

VALIDATED

By order of Ministry of Transport
of Russia, December 12, 2011
No.311

BYLAWS of the sea port “Bolshoy port St.-Petersburg”

I. General

1. Bylaws of the sea port “Bolshoy port St.-Petersburg” (hereafter, Bylaws) were developed according to the Federal law of November 8, 2007 No. 261-ФЗ «On sea ports of the Russian Federation and on changing particular legal acts of the Russian Federation»¹⁾, Federal law of April 30, 1999 No. 81-ФЗ «Merchant shipping code of the Russian Federation»²⁾, General rules for ships navigation and anchorage at sea ports of the Russian Federation and approaches to them³⁾ (hereafter, General rules).

2. These Bylaws include the sea port “Bolshoy port St.-Petersburg” description (hereafter, the sea port); rules for ships entering and leaving the sea port; rules for navigation in the sea port water area; vessel traffic service zone description and rules for navigation in this zone; rules for ships staying in the sea port; regulations for ecological safety and quarantine regulations in the sea port; rules for radio communication in the sea port; the sea port borders information ; the sea districts A1 and A2 borders information of the Global maritime distress and safety system (hereafter, GMDSS); the sea port cargo handling information; navigation period information; districts of compulsory and non-compulsory pilotage; the sea port water area depths information; dangerous cargoes processing information; the sea port ice navigation information ; information transferred by captains of the ships staying in the sea port in case of acts of unlawful interference hazards in the sea port; navigation and hydrometeorological information transferred to captains of the ships staying in the sea port; other information provided by normative legal acts of the Russian Federation in the field of merchant shipping.

3. These Bylaws are to be followed by ships of any national or departmental identity and by private or juridical persons of any organization legal forms and proprietary forms working at the sea port.

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

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

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

4. Navigation in the sea port and near it, ships anchorage in the sea port water area must correspond to the General rules and these Bylaws.

II. Sea port description

5. The sea port is located in Nevskaya estuary of the Gulf of Finland and the Neva river estuary part.

The sea port borders are established according to the order of the Russian Federation government on August 20, 2009 No.1225-p⁴⁾.

6. Navigation in the sea port is performed all year round, the sea port works 24 hours a day, it has a passenger-and-freight constant multiway checkpoint on the state border of the Russian Federation⁵⁾.

7. Navigation in the sea port is performed in the following hydrometeorological conditions:

Current speed in the Neva river estuary with the sea level equal to the sea level datum is 1.5 – 3 knots;

Constant current of 0.4 knot in the North part of Nevskaya estuary and 0.2 kt in the South part of Nevskaya estuary is directed to the West, its speed may increase up to 1.5 kt with fresh East winds and decrease almost down to zero with fresh West winds;

Surging sea level variations with negative surge have the most probable minimum value of 1 meter (the observed minimum levels with negative surges were 1.24 meters in the Neva river estuary and 1.72 meters near Kotlin island), and with positive surge during the period of the West directions continuous winds, 10% water level rise is + 2.23 meters (the observed maximum level was more than + 4 meters);

Ice thickness during the period of icebreaker assistance is up to 80-90 cm;

Winds of South-West and West directions prevail.

8. The sea port is a shelter for ships in stormy weather.

9. The sea port is in the operating zone of sea districts A1 and A2 of GMDSS.

10. The information on channels and canals of the sea port is given in Appendix No.1 to these Bylaws.

Information on channel and canal buoys of the sea port mentioned in these Bylaws is given in Appendix No. 2 to these Bylaws.

11. The sea port deals with cargo handling including dangerous cargoes.

12. The sea port technical capacity information on berthing and wharves is given in chapter X and in Appendix No. 3 to these Bylaws.

13. The sea port is able to supply provisions and stores, fuel, fresh water, to ballast waste and oily water, segregated ballast, all types of waste as well as to repair equipment and to survey the ship's bottom with the help of divers.

14. In the sea port ships towing is provided.

Information on minimum quantity and power of tugs for ships berthing operations in

⁴⁾ Collection of Legislative Acts of the Russian Federation, 2009, No.35, article 4287; 2011, No. 2, article 408, No. 15, article 2179.

⁵⁾ The Russian Federation government order of November 20, 2008 No. 1724-p (Collection of Legislative Acts of the Russian Federation, 2008, No.49, article 5844).

the sea port is given in Appendix No. 4 to these Bylaws.

15. In the sea port since the ice formation beginning until the ice drifting end on the Neva river, icebreaking assistance is performed according to the General rules and these Bylaws.

Limitations of ships ice navigation regime in the East part of the Gulf of Finland are given in Appendix No. 5 to these Bylaws.

16. Information on anchorage, roads and ship-to-ship cargo transfer points of the sea port is given in Appendix No. 6 to these Bylaws. In the sea port cargo transshipment is allowed according to the Bylaws⁶⁾.

Information on districts Nos. 156, 221, 222, 300, 310, 311, 312, 314, 321 of the sea port, Inside water area, the Lieutenant Shmidt embankment, the English embankment, the Neva estuary, Nevskie Vorota, New Kanonerskaya harbour, Zolotiy Vorota, Lesnoy Mole roads, Neftyanaya Gavan', East basin, Barochny basin, Ekateringof basin, Ugolnaya Gavan', Malaya Turukhtannaya Gavan', Bolshaya Turukhtannaya Gavan', Petrodvortsovaya Harbour, Lomonosovskaya Harbour, Litke Base Harbour, Passenger Basin is given in Appendix No. 7 to these Bylaws.

Information on channels of very high frequency used in the sea port (hereafter, VHF) is given in Appendix No. 8 to these Bylaws.

GMDSS radio communication center line-up information is given in Appendix No. 9 to these Bylaws.

