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## **COMPULSARY REGULATIONS AT THE MARITIME PORT OF OLYA**

### **I. General provisions**

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

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<\*> Collection of Legislative acts of the Russian Federation, 2007, No. 46, Art. 5557; 2008, No. 29 (p. I), Art. 3418, No. 30 (p. II), Art. 3616; 2009, No. 52 (p. I), Art. 6427; 2010, No. 19, Art. 2291, No. 48, Art. 6246; 2011, No. 1, Art. 3, No. 13, Art. 1688, No. 17, Art. 2313, No. 30 (p. I), Art. 4590, Art. 4594.

<\*\*\*> Collection of Legislative acts of the Russian Federation, 1999, No. 18, Art. 2207; 2001, No. 22, Art. 2125; 2003, No. 27 (p. I), Art. 2700; 2004, No. 45, Art. 4377, No. 15, Art. 1519; 2005, No. 52 (p. I), Art. 5581; 2006, No. 50, Art. 5279; 2007, No. 46, Art. 5557, N 50, Art. 6246; 2008, No. 29 (p. I), Art. 3418, No. 30 (p. II), 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 (p. I), Art. 4590, Art. 4596, No. 45, Art. 6335, No. 48, Art. 6728, 2012, No. 18, Art. 2128, No. 25, Art. 3268.

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

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

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

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

## II. Description of the maritime port

5. The maritime port is located in the embouchure of the Volga River in the arm Bakhtemir and runs from 65.3 km. of the Volgo-Caspian seaway channel (hereinafter referred to as VCSC) – (45°48' north latitude, 47°32' east longitude) up to entrance to the VCSC from sea (188 km. of the VCSC, 44°45',8 north latitude, 47°45',6 east longitude).

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

6. The boundaries of the maritime port are fixed in accordance with the Decree of the Government of the Russian Federation dated February 27, 2010 No. 236-r <\*>.

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<\*> Collection of Legislative acts of the Russian Federation, 2010, No. 10, p. 1128.

7. Navigation at the maritime port is effected under hydrometeorological conditions, connected with the depth changes in consequence of wind surging and floods, frequent fogs in nights and mornings from November till February; winds of eastern directions at speed of 20 meters per second and over.

Consolidated, not drifting ice (fast ice) is formed during freezing period in the water area of the maritime port.

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

9. The maritime port effects cargo operations, including operations with dangerous cargos 1, 2, 3, 4, 5, 8 and 9 of hazard classes of the International Maritime Organization (hereinafter referred to as - IMO).

10. The maritime port services cargo-and-passenger vessels.

11. The maritime port is a freezing port.

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

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

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

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

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

Borders of the compulsory pilotage area at the maritime port are defined in accordance with the borders of the water area of the maritime port.

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

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

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

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

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

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

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

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

19. Principal navigation channel (midchannel) in the water area of the maritime port runs along the VCSC from the entrance to the channel from sea (44°45',8 north latitude and 47°45',6 east longitude) up to the point with coordinates 45°48' north latitude and 47°32' east longitude).

Additional navigation channels (midchannels) against the principal navigation channel (midchannel) in the water area of the maritime port are: navigation channels (midchannels), passing out to the principal navigation channel from the river arms Baklanya and Baklanenok.

20. The VCSC passes along the water area of the maritime port from **65.3 km.** of the VCSC up to **188 km.** of the VCSC. The kilometrage calculation of the VCSC is effected from sign “0 kilometer” (46°12',6 north latitude, 47°52',8 east longitude), located at the head of the arm Bakhtemir (Village of Krasnie Barrikady).

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

21. From April till November the **signs of summer floating boom** are set forth in the water area of the maritime port. From November till April ice buoys are set forth in the sections which are the most difficult for navigation.

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

22. Information regarding the vessel calling at the maritime port is transferred to the captain of the maritime port on web-site: [www.portcall.marinet.ru](http://www.portcall.marinet.ru).

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

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

24. The maritime port has administrative procedure of the vessels traffic and berthing in accordance with the schedule of vessels arrangement and vessels traffic at the maritime port. The captain of the maritime port approves schedule of vessels arrangement and vessels traffic at the maritime port on a daily basis at 15:00 on the basis of information regarding vessels calling, transferred in accordance with Clause 22 of the present Compulsory regulations and is available on our web-site: [www.ampastra.ru](http://www.ampastra.ru).

