

Order of Ministry of Transport of Russia,  
dated December 13, 2012 No.429  
(as amended 22.01.2014)

"On approval of the bylaws at the sea port Taganrog"  
(Registered in the Ministry of Justice of Russia on 17.01.2013, No 26572)

**MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION**

**ORDER**  
**as of December 13, 2012, No 429**

**ON APPROVAL OF THE BYLAWS AT THE SEA PORT TAGANROG**

According to the [article 14](#) of the Federal Law dated November 8, 2007 No. 261-FZ "On sea ports of the Russian Federation and on changing particular legal acts of the Russian Federation" (Collection of Legislative Acts of the Russian Federation, 2007, No. 46, article 5557; 2008, No. 29 (Part I), article 3418, No. 30 (Part II), article 3616, 2009, No. 52 (Part I), article 6427, 2010, No. 19, article 2291, No. 48, article 6246, 2011, No. 1, article 3, No. 13, article 1688, No. 17, article 2313, No. 30 (Part I), article 4590, article 4594, 2012, No. 26, article 3446) I order: The mentioned [Bylaws](#) at the sea port Taganrog to be considered as approved.

Minister  
M.Y. SOKOLOV

VALIDATED  
By order of Ministry of Transport of Russia,  
December 13, 2012  
No. 429

**BYLAWS AT THE SEA PORT TAGANROG**

I. General provisions

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

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<1> Collection of Legislative Acts of the Russian Federation, 2007, No. 46, article 5557; 2008, No. 29 (p. 1), article 3418, No. 30 (p. 2), article 3616; 2009, No. 52 (p. 1), article 6427; 2010, No. 19, article 2291, No. 48, article 6246; 2011, No. 1, article 3, No. 13, article 1688 No. 17, article 2313, No. 30 (p. 1), article 4590, article 4594: 2012? No. 26, article 3446.

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

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

2. These Bylaws contain description of the sea port Taganrog (hereinafter - the sea port); rules for ships entering and leaving the sea port; rules for navigation in the sea port water area; description of the operating zone of the vessel traffic service and the navigation rules in this area; rules for ships anchorage at the sea port and indication of their anchorage places; regulations for environment safety, compliance with quarantine at the sea port; rules for radio communication in the sea port and in the water area of the sea port; the sea port limits information;

the sea areas A1 and A2 limits information of the Global maritime distress and safety system; the sea port ship handling information; navigation period information; information on the compulsory pilotage area; the sea port water area depths information; dangerous cargoes handling information; the sea port ice navigation information; information on the masters' reports in case of illegal acts in the sea port; navigation and hydrometeorological information transferred to masters of the ships staying in the sea port; other information provided by the regulatory legal acts of the Russian Federation relative to the merchant shipping.

3. These Bylaws are to be followed by ships regardless of their nationality or departmental identity as well as by individuals and legal entities, regardless of their legal form and ownership operating at the sea port.

4. Navigation at the sea port and its approaches, ships anchorage in the sea port water area must comply with the [General rules](#) and these Bylaws.

## II. Sea port description

5. The sea port is located in the Sea of Azov on the north-eastern part of the Gulf of Taganrog.

6. The boundaries of the sea port have been established by the Order of the Federal Government dated January 19, 2010 No. 33-r <1>.

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<1> Collection of Legislative Acts of the Russian Federation, 2010, No. 5, article 543.

7. Navigation of the ships to the sea port is executed through the Taganrog approach channel (hereafter, TAC) consisting of two reaches with total length of 19 kilometers and width of 80 meters.

Information on the Taganrog approach channel and recommended route No.31 is given in the [Appendix No. 1](#) to these Bylaws.

8. Navigation in the sea port is performed all year round.

9. The sea port works 24 hours a day, it has a freight constant multiway checkpoint on the state border of the Russian Federation <1>.

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<1> [Order](#) of the Government of the Russian Federation dated November 20, 2008 No. 1724-p (Collection of Legislative Acts of the Russian Federation, 2008, No. 49, cl. 5844).

10. Navigation in the sea port is performed in the hydrometeorological conditions characterized by the variable winds, large water level fluctuations being subject to the impacts of wind (surges up to 2.5 meters causing the berth flooding, water level decrease up to 3.5 meters causing the shallowing of navigation channel and the sea port water area).

11. The sea port isn't a shelter for ships in stormy weather.

12. Information on channels of very high frequency (hereinafter - VHF) used at the sea port is given in the [Appendix No. 2](#) to these Bylaws.