17. In the sea port compulsory and not compulsory pilotage is performed.

The district of compulsory pilotage includes the sea port water area to the East of longitude 29°26' 00" E. The district of not compulsory pilotage includes the sea port water area to the West of longitude 29°26' 00" E.

III. Rules for ships entering and leaving the sea port

18. Information on a ship entering the sea port is transferred to the Harbour Master via the Internet site: www.portcall.marinet.ru.

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

IV. Rules for navigation in the sea port water area

20. In the sea port there is a regulatory approval system for ships navigation and anchorage according to the schedule of anchorage and navigation in the sea port (hereafter, daily schedule). The daily schedule is approved by the Harbour Master every day based on information on the ship entering the port transferred according to point 18 of these Bylaws and published in web portal: www.pasp.ru.

21. Ships navigation in the sea port water area and berthing and unberthing operations are regulated according to the daily schedule by vessel traffic management service (hereafter VTMS). Before getting under way, the ship should ask for permission of the Harbour Master for navigation and inform VTMS about the obtained permission.

⁶⁾ The order of Ministry of Transport of Russia of April 29, 2009 No.68 «On rules for ship-to-ship organization services» (registered by Ministry of Justice of Russia on June 29, 2009, registration No. 14146).

22. Ships approaching the sea port or leaving it proceed along the main or side fairways. All canals, channels and the sea port water area districts crossing and adjoining the main channel described in Appendix No. 1 to these Bylaws are side channels.

23. The Petrovskiy Kanal from St.-Petersburgskiy Morskoy Kanal to Podkhodnyy Kanal of the sea port "Passenger port St.-Petersburg" is the main channel to channel No. 11, approach canal of Strelna town harbour, Korabelnyy Kanal, Lakhtinskiy Kanal and all adjoining districts of the sea port water area.

24. In the sea port districts Nos. 156, 221, 222 anchorage, underwater and dredging operations, explosive operations and navigation with the anchor chain veered out are not allowed.

25. Ships navigation in the sea port districts Nos. 300, 310, 311, 312, 314 is to be performed with extreme caution.

26. Pilots embarkation/disembarkation is performed to the West from St.-Petersburg Entrance axial light buoy No. 1 in position Lat. 60°01'46"N. and Long. 29°25'38" E., on roads, anchor grounds and berths of the sea port.

27. Ships proceeding from internal waterways on passage to the sea gate or to the sea port piers change the pilot on Lesnoy Mole roads or if they go:

along Korabelnyy Kanal – on the beam of piers Nos. 1–7;

along Malaya Neva – to the West from Tuchkov bridge.

Information on the necessity of harbour pilotage is transferred by the ship according to point 18 of these Bylaws and is approved by VHF 4 hours prior to the expected time of unberthing, shifting or leaving the port, leaving the anchorage district.

28. Harbour pilotage is not compulsory for:

ships with main propulsion units with the power less than 55 kW;

sports and pleasure boats;

boats for coastal fishing;

ships with gross tonnage less than 500 with the draft not more than 4 meters.

29. In the districts of not compulsory harbour pilotage, harbour pilotage is compulsory for the ships with the gross tonnage more than 6000.

30. Ships coming from side channels to the main channel must give way to the ships going along the main channel.

All the ships must give way to the ships constrained by their draft.

All the ships going along the Bolshaya Neva river both downstream and upstream must give way to the ships coming from the canal leading from Passenger basin of Vasilyevskiy island to Bolshaya Neva river.

31. Overtaking and passing at the turning points of channels and canals of the sea port and navigation passages C–1 and C–2 from buoys Nos. 23 and 24 of St.-Petersburgskiy Morskoy Kanal to buoys Nos. 9 and 10 of Kronshtadtskiy Korabelniy Fairway are not allowed.

32. In the main channel of the sea port overtaking ships is allowed with the permission of the captain of the overtaken ship along the port side of the overtaken ship according to the recommendations of VTMS. In the rest part of the sea port water area overtaking is allowed along any side of the overtaken ship.

33. Overtaking ships in the sea port main channel is not allowed:

from Blagoveschenskiy bridge to pier No. 33, excluding ships performing maintenance and provision of ships in the sea port water area or approaches to it, the sea port infrastructure objects (hereafter, port vessels);

from pier No. 33 to exit from the port of St.-Petersburgskiy Morskoy Kanal protected with dam marked with control-ranging point PT-132 of St.-Petersburgskiy Morskoy Kanal in position Lat.59°54'12"N. Long. 30°05'36" E. (hereafter, ranging point PT-132) if the overtaking or overtaken ship's length exceeds 80 meters;

from ranging point PT-132 to buoys Nos. 23 and 24 of St.-Petersburgskiy Morskoy Kanal if the overtaking or overtaken ship's length exceeds 130 meters or the draft of any of them is more than 5 meters excluding the ships going behind the edges of St.-Petersburgskiy Morskoy Kanal;

from buoys Nos. 9 and 10 of Kronshtadtskiy Korabelniy Fairway to buoys Nos. 3 and 4 of Kronshtadtskiy Korabelniy Fairway if the overtaking or overtaken ship's length exceeds 130 meters or the draft of any of them is more than 5 meters excluding the ships going behind the edges of Kronshtadtskiy Korabelniy Fairway;

from buoys Nos. 33 and 34 of St.-Petersburgskiy Morskoy Kanal to buoys Nos. 9 and 10 of Petrovskiy Kanal.

