

MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION

ORDER
dated July 9, 2014 No. 184

ON APPROVAL OF THE BY-LAWS
OF THE SEAPORT OF MEZEN

In accordance with [Article 14](#) of the Federal Law dated November 08, 2007 No. 261-Ф3 "On the 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, 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, N 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), I hereby order:

to approve the enclosed [By-laws](#) for the seaport of Mezen.

Minister
M.Yu. SOKOLOV

Approved
by the Order of the Ministry of Transport of Russia
dated July 9, 2014 N 184

THE BY-LAWS OF THE SEAPORT OF MEZEN

I. General Provisions

1. 1. By-laws of the seaport of Mezen (hereinafter referred to as By-laws) were developed according to the Federal [Law](#) dated November 8, 2007 No. 261-Ф3 "On the Sea Ports of the Russian Federation and on the Amendments to Individual Legislative Acts of the Russian Federation" <1>, Federal [Law](#) dated April 30, 1999 No. 81-Ф3 "Merchant shipping code of the Russian Federation" <2> (hereinafter referred to as MSC), General [Rules](#) for sailing and staying of ships at the seaports of the Russian Federation and on approaches to them <3> (hereinafter referred to as General Rules).

<1> Legislation Bulletin 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).

<2> Legislation Bulletin of the Russian Federation, 1999, No. 18, art. 2207; 2001, No. 22, art. 2125; 2003, No. 27 (Part I), art. 2700; 2004, No. 15, art. 1519, No. 45, art. 4377; 2005, No. 52 (Part I), art. 5581; 2006, No. 50, art. 5279; 2007, No. 46, art. 5557, No. 50, art. 6246; 2008, No. 29 (Part I), art. 3418, No. 30 (Part II), art. 3616, No. 49, art. 5748; 2009, No. 1, art. 30, No. 29, art. 3625; 2010, No. 27, art. 3425, No. 48, art. 6246; 2011, No. 23, art. 3253, No. 25, art. 3534, No. 30 (Part I), art. 4590; 4596, No. 45, art. 6335, No. 48, art. 6728; 2012, No. 18, art. 2128, No. 25, art. 3268, No. 31, art. 4321; 2013, No. 30 (Part I), art. 4058; 2014, No. 6, art. 566.

<3> Russian Ministry of Transport [Order](#) dated August 20, 2009 No. 140 "On approval of General

[Rules](#) for sailing and staying of ships at seaports of the Russian Federation and on approaches to them" (registered by the Russian Ministry of Justice dated September 24, 2009, registration No. 14863) modified, as amended by the Russian Ministry of Transport Order dated March 22, 2010 No. 69 (registered by the Russian Ministry of Justice on April 29, 2010, registration No. 17054).

2. These By-laws contain the Mezen seaport's (hereinafter referred to as Seaport) description; regulations for vessels calling at the seaport and vessels leaving the seaport including safety at sea for vessels calling at the seaport and vessels leaving the seaport; regulations for sailing in the seaport waters, description of the Vessel Traffic Service area and regulations for sailing within the said area; regulations for vessels staying at the seaport and indication of their place of staying; regulations for environmental safety assurance, seaport quarantine observance; instructions for use of special communication equipment within the seaport territory and waters; information on the seaport boundaries; information on sea area A2 of the Global Maritime Distress and Safety System (hereinafter referred to as GMDSS); information on seaport technical facilities for ships handling; information on the navigation period; information on compulsory pilotage areas; information on the seaport waters' depths; information on the dangerous goods handling; information on the procedure of transmission of reports by the vessel masters of the ships staying at the seaport in case any threat of unlawful interference act arises at the seaport; information on the procedure of transmission of the navigation and hydro-meteorological reports to vessel masters of the ships staying at the seaport; other information required by the Russian Federation normative legal acts in the field of merchant shipping.

3. These By-laws are subject to performance by ships of any nationality or departmental subordination and by private or juridical persons of any organization legal forms and proprietary forms working at the seaport.

4. Navigation of ships at the seaport and their staying in the seaport water area are performed in accordance with the General Rules and these By-laws.

