

Перевод с русского языка на английский язык.
Translation from Russian into English.

Approved by the Order of the
Ministry of Transport of Russia
dated March 22, 2012 No. 74

COMPULSARY REGULATIONS AT THE MARITIME PORT OF ASTRAKHAN

I. General provisions

1. Compulsory regulations at the Maritime Port of Astrakhan (hereinafter referred to as – Compulsory regulations) are elaborated in accordance with the Federal Law dated November 8, 2007 No. 261-FZ “On the maritime ports in the Russian Federation and alterations of the certain legislative acts of the Russian Federation <*>, Federal law dated April 30, 1999 No. 81-FZ “Merchant Shipping Code of the Russian Federation” <***>, General rules of vessels navigation and berthing at the maritime ports of the Russian Federation and on the approaches to them <***> (далее - hereinafter referred to as – General rules).

<*> Collection of Legislative acts of the Russian Federation, 2007, No. 46, Art. 5557; 2008, No. 29 (p. I), Art. 3418, No. 30 (p. II), Art. 3616; 2009, No. 52 (p. 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 (p. I), Art. 4590, Art. 4594.

<***> Collection of Legislative acts of the Russian Federation, 1999, No. 18, Art. 2207; 2001, No. 22, Art. 2125; 2003, No. 27 (p. I), Art. 2700; 2004, No. 45, Art. 4377, No. 15, Art. 1519; 2005, No. 52 (p. I), Art. 5581; 2006, No. 50, Art. 5279; 2007, No. 46, Art. 5557, No. 50, Art. 6246; 2008, N 29 (p. I), Art. 3418, No. 30 (p. II), Art. 3616, N 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 (p. I), Art. 4590, Art. 4596, No. 45, Art. 6335, No. 48, Art. 6728.

<***> Order of the Ministry of Transport of Russia dated August 20, 2009 No. 140 "On approval of General rules of vessels navigation and berthing at the maritime ports of the Russian Federation and on the approaches to them" (registered by the Ministry of Justice of Russia dated September 24, 2009, registration No. 14863) with alterations, introduced by the Order of the Ministry of Transport of Russia dated March 22, 2010 No. 69 “On alteration of the Order of the Ministry of Transport of Russia dated August 20, 2009 No. 140 ” (registered by the Ministry of Justice of Russia dated April 29, 2010, registration No. 17054).

2. The present Compulsory regulations includes description of the Maritime Port of Astrakhan (hereinafter referred to as – maritime port); rules of vessels calling at the maritime port and vessels departure from the maritime port; rules of vessels navigation in the water area of the port; description of coverage area of vessels traffic control system and rules of vessels navigation in this area; rules of vessels berthing at the maritime port and indication of their berthing places; rules of ecological safety, observance of quarantine at the maritime port; rules of special communication equipment use in the territory and water area of the maritime port; information regarding the borders of the maritime port; information regarding the borders of sea area A1 Global Maritime Distress and Safety System; information regarding the technical capabilities of the maritime port, related to vessels acceptance; information regarding the navigation period; information regarding the area of vessels compulsory pilotage; information regarding the water area depths of the maritime port; information regarding processing of dangerous cargos; information regarding organization of ice navigation at the maritime port; information regarding transmission of information by the captains of the vessels, staying at the port; other information provided for by the laws and regulations of the Russian Federation in respect of merchant shipping.

3. The present Compulsory regulations should be observed by all vessels, irrespective of their national and departmental identity, as well as all physical persons and legal entities, regardless of their corporate form and property category, conducting activities at the maritime port.

4. Vessels navigation at the maritime port and on the approaches to them, vessels berthing in the water area of the maritime port is effected in accordance with the General Rules and the present Compulsory Regulations.

II. Description of the maritime port

5. The maritime port is located in the embouchure of the Volga River and runs from 3029 km. of the Volga River – stopping point Streletskoe - (46°27,6' north latitude, 47°58,8' east longitude) to 3063,7 km. of the Volga River and further along the Volgo-Caspian seaway channel (hereinafter referred to as VCSC) to 65,3 km. VCSC (45°47,7' north latitude, 47°32' east longitude).

The water area of the maritime port is contiguous with the water area of the maritime port of Olya along the air line, connecting points with coordinates 45°47,8' north latitude, 47°32' east longitude and 45°47,6' north latitude, 47°31,9' east longitude.

6. The boundaries of the maritime port are fixed in accordance with the Decree of the Government of the Russian Federation dated December 16, 2009 No. 1977-r <*>.

<*> Collection of Legislative acts of the Russian Federation, 2009, No. 51, p. 6382.

7. Navigation at the maritime port is effected under hydrometeorological conditions, connected with the depth changes in consequence of seasonal floods and water spillovers from hydraulic water systems; winds of eastern directions at speed of 20 meters per second and over; dust storms, reducing visibility; frequent fogs in nights and mornings from November till February; consolidated, not drifting ice during freezing period.

8. The maritime port is the harborage place for vessels during heavy weather.

9. The maritime port effects cargo operations, including with dangerous cargos 3, 4, 5, 8, 9 of hazard classes of the International Maritime Organization (hereinafter referred to as - IMO).