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

26. Place of pilots embarkation for vessels, calling at the port from the sea; and place of pilots disembarkation for the vessels, departing from the maritime port to the sea is at the point positioned 44°45,8' north latitude and 47°45'9 east longitude.

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

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

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

icebreakers;

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

small size vessels; sport sailing vessels and leisure crafts;

coastal fishery boats.

28. Navigation of the vessels, equipped with signal beacons and caution lights in working condition in accordance with the Inland Navigation Rules, is effected at the maritime port from 65,3 km. of the VCSC up to 146 km. of the VCSC. <\*> (hereinafter referred to as INR).

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<\*> Order of the Ministry of Transport of Russia dated October 14, 2002 No. 129 "On approval of Inland Navigation Rules of the Russian Federation" (registered by the Ministry of Justice of Russia dated December 30, 2002, registration No. 4088) with alterations, introduced by the Order of the Ministry of Transport of Russia dated March 31, 2003 No. 114 (registered by the Ministry of Justice of Russia dated April 7, 2003, registration No. 4387).

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

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

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

30. One-way navigation of the vessels is effected in the following sections of the VCSC:

71,3 - 74,3 km. (district of the arm Baklanenok);

146 - 153 km. (district of the **Bolshoy povorot**);

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

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

31. In the section of the VCSC from 135 km. up to 160 km. in case of side winds with speed of 10 m/s or over, the vessels are to move with minimal speed, enough for vessel course-keeping.

32. Depending on depth changes in consequence of wind surging in the sections of the VCSC from 135 km. to 160 km. the VTS shall define the vessels traffic regime in this section on the basis of maximum draft of the vessel.

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

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

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

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

35. Navigation of small size vessels is effected in the water area of maritime port beyond the navigation channels (midchannels). In case of impossibility of such navigation due to course conditions, they are entitled to move through the navigation channel (midchannel) along the right side of vessel navigation up to 10 meters from buoys, limiting width of the navigation channel (midchannel).

36. Pleasure boats and sports sailing vessels are allowed to cross the navigation channel (midchannel) **by course, perpendicular to the direction** of the navigation channel (midchannel) or similar to it.

The small-sized, pleasure boats and sports sailing vessels cross the way of passing vessels astern.

37. During navigation in the water area of the maritime port, pleasure boats and sports sailing vessels are not allowed:

to interfere navigation and berthing;

to moor, stop, anchor at infrastructure facilities of the maritime port;

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

38. Fueling of the vessels is effected with installation of floating booms.

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

39. Vessels fueling from fuelers is effected on berths and anchoring berths No. 1 and 2.

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

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

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

towing of floating cranes with raised boom, except the cases when they are rearranged during execution of works;

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

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

navigation of all vessels **in** the VCSC sections at 135-160 km. with the wind capacity of 20 m/s and over;

navigation of all vessels in case of very poor visibility (less than half a mile), except the vessels, effecting emergency operations;

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

to perform deviation operations by maneuvering;  
approach of fuelers to the vessels with the wind capacity of more than 14 m/s  
and wave height of more than 0,5 meter;  
simultaneous fueling of two vessels by one fueler.

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

42. The coverage area of vessels traffic control system from point with coordinates 45°48' north latitude and 47°32' east longitude up to 170 km. of the VCSC.

43. The vessel shall make the radio contact with the VTS not less than 1,5 marine miles before approaching the borders of the water area of the maritime port.

44. The vessel shall request the VTS permission for navigation in the VTS coverage area 10 minutes before starting navigation.

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

The vessel shall immediately inform the VTS regarding actual time of start and termination of navigation.

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

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

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

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

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

49. The berthing of vessels on berths of the maritime port is permitted only in two lines (hulls).

50. Mooring operations on berths of the maritime port are effected at wind speed not more than 18 m/s.

51. Quantity and capacity of tow-boats for mooring operations of the vessels with bulbous forefoot is defined by the master of the vessel, taking into consideration the data, regarding minimal quantity and capacity of tow-boats for mooring operations of the vessels with bulbous forefoot at the maritime port, stated in Schedule No. 7 to the present Compulsory regulations.

52. Simultaneous mooring operations on adjacent berths are not allowed.

53. Cargo-handling operations are prohibited:



on the vessel board to which the other vessel is moored or de-berthed.  
on the berth where the mooring operations are effected.

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

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

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

56. The vessel, carrying the patient with symptoms, supposing highly dangerous infection, shall stand up for epidemiologic procedure with the crew, passengers and cargo on anchoring berth No. 5, which particulars are given in Schedule No. 3 to the present Compulsory regulations.

