

ADOPTED
By the Order
of the Ministry of Transport
of the Russian Federation
dated _____ № _____

GENERAL RULES of navigation and mooring of vessels in and on approaches to sea ports of the Russian Federation

I. General Provisions

1. General Rules of navigation and mooring of vessels in and on approaches to sea ports of the Russian Federation (hereinafter referred to as – General Rules) have been developed in compliance with the Federal Law dated 8 November 2007 № 261-FL «On sea ports in the Russian Federation and on introduction of amendments to certain legislative acts of the Russian Federation (hereinafter referred to as – The Law on Sea Ports), Federal Law dated 30 April 1999 № 81-FL «Merchant Shipping Code of the Russian Federation»¹⁾ (hereinafter referred to as – MSC) and Federal Law dated 31 July 1998 № 155-FL «On internal maritime waters, territorial sea and contiguous zone of the Russian Federation»²⁾.

2. The present General Rules contain rules of navigation of vessels and vessel traffic management in water areas of sea ports and on approaches to them, including in the areas of operation of vessel traffic control; rules of vessels entering and leaving sea ports; rules of vessels mooring in and on approaches to sea ports; rules for safety and security of port hydro-technical facilities; rules for environmental safety, including the determination of types of ship generated waste subject to delivery to sea port reception facilities, rules for ensuring the quarantine in sea ports; rules for maneuvering of vessels relative to oncoming sea dredging vessels; rules for icebreaker assistance for vessels³⁾.

The present General Rules are mandatory for vessels in accordance with their definitions in MSC, regardless of vessels flag and ownership rights, as well as for

¹⁾ Collected Legislation of the Russian Federation, 1999, No. 18, art. 2207; 2001, No. 22, art. 2125; 2003, No. 27, art. 2700; 2004, No. 15, art. 1519, No. 45, art. 4377; 2005, No. 52, art. 5581; 2006, No. 50, art. 5279; 2007, No. 46, art. 5557, No. 50, art. 6246; 2008, No. 29, art. 3418, No. 30, art. 3616, No. 49, art. 5748; 2009, No. 1, art. 30, No. 29, art. 3625; 2010, No. 27, art. 3425, No. 48, art. 6246; 2011, No. 23, art. 3253, No. 25, art. 3534, No. 30, art. 4590, 4596, No. 45, art. 6335, No. 48, art. 6728; 2012, No. 18, art. 2128, No. 25, art. 3268, No. 31, art. 4321; 2013, No. 30, art. 4058; 2014, No. 6, art. 566, No. 42, art. 5615, No. 48, art. 6659; 2015, No. 1, art. 89, No. 13, art. 1810, No. 29, art. 4339, 4356; 2016, No. 27, art. 4186, art. 4215; 2017, No. 7, art. 1029, No. 27, art. 3945, No. 30, art. 4457, No. 52, art. 7923; 2018, No. 1, art. 44.

²⁾ Collected Legislation of the Russian Federation, 1998, No. 31, art. 3833; 2004, No. 35, art. 3607; 2008, No. 49, art. 5748; 2009, No. 52, art. 6440; 2012, No. 53, art. 7612; 2013, No. 19, art. 2314, No. 23, art. 2868; 2014, No. 6, art. 566, No. 52, art. 7557; 2015, No. 29, art. 4339, art. 4347; 2016, No. 27, art. 4186; 2017, No. 30, art. 4457.

³⁾ Article 13 of the Federal Law of 8 November 2007 No. 261-FL «On sea ports of the Russian Federation and on introduction of amendments to certain legislative acts of the Russian Federation».

Small crafts, pleasure and sport sailing boats shall not obstruct the traffic of other types of vessels and shall follow as far as possible outside of channels specified in the water area of and on approaches to sea port.

7. When navigating on approaches to sea port, where traffic separation schemes are specified, vessels shall follow the requirements of Regulation 10 of the International Regulations for Preventing Collisions at Sea 1972 (hereinafter referred to as COLREG72)⁷⁾, if the said requirements do not contradict other rules for navigation in and on approaches to sea ports, established by by-laws.

8. When passing by other vessels:

a vessel entering the sea port shall give way to vessel leaving the sea port;

a vessel entering the channel shall give way to vessel proceeding by channel;

a vessel proceeding through river channel upstream shall give way to vessel proceeding that channel downstream;

a vessel entering from side channel to main channel shall give way to vessel proceeding by the main channel;

a vessel crossing the channel shall give way to vessel proceeding by channel.

9. Depending on particularities of the sea port, its by-laws may specify rules of vessels passing by other than prescribed by paragraph 8 of the present General Rules⁸⁾.

10. If one of the vessels passing by is restricted in her ability to maneuver, is not under command and exhibits lights (shapes) in accordance with Rule 27 of COLREG72 or is constrained by its draught and exhibits lights (shapes) in accordance with Rule 28 of COLREG72, then instead the rules prescribed by paragraph 8 of the present General Rules or rules, prescribed in accordance with paragraph 9 of the present General Rules, Rule 18 of COLREG72 applies.

11. When two vessels approach from opposite directions the narrow point, turn or point of transition from one line to another and if simultaneous passage of such points is not possible or dangerous, a vessel that is obliged to give way to another vessel, shall stay on the safe distance and allow the vessel having priority in accordance with paragraph 8 of the present General Rules and/or Rule 18 of COLREG72 to complete the manoeuvre.

12. Vessels speed limitations in water area of and on approaches to sea port are established with due account of particularities of water area of sea port, port hydro-technical facilities, the location of cranes and other means for loading / unloading of cargo at berth, the availability of navigational equipment, intensity of traffic as well as types and sizes of vessels, and such limitations shall be indicated in the by-laws⁹⁾.

13. Irrespective of the vessels speed limitations, in order to avoid the emerging of dangerous waving and to lower the risk of hydrodynamic attraction of vessels, vessel shall

⁷⁾ Set of agreements and conventions in force, concluded by the USSR with foreign states. Issue. XXXIII.-M., 1979. p. 435-461. The Convention came into force for USSR on 15 July 1977, document of accession of USSR to the Convention with reservations has been deposited to the IMCO Secretary General on 9 November 1973, (Official portal of legal information <http://www.pravo.gov.ru>, 2016, No. 0001201611240015 with amendments in force, <http://www.pravo.gov.ru>, 2016, No. 0001201611240023, No. 0001201611240022, No. 0001201611240021, No. 0001201611240020, No. 0001201611240018).

⁸⁾ Sub-paragraph 3 of paragraph 4 of Article 14 of the Federal Law of 8 November 2007 No. 261-FL «On sea ports of the Russian Federation and introduction of amendments to certain legislative acts of the Russian Federation».

⁹⁾ Sub-paragraph 3 of paragraph 4 of the Article 14 of the Federal Law of 8 November 2007 No. 261-FL «On sea ports of the Russian Federation and introduction of amendments to certain legislative acts of the Russian Federation».

towing of several vessels, loaded with oil or oil products in bulk, at a time by one tug, with the exception of cases where those vessels are part of a single rigidly connected tow subject to pushing, composed of two non self-propelled vessels and one tug-pusher;

towing of self-propelled vessel with unmoored floating units alongside the vessel.