13. The sea port is covered by the sea areas A1 and A2 of the Global Maritime Distress and Safety System (hereinafter – GMDSS).

Information on location and operating range of shore stations of the sea areas A1 and A2 of the Global Maritime Distress and Safety System is indicated in the [Appendix No. 3](#) to these Bylaws.

14. Information on anchorages of the sea port is indicated in [Appendix No. 4](#) to these Bylaws.

15. Information on the technical capabilities of the sea port relative to handling of vessels is given in the [chapter X](#) and the [Appendix N 5](#) to these Bylaws.

16. The tug assistance is carried out in the sea port.

Information on the minimum number and capacity of tugs for mooring of vessels at the sea port is given in the [Appendix No. 6](#) to these Bylaws.

17. Information on compulsory pilotage area at the sea port is given in the [Appendix No. 7](#) to these Bylaws.

18. The sea port operates with containers, general, bulk, timber, liquid cargo, dangerous goods including.

Food, fuel, fresh water supply facilities as well as sewage, oily water and garbage receiving facilities are available at the sea port.

19. The sea port is the freezing port.

20. The icebreaking assistance of ships in the sea port water area is carried out according to the requirements of the [General rules](#) and these Bylaws.

Restrictions for ice navigation regime in the sea port water area are listed in the [Appendix No. 8](#) to these Bylaws.

21. Information on the areas Nos. 66, 67, 68, 857, 858, 962, 956, 969, 970, 971, 957 is given in the [Appendix No. 9](#) to these Bylaws.

22. Special caution should be executed when navigating in the areas Nos. 66, 67, 68, that are dangerous due to mines, in the areas Nos. 857, 858, that are dangerous for navigation and in the area No. 957, that is the

former spoil ground, as well as in the areas Nos. 962, 956, 969, 970, 971, that are spoil grounds.

### III. Rules for ship arrivals to and departures from the sea port

23. Information on a ship arrival to and departure from the sea port is transmitted to the Harbour Master via the Internet site: [www.portcall.marinet.ru](http://www.portcall.marinet.ru).

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

### IV. Rules for navigation in the sea port water area

25. At the sea port there is a regulatory approval system for ships navigation and anchorage according to the schedule of anchorage and navigation at the sea port.

Schedule of anchorage and navigation at the sea port is daily approved by the Harbour Master on the basis of information about the arrival of a ship transmitted in accordance with the [item 23](#) of these Bylaws and is brought by the Harbour Master to the notice of the ships anchored at the sea port, proceeding to the sea port and their agents.

26. Shifting of ships at the sea port water area to and from anchorage places are regulated according to the schedule of anchorage and navigation by vessel traffic service (hereafter, VTS). Prior to start moving the ship must request a permit.

27. Navigation to and out sea port is carried out through the TAC.

28. Entrance to the TAC from the Sea of Azov is marked with the TAC entrance buoy No.2 located at lat. 47°03,40' N and long. 038°52,70' E.

29. Navigation along the TAC is permitted with visibility not less than 2 nautical miles, at the wind speed not more than 15 meters per second.

30. Navigation of ships along the TAC and the sea port waters is allowed with under keel clearance not less than 0.3 meters.

31. Ship overtaking when proceeding along the TAC is not allowed.

32. The vessel traffic along the TAC is bidirectional.

33. Passing of ships with each other at turning points when proceeding along the TAC is not allowed.

34. Ship entering the TAC should keep out the way of the ship leaving the TAC.

35. Ship speed within the TAC shouldn't exceed 8 knots.

36. Small craft, sport and sailboats shouldn't impede the passage of ships proceeding along the TAC.

37. Passing of ships through the gate of the Repairing basin is carried out with non-operating propellers to avoid the damage of underwater cables.

38. Ships' entrance and exiting from the Repairing basin are allowed with the wind speed up to 12 meters per second.

39. Navigation of ships in the areas Nos. 857 and 858, which are dangerous for the navigation and described in the [attachment No. 9](#) to these Bylaws is not recommended.

40. Shifting of ships in the sea port is allowed for the distance not more than 50 meters.

When making the shifting it's not allowed to let go all the mooring lines. Main engines must be ready for immediate manoeuvre.

41. Pilotage is not compulsory for:  
ships with gross tonnage less than 200;  
small craft, sport sailboats.

42. Pilots embarkation/disembarkation is performed at lat. 47°03,30' N and long. 038°52,50' E with the wind speed not more than 15 meters per second and at the wave height not more than two meters.

