terminal beam in position Lat. 69°25'30" N. and Long. 86°07'36" E.

33. For the ships sailing to the sea port from the sea without a pilot on board embarkation of pilot is performed in position Lat. 69°28'24" N. and Long. 86°02'36" E.

34. For the ships sailing to the sea port from the sea port Igarka without a pilot on board embarkation of pilot is performed in position Lat. 69°21'12" N. and Long. 86°05'24" E.

35. Harbour pilotage is not compulsory for:

inland-waterways vessels sailing to the Yenisei river headwaters to Lat. 71°52' N and back;

port vessels;

ships with main propulsion units with the power less than 55 kW and non-propelled vessels with gross tonnage less than 80;

hydrographic and buoy-maintenance vessels;

ships, following ice navigation.

36. Within the water area of the sea port towing of not more than one ship at a time is allowed.

37. While towing of dump objects on the water area of the sea port navigation of other ships is not allowed.

On the water area of the sea port on the Dudinka river water crafts of navigation equipment along the way of towing convoy must be removed during towing.

Ships, standing along the path of towing convoy must be removed from the traffic area of towing convoy.

38. Self-propelled vessels with main propulsion units with the power less than 55 kW and non-propelled vessels with gross tonnage less than 80 are not allowed:

navigation within the water area of the sea port at the wind speed more than 12 m/sec;

approach to vessels berthed at the sea port;

navigation nearby anchor grounds of the sea port while ships staying at anchor;

without radio communication with the Harbour Master;

maneuvering in the vicinity of navigating ships dredging crafts and floating cranes;

approach to berths of the sea port without the permission of the Harbour Master;

39. Ships navigation on the water area of fishing districts should be performed carefully.

Ships, fishing on the water area of the sea port shall not interfere with other ships.

V. Rules for ships staying in the sea port and particular anchor grounds for them

40. Ships staying in the sea port are performed at anchor grounds, information on which is given in Appendix № 2 to these Bylaws and at berths № 1-8, information on which is given in Appendix № 3 to these Bylaws.

41. Ships staying at wharves of the sea port are allowed in one hull.

42. With increasing of the wind speed for more than 20 m/sec. ships berthed in the sea port shall be immediately departed from the berths to the anchor grounds at the request of the Harbour Master.

43. With increasing of the wind speed for more than 20 m/sec or formation of 1 meter high waves dump objects without a crew on board standing at the sea port berth shall be immediately departed from the berths to the anchor ground for the inland-waterways vessels.

44. Ships berthing operation and performing cargo handling within the sea port at a wind speed of 20 m/sec and more are not allowed.

45. Shifting of the ships with decommissioned power generating system (hereinafter, PGS) and/or propeller-rudder system and/or anchor handling gear in the sea port is not allowed.

46. Placement of any floating equipment near the board of vessels before the end of berthing operations is not allowed.

47. Berthing of ships with nuclear power systems (hereinafter, NPS) is allowed to wharf № 8.

48. Ships with NPS, staying at anchor grounds in the sea port, must be ready to leave the sea port not later than in 1 hour after receiving directions from the Harbour Master.

49. In case of emergency on board of NPS a captain of the ship should immediately inform the Harbour Master.

50. Anchorage is performed in such a way that the hull of the vessel shall not exceed the limits of the anchor ground.

51. Berthing of vessels in the sea port is allowed with port side only (against the current of the Yenisei River).

VI. Regulations for ecological safety, quarantine in the sea port

52. The sea port is able to collect waste and oily water to ships-collectors.

53. The sea port is able to collect all types of waste and food by-products to the containers located at the berths of the sea port.

54. The ship, where there is a sick person with symptoms suggesting a dangerous infection, is anchored at the quarantine ground, information on which is given in Appendix № 2 of these Bylaws, with all the crew, passengers and cargoes for epidemic preventing procedures.

55. During handling operations with oil and petroleum products and ship's

bunkering in the sea port water area, ships are guarded by floating booms for the period of cargo or bunkering operations.

VII. Rules for special communication equipment use in the sea port territory and water area.

56. Every ship entering the sea port is obhged to contact Harbour Master via channel 16 of VHF and follow his directions.

Negotiations not connected with the control of the ship navigation via channel 16 of VHF are not allowed.

57. During berthing operation communication between ships and towing hawsers is performed via channel 8 of VHF.

VIII. The sea port technical capability information on berthing and the sea port water area depths

58. The sea port accepts ships up to 260 meters long and with the draft to 11 meters in fresh water.

59. Information on the depths in the sea port water area is given in Appendix № 2 of these Bylaws.

60. Information on the lengths of the wharves and the depths near the wharves in the sea port is given in Appendix № 3 of these Bylaws.