20. When passing in the water area of and on approaches to sea port vessels shall be prepared for immediate maneuvering or immediate dropping of anchor.

21. In the water area of and on approaches to sea port, when the visibility is less than 5 cable lengths, the navigation of vessels is allowed with the mandatory use of radars.

22. Diving operations in the water area of and on approaches to sea port are performed with permission of the harbor master. Vessel engaged in diving operations shall exhibit the lights and shapes in accordance with Rule 27 (e) of COLREG72.

23. Any vessel when approaching the area of diving operations shall proceed with extreme caution and shall reduce the speed in advance to the lowest possible that would allow to navigate the vessel safely. It is allowed to drop anchors at the safe distance from the area of diving operations.

24. Vessels laying near the vessel in emergency or passing by it shall provide assistance in order to rescue persons.

25. Vessel traffic control in the water area of and on approaches to sea port is performed by vessel traffic service (hereinafter refereed as VTS) or vessel traffic control and management of shipping (hereinafter referred as далее – VTCMS)¹⁰⁾ in sea port without VTS or in the water area of sea port outside of VTS area of operation.

VTS may group into regional VTS (hereinafter referred to as RVTS) for the purpose of vessel traffic monitoring between sea ports.

26. VTS in its area of operation performs the following functions:

control of vessels traffic and position of vessels at anchorages and single point moorings;

transmission of information to vessels;

organization and control of vessels traffic;

provision of assistance to navigation;

detection and identification of vessels when entering the VTS area of operation, setup of communication with them, receipt of information about vessels.

VTCMS performs the following functions in the water area of sea port:

setup of communication with vessels on approaches to water area of ssea port, receipt of information about vessels;

monitoring of vessels traffic and positioning of vessels at anchorages and on berths;

provision of permission-based navigation;

transmission of information to vessels.

The functions of VTS and VTCMS are performed in respect of all vessels, with the exclusion of small crafts, pleasure and sport sailing boats. By their requires the VTS and VTCMS provide assistance to navigation as far as technically possible. VTS which are

¹⁰⁾ Paragraph 1 of the Article 15 of the Federal Law of 8 November 2007 No. 261-FL «On sea ports of the Russian Federation and introduction of amendments to certain legislative acts of the Russian Federation ». The Order by the Ministry of Transport of the Russian Federation of 23 July 2015 No. 226 «On the adoption of requirements to the radar systems of vessel traffic control, port infrastructure facilities required for functioning of the Global Maritime Distress and Safety System, facilities and means of automatic identification system, vessel traffic control and management of shipping» (registered by the Ministry of Justice of the Russian Federation on 28 October 2015, registration No 39517).

notifications done by operators of marine terminals (berths) regarding non-preparedness of marine terminals (berths) for vessel to be moored due to reasons stated in paragraph 94 of the present General Rules, shall be approved by harbor master and communicated to mariners and sea port services, including, by means of publishing on the official website of sea port administration.

32. Based on the daily schedule of mooring and traffic of vessels and with the account of potential changes of time of vessels arrival or beginning of navigation, as well as hydro-meteorological situation, VTS or VTCMS ensures that priority for maneuvering is to be given to vessels under distress, having ill persons on board or proceeding to provide aid, naval ships and vessels belonging to the NAVY and border control bodies, vessels arriving under the invitation of the Government of the Russian Federation, passenger vessels, vessels with dangerous cargo on board, vessels engaged in transport of perishable goods or live stock, vessels on regular lines, registered in due order¹¹⁾.

33. Vessels traffic control is performed by VTS by means of transmission of mandatory instructions regarding:

- sequence and time of beginning of navigation;
- route, interval and speed of navigation;
- the arrangements for passing the channels and their intersections by vessels;
- prohibition of further navigation;
- places of anchorage and refuge.

VTCMS provides the permission based regime of navigation in water area of sea port, by issuing permissions to vessels for entry to and departure from water area of sea port, dropping the anchor or berthing, as well as any maneuvering or relocation of vessels in water area of sea port.

34. VTS provides assistance in navigation by vessels request or by the decision of VTS in difficult hydro-meteorological conditions in the absence of malfunction onboard of technical devices aimed at ensuring safe navigation of vessel.

35. While providing assistance to navigation VTS transmits regularly to vessel the information on:

- position of vessel in relation to navigational reference mark, channel and waypoints;
- navigational hazard in proximity to vessel and following its subsequent track;
- position and maneuvering of other vessels as well as recommendations on subsequent maneuvering of vessel.

36. The provision of assistance to navigation, including interval of transmission of information, is subject to agreement between VTS and a vessel. Vessel is informed by VTS on the beginning and termination of assistance of navigation, confirms receipt of information and recommendations by VTS as well as informs VTS about the actions taken.

37. In limited visibility as indicated in by-laws, in water area of sea port VTS provides compulsory assistance of navigation to vessels with dangerous cargo, passenger vessels and vessels with malfunctions of technical devices or other restrictions that affect safety of navigation.

¹¹⁾ Order of the Ministry of Transport of the Russian Federation of 13 March 2017 No. 93 «On Establishment of Sea Lines» (registered by the Ministry of Justice of the Russian Federation on 24 April 2017, registration No. 46464).

After receiving information from a vessel on the beginning of mooring the VTS terminates the control over vessel's maneuvering.

45. In the water area of and on approaches to sea port the communication between vessels and sea port services is performed by means of radio channels of very high frequency band of the maritime mobile service (hereinafter referred to as VHF communication channels) in accordance with the Rules for radio-communication by marine mobile service and marine mobile satellite service of the Russian Federation¹²⁾.

For VTS and VTCMS operation a main and auxiliary channel(s) of VHF communication are to be allocated, not in use by other shore services.

46. Vessels located within the VTS area of operation shall be at constant radio watch at VHF communication channel 16 and at the VHF working channel(s) determined by VTS.

Vessels located in water area of sea port where VTS is not available shall be at constant radio watch at VHF communication channel 16 and at the VHF working channel(s) determined by VTCMS.

A vessel can terminate the radio watch at the VHF working channel(s) determined by VTS or VTCMS only after receiving of relevant permission from VTS or VTCMS.

47. The conversation not related to vessel traffic control and safety of navigation is not allowed at working channels of VTS and VTCMS, channels of harbor master and VHF communication channel 16.

The information on VHF communication channels and means of communication of vessels with sea port services is located in by-laws of sea port and shall be communicated by harbor master to the attention of mariners in cases of changes therein.

48. A vessel departing from the VTS area of operation shall inform the VTS and request permission to terminate the radio watch at working channel of VHF communication of VTS.

A vessel in transit from a VTS area of operation to the adjacent area of operation of another VTS shall contact that VTS, which area of operation the vessel is entering into and shall request permission to enter the area.