10. The maritime port is opened for passenger operations.

11. The maritime port is a freezing port.

12. In case of ice formation icebreaker assistance is rendered in the water area of the maritime port.

Limitations of ice navigation regime in the water area of the maritime port are stated in Schedule 1 to the present Compulsory regulations.

13. The maritime port is opened for navigation throughout the year, 24 hours per day, has passenger-and-freight continuous multilateral checkpoint at the State border of the Russian Federation. <*>.

<*> Decree of the Government of the Russian Federation dated November 20, 2008 No. 1724-r (Collection of Legislative acts of the Russian Federation, 2008, No. 49, p. 5844).

14. The vessels compulsory pilotage is effected at the maritime port. <*>.

<*> Order of the Ministry of Transport of Russia dated January 11, 2011 No. 5 "On determination of the compulsory pilotage area at the maritime port of Astrakhan" (registered by the Ministry of Justice of Russia dated February 17, 2011, registration No. 19873).

15. Description of landmark beacons is stated in Schedule No. 2 to the present Compulsory regulations.

Information regarding the anchoring berths of the maritime port is stated in Schedule No. 3 of the present Compulsory regulations.

Information regarding the technical capabilities of the maritime port, related to vessels acceptance and berths is stated in Schedule 4 to the present Compulsory regulations.

Information regarding the very-high frequency channels, used at the maritime port (hereinafter referred to as - VHF channel), is stated in Schedule 5 to the present Compulsory regulations.

Information regarding minimum quantity and capacity of tow-boats for mooring operations of the vessels with bulbous foreboat at the maritime port is stated in Schedule 6 to the present Compulsory regulations.

16. The maritime port is included in the coverage area of A1 Global Maritime Distress and Safety System (hereinafter referred to as – GMDSS).

17. The maritime port has the opportunities for vessels provisioning by food, bunker, fresh water, acceptance of sewage and oily bilge water, dry garbage and food wastes from vessels, as well as the equipment repair and vessel diving survey.

18. The right bank downstream the Volga River is the right bank during navigation in the water area of the maritime port.

19. Principal and additional navigation channels (midchannels) are located in the water area of the maritime port.

Principal navigation channel (midchannel) runs along the Volga River **from** 3029 km. of the Volga River (stopping point Streletskoe) along the river arm Trusovsky, on the right of the island Gorodskoy, further passes round the island Ilyinsky on the left and further along the river arm Bakhtemir up to 65,3 km. of the VCSC (45°47,7' north latitude, 47°32' east longitude).

Additional navigation channels (midchannels) against the principal navigation channel (midchannel) in the water area of the maritime port are:

navigation channel (midchannel), running along the river branch (volozhka) Ilyinskaya on the right of the island Ilyinsky;

navigation channel (midchannel), running along the river arm Gorodskoy on the left of the island Gorodskoy;

navigation channels (midchannels), passing out to the principal navigation channel from the river arms Krivaya and Pryamaya Bolda, Kizan, Staraya Volga, river branch (volozhka) Serebryanaya, from river arms Yamnaya, Talycha and Podstepok.

20. The VCSC passes along the river arm Bakhtemir.

The kilometrage calculation of the VCSC is effected from sign "0 km." (46°12,6' north latitude, 47°52,8' east longitude) (Village of Krasnie Barrikady).

Information regarding the Volgo-Caspian Seaway channel is stated in Schedule 7 to the present Compulsory regulations.

21. From April till November the **signs of floating boom** are set forth in the water area of the maritime port.

22. The water area of the maritime port crosses:

Highway bridge (bridge Avtodorozhny) - 3040,5 km. of the Volga River;

Astrakhan bridge (railroad bridge) - 3045,1 km. of the Volga River;

Power supply line (hereinafter referred to as - PSL) - 3063,4 km. of the Volga River;

Cargo-and-passenger ferry crossing - 24,5 km. of the VCSC (district of the village of Mayachnoe);

Cargo-and-passenger ferry crossing - 40 km. of the VCSC (district of the village of Trudfront);

Cargo-and-passenger ferry crossing - 51,7 km. of the VCSC (district of the village of Fedorovka).

III. Rules of vessels calling at the maritime port and vessels departure from the maritime port

23. Information regarding the vessel calling at the maritime port is transferred to the captain of the maritime port on web-site: www.portcall.marinet.ru.

24. Documentation of the vessels calling at the maritime port and vessels departure from the maritime port is effected 24 hours a day.

IV. Rules of vessels navigation in the water area of the maritime port

25. The maritime port has administrative procedure of the vessels traffic and berthing in accordance with the schedule of vessels arrangement and vessels traffic at the maritime port. The captain of the maritime port approves schedule of vessels arrangement and vessels traffic at the maritime port on a daily basis at 15:00 on the

basis of information regarding vessels calling, transferred in accordance with Clause 23 of the present Compulsory regulations and is available on our web-site: www.ampastra.ru.

26. The vessels traffic service (hereinafter referred to as - the VTS) controls the vessels traffic in the water area of the maritime port and vessels anchorage and weighing operations in accordance with the schedule of vessels arrangement and vessels traffic. The vessel is to request permission of the VTS before starting navigation.

27. Place of pilots embarkation for vessels, calling at the port from the sea; place of pilots disembarkation for the vessels, departing from the maritime port to the sea is at the point positioned 44°45,8' north latitude and 47°45'6 east longitude.

