

Registered with the Ministry of Justice of the Russian Federation on May 28, 2026,
Registration No. 86691

MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION

ORDER

dated March 30, 2026 No. 111

ON THE APPROVAL OF MANDATORY REGULATIONS IN THE SEAPORT OF TAGANROG

In accordance with Part 2 of Article 14 of the Federal Law of November 8, 2007, No. 261-FZ "On Seaports in the Russian Federation and on Amendments to Certain Legislative Acts of the Russian Federation" and the first paragraph of clause 1 of the Regulations on the Ministry of Transport of the Russian Federation, approved by Decree of the Government of the Russian Federation of July 30, 2004, No. 395, I hereby order:

1. To approve the attached Mandatory Regulations in the Seaport of Taganrog.

2. To declare invalid:

Order of the Ministry of Transport of the Russian Federation dated December 13, 2012, No. 429 "On Approval of Mandatory Regulations in the Seaport of Taganrog" (registered with the Ministry of Justice of the Russian Federation on January 17, 2013, registration No. 26572);

Order of the Ministry of Transport of the Russian Federation dated January 22, 2014, No. 17 "On Amending the Mandatory Regulations in the Seaport of Taganrog, approved by Order of the Ministry of Transport of the Russian Federation dated December 13, 2012, No. 429" (registered with the Ministry of Justice of the Russian Federation on March 17, 2014, registration No. 31619);

Order of the Ministry of Transport of the Russian Federation dated February 13, 2026, No. 63 "On Amending the Order of the Ministry of Transport of the Russian Federation dated December 13, 2012, No. 429 "On Approval of Mandatory Regulations in the Seaport of Taganrog" (registered with the Ministry of Justice of the Russian Federation on March 23, 2026, registration No. 85671).

3. This Order shall enter into force on September 1, 2026, and shall remain in effect until September 1, 2032.

Minister
A.S. NIKITIN

MANDATORY REGULATIONS IN THE SEAPORT OF TAGANROG

I. General provisions

1. The Mandatory Regulations in the Seaport of Taganrog (hereinafter - Mandatory Regulations) contain:
 - description of the Seaport of Taganrog (hereinafter - seaport);
 - rules for vessels entering the seaport and departing from the seaport, including measures to ensure navigational safety for vessels entering and departing, as well as specifics for regulating the entry and departure of autonomous vessels;
 - rules for navigation of vessels in the seaport waters and on the approaches thereto, taking into account specifics of navigation of autonomous vessels in the seaport waters;
 - description of the area of operation of the Vessel Traffic Service (hereinafter - VTS) and navigation rules in these areas, rules for interaction of radar VTS with autonomous vessels;
 - rules for vessel berthing in the seaport and indication of their berthing places;
 - rules for ensuring environmental safety, including the establishment of types of ship waste subject to collection in the seaport, rules for ensuring compliance with quarantine in the seaport;
 - rules for the use of special means of communication in the territory of the seaport;
 - information on the boundaries of the seaport territory;
 - information on approaches to the seaport;
 - information on the boundaries of sea areas A1 and A2 of the Global Maritime Distress and Safety System¹ (hereinafter - GMDSS);
 - information on the technical capabilities of the seaport for receiving vessels;
 - information on the navigation period;
 - information on areas of compulsory and non-compulsory pilotage of vessels;
 - information on depths of the seaport waters and approaches thereto;
 - information on the handling of dangerous cargoes;
 - information on the organization of vessel navigation in ice in the seaport and on the approaches thereto;
 - information on the transmission of information by masters of vessels located in the seaport upon the occurrence of a threat of acts of unlawful interference in the seaport;
 - information on the transmission of navigational and hydrometeorological information to masters of vessels located in the seaport.

¹ Decree of the Government of the Russian Federation of July 3, 1997, No. 813 "On the Creation and Operation of the Global Maritime Distress and Safety System".

2. The Mandatory Regulations are subject to compliance by crews of vessels, regardless of their flag and rights to them, as well as by legal entities and individuals, including individual entrepreneurs, engaged in activities in the seaport and on its approaches.

3. Navigation of vessels in the seaport and on its approaches, and the berthing of vessels in the seaport waters are carried out in accordance with the General Rules of Navigation and Berthing of Vessels in Seaports of the Russian Federation and on Approaches Thereto, approved by Order of the Ministry of Transport of the Russian Federation dated November 12, 2021, No. 395² (hereinafter - General Rules), and the Mandatory Regulations.

II. Description of the seaport

4. The boundaries of the seaport are established by Directive of the Government of the Russian Federation dated January 19, 2010, No. 33-r.

5. The approach to the seaport includes a section of sea routes on both sides of Recommended Route No. 31 (hereinafter - RR-31) from the Beglitsky buoy to the channel reception buoy No. 2 of the Taganrog Approach Channel (hereinafter - TAC) (information on approaches to the seaport and RR-31 is provided in Appendix No. 1 to the Mandatory Regulations, information on the TAC is provided in Appendix No. 2 to the Mandatory Regulations).

6. The seaport waters include:

Area No. 1, consisting of the TAC, the Inner Harbor waters, formed by the waters of the Repair, Petrovsky, and New Basins and protected by breakwaters, and the Outer Harbor waters adjoining the Northern Mole and berths of the seaport located outside the Inner Harbor waters;

Areas Nos. 2-4, consisting of anchorage areas of the seaport (information on anchorage areas of the seaport is provided in Appendix No. 3 to the Mandatory Regulations);

Area No. 5, consisting of a bay located on the coast of the Taganrog Bay, 2.3 nautical miles northeast of the tip of the Northern Mole, intended for the accommodation of small and pleasure craft.