34. One-way navigation is implemented in case there is navigation of the ships:

more than 50 meters long – in the canal leading to Passenger basin of Vasilyevskiy island and from Nevskie Vorota to Novaya Kanonerskaya harbour;

more than 80 meters long and passenger ships – from Nevskie Vorota to Lesnoy Mole roads;

more than 100 meters long – from Zolotiye Vorota to the ranging point PT-132;

tankers excluding port bunkering vessels – in the inside water area;

more than 130 meters long going in ballast with side wind at a speed higher than 10 m/sec – from St.-Petersburgskiy Entrance buoy No. 1 to the ranging point PT-132;

passenger ships more than 150 meters long and all other ships more than 155 meters long – in all the above mentioned districts;

going to running trials or control demonstration and performing floating docks and other complex objects towing – in all the sea port water area.

35. Ships with draft not more than 4 meters may go behind the edges of channels and canals mentioned in Appendix No. 1 to these Bylaws:

In the district of Kronshtadtskiy Korabelniy Fairway from the axial light buoy of Kronshtadtskiy Korabelniy Fairway to the control point – ranging point PT – 390 of Kronshtadtskiy Korabelniy Fairway in position Lat. 59°59'42" N. Long. 29°40'33" E. (five cables to the North-West external headers of the navigation passage C-1) within 100 meters from the channel edges;

In the open part of St.-Petersburgskiy Morskoy Kanal (excluding the district behind the southern edges of St.-Petersburgskiy Morskoy Kanal five cables long to the North-West from the ranging point PT-132) in the district of the sea port water area between the ranging point PT-132 and buoys Nos. 23 and 24 of St.-Petersburgskiy Morskoy Kanal within 40 meters from the channel edges.

Ships with cargo of petroleum products of heavy types should go behind the canals' edges at a minimum speed for keeping ship's heading.

36. Through Nevskie Vorota the following ships may pass:

up to 180 meters long with the draft up to 9.8 meters;

up to 190 meters long with the draft up to 9.5 meters;

up to 200 meters long with the draft up to 9 meters.

Passenger ships less than 220 meters long with the draft up to 9 meters may pass through Nevskie Vorota.

One time pass through Nevskie Vorota is allowed for vessels of bigger size built at the Baltic and Admiralty shipyards in case their overall dimensions and their draft, manoeuvring ability in the above area and power of the tugs towing them are available for safe passage .

37. The ship's turning at the port area of St.-Petersburgskiy Morskoy Kanal from wharf No. 17 to Lesnoy Mole roads is not allowed excluding the port vessels, ships with main propulsion units with the power less than 55 kW and ships with gross tonnage less than 500.

Before turning the ship should in advance give four short blasts to warn other ships about the coming manoeuvre. Giving this signal does not release the ship from giving the sound signals prescribed by the International Regulations for Preventing Collisions at Sea ⁷⁾.

38. Changing the anchorage in the sea port water area by drifting is not allowed.

39. Navigation along St.-Petersburgskiy Morskoy Kanal is not allowed for:

cargo ships longer than 150 meters in ballast at the side wind speed of 10 m/sec and higher;

passenger ships from 260 to 300 meters long at the side wind speed of 12 m/sec and higher;

for passenger ships longer than 300 meters at the side wind speed of 10 m/sec and higher;

visibility less than 2 miles.

40. In the inside water area relocation of dumb ships, ships with idle power plants, steering or anchor gears is allowed at a wind speed not more than 10 m/sec, in the rest part of the sea port water area at a wind speed not more than 15 m/sec.

41. Relocation of ships in ballast, "Ro-Ro" type ships, container ships and self-powered floating cranes is allowed at a wind speed not more than 15 m/sec, and such vessels towing from Lesnoy Mole roads to Nevskie Vorota is allowed at a wind speed not more than 10 meters/sec.

42. At a wind speed higher than 22 m/sec navigation in the sea port water area is not allowed excluding rescue and salvage ships.

43. Ships' speed must not exceed 6 knots:

in St.-Petersburgskiy Morskoy Kanal part protected by dams from long. 30°05'35" E. to Zolotiye Vorota;

from buoys Nos. 11 and 12 of Kronshtadtskiy Korabelniy Fairway to buoys Nos. 23

⁷⁾ Compilation of valid contracts, agreements and conventions made by the USSR with foreign countries. Vol. XXXIII. - Moscow, 1979, p. 435 - 461. The convention came into operation for the USSR on July 15, 1977. The document on the USSR accession to the Convention under reservation is given for keeping to the Secretary General of the Intergovernmental Maritime Consultative Organization on November 9, 1973.

and 24 of St.-Petersburgskiy Morskoy Kanal for the ships longer than 260 meters;
in Kronshtadtskiy Korabelniy Fairway and Litke base canal;
in the inside water area.

44. Navigation speed should not exceed 10 knots:

in Kronshtadtskiy Korabelniy Fairway (Fairway No. 2) excluding the water area district from axial buoy of Kronshtadtskiy Korabelniy Fairway to buoys Nos. 9 and 10;
in the North Kronshtadtskiy Fairway;

in Petrovskiy, Lomonosovskiy canals and in channel No. 11.

45. Navigation speed must not exceed 12 kt from axial buoy of Kronshtadtskiy Korabelniy Fairway to buoys Nos. 9 and 10.

46. Entering Barochny basin for ships longer than 185 meters is performed at a wind speed up to 7 m/sec escorted by tugboat(s) with the power (total power) not less than 1800 kW.

47. Ships with the draft more than 9 meters should go from Lesnoy Mole roads to Nevskie Vorota escorted by tugboat(s) with the power (total power) not less than 1800 kW.

48. Passenger ships may go from Lesnoy Mole roads to Nevskie Vorota without any tugs.

49. Two ships' towing in the sea port water area by pushing is not allowed if they are wider than 18 meters.

50. When navigating near the ships lying at wharves or at anchorage, passing shipbuilding plants, ships should decrease the speed down to minimum, sufficient to keep the ship's heading.

