

Approved on November 25<sup>th</sup>, 2013  
by Order № 361 of the Russian Ministry of Transport

## COMPULSORY REGULATIONS IN THE SEA PORT OF MAKHACHKALA

### I. General Provisions

1. Compulsory Regulations in the sea port of Makhachkala (hereinafter referred to as Compulsory regulations) have been developed in accordance with the Federal Law № 261-FZ “On Sea Ports in the Russian Federation and on Introduction of Amendments to Particular Legislative Acts of the Russian Federation” dated November 8<sup>th</sup>, 2007 [1], Federal Law №81-FZ “Merchant Shipping Code of the Russian Federation” dated April 30<sup>th</sup>, 1999 [2], “General Rules of Ships Navigation and Mooring in the Sea Ports of the Russian Federation and Approaches to them” (hereinafter – General Rules) [3].

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

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

[3] The order of the Russian Ministry of Transport № 140 «On Approval of General Rules of Ships Navigation and Mooring in the Sea Ports of the Russian Federation and Approaches to them» dated August 20<sup>th</sup>, 2009 (registered by Ministry of Justice of the Russian Federation on September 24<sup>th</sup>, 2009, registration № 14863) with amendments introduced by Order of the Russian Ministry of Transport № 69 dated March 22<sup>nd</sup>, 2010 (registered by Ministry of Justice of the Russian Federation on April 29<sup>th</sup>, 2010, registration № 17054).

2. The present Compulsory Regulations include the description of the sea port of Makhachkala (hereinafter referred to as “the sea port”); the rules for ships entry to and departure from the sea port; the rules of ships navigation in the sea port waters; the description of the effective zone of ships traffic guidance system in the port and the rules of ships navigation in this zone; the rules of ships anchoring in the sea port and anchor sites allocation; environmental safety regulations, quarantine regulations in the sea port; the rules of special communications in the sea port territory and waters; information on the sea port boundaries; information on the sea area A1 of the Global Maritime Distress and Safety System (hereinafter referred to as GMDSS); information on the sea port technical capacities; navigation season information; information on compulsory pilotage area; information on depths in the sea port waters; information on dangerous cargoes handling; information on data communication by Captains of the ships staying in the sea port if there is a threat of an act of unlawful interference in the sea port; information on navigation and hydrometeorological data communication to Captains of the ships staying in the sea port; other information in the sphere of merchant shipping specified in regulatory legal acts of the Russian Federation.

3. The present Compulsory Regulations are to be executed by ships of any nationality and departmental identity, as well as by private persons or legal entities of any legal structure operating at the sea port.

4. Navigation in the sea port and the approaches to it, ships anchoring in the sea port waters are performed in accordance with General Rules and the present Compulsory Regulations.

## II. The Sea Port Description

5. The sea port is found at the western shore of the Caspian sea. The sea port waters consist of two areas: Dry-Cargo (Sukhogruznaya) Harbour and Oil (Neftyanaya) Harbour, information on the harbors is given in Annex 1 to the present Compulsory Regulations.

6. The boundaries of the sea port are established in accordance with the Russian Government Decree №1411-p dated August 23<sup>rd</sup>, 2010 [1].

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[1] Collection of Legislative Acts of the Russian Federation, 2010, № 36, article 4617.

7. The sea port is ice free.

8. Navigation in the sea port is carried out in complicated hydrometeorological conditions characterized by periodic synchronous horizontal motion of the body of water (harbour oscillation), gale-force southeast winds with the speed over 14 meters per second and with the wave height over 2 meters.

9. Navigation in the sea port is carried out all year round, the sea port functions round-the-clock, it has a permanent cargo-handling multi-sided Russian state border checkpoint [1].

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[1] Decree of the Russian Government № 1724-p dated November 20<sup>th</sup>, 2008 (Collection of Legislative Acts of the Russian Federation, 2008, № 49, article 5844).

10. The area of ships compulsory pilotage in the sea port is determined within the boundaries of the sea port waters.

11. The ships going to Oil Harbour and Dry-Cargo Harbour move along the Oil Harbour canal and Dry-Harbour canal.

Information on Oil Harbour canal and Dry-Harbour canal is given in Annex 2 to the present Compulsory Regulations.