Depending on the ice formation conditions, the place of pilots embarkation/disembarkation can be changed whereof the captain of the maritime port shall inform the vessels.

For the vessels, standing on the berths and anchoring berths of the maritime port, the place of pilots embarkation is located on berths or anchoring berths of the maritime port.

28. Place of pilots embarkation for the vessels calling at the port from the inland waterways (hereinafter referred to as IW), place of pilots disembarkation for the vessel, departing from the maritime port to the IW, is located in 3028-3029 km. of the Volga River.

29. The following vessels do not require the compulsory pilotage:

icebreaker;

vessels, serving and provisioning the vessels, staying in the water area of the maritime port and on approaches to it, infrastructure facilities of the maritime port (port vessels);

vessels of less than 20 meters in length;

passenger-carrying vessels, navigating exclusively in the water area of the maritime port, as well as departing the borders of the maritime port and returning the maritime port provided that duration of single stay of the vessel outside the maritime port does not exceed 72 hours (hereinafter referred to as – passenger-carrying vessels of local navigation);

vessels, calling at the maritime port from the inland waterways and departing from the maritime port to the inland waterways without entering the VCSC - water area of the maritime port from 3029 km. to 3063,7 km. of the Volga River.

30. Two-way navigation of vessels is effected in the principal navigation channel, except sections of the VCSC, stated in Clause 31 of the present Compulsory regulations.

31. One-way navigation of the vessels is effected in the VCSC:

7,1 - 9,3 km. (district of the village of Bakhtemir);

39,7 - 41 km. (district of the village of Trudfront);

50,5 - 54,5 km. (district of the village of Fedorovka);

57,3 - 60,8 km. (district of the village of Vakhromeevo);

62,5 - 65,3 km. (district of the Shadinskaya uzkost).

The vessel is to request the VTS permission for one-way navigation of the vessels.

The vessel shall inform the VTS of entering the section of one-way navigation and departure from the section of one-way navigation on the channel 16 VHF (frequency 156,8 MHz).

32. The vessels, following the principal navigation channel (midchannel), have the right-of-way.

Vessels, following the additional navigation channels (midchannels), are to give the way to the vessels, following the principal navigation channel (midchannel).

Vessels, crossing the navigation channel (midchannel), are entitled to **pass any boards** by preliminary agreement of rule of the road.

33. Overtaking of the passing vessels in the water area of the maritime port is prohibited.

34. Navigation of the vessels, equipped with signal beacons and caution lights in accordance with the Inland Navigation Rules, is effected at the maritime port. <*> (hereinafter referred to as INR).

<*> Order of the Ministry of Transport of Russia dated October 14, 2002 No. 129 "On approval of Inland Navigation Rules of the Russian Federation" (registered by the Ministry of Justice of Russia dated December 30, 2002, registration No. 4088) with alterations, introduced by the Order of the Ministry of Transport of Russia dated March 31, 2003 No. 114 (registered by the Ministry of Justice of Russia dated April 17, 2003, registration No. 4387).

The vessels, equipped with the signal beacons and caution lights in working condition in accordance with INR, are to take into consideration that the vessels, equipped with the signal beacons and caution lights in accordance with the International Regulations for Preventing Collisions at Sea, navigate in the water area of the maritime port. <*>.

<*> Collection of acting contracts, agreements and conventions, concluded by USSR with the foreign countries. Publ. XXXIII. - M., 1979. P. 435 - 461. For USSR Convention came into force on July 15, 1977, on November 9, 1973 the document in respect of USSR accession to the Convention with saving clauses is transferred for keeping by the Secretary General of Intergovernmental Maritime Consultative Organization.

35. Entering the river arm Gorodskoy is effected up the current, departure from it – down the current. Passenger-carrying vessels of local navigation, moving in the water area of the maritime port are allowed to effect calling/departure in both directions.

36. Vessels, departing the river arm Gorodskoy up the current, give the way to the vessels, entering/departing the river arm Krivaya Bolda.

37. The vessels enter the river branch (volozhka) Iliyinskaya up the current. Vessels less than 20 meters in length are allowed to enter down the current.

38. The vessels depart from the river branch (volozhka) Iliyinskaya up the current.

39. Under-bridge passage is allowed through navigation spans, equipped with the signal beacons and caution lights in working condition in accordance with INR.

40. Vessels traffic under the High-way bridge (bridge Avtodorozhny) is effected in the river arm Trusovsky under the following spans:

for the vessels, moving down the current – **under the forth span of the right bank;**

for the vessels, moving up the current – under the fifth span of the right bank.

41. Vessels traffic under the High-way Bridge (bridge Avtodorozhny) in both directions is effected under the second span of the right bank.

42. Vessels traffic under the Astrakhan Bridge is effected in the following manner:
for the vessels, moving down the current – under the second span **of the right bank**;
for the vessels, moving up the current – under the third span of the right bank;
as for the vessels which dimensions do not allow to pass under the second and third spans, vessels traffic is effected under the forth span of the right bank in case of lifted bridge beam, equipped with caution lights: green - “passage is allowed”, red – “no passage”.