7. Entry of vessels into the Inner Harbor waters shall be carried out through the seaport entrance gates with a width of 120 meters. The width of the entrance gates of the Repair Basin is 62 meters.

² Registered with the Ministry of Justice of the Russian Federation on June 1, 2022, registration No. 68677; as amended by Orders of the Ministry of Transport of the Russian Federation dated December 4, 2023, No. 396 (registered with the Ministry of Justice of the Russian Federation on March 11, 2024, registration No. 77468), and dated December 23, 2025, No. 456 (registered with the Ministry of Justice of the Russian Federation on February 5, 2026, registration No. 85246). In accordance with paragraph 3 of Order No. 395 of the Ministry of Transport of the Russian Federation dated November 12, 2021, this act is valid until September 1, 2028.

8. Navigation in the seaport is year-round, and the seaport operates around the clock and has a permanent multilateral cargo border crossing point across the State Border of the Russian Federation³.

9. Navigation of vessels in the seaport is carried out under hydrometeorological conditions characterized by surge and set-down fluctuations in water level. In the seaport waters, with south-westerly winds, water level rises of up to 2.5 meters are observed, while with north-easterly winds, water level falls of up to 3.5 meters are observed.

10. The seaport is not a place of refuge for vessels in stormy weather.

11. The seaport provides ship maintenance services⁴, including replenishing vessel supplies with provisions, fuel, fresh water, and receiving waste from vessels.

III. Rules for vessels entering the seaport and departing from the seaport, including measures to ensure navigational safety for vessels entering and departing, as well as specifics for regulating the entry and departure of autonomous vessels

12. Information on the vessel's entry into the seaport and departure from the seaport⁵ shall be transmitted to the Harbour Master in the information and telecommunication network "Internet" (hereinafter – Internet) at: www.portcall.marinet.ru.

The processing of vessel entries into and departures from the seaport is carried out around the clock.

13. The entry of autonomous vessels into the seaport and their departure from the seaport shall be carried out in accordance with this chapter and Chapter VI.1 of the Merchant Shipping Code of the Russian Federation (hereinafter - MSC).

14. Masters of vessels shall notify the Harbour Master and VTS of entry into and departure from the seaport using Very High Frequency (hereinafter - VHF) communication channels (information on VHF communication channels used in the seaport is provided in Appendix No. 4 to the Mandatory Regulations) or radiocommunication of the maritime mobile service, maritime mobile satellite service, telephone communication, electronic mail (hereinafter - means of communication).

15. In the seaport, masters of vessels shall comply with the following measures to ensure navigational safety for vessels entering and departing the seaport:

when entering and departing the seaport, masters of vessels must comply with the requirements stipulated by international treaties and legislation of the Russian

³ Clause 358 of the list of border crossing points across the State Border of the Russian Federation, approved by Directive of the Government of the Russian Federation dated November 29, 2017, No. 2665-r.

⁴ Part 1 of Article 17 of the Federal Law of November 8, 2007, No. 261-FZ "On Seaports in the Russian Federation and on Amendments to Certain Legislative Acts of the Russian Federation" (hereinafter - Federal Law No. 261-FZ).

⁵ Clause 3 of Article 13 of Federal Law No. 261-FZ. Clauses 43 and 45 of the General Rules.

Federation in the field of safety of life at sea, navigational safety, and protection of the environment from pollution from ships⁶;

when entering and departing the seaport, masters of vessels must calculate the navigational draft of vessels based on water level fluctuations;

when entering and departing the seaport, masters of vessels must proceed at a safe speed so that they can take proper and effective action to avoid collision⁷, using main engines or dropping anchor.

IV. Rules for navigation of vessels in the seaport waters and on the approaches thereto, taking into account the specifics of navigation of autonomous vessels in the seaport waters

16. In the seaport waters, a permissive order of movement and anchorage of vessels applies in accordance with the daily schedule of vessel placement and movement in the seaport (hereinafter - daily schedule).

The daily schedule shall be approved by the Harbour Master daily at 3:00 PM local time based on information on vessel entry into and departure from the seaport transmitted in accordance with clause 12 of the Mandatory Regulations, and shall be published on the Internet at: <https://taganrog.azovseaports.ru>.

Amendments made to the daily schedule shall be published on the Internet at: <https://taganrog.azovseaports.ru>.

17. Navigation of autonomous vessels shall be carried out in accordance with this chapter and Chapter VI.1 of the MSC.

18. Permission for vessels to navigate in the seaport waters and to navigate beyond the seaport boundaries with return to the same seaport shall be issued by the Harbour Master on the basis of information submitted in accordance with clause 12 of the Mandatory Regulations, for a period not exceeding the validity period of the ship's documents⁸.

19. Navigation of vessels in the seaport waters and operations for anchoring and unanchoring vessels shall be regulated by the VTS in accordance with the daily schedule⁹.

Prior to getting underway, the master of the vessel shall request permission from the VTS to commence movement in the seaport waters using VHF communication channels¹⁰. The VTS operator shall inform the Harbour Master of the transmission to the master of the vessel of permission to commence movement in the seaport waters using VHF communication channels.

⁶ Clause 2 of the General Rules.

⁷ Rule 6 of the International Regulations for Preventing Collisions at Sea, 1972. They are mandatory for the Russian Federation in accordance with the Convention on the International Regulations for Preventing Collisions at Sea, 1972, dated October 20, 1972. The Convention entered into force on July 15, 1977.