After the receipt of such decision a vessel shall terminate communication with VTS from which area of operation the vessel is departing, and shall follow the procedures of interaction with VTS which area of operation the vessel is entering into. While navigating between sea ports a vessel shall contact PVTs on its request and maintain radio contact as necessary.

III. Rules of vessels entering and leaving sea ports

49. Notification on vessel's entry to sea port shall contain the following information: number assigned by the International Maritime Organization (hereinafter referred to as vessel's IMO number);

¹²⁾ Order by the Ministry of Transport of the Russian Federation No. 137, Ministry of Communications No 190, State Committee for Fisheries of the Russian Federation No. 291 dated 4 November 2000. «On the approval of Rules for radio communication of the marine mobile service and marine mobile satellite service of the Russian Federation» (registered by the Ministry of Justice of the Russian Federation on 21 December 2000, registration No. 2503).

planned operations in sea port (type, nomenclature and quantity of loaded and unloaded cargo, quantity and nomenclature of vessel's stores, quantity and nomenclature of wastes intended for delivery (separately – intended for delivery into reception facility), scheduled replacement of vessel's crew members);

name of marine terminal and/or name of berth of planned mooring, harbor or area of anchorage (in case of cargo operations or bunkering on harbor);

information on International Ship Security Certificate or Interim International Ship Security Certificate (name of issuing body, date of issuance and period of validity) and security level of vessel in accordance with the International Code for the Security of Ships and Port Facilities¹⁶⁾ (hereinafter referred to as ISPS Code);

required assistance for safety of navigation and mooring in sea port (tug, pilot or icebreaker assistance);

in case if icebreaker assistance is required: the displacement of vessel, type and power capacity of the main engine, ice class, material of rudder, availability on board of fuel, water, food and their daily consumption;

information on sanitary and epidemiologic situation on board;

information on malfunction of vessel systems (mechanisms), if any, as well as on non-compliance of vessel with the requirements of the international agreements of the Russian Federation in the field of safety of life at sea, safety of navigation, protection of marine environment from pollution by vessels, transport safety and security;

in case of planned unloading of oil and/or oil products – the information on the recipient (recipients) of oil and/or oil products in accordance with the consignment;

in case if dangerous goods are present on board (for each type of dangerous cargo):

name and UN number of particular type of dangerous goods and quantity;

IMO class of dangerous cargo, packaging group (if applicable to the type of dangerous good);

Positioning of dangerous goods on board;

In respect of dangerous goods in packaged form, – gross mass of cargo;

In respect of dangerous goods in bulk, – group of cargo, information on stowage rate, angle of friction and transportable moisture of cargo (if applicable to the cargo transported);

In respect of liquid dangerous goods transported in bulk, – name of cargo, information on the flash point and density of cargo;

Information on cargo subject to liquefaction.

50. Information on vessel arrival to sea port in accordance with paragraph 49 of the present General Rules is to be submitted by the vessel's captain (shipowner) or ship agent into the information system of the port state control (hereinafter referred to as ISPSC) not later than 72 hours and not earlier than 120 hours prior to the scheduled time of vessel's arrival to sea port.

In case of vessel's voyage from the last sea port (area of fishing, area of loading/unloading) is less than 72 hours, the information on the vessel's arrival to sea port is submitted into ISPSC before vessel's departure from the last sea port (area of fishing,

¹⁶⁾ Decree of the Government the Russian Federation of 3 November 2007 No. 746 «On the implementation of measures of the chapter XI-2 of the International Convention for the Safety of Life at Sea of 1974 and the International Code for Security of ships and port facilities » (Collected legislation of the Russian Federation, 2007, No. 46, art. 5585; 2014, No. 2, art. 132).

basis of documents submitted to ISPSC. The harbor master has the right to request original documents if authenticity has been put on doubt.

Results of clearance of vessel's arrival to sea port are submitted to ISPSC by the harbor master not later than one hour from the completion of clearance of vessel's arrival to sea port.

56. For clearance of the vessel's departure from sea port the captain of vessel (shipowner) or ship agent submits to ISPSC an application on departure from sea port not later than four hours before estimated time of departure from sea port but not earlier than the completion of clearance of vessel's departure from sea port.

In the application on vessel's departure from sea port the following information shall be included:

- Vessel's IMO number;
- Name of vessel in Russian and Roman characters;
- Vessel's call sign;
- Nationality (flag) of vessel;
- MMSI;
- Name, IMO number of shipowner (if available);
- Name and IMO number of ship operator (if available);
- Vessel's class and name of classification society of vessel;
- Main particulars of vessel (type, year of built, gross tonnage, deadweight, length overall, width overall, moulded depth, air draft, draft extreme, forward draft, stern draft, GMDSS area, limitations of area of operation);
- Type and quantity of cargo on board (for each type of cargo);
- Information on ballast (quantity and area of ballast reception);
- Crew list (surname, name, middle name (if applicable) or names, nationality, position on board, date and place of birth, type and number of identity document, competence according to certificate of competency and number of certificate);
- list of passengers on board (surname, name, middle name (if applicable), date of birth, type and data of identity document used to purchase the travel document (ticket), point of departure, point of destination, type of route (direct, transit), date of trip, sex, nationality;
- quantity of fuel on board (heavy, light, gas separately);
- expected date and time of vessel's departure from sea port;
- name of vessel's next port of call (area of catching);
- expected date and time of vessel's call to next sea port (arrival to area of catching);
- information on whether the permission of Rosmorrechflot is available for carriage and towage in coastal navigation as well as for other types of activities in the field of merchant shipping by vessels flying the flag of foreign state (for vessels flying the foreign flag);
- information on whether the permission is available for catching of aquatic bio-resources, including date, number and place of issuance of the said permission (for fishing vessels);
- name of marine terminal and/or name of berth, harbor or area of anchorage for planned vessel's departure;
- operations done in sea port (type and quantity of loaded and unloaded cargo,

The captain of vessel (shipowner) or ship agent may submit to the harbor master the copies of documents listed in Annex 2 to the present General Rules in paper or electronic format before commencement of clearance of vessel's departure from sea port. The captain of vessel (shipowner) or ship agent submit to ISPSC copies of said documents in electronic format.

57. The harbor master when performing clearance of the vessel's departure from sea port checks documents listed in Annex 2 to the present General Rules as well as compliance with requirements related to the manning of vessels of the Merchant Shipping Code, rule 14 (2) of chapter 5 of the International Convention for the Safety of Life at Sea 1974 as amended¹⁹⁾ (hereinafter referred to – SOLAS-74).

58. A vessel is subject to inspection by harbor master in accordance with the requirements of paragraphs 59 – 61 of the present General Rules.

59. For vessels registered under the National Flag of the Russian Federation the risk assessment is done within ISPSC with the following parameters:

- type of vessel;
- age of vessel;
- number of violations of by-laws, discovered during vessel's inspections within the previous 24 months;
- number of refusals of vessel's departure from sea port within the previous 24 months;
- number of vessel's detentions in foreign ports within the previous 24 months;
- absence of ISPSC vessel's inspection data.