12. Information on anchor areas in the sea port is given in Annex 3 to the present Compulsory Regulations.

Technical information on berthing capacities of the sea port is given in Chapter X of the present Compulsory Regulations and Annex 4 to the present Compulsory Regulations.

Information on very high frequency (hereinafter referred to as “VHF”) communication channels used in the sea port is given in Annex 5 to the present Compulsory Regulations.

13. The sea port deals with cargo handling operations.

14. The sea port supplies vessels with provision, fuel, fresh water. It is possible to collect waste and oily waters from ships. There are capacities for maintenance and repair works, as well as for the underwater inspections.

15. The port is able to provide ships with tugboats.

Information on the minimum quantity and capacities of tugboats for berthing and de-berthing operations in the sea port is given in Annex 6 to the present Compulsory Regulations.

16. The sea port is included in the effective zone of GMDSS sea area A1.

17. Ships can not take shelter in the Sea port in stormy weather.

### Rules for Ships Entry to and Departure from the Sea Port

18. Information on ships entering the sea port and departing from the sea port is transferred to the Harbour Master via Internet: [www.portcall.marinet.ru](http://www.portcall.marinet.ru)

19. The clearance procedure for ships entering the sea port and departing from the sea port takes place around the clock.

20. The Harbour Master does not carry out the clearance procedure for ships entering to and departing from the sea port if they sail within the boundaries of the sea port waters solely, or if they cross the boundaries of the sea port but do not sail beyond the estuary of the river Sulak and the Cape of Turali and come back to the sea port upon condition that the duration of a one-time stay beyond the boundaries of the sea port does not exceed 72 hours (hereinafter referred to as “local navigation ships”).

The Harbour Master issues permits for navigation of such ships in the sea port waters and sailing outside the boundaries of the sea port with the following return to the sea port. The validity of the above-mentioned permits can not exceed 90 days, nor can it exceed the validity of any of the ship documents.

## Rules of Ships Navigation in the Sea Port Waters

21. There is an approval-based administrative procedure regulating ships navigation and anchoring in the sea port in accordance with the ships navigation and accommodation plan.

22. The plan of ships navigation and accommodation in the sea port is approved by the Harbour Master daily at 08.00 am on the basis of the information on ships entering the sea port transmitted as described in clause 18 of the present Compulsory Regulations. This plan is communicated by the Harbour Master to the ships staying in the port, ships approaching the sea port, and their agents.

23. The Ships Traffic Guidance System (hereinafter referred to as “STGS”) handles ships traffic in the sea port waters.

Ships may depart from the sea port and enter the waters of Makhachkala base of the Caspian flotilla upon authorization of the Senior Sea Officer of the base.

The traffic of ships in the sea port waters may be temporarily restricted in accordance with the procedure outlined in clause 3 of article 15 of the Federal Law № 155-FZ “On Inland Sea Waters, Territorial Sea and the Contiguous Zone of the Russian Federation” [1].

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[1] Collection of Legislative Acts of the Russian Federation, 1998, № 31, article 3833; 2003, № 17, article 1556, № 27 (p. 1), article 2700, № 46 (p. 1), article 4444; 2004, № 35, article 3607; № 46, article 5557; 2008, № 30 (p.2), article 3616, № 49, article 5748; 2009, № 52 (p.1), article 6440; 2011, № 15, article 2021, № 27, article 3880; № 30 (p.1), article 4590, 4594, № 48, article 6732; 2012, № 31, article 4321, № 53 (p.1), article 7612; 2013, № 19, article 2314, № 23, article 2868.

24. Sailing speed of ships in the sea port waters must be minimal navigable speed to ensure the directional control of ships.

25. When sailing along the canals of the Dry-Cargo Harbour and Oil Harbour, the ships with the length exceeding 100 meters must observe the following sailing speed restrictions:

In the Dry-Cargo canal – not higher than four knots;

In the Oil canal – not higher than six knots.

26. In the Dry-Cargo Harbour and Oil Harbour only one-way traffic is possible, the direction of the traffic is managed by STGS.

27. Overtaking other ships when sailing along the canals of the Dry-Cargo Harbour and Oil Harbour is prohibited.

28. Ships are allowed to sail along the canals of the Dry-Cargo Harbour and Oil Harbour, to take pilots on board and to disembark pilots if:

the speed of the wind does not exceed 14 meters per second;

the height of waves does not exceed 1 meter and the visibility is no less than two sea miles.