II. Description of the seaport

5. The seaport is located in the White Sea in the mouth of the Mezen river.

6. The boundaries of the seaport are established according to the [Order](#) of the Russian Federation Government dated July 30, 2009 No. 1289-p <1>.

<1> Legislation Bulletin of the Russian Federation, 2010, No. 32, art. 4364.

7. The seaport includes area of "Mezen outer harbor" situated within the Mezen entrance buoy with coordinates Lat. 66°10,5' N and Long. 043°58.53' E and "Mezen inner harbor" located 20 nautical miles south of the Mezen entrance buoy with coordinates Lat. 66°10,5' N and Long. 043 ° 58,5' E. Information on the seaport areas is given in [Appendix No. 1](#) to these By-laws.

8. Navigation at the seaport is seasonal, the seaport is a freezing seaport.

Navigation at the seaport starts at the end of ice drift, and it ends in the beginning of ice formation on the Mezen river. Start and end of navigation are announced by the Harbour Master order.

9. The seaport works 24 hours a day, and it has a freight seasonal multiway border entry point in the State Border of the Russian Federation <1>.

<1> The Russian Federation Government [Order](#) dated November 20, 2008 No. 1724-p (Legislation Bulletin of the Russian Federation, 2008, No. 49, art. 5844).

10. The seaport is a shelter for ships in stormy weather.

11. The seaport is in the operating zone of sea area A2 of GMDSS.

12. Information on the seaport technical facilities for berthing is given in [Appendix No. 2](#) to these By-laws.

13. Information on the compulsory pilotage at the seaport is given in [Appendix No. 3](#) to these By-laws.

14. The information on channels of very high frequency used at the seaport (hereinafter referred to as "VHF") is given in [Appendix No. 4](#) to these By-laws.

15. Information on the quarantine anchorage of the seaport is given in [Appendix No. 5](#) to these By-laws.

16. The seaport operates with general, bulk-loaded, timber and bulk cargoes including dangerous goods of hazard classes 4.1 and 4.2 as per International Maritime Organization (hereinafter referred to as IMO).

17. Towing services are not available at the seaport.

III. Rules for ships calling at the seaport and leaving the seaport

18. Information on the ship calling at the seaport is transmitted to the Harbour Master in accordance with [General Rules](#) via the Internet site: www.portcall.marinet.ru.

19. Procedure of registration of the ships arrivals and departures is performed 24 hours a day.

20. The Harbour Master does not register arrivals and departures of service and support vessels moving in the seaport waters, and/or infrastructure seaport (hereinafter referred to as port vessels).

The permission for such vessels sailing in the seaport waters is issued by the Harbour Master for the period of 90 days. Validity period of the above permission cannot exceed any of the vessel's certificates validity.

21. Permission for such vessels sailing in the seaport waters and sailing beyond the seaport waters with further return to the seaport is granted by the Harbour Master subject to compliance of a vessel, her crew, hull, machinery, mechanisms and equipment with applicable requirements in the field of maritime safety and protection of marine environment from pollution based on the documents provided in [Annexes No. 1](#) and [2](#) of General Rules, and Vessel Master (Shipowner) or Ship Agent Statement, which shall contain the following information:

IMO number of the vessel (if applicable);

vessel name in the Russian and English languages;

vessel call sign;

vessel number of mobile marine service;

name and IMO of the vessel's Shipowner and operator;

vessel class (name of organization authorized for vessels classification and survey, which has issued the classification certificate);

basic specifications of the vessel (type, year built, gross tonnage, deadweight, length over all, beam, depth molded, modulus, draft overall, draft bow, draft stern, GMDSS marine area, authorized trade area);

nature of activity performed by vessel;

quantity of crew members and their citizenship;

expected area of navigation;

existing restrictions for vessel trade and navigation season;

information on vessel security;

information on epidemiological situation on board;

information on malfunctions of the vessel cargo handling gears (machinery), if any, , as well as on any serious non-compliances of the vessel to international standards for safety of life at sea, on navigation safety, protection of marine environment from vessel-source pollution, transport safety.

