

MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION

ORDER

Dated November 7, 2013 N 345

ON APPROVAL OF THE BY-LAWS OF THE SEAPORT KANDALAKSHA

In accordance with the 14 article of The Federal Law No. 261-FZ of November 8, 2007 “On Sea Ports of the Russian Federation and on the Amendments to Individual Legislative Acts of the Russian Federation” (Legislation Bulletin of the Russian Federation 2007, N 46, art. 5557; 2008, N 29 (part. I), art. 3418, N 30 (part. II), art. 3616; 2009, N 52 (part. I), art. 6427; 2010, N 19, art. 2291, N 48, art. 6246; 2011, N 1, art. 3, N 13, art. 1688, N 17, art. 2313, N 30 (part. I), art. 4590, art. 4594; 2012, N 26, art. 3446; 2013, N 27, art. 3477, N30 (part I), art. 4058) order:

To approve enclosed the By-laws in the seaport Kandalaksha.

Minister
M.Y.SOKOLOV

VALIDATED

By order of Ministry of Transport of Russia
dated November 7, 2013 N 345

THE BY-LAWS OF THE SEAPORT KANDALAKSHA

I. General provisions

1. Bylaws of the sea port Kandalaksha (hereafter, Bylaws) were developed according to the Federal Law of November 8, 2007 No. 261-FZ “On sea ports of the Russian Federation and on changing particular legal acts of the Russian Federation” <1>, Federal law of April 30, 1999 No. 81-FZ “Merchant shipping code of the Russian Federation” <2>, General rules for ships navigation and anchorage at sea ports of the Russian Federation and approaches to them <3> (hereafter, General rules).

<1> Collection of Legislative Acts of the Russian Federation, 2007, No. 46, article 5557; 2008, No. 29 (p. I), article 3418, N 30 (p. II), article 3616; 2009, No. 52 (p. I), article 6427; 2010, N 19, article 2291, N 48, article 6246; 2011, N 1, article 3, No. 13, article 1688 N 17, article 2313, N 30 (p. 1), article 4590, article 4594, 4594; 2012, N 26, article 3446; 2013, N 27, article 3477, N 30 (p. I), article 4058.

<2> Collection of Legislative Acts of the Russian Federation, 1999, N 18, article 2207; 2001, No. 22, article 2125; 2003, N 27 (p. I), article 2700; 2004, N 15, article 1519; N 45, article 4377; 2005, No. 52 (p. 1), article 5581; 2006, N 50, article 5279; 2007, N 46, article 5557, N 50, article 6246; 2008, N 29 (p. I), article 3418, N 30 (p. II), article 3616, N 49, article 5748; 2009, N 1, article 30, N 29, article 3625; 2010, N 27, article 3425, N 48, article 6246; 2011, N 23, article 3253, N 25, article 3534, N 30 (p. 1), articles 4590, 4596, N 45, article 6335, N 48, article 6728; 2012, N 18, article 2128, N 25, article 3268, N 31, article 4321; 2013, N 30 (p. I), article 4058.

<3> The order of Ministry of Transport of the Russian Federation of August 20, 2009 N 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 the Russian Federation on September 24, 2009, registration No. 14863) amended by order of Ministry of Transport of the Russian Federation of March 22, 2010 No. 69 (registered by Ministry of Justice of the RF on April 29 2010, registration N 17054).

2. These Bylaws include the sea port “Kandalaksha” description (hereafter, the sea port); rules for ships entering and leaving the sea port; rules for navigation in the sea port water area; vessel traffic

service zone description and rules for navigation in this zone; rules for ships staying in the sea port and particular anchor grounds for them; regulations for ecological safety and quarantine regulations in the sea port; rules for special radio communication equipment use in the Seaport territory and water area; rules for using special means of communication in the sea port; the sea port borders information; information on the technical capabilities of the sea port relative to handling of ships; navigation period information; information about the area of mandatory pilotage; information about the depths of the seaport area; information about the processing of dangerous goods; information about details of organization of navigation in ice at the seaport; information transferred by master of the ship staying in the seaport in case of acts of unlawful interference hazards in the seaport; navigation and hydrometeorological information transferred to master of the ship staying in the seaport; other information provided by normative legal acts of the Russian Federation in the field of merchant shipping.

3. These Bylaws are to be followed by ships of any national or departmental identity and by private or juridical persons of any organization legal forms and proprietary forms working at the sea port.

4. Navigation of ships along the Seaport and at approaches to it, lying of vessels in the Seaport water area is implemented in accordance with the General rules and the Bylaws.