The vessel is to request the VTS permission for passage under the lifting beam of the Astrakhan Bridge.

The vessel shall inform the VTS of the beginning and completion of the passage under lifting beam of the Astrakhan Bridge on channel 74 VHF (frequency 156,725 MHz) and captain of the maritime port on the channel 9 VHF (frequency 156,45 MHz).

43. Before using the enabling signal on the lifting beam, the vessels, moving down the current, are not to pass 3043,5 km. of the Volga River down the current, and those, moving up the current – 3046 km. of the Volga River up the current.

44. In case of removal of the signs of floating boom, the vessels traffic under High-way bridge (bridge Avtodorozhny) in the river arm Trusovsky is effected under the forth span of the right bank in both directions.

45. In case of simultaneous approach of the vessels to the bridge with one navigation span, the vessels, moving up the current, give the way to the vessels, moving down the current.

46. The middle of the navigation channel in the navigation spans is indicated by:
red rhombus boards – for the vessels, moving down the current;
red square boards – for the vessels, moving up the current;
two red constant lights, located vertically.

Under-bridge dimensions and edges of the navigation channels (midchannels) in navigation spans of bridges are indicated by:

white square boards;
green constant lights.

Quantity of the boards/lights indicates height of the span: one – **up to** 10 meters, two – 10-13 m., three – 13-16 m., four – more than 16 m.

47. The aerial crossing of the PSL – 30,1 km. in height **above** maximum water level during flood, is located in the district of 3063,4 km. of the Volga River.

The vessels passage under the above-mentioned aerial crossing of the PSL is allowed provided that the vessel depth permits safe passage of this water **area**.

Should the depth of the vessel do not allow passing under the aerial crossing of the PSL, the passage is effected with the lowered PSL cables of in the following manner:

the master of the vessel/ship-owner or marine agent inform the captain of the maritime port of the date and time of the PSL cables lowering, agreed by the operator of the power line crossing;

passage by vessel of 3063,4 km. of the Volga River with lowered cables of the PSL aerial crossing is effected only after request to the VTS and the VTS permission for passage of this water area;

the vessel shall inform the VTS of the beginning and completion of the passage under the PSL aerial crossing with lowered cables **on channel** 74 VHF (frequency 156,725 MHz) and the captain of the maritime port on channel 9 VHF (frequency 156,45 MHz).

48. When approaching ferry crossings at one mile, the vessels are to inform the vessels of ferry crossing of their approach **on channel** 16 VHF. Vessels of ferry crossing give the way to the **passing** vessels.

49. The vessels, navigating in the VCSC **in 500 meters above or under** the ferry crossing are not allowed:

to move, **waking zone**

to anchor.

50. The vessels less than 20 meters in length navigate in the water area of the maritime port beyond the navigation channels (midchannels). In case of impossibility of such navigation due to course conditions, they are entitled to move through the navigation channel (midchannel) along the right side of vessel navigation up to 10 meters from buoys, limiting width of the navigation channel (midchannel).

51. Vessels having less than 20 meters in length can cross the navigation channel (midchannel) at the angle similar to the right angle.

The vessels having less than 20 meters in length cross the way of passing vessels astern.

52. During navigation in the water area of the maritime port, the vessels having less than 20 meters in length are not allowed:

to interfere navigation and berthing;

to moor, stop, anchor **at** infrastructure facilities of the maritime port (excluding port vessels);

cross the navigation channel (midchannel) in case of very poor visibility (less than half a mile).

53. Fueling of the vessels is effected with installation of floating booms:

on the berths, intended for fueling,

at self-propelling fuelers on berths and anchoring berths No. 1 - 7.

In case of icebreaker assistance the possibility of use of floating boom is defined on the basis of actual ice and meteorological conditions in the fueling places.

54. The following operations are not allowed in the water area:

approach of the fuelers to the vessels with the wind capacity of more than 14 m/s and wave height of more than 1 meter;

simultaneous fueling of two vessels by one fueler.

55. The following operations are not allowed during towing in the water area of the maritime port:

towing of vessels under the board or by pushing when the all-round view from the control platform or visibility of navigation lights is not provided;

simultaneous towing and pushing of convoy by several tow-boats in absence of radiotelephone communication between them;

towing of floating cranes with raised boom (except the cases when they are rearranged during execution of works in absence of PSL aerial crossing, bridges);

towing, in case of mooring of other floating equipment to the vessel towed.

56. The following operations are not allowed in the water area of the maritime port:

the vessels navigation with corroded anchors;

the vessels navigation in the water area of the maritime port in case of very poor visibility (less than half a mile), except the vessels, effecting emergency operations.

navigation of the self-propelled vessels, moored to each other, except emergency cases;

to use spot lights and other bright lights on the vessels, including dredging crafts; to perform deviation operations by maneuvering.

57. The fishing vessels are not allowed to interfere with other vessels.

V. Description of coverage area of the vessels traffic control system and rules of vessels navigation in this area

58. The vessel shall request the VTS permission for navigation in the VTS coverage area ten minutes before starting navigation.

The VTS shall cancel permission and the vessel shall request a new permission unless the vessel starts navigation within 30 minutes after receipt of the permission.

59. Communication between the VTS and vessels is effected on VHF channels, stated in Schedule No. 5 to the present Compulsory regulations.