61. Information on the exact depths in the sea port water area and at wharves, as well as acceptable ships drafts is transferred to the mariners by the Harbour Master annually and in case of any changes.

IX. Information on ice navigation in the sea port

62. The beginning and completion of the ice navigation period are announced by the Harbour Master.

63. Information about the ship's Expected Time of Arrival (hereinafter, ETA) at the convoy meeting point (hereinafter, CMP) is transferred 72 hours prior and is conflrmed 24 hours in advance before ETA to CMP according to section 20 of these Bylaws.

The time and order of ships proceeding through the ice, as well as the number of convoyed ships at the same time, are determined by the Harbour Master by 10:00 LT on daily basis and the data is published in the Internet. When the ice situation is deteriorated and there are any changes of time and ice convoys order then these data are published in web by 20:00 LT on daily basis.

64. Depending on the forecast of ice situation development within the sea port water area, the Harbour Master is to publish the Ice Restriction Announcement applicable according to Appendix № 1 to these Bylaws and establishes the CMP location. A notice for the ice navigation restrictions and the CMP location is pubhshed in the Internet not later than 14 day before the expected date of the ice navigation restrictions and the CMP announcement enter into force.

The ice restrictions referred to in Appendix № 1 to the Bylaws are not applied to ships not older than 15 years which have an Ice Safety Certificate, issued by Russian Maritime Register of Shipping (hereinafter, RMRS) on permissive provisions of ice navigation, indicating the possibility of independent navigation in ice or ice navigation under icebreaker assistance (for other ship-classification societies- document confirming the ice class similar to RMRS). In this case the ice restrictions, which are not lower than restrictions specified in the Rules of Russian Maritime Register of Shipping on acceptable conditions of ice navigation, are applied.

65. The ships bound to the sea port are to proceed to CMP by their own power consulting with the Harbour Master. The ships which are not capable to proceed to CMP by their own power are provided with ice-breaking service by the request of the ship owners (ship's master). The vessel proceeding in ice conditions to and out of the sea port when in ice convoy with ice-breaker shall ensure manual mode of the main engine control whenever necessary.

66. The ships are guided through the ice by diesel-powered open sea icebreakers and port ice-breakers.

67. The ships are guided by the Harbour Master in accordance with item 65 of these Bylaws based upon the following criterion:

time of the ship's arrival at CMP;

submission time of the request for the ship to enter or leave the sea port; priority

order established by the General Rules; ice restrictions.

Upon arrival at CMP the ship is to contact by VHP an ice-breaker and act according to direction of ice-breaker's captain. Whenever necessary the Harbour Master is to assist the ship to communicate with the ice-breaker.

68. Taking into account the actual ice conditions in the sea port waters and the ships' technical characteristics, the ships may proceed by their own power according to the Harbour Master directions.

The ships proceeding by their own power shall inform the Harbour Master of passing the control way point of the recommended route appointed by the Harbour Master and to report of the ice condition upon their way.

69. The ice-breaking operation around the vessel got stuck in the ice is allowed to be made by the ice-breaker only.

70. The vessel is to be stuffed with sufficient stock of fresh water, provision and fuel for the period of not less than 10 days from the time of arrival at CMP. Should any vessel be waiting for the ice-breaking service more than 10 days rom the time of arrival at CMP, the Harbour Master is to exercise prompt actions to procure such vessel to enter the sea port.

71. During the period of ice navigation, before the ship approach to the wharf, water area district for berthing near the wharf must be cleaned of ice.

X. Information transferred by captains of ships lying in the sea port in case of acts of unlawful interference hazards in the sea port

72. If there is a hazard of unlawful interference act in the sea port, the ship's captain or the ship security officer immediately reports to the port facility security officer as well as the Harbour Master.

73. The Harbour Master is informed about the security level of the port facilities and ships in the sea port as well as about any changes in their security levels.

74. Announcements about hazards of unlawful interference acts in the sea port and about the security level changes as well as confirmation of these announcements reception is performed on channels of VHP immediately after the announced circumstances occur.

75. The captains of ships in the sea port immediately report to the Harbour Master, the port facility security officer on operating channels of VHP or via the additional communication equipment about all the incidents concerning finding precarious objects or explosive devices, about the signs of preparing and realization of unlawful interference acts, incidents of illegal boarding, about receiving any information concerning terroristic acts preparation and about all infractions or dubious persons in the sea port, and this information is transferred to all concerned persons by the Harbour Master.