II. The Seaport description

5. The seaport is located in the north-western part of Kandalaksha Bay of the White Sea.

6. The seaport borders are established according to the order of the Russian Federation government on March 31, 2009 N 419-p <1>.

<1> Collection of Legislative Acts of the Russian Federation, 2009, N 14, article 1747.

7. Navigation in the seaport is performed all year round, the seaport works 24 hours a day, it has a passenger and freight constant multiway checkpoint on the state border of the Russian Federation <1>.

<1> The Russian Federation government order of November 20, 2008 N 1724-p (Collection of Legislative Acts of the Russian Federation, 2008, No.49, article 5844).

8. Ships approaching to the seaport proceed along the approach channels and water routes.

The information on approach channels and water routs is presented in Appendix 1 to these Bylaws.

9. The seaport technical capacity information on berthing and wharves is given in chapter IX and in Appendix N 2 to these Bylaws.

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

11. The sea port is not in the operating zone of sea districts A1 and A2 of GMDSS.

12. The information on channels of very high frequency used in the sea port (hereafter VHF) is given in Appendix N 3 to these Bylaws.

13. Information on anchorage and districts N 1 of the seaport is given in Appendix N 4 to these Bylaws.

14. Ships and other floating facilities with nuclear propulsion systems and radiation sources is allowed <1>.

<1> The Russian Federation government order of January 6, 1997, N 14-p (Collection of Legislative Acts of the Russian Federation, 1997, N 3, article 396; 2008, N 8, article 806; 2010, N 14, article 1680; 2011, N 41 (par II), article 598).

15. Information on compulsory pilotage of the ships in the seaport and approaches to it is given in Appendix N 5 to these Bylaws.

16. In the seaport ships towing is provided.

Information on minimum quantity and power of tugs for ships berthing operations in the seaport is given in Appendix N 6 to these Bylaws.

17. Information on limitations of ships ice navigation regime in the water area of the seaport is given in Appendix N 7 to the present Bylaws.

18. The seaport is able to supply provisions and stores, fuel, fresh water, to ballast waste and oily water, all types of waste.

III. Rules for ships entering and leaving the seaport

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

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

IV. Rules for navigation in the sea port water area

21. There is a regulatory approval system for ships navigation and anchorage according to the schedule of anchorage and navigation in the seaport.

The schedule is approved by the Harbour Master based on information on the ship entering the port transferred according to point 19 of these Bylaws and published in web address in the Internet: www.mapm.ru.

22. The approach channel provides a one-way navigation route for the ships.

23. Ship navigation on the water area of the seaport is performed at a speed no more than six knots, in the district N 1 of the seaport – not more than four knots.

24. Ship navigation at the approach channels is not allowed with visibility less than two marine miles and at a wind speed higher than 15 meters per second.

25. Pilots embarkation and disembarkation is performed near the berths of the seaport in position with coordinates Lat. 67°03,1' N and Long. 032°39,0' E.

26. Pilotage is not compulsory for:

small size, sport sailing, leisure ships;

ships performing maintenance and provision of ships in the seaport water area or approaches to it, the sea port infrastructure objects (hereafter, port vessels).

27. Small size, sport sailing and leisure ships are not allowed:

going along the channel;

navigating without VHF;

crossing courses bow on and maneuvering in close proximity to other ships implementing navigation;

navigating in the district N 1 of the seaport.

28. The master of the ship going to running trials makes clearance for leaving in accordance with the General Rules and proves the Harbour Master with confirmation of readiness for the running trials.

29. Berthing operations in the sea port (mooring, unmooring, shifting and hauling more than 50 meters) should be provided with compulsory pilotage and using of tugs with consideration for information on the minimum quantity and capacity of tugs for mooring operations of ships in the sea port which is given in Appendix N 6 to the present Bylaws. Ships of gross tonnage less than 3500 which have bow thrust propeller are not to be towed during berthing operations.

V. Description of operating zone of vessel traffic service system and rules for navigation in this zone.

30. The operating zone of vessel traffic service system is the water area of the seaport and approach channel.

31. Navigation of the ships at the water area of the seaport and the approach channel is regulated by the Harbour Master.

32. The ships bound to the seaport establish communication with the Harbour Master on channel 67 of VHF, call sign is “Kandalaksha-radio-5”.

When going to the seaport not less than two hours prior reaching the place of pilot embarkation, the master of the ship start communication with the Harbour Master on channel 67 of VHF, specify the time of approach to the point of pilot embarkation.

When the ship enters the seaport, master of the ship should to:

report about pilot embarkation and ask for the permission to pass through the channel;

report about passing beams of Bolshoy Berezovy Island and Maly Island;

ask for permission for the berthing to the wharf.