22. Permission for such vessels navigation in the seaport waters and sailing beyond the seaport waters with further return to the seaport is granted by the Harbour Master in writing specifying therein information given in the Vessel Master (Shipowner) or Ship Agent Statement, as well as trading area and seasonal restrictions set for the vessel by the Harbour Master, permission validity period and issue date.

23. Should information contained in the Vessel Master (Shipowner) or the Ship Agent Statement for the vessel navigation permission in the seaport waters and sailing beyond the seaport waters with further return to the seaport change during the term of this permission, the Vessel Master (Shipowner) or Ship Agent shall notify the Harbor Master of it.

IV. Rules for sailing in the seaport waters

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

25. The schedule of anchorage and navigation at the seaport is approved by the Harbour Master daily an hour before the high water time in the Syemzha (66°09' north latitude and 044°06' east longitude) on the basis of information on the vessel calling and leaving transmitted in accordance with [paragraph 17](#) to these By-laws and published on the Internet: www.mapm.ru.

26. Vessels entering and leaving the seaport is carried out only at full tide and in daylight hours.

27. To enter the seaport the vessel shall start moving from the Mezen entrance buoy not later than an hour before the high water time in the Syemzha.

28. The vessel proceeding out the seaport must start the movement from the "Mezen inner harbor" in the high water time in the Syemzha at the latest.

29. The "astern" towing is permissible for not more than one vessel, and if the convoy length does not exceed 120 meters.

30. The push towing is permissible for not more than one vessel and only by one tug (pusher).

31. Vessels shall get alongside port to.

32. Vessels navigation in the seaport waters is allowed when visibility is not less than five cables.

33. Mooring operations and movement of vessels in the seaport waters are allowed at the wind speed not more than 12 meters per second.

34. Pilot boarding place for vessels heading for the seaport and pilot debarcation place for vessels leaving the seaport is located in the Mezen entrance buoy.

35. Pilot boarding place for vessels leaving the seaport and pilot debarcation place for vessels heading for the seaport is located in the Mezen inner harbor.

36. Pilotage is not compulsory for:

small size, sport sailing, leisure ships;

port vessels;

ships entering from the inland waterways (hereinafter referred to as IWW) and leaving for IWW.

37. Following is not allowed for small size vessels, except for the port vessels:

navigation in the seaport waters at the wind speed not more than 12 meters per second;

navigation near seaport anchorages during vessels anchoring if it is not related to the maintenance of vessels and transport facilities;

maneuvering close to moving ships, operating dredgers, or crane boats;

38. When sailing in the seaport waters the maximum draft of vessels shall not exceed:

during the spring tide - 4.2 meters;

during the neap tides - 3.9 meters;

V. Rules for moorage at the seaport and indication of moorage

39. Moorage of the ships at the seaport is performed in the areas which details are given in [Appendix No. 1](#) to these By-laws, as well as on the berths of the seaport, which details are given in [Appendix No. 2](#) to these By-laws.

40. Hauling and shifting of the ships with power plants and/or propeller-rudder system and/or anchor gears out of service are not allowed.

41. Anchoring is carried out in such a way that the vessel hull would be within the anchoring berth of the "Mezen outer harbor" and/or "Mezen inner harbor".

42. Berthing near the "Mezen inner harbor" seaport waters is performed with two bow anchors dropped. Before change of the current direction one anchor is heaved completely, and another one is heaved up to two shackles. After the vessel turns, the heaved anchor is dropped again and both anchor chains are veered to the desired length.

43. No more than two vessels can be simultaneously moored to the floating berth set up for the navigation period for loading of vessels with timber in the seaport water area near the Mezen timber factory.

44. Sea and river vessels which are moored near the "Mezen inner harbor" must carry navigation lights and signs in accordance with the International [Regulations](#) for Preventing Collisions at Sea, 1972

<1>.