⁸ The fourth paragraph of clause 57 of the General Rules.

⁹ Clause 20 of the General Rules.

¹⁰ Clause 32 (first and second paragraphs) of the General Rules.

20. Navigation of vessels in the seaport waters is permitted with an under-keel clearance of not less than 0.3 meters, visibility of not less than 0.5 nautical miles, and wind speed of not more than 15 meters per second.

21. Passage of a vessel through the entrance gates of the Repair Basin, maneuvering of the vessel, and mooring operations in the Repair Basin waters are permitted at wind speed of not more than 15 meters per second.

22. Navigation in the seaport waters of vessels without cargo on board and shifting of vessels between seaport berths are permitted only with ballast on board in an amount sufficient for safe control of the vessel.

23. Navigation of vessels in the Inner and Outer Harbor waters shall be carried out at a safe speed so that masters of vessels can take proper and effective action to avoid collision.

24. In the Inner and Outer Harbor waters, navigation of sports sailing vessels, pleasure craft, and small craft used for non-commercial purposes is not permitted, except in cases of completing vessel entry or departure formalities.

25. Navigation of vessels, with the exception of dynamically supported craft, including hovercraft and wing-in-ground effect craft, along the TAC is permitted at a speed of not more than 8 knots.

26. Navigation of dynamically supported craft in displacement mode on the TAC section from the seaport entrance gates to buoys Nos. 23-24 of the TAC is permitted at a speed of not more than 8 knots.

27. Two-way traffic of vessels is established along the TAC.

Overtaking, meeting and passing of vessels at the turn from the first to the second bend and on the section from the seaport gates to the pair of buoys Nos. 23-24 of the TAC are not permitted.

28. When proceeding along the TAC, overtaking of vessels, with the exception of dynamically supported craft, including hovercraft and wing-in-ground effect craft, is not permitted.

29. Towing of two or more vessels by one tug is not permitted.

30. When towing a vessel, the length of the towline shall not exceed 30 meters.

Towing of a vessel on a towline along the TAC shall be carried out by two or more tugs.

31. Mooring operations of vessels in the seaport are permitted at wind speed of not more than 15 meters per second.

32. Mooring operations of vessels, with the exception of vessels less than 50 meters in length, pleasure and sports sailing craft, vessels engaged in servicing and supplying operations of ships in the seaport waters and approaches, seaport infrastructure facilities (hereinafter - port fleet vessels), shall be carried out with tug assistance (information on the minimum number and minimum power of tugs for

mooring operations in the seaport is provided in Appendix No. 5 to the Mandatory Regulations).

33. Mooring of a vessel to a seaport berth shall be carried out by mooring men, the number of which is determined on the basis of:

for a vessel with gross tonnage up to 500 - 1 mooring man;

for a vessel with gross tonnage from 501 to 5000 - not less than 2 mooring men;

for a vessel with gross tonnage over 5000 - not less than 4 mooring men.

34. Shifting of a vessel along a seaport berth without tug assistance and a pilot on board is permitted once for a distance not exceeding the length of one vessel's hull.

When shifting a vessel, it is not permitted to let go all mooring lines, while the main engines must be ready for operation.

35. The master of a vessel going out for sea trials shall complete the vessel's departure from the seaport in accordance with paragraph 45 of the General Rules.

V. Description of the vessel traffic service operational area and navigation rules in these areas, rules for interaction of radar vessel traffic services with autonomous vessels

36. The VTS operational area includes:

the waters of the Gulf of Taganrog, bounded by the coastline east of the meridian 038°14.00' East longitude until its intersection with the parallel 46°53.33' North latitude and further along this parallel to the Sazalnik Spit;

the section of the ship channel (fairway) of the Don River from 3171 kilometers of the Don River (northwestern tip of Bugor Island) to 3183 kilometers of the Don River (0 kilometers of the Azovo-Donskoy Morskoy Kanal).

37. Masters of vessels proceeding into the Gulf of Taganrog from the Sea of Azov in an easterly direction, before entering the VTS operational area when approaching at a distance of not less than 2 nautical miles from the meridian 038°14' East longitude, shall establish radiocommunication with the VTS on VHF channel 74 (call sign "Taganrog-Traffic-Control") and thereafter proceed in accordance with VTS recommendations.

When crossing the meridian 038°14' East longitude, the master of the vessel shall transmit to the VTS operator information on the vessel's entry into the VTS operational area on VHF communication channels.

38. Masters of vessels proceeding into the Gulf of Taganrog from the Don River (from upstream), before entering the VTS operational area when passing the line of 3169 kilometers of the Don River, or before the vessel's departure from the seaport berth, or before the vessel's unanchoring, shall establish radiocommunication with the VTS on VHF channel 12 (call sign "Taganrog-Traffic-Control") and thereafter proceed in accordance with VTS recommendations.

When crossing the line of 3171 kilometers of the Don River, the master of the vessel shall transmit to the VTS operator information on the vessel's entry into the VTS operational area on VHF communication channels.

39. When leaving the VTS operational area, the master of the vessel shall transmit to the VTS operator information on the vessel's departure from the VTS operational area and obtain permission to terminate the radio watch on VHF channel 74 (call sign "Taganrog-Traffic-Control").

40. In the Gulf of Taganrog within the VTS operational area, masters of vessels shall proceed along RR-31, keeping to the right side of RR-31 in the direction of the vessel's movement.

On approaches to the seaport, masters of vessels whose draft does not allow proceeding along RR-31 shall follow the route specified by the VTS¹¹ on VHF communication channels.