When the ship leaves the seaport, master of the ship should to:

report about the arrival of the pilot on board and ask the permission for leaving the seaport;
report about passing beams of Maly Island and get the permission for pass through the channel;
report about passing beams of Bolshoy Berezovy Island;
report about the end of pilotage.

VI. Rules for ships staying in the seaport and particular anchor grounds for them

33. Ships staying in the seaport is performed at anchor grounds N 1, 2, 3, 4, 9.
34. Anchorage in the district N 1 of the seaport is not allowed.
35. Ships berthing is provided 24 hours a day.
36. Berthing operations in the seaport are not allowed, if the wind speed is more than ten meters per second.
37. Ships berthing in the seaport is carried out directly to the wharf or with the breasting barge. Breasting barge should be equipped with fender protection.
38. Ships of the length more than the length of the berth are placed to two berths at the same time N 1, 2 or N 3, 4 using breasting barges. Berths of the seaport should be equipped with efficient fenders, marking of the mooring line every two meters from north to south. Bollards should be numbered indicating the distance to the next bollard.
39. During ships berthing using breasting barge a shore gangway must be prepared in advance for its fixing to a ship from the berth.
40. Position of overhead gantry crane in the seaport should not to prevent berthing.
41. The master of the ship should inform the Harbour Master on forthcoming unberthing, shifting of the ship not later than:
 - two hours before the appointed time, if the operations are planned in the period from 10.00 to 17.00 local time on the current day;
 - before 15.00 local time of the current day, if the operations are planned in the period from 17.00 till 10.00 local time of the following data.
42. Work of ship propellers near the berths of the seaport is not allowed.

VII. Regulations for ecological safety, quarantine in the seaport

43. In the seaport there are reception facilities for all types of waste and garbage listed in Annexes I, IV and V to the International Convention for the Prevention of Pollution from Ships 1973 <1>.

<1> Decree of the Council of Ministers of the USSR of September 30, 1983 N 947 «On the USSR amendments to the Protocol of 1978 to the International Convention for the Prevention of Pollution from Ships of 1973» (Decree of the Council of Ministers of the USSR, 1983, September, p. 127).

44. Discharge of segregated ballast in the seaport is allowed in case if the ballast was taken in the Barents or White Sea at a distance of not less than 50 marine miles from the nearest land and in areas with water depths of at least 200 meters, it should be noted in the logbook.

45. The ship, where there is a sick person with symptoms suggesting a dangerous infection, is berthed to wharf N 1 with all the crew, passengers and cargoes for epidemic preventing procedures.

In case ships berthing to wharf N 1 is not possible the ship should be anchored in the anchorage of the seaport, information on it is given in Appendix N 4 to these Bylaws.

VIII. Rules for special communication equipment use in the seaport territory and water area

46. Ships in the seaport must to keep constant radio watch on channels 16, 67 of VHF.
47. Ships at wharves of the seaport must keep constant radio watch on paging communication channel 16 of VHF.
48. Information on additional means of communication, including phone numbers, should be provided to mariners be the Harbour Master.
49. Using channels of VHF mentioned in these Bylaws for communication between shore-based correspondents is not allowed.

IX. The seaport technical capability information on berthing and the seaport water area depths

50. The seaport takes ships up to 200 meters long and up to 33 meters wide.

Draft of vessels is limited by the depths along the berthing lines, information on which is given in Appendix N 2 to the present Bylaws.

51. The seaport technical capability information on berthing operations and wharves is given in Appendix N 2 to these Bylaws.

52. Information on the exact depths in the seaport water area and at wharves and acceptable ships drafts is transferred to the mariners by the Harbour Master annually and in case of any changes.

X. Information on dangerous cargoes handling

53. In the seaport handling of dangerous cargoes of hazardous classes N 1, 2, 3, 4, 9 prescribed by the International Maritime Organization (hereafter, IMO) is allowed.

54. Dangerous cargoes of 1 hazardous class prescribed by the IMO are allowed to be brought into the seaport only for direct transfer from vehicle or railway transport to the ship; from the ship to vehicle or railway transport.

55. Bunkering of ships is performed near the berths and at the roadstead of the seaport.

XI. Information on ice navigation in the seaport

56. The start and completion of ice-breaking service to ships are announced by the Harbour Master.

57. To provide the ice-breaking assistance to ships in the White Sea the Ice Operations Headquarters is set up.

58. Information about the ship's Expected Time of Arrival at the convoy meeting point (hereafter, CMP) is transferred 72 hours prior and is confirmed 24 hours in advance before ETA to CMP according to section 19 of these Bylaws.