51. Ships with gross tonnage less than 500 and ships with the main propulsion units with the power less than 55 kW, excluding the port vessels, pleasure and sports boats, are not allowed to:

go along canals and channels or to cross canals and channels cluttering the traffic of other ships;

make manoeuvres close to moving ships, lying at anchorage or near the wharves;

berth to floating and stationary navigation equipment and to anchor beside it;

move from Nevskie Vorota to Zolotiye Vorota.

52. Ships with gross tonnage less than 500 as well as ships with the main propulsion units with the power less than 55 kW, pleasure and sports boats may go in the canals and channels along the right side of the channel.

V. Vessel traffic management system. Description of operating zone of vessel traffic service and rules for navigation in this zone.

53. The Regional Vessel Traffic Management Service (hereafter, RVTMS) which includes the sea port VTMS, works in West part of the Gulf of Finland water area limited by long. 26°30,0' E, within the territory sea of the Russian Federation .

54. Communication with the RVTMS is performed 24 hours a day via channels 74 and 10 of VHF, call sign is "Petersburg-traffic».

55. The operating zone of the sea port VTMS covers the sea port water area to the East of long. 29°12'18" E and to the South of lat. 60°06'42" N to the Eastern border of the sea port. The border between Regional VTMS zone and the sea port VTMS zone is in position of axial light buoy No. 13 in Bolshoy Korabelniy Fairway (Fairway No. 1).

56. Communication with VTMS at the sea port is performed via the channels of VHF mentioned in Appendix No. 8 to these Bylaws. Ships in the sea port VTMS operating zone keep constant radio watch on channel 9 of VHF.

57. Ships entering the sea port from the West in position long. 29°12'18" E are to get the RVTMS permission to stop the radio watch on channel 10 of VHF and communicate with the sea port VTMS on channel 12 of VHF, call sign is "Petersburg-radio-9". The information about passing the Entrance buoy No. 1 and buoys Nos. 29 and 30 of St.-Petersburgskiy Morskoy Kanal is transferred to VTMS on channel 9 of VHF, call sign is "Petersburg-radio-17".

58. Ships entering the sea port from the East communicate with VTMS on channel 9 of VHF, call sign "Petersburg-radio-17", and keep constant radio watch on channel 9 of VHF and, on demand of VTMS, on one of operating channels 12, 73 or 13 of VHF. Information about passing buoys Nos. 23 and 24 of Petrovskiy Kanal is transferred to VTMS on channel 12 of VHF, call sign is "Petersburg-radio-9".

59. Ships leaving the sea port crossing long. 29°12'18" E are to get the permission of the sea port VTMS to stop the radio watch on channel 12 of VHF and communicate with RVTMS on channel 10 of VHF, call sign is "Petersburg-traffic".

60. Navigation arrangement and control is provided by VTMS only using automatic identification system:

from buoys Nos. 15 and 16 of Petrovsky Kanal to Tuchkov bridge;

in Litke base canal;

in Bolshaya Neva river from the South end of the Baltic plant wharf No. 6 to Blagoveschenskiy bridge;

in the North Kronshtadt channel from St.-Petersburgskiy Entrance axial light buoy No. 2 to navigation passage C-2.

61. Compulsory ship's escort according to VTMS recommendations and assistance to the escorted ship are implemented:

in channel No. 1 from St.-Petersburgskiy Entrance buoy No. 1 to axial light buoy of Kronshtadtskiy Korabelniy Fairway and in channel No. 2 from light buoy of Kronshtadtskiy Korabelniy Fairway to buoys Nos. 23 and 24 of St.-Petersburgskiy Morskoy Kanal;

in St.-Petersburgskiy Morskoy Kanal from buoys Nos. 23 and 24 to buoys Nos. 37 and 38 A;

in Petrovskiy Kanal to buoys Nos. 15 and 16;

in Podkhodnyy Kanal to buoys Nos. 5 and 6;

in channel No. 11 from Petrovskiy Kanal to St.-Petersburgskiy Morskoy Kanal;

in Korabelniy Fairway from buoys Nos. 11 and 12 to Petrovskiy Kanal;

in the West Kronshtadt channel;

in the North Kronshtadt channel from navigation passage C-2 to St.-Petersburgskiy Morskoy Kanal;

in Lomonosovsky Canal.

VI. Rules for ships staying in the sea port and particular anchor grounds for them

62. Ships staying in the sea port is performed at anchor grounds Nos. 1, 2, 3, 4, 1a, 1б and 1B, 4a, 4б and 5a and in the sea port roads mentioned in No. 6 to these Bylaws and at wharves.

63. Ships' berthing to the wharf is performed by a mooring crew which number depends on the ship gross tonnage counting as follows:

for a ship with gross tonnage up to 500 – 1 mooring linesman;

for a ship with gross tonnage from 501 to 3000 – not less than 2 mooring linesmen;

for a ship with gross tonnage from 3001 to 10000 – not less than 4 mooring linesmen;

for a ship with gross tonnage more than 10000 – not less than 6 mooring linesmen;

The mooring gang chief must be provided with radio communication with the ship.

64. The information on minimum quantity and power of tugs for ships berthing operations in the sea port is given in Appendix No. 4 to these Bylaws .

Ships less than 150 meters long with twin propellers and equipped with a thruster are not to be towed during berthing operations.

65. On the ship to which side another ship is berthing or unberthing all cargo operations must be stopped for the time of these works. People who do not take part in berthing operations are not allowed to stay in the ship berthing zone.

66. During ships' berthing the angle between midship line and the wharf face during the ship's touchdown to the wharf must not exceed 15 degrees.

67. Berthing to wharf No.4–K is not allowed to the ship which hull crosses the wharf No. 5–K line

68. Berthing a ship to wharf No. 5–K is not allowed, if at wharves Nos. 18& 19 the ships of more than 30 meters breadth are moored.