43. Towing of more than one vessel is not allowed.

44. Vessel towing is allowed at the wind speed up to 15 meters per second.

45. When towing a vessel astern, the tug line length shouldn't exceed 30 meters.

46. Forming of the convoy for sea towing should be performed at the sea port anchorages.

47. Communication between the towed and towing vessel is carried out using the VHF channel No. 6.

48. Mooring operations of ships are allowed at the wind speed up to 15 meters per second. Mooring alongside the other ship lying at the berth is allowed at the wind speed up to 8 meters per second.

49. Mooring operations of ships are carried out with tug assistance.

## V. Description of the operating zone of the vessel traffic service and the navigation rules in this area

50. VTS operates in the water area of the sea port and its approaches.

51. VTS operating zone covers the water area of the Taganrog Bay limited by the coastline and going to the east from long. 038°14,00' E up to the crossing of lat. 46°53,33' N and further over this latitude up to the Sazalnikaya Kosa.

Eastern border of the VTS operating zone goes at long. 039°13,00' E.

52. Automated radio-technical post No.1 is located in the territory of the sea port at lat. 47°12,00' N and long. 038°57,00' E, the antenna altitude of the coast radar station (hereafter – CRS) is 79 meters.

53. Automated radio-technical post No. 2 is located in the territory of the receiving center of the sea area A2 of the GMDSS in the Beglitskaya Kosa settlement at lat. 47°08,00' N and long. 038°30,00' E, the antenna altitude of the CRS is 78 meters.

54. All ships should establish communication with VTS while entering VTS operating zone and follow VTS recommendations further on.

55. The ships moving to the Taganrog Bay from the Sea of Azov eastwards are to establish radio communication with VTS and receive confirmation of recognition being at a distance of 2 nautical miles from long.038°14,00' E before entering the VTS operating zone.

Information about entering the VTS operating zone is transferred at long. 038°14' E.

56. Masters of the ships proceeding to the Gulf of Taganrog from the Don River are to establish communication with VTS and receive confirmation of recognition before entering VTS operating zone.

Permission to enter the VTS operating zone is requested when a ship passes the mark "0" km of the Don river.

Information about entering the VTS operating zone is transferred at crossing the long. 039°13,00' E.

57. The ships being within the VTS operating zone at the approach to the sea port proceed along the Recommended route (hereafter, RR) N 31, keeping the right-hand course.

Information on the Taganrog approach channel and on the Recommended route No.31 is given in the [Appendix No. 1](#) to these Bylaws.

58. Compulsory pilotage of a ship by VTS is carried out along the Taganrog approach channel - from buoy No. 2 up to the sea port gate.

## VI. Rules for ships anchoring in the sea port and description of their anchorage places

59. Staying of dumb vessels at the sea port anchorage places without supporting tugs is not allowed.

60. Sea port anchorage No. 1 (area No. 460) is intended for anchorage of the ships with draft not more than 3 meters.

Sea port anchorage No. 2 (area N 459) is intended for anchorage of the ships with draft not more than 4,5 meters.

Sea port anchorage No. 3 (area N 463) is intended for anchorage of the ships with draft not more than 5 meters. Ships staying at the sea port anchorage No. 3 is recommended when the water level in the Gulf of Taganrog is low.

Anchorage No. 462 area at the approach to the sea port is intended for anchorage of ships with draft not more than six meters.

Information of the sea port anchorages is given in the [Appendix No. 4](#) to these Bylaws.

61. In the areas Nos. 66, 67, 68 described in the [Appendix N 9](#) to these Bylaws anchorage is not recommended.

62. Berthed ships are not allowed to produce sound signals using ships' whistles, horns, except for alarm and emergency signals.

63. Berthed ships are not allowed to operate propellers except for short-term propeller turning at minimum RPM to test main engine operation before unberthing.

64. In case fenders are damaged during mooring, staying and unmooring the ship's master should immediately inform the Harbour Master about it.

65. Diving operations in the sea port water area are allowed with permission of the Harbour Master.

66. Ships navigation in the area of divers activities is not allowed. If divers descend near berths it is prohibited to perform cargo operations, cranes and railway transport travelling on quay tracks.

67. All cargo operations in the sea port at wind speed exceeding 15 meters per second are not allowed.

68. Ships bunkering in the sea port is performed by bunkering vessels alongside the sea port berths.

69. Every time a self-propelled bunkering ship moors to a bunkered ship there must be no other vessels alongside of it.

## VII. Regulations for ecological safety, quarantine in the sea port

70. While a ship lies at the sea port all its cocks, valves and other shut-off devices connected with the ship board and used for oily mixtures, sewage waters (except for the cases defined by the Regulation 11, chapter 3, Appendix IV to the International Convention for the Prevention of Pollution from Ships, 1973 <1>) and harmful substances overboard discharge (except for segregated ballast tanks) should be closed and sealed.