60. The vessel shall establish communication with the VTS not less than 2.5 miles before approaching the borders of the water area of the maritime port.

61. In case of visibility of one marine mile at the maritime port, the vessels compulsory pilotage is effected with application of the VTS recommendations.

VI. Rules of vessels berthing at the maritime port and indication of their berthing places

62. Vessels at the maritime port are berthed on the anchoring berths and berths.

63. The operator of the terminal shall inform the captain of the maritime port of readiness of the berth for the vessel acceptance one hour before planned approach of the vessel.

64. The berthing of vessels on berths is permitted only in two lines (hulls).

65. Mooring to berths of the maritime port is effected at wind speed not more than 18 m/s.

66. Quantity and capacity of tow-boats for mooring of the vessels with bulbous forefoot at the maritime port is defined by the captain of the maritime port taking into consideration the data, stated in Schedule No. 6 to the present Compulsory regulations.

67. Simultaneous mooring on adjacent berths are not allowed.

68. Cargo-handling operations on the vessel board to which the other vessel is moored or de-berthed are prohibited.

69. During flood mooring of the vessel by the second hull is effected with the anchor dropping.

VII. Rules of ecological safety, Observance of quarantine at the maritime port

70. Acceptance of sewage and oily bilge water, dry garbage and food waste from vessels is effected at the maritime port.

71. The vessels cleaning of the oil products is effected on specialized berths at 3059,8 km. of the right bank of the Volga River.

72. The vessels, entering the maritime port from the sea, are to replace segregated ballast. Ballasting operation is effected in the section, restricted by the points with

coordinates 44°28,2' north latitude, 48°01,2' east longitude (buoy No. 52) and 44°45,8' north latitude, 47°45,6' east longitude (entering the VCSC from the sea).

73. The vessel carrying the patient with symptoms of highly dangerous infection, shall stand up for epidemiologic procedure at 3051,2 km. of the Volga River on the left bank with the crew, passengers and cargo.

VIII. Rules of special communication equipment use in the territory and water area of the maritime port

74. All the vessels in the water area shall effect wireless watch on channel 16 VHF (frequency 156,8 MHz).

75. 6 VHF channel (frequency 156,3 MHz) is used for communication between vessels during mooring and towing operations and icebreaker assistance in the water area of the maritime port.

76. The captain of the maritime port shall place information in respect of additional communication facilities for the data transmission, including Nos. of telephones on web-site: www.ampastra.ru.

IX. Information regarding the technical capabilities of the maritime port, related to vessels acceptance and information regarding the water area depths of the maritime port

77. The maritime port accepts the vessels up to 150 meters in length and up to 20 meters in breadth and with maximum draft - 4.5 meters.

The vessels and other floating facilities, which particulars exceed the dimensions, stated in paragraph 1 of the present Clause, shall submit:

- shifting plan;
- list of actions for safe shifting of vessel and floating facility, issued by the authorized vessels classification and survey organizations,

to the captain of the maritime port in order to receive the permission for calling at the maritime port and departure from the maritime port.

78. Information regarding the technical capabilities of the maritime port, related to vessels acceptance and berths are stated in Schedule No. 4 to the present Compulsory regulations.

79. Annually the captain of the maritime port shall place information regarding the total depth of the water area and berths of the maritime port and through passage drafts of vessels or its possible changes on web-site: www.ampastra.ru.

X. Information regarding organization of ice navigation at the maritime port and on approaches to them

ConsultantPlus: remark.

The numbering of the paragraphs is stated in accordance with the official text of the document.

81. The period of icebreaker assistance at the maritime port starts with ice formation on the VCSC and terminates with end of ice drift on the VCSC.

The captain of the maritime port shall announce start and termination of the icebreaker assistance period in the water area of the maritime port and on approaches to it.

82. The icebreaker assistance headquarters at the maritime port is formed for icebreaker assistance.

83. Information regarding vessels approach for convoy meeting point (hereinafter referred to as - CMP) shall be submitted 72 hours before and is confirmed 24 hours before scheduled approach to the CMP in accordance with Paragraph 23 of the present Compulsory regulations.

Time and procedure of the vessels traffic through ice as well as number of the vessels, piloted simultaneously, is defined by the captain of the maritime port at 16:00 of each natural day and is available on our web-site: www.ampastra.ru. In case of difficult ice conditions and necessity of changes, time and procedure of the vessels traffic through ice shall be specified, if changed, with further publication on the Internet.

84. Depending on the forecasted ice conditions in the water area of the maritime port, the captain of the maritime port shall impose limitations in respect of ice navigation regime in accordance with Schedule No. 1 to the present Compulsory regulations and determines location of convoy meeting point. Notification in respect of ice navigation limitations and location of the CMP shall be published on our web-site: www.ampastra.ru not later than 7 natural days before the expected date of ice navigation limitations and location of the CMP.

Ice navigation limitations, stated in Schedule 1 to the present Compulsory regulations, are not applied for the vessels built not more than 15 years ago and corresponding to the requirements, established by the rules of Russian Maritime Register of Shipping in respect of non-escorted ice navigation and ice navigation with ice-breaker. In this case the limitations of ice navigation regime, established by the rules of Russian Maritime Register of Shipping for such vessels, shall be applied.