Depending on the value of said parameters the vessel is awarded with the risk assessment points as follows:

- type of vessel – oil tanker, chemical tanker, gas tanker, bulk carrier, passenger vessel – 2 points;
- age of vessel: from 12 to 39 years – 1 point; 40 years and older – 5 points;
- each violation of by-laws, discovered during vessel's inspections within the previous 24 months, – 1 point;

¹⁹⁾ International Convention for the Safety of Life at Sea 1974, as amended by the Protocol of 1978 and the Protocol of 1988 (annex No. 1 to the Bulletin of international agreements, 2011), (Official portal of legal information, <http://www.pravo.gov.ru>, 2017, No. 0001201707250015, No. 0001201707260007, No. 0001201707260008, No. 0001201707260009, No. 0001201707260010, No. 0001201707270055, No. 0001201707270056, No. 0001201707270057, No. 0001201707270058, No. 0001201707270059, No. 0001201707270060, No. 0001201707280018, No. 0001201707280019, No. 0001201707280020, No. 0001201707280021, No. 0001201707280022, No. 0001201707280023, No. 0001201707280024, No. 0001201707280025, No. 0001201707310024, No. 0001201707310025, No. 0001201707310026, No. 0001201707310027, No. 0001201707310028, No. 0001201707310029, No. 0001201707310030, 0001201707310044, No. 0001201707310055, No. 0001201707310056, No. 0001201708010039, No. 0001201708010040, No. 0001201708010041, No. 0001201708010042, No. 0001201708010043, No. 0001201708010044, No. 0001201708010045, No. 0001201708010046, No. 0001201708010071);

Decree of the Council of Ministers of USSR of 2 November 1979 No. 975 «On the adoption by USSR of the International Convention for the Safety of Life at Sea 1974» (Decrees of the Council of Ministers of USSR, , 1979, November, p. 4);

Decree of the Council of Ministers of USSR of 2 April 1981 r. No. 319 «On the accession of USSR to the Protocol to the International Convention for the Safety of Life at Sea 1974» (Decrees of the Council of Ministers of USSR, 1978, April, p. 5);

Decree of the Government of the Russian Federation of 16 June 2000 No. 456 «On accession of the Russian Federation to the Protocol of 1988 to the International Convention for the Safety of Life at Sea 1974» (Collected Legislation of the Russian Federation, 2000, No. 26, art. 2768).

Before leaving sea port as part of the tug/barge towing arrangement.

62. During vessel's inspection the following is to be carried out: verification of documents listed in annex 3 to the present General Rules, as well as verification of vessel's compliance with the requirements of the Maritime Labor Convention 2006²³⁾, Merchant Shipping Code, Regulations 11(c) and 19 of Chapter I, Regulation 16(2) of Chapter V, Regulation 2 of Chapter XI-1, Regulation 9 of Chapter XI-2 of SOLAS-74, Regulations 6 and 8 of Chapter 2 of Annex I to the International Convention for the Prevention of Pollution from Ships 1973²⁴⁾ (hereinafter referred to as MARPOL), Regulation 16 of Chapter 6 of Annex II to MARPOL, Article 21 of the International Convention on Load Lines 1966²⁵⁾, Article X and Regulation 1/4 of Chapter 1 of Annex to the International Convention on Standards of Training and Watchkeeping 1978²⁶⁾, Part A of the ISPS Code, COLREG-72, IMO Resolution A.1047(27) of 30 November 2011, International Convention on Tonnage Measurement of Ships 1969²⁷⁾, International Convention on Civil Liability for Oil Pollution Damage 1992²⁸⁾, International Convention on Civil Liability for Bunker Pollution Damage 2001²⁹⁾.

63. If a vessel is found to be in non-seaworthy condition, to have violations of requirements for vessel's documentation, loading, stores and manning, or to have other findings creating a threat to its navigation, life and health of persons on board or a threat to cause harm to marine environment, harbor master issues a notice of refusal for vessel to depart from sea port, which lists findings that prevent the issuance of permission for departure of vessel from sea port, with references to relevant normative documents.

Information on refusal to issue the permission for departure of vessel from sea port is submitted by harbor master into ISPC listing the reasons for refusal.

64. Re-inspection of vessel is carried out by harbor master for the purpose of

²³⁾ Collected Legislation of the Russian Federation 2013, No. 34, art. 4429.

²⁴⁾ Decree of the Council of Ministers of USSR of 30 September 1983 No. 947 «On the accession of USSR to the Protocol to the International Convention for the Prevention of Pollution by Ships 1873» (Decrees of the Council of Ministers of USSR, 1983, November, p. 127) (Official portal of legal information <http://www.pravo.gov.ru>, 2017, No. 0001201712110024 as amended No. 0001201712110015, No. 0001201712110026, No. 0001201712110030, No. 0001201712110013, No. 0001201712110028, No. 0001201712110022, No. 0001201712110027, No. 0001201712110029, No. 0001201712110031, No. 0001201712080052, No. 0001201712080045, No. 0001201712080034, No. 0001201712080038, No. 0001201712060014, No. 0001201712060042, No. 0001201712060043, No. 0001201712060040, No. 0001201712060002, No. 0001201712060034, No. 0001201712060004, No. 0001201712060007, No. 0001201712060019, No. 0001201712060041, No. 0001201712050051, No. 0001201712050008, No. 0001201712050015).

²⁵⁾ Decree of the Government of the Russian Federation of 16 June 2000 r. No. 457 «On the accession of the Russian Federation to the Protocol of 1988 to the International Convention on Load Lines 1966 » (Collected Legislation of the Russian Federation, 2000, No. 26, art. 2769).

²⁶⁾ Decree of the Council of Ministers of USSR of 14 September 1979 No. 871 «On accession of USSR to the International Convention on the Standards of Training and Watchkeeping 1978» (Decrees of the Council of Ministers of USSR, 1979, September, art. 64), (Official portal of legal information <http://www.pravo.gov.ru>, 2016, No. 0001201607200014, No. 0001201607200013, No. 0001201607200015, No. 0001201607200016, No. 0001201607200023, No. 0001201607200012, No. 0001201607200022, No. 0001201607200010, No. 0001201607200021, No. 0001201607200020, No. 0001201607200019, No. 0001201607200006, No. 0001201607200018, No. 0001201607200017).

²⁸⁾ Federal Law of 2 January 2000 No. 27-FL «On accession of the Russian Federation to the Protocol of 1992 on amendments to the International Convention on Civil Liability for Oil Pollution Damage 1969 and on denouncement by the Russian Federation by the International Convention on Civil Liability for Oil Pollution Damage 1969» (Собрание Collected Legislation of the Russian Federation, 2004, No. 15, art. 1345).

²⁹⁾ Federal Law of 3 December 2008 No. 230-FL «On accession of the Russian Federation to the International Convention on Civil Liability for Bunker Pollution Damage 2001» (Collected Legislation of the Russian Federation, 2009, No. 21, art. 2498).

is cleared in accordance of paragraphs 56 – 68 of the Present General Rules. Departure of towing convoy is cleared by harbor master which has the obligation to handle the marine towing operations in accordance with article 229 of MSC.