The time and order of ships proceeding through the ice as well as the number of convoyed ships are determined by the Harbour Master by 10:00 LT on daily basis. This information is published in the Internet: www.mapm.ru. When the ice situation is deteriorated and accrues necessity in time and ice convoys order the information is specified as 20.00 LT current day and published in the Internet.

59. Depending on the forecast of ice situation development in the seaport water area the Harbour Master places restrictions on ice navigation in the seaport in accordance with appendix N 7 to these Bylaws.

The ice restrictions referred to in Appendix N 7 to the Bylaws are not to be applied to ships with gross tonnage more than 30000 and not older than 15 years of age, and comply with the rules established by the Russian Maritime Register of Shipping regarding the possibility of self-ice navigation and navigation in ice with icebreaker assistance.

In this case restrictions on ice navigation set by the Rules of Russian Maritime Register of Shipping for this kind of ships are employed.

60. The ship proceeding in ice conditions to and out of the seaport when in ice convoy with ice-breaker shall ensure manual mode of the main engine control whenever necessary.

61. The ships are guided through the ice by ice-breakers

62. The formation of ice convoys is set up in accordance with item 57 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 VHF an ice-breaker and act according to direction of ice-breaker's master.

63. Taking into account the actual ice conditions in the seaport water area and the vessels technical characteristics the ships may navigate in the seaport water area and approach channel by their own power.

The ships proceeding by their own power shall inform the Harbour Master about ice situation.

64. The ice-breaking operation around the vessel is allowed to be made by the ice-breaker only.

65. The vessel is to be stuffed with sufficient stock of fresh water, provision and fuel for the period

of not less than ten days from the time of arrival at CMP. Should any vessel be waiting for the ice-breaking service more than ten days from the time of arrival at CMP, the Harbour Master is to exercise prompt actions to procure such vessel to enter the port.

66. During ice-routing services in the seaport ice in the mooring area must be hacked, quay apron of the berth cleaned of snow and sanded.

XII. Information transferred by master of the ship in case of acts of unlawful interference hazards in the seaport

67. If there is a hazard of unlawful interference act in the seaport, the master of the ship or the ship security officer immediately reports to the port facility security officer as well as the Harbour Master.

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

69. Announcements about hazards of unlawful interference acts in the seaport and about the ship security level changes as well as confirmation of these announcements reception is performed on channels of VHF immediately after the announced circumstances occur.

70. The master of the ship in the sea port immediately report to the Harbour Master, the port facility security officer on operating channels of VHF 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 seaport, and this information is transferred to all concerned persons by the Harbour Master.

XIII. Navigation and hydrometeorological information transferred to master of the ship in the seaport

71. Transfer navigation and hydrometeorological information to ships lying in the seaport is performed daily at 14.00 LT on channel 67 of VHF.

72. Transfer of urgent navigation and hydrometeorological information as well as gale warnings to master of ships in the seaport is performed on channel 67 of VHF.

73. Transmission of emergency navigation messages and gale warnings is preceded by notification on channel 67 of VHF. Ships should confirm receiving of emergency navigation and gale warnings.

INFORMATION ON APPROACH CHANNEL AND WATER ROUTES OF THE SEA PORT

Approach channel starts in the position Lat. $67^{\circ}03,1'$ N and Long. $032^{\circ}39,0'$ E lasts in the direction of Krestovy Island ($137,9^{\circ}$ - $317,9^{\circ}$) till the position of crossing with Anisimovskiy Island. Further in the direction of Anisimovskiy Island ($357,7^{\circ}$ - $177,7^{\circ}$) till the position of intersection with the axis of the water route formed with sectorial beacon light Kandalaksha light (Lat. $67^{\circ}07,1'$ N and Long. $032^{\circ}24,6'$ E). After in the direction of ($113,6^{\circ}$ - $293,6^{\circ}$) axis of water route formed with sectorial beacon light Kandalaksha light till Maliy Island.

In the water route area at the narrowest point, fenced with lateral buoy (green and red colors with corresponding lights) aisle width of 120 meters, and the minimum depth of 10.2 meters.