85. The Vessels, entering the maritime port, approach the CMP with application of the VTS recommendations. The vessels, having no opportunities to approach the CMP independently, shall be provided by icebreaker assistance in accordance with the application of ship-owner (master of vessel). For entering/departure from the maritime port during icebreaker assistance, the vessel is to have possibility of manual control of propulsion unit.

86. The ice-breaker assistance of the vessels of ice convoy shall be effected by open-sea ice-breakers. Should the vessel find it impossible to move in the ice convoy, the vessel is entitled to request separate ice-breaker assistance, which shall be effected in case of presence of ice-breakers, free from ice-breaker assistance of convoys.

87. In case of growing heavy ice conditions, ice pressure and hummocking, impossibility to maintain predetermined speed for the vessels, moving in the convoy - capacity limitations for ship power plants not less than 1000 kW are imposed.

88. The captain of the maritime port shall form the convoy of the vessels in accordance with the paragraph 83 of the present Compulsory regulations on the basis of:

- time of the vessel approach to the CMP;
- time of receipt of the application for entering the maritime port or departure from the sea port;
- sequence of the vessels traffic, determined by the General Rules;
- limitations for the vessels in accordance with the ice navigation regime.

The anchoring berth No. 4 and No. 5. are the CMP for the vessels, departing from the maritime port to the sea.

When approaching the CMP the vessel shall establish radio contact with the ice-breaker and operate in accordance with its instructions. The VTS shall render assistance to establish radio contact with the ice-breaker, if necessary.

89. Taking into account actual ice conditions in the water area of the maritime port and technical capabilities of the vessels, the vessels are entitled to follow the route independently under control of the ice-breaker and using the VTS instructions.

The vessels, moving independently, are to inform the VTS of passing the control points of the recommended route, determined by the VTS and inform of the ice conditions during the traffic route.

90. The vessels, composing the convoy, shall use the VHF channels, determined by the ice-breaker upon the command of the ice-breaker, effecting the ice-breaker assistance.

91. Ice chipping of the vessels is permitted only by the ice-breaker.

92. Fuel capacity, food and water reserves on the vessel are to provide the vessels independence not less than 20 natural days from the date of vessel approach to the CMP for entering the maritime port. Should the vessel stand in the area of ice-breaker assistance for more than 20 natural days from the date of vessel approach to the CMP, the captain of the maritime port shall take urgent measures to guide the vessel to the maritime port.

XI. Information regarding the borders of the sea area A1 Global Maritime Distress and Safety System

93. The maritime port enters the coverage zone of sea area A1 GDMSS, informationally connected with the Marine Rescue Coordination Center "Astrakhan".

94. Communication in the sea area A1 GDMSS is provided by three coastal stations covering the whole water area of the maritime port.

95. Range of coverage of the coastal station No. 1, located in the Astrakhan City (46°18' north latitude and 047°58' east longitude), amounts to 20 miles.

Estimated range of coverage of the coastal station No. 2, located at the maritime port of Olya (45°47' north latitude и 131°55' east longitude), amounts to 23 miles.

Range of coverage of the coastal station No. 3, located in the island Iskusstvenniy (45°24' north latitude and 047°47' east longitude), amounts to 25 miles.

XII. Information regarding transmission of information by the captains of the vessels, standing in the port, in case of threaten of acts of unlawful interference at the maritime port

96. Upon incurrance of threaten of acts of unlawful interference at the maritime port the master of the vessel or the vessel security officer shall immediately inform the port security officer and the captain of the maritime port.

97. The captain of the maritime port is given information on the level of the port facilities security and vessels security, standing at the maritime port, as well as any changes in the security level.

98. Notifications on incurrance of threaten of acts of unlawful interference at the maritime port and change of security level of the vessel, as well as confirmation of receipt of the stated notifications is effected immediately on VHF channels from the date of incurrance of the circumstances, stated in the notifications.

99. The masters of the vessels, standing at the port, shall immediately inform the captain of the maritime port, port security officer of all occurrences, connected with detection of suspicious objects and bombs, evidence of preparation and realization of unlawful interference acts, facts of illegal vessels invasion, after receipt of any information on preparation of the terroristic acts as well as all violations of the established practice or suspected persons at the maritime port on working VHF channels or by additional means of communication, which are brought to the notice of the interested parties by the captain of the maritime port.

XIII. Information regarding transmission of navigational and hydro-meteorological information to the master of the vessels, standing at the maritime port

100. Broadcast of weathercast, storm signals and other navigational and hydro-meteorological information is effected on 1 VHF channel (receiver frequency 156,050 MHz; transmitter frequency 160,650 MHz) everyday at 07:00 and 13.00, call sign “**Astrakhan-radio-center**”.

101. The coastal station of NAVTEX service shall broadcast navigational and hydro-meterological warnings and time-sensitive information on frequency of 518 kHz (everyday at 03:40, 07:40, 11:40, 15:40, 19:40, 23:40, time UTC, identifying letter of the transmitter - W).

LIMITATIONS OF VESSELS ICE NAVIGATION REGIME
IN THE WATER AREA OF THE MARITIME PORT <*>

<*> Categories of ice strengthening are stated in accordance with classification of the Russian Maritime Register of Shipping.