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<1> Resolution of the Council of Ministers of the USSR dated September 30, 1983 No. 947 "About joining of the Soviet Union to the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973" (Council of Ministers of the USSR, 1983, September, p. 127).

71. Ships quarantine control is carried out around the clock at the sea port berths.

72. Ships are allowed to discharge segregated ballast at the sea port in case the ballast was received or changed in the Black sea at a distance of not less than 50 nautical miles from the nearest shore and in the areas where the sea depth is not less than 200 meters, which is confirmed by a record in the ship logbook.

73. Hot works onboard the ships lying in the sea port are allowed with the permit of the Harbour Master.

74. Before starting bunkering operations collecting pans should be installed under filling lines flanges, unused flanges should be equipped with plugs (with all bolts tightened), scuppers and other deck ports should be tightly closed, condition of all measuring and air pipes should be checked.

75. Ships bunkering is allowed to be performed only by a closed method using special vessel connecting devices designed for these purposes.

76. The ship, where a sick person with symptoms suggesting a dangerous infection is found should be berthed to area No.1 of the Repair quay or the berth No. 7 with all the crew, passengers and cargoes for epidemic preventing procedures.

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

77. Radio communication between ships and services ashore at the sea port is carried out through VHF communication channels or using additional means of communication.

78. Ships underway, as well as the ones at anchorage and at berths, must keep constant radio watch on the 16 and 74 VHF channels.

79. Assistance in the ship piloting in the sea port water area is carried out through the VHF channel No. 68.

80. Information on additional communication equipment for transferring information including telephone numbers is announced by the Harbour Master.

81. Using VHF channels mentioned in these Bylaws for communication between shore-based correspondents is not allowed.

## IX. Information on sea areas A1 and A2 limits of the Global maritime distress and safety system

82. In the sea port water area there are sea areas A1 and A2 of GMDSS.

83. Communication with ships in the sea areas A1 and A2 of GMDSS is provided by the base station "Taganrog", call sign –"Taganrog-Radio-1", MMSI 002734487.

84. Sea area A1 GMDSS is limited to a circle with a radius of 19 nautical miles centered at lat.42°12,00' N and long. 038°57,00' E;

85. Sea area A2 GMDSS is limited to a circle with a radius of 86 nautical miles centered at lat. 47°08,00' N and long. 038°18,00' E.

## X. Information on the sea port ship handling facilities and water area depths

86. The Seaport handles vessels up to 145 meters long and up to 22 meters wide.

*(i.86 as amended by Order of Ministry of Transport of Russia dated 22.01.2014 N 17)*

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

88. The sea port technical capability information relative to berthing operations is given in the [Appendix No 5](#) to these Bylaws.

## XI. Information on dangerous cargoes handling

89. The sea port handles dangerous cargoes of the IMO classes 2, 3, 4, 5, 7, 8 and 9.
90. Bunkering in the sea port water area at a wind speed of 15 meters per second and more is not permitted.
91. Bunkering of ships while producing cargo operations is not permitted.