73. When clearing the departure of the towed vessel without crew on board the harbor master shall be provide with the following documents approved by the classification society of the vessel:

- List of operations on safe towing of vessel(s);
- plan of voyage;
- scheme and calculation of towing line.

74. The captain of vessel (shipowner) or ship agent of a vessel departing from sea port for sea trials after construction or repair shall provide to harbor master the following documents:

- Report of the classification society of the vessel that allows the departure of vessel for sea trials;

- Crew list;

- Qualification documents confirming competence of crew members of the vessel³¹⁾.

75. When the vessel intends to proceed outside its determined area of navigation, in the clearing of the departure of vessel from sea port, in addition to the documents listed in annex № 2 to the present General Rules, the captain of the vessel shall provide the harbor master the certificate for a single voyage issued by the classification society, plan of voyage and instruction for vessel's voyage.

76. The issuance of permission for departure of vessel from sea port is not required if a vessel is departing from sea port by direction of harbor master for taking part in rescue and salvage operations or in relation with severe weather conditions. The captain of such vessel notifies harbor master about departure from sea port.

On completion of rescue and salvage operations or termination of severe weather conditions the vessel returns to sea port without clearing the arrival to sea port.

77. Permission for departure of vessel from sea port is valid within 24 hours from the moment of setting the seal by the harbor master on the crew list.

If a vessel after receiving of a permission for departure from sea port has not departed from sea port within the determined timeframe, captain of the vessel notifies harbor master accordingly, harbor master re-issues the permission for departure of vessel from sea port, with the exception of vessel's delay due to hydro-meteorological conditions.

If changes occur with regard to the manning of crew or technical conditions of vessel after the permission for departure from sea port has been received, the captain of the ship notifies harbor master accordingly, harbor master re-issues the permission for departure of vessel from sea port.

78. Clearance of vessels belonging to fishing fleet is carried out in accordance with the procedure determined by the Government of the Russian Federation³²⁾.

³¹⁾ Order by the Ministry of Transport of the Russian Federation of 15 March 2012 No. 62 «On the adoption of the Provisions for Certification of Crew Members of Sea Going Vessels» (registered by the Ministry of Justice of the Russian Federation on 4 June 2012 , registration No 24456) with amendments made by the Order of the Ministry of Transport of the Russian Federation of 13 May 2015 No. 167 (registered by the Ministry of Justice of the Russian Federation on 28 November 2015 , registration No 39849).

³²⁾ Decree of the Government of the Russian Federation of 19 March 2008 No. 184 «On the procedure of clearance of the vessels belonging to fishing fleet, catching of water biological resources and fish and other products manufactured from those

existing limitations of area or season of operation;

information on vessel's security;

information on sanitary and epidemiologic situation on board;

information on malfunction of vessel's systems (mechanisms) if available, as well as on non-conformities of vessel with respect to the international conventions in the field of safety of life at sea, safety of navigation, protection of marine environment from pollution from vessels, transport safety and security.

Permission for navigation of vessel in the water area of sea port and navigation outside the borders of sea port with returning to the same sea port is issued by harbor master in written form mentioning information included into application made by captain of vessel, shipowner or ship agent, as well as limitations of area or season of operation for the vessel, date of issuance and term of validity of the permission. Information of permissions for navigation of vessel in the water area of sea port and navigation outside the borders of sea port with returning to the same sea port is submitted by harbor master into ISPSC on the day of issuance of such permission mentioning information included into the application of captain of vessel, shipowner or shipping agent.

Permission for navigation of vessel in the water area of sea port and navigation outside the borders of sea port with returning to the same sea port is issued by harbor master in written form mentioning information included into application made by captain of vessel, shipowner or ship agent, as well as limitations of area of operation for the vessel, date of issuance and term of validity.

For small crafts, sport sailing crafts and pleasure crafts stationed on berths in the water area of sea ports the permission is issued for the period of validity of document that confirms seaworthiness of said crafts.

Sport sailing crafts with length of less of 9 meters that do not have engines and areas of rest on board do not need to be cleared for arrival and departure to/from sea port and shall not receive permissions. When navigating in the water area of sea port, arriving to / departing from sea port and navigating on sea routes the said crafts shall not obstruct the navigation of other vessels.

For small crafts non engaged in commercial navigation, small crafts, pleasure and sport sailing boats the permission for navigation of vessel in the water area of sea port and navigation outside the borders of sea port with returning to the sea port are issued when producing a vessel's (ownership) certificate and application to the name of harbor master with inclusion of area of expected navigation, as well as documents confirming permit to operate small, pleasure or sport sailing crafts as appropriate. It is allowed to submit electronic copies of aforementioned documents in order to obtain permission.

At each departure from sea port and arrival to sea port a vessel with permission shall notify harbor master regarding departure from/arrival to sea port using the VHF communication channel indicated in by-laws.

In cases of discrepancy of documents listed in Annex No. 2 to the Present General Rules, as well as violation of vessel of the conditions of navigation within the borders of the water area of sea port, and for vessels leaving the borders of the water area of and approaches to sea port – violations of conditions related to length of single voyage outside the borders of sea port no more than 72 hours and without calling to foreign ports, then the permission is to be withdrawn and the procedure of issuing of the permission shall be

Anchorage of vessels is done in a way that vessel's hull shall not fall outside the border of anchorage area in case of change of wind or current.

89. The location for anchorage of vessel is done by VTS or VTCMS. If vessel's captain considers that such location is not safe, he shall inform VTS or VTCMS accordingly. In such case vessel will be given another location ensuring safe anchorage. In case if safe anchorage in sea port cannot be provided, such vessel shall leave outside the borders of sea port.

90. A vessel on anchor shall keep main engines prepared depending on situation and hydro-meteorological forecast.

A vessel on anchor shall use the available working lights and deck light during night time.

In addition to the lights and shapes stipulated by Regulation 30 of COLREG-72, a vessel with anchor dropped head and stern shall have a white light during night time and during day time – a red flag lowered astern near the anchor chain to the half of the freeboard of vessel.

91. Anchorage of non self-propelled vessels or vessels with broken anchoring gear, broken steering gear and/or main engines is carried out by harbor master's permission if tug assistance is available for safe anchorage of such vessels, berthing or anchorage at another point or towing them out of sea port in case of dangerous hydro-meteorological events.

92. Launching of motor boats and boats is allowed by harbor master's permission other than for life saving and rescue operations. While vessel is under border and/or customs control, launching of motor boats and boats other than for life saving and rescue operations is carried out by permission of border and/or customs control body. Launching of motor boats and boats from vessel with nuclear power propulsion or with radioactive sources on board is carried out together with notification of unit of National Guard of the Russian Federation

93. Berthing operations are carried out alongside the berth and include:

Berthing of vessels (manoeuvring of vessels towards the berth, floating berth, another hydro-technical structure, another vessel);

De-berthing of vessels (manoeuvring of vessels from the berth, floating berth, another hydro-technical structure, another vessel);

Re-berthing of vessels (manoeuvring of vessels in the water area of sea port to change for another berth);

Shifting of vessels (shifting of vessels within one berth or several adjacent berths).