Ice condition	Vessels, entitled for ice navigation with ice-breaker assistance or independently	Vessels, entitled for ice navigation only with ice-breaker assistance	Vessels, not entitled for ice navigation
Thickness of solid ice cover 10 - 15 cm.	Vessels of category Ice1 and more	Vessels with no ice strengthening	Tug and tow
Thickness of solid ice cover 15 - 30 cm.	Vessels of category Ice2 and more	Vessels of category Ice1	Vessels with no ice strengthening, tug and tow
Thickness of solid ice cover 30 - 50 cm.	Vessels of category Ice3 and more	Vessels of categories Ice1 и Ice2	Vessels with no ice strengthening, tug and tow
Thickness of solid ice cover more than 50 cm.	Vessels of category Arc4 and more	Vessels of categories Ice2 и Ice3	Vessels with no ice strengthening and category Ice1, tug and tow

DESCRIPTION OF LANDMARK BEACONS <*>

<*> In accordance with Schedule No. 5 to “On Inland Navigation Rules of the Russian Federation”, approved by the Order of Ministry of Transport of Russia dated October 14, 2002 No. 129 (registered by the Ministry of Justice of Russia dated December 30, 2002, registration No. 4088) with alterations, introduced by the Order of the Ministry of Transport of Russia dated March 31, 2003 No. 114 (registered by the Ministry of Justice of Russia dated April 17, 2003, registration No. 4387).

1. Prohibitory signs:

1) Sign "Passing and overtaking are prohibited" means the area of navigation channel, where the vessels passing and overtaking is prohibited: round board, edged by red line and divided by diagonal line, with symbols – two black vertical arrows in various directions, crossing the diagonal line.

At night - occulting yellow light;

2) Sign "Not to anchor" means the area of underwater crossing, where dropping of anchor, chains and lead is prohibited: board, edged by red line and divided by red diagonal line. Symbol – black anchor.

At night – two constant vertical yellow lights;

3) Sign "No wake zone" means the area of water routes, where zone waking is prohibited: round board, edged by red line and divided by red diagonal line. Symbol – two black horizontal undulated lines.

At night - occulting yellow light.

2. Caution and mandatory signs:

Mandatory signs are placed on white square board, edged by red line with black shade picture:

1) Sign "Attention" means the areas of navigable passage, where special precautions are to be taken: picture – exclamation sign.

At night - yellow flashing light;

2) Sign "Crossing of navigation channel" to mark the areas of crossing of navigation channel by the ships and ferry crossings.

Picture - vertical broad sharpen line and horizontal narrow strip.

At night - yellow flashing light;

3) Sign "Observe air" means bridge and river crossing. Figure shows minimum pass-through height of bridge crossing, height of under-bridge navigable dimensions of navigation span of the bridge above the water level (m).

Square board, edged by red line. Black triangle apex down – located in the upper part under the line.

At night – two yellow horizontal constant lights.

3. Indicating signs:

1) Sign "Place of turn-round of vessels" for indication of the area, where the safest turn-round of the vessels is effected. White rhombus-shaped square board with symbol – one black circular arrow.

At night – yellow constant light;

2) Sign "Roadstead marker" is a roadstead boundary marker: two white boards in the form of isosceles triangle. On the front sign –board apex up, on the posterior sign – apex down. In case of several roadsteads the figure shows the sequence number of the roadstead.

Additional boards may be set with the arrow, showing the roadstead direction and figures – length of the roadstead (m).

At night - constant green lights on the left bank, on the right bank – red lights.

INFORMATION REGARDING THE ANCHORING BERTHS OF THE MARITIME
PORT

Anchoring berth	Location, destination	Depth (meters) of the anchoring berths in accordance with indications of water-measuring station Astrakhan +301 cm.
No. 1	On the left bank at 3058,7 - 3059,7 km. of the Volga River for berthing and servicing of oil tankers	4 - 6 m.
No. 2	Over the island Ilyinsky at 3053 - 3054 km. of the Volga River for berthing and servicing of oil tankers	3 - 6 m.
No. 3	Near the island Proletarsky at 3048,8 - 3049,3 km. of the Volga River for berthing and servicing of dry-cargo and passenger-carrying ships	3,5 - 4,8 m.
No. 4	On the left bank at 3047,2 - 3048,6 km. of the Volga River for berthing and registration of oil tankers	4,8 - 10,8 m.
No. 5	On the left bank at 3046,2 - 3046,8 of km. of the Volga River for berthing and registration of ships (except oil tankers)	4,8 m.
No. 6	On the left bank at 3036,7 - 3038,1 of km. of the Volga River for berthing and servicing of dry-cargo and fishing ships	4,8 m.
No. 7	On the left bank at 3033 - 3036 km. of the Volga River for berthing of dry- cargo ships	4,8 - 7,8 m.