## XII. Information on ice navigation in the sea port

92. The ice navigation at the sea port and at approaches to it is announced by the Harbour Master.
93. Ice Operations Headquarters is set up to provide the ships with ice-breaking assistance at the sea port.
94. Information about the ship's Expected Time of Arrival at the convoy meeting point (hereafter, CMP) is transferred 72 hours prior and is confirmed 24 hours in advance before ETA to CMP according to [item 23](#) of these Bylaws.
95. Depending on the forecast of ice situation development in the sea port water area the Harbour Master sets restrictions for the regime of ice navigation in accordance with [Appendix No. 8](#) to these Bylaws and establishes the CMP location. A notice about the ice navigation restrictions and the CMP location is brought by the Harbour Master to the notice of the ships proceeding to the sea port not later than seven days before the expected date of the ice navigation restrictions and the CMP announcement enter into force.
96. Ships which is not capable to proceed to CMP by their own power are provided with ice-breaking assistance by the request of the ship owners (ship's master). The ship proceeding in ice conditions to and out of the sea port with ice-breaking assistance should ensure manual mode of the main engine control whenever necessary. 30 year-old and older ships should have confirmation of their ice resistance category issued by an agency authorized for ships classification and surveys in accordance with the [Article 22](#) of MSC.
97. The ships are guided through the ice by liner and port ice-breakers in ice convoys. A ships which is not capable to proceed in ice convoy may ask for an individual ice-breaking assistance, which is arranged upon availability of the ice-breakers not engaged in ice-breaking services.
98. The formation of ice convoys is set up by the Harbour Master based on the following:
  - availability of a berth for the ship in the sea port;
  - time of the ship's arrival at CMP;
  - submission time of the request for the ship to enter or leave the sea port;
  - passage priority order established by the [General Rules](#);
  - restrictions for ships on the regime of ice navigation.Upon arrival at CMP the ship is to establish radio contact with an ice-breaker and follows its instructions.
99. Taking in account the actual ice conditions in the sea port water area of the and the ships technical capabilities, the ships may proceed by their own power on obtaining the Harbour Master permit.
100. The ships included into the ice convoy are to change the VHF channel according to the directions of the ice-breaker engaged in ice-breaking service.
101. The ice breaking around the stuck ship is allowed by an ice-breaker only.
102. The ship is to be stuffed with sufficient stock of fuel, provision and fresh water for the period of not less than 14 days from the time of arrival at CMP for the ship entry into the sea port. Should any vessel be waiting for the ice-breaking service for more than 14 days from the time of arrival at CMP, the Harbour Master is to exercise prompt actions to pilot such ship to enter the port.

## XIII. Information transferred by the masters of ships lying in the sea port in the event of threat of unlawful acts at the sea port

103. In case of a threat of unlawful interference at the sea port the ship's master or a ship's officer responsible for the ship security immediately informs the official of the Security Port Facility, as well as the Harbour Master.
104. The Harbour Master is informed about the security level of the port facilities and ships lying in the sea port as well as about any changes in their security levels.
105. Announcements about a threat of unlawful interference acts in the sea port and about the ship security level changes as well as acknowledgment of these announcements receipt shall be effected promptly through the VHF channels immediately after the occurrence of circumstances stated in the announcements.
106. Masters of ships lying at the seaport have immediately to inform the Harbour Master, the port facility security service about all incidents involving the detection of suspicious objects or explosive devices, signs of preparing and realization of unlawful interference acts, facts of illegal entry onto ships, about receiving any information concerning terroristic acts preparation, as well as about any violation of the established order and

suspicious persons at the seaport through VHF channels and additional means of communication, which are brought to attention of interested parties by the Harbour Master.

XIV. Navigation and hydrometeorological information  
transferred to the masters of ships lying at the sea port

107. Transmission of hydrometeorological information to the ships lying at the seaport is carried out daily.

108. Urgent navigation and hydrometeorological information as well as storm warnings are transferred immediately to the masters of ships being at the sea port through the VHF channels or otherwise.

109. Transmission of hydrometeorological and navigation information to the ships being within the operating zone of vessel traffic system (VTS) is carried out through the VHF channel No.13.

110. Vital information of storm warnings is transmitted by the VTS through the VHF channels Nos.13 and 16. The ships have to acknowledge the receipt of such notices and storm warnings.

Appendix No. 1  
to Bylaws ([i.i. 7, 57](#))

INFORMATION  
ON THE TAGANROG APPROACH CHANNEL AND RECOMMENDED ROUTE NO. 31

Ships enter the sea port and leave it along the Taganrog approach channel.

The length of the Taganrog approach channel is 19 kilometers (10,3 nautical miles).

The Taganrog approach channel has two reaches:

the first reach is 9,7 kilometers long (from 19 to 9,3 kilometers);

the second reach is 9,3 kilometers long (from 9,3 kilometers to 0 kilometers).

First reach direction is 224,9° - 44,9°, second reach direction is 175,2° - 355,2°.

Turning angle between the first and the second reaches is 130,3°.

Working width of the Taganrog approach channel is 80 meters.

Navigation depth of the Taganrog approach channel is 5 meters.

The Taganrog approach channel starting point - 0 kilometer - is located at the intersection of the second reach of the Taganrog approach channel leading line and line perpendicular to the port mark No. 4925 located on the northern pierhead.

The Taganrog approach channel end point is indicated with the entrance buoy No. 2 of the Taganrog approach channel located at lat. 47°03,40' N and long. 038°52,70' E.