69. Ships staying at wharves Nos. 7, 17–32, 38, 41, 67–69, 1–K, 2–K and 5–K is allowed in one hull.

70. Ships staying in two hulls at the same time at wharves Nos. 52 and 64 is not allowed.

71. No floating crafts staying is allowed at Maslyanoy basin wall during berthing operations at wharf No. 41.

72. During passenger ships' navigation near wharves Nos. 17–20, ships staying is allowed in case the ships' hull width does not exceed 24 meters.

73. Ships, other than the “Ro-Ro” type, berthed astern to wharves Nos. 37, 83 – 87 and 101 are not allowed to leave the anchors dropped during berthing closer than 20 meters away from the wharf face.

74. Ships staying at wharves Nos. 17–32 must keep their ladders aweigh not touching the wharves and the lines must be tightened to prevent them from breaking and damage to ladders when other ships passing along St.-Petersburgskiy Morskoy Kanal.

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

75. In the sea port there are reception facilities for all types of waste and garbage listed in Annexes I, IV and V to the International Convention for the Prevention of Pollution from Ships 1973⁸⁾ (hereafter, MARPOL).

76. Before the ship leaves the sea port, all waste and garbage must be transferred to reception facilities excluding food waste and oily bilge water which quantity does not exceed 25% of the ship's storage tank.

77. Ship's waste is to be collected by the port collecting vessels or by special motor transport. Liquid waste and oily water are to be pumped into receptacles of collecting vessels with the help of standard hose devices meeting the requirements of Appendixes I and IV to MARPOL.

78. During handling operations with oil and petroleum products and ship's bunkering in the sea port water area, ships are guarded by floating booms for the period of cargo or bunkering operations, except wharves Nos. 1–7, 17–32, 1 K–5 K, БЗ–5–БЗ–9, floating docks of the English embankment and Lieutenant Shmidt embankment where due to the districts hydrological features booms are not installed during bunkering operations.

79. The ship, where there is a sick person with symptoms suggesting a dangerous infection, is berthed to wharf No. 105 with all the crew, passengers and cargoes for epidemic preventing procedures.

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

80. Ships underway, as well as the ones at anchorage and at wharves, must keep constant radio watch on channel 9 of VHF and on a digital selective call mode (hereafter, DSC) on channel 70 of VHF.

81. During icebreaking assistance for the convoy inner communication and for communication with tugboats during mooring and towing operations channels 6 and 8 of VHF are used .

82. Information about the sea port water area pollution is transferred:

from ships – to St.-Petersburg Sea rescue coordination center (hereafter, “SPb” SRCC) on calling channel 16 of VHF, working channel 71 of VHF, secondary channels 24,26 and 27 of VHF, call sign is “Petersburg-RCC”;

by organizations working at the sea port or private persons – to “SPb” SRCC by telephone or by any other available means.

83. Communication with “SPb” SRCC is performed on channel 16 of VHF and in the DSC mode on channel 70 of VHF, sign call is “Petersburg-RCC”.

84. Communication with pilots is performed on calling and working channel 9 of VHF, on secondary channel 67 of VHF, call sign is «Petersburg-pilot».

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

⁸⁾ Decree of the Council of Ministers of the USSR of September 30, 1983 # 947 «On the USSR amendments to the Protocol of 1978 to the International Convention for the Prevention of Pollution from Ships of 1973» (Decree of the Council of Ministers of the USSR, 1983, September, p. 127).

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

IX. Information on sea districts A1 and A2 borders of the Global maritime distress and safety system

87. In the sea port water area sea districts A1 and A2 of GMDSS operate informatively connected to “SPb” SRCC.

88. Communication in the sea district A1 of GMDSS is provided by base stations:

St.-Petersburg – with operating radius of 27 nautical miles centered in position lat. 59°53' N, long. 30°13' E;

Gorki – with operating radius of 32 nautical miles centered in position lat. 59°48' N, long. 28°30' E;

Primorsk – with operating radius of 25 nautical miles centered in position lat 60°20' N, long. 28°43' E;

Vysotsk – with operating radius of 32 nautical miles centered in position lat. 60°35' N, long. 28°33' E;

Gogland – with operating radius of 20 nautical miles centered in position lat. 60°01' N, long. 27°00' E.

89. Communication in the sea district A2 of GMDSS is provided by shore stations St.-Petersburg, Gorki, Karavaldaysky peninsula with operating radius from 200 to 250 nautical miles centered in position lat. 59°59' N, long. 29°07' E.

X. The sea port technical capability information on berthing and the sea port water area depths

90. The sea port to the East of the meridian of St.-Petersburgskiy Entrance buoy takes ships up to 320 meters long, up to 42 meters wide with the draft up to 11 meters (in fresh water).

91. The sea port technical capability information on berthing operations and wharves is given in Appendix No. 3 to these Bylaws.

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

XI. Information on dangerous cargoes handling

93. In the sea port handling of dangerous cargoes of all hazardous classes prescribed by the International Maritime Organization (hereafter, IMO) is allowed.

94. Dangerous cargoes of 1 and 7 hazardous classes prescribed by the IMO are allowed to be brought into the sea port only for direct transfer from vehicle or railway transport to the ship; from the ship to vehicle or railway transport.

XII. Information on ice navigation in the sea port

95. The ice navigation in the sea port is announced when the ice formation starts in Nevskaya bay and ends when the ice drifting from the Neva river is over.

The start and completion of ice-breaking service to ships are announced by the Harbour Master.

96. When an ice cover is formed within Kronshtadtskiy Korabelniy Fairway and St.-Petersburgskiy Morskoy Kanal, one-way navigation is established.

97. To provide the ice-breaking assistance to ships in the East part of the Gulf of Finland, the Ice Operations Headquarters (hereafter, IOH) is set up.