41. When vessels navigate along the TAC, the VTS operator shall provide navigation assistance to masters of vessels regardless of visibility conditions in the TAC.

42. Regulation of the movement of autonomous vessels in the seaport is not carried out.

VI. Rules for the stay of vessels in the seaport and designation of their berthing places

43. Staying of vessels, including vessels with defective main engines or steering gears, and floating objects in anchorage areas of the seaport shall be carried out with tug assistance.

44. Berthing of vessels is permitted at the Eastern Protective Wall, the Northern Mole, the Southern Mole, and the Dividing Mole in places equipped with mooring and fendering devices.

45. At seaport berths, simultaneous berthing of not more than two vessels side by side (alongside) is permitted.

Berthing of port fleet vessels to a vessel lying second alongside is permitted.

Berthing alongside of two vessels at berth No. 7 of the seaport is not permitted if one of the vessels is more than 70 meters in length.

46. At seaport berths, transshipment of cargo from vessel to vessel using ship and/or shore cargo handling facilities is permitted, provided that the type of cargo being transshipped is specified in the berth passport¹².

¹¹ Clause 31 of the General Rules.

¹² Fiftieth paragraph of Clause 7 of the technical regulation on the safety of maritime transport facilities, approved by Decree of the Government of the Russian Federation dated August 29, 2025, No. 1307. In accordance with paragraph 5 of Decree of the Government of the Russian Federation dated August 29, 2025, No. 1307, this act is valid until February 28, 2032.

47. Cargo operations using portal cranes, truck cranes, and ship cranes in the seaport are permitted at wind speed of not more than 15 meters per second.

48. Before unberthing of vessels, it is permitted to turn the propellers of vessels moored to the seaport berths at minimum revolutions for checking the main engines.

49. Hot work on vessels shall be carried out with the permission of the Harbour Master¹³.

50. Diving operations in the seaport waters and on approaches thereto shall be carried out with the permission of the Harbour Master¹⁴.

51. Bunkering of vessels in the seaport shall be carried out:
from bunker tankers at vessels' berthing places at berths or at anchorage areas of the seaport;
using shore bunkering lines at the third berth of the Repair Basin and at berth No. 7 of the seaport.

52. Information on seaport berths where, in accordance with the berth passport, bunkering of vessels with fuel from trucks is permitted, shall be communicated by the Harbour Master to the operators of marine terminals annually and whenever such information changes, by sending notifications or posting on the Internet at: <https://taganrog.azovseaports.ru>.

53. Bunkering of vessels from bunker tankers shall be carried out at wind speed of not more than 15 meters per second.

54. During the mooring of a bunker tanker to a vessel, no other vessels shall be alongside the vessel.

55. Bunkering of vessels is not permitted:
during cargo operations at seaport berths;
during hot work on the vessel or on the seaport berth at which the vessel is moored.

VII. Rules for ensuring environmental safety, including the establishment of types of ship waste subject to collection in the seaport, rules for ensuring compliance with quarantine in the seaport

56. In the seaport, reception of ship waste provided for by Annexes I, IV, and V to the International Convention for the Prevention of Pollution from Ships, 1973¹⁵, is carried out.

57. Upon a vessel's entry into the seaport, discharge valves for oily water and sewage shall be closed and sealed by the vessel's crew.

¹³ Clause 83 of the General Rules.

¹⁴ Clause 15 of the General Rules.

¹⁵ Entered into force on February 3, 1974, and is mandatory in accordance with Decree of the Council of Ministers of the USSR dated September 30, 1983, No. 947 "On the Accession of the USSR to the 1978 Protocol to the International Convention for the Prevention of Pollution from Ships, 1973".

58. Discharge of oily mixtures, oil residues, and sewage from vessels and autonomous vessels shall be carried out to collection vessels or to specialized vehicles.

59. Discharge of segregated ballast in the seaport is permitted if the ballast was taken on or replaced in accordance with Regulation D-1 or meets the ballast water quality standard in accordance with Regulation D-2 of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004¹⁶.

60. During cargo operations with oil and petroleum products at seaport berths, oil booms shall be deployed¹⁷ prior to the commencement of cargo operations with oil and petroleum products for the entire duration of the cargo operations and shall be removed after the disconnection of ship pipelines from shore facilities.

61. During cargo operations with oil and petroleum products or bunkering operations with fuel from a seaport berth, the installation of oil booms shall be carried out by the operator of the marine terminal (berth).

During bunkering operations with fuel from a bunker vessel, the installation of oil booms shall be carried out by the master of the bunker vessel.

62. In conditions of ice formation, during the ice period, and during ice destruction in the seaport waters, oil booms shall not be deployed.

63. Bunkering of vessels is permitted only through a bunker pipeline. During bunkering, the continuous tightness of the bunker connection must be ensured.

64. In the event of an oil or petroleum products spill on a vessel or in the seaport waters, cargo operations with oil and petroleum products must be immediately stopped.

65. The master of the vessel and the operator of the marine terminal (berth) shall, by any available means (directly to the Harbour Master or using means of communication), transmit to the Harbour Master information on the oil or petroleum products spill on the vessel or in the seaport waters.

66. Vessels not engaged in the oil and petroleum products spill response operation are not permitted to cross the contaminated area of the seaport waters.

When passing near the section of the seaport waters where the oil and petroleum products spill response operation is being carried out, the master of the vessel shall reduce the vessel's speed to the minimum possible speed allowing safe control of the vessel.