Schedule No. 4
to the Compulsory regulations
(subparagraph 15, 78)

**INFORMATION REGARDING THE TECHNICAL CAPABILITIES, RELATED TO
THE VESSELS ACCEPTANCE AND BERTHS**

Berths	Location of berth	Technical capabilities of berth	
		Length of berth (meters)	Depth of berth (meters) <*>
1	2	3	4
Berth No. 1	3030 km. of the Volga River (right bank)	188,6	4,11
Berth No. 2	3032,5 km. of the Volga River (right bank)	273	5,51
Berth No. 3	3037 km. of the Volga River (right bank)	90	4,01
Berth No. 4	3037,6 km. of the Volga River (right bank)	190	4,51
Berth No. 5	3038,8 km. of the Volga River (right bank)	456,7	5,51
Berth No. 6	3040,1 km. of the Volga River (right bank)	74,8	4,66
Berth No. 7	3040,8 km. of the Volga River (right bank)	117,6	4,71
Berth No. 8	3041 km. of the Volga River (right bank)	115	5,01
Berth No. 9	3043,3 km. of the Volga River (right bank)	252,35	5,51
Berth No. 10	3044 km. of the Volga River (right bank)	383,3	5,51
Berth No. 11	3044,4 km. of the Volga River (left bank)	157,7	6,01
Berth No. 12	3046 km. of the Volga River (right bank)	162,84	5,21
Berth No. 13	3049,2 km. of the Volga River (right bank)	241,6	4,76
Berth No. 14	3049,5 km. of the Volga River (right bank)	219,5	4,76
Berth No. 15	3055,2 km. of the Volga River (left bank)	232,5	5,71
Berth No. 16	3057,1 km. of the Volga River (right bank)	210	5,41

Berth No. 17	3059,8 km. of the Volga River (right bank)	153,66	5,51
Berth No. 18	3060,2 km. of the Volga River (right bank)	49,48	4,41

<*> In accordance with indications of water-measuring station Astrakhan +301 cm.

Schedule No. 5
to the Compulsory regulations
([subparagraph 15, 59](#))

INFORMATION REGARDING THE VERY HIGH FREQUENCY CHANNELS,
USED AT THE MARITIME PORT

Subscriber	Very high frequency channels		Call-sign
	Operating	Redundant	
Inspection of state port control	5 (frequency 300,2 MHz), 9 (frequency 156,45 MHz)	-	Port-Control Astrakhan
Vessels traffic planning department	5 (frequency 300,2 MHz), 9 (frequency 156,45 MHz)	-	Astrakhan-radio 11
Vessels traffic service	5 (frequency 300,2 MHz), 42 (frequency 300,075 MHz), 74 (frequency 156,725 MHz)	80 (receiver frequency 157,025 MHz, transmitter frequency 161,625 MHz)	Astrakhan-VTS
Communications Control System of Global Maritime Distress Safety System	1 (receiver frequency 156,05 MHz; transmitter frequency 160,65 MHz), 3 (receiver frequency 156,15 MHz; transmitter frequency 160,75 MHz), 61 (receiver frequency 156,075 MHz; transmitter frequency 160,675 MHz), 62 (receiver frequency 156,125 MHz; transmitter frequency 160,725 MHz)	9 (frequency 156,45 MHz), 73 (frequency 156,675 MHz)	Astrakhan-radio-center

INFORMATION REGARDING
MINIMUM QUANTITY AND CAPACITY OF THE TOW-BOATS FOR MOORING
OPERATIONS OF THE VESSELS WITH BULBOUS FOREBOAT AT THE
MARITIME PORT

Length of vessel (meters)	Minimum quantity of tow-boats and their capacity (not less than) in kW	
	mooring	de-berthing
Less than 100	2 x 220	2 x 220
More than 100	1 x 440 and 1 x 265	1 x 440 and 1 x 265

INFORMATION REGARDING THE VOLGO-CASPIAN SEAWAY CHANNEL

Total length of the Volgo-Caspian Seaway Channel amounts to 101,5 miles, where the sea area amounts to 55,1 miles, river area - 46,4 miles.

Navigation width of the channel - 100 - 120 meters.

Navigation depth of the channel - 5,1 meters.

Sea area consists of four knees.

The first knee is located between points with coordinates:

N 1 44°45',8 north latitude and 47°45',6 east longitude;

N 2 44°55',5 north latitude and 47°44',5 east longitude.

Knee length - 9,7 miles.

Knee direction: 355° - 175°.

The second knee is located between points with coordinates:

N 2 44°55',5 north latitude and 47°44',5 east longitude;

N 3 45°05',4 north latitude and 47°41',2 east longitude.

Knee length - 10,1 miles.

Knee direction: 347°,3 - 167°,3.

The third knee is located between points with coordinates:

N 3 45°05',4 north latitude and 47°41',2 east longitude.

N 4 45°23',1 north latitude and 47°47' east longitude.

Knee length - 18,7 miles.

Knee direction: 13° - 193°.

The fourth knee is located between points with coordinates:

N 4 45°23',1 north latitude and 47°47' east longitude.

N 5 45°40',3 north latitude and 47°42' east longitude.

Knee length - 16,6 miles.

Knee direction: 349° - 169°.

The river area passes through the twisting arm Bakhtemir and consists of 43 knees with bending radius from 300 to 3500 meters.

The accuracy of this translation from Russian into English is certified by the Astrakhan Chamber of Commerce and Industry.

Vice-president of the Astrakhan CCI

T.V. Shateeva

Chief of the Translation Department

Kh.Kh. Khizrieva