57. The vessel, carrying the patient with symptoms, supposing highly dangerous infection, shall stand up for epidemiologic procedure with the crew, passengers and cargo on anchoring berth No. 5, which particulars are given in Schedule No. 3 to the present Compulsory regulations.

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

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

59. 6 VHF channel (frequency 156,3 MHz) is used for communication between vessels during mooring and towing operations and icebreaker assistance in the water area of the maritime port.

60. The captain of the maritime port shall place information in respect of additional communication facilities for the data transmission, including Nos. of telephones on web-site: [www.ampastra.ru](http://www.ampastra.ru).

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

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

62. Communication in the sea area A1 GDMSS is provided by base stations No. 2 and 3.

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

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

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

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

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

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

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

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

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

## XI. Information regarding dangerous cargos processing

67. Operations with dangerous cargos of I hazard class of the IMO (explosive substances) are effected at the maritime port.

68. Cargo operations with dangerous cargos of I hazard class of the IMO are effected only in the following way: cargos are unloaded from one vehicle and immediately loaded to another vehicle.

## XII. Information regarding organization of ice navigation at the maritime port

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

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

70. Information regarding vessels approach for convoy meeting point (hereinafter referred to as - CMP) shall be submitted 72 hours before and is confirmed 24 hours before scheduled approach to the CMP in accordance with Paragraph 22 of the present Compulsory regulations.

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

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

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

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

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

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

75. The ice-breaker assistance of the vessels is effected in accordance with the paragraph 70 of the present Compulsory regulations on the basis of:

- time of the vessel approach to the CMP;

- time of receipt of the application for entering the maritime port or departure from the sea port;

- sequence of the vessels traffic, determined by the General Rules;

- limitations for the vessels in accordance with the ice navigation regime.

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

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

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

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

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

80. Fuel capacity, food and water reserves on the vessel are to provide the vessels independence not less than 15 natural days from the date of vessel approach to the CMP for entering the maritime port. Should the vessel stand in the area of ice-breaker assistance for more than 15 natural days from the date of vessel approach to the CMP, the captain of the maritime port shall take urgent measures to guide the vessel to the maritime port.

81. In case of ice formation before vessels approaching to berth, the operator of the terminal is to clean the section of the water area on berth, necessary for vessels mooring, from ice.

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

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

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

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

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

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

86. Broadcast of weathercast, storm signals and other navigational and hydro-meteorological information is effected on 1 VHF channel (receiver frequency 156,050 MHz; transmitter frequency 160,65 MHz) everyday at 07:00 and 13.00, call sign “**Astrakhan-radio-center**”.

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

Schedule No. 1  
to the Compulsory regulations  
(subparagraph 12, 71)

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

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

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

DESCRIPTION OF LANDMARK BEACONS <\*>

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<\*> In accordance with Schedule No. 5 to “On Inland Navigation Rules of the Russian Federation”, approved by the Order of Ministry of Transport of Russia dated October 14, 2002 No. 129 (registered by the Ministry of Justice of Russia dated December 30, 2002, registration No. 4088) with alterations, introduced by the Order of the Ministry of Transport of Russia dated March 31, 2003 No. 114 (registered by the Ministry of Justice of Russia dated April 7, 2003, registration No. 4387).

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

At night – yellow constant light;

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

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

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

**INFORMATION REGARDING THE ANCHORING BERTHS AND DEPTHS  
OF THE WATER AREA OF THE MARITIME PORT**

Name	Location, destination	Depth (design) (meters)
1	2	3
Anchoring berth No. 1	On the eastern bank in the section 75,5 – 77,5 km. of the Volgo-Caspian Seaway Channel (hereinafter referred to as - VCSC); for vessels, waiting for mooring	5,1 – 5,5 <*>
Anchoring berth No. 2	On the eastern bank in the section 81 - 82 km. of the VCSC; for quarantine control of the vessels, arrived from districts with troubled sanitary and epidemiological situation on the board	6 - 10
Anchoring berth No. 4	Limited by the direct lines, connecting the points with the coordinates one after another: No. 1 44°45' north latitude, 47°42' east longitude; No. 2 44°46' north latitude, 47°42' east longitude; No. 3 44°46' north latitude, 47°44' east longitude; No. 4 44°45' north latitude, 47°44' east longitude; for berthing of vessels with dangerous cargos	5,4 - 5,6
Anchoring berth No. 5	Limited by the direct lines, connecting the points with the coordinates one after another: No. 1 44°46' north latitude, 47°42' east longitude; No. 2 44°47' north latitude, 47°42' east longitude; No. 3 44°47' north latitude, 47°44' east longitude; No. 4 44°46' north latitude, 47°44' east longitude; for quarantine holding anchorage of the vessels;	5,6 - 6,2
Anchoring berth No. 6	Limited by the direct lines, connecting the points with the coordinates one after another: No. 1 44°47' north latitude, 47°42' east longitude; No. 2 44°48' north latitude, 47°42' east longitude; No. 3 44°48' north latitude, 47°44' east longitude; No. 4 44°47' north latitude, 47°44' east longitude; for berthing of dry cargo vessels	5,2 - 6