67. Cleaning, including underwater cleaning, and painting of vessel hulls in the seaport are not permitted.

¹⁶ Is mandatory for the Russian Federation on the basis of Decree of the Government of the Russian Federation dated March 28, 2012, No. 256 "On the Accession of the Russian Federation to the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004". The Convention entered into force for the Russian Federation on September 8, 2017.

¹⁷ Clause 120 of the General Rules.

68. Anti-epidemic measures with respect to a vessel on which a sick person with symptoms of diseases dangerous to others¹⁸ has been identified shall be carried out at the first berth of the Repair Basin or at berth No. 8 of the seaport.

VIII. Rules for the use of special means of communication in the territory of the seaport

69. Communication with vessels located in the seaport waters shall be carried out on VHF communication channels used in the seaport (information on VHF communication channels used in the seaport is provided in Appendix No. 4 to the Mandatory Regulations).

Information on additional means of communication for transmitting information shall be published by the Harbour Master on the Internet at: <https://taganrog.azovseaports.ru>.

70. Masters of vessels lying at berths and at anchorage areas of the seaport shall maintain a continuous radio watch on VHF channels 16 and 74.

71. Navigation assistance in the seaport waters shall be provided on VHF channel 68.

72. Masters of vessels carrying out mooring and towing operations shall use VHF channel 6.

73. Conducting radio conversations not related to vessel traffic management and navigational safety on the VHF communication channels used in the seaport is not permitted.

IX. Information on the boundaries of sea areas A1 and A2 of the global maritime distress and safety system

74. The seaport falls within the coverage area of GMDSS sea area A1.

75. Communication with vessels in GMDSS sea area A1 is carried out through the operation of the coast station "Taganrog" (Maritime Mobile Service Identity¹⁹ (MMSI) 002734487, call sign "Taganrog-Radio-1").

76. The range of base radio station No. 1 located at coordinates 47°12.00' North latitude and 038°57.00' East longitude is 23 nautical miles.

The range of base radio station No. 2 located at coordinates 47°06.00' North latitude and 039°19.00' East longitude is 21.6 nautical miles.

¹⁸ Part 2 of Article 43 of the Federal Law of November 21, 2011, No. 323-FZ "On the Fundamentals of Protecting the Health of Citizens in the Russian Federation".

¹⁹ Clause 19.36.1 of Article 19 of the Radio Regulations, which are approved by Directive of the Government of the Russian Federation dated April 17, 2018, No. 685-r. They are mandatory for the Russian Federation in accordance with paragraph (37) 1 of Article 6 of the Constitution of the International Telecommunication Union, ratified by Federal Law of March 30, 1995, No. 37-FZ "On Ratification of the Constitution and Convention of the International Telecommunication Union", which entered into force for the Russian Federation on August 1, 1995.

X. Information on areas of compulsory and non-compulsory pilotage of vessels

77. In the seaport, compulsory pilotage of vessels is carried out (information on the area of compulsory pilotage in the seaport is provided in Appendix No. 6 to the Mandatory Regulations). There are no areas of non-compulsory pilotage in the seaport.

78. Pilot boarding and disembarkation shall be carried out at coordinates 47°03.30' North latitude and 038°52.50' East longitude at wind speed of not more than 15 meters per second and wave heights of not more than 2 meters.

79. The following are exempt from compulsory pilotage²⁰:
vessels with gross tonnage of less than 200;
small craft, sports sailing vessels;
icebreakers;
dredging vessels flying the State Flag of the Russian Federation when carrying out dredging operations;
port fleet vessels.

XI. Information on the technical capabilities of the seaport for accommodation of vessels and on the depths of the seaport waters

80. The seaport accommodates vessels up to 145 meters in length and up to 22 meters in breadth (information on the technical capabilities of the seaport for accommodation of vessels is provided in Appendix No. 7 to the Mandatory Regulations).

81. Information on actual depths of the waters and at berths of the seaport shall be communicated by the Harbour Master²¹ to mariners annually and whenever such information changes, by posting on the Internet at: <https://taganrog.azovseaports.ru>.

82. Depths of the seaport waters and approaches thereto are determined relative to the seaport datum, which is 53 centimeters below the Kronstadt tide gauge and 10 centimeters below the mean long-term level of the Sea of Azov.

The value "0" of the water level station shall correspond to the seaport chart datum.

In the Mandatory Regulations, information on depths of the seaport waters is indicated relative to the "0" mark of the water level station.

XII. Information on the handling of dangerous cargoes

83. In the seaport, handling of dangerous cargoes of hazard classes 2-9 of the International Maritime Organization²² is permitted.

²⁰ Clause 2 of Article 90 of the MSC.

²¹ Clause 61 of the General Rules.

²² Chapters 2.2 - 2.9 of the International Maritime Dangerous Goods Code, 1965. Adopted by Resolution of the Assembly of the International Maritime Organization (IMO) dated September 27, 1965, No. A.81(IV). Is mandatory for the Russian Federation in accordance with the Convention on the International Maritime Organization of March 6, 1948. The Convention entered into force on March 17, 1958.

84. In order to account for the movement, transshipment, and storage of dangerous cargoes within the seaport boundaries, operators of marine terminals shall, upon request of the Harbour Master, provide the Harbour Master with information on the movement, transshipment, and storage of dangerous cargoes.

Information on dangerous cargoes shall be sent by operators of marine terminals to the Harbour Master²³ via the Internet at: <https://azovseaports.ru> or by any other available means (directly to the Harbour Master or using means of communication).

85. The Harbour Master shall inform mariners of changes in the procedure for providing information on dangerous cargoes, using means of communication.