Berthing operations are carried out in accordance with the limitations stipulated in by-laws.

94. Preparation of berths for berthing and de-berthing of vessels shall be provided by the operator of marine terminal.

The operator of marine terminal shall by any available means notify harbor master if berth is not ready for berthing of vessel in the following cases:

Damage or malfunction of berth, its equipment and/or structure;

Cargo is not ready for loading;

Technological unavailability of berth for cargo reception (area on berth has not been released from other cargo);

107. Mooring of vessels alongside each other is not allowed in case if at least one of them has explosive or flammable cargo on board, except of cargo or bunkering operations time between those vessels.

108. Ladders between a vessel and berth shall be fitted with hand rails or hand ropes. A lifebuoy with a flashlight and a rope not less than 30 meters shall be placed near the ladder.

109. A protective net shall be stretched under the ladder to exclude the possibility of persons falling to water. During night time ladders shall be illuminated.

110. During night time vessel at berth shall have all external illumination switched on, fore and aft of vessel shall have lights marking the ends of vessel.

111. A vessel at berth shall have a watchman at ladder.

112. A watchman at ladder shall be provided with information on means of communication with harbor master, marine terminal operator, fire fighting and medical services of sea port and other designated persons and organizations that interact with vessel in emergency situations and in cases of unlawful act toward vessel and its crew.

113. A vessel at berth may set overboard cargo cranes, booms, ladders, davits and boats lowered to water level and illuminated or marked with lights during night time, in coordination with marine terminal operator and by permission of harbor master.

Yards of sailing or motor-sailing vessel shall be braced.

114. Shipboard works related to shutdown of main engines, steering, anchoring and mooring devices, as well as works overboard from boats or other floating units may be carried out with permission of harbor master and in coordination with operator of marine terminal where vessel is located. Except for fire works at berths or in docks of ship repair and ship construction yards, fire works on vessel in sea port is allowed with permission by harbor master and in coordination with operator of marine terminal where vessel is located.

115. Change of vessel's berthing position at berth is carried out after notification by marine terminal operator to vessel's captain not less that two hours before change of berthing position. In case of changing berthing position of vessel with nuclear power propulsion or with radioactive sources on board the unit of National Guard of the Russian Federation is to be notified additionally not less than two hours before the change of position.

Change of mooring position of vessel under customs control in sea port () (passage, re-berthing) is carried out in coordination with the customs control and border control bodies. The approach and mooring of vessels and other floating units to vessels and other floating units under customs control, is not allowed without the permission of customs control and border control bodies.

116. Berthing of vessel alongside another vessel at berth shall be agreed with captains of both vessels. A vessel at berth is warned about berthing of another vessel to its board not less that one hour in advance.

117. Relocation of vessel from one berth to another, from berth to road and from anchoring position to berth are carried out if enough crew members, including captain or chief mate and chief engineer or second engineer are present on board for safe berthing operation.

118. In case of forthcoming shifting of vessel alongside the berth the mooring lines

packaging, portable tanks, multi-element gas containers and tank vehicles used for carriage of cargo, if to be issued pursuant to Part 6 of International Maritime Dangerous Goods Code 1965⁴⁷⁾ (hereinafter referred to – IMDG Code);

Prevention of pollution for the carriage of noxious liquid substances in bulk (for liquid noxious substances in bulk)⁴⁸⁾;

Dangerous goods transport document (declaration for multimodal transportation of dangerous goods⁴⁹⁾);

Container/vehicle packing certificate (if dangerous goods are loaded in container or a vehicle)⁵⁰⁾.

122. During loading operations the vessel's heel at any time shall not exceed five degrees.

123. While at sea port the oil tankers shall carry out cargo operations with oil and oil products at the specialized berths equipped in accordance with the requirements of Technical Regulation on Safety of Maritime Transport Facilities⁵¹⁾, at single point moorings and at storage tankers on road.

124. Oil tankers shall be earthed up to connection of their pipes with the oil handling facility at terminal. Grounding devices may be disconnected only after completion of cargo operations and disconnection of pipe of vessel from oil handling facilities of terminal.

125. Hoses that connect vessel's pipeline with oil handling facilities of terminal shall have length allowing the possibility of natural movement of vessel at berth.

126. During cargo operations on non self-propelled oil tanker a standby vessel (salvage vessel or tug) shall be positioned in close proximity, equipped with fire fighting appliances.

127. Repair works on oil tankers and on berths during cargo operations with oil and oil products are not allowed.

128. A vessel engaged in cargo operations with dangerous goods shall be prepared to immediate departure from berth:

Main engine and steering gear shall be in constant readiness;

The fore and aft of vessel shall have affixed tug steel ropes lowered to water level with spliced eyes;

a number of crew members sufficient for safe departure from berth shall be on board, including the captain or chief mate and chief engineer or second engineer.

129. Oil tankers including bunkering tanker having on board oil products with flash point of 60°C and above, not engaged in cargo operations, may stand at any berth.

Oil tankers with oil and oil products with flash point of 60°C and below on board, not engaged in cargo operations, may stand at any berth equipped with fire fighting

⁴⁷⁾ Regulation 1 of Chapter VII of the International Convention for the Safety of Life at Sea 1974.

⁴⁸⁾ Regulation 9 of Chapter 3 of the Annex II to the International Convention for the Prevention of Pollution from Ships 1973.

⁴⁹⁾ Paragraph 5.4.1.2 of the International Maritime Dangerous Goods Code 1965.

⁵⁰⁾ Paragraph 5.4.2 of the International Maritime Dangerous Goods Code 1965.

⁵¹⁾ Decree of the Government of the Russian Federation of 12 August 2010 No. 620 «On the Approval of the Technical Regulations for the Safety of Maritime Transport Facilities» (Collected Legislation of the Russian Federation, 2010, No. 34, art. 4475; 2012, No. 37, art. 5002, No. 14, art. 1627; 2017, No. 32, art. 5078).

by vehicles – carries of lubricants is allowed in location of vessel's mooring.

134. Mooring of vessels in sea port longer than required for cargo loading-unloading operations and/or maintenance of vessel (hereinafter referred to – long-term mooring), is carried out in coordination with the marine terminal operator being under customs control, with the permission of harbor master for long-term mooring of vessel in sea port on the basis of application by shipowner which include:

- Vessel's IMO number (if available);
- Vessel's name;
- Dimensions of vessel;
- nationality (flag) of vessel;
- time and place of expected long-term mooring in sea port;
- list of on-mooring crew;
- order of watchkeeping;
- IMO number, name and address of shipowner (if applicable);
- Contact details of person responsible for safe long-term anchorage of vessel.

Shipowner of vessels with nuclear power propulsion or with radioactive sources on board on long-time mooring shall send application to harbor master with request for long-time mooring also to unit of National Guard of the Russian Federation, as well as shall submit an action plan to ensure safety of vessel with power propulsion or with radioactive sources on board for the period of long-term mooring.