98. Information about the ship's Expected Time of Arrival at the convoy meeting point (hereafter, CMP) is transferred 72 hours prior and is confirmed 24 hours in advance before ETA to CMP according to section 18 of these Bylaws.

The time and order of ships proceeding through the ice as well as the number of convoyed ships are determined by the Harbour Master by 10:00 LT on daily basis. These data are published in web portal: www.pasp.ru. When the ice situation is deteriorated and there are any changes of time and ice convoys order then these data are published in web by 20:00 LT on daily basis.

99. Depending on the forecast of ice situation development in the sea port and adjacent waters, the Harbour Master is to publish the Ice Restriction Announcement applicable for the vessel ice class notation according to Appendix No. 5 to these Bylaws and establishes the CMP location. A notice for the ice navigation restrictions and the CMP location is published in the web portal: www.pasp.ru not later than 14 day before the expected date of the ice navigation restrictions and the CMP announcement enter into force.

The ice restrictions referred to in Appendix No. 5 to the Bylaws are not to be applied to ships with gross tonnage more than 30000 and not older than 15 years of age, which have an Ice Safety Certificate, issued by Russian Maritime Register of Shipping.

100. The ships bound to the sea port are to proceed to CMP by their own power consulting with regional Vessel Traffic Service (VTS). The ships which are not capable to proceed to CMP by their own power are provided with ice-breaking service by the request of the ship owners (ship's captain). All ships proceeding in ice conditions to and out of the sea port when in ice convoy with ice-breaker shall ensure manual mode of the main engine control whenever necessary.

101. The ships are guided through the ice by port and liner ice-breakers in ice convoys. The vessel which is not capable to proceed in ice convoy may ask an individual ice-breaking assistance, which is arranged upon availability of the ice-breakers not engaged in ice-breaking service.

102. The formation of ice convoys is set up by the Harbour Master in accordance with item 98 of these Bylaws based upon the following criterion:

- time of the ship's arrival at CMP;
- submission time of the request for the ship to enter or leave the sea port;
- priority order established by the General Rules;

- ice restrictions;

Upon arrival at CMP the ship is to contact by VHF an ice-breaker and act according to direction of ice-breaker's captain. Whenever necessary VTS is to assist the ship to communicate with the ice-breaker.

103. The ships which arrived by their own power or in the ice convoy to St.-Petersburg Entrance buoy from the West are to wait for the ice convoy formation to enter the port in the area South of the axis Fairway No 1 according to VTS directions.

104. The ships leaving the port are to wait for the convoy formation to proceed to the West in the area North of the axis of Fairway No 1 according to VTS directions.

105. Taking into account the actual ice conditions in the port waters and the vessels technical characteristics the ships may proceed by their own power according to VTS directions.

The ships proceeding by their own power shall inform the VTS of passing the control way point of the recommended route and to report of the ice condition upon their way.

106. The ships which are included into the ice convoy are to change the VHF channel directed by the ice-breaker engaged in ice-breaking service.

107. The ice-breaking operation around the vessel got stuck in the ice is allowed to be made by the ice-breaker only.

108. The vessel is to be stuffed with sufficient stock of fresh water, provision and fuel for the period of not less than 14 days from the time of arrival at CMP. Should any vessel be waiting for the ice-breaking service more than 14 days from the time of arrival at CMP, the Harbour Master is to exercise prompt actions to procure such vessel to enter the port.

XIII. Information transferred by captains of ships lying in the sea port in case of acts of unlawful interference hazards in the sea port

109. If there is a hazard of unlawful interference act in the sea port, the ship's captain or the ship security officer immediately reports to the port facility security officer as well as the Harbour Master.

110. The Harbour Master is informed about the security level of the port facilities and ships in the sea port as well as about any changes in their security levels.

111. Announcements about hazards of unlawful interference acts in the sea port and about the security level changes as well as confirmation of these announcements reception is performed on channels of VHF immediately after the announced circumstances occur.

112. The captains of ships in the sea port immediately report to the Harbour Master, the port facility security officer on operating channels of VHF or via the additional communication equipment about all the incidents concerning finding precarious objects or explosive devices, about the signs of preparing and realization of unlawful interference acts, incidents of illegal boarding, about receiving any information concerning terroristic acts preparation and about all infractions or dubious persons in the sea port, and this information is transferred to all concerned persons by the Harbour Master.

XIV. Navigation and hydrometeorological information transferred to captains of ships in the sea port

113. Information on the GMDSS radio center line-up is given in Appendix No. 9 to these Bylaws. GMDSS radio center announces hydrometeorological, ice and navigation warnings.

114. The Harbour Master announces the following navigation and hydrometeorological information for the ships on channel 9 of VHF:

meteorological information and warnings;

navigation equipment state information;

information on working regime (changes in working regime) of hydrotechnical structures;

information on the sea port water area depths and acceptable ships drafts;

information on navigation limitations in the sea port water area;

information on the factors impeding ships navigation.

115. Gale warnings (messages about unfavorable hydrometeorological conditions) are announced on channel 9 of VHF immediately after the Harbour Master receives the information.