XIII. Information on the organization of vessel navigation in ice in the seaport and on the approaches thereto

86. Information on the start and end of the period of icebreaker escort of vessels in the seaport waters shall be published by the Harbour Master on the Internet at: <https://taganrog.azovseaports.ru>.

87. Depending on the forecasted ice conditions in the seaport waters, the Harbour Master shall establish restrictions on the ice navigation regime for vessels in the seaport waters (hereinafter - restrictions) (information on restrictions on the ice navigation regime in the seaport waters is provided in Appendix No. 8 to the Mandatory Regulations), and the location of the convoy assembly point (hereinafter - CAP).

Notification of restrictions and the location of the CAP shall be published on the Internet at: <https://taganrog.azovseaports.ru> no later than 7 days before the expected date of introduction of restrictions.

Restrictions shall not apply to a vessel if the master of the vessel (shipowner) or their marine agent submits a copy of the Polar Ship Certificate, provided for in Section 1.3 of Chapter 1 of the International Code for Ships Operating in Polar Waters (Polar Code)²⁴ (for vessels to which the said International Code applies).

88. Information on the vessel's approach to the CAP shall be transmitted by the master of the vessel (shipowner) or their marine agent to the Harbour Master 72 hours in advance and confirmed by the master of the vessel (shipowner) or their marine agent 24 hours before the expected approach of the vessel to the CAP, in accordance with paragraph 12 of the Mandatory Regulations.

89. To ensure icebreaker escort of vessels in the seaport, an icebreaker escort headquarters is established.

²³ The ninth paragraph of Clause 69 of the General Rules.

²⁴ Adopted by Resolution of the Assembly of the International Maritime Organization dated November 21, 2014, No. MSC.385(94) "International Code for Ships Operating in Polar Waters (Polar Code)". Entered into force for the Union of Soviet Socialist Republics on March 17, 1958, and is mandatory for the Russian Federation in accordance with the Convention on the International Maritime Organization of March 6, 1948. Entered into force for the Russian Federation on January 1, 2017.

Icebreaker escort of vessels shall be carried out by icebreakers as part of an ice convoy and by tugs, included in the icebreaker deployment plan for the icebreaker escort period.

In case of impossibility of proceeding as part of a convoy, the master of the vessel may request an individual icebreaker escort, which shall be carried out if icebreakers not engaged in icebreaker escort are available.

90. Based on the actual ice conditions in the seaport waters and the technical characteristics of the vessel, independent navigation of a vessel along a route under the control of an icebreaker is permitted.

Masters of vessels proceeding independently shall inform the Harbour Master of the passage of designated control points of the recommended route and report ice conditions on the route.

91. Icebreaker escort of vessels shall be carried out by the Harbour Master in accordance with paragraph 90 of the Mandatory Regulations, based on:
availability of a berth for vessel accommodation in the seaport;
time of vessel approach to the CAP;
time of receipt of the application for entry or departure;
priority of vessel movement established by Clause 148 of the General Rules;
restrictions.

92. Vessels aged 30 years and older must have confirmation of ice strengthening category issued by a Russian organization authorized to classify and survey vessels in accordance with Article 22 of the MSC.

93. Ice breaking around vessels is permitted by an icebreaker or tug having an appropriate ice class.

94. The vessel shall have a supply of provisions and water in an amount sufficient to ensure the vessel's autonomy for at least 14 days from the date of the vessel's approach to the CAP for entry into the seaport.

XIV. Information on the transmission of information by masters of vessels located in the seaport upon the occurrence of a threat of acts of unlawful interference in the seaport

95. Upon the occurrence of a threat of an act of unlawful interference in the seaport, the master of the vessel, the external master of a fully autonomous vessel, or a member of the command staff, including the external crew of a fully autonomous vessel, responsible for the security of the vessel²⁵, shall immediately inform the official of the seaport infrastructure facility responsible for security, as well as the Harbour Master, using means of communication.

²⁵ Subparagraph 6 of paragraph 2.1 of the International Ship and Port Facility Security Code. Approved by the Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974 (Resolution No. 2 adopted on December 12, 2002) and is mandatory for the Russian Federation in accordance with the International Convention for the Safety of Life at Sea, 1974. The Convention entered into force for the Russian Federation on July 1, 2004.

96. The master of the vessel, the external master of a fully autonomous vessel, or a member of the command staff, including the external crew of a fully autonomous vessel, responsible for the security of the vessel, shall provide the Harbour Master with information on the security level of the vessel located in the seaport, as well as any changes in the security levels of the vessel.

97. Masters of vessels and external masters of fully autonomous vessels located in the seaport shall immediately inform the Harbour Master and the official of the port facility responsible for security, on working VHF communication channels, as well as via additional means of communication, which are brought to the attention of interested parties by the Harbour Master, of all incidents related to the detection of suspicious objects or explosive devices, signs of preparation and conduct of acts of unlawful interference, facts of unauthorized entry onto vessels, upon receipt of any information about preparation of terrorist acts, as well as all violations or suspicious persons in the seaport.

XV. Information on the transmission of navigational and hydrometeorological information to masters of vessels located in the seaport

98. Urgent information²⁶ on the navigational and hydrometeorological situation shall be transmitted to masters of vessels by the VTS upon its receipt from the meteorological service on VHF communication channels used in the seaport.

99. Transmission of navigational and hydrometeorological information to masters of vessels and external masters of fully autonomous vessels located in the seaport shall be carried out on VHF communication channels 16 and 74.