29. Ships entering the sea port take the pilot on board and ships departing from the sea port disembark the pilot at the point with the following coordinates: 43°00.5' N and 047°30.5' E.

30. The following ships are freed from compulsory pilotage:

small size vessels, sports sailing ships;

local navigation ships;

vessels carrying out operations for providing services and delivering supplies to the ships staying solely in the waters of the sea port and at approaches to it, as well as facilities included in the sea port infrastructure;

navy ships and vessels.

31. Information on the need for a tug boat and pilotage of the ship is transmitted by the ship via VHF channels in accordance with clause 18 of the present Compulsory Regulations and is confirmed four hours prior to the planned time of de-berthing, shifting or departing from the sea port, departing from the anchor area.

32. Berthing, de-berthing, shifting for over than 50 meters shall be performed with the use of tugboats with regards to the data on the minimum quantity and capacities of the tugboats for berthing and de-berthing operations stated in Annex 6 to the present Compulsory Regulations, and the pilotage, except for the ships with deadweight less than 1000 tons.

33. Alongside towing is permitted in the sea port waters provided that the length of the towed ship does not exceed 150 percent of the length of the tugboat.

34. Non-self-propelled ships are towed in and out of the sea port by the method of astern towing only performed by a tugboat with the length over 30 meters.

35. When towing several non-self-propelled ships in the sea waters, the length of the convoy can not exceed 100 meters.

36. Ships with the main engines, steering gears and cable gears out of service, as well as floating cranes, are towed if the wind speed does not exceed 12 meters per second.

37. The following activities are prohibited for the small size vessels, except for the port vessels, sports sailing and leisure boats, in the sea port waters:

to sail with the wind speed exceeding 14 meters per second;

to sail with the visibility less than ten cables;

to anchor in the recommended lane of the sea port and around it;

to sail around the anchor areas and to affect operations of ships;

to cross the course ahead of another ship and to manoeuvre in close proximity to the sailing ships;

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

to approach anchored ships;

to berth to the floating and stationary aids to navigation and to anchor close to them;

to sail in the Oil Harbour waters.

#### V. Description of the Effective Zone of Ships Traffic Guidance System and the Rules of Ships Navigation within this Zone

38. The effective zone of STGS is limited by the shore line and the radius of 15.1 nautical mile from the point with coordinates 42°59.7'N and 047°30.7'E (northernmost tip of the eastern pierhead of the Dry-Cargo Harbour).

39. Communication with STGS in the sea port is carried out on VHF channel 14, call sign "SUDS-Makhachkala".

40. Ships within the effective zone of STGS keep radio watch on VHF channel 14.

#### VI. Rules of Ships Anchoring in the Port and Anchor Areas Allocation

41. Ships anchoring in the sea port is performed at anchor areas № 122 (for ships with dangerous cargoes), №123 (for cargo ships, fishing ships, scientific research ships), № 124 (for oil-carriers) and the sea port berths.

42. It is forbidden to anchor ships in the sea port beyond the anchor areas boundaries.

43. If the wind speed is 14 meters per second or stronger (hereinafter – "gale warning"), the following activities are prohibited in the sea port:

ships sailing, except for the ships that participate in emergency rescue operations;

cargo-handling operations.

44. If a gale warning announced, technically sound ships anchored at anchor areas shall leave the sea port for the period of the storm as indicated by the Master.

45. Under favourable meteorological conditions, ships with the draft not exceeding 4 meters intending to enter the sea port are anchored at the point with the coordinates 43°01'N and 047°30'E.

46. Berth Operator informs the Harbour Master that the berth is ready for the ship's mooring one hour prior to the mooring operation.

47. Ships' mooring to the berths of Oil Harbour is performed with the head to the exit (stern-on mooring), the anchor on the outer side dropped to secure a safe distance between the ship and the berth, angle of approach of the ship to the berth no less than ten degrees.

48. Dry cargo ships are prohibited to enter the Oil Harbour and to berth there.

49. Ships' mooring to the berths of Dry-Cargo Harbour is performed without anchor dropping, the angle of approach of the ship to the berth shall not exceed 20 degrees.

50. Oil-carriers are allowed to enter the Dry-Cargo Harbour and to berth there only after cargo tanks steaming and cleaning.