The Taganrog approach channel go through the area No. 68 limited by the coastline and by the lines connecting in sequence the following coordinate points:

No.1 lat.47°07,50' N and long. 038°53,40' E;

No.2 lat.47°11,95' N and long.038°55,00' E;

No.3 lat.47°12,30' N and long.038°57,40' E;

No.4 lat.47°10,90' N and long.039°00,40' E;

No.5 lat.47°06,50' N and long.038°58,70' E.

The Recommended route No. 31 located at the approach to the sea port is limited by straight lines connecting in sequence the following coordinate points:

No.1 lat.47°00,30' N and long.038°14,20' E (Peschany buoy);

No.2 lat.47°00,60' N and long.038°38,30' E (Beglitsky buoy);

No.3 lat.47°04,30' N and long.038°45,90' E (Grechesky buoy);

No.4 lat.47°03,20' N and long.038°52,40' E.



INFORMATION  
ON VHF COMMUNICATION CHANNELS USED IN THE SEA PORT

Subscriber	Communication channels of very high frequency		Call sign
	Calling channel	Working channel	
Port state control inspectorate	16 (156,8 MHz)	69 (156,475 MHz)	Radio-5
Vessel traffic control service	16 (156,8 MHz) 74 (156,725 MHz)	74 (156,725 MHz) 68 (156,425 MHz) 12 (156,6 MHz)	Taganrog-Traffic-Control
Vessel traffic planning service	16 (156,8 MHz)	11 (156,550 MHz)	Taganrog-Dispetcher
Shore station of the sea areas A1 and A2 of the Global Marine Distress and Safety system	16 (156,8 MHz)	5 (156,250 MHz/ 160,850 MHz)	Taganrog-Radio-1 MMSI: 002734487

INFORMATION  
ON LOCATION AND OPERATION RADIUS OF SHORE STATIONS OF THE SEA AREAS A1 AND A2 OF GLOBAL  
MARINE DISTRESS AND SAFETY SYSTEM

Station name	Coordinates		Operating radius (nautical miles)
	Northern latitude	Eastern longitude	
Shore stations of the sea area A1 GMDSS			
Taganrog	47°12,00'	038°57,00'	19
Shore stations of the sea area A2 GMDSS			
Beglitsa	47°08,00'	038°30,00'	86
Veselo-Voznesenka	47°08,00'	038°18,00'	86

INFORMATION  
ON THE SEA PORT ANCHORAGES

In the VTS operating zone there are anchorage areas. The anchorage area are blown by the winds from all directions. Ground: mud with inclusion of sand and shells. Anchors grip well.

In the sea port water area ships are accommodated at anchorages.

Sea port anchorage No. 1 (area N 460) is limited by straight lines connecting in sequence the following coordinate points:

No. 1 lat.47°09,00' N and long. 038°58,50' E;

No. 2 lat.47°09,50' N and long. 038°58,50' E;

No. 3 lat.47°09,50' N and long. 038°59,50' E;

No.4 lat.47°09,00' N and long. 038°59,50' E.

Sea port anchorage No. 2 (area N 459) is limited by straight lines connecting in sequence the following coordinate points:

No. 1 lat.47°02,50' N and long. 038°49,00' E;

No. 2 lat.47°03,00' N and long. 038°49,00' E;

No. 3 lat.47°03,00' N and long. 038°50,00' E;

No. 4 lat.47°02,50' N and long. 038°50,00' E.

Sea port anchorage No. 3 (area N 463) is limited by straight lines connecting in sequence the following coordinate points:

No. 1 lat.47°00,80' N and long. 038°36,00' E;

No. 2 lat.47°01,80' N and long. 038°36,80' E;

No. 3 lat.47°01,80' N and long. 038°39,00' E;

No. 4 lat.47°00,80' N and long. 038°38,20' E.

At the approaches to the sea port southwards the Recommended route No.31 from the Peschany buoy to the Beglitsky buoy there is anchorage area No. 462, limited by straight lines connecting in sequence the following coordinate points:

No. 1 lat.46°58,50' N and long. 038°27,00' E;

No. 2 lat.46°59,80' N and long. 038°27,00' E;

No. 3 lat.46°59,80' N and long. 038°29,50' E;

No. 4 lat.46°58,60' N and long. 038°29,50' E.