APPENDIX No.1
To Bylaws (i.i. 10, 22, 35)

Sea port channels and canals information

Channel (canal) name	Length, miles	Width, meters	Depth, meters	Declared draft, meters
1	2	3	4	5
MAIN CHANNEL				
The Bolshoy Korabelniy Fairway area (Fairway No.1) from long. 29°18'40.6" E to buoy No. 14 (lat. 60°01.7'N, long. 29°20'E), (direction 92.5°–272.5°)	0.7	2250	18.8–24	11
The Bolshoy Korabelniy Fairway area (Fairway No.1) from buoy No. 14 (lat. 60°01.7' N, long. 29°20' E) to buoy of axial Kronshtadtskiy Korabelniy Fairway (lat. 60°01.5' N, long. 29°29.8' E), (direction 92.5°–272.5°)	4.9	600	17.8–25.5	11
The Kronshtadtskiy Korabelniy Fairway area (Fairway No.2), going through the navigation passage C–1 of the dam from buoy of axial Kronshtadtskiy Korabelniy Fairway (lat. 60°01.5' N, long. 29°29.8' E) to the Middle Harbour leading lines directions crossing (288.7°–108.7°) and the Bolshoy Kronshtadtskiy Reyd (271.2°–91.2°), (leading line is out of operation), (direction 288.7°–108.7°)	7.6	150-200 within navigation passage C-1 of the dam	14–17	11

1	2	3	4	5
Kronshtadtskiy Korabelniy Fairway area (Fairway No.2) from the Middle Harbour leading lines directions crossing (288.7°–108.7°) and the Bolshoy Kronshtadtskiy Reyd (271.2°–91.2°) (leading line is out of operation) to buoys Nos. 23 (lat. 59°57.7' N, long. 29°47.9' E) and 24 (lat. 59°57.8' N, long. 29°47.9' E), (two lines, directions 288.7°–108.7° and 135.1°–315.1°)	2.2	100	11.9–13.8	11
Open part of St.-Petersburgskiy Morskoy Kanal (Fairway No.2) from buoys Nos. 23 (lat. 59°57.7' N, long. 29°47.9' E) and 24 (lat. 59°57.8' N, long. 29°47.9' E) to control point – ranging point PT-132 of St.-Petersburgskiy Morskoy Kanal in position lat. 59°54'12"N, long. 30°05'36"E (hereafter, PT-132), (direction 111.9°–291.9°)	9.8	100	12.3–14.9	11
Dam-protected part of St.-Petersburgskiy Morskoy Kanal from ranging point PT-132 to Zolotiye Vorota (direction 292.1°–112.1°) and the port area of St.-Petersburgskiy Morskoy Kanal from Zolotiye Vorota to wharf No. 29 North-East end coming up on the beam	3.9	80	11.7–14.2	11
The port area of St.-Petersburgskiy Morskoy Kanal from wharf No.29 North-East end to wharf No.1 East corner coming up on the beam	2	80	10.2–13.3	9.8
The port area of St.-Petersburgskiy Morskoy Kanal from wharf No.1 East corner to Baltic plant wharf No.6 South end coming up on the beam	0.3	80	9.6–14.1	9.2
The port area of St.-Petersburgskiy Morskoy Kanal from Baltic plant wharf No.6 South end to Gorny Institute building coming up on the beam	0.5	80	8.7–14.3	8.3
The Big Neva river area from Gorniy Institute building to lower				

1	2	3	4	5
edge of Blagoveschenskiy bridge	0.7	80	8.5–13.2	8.1
SIDE CHANNELS ADJOINING THE MAIN ONE				
Korabelniy Kanal from Petrovskiy Kanal to the Big Neva river estuary and to Nevskie Vorota (direction 295.5°–115.5°)	4	80	4.3–5.7	3.5
Petrovskiy Kanal in the area of buoys Nos. 33 (lat. 59°55.4'N, long. 29°59.6' E) and 34 (lat. 59°55.4' N, long. 29°59.7' E) of St.-Petersburgskiy Morskoy Kanal to preferred channel to starboard buoy (lat. 59°57.2' N, long. 30°08.9' E) of Petrovskiy Kanal (direction 65.5°–245.5°)	5.3	140	10.9–11.5	8.8
Approach Canal of the sea port "Passenger port of St.Petersburg" (direction 101.2°–281.2°)	1	140	10.9–11.5	8.8
Petrovskiy Kanal area from the preferred channel to starboard buoy (lat. 59°57.2' N, long. 30°08.9' E) to buoys Nos. 29 (lat. 59°57.7'N, long. 30°14.5'E) and 30 (lat. 59°57.7' N, long. 30°14.6' E) (two lines, directions 65.5°–245.5° and 112 °–292 °)	2.6	80	4.8–8	4.2
Malaya Neva river area from buoys Nos. 29 (lat. 59°57.7' N, long. 30°14.5' E) and 30 (lat. 59°57.7' N, long. 30°14.6' E) of Petrovskiy Canal to the lower edge of Tuchkov bridge	1.5	5	4.5–8	4
St.-Petersburg - Petrodvoretz Channel (Fairway No. 11) going from Petrovskiy Kanal into Petrodvortsovaya Harbour (direction 60.2°–240.2°)	5	250	3–4.6	4.2
West Kronshadttskiy Channel from buoy No.14 of Bolshoy Korabelniy Fairway (Fairway No.1) (lat. 60°01.7' N, long. 29°20' E) to St.-Petersburgskiy axial Entrance buoy No. 2 (lat. 60°05.2' N, long. 29°48.2' E), (two lines, directions 231.6°–51.6° and 270°–90°)	15.3	600	8.7–25.7	4.5
North Kronshadttskiy Channel going through navigation passage C–2 of the dam from St.-Petersburgskiy axial Entrance buoy	8.7	110	6.8–11.4	4.5