<1> Collection of operating treaties, agreements and conventions concluded between the USSR and foreign countries. Issue XXXIII. - M., 1979. p. 435 - 461. [The Convention](#) came into force for the USSR, July 15, 1977. Instrument of the USSR accession to the [Convention](#) with reservations was put in storage of the Intergovernmental Maritime Consultative Organization Secretary General on November 9, 1973.

45. The vessels must leave the seaport or obtain permission for long-term winter berthing until the end of the navigation in accordance with the [General Rules](#).

VI. Regulations for ecological safety, quarantine at the seaport

46. Discharge of segregated ballast at the seaport is allowed in case if the ballast has been taken in the Barents or White Sea at a distance of not less than 50 nautical miles from the nearest shore and in the areas with water depths of at least 200 meters, and it should be recorded in the logbook.

47. There are no waste and contaminated water storage facilities at the seaport.

48. Information on contamination of the seaport waters is sent immediately to the Harbour Master via channel 16 VHF. It includes the following details:

- contamination detection time;
- weather conditions (sea state, wind speed and direction, visibility);
- contamination form and extent of the contamination area;
- supposed contamination source.

49. In case of oil or oil products spillage on vessel or in the seaport waters, in the area of oil or oil products loading-unloading operations, the above operations shall cease, and measures for oil spill containment are taken in accordance with the plan for prevention and elimination of oil spills.

50. Vessels not involved in operations for oil or oil products elimination should not cross the contaminated seaport water area.

51. When passing near of the area where oil spill or oil products are removed, the vessel should reduce speed to minimal one which provides the vessel steering ability.

52. The ship, where there is a sick person with symptoms suggesting a dangerous infection is anchored for health clearance within the seaport (with the whole crew, passengers and cargoes) to carry out epidemiological activities. The details are given in [Appendix No. 5](#) to these By-laws

VII. Rules for special communication equipment used in the seaport territory and water area

53. Ships staying at the seaport shall keep a constant radio watch via channel 16 of VHF.

54. Radio communications between vessels and shore authorities at the seaport are carried out via VHF communication channels, which details are given in [Appendix N 4](#) to these By-laws.

55. Use of VHF channels listed in these By-laws for communication between shore parties is not allowed.

56. Information for sailors on additional communication equipment for data transmission including telephone numbers is presented at www.mapm.ru by the Harbour Master.

VIII. Information on the boundaries of sea area A2 of the Global Maritime Distress and Safety System

57. The seaport is in the operating zone of sea area A2 of GMDSS. Sea area A2 GMDSS is covered by the Maritime Rescue Coordination Center of the Arkhangelsk seaport.

IX. Information on the seaport technical facilities for berthing and the seaport water area depths

58. The seaport receives vessels up to 120 meters long, up to 16 meters wide and with the draft up to 4.2 meters.

59. Shipowner, Ship Agent, and/or Vessel Master must request the Harbour Master for the acceptable vessels passage drafts before the vessel approaches to the seaport.

60. Information on the exact depths in the seaport waters and at wharves and acceptable vessels drafts is transferred to the mariners by the Harbor Master annually via the Internet site: www.mapm.ru, and in case of their change by means of radio communication.

X. Information on the dangerous goods handling

61. Handling of dangerous goods of IMO hazard classes 4.1 and 4.2 is allowed at the seaport.

62. The cargo-handling operations at the seaport including combustive and lubricating materials are carried out in the "Mezen inner harbor" seaport area and berths, which details are given in [Appendix No. 2](#) to these By-laws.

XI. Information transmitted by vessel masters at the seaport in case of hazard of unlawful interference

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

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

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

66. The vessel masters at the seaport immediately inform the Harbour Master, the port facility security officer via operating channels of VHF or via additional communication equipment about all the incidents concerning detection of suspicious item or explosive devices, about signs of preparing and realization of unlawful interference acts, about incidents of illegal boarding, about receiving any information concerning terroristic acts preparation and about all infractions or suspected persons in the sea port, and this information is transmitted to all concerned persons by the Harbour Master.

XII. Navigation and hydro-meteorological information transmitted to vessel masters at the seaport

67. Transmission of navigation and hydro-meteorological information to the vessel masters is carried out on VHF communication channel 14 every day at 11:00 Moscow time.