²⁶ The tenth paragraph of Article 1 of the Federal Law of July 19, 1998, No. 113-FZ "On the Hydrometeorological Service".

APPENDIX No. 1
to the Mandatory Regulations
(clause 5)

Information
on approaches to the seaport and recommended route No. 31

Approaches to the seaport are bounded by straight lines connecting in sequence points with coordinates:

- No. 1: 47°00.80' North latitude and 038°38.20' East longitude;
- No. 2: 47°01.80' North latitude and 038°39.00' East longitude;
- No. 3: 47°05.60' North latitude and 038°45.80' East longitude;
- No. 4: 47°03.45' North latitude and 038°52.65' East longitude;
- No. 5: 47°03.42' North latitude and 038°52.70' East longitude;
- No. 6: 47°02.50' North latitude and 038°50.00' East longitude;
- No. 7: 47°03.00' North latitude and 038°50.00' East longitude;
- No. 8: 47°03.00' North latitude and 038°49.00' East longitude.

The section of Recommended Route No. 31 is located on approaches to the seaport and connects in sequence points with coordinates:

- No. 1: 47°00.60' North latitude and 038°38.25' East longitude;
- No. 2: 47°04.80' North latitude and 038°45.80' East longitude;
- No. 3: 47°03.16' North latitude and 038°52.40' East longitude.

APPENDIX No. 2
to the Mandatory Regulations
(clause 5)

**Information
on the Taganrog Approach Channel**

Length of the Taganrog Approach Channel (hereinafter - TAC) - 19 kilometers (10.3 nautical miles), width - 80 meters, design depth - 5 meters.

The TAC consists of two bends:

first bend, length 9.7 kilometers (from 19 kilometer to 9.3 kilometer), direction 224.9° - 44.9° ;

second bend, length 9.3 kilometers (from 9.3 kilometer to 0 kilometer), direction 175.2° - 355.2° .

The angle between the first and second bends is 130.3° .

The beginning of the TAC (0 kilometer of the TAC) is at the intersection of the line of alignment marks of the second bend of the TAC and the perpendicular to the port mark No. 4925 located on the Northern Mole.

The end of the TAC is marked by channel reception buoy No. 2 of the TAC, located at coordinates $47^{\circ}03.40'$ North latitude and $038^{\circ}52.70'$ East longitude.

The TAC is located in area No. 68 (former dangerous mine area), bounded by the coastline and lines connecting in sequence points with coordinates:

No. 1: $47^{\circ}07.50'$ North latitude and $038^{\circ}53.40'$ East longitude;

No. 2: $47^{\circ}11.95'$ North latitude and $038^{\circ}55.00'$ East longitude;

No. 3: $47^{\circ}12.30'$ North latitude and $038^{\circ}57.40'$ East longitude;

No. 4: $47^{\circ}10.90'$ North latitude and $039^{\circ}00.40'$ East longitude;

No. 5: $47^{\circ}06.50'$ North latitude and $038^{\circ}58.70'$ East longitude.

APPENDIX No. 3
to the Mandatory Regulations
(clause 6)

**Information
on anchorage areas of the seaport**

Anchorage No. 1 of the seaport (Area No. 460) is intended for vessels with a draft of up to 3 meters and is bounded by straight lines connecting in sequence points with coordinates:

- No. 1: 47°09.00' North latitude and 038°58.50' East longitude;
- No. 2: 47°09.50' North latitude and 038°58.50' East longitude;
- No. 3: 47°09.50' North latitude and 038°59.50' East longitude;
- No. 4: 47°09.00' North latitude and 038°59.50' East longitude.

Anchorage No. 2 of the seaport (Area No. 459) is intended for vessels with a draft of up to 4.5 meters and is bounded by straight lines connecting in sequence points with coordinates:

- No. 1: 47°02.50' North latitude and 038°49.00' East longitude;
- No. 2: 47°03.00' North latitude and 038°49.00' East longitude;
- No. 3: 47°03.00' North latitude and 038°50.00' East longitude;
- No. 4: 47°02.50' North latitude and 038°50.00' East longitude.

Anchorage No. 3 of the seaport (Area No. 463) is intended for vessels with a draft of up to 5 meters and is bounded by straight lines connecting in sequence points with coordinates:

- No. 1: 47°00.80' North latitude and 038°36.00' East longitude;
- No. 2: 47°01.80' North latitude and 038°36.80' East longitude;
- No. 3: 47°01.80' North latitude and 038°39.00' East longitude;
- No. 4: 47°00.80' North latitude and 038°38.20' East longitude.

Stay of vessels at Anchorage No. 3 of the seaport is carried out during low water levels in the Gulf of Taganrog.

APPENDIX No. 4
to the Mandatory Regulations
(clauses 14 and 69)

Information
on very high frequency communication channels used in the seaport

Subscriber	VHF Communication Channels		Call Sign
	Calling Channel	Working Channel	
State Port Control Inspectorate	16 (156.8 MHz)	69 (156.475 MHz)	Taganrog-Radio-5
Service for Organization of Vessel Movement and Berthing in the Seaport	16 (156.8 MHz)	87 (157.375 MHz)	Taganrog-Traffic - dispatcher
Vessel Traffic Service	16 (156.8 MHz) 74 (156.725 MHz)	74 (156.725 MHz) 68 (156.425 MHz) 12 (156.6 MHz)	Taganrog-Traffic-control
Dispatcher of the Azov Administration of the Azov-Black Sea Basin Branch of the Federal State Unitary Enterprise "Rosmorport"	16 (156.8 MHz)	11 (156.550 MHz)	Taganrog-dispatcher