Appendix N 2
to Bylaws (i.i. 9, 50, 51)

THE SEA PORT TECHNICAL CAPACITY INFORMATION ON BERTHING AND WHARVES

Wharve's name	Wharf location (position)	Wharf technical capacities	
		Wharf length (meters)	Depth at wharf (molded), meters
Wharve N 1	Lat. 67°08,3' N and Long. 032°24,7' E	130	5,3
Wharve N 2	Lat. 67°08,3' N and Long. 032°24,6' E	88,7	5,3
Wharve N 3	Lat. 67°08,2' N and Long. 032°24,6' E	140	7,6
Wharve N 4	Lat. 67°08,2' N and Long. 032°24,6' E	110	7,6
Wharve N 9	Lat. 67°07,9' N and Long. 032°25,0' E	115,75	4

Appendix N 3
to Bylaws
(i. 12)

THE INFORMATION ON CHANNELS OF VERY HIGH FREQUENCY USED IN THE SEAPORT

Subscriber	Channels of very high frequency		Call signs
	Duty channel	Working channel	
Inspection of Port state	16	67	"Kandalaksha-radio-5"
Pilot service	16	68	"Kandalaksha-pilot"
Berth operator	16	14	"Kandalaksha-radio -2"
Port Fleet	16	11	"Kandalaksha-radio -2"

INFORMATION ON ANCHORAGE AND DISTRICT N 1 IN THE SEAPORT

Anchorage of the seaport bounded by straight lines connecting the order of the points with coordinates:

- N 1 Lat. $67^{\circ}08,6'$ N and Long. $032^{\circ}23,7'$ E;
- N 2 Lat. $67^{\circ}08,7'$ N and Long. $032^{\circ}21,6'$ E;
- N 3 Lat. $67^{\circ}07,9'$ N and Long. $032^{\circ}21,3'$ E;
- N 4 Lat. $67^{\circ}07,2'$ N and Long. $032^{\circ}24,6'$ E;
- N 5 Lat. $67^{\circ}07,6'$ N and Long. $032^{\circ}24,9'$ E;
- N 6 Lat. $67^{\circ}07,8'$ N and Long. $032^{\circ}24,0'$ E.

District N 1 of the seaport bounded by coastline and straight lines connecting the order of the points with coordinates:

- N 1 Lat. $67^{\circ}08,5'$ N and Long. $032^{\circ}24,6'$ E;
- N 2 Lat. $67^{\circ}08,6'$ N and Long. $032^{\circ}23,7'$ E;
- N 3 Lat. $67^{\circ}07,8'$ N and Long. $032^{\circ}24,0'$ E;
- N 4 Lat. $67^{\circ}07,6'$ N and Long. $032^{\circ}24,9'$ E;
- N 5 Lat. $67^{\circ}07,8'$ N and Long. $032^{\circ}25,0'$ E.

INFORMATION ON AREAS OF COMPULSORY PILOTAGE IN THE SEAPORT

District of compulsory pilotage in the seaport includes the following sections:

section N 1 – seaport water area;

section N 2 bounded by straight lines connecting the order of the points with coordinates:

N 1 Lat. $67^{\circ}07,8'$ N and Long. $032^{\circ}25,0'$ E;

N 2 Lat. $67^{\circ}07,2'$ N and Long. $032^{\circ}24,6'$ E;

N 3 Lat. $67^{\circ}06,6'$ N and Long. $032^{\circ}26,2'$ E;

N 4 Lat. $67^{\circ}04,7'$ N and Long. $032^{\circ}36,5'$ E;

N 5 Lat. $67^{\circ}03,1'$ N and Long. $032^{\circ}37,5'$ E;

N 6 Lat. $67^{\circ}03,6'$ N and Long. $032^{\circ}39,1'$ E;

N 7 Lat. $67^{\circ}05,0'$ N and Long. $032^{\circ}39,1'$ E;

N 8 Lat. $67^{\circ}06,2'$ N and Long. $032^{\circ}31,2'$ E.

INFORMATION ON THE MINIMUM QUANTITY AND CAPACITY
OF TUGS FOR MOORING OPERATIONS OF SHIPS IN THE SEAPORT

Ship's deadweight (tonnes)	Minimum quantity of tugboats and its minimal capacity (kilowatts)	
	berthing	unberthing
1500 to 3500	2 x 441	2 x 441
3501 to 14000	2 x 883	2 x 883
14001 to 28000	2 x 1324	2 x 1324
28001 to 45000	2 x 1692, 1 x 883	2 x 1692
45001 to 75000	2 x 2206, 2 x 883	2 x 2206, 2 x 883

LIMITATIONS OF ICE NAVIGATION REGIME IN THE SEAPORT WATER AREA <1>

 <1> Categories of ice strengthening are given in classification rules of the Russian Maritime Register of Shipping.

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	Tug-barge convoys
Solid ice cover thickness 15-30 cm	Ships of Ice Class 2 and higher	Ships of Ice Class 1	Not Ice Class ships, tug-barge convoys
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, tug-barge convoys
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 Ice1 category, tug-barge convoys