51. Berthing and un-berthing operations with ships in the sea port are performed if the wind speed does not exceed 14 meters per second, except for the cases when such operations are required to prevent emergency situations.

#### VII. Environmental Safety and Quarantine Rules in the Sea Port

52. The sea port collects ships wastes in accordance with the requirements of Annexes I, IV and V to the International Convention for the Prevention of Pollution from Ships of 1973 [1].

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[1] Resolution of the USSR Council of Ministers № 947 “On USSR accession to the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships of 1973” dated September 30<sup>th</sup>, 1983 (Resolutions of the USSR Council of Ministers, 1983, September, p.127).

53. It is forbidden to discharge ballast waters in the sea port waters, except for segregated ballast, if it were collected in the Caspian sea not closer than 50 nautical miles to the nearest shore and at sea depths no less than 200 meters, which shall be registered in the ships’ journal.

54. In case of an oil or oil products spill in the ship or in the sea port waters within the area where oil and oil products handling operations are carried out, these operations shall cease, measures on oil or oil products spill containment shall be taken in accordance with the plan on prevention of oil and oil products spill incidents.

55. The Harbour Master shall be immediately informed on the sea port waters pollution via VHF channel 5, call sign “Makhachkala-radio-5”, including the following data:

- time of the oil or oil products spill detection;
- hydrometeorological situation (state of the sea, wind velocity, visibility);
- nature of pollution and the area of the pollution spread;
- assumed source of pollution.

56. The vessels that do not participate in oil or oil products spill containment are forbidden to cross the polluted sea port waters.

57. When passing by the area where oil or oil products spills are being cleaned up, ships shall reduce the speed to minimum navigable speed.

58. The ship where they have detected a sick person with symptoms that suggest highly infectious diseases, together with the crew, passengers and the cargo shall be towed to berth №4 of the Dry-Cargo Harbour, or the anchorage №123 for epidemiological measures to be taken.

#### VIII. Rules of Use of Special Means of Communication in the Territory and Waters of the Sea port

59. All ships in the sea port waters keep radio watch on VHF channels 14 and 16.

60. While carrying out berthing and towing operations in the sea port waters, ships use VHF channel 67 for communication.

61. In the sea port waters, it is forbidden to carry out radio communication on issues not connected with navigation security via VHF channels mentioned in the present Compulsory Regulations.

62. The Harbour Master informs on the additional means of communication for data transfer, including phone numbers.

#### IX. Information on the boundaries of the sea area A1 of the Global Maritime Distress and Safety System

63. The sea port is included in the coverage zone of GMDSS sea area A1 that is information bound to the Marine Rescue Coordination Centre of Astrakhan.

64. Communication with ships within GMDSS sea area A1 is secured by the shore station, call sign “Makhachkala-radio-centre”.

The coverage area of the sea port shore station (42°59’N, 047°30’E) is 25 nautical miles.

#### X. Technical Information on Berthing Capacities of the Sea Port and the Depths of the Sea Port Waters

65. The sea port accommodates vessels up to 150 meters long with the drafts:

- up to 4.5 meters – in the Dry Cargo Harbour;
- up to 6.5 meters – in the Oil Harbour.

66. Technical information about the berthing capacities of the sea port is given in Annex 4 to the present Compulsory Regulations.

The Harbour Master informs the seamen on actual depths of the sea port waters, depths by the sea port berths and the canal drafts of vessels annually, or in case if the depths change.

#### XI. Information on Dangerous Cargoes Handling

67. The sea port handles dangerous cargoes of Classes 3, 4, 5, 8 and 9 as per International Maritime Organization (hereinafter referred to as IMO) classification.

68. Operations with dangerous cargoes of IMO Class 3 are performed on berths of the Oil Harbour, those with IMO Classes 4, 5, 8 and 9 – on berths of the Dry-Cargo Harbour.

69. In case of stormy meteorological conditions in the sea port, all cargo-handling operations with oil and oil products cease.

#### XII. Information on Data Communication by Captains of the Ships Staying in the Sea Port in case of a Threat of an Act of Unlawful Interference in the Sea Port

70. If a threat of an unlawful interference act in the sea port arises, the Captain of the ship, or an officer responsible for the ship's security shall immediately inform thereof a security officer of the port facility and the Harbour Master.