135. Before long-term mooring of oil tanker full cleaning and degassing of cargo tanks and pump rooms shall be carried out.

136. Liquid fuel stores on board during long-term mooring may be left on board by permission of harbor master only.

137. Vessels in sea port at long-term mooring shall have a safety plan for the period of long-term mooring, approved by shipowner and agreed by harbor master.

138. During long-term mooring vessels are provided with communication with harbor master, a vessel with nuclear power propulsion or with radioactive sources on board is provided in addition with communication with unit of National Guard of the Russian Federation.

V. Rules for safety and security of port hydro-technical structures

139. In order to assure safety and integrity of port hydro-technical structures the following is not allowed in sea port:

- berthing of vessels to structures which do not have fenders or have them damaged;
- berthing of vessels to fenders or to parts of structures not specifically intended for berthing;
- berthing of vessels with larger dimensions than estimated vessel's dimensions for the berth.

140. Berthing devices and fenders shall be in proper technical condition along the berth line and shall correspond to the characteristics of vessels that are berthing to them.

from its own vessel or from any other vessel, as well as about the pollution detected.

150. The captain of vessel while at berth shall take measures to exclude pollution of water, berth and sea bed, as well as arrange constant cleaning of ladders from snow and dirt.

151. While positioning in the water area of and on approaches to sea port a vessel shall maintain closed and sealed all valves and other closing devices used for discharge overboard of oil mixtures, sewage and noxious substances (except for segregated ballast tank).

152. Solid, segregated oil and oil products residues, oily rags, garbage, small packaging, industrial, food and other domestic waste are to be delivered from vessel to shore or to a waste collection vessel in packaged form which prevents from penetration of wastes to environment.

153. Oily waters, oil residues, waste water and other polluted waters are to be delivered to specialized on shore reception facilities or to waste collection vessels.

154. It is not allowed to discharge industrial and domestic waste, polluted snow from berths to the water area of sea port.

155. While performing cargo operations with oil and oil products oil spill booms shall be used to provide containment of potential oil and oil products spill area. The procedures for setting the oil spill booms are defined by by-laws.

Bunkering of vessels by oil and liquid lubricants from bunkering vessels is carried out on the condition that technical means for containment and liquidation of oil and oil products spills.

156. In case if there are no deceased persons on board a vessel arrived to sea port shall display the flag «Q» (Quebec) in accordance with the International Code of Signals and keep it until the finalization of the sanitary-quarantine control.

157. Captain of vessel arriving to sea port from the area of unfavorable sanitary and epidemiological condition or a vessel having on board infectious persons or other indicators of unfavorable sanitary and epidemiological condition, shall report to harbor master when transmitting information stipulated in paragraph 49 of the Present General Rules.

158. Harbor master when receiving notification on unfavorable sanitary and epidemiological condition on board a vessel shall report to the bodies in charge of sanitary and quarantine control and instruct VTS or VTCMS to position such vessel to area of quarantine in coordination with such bodies.

159. Sanitary and quarantine control of vessel precedes all other type of control in sea port and is carried out in accordance with the legislation of the Russian Federation⁵²⁾.

160. Before completion of sanitary and quarantine control of vessel and allowing vessel to be free pratique nobody except a person in charge of sanitary and quarantine control shall have the right to leave the vessel.

⁵²⁾ Order of the Ministry of Transport of the Russian Federation of 22 December 2009 No. 247 «On the adoption of the typical scheme of organization of the Russian Federation border checkpoints for passage by persons, vehicles, cargoes, goods and animals in sea, river (lake) border checkpoints of the Russian Federation » (registered by the Ministry of Justice of the Russian Federation on 12 February 2010, registration No 16401) as amended by the Orders of the Ministry of Transport of the Russian Federation of 3 November 2010 No. 239 (registered by the Ministry of Justice of the Russian Federation on 11 February 2011 , registration No 19817) and of 21 October 2013 No. 321 (registered by the Ministry of Justice of the Russian Federation on 31 December 2013 , registration No 30933).

from the side where another vessel may pass, during night time – two green all-round lights, during day time – two black diamonds;

from the side of obstacle, during night time – two red all-round lights, during day time – two black balls.

172. In case if safe passage by a dredging vessel at work is not possible, from both sides of dredging vessel vertically located lights and shapes shall be positioned: during night time – two red all-round lights, during day time – two black balls.

173. Location of lights and shapes positioned on dredging vessel to indicate the possibility and side of other vessels passage, shall correspond to the direction of other vessels passage irrespective of the position (course) of dredging vessel.

174. During night time at fore and aft of sludge carriers moored alongside dredging vessel shall set one white light which shall be visible all round from the distance of not less than three nautical miles.

175. During night time on rafts holding bower chains, as well as on pontoons, tide gauges and on other objects suitable for dredging operations, installed on roads white lights shall be positioned with visibility of at least three nautical miles. During day time red flags shall be displayed on said objects in order to warn vessels passing by.

176. A dredging vessel engaged in dredging operations in limited visibility gives signals in accordance with Regulation 35 (g) of COLREG-72 for vessels at anchor in order to warn vessels approaching about its position and possibility of collision shall give in addition one short, one prolonged and one short blast.

VIII. Rules for icebreaker assistance for vessels

177. In order to ensure the navigational accessibility of sea port and the safety of navigation in ice formation conditions in and on approaches to sea ports icebreaker assistance to vessels is carried out.

178. Initiation and termination of icebreaker assistance period, limitations for vessels related to ice navigation regime in the water area of and on approaches to sea port are determined by harbor master in accordance with by-laws.

179. During the period of icebreaker assistance harbor master determines the location where convoys are to be formed or a location from where icebreaker assistance is carried out to the locations of anchorage in the water area of sea port or to the berthing positions, as well as to the opposite direction in accordance with the schedule of navigation and mooring of vessels in sea port.

180. During the period of icebreaker assistance harbor master shall inform the captains of vessels about the situation in and on approaches to sea port and announces the types of vessels (in accordance with ice regime limitations) exempted from icebreaker assistance and accepted for it, and when receiving applications for icebreaking assistance harbor master shall inform coordinates of starting point and the priority of icebreaker assistance of vessel.

icebreaker and that is either approaching to or moving off the icebreaker. Same signal transmitted from vessel to icebreaker means: «I stopped moving ahead ». Said signal shall not be transmitted by radio.

191. In case of emergency situation and if there is a need to change the regime of navigation of vessels in convoy, the commands transmitted by radio «Reduce your speed», «Stop the vessel immediately» and «My engines run astern» are to be always duplicated by relevant sound signals.

192. During icebreaker assistance additionally two-letter signals may be used:

WM «Whisky Mike» - icebreaking assistance is about to begin, use special signals for communication between icebreakers and assisted vessels and keep constant watch over sound, visual and radio signals;

WO «Whisky Oscar» - icebreaking assistance is completed, proceed as intended.

193. The use of signals in accordance with paragraphs 188 – 192 of the Present General Rules during icebreaking assistance does not release from the need to comply with the requirements of COLREG-72.

the Protocol of 1978) and International Convention for the Safety of Life at Sea 1974»⁵³⁾.