Coast Station of GMDSS Sea Area A1 of the seaport	16 (156.8 MHz)	5 (156.250 MHz/160.850 MHz) 68 (156.425 MHz/156.425 MHz) 82 (157.125 MHz/161.725 MHz)	Taganrog-Radio-1
Coast Station of GMDSS Sea Area A1 of the seaport, used in Digital Selective Calling mode	70 (156.525 MHz/156.525 MHz)		Maritime Mobile Service Identity (MMSI) 002734487

APPENDIX No. 5
to the Mandatory Regulations
(clause 32)

Information
on the minimum number and minimum power of tugs
for mooring operations in the seaport

Vessel Length (meters)	Minimum Number of Tugs and Minimum Power of Tugs in Kilowatts (not less than)			
	Mooring		Unmooring	
Not more than 100	1	440	1	440
More than 100	2	440	2	440

APPENDIX No. 6
to the Mandatory Regulations
(clause 77)

**Information
on the area of compulsory pilotage in the seaport**

The area of compulsory pilotage in the seaport is established in Areas No. 1 and 2 of the seaport.

Area No. 1 of the seaport is bounded by coastlines and straight lines connecting in sequence points with coordinates:

- No. 1: 47°12.46' North latitude and 038°57.22' East longitude;
- No. 2: 47°12.61' North latitude and 038°57.33' East longitude;
- No. 3: 47°12.53' North latitude and 038°57.50' East longitude;
- No. 4: 47°12.39' North latitude and 038°57.66' East longitude;
- No. 5: 47°12.29' North latitude and 038°57.74' East longitude;
- No. 6: 47°12.16' North latitude and 038°57.71' East longitude;
- No. 7: 47°12.05' North latitude and 038°57.55' East longitude;
- No. 8: 47°11.87' North latitude and 038°57.53' East longitude;
- No. 9: 47°07.10' North latitude and 038°58.12' East longitude;
- No. 10: 47°03.42' North latitude and 038°52.70' East longitude;
- No. 11: 47°03.45' North latitude and 038°52.65' East longitude;
- No. 12: 47°07.03' North latitude and 038°57.95' East longitude;
- No. 13: 47°07.20' North latitude and 038°58.03' East longitude;
- No. 14: 47°11.97' North latitude and 038°57.45' East longitude;
- No. 15: 47°12.06' North latitude and 038°57.40' East longitude.

Area No. 2 of the seaport is bounded by straight lines connecting in sequence points with coordinates:

- No. 1: 47°09.00' North latitude and 038°58.50' East longitude;
- No. 2: 47°09.50' North latitude and 038°58.50' East longitude;
- No. 3: 47°09.50' North latitude and 038°59.50' East longitude;
- No. 4: 47°09.00' North latitude and 038°59.50' East longitude.

APPENDIX No. 7
to the Mandatory Regulations
(clause 80)

Information
on the technical capabilities of the seaport for accommodation of vessels

Berths	Berth Location (Geographic Coordinates)		Berth Technical Capabilities	
	North Latitude	East Longitude	Length of the berth (meters)	Design depth near the birth of the seaport (meters)
Petrovsky Basin				
№ 1	47°12,12' 47°12,19'	038°56,93' 038°57,00'	156	5
№ 2	47°12,19' 47°12,26'	038°57,00' 038°57,06'	150	5
№ 3	47°12,26' 47°12,20'	038°57,06' 038°57,19'	200	5
New Basin				
№ 4	47°12,20' 47°12,30'	038°57,19' 038°57,26'	214,5	5
№ 5	47°12,30' 47°12,25'	038°57,26' 038°57,36'	156,5	4,5
Outer Harbor				
№ 6	47°12,24' 47°12,27'	038°57,37' 038°57,41'	239,7	5,5
	47°12,27' 47°12,32'	038°57,41' 038°57,31'		
№ 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'		
№ 8	47°12,35' 47°12,43'	038°57,22' 038°57,21'	155	4,2
№ 9 (floating berth)	47°12,44' 47°12,49' 47°12,49' 47°12,44'	038°57,21' 038°57,22' 038°57,23' 038°57,22'	96	4,0

Repair Basin				
First Berth	47°11,93' 47°11,99'	038°56,69' 038°56,76'	158,46	4,97
Second Berth	47°11,99' 47°12,05'	038°56,76' 038°56,84'	141,54	4,97
Third Berth	47°12,05' 47°12,11'	038°56,84' 038°56,92'	151,5	4,97

APPENDIX No. 8
to the Mandatory Regulations
(clause 87)

Information
on ice navigation restrictions for vessels in the seaport waters

Ice Conditions	Vessels Permitted to Navigate in Ice under Icebreaker Escort or Independently	Vessels Permitted to Navigate in Ice Only under Icebreaker Escort	Vessels Not Permitted to Navigate in Ice
Solid ice thickness 10-15 cm	Vessels of Ice1 class and above	Vessels without ice strengthening	Tug-barge units
Solid ice thickness 15-30 cm	Vessels of Ice2 class and above	Vessels of Ice1 class	Vessels without ice strengthening, except for vessels without ice strengthening under individual icebreaker escort; tug-barge units
Solid ice thickness 30-40 cm	Vessels of Ice3 class and above	Vessels of Ice1 and Ice2 classes	Vessels without ice strengthening; tug-barge units
Solid ice thickness over 40 cm	Vessels of Arc4 class and above	Vessels of Ice2 and Ice3 classes	Vessels without ice strengthening; vessels of Ice1 class; tug-barge units