68. Transmission of emergency navigation and hydro-meteorological information, as well as storm warnings to the vessel masters is performed via channels 14 of VHF immediately after receiving information by the Harbour Master.

Transmission of high-value messages and storm warnings is preceded by notification via channel 14 of VHF.

Ships should confirm receiving of high-value messages and storm warnings.

INFORMATION ON THE SEAPORT AREA

The "Mezen outer harbor" seaport area is limited by straight lines connecting the points with following coordinates one-by-one:

N Lat. 1 66°11,79' N and Long. 043°57,72' E;

N Lat. 2 66°11,62' N and Long. 044°00,00' E;

N Lat. 3 66°10,83' N and Long. 044°00,00' E;

N Lat. 4 66°10,60' N and Long. 043°58,73' E;

N Lat. 1 66°11,79' N and Long. 043°57,72' E;

Depth near the "Mezen outer harbor" seaport ranges from 5 to 8 meters at low water.

The "Mezen inner harbor" seaport area is limited by straight lines connecting in order the points with coordinates:

N Lat. 1 65°55,58' N and Long. 044°08,14' E;

N Lat. 2 65°55,36' N and Long. 044°08,19' E;

N Lat. 3 65°55,18' N and Long. 044°08,20' E;

N Lat. 4 65°55,19' N and Long. 044°07,94' E;

N Lat. 5 65°55,42' N and Long. 044°07,84' E;

N Lat. 6 65°55,62' N and Long. 044°07,84' E;

N Lat. 1 65°55,58' N and Long. 044°08,14' E;

Depth near the "Mezen inner harbor" seaport ranges from 3.5 to 7 meters at low water.

Appendix No. 2
to By-laws
(pp. 12, 39, 62)

THE SEAPORT
TECHNICAL FACILITIES FOR
BERTHING

Berth No,	Berth location	Berth technical characteristics	
		berth length (meters)	depth at the berth (meters)
1	The left bank of the Mezen river at 17 marine miles from the Mezen river mouth, Lat. 65°53,3' N and Long. 044°07,7' E	145	4.5
2	The left bank of the Mezen river at 15 marine miles from the Mezen river mouth, Lat. 65°56,2' N and Long. 044°07,2' E	35	3.5
3	The left bank of the Mezen river at 20 marine miles from the Mezen river mouth, Lat. 65°51,6' N and Long. 044°13,7' E	35	1

Appendix No. 3
to By-laws
(p. 13)

INFORMATION ON
THE VESSELS COMPULSORY PILOTAGE AREA
AT THE SEAPORT

The compulsory pilotage area at the seaport includes the Mezen fairway area limited by the coast line of the right and left banks of the Mezen river and lines connecting points with the following coordinates:

N Lat. 1 66°11,5' N and Long. 044°04,5' E;

N Lat 2 66°09,8' N and Long. 043°53,8' E;

N Lat. 3 65°52,8' N and Long. 044°10,6' E;

N Lat. 4 65°52,4' N and Long. 044°08,4' E;

Appendix No. 4
to By-laws
(pp. 14, 54)

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

Subscriber	Very High Frequency channels	Call sign
State Port Control Inspection	14, 16	"Kamenka - 5"
Seaport Dispatcher	9, 16	"Kamenka - 2"

Appendix No. 5
to By-laws
(pp. 15, 52)

INFORMATION ON THE SEAPORT QUARANTINE ANCHORAGE

The seaport quarantine anchorage is situated near the "Mezen inner harbor" seaport and limited by straight lines connecting the points with following coordinates one-by-one:

N Lat. 1 65°55,79' N and Long. 044°07,74' E;

N Lat. 2 65°55,79' N and Long. 044°08,02' E;

N Lat. 3 65°55,58' N and Long. 044°08,14' E;

N Lat. 4 65°55,62' N and Long. 044°07,84' E;

N Lat. 1 65°55,79' N and Long. 044°07,74' E;

The seaport quarantine anchorage depth ranges from 3.5 to 7 meters at low water.