71. The Harbour Master is provided with information on the security level of port facilities and the security level of ships staying in the sea port, as well as on any changes in their levels of security.

72. Warnings of a threat of an unlawful interference act in the sea port and on the changes in the security level of ships, as well as acknowledgement of receipt of these warnings shall be transferred immediately via VHF channels as soon as the circumstances specified in the warnings arise.

73. If identify suspicious or explosive items, as well as signs of preparation and implementation of acts of unlawful interference and illegal infiltration aboard, upon receiving any kind of information on preparation of terrorist attacks, as well as in case of any violations of the established order or suspicious strangers in the sea port, Captains of the ships staying in the sea port shall immediately inform the Harbour Master, a security officer of the port facility, thereof via operating VHF channels and via additional means of communication that the Harbour Master informs the relevant parties about.

#### XIII. Information on Navigation and Hydrometeorological Data Communication to Captains of the Ships Staying in the Sea Port

74. Hydrometeorological data are transmitted by STGS to the ships staying in the sea port twice a day at 07.00 am and 13.00 pm local time via VHF channel 68, as well as upon request of a ship.

75. Messages of critical importance and gale warnings are transmitted via VHF channel 16.

76. Upon receiving messages of critical importance and gale warnings, the ships are to acknowledge their receipt.

INFORMATION  
ON DRY-CARGO HARBOUR AND OIL HARBOUR OF THE SEA PORT

Dry-Cargo Harbor is limited by the shore line and straight lines that connect sequentially the points with the following coordinates:

№1 42°59.51'N, 047°30.33'E  
№2 42°59.47'N, 047°30.33'E  
№3 42°59.42'N, 047°30.06'E  
№4 42°59.34'N, 047°30.32'E  
№5 42°59.36'N, 047°30.4'E  
№6 42°59.53'N, 047°30.34'E  
№7 42°59.56'N, 047°30.31'E  
№8 42°59.52'N, 047°29.9'E  
№9 42°59.75'N, 047°29.36'E  
№10 42°59.9'N, 047°29.9'E

Oil Harbor is limited by the shore line and straight lines that connect sequentially the points with the following coordinates:

№1 43°00.7'N, 047°28.52'E  
№2 43°00.23'N, 047°28.47'E  
№3 43°00.26'N, 047°28.37'E  
№4 43°00.24'N, 047°28.34'E  
№5 43°00.27'N, 047°28.22'E  
№6 43°00.35'N, 047°28.17'E  
№7 43°00.55'N, 047°28.17'E  
№8 43°00.51'N, 047°28.4'E  
№9 43°00.3'N, 047°28.58'E

Annex 2  
to Compulsory Regulations  
(clause 11)

INFORMATION ON OIL HARBOUR CANAL AND DRY-CARGO HARBOUR CANAL IN THE SEA PORT

Name	Location	Length (nautical miles)	Width (meters)	Minimal depth (meters)
Oil Harbour Canal	Oil Harbor Canal consists of two lanes. The first lane is located between the points with the following coordinates: №1 43°00.483'N, 047°30.5'E №2 43°00.15'N, 047°28.633'E The second lane is located between the points with the following coordinates: №2 43°00.15'N, 047°28.633'E №3 43°00.3'N, 047°28.85'E	1.5	80	7.6
Dry-Cargo Harbour Canal	The Dry-Cargo Harbour Canal branches off the Oil Harbour Canal and is located between the points with the following coordinates: №1 43°00.3'N, 047°29.6'E №2 42°59.533'N, 047°30.433'E	1	80	5



INFORMATION ON ANCHOR AREAS IN THE SEA PORT

Anchor area № 122 is restricted with straight lines that connect sequentially the points with the following coordinates:

№1 43°06.1'N, 047°36.2'E  
№2 43°09.8'N, 047°37.9'E  
№3 43°09.8'N, 047°42.2'E  
№4 43°06.1'N, 047°40.4'E

Anchor area № 123 is restricted with straight lines that connect sequentially the points with the following coordinates:

№1 43°01.5'N, 047°34'E  
№2 43°09.8'N, 047°37.9'E  
№3 43°05.1'N, 047°41.5'E  
№4 43°01.5'N, 047°39.3'E

Anchor area № 124 is restricted with straight lines that connect sequentially the points with the following coordinates:

№1 43°02'N, 047°40.7'E  
№2 43°03.8'N, 047°43'E  
№3 43°09.3'N, 047°42.2'E  
№4 43°02'N, 047°46.2'E

Annex 4  
to Compulsory Regulations  
(clause 12, 66)

TECHNICAL INFORMATION ON BERTHING CAPACITIES OF THE SEA PORT

Name of Berth	Geographic Location of Berth	Technical Characteristics	
		Berth Length (meters)	Depth (designed) by Berth (meters)
1	2	3	4
Oil Harbour			
Auxiliary berth № 5	43°00.57'N, 047°28.1'E 43°00.56'N, 047°28.24'E	182	7
Oil Pier №1 Berth №1	43°00.5'N, 047°28.21'E	175	10
Oil Pier №1 Berth №2	43°00.53'N, 047°28.08'E	175	10
Oil Pier №2 Berth №3	43°00.39'N, 047°28.1'E	177	10
Oil Pier №2 Berth №4	43°00.37'N, 047°28.26'E	177	10
Oil Pier № 5	43°00.27'N, 047°28.22'E 43°00.24'N, 047°28.31'E	92	6
Dry-Cargo Harbour Canal			
№ 6	43°00.24'N, 047°28.36'E 43°00.22'N, 047°28.47'E	68	6.5
RORO Ships Berth № 1	42°59.46'N, 047°30.17'E 42°59.48'N, 047°30.29'E	174	6.3
Train Ferry Berth № 2	42°59.46'N, 047°30.17'E 42°59.43'N, 047°30.04'E	170	6.3
Grain Berth № 3	42°59.33'N, 047°30.22'E 42°59.3'N, 047°30.3'E	127	5
General Cargo Berth № 4	42°59.56'N, 047°30.23'E 42°59.531'N, 047°30.501'E	155	6.3
General Cargo Berth № 5	42°59.53'N, 047°30.1'E 42°59.5'N, 047°29.53'E	155	6.3
General Cargo Berth № 6	42°59.5'N, 047°29.93'E 42°59.48'N, 047°29.81'E	132	6.3
Berth № 1 of Berth Quay	42°59.3'N, 047°30.24'E	65	2.7
Berth № 2 of Berth Quay	42°59.29'N, 047°30.23'E	130	6
Berth № 3 of Berth Quay	42°59.24'N, 047°30.26'E	130	6

Berth № 4 of Berth Quay	42°59.24'N, 047°30.28'E	40	5
Berth № 5 of South Pierhead	42°59.2'N, 047°30.3'E	130	5.6
Berth №65 of South Pierhead	42°59.24'N, 047°30.3'E	130	5.6
Berth	42°59.24'N, 047°30.28'E	40	4.5
Berth for Military Unit № 2454	42°59.3'N, 047°30.5'E	92	6.83

Annex 5  
to Compulsory Regulations  
(clause 12)

INFORMATION ON VERY HIGH FREQUENCY COMMUNICATION CHANNELS USED IN THE SEA PORT

User	Very High Frequency Communication Channels		Call Sign
	Channel on Duty	Operating Channel	
Harbour Master	16	5	“Makhachkala-radio-5”
Port State Control	16	5	“Makhachkala-Portcontrol”
Ships Traffic Guidance System	16	14	“SUDS-Makhachkala”
Oil Harbour Operator	16	9	“Makhachkala-radio-15”
Dry-Cargo Harbour Operator	16	9	“Makhachkala-radio-10”
Finshing Port Operator	16	11	“Makhachkala-radio-49”
Radio-Centre	16	3	“Makhachkala-radio-centre”
Pilots Organization	16	73	“Makhachkala-Pilot”
Duty Officer reporting to the Senior Sea Officer of Makhachkala base of the Caspian flotilla	16	16	“Quarta-06”

Annex 6  
to Compulsory Regulations  
(clause 15, 32)

INFORMATION ON MINIMUM QUANTITY AND CAPACITIES OF TUGBOATS FOR LINEHANDLING OPERATIONS IN THE SEA PORT

Ships Deadweight	Minimum quantity and capacities of tugboats in Kilowatts	
	Berthing	De-Berthing
	Dry-Cargo Harbour Berths	
From 1000 to 6027	1 x 746	1 x 746
	Oil Harbour Berths	
From 1000 to 13030	1 x 746	1 x 746