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<\*> In accordance with indications of water-level measuring post of the maritime port of Olya +80 cm.



Schedule No. 4  
to the Compulsory regulations  
(subparagraph 15, 65)

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

Berths	Location of berth (kilometer of Volgo- Caspian Seaway Channel)	Technical capabilities of berth	
		Length of berth (meters)	Depth (design) of berth (meters)
Berth No. 1	66,5	180	5,2
Berth No. 1a	66,68	145	5,2
Berth No. 1b	66,7	100	5,2
Berth No. 2	66,8	160	6
Berth No. 2a	66,8	185	6
Berth No. 3	66,96	160	6
Berth No. 4	67,12	178,6	5 <*>
Berth No. 5	67,26	132,4	5 <*>
Berth No. 6	67,44	144,4	5,5 <*>
Berth No. 7	67,58	144	5,2
Berth No. 7a	67,72	144	5,2
Berth No. 8	67,86	163	5,2
Berth No. 8a	68,02	170	5,2
Berth No. 9	68,19	163	5,2
Berth No. 10	68,35	163	5,2

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<\*> In accordance with indications of water-level measuring post of the maritime port of Olya +80 cm.

Schedule No. 5  
to the Compulsory regulations  
(subparagraph 15, 45)

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

Subscriber	Very high frequency channels		Call-sign
	Operating	Redundant	
Administration of the Maritime Port	16 (frequency 156,8 MHz)	-	Olya-Portcontrol
Vessels traffic service	16 (frequency 156,8 MHz), 69 (frequency 156,475 MHz)	74 (frequency 156,725 MHz) 79 (receiver frequency 156,975 MHz, transmitter frequency 161,575 MHz) 80 (receiver frequency 157,025 MHz, transmitter frequency 161,625 MHz)	Astrakhan-VTS
Communications Control System of Global Maritime Distress Safety System	1 (receiver frequency 156,050 MHz; transmitter frequency 160,650 MHz), 3 (receiver frequency 156,150 MHz; transmitter frequency 160,750 MHz), 61 (receiver frequency 156,075 MHz; transmitter frequency 160,675 MHz), 62 (receiver frequency 156,125 MHz; transmitter frequency 160,725 MHz)	9 (frequency 156,450 MHz), 73 (frequency 156,675 MHz)	Astrakhan-radio-center

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

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

## INFORMATION REGARDING THE VOLGO-CASPIAN SEAWAY CHANNEL

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

Navigation width of the channel - 100 - 120 meters.

Navigation depth of the channel - 5,1 meters.

Sea area consists of four knees.

The first knee is located between points with coordinates:

No. 1 44°45',8 north latitude and 47°45',6 east longitude;

No. 2 44°55',5 north latitude and 47°44',5 east longitude.

Knee length - 9,7 marine miles.

Knee direction: 355° - 175°.

The second knee is located between points with coordinates:

No. 2 44°55',5 north latitude and 47°44',5 east longitude;

No. 3 45°05',4 north latitude and 47°41',2 east longitude.

Knee length - 10,1 marine miles.

Knee direction: 347°,3 - 167°,3.

The third knee is located between points with coordinates:

No. 3 45°05',4 north latitude and 47°41',2 east longitude.

No. 4 45°23',1 north latitude and 47°47' east longitude.

Knee length - 18,7 marine miles.

Knee direction: 13° - 193°.

The fourth knee is located between points with coordinates:

No. 4 45°23',1 north latitude and 47°47' east longitude.

No. 5 45°40',3 north latitude and 47°42' east longitude.

Knee length - 16,6 marine miles.

Knee direction: 349° - 169°.

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

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

Vice-president of the Astrakhan CCI

T.V. Shateeva

Chief of the Translation Department

Kh.Kh. Khizrieva