XI. Navigation and hydrometeorological information transferred to captains of ships in the sea port

76. Transfer navigation and hydrometeorological information for the ships, located in the sea port, on channel 16 of VHP.

77. Gale warnings and high-value messages are transferred to the mariners immediately. The ships confirm reception of high-value messages and gale warnings.

APPENDIX № 1
by Bylaws
(i.i. 10, 66)

Limitations of ice navigation regime on the sea port water area[8)]

Ice situation	**Ships allowed to navigate in ice with icebreakers assistance or without assistance**	**Ships allowed to navigate in ice with icebreakers assistance only**	**Ships not allowed to navigate in ice**
Solid ice cover thickness 10-15 cm	Ships of Ice Class 1 and higher	Not Ice Class Ships	Tows
Solid ice cover thickness 15-30 cm	Ships of Ice Class 2 and higher	Ships of Ice Class 1	Not Ice Class ships, Tows
Solid ice cover thickness 30-50 cm	Ships of Ice Class 3 and higher	Ships of Ice Class 1 and Ice Class 2	Not Ice Class ships, Tows
Solid ice cover thickness more than 50 cm	Ships of Ice Class Arc4 and higher	Ships of Ice Class 2 and Ice Class 3	Not Ice Class ships and Ships of Ice Class 1, Tows

[8)] Categories of ice restrictions are listed in the Classification of Russian Maritime Register of Shipping.

APPENDIX № 2
by Bylaws
(i.i. 14, 40, 54, 61)

Information on anchorage in the sea port and depths of the water area

Name	Location	Length	Depth (meters)
2	3	4	5
Anchor grounding for inland-waterways vessels sailing from the Yenisei river headwaters to Lat. 71°52' N and back	Bounded by straight lines connecting the order of the points with coordinates: № 1 Lat. 69°21'40" N and Long. 86°02'00" E; № 2 Lat. 69°21'27" N and Long. 86°05'08" E; № 3 Lat. 69°24'28,5" N and Long. 86°08'06" E; № 4 Lat. 69°24'28,5" N and Long. 86°06'32" E	5,9 kilometer	3 - 35
Anchor grounding for marine vessels	Bounded by straight lines connecting the order of the points with coordinates: № 1 Lat. 69°24'28,5" N and Long. 86°06'32" E; № 2 Lat. 69°24'28,5" N and Long. 86°08'06" E; № 3 Lat. 69°26'19" N and Long. 86°06'28" E; № 4 Lat. 69°26'19" N and Long. 86°05'00" E; № 5 Lat. 69°25'25" N and Long. 86°06'20" E; № 6 Lat. 69°24'28,5" N and Long. 86°07'08" E.	5,2 kilometer	10 – 40

2	3	4	5
The quarantine anchorage	Bounded by straight lines connecting the order of the points with coordinates: № 1 Lat. 69°26'19" N and Long. 86°05'00" E.; № 2 Lat.69°26'19" N and Long. 86°06'28" E.; № Lat. 3 69°26'58" N and Long. 86°05'12" E; № Lat. 4 69°26'58" N and Long. 86°03'58" Long.	1,48 kilometer	10 -35
Anchor grounding for the vessels with dangerous cargoes and oil-carrying ships	Bounded by straight lines connecting the order of the points with coordinates: № Lat. 1 69°27'07" N and Long. 86°04'55" Long.; № Lat. 2 69°27'07" N and Long. 86°03'58" Long.; № Lat. 3 69°27'55,5" N and Long. 86°03'12" Long.; № Lat. 4 69°27'55,5 N and Long. 86°01'58" Long.	1,85 kilometer	10 – 40
Anchor grounding for the ships with main propulsion units with the power less than 55 kW and ships with gross tonnage less than 80.	Between the parallels Lat. 69°25’00” N and Lat. 69°25’12” N., 15 meters from the shoreline to the north of sea berth № 8, to the south of the passenger berth	370 meters	5 – 10

APPENDIX № 3
by Bylaws
(i.i. 14, 40, 62)