INFORMATION ON TECHNICAL CAPABILITIES OF THE SEA PORT RELATIVE TO HANDLING OF SHIPS

Berths	Birth location (position)		Birth technical capabilities	
	North latitude	East longitude	Birth length (meters)	Depth (design) at birth (meters)
No.1	47°12,12' 47°12,26'	038°56,93' 038°57,06'	156	5
No.2	47°12,12' 47°12,26'	038°56,93' 038°57,06'	156	5
No.3	47°12,26' 47°12,20'	038°57,06' 038°57,19'	200	5
No.4	47°12,20' 47°12,25'	038°57,19' 038°57,36'	214,5	5
No.5	47°12,25' 47°12,25'	038°57,36' 038°57,36'	156,5	4,5
No.6	47°12,24' 47°12,27'	038°57,37' 038°57,41'	217,8	5,5
	47°12,27' 47°12,32'	038°57,40' 038°57,31'		
No.7	47°12,32' 47°12,34'	038°57,31' 038°57,28'	111	5
	47°12,34' 47°12,35'	038°57,28' 038°57,22'		
No.8	47°12,35' 47°12,43'	038°57,22' 038°57,21'	155	4,2
Repair quay, areas:	47°11,92' 47°12,11'	038°56,68' 038°56,92'	451,5	-
1			158,5	5,5
2			141,5	5,5
3			151,5	5,5

INFORMATION ON  
THE MINIMUM QUANTITY AND POWER OF TUGS  
FOR THE MOORING OPERATIONS OF SHIPS AT THE SEA PORT

Ship length (meters)	Minimum quantity of tugs and their capacity in kW (at least)	
	mooring	unmooring
Up to 100	1 x 220	1 x 220
More than 100	2 x 440	2 x 440

INFORMATION ON  
THE COMPULSORY PILOTAGE AREA OF SHIPS IN THE SEA PORT

Compulsory pilotage area of ships in the sea port includes the following sections of the sea port:  
section No. 1 of the sea port is limited by the coastlines and by the straight lines connecting in sequence the following coordinate points:

- No. 1 lat. 47°12,46' N and long. 038°57,22' E;
- No. 2 lat. 47°12,61' N and long. 038°57,33' E;
- No. 3 lat. 47°12,53' N and long.038°57,50' E;
- No. 4 lat. 47°12,39' N and long.038°57,66' E;
- No. 5 lat. 47°12,29' N and long.038°57,74' E;
- No. 6 lat. 47°12,16' N and long.038°57,71' E;
- No. 7 lat. 47°12,05' N and long.038°57,55' E;
- No. 8 lat. 47°11,87' N and long.038°57,53' E;
- No. 9 lat. 47°07,10' N and long.038°58,12' E;
- No.10 lat. 47°03,42' N and long.038°52,70' E;
- No.11 lat. 47°03,45' N and long.038°52,65' E;
- No.12 lat. 47°07,03' N and long.038°57,95' E;
- No.13 lat. 47°07,20' N and long.038°58,03' E;
- No.14 lat. 47°11,97' N and long.038°57,45' E;
- No.15 lat. 47°12,06' N and long.038°57,40' E;

section No. 2 of the sea port is limited by the coastlines and by the straight lines connecting in sequence the following coordinate points:

- No.1 lat. 47°09,00' N and long.038°58,50' E;
- No. 2 lat. 47°09,50' N and long.038°58,50' E;
- No. 3 lat. 47°09,50' N and long.038°59,50' E;
- No. 4 lat. 47°09,00' N and long.038°59,50' E.

RESTRICTIONS FOR ICE NAVIGATION REGIME OF VESSELS IN THE WATERS OF THE SEA PORT <1>

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<1> Ice strengthening notations are given according to the Russian Maritime Register of Shipping rules.

Ice conditions	Ships allowed to navigate in ice with icebreakers assistance or without assistance	Ships allowed to navigate in ice with icebreakers assistance only	Ships not allowed to navigate in ice
Solid ice thickness 10-15 cm	Ships with ice strengthening category Ice 1 and higher	Ships with ice strengthening category Ice 1 and higher	Ships without ice strengthening, tugs with towed barges
Solid ice thickness 15-30 cm	Ships with ice strengthening category Ice 2 and higher	Ships with ice strengthening category Ice 1	Ships without ice strengthening, tugs with towed barges
Solid ice thickness 30-50 cm	Ships with ice strengthening category Ice 3 and higher	Ships with ice strengthening category Ice 1 and Ice 2	Ships without ice strengthening, tugs with towed barges
Solid ice thickness more than 50 cm	Ships with ice strengthening category Arc4 and higher	Ships with ice strengthening category Ice 2 and Ice 3	Ships without ice strengthening category Ice 1, tugs with towed barges

INFORMATION ON  
AREAS Nos. 66, 67, 68, 857, 858, 962, 956, 969, 970,  
971, 957

Area No. 66. From the Sazalnikaya Kosa to Chumburskaya Kosa.