29. Copy of permission for carriage and towing in cabotage and for other types of activities in the field of merchant shipping by vessels flying flag of foreign state (for vessels under foreign flag).

30. Document of compliance for the carriage of dangerous goods in case if a vessel carries dangerous goods.

31. Copy of the Document of Compliance of shipowner with the requirements of the International Management Code for the Safe Operation and for Pollution Prevention.

32. Permission for fishing (catching) of aquatic bio-resources (for fishing vessels arriving from catching).

33. Polar Ship Certificate required by the International Code for Ships Operating in Polar Waters.

34. Ballast Water Management Certificate.

⁵³⁾ Collected Legislation of the Russian Federation, 2009, No. 2, art. 220; 2011, No. 26, art. 3811.

to vessel of waiver (exemption) from requirements of the International Convention for Load Lines 1966, International Regulations for Preventing Collisions at Sea 1972, International Convention for the Prevention of Pollution from Ships 1973 (as amended by the Protocol of 1978) and International Convention for the Safety of Life at Sea 1974».

30. Cargo plan.

31. Information on shipper of cargo.

32. Copy of permission for carriage and towing in cabotage and for other types of activities in the field of merchant shipping by vessels flying flag of foreign state (for vessels under foreign flag).

33. Document of compliance for carriage of dangerous goods in case if vessel carries dangerous goods.

34. Copy of the Document of Compliance of shipowner with the requirements of the International Management Code for the Safe Operation and for Pollution Prevention.

35. Ballast water management certificate.

36. Polar Ship Certificate stipulated by the International Code for ships operating in polar waters.

37. Permission for fishing (catching) of aquatic bio-resources (for fishing vessels departing for catching).

38. Sea navigation charts and navigation manuals for expected area of navigation.

39. Statement on receipt of oil and/or oil products signed by the recipient of oil and/or oil products mentioning the quantity of oil and/or oil products received from vessel, and consent of recipient to provide information on recipient to the International Fund for Oil Pollution Compensation (for unloading of oil and/or oil products done with respect to each recipient of oil and/or oil products).

32. Declaration of Maritime Labor Compliance.
33. International Ship Security Certificate.
34. International Air Pollution Prevention Certificate.
35. Engine Air Pollution Prevention Certificate.
36. International Sewage Pollution Prevention Certificate.
37. International Garbage Pollution Prevention Certificate.
38. Permission for Shipboard Radio Station.
39. Log Book.
40. Sanitation Log Book.
41. Log Book of Engine (for vessels with mechanical engines).
42. Oil Record Book for vessels other than oil tankers (if such operations are carried out).
43. Oil Record Book for oil tankers.
44. Sewage Record Book.
45. Cargo Record Book (if such operations are carried out).
46. Radio Log Book.
47. Vessel's Log Book containing entries on tests and trainings and a book with records on inspections and technical maintenance of life saving appliances..
48. Oil Record Book.
49. Continuous Synopsis Record.
50. Shipboard Oil Pollution Emergency Plan.
51. Documents with information on dangerous goods listing locations of dangerous goods on vessel, in accordance with Regulation 4/III of MARPOL.
52. Data from Oil Discharge Monitoring Equipment for the last voyage in ballast – for oil tankers.
53. Muster list, Fire Control Plan, Emergency Plan.
54. Procedures and Arrangements Manual (to be presented by chemical tankers).
55. Cargo Securing Manual.
56. Cargo information provided by shipper.
57. Exemption Certificates issued in accordance with the постановлением of the Government of the Russian Federation dated 24 December 2008 № 1012 «О предоставлении судну освобождения (exemptions) from requirements of International Load Lines Convention 1066, International Collision Regulations 1972, International Convention for the Prevention of Pollution from Ships of 1973 (as amended by the Protocol of 1978) and International Convention for the Safety of Life of Sea 1974 ».
58. Ballast Water Management Certificate.
59. Ballast Water Management Plan.

ANNEX № 5
To the General Rules
(paragraph 188)

Single-letter signals of communication between icebreaker and assisted vessels

Number	Signal	Meaning of Signal	
		From icebreaker	From assisted vessel
1	A (Alfa) dot, dash	Go ahead (follow the ice channel)	I am going ahead (I am following the ice channel)
2	G (Golf) dash, dash, dot	I am going ahead, follow me	I am going ahead, I am following you
3	J (Juliett) dot, dash, dash, dash	Do not follow me (follow the ice channel)	I am not following you (I will follow the ice channel)
4	P (Papa) dot dash, dash, dot	Reduce speed	I have reduced speed
5	N (November) dash, dot	Stop the engines	I am stopping the engines
6	H (Hotel) dot, dot, dot, dot	Reverse your engines	I am reversing the engines
7	L (Lima) dot, dash, dot, dot	Stop the vessel immediately	I am stopping my vessel
8	4 (Kartefour) dot, dot, dot, dot, dash	Stop. I am stuck in ice	Stop. I am stuck in ice
9	Q (Quebec) dash, dash, dot, dash	Shorten the distance between vessels	I am shortening the distance between vessels
10	B (Bravo) dash, dot, dot, dot	Increase the distance between vessels	I am increasing the distance between vessels
11	5 (Pantafive) dot, dot, dot, dot, dot	Attention	Attention
12	Y (Yankee) dash, dot, dash, dash	Prepare to receive (cast off) towline	I am prepared to receive (cast off) towline

ANNEX № 7
To the General Rules
(paragraph 69)

Recommendatory format of permission for departure of vessel from the sea port

МИНИСТЕРСТВО ТРАНСПОРТА РОССИЙСКОЙ ФЕДЕРАЦИИ
ФЕДЕРАЛЬНОЕ АГЕНТСТВО МОРСКОГО И РЕЧНОГО ТРАНСПОРТА
MINISTRY OF TRANSPORT OF RUSSIAN FEDERATION
FEDERAL AGENCY OF MARITIME AND RIVER TRANSPORT

Разрешение на выход судна из морского порта _____
Port Clearance Seaport of _____
№/No. _____

Vessel's name _____ ИМО номер _____
Name of ship _____ IMO number _____

Флаг судна _____ Порт регистрации _____
Ship's flag _____ Port of registry _____

Type of vessel _____ Год постройки _____
Type of ship _____ Year built _____

Валовая вместимость _____ Длина наибольшая _____
Gross tonnage _____ LOA _____

Наименование и ИМО номер судовладельца/оператора _____
Name and IMO number of shipowner/operator _____

Район плавания _____ Район ГМССБ _____
Navigation Area _____ GMDSS Area _____

Порт назначения _____
Next port of call _____

Количество членов экипажа _____ Количество пассажиров _____
Crew size _____ Passenger number _____

Наименование и количество груза _____
Kind and quantity of cargo _____

Дата и время выдачи _____
Time and date of issue _____

От имени капитана морского порта _____
On behalf of the Captain of Seaport of _____

М.П.
Stamp here

Подпись, ФИО должностного лица
Signature, name of authorized officer