The sea port technical capacity information on berthing and wharves

Wharves	Wharf location	Wharf technical capacities	
		Wharf length (meters)	Depth at wharf (meters), at a level of +4.62 meters
1	2	3	4
Wharf № 1	Wharf quay on the right bank of the Yenisei River in 423 km from the mouth, opposite the Kabatsky Island	192	11,1
Wharf № 2	Wharf quay on the right bank of the Yenisei River in 423 km from the mouth, opposite the Kabatsky Island	162	9,3
Wharf № 3	Wharf quay on the right bank of the Yenisei River in 423 km from the mouth, opposite the Kabatsky Island	160	8,7
Wharf № 4	Wharf quay on the right bank of the Yenisei River in 423 km from the mouth, opposite the Kabatsky Island	205	10,1

1	2	3	4
Wharf № 5	Wharf quay on the right bank of the Yenisei River in 423 km from the mouth, opposite the Kabatsky Island	190	10,8
Wharf № 6	Wharf quay on the right bank of the Yenisei River in 423 km from the mouth, opposite the Kabatsky Island	182	11,9
Wharf № 7	Wharf quay on the right bank of the Yenisei River in 423 km from the mouth, opposite the Kabatsky Island	253	11,6
Wharf № 8	Wharf quay on the right bank of the Yenisei River in 423 km from the mouth, opposite the Kabatsky Island	241,8	11,2

APPENDIX № 4
by Bylaws
(i.i. 14, 58)

Information on the channels of very high frequency used in the sea port for the ships and inland-waterways vessels

Subscriber	Channels of very high frequency		Call signs
	Duty channel	Working channel	
Harbour Master	16	16	Port Control
Pilot	16	9	Pilot's watch
Landholder of the wharves № 1-8 operator	16	14	Sea–port
Towing hawser	16	8	Tow
Department of the Federal Border Service of the Russian Federation	16	13	Frontier post

APPENDIX № 5
by Bylaws
(i.i. 14)
(information)

Information on fishing grounds[9)]

Fishing ground № 1032 is bounded by the straight lines, connecting one after another the points with coordinates:

№ 1 Lat. 69°27'30" N and Long. 86°03' E.;

№ 2 Lat. 69°26'57" N and Long. 86°04' E.

Fishing ground № 1032 is located in the north-west direction from the north-end of the Kabatsky Island at a distance of 2500 meters and downstream along the left bank of the Yenisei River 1000 meters long, the ground is 400 meters depthward the Yenisei River.

Fishing ground № 1219 is bounded by the straight lines, connecting one after another the points with coordinates:

№ 1 Lat. 69°23'50" N and Long. 86°09'55" E.;

№ 2 Lat. 69°09'55" N and Long. 86°02'25" E.

Fishing ground № 1219 is located on the mouth of the Dudinka River and goes along the right bank of the Yenisei River upstream for 36 miles, 500meters depthward the Yenisei River water area.

Fishing ground № 1220 is bounded by the straight lines, connecting one after another the points with coordinates:

№ 1 Lat. 69°25'10" N and Long. 86°09'00" E;

№ 2 Lat. 69°26'20" N and Long. 86°07'25" E

Fishing ground № 1220 is located below the mouth of the river Dudinka at the distance of 2 km and goes along the right bank of the Yenisei River downstream for 2.7 kilometers, 500 meters depthward the Yenisei River water area.

Fishing ground № 1221 is bounded by the straight lines, connecting one after another the points with coordinates:

№ 1 Lat. 69°27'20" N and Long.86°06'20" E;

№ 2 Lat. 69°35'05" N and Long. 85°49'10" E.

Fishing ground № 1221 is located below the mouth of Pshenichnaya river at the distance of 1, 5 km and goes along the right bank of the Yenisei River downstream to the mouth of Gorokhov River, 500 meters depthward the Yenisei River water area.

[9)] Fishing grounds are established by the Order of Council of Krasnoyarsk Territory Administration of April 10, 2007, № 129-п "On Approval of the List of fishing grounds in the Krasnoyarsk Territory" (state registration number in the Federal Register of Legal acts of the Russian Federation RU2400200700213 of May 7, 2007).

APPENDIX № 6
by Bylaws
(i.i. 15)

Information on minimum quantity and power of tugboats for ships berthing operations in the sea port

Ship's deadweight (tons)	Minimum quantity of tugboats and their power (in kilowatts)	
	berthing	unberthing
wharves № 1 – 8		
500 to 5000	1 x 2000	1 x 2000
5001 to 14000	1 x 2000 and 1 x 800	1 x 2000 and 1 x 800
14001 to 28000	1 x 2000 and 1 x 800	1 x 2000 and 1 x 800
28001 to 45000	1 x 2000, 1 x 800 and 1 x 400	1 x 2000 and 1 x 800