Area is limited by the lines connecting in sequence the following coordinate points:

No. 1 lat. 46°55,00' N and long.038°24,90' E;

No. 2 lat. 46°58,00' N and long.038°25,00' E;

No. 3 lat. 47°01,50' N and long.038°56,20' E;

No. 4 lat. 46°59,10' N and long.038°57,40' E;

No. 5 lat. 46°57,70' N and long.038°49,00' E;

No. 6 lat. 46°53,60' N and long.038°36,90' E.

Area No. 67. Near the Beglitskaya Kosa.

Area is limited by the lines connecting in sequence the following coordinate points:

No. 1 lat. 47°02,00' N and long.038°32,00' E;

No. 2 lat. 47°04,70' N and long.038°30,50' E;

No. 3 lat. 47°05,70' N and long.038°34,40' E;

No. 4 lat. 47°02,30' N and long.038°36,20' E.

Area No. 68. Approach to the sea port.

Area is limited by the coastline and lines connecting in sequence the following coordinate points:

No. 1 lat. 47°07,50' N and long.038°53,40' E;

No. 2 lat. 47°11,95' N and long.038°55,00' E;

No. 3 lat. 47°12,30' N and long.038°57,40' E;

No. 4 lat. 47°10,90' N and long.039°00,40' E;

No. 5 lat. 47°06,50' N and long.038°58,70' E.

Area No. 857. Area is limited by the circumference, radius 1 cable centered at lat. 47°07,37' N and long. 038°58,39' E.

Area No. 858. Area is limited by the circumference, radius 1 cable centered at lat. 47°08,11' N and long. 038°59,48' E.

Works on installation of leading marks on hydrotechnical foundation are executed in areas No. 857 and No.858.

Area No. 962. Approach to the Miussky Lyman.

Area limited by the lines connecting in sequence the following coordinate points:

No. 1 lat. 47°05,00' N and long.038°20,45' E;

No. 2 lat. 47°05,40' N and long.038°20,00' E;

No. 3 lat. 47°07,80' N and long.038°24,60' E;

No. 4 lat. 47°07,40' N and long.038°25,00' E.

Area No. 956. To the west of the Taganrog approach channel (hereafter – TAC).

Area limited by the lines connecting in sequence the following coordinate points:

No. 1 lat. 47°05,10' N and long.038°52,00' E;

No. 2 lat. 47°07,70' N and long.038°55,83' E;

No. 3 lat. 47°08,70' N and long.038°55,70' E;

No. 4 lat. 47°08,80' N and long.038°56,50' E;

No. 5 lat. 47°07,50' N and long.038°56,65' E;

No. 6 lat. 47°04,70' N and long.038°52,85' E.

Area No. 969. To the north of the Azovo Donskoy Morskoy Kanal (hereafter – ADMK).

Area limited by the lines connecting in sequence the following coordinate points:

No. 1 lat. 47°03,32' N and long.038°56,90' E;

No. 2 lat. 47°03,65' N and long.038°56,80' E;

No. 3 lat. 47°04,40' N and long.039°00,18' E;

No. 4 lat. 47°04,14' N and long.039°00,30' E.

Area No. 970. To the north of the ADMK.

Area limited by the lines connecting in sequence the following coordinate points:

No. 1 lat. 47°05,90' N and long.039°01,98' E;

No. 2 lat. 47°06,87' N and long.039°02,95' E;

No. 3 lat. 47°05,33' N and long.039°05,12' E;

No. 4 lat. 47°05,10' N and long.039°04,90' E.

Area No. 971. К западу от ТПК.

Area limited by the lines connecting in sequence the following coordinate points:

No. 1 lat. 47°08,78' N and long.038°56,25' E;

No. 2 lat. 47°11,01' N and long.038°56,00' E;

No. 3 lat. 47°11,05' N and long.038°56,20' E;

No. 4 lat. 47°08,80' N and long.038°56,50' E.

Area No. 957. К югу от АДМК.

Area limited by the lines connecting in sequence the following coordinate points:

No. 1 lat. 47°01,20' N and long.038°57,90' E;

No. 2 lat. 47°01,40' N and long.038°57,90' E;

No. 3 lat. 47°03,80' N and long.039°07,80' E;

No. 4 lat. 47°04,20' N and long.039°12,20' E;

No. 5 lat. 47°04,00' N and long.039°12,20' E;

No. 6 lat. 47°03,60' N and long.039°07,90' E.

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