1	2	3	4	5
No. 2 (lat. 60°05.2' N, long. 29°48.2' E) to St.-Petersburgskiy Morskoy Kanal (direction 344.9°–164.9°)				
Lomonosovskiy Kanal (Fairway No. 7) going to Lomonosovskiy Harbour (direction 5.9°–185.9°)	2.2	70	7.5–8.7	6.8
Sudovoy Put' going from Kronshtadtskiy Korabelniy Fairway in crossing point of Middle Harbour leading lines (288.7°–108.7°) and Bolshoy Kronshtadtskiy Reyd (271.2°–91.2°) (leading line is out of operation) to buoys of Litke No. 1 (lat. 59°59.1' N, long. 29°42.9' E) and Litke No. 2 (lat. 59°59.1' N, long. 29°42.7' E) of approach canal of Litke Base Harbour (direction 271.2°–91.2°)	0.8	100	12.3–14.4	8.9
Approach canal of Litke Base Harbour going from buoys of Litke No.1 (lat. 59°59.1' N, long. 29°42.9' E) and Litke No.2 (lat. 59°59.1' N, long. 29°42.7' E) into Litke Base Harbour	1.2	75	10–10.6	8.9
Lakhtinskiy Kanal going from Petrovskiy Kanal into Lakhtinskaya Harbour (two lines, the first line direction 194.8°–14.8°)	1.7	55	4.9–6.3	3.2
Approach canal of Strelna town harbour going from Petrovskiy Kanal and St.-Petersburgskiy Morskoy Kanal into Strelna town harbour (two lines, directions 6.6°–186.6° and 174.7°–354.7°)	4.2	80	3.5–4.1	2.65

APPENDIX No. 2
To Bylaws (i. 10)

Information on the sea port channels and canals buoys mentioned in the Bylaws

Number	Name	Position	
		latitude	longitude
1	2	3	4
1	The Bolshoy Korabelniy Fairway, axial light buoy No. 14 (1780)	60°01'43.8" N	29°20'00 " E
2	The Bolshoy Korabelniy Fairway, axial light buoy No. 13 (1781)	60°01'52.8" N	29°12'19.2" E
3	St.-Petersburg Entrance axial light buoy No.1 (480)	60°01'36 " N	29°26'00 " E
4	St.-Petersburg Entrance axial light buoy No. 2 (new)	60°05'11 " N	29°48'12 " E
5	Kronshtadtskiy Korabelniy Fairway, axial light buoy (481)	60°01'30 " N	29°29'49.8" E
6	Kronshtadtskiy Korabelniy Fairway No.3 starboard side light buoy (481.3)	60°00'40.8" N	29°34'26.4" E
7	Kronshtadtskiy Korabelniy Fairway No.4 port side light buoy (481.4)	60°00'45.6" N	29°34'29.4" E
8	Kronshtadtskiy Korabelniy Fairway No.9 starboard side light buoy (482)	59°59'42.6" N	29°40'13.2" E
9	Kronshtadtskiy Korabelniy Fairway No.10 port side light buoy (482.1)	59°59'46.8" N	29°40'16.2" E
10	Kronshtadtskiy Korabelniy Fairway No.11 starboard side light buoy (482.2)	59°59'01.8" N	29°44'16.7" E
11	Kronshtadtskiy Korabelniy Fairway No.12 port side light buoy (482.3)	59°59'05 " N	29°44'18.5" E
12	St.-Petersburgskiy Morskoy Kanal No.23 starboard side light buoy (142)	59°57'44.4" N	29°47'52.8" E
13	St.-Petersburgskiy Morskoy Kanal No.24 port side light buoy (145)	59°57'48 " N	29°47'55.2" E
14	St.-Petersburgskiy Morskoy Kanal No.33 starboard side light buoy (183)	59°55'22.3" N	29°59'36.7" E
15	St.-Petersburgskiy Morskoy Kanal No.34 port side light buoy (186)	59°55'26.5" N	29°59'40 " E
16	Petrovskiy Kanal No. 9 starboard side light buoy (26.6)	59°56'56.7" N	30°08'03.2" E

1	2	3	4
17	Petrovskiy Kanal No.10 port side light buoy (26.7)	59°57'00.8" N	30°07'59.5" E
18	Petrovskiy Kanal No.15 starboard side light buoy (36.1)	59°57'31.8" N	30°10'30 " E
19	Petrovskiy Kanal No.16 preferred channel to the starboard side light buoy (38)	59°57'33.6" N	30°10'24.6" E
20	Petrovskiy Kanal No.29 starboard side light buoy (64.1)	59°57'39 " N	30°14'33 " E
21	Petrovskiy Kanal No.30 port side light buoy (64.2)	59°57'41.4" N	30°14'34.8" E
22	Petrovskiy Kanal, preferred channel to the starboard side light buoy (28.1)	59°57'09.7" N	30°08'55.3" E
23	Korabelniy Kanal No.11 starboard side light buoy (124)	59°55'10.9" N	30°12'39.8" E
24	Korabelniy Kanal No.12 port side light buoy (125)	59°55'13.2" N	30°12'42.1" E
25	Litke No.1 starboard side light buoy (413.1)	59°59'07.8" N	29°42'56.5" E
26	Litke No. 2 port side light buoy (413.2)	59°59'08 " N	29°42'39.6" E

APPENDIX No. 3
To Bylaws (i.i. 12,91)

The sea port technical capacity information on berthing and wharves

Wharves	Wharf location (position)		Wharf technical capacities	
	North latitude	East longitude	Wharf length (meters)	Depth at wharf (molded), meters
1	2	3	4	5
Malyy Gutuevskiy Kovsh quay	59°54.887'	030°15.697'	345.9	5.7
Ferry quay at the sea port “Bolshoy port of St.- Petersburg”	59°54.921'	030°15.8'	12	5.97
Wharf No.1	59°54.94'	030°15.696'	175	9.75
Wharf No. 2	59°54.913'	030°15.508'	175	9.75
Wharf No. 3	59°54.883'	030°15.312'	167	9.75
Wharf No.4	59°54.871'	030°15.163'	150	9.75
Wharf No. 5	59°54.866'	030°15.056'	150	9.75
Wharf No. 6	59°54.858'	030°15.858'	150	9.75
Wharf No. 7	59°54.853'	030°14.648'	172.8	9.75
Wharf No.8	59°54.778'	030°14.496'	130	6.5
Wharf No. 9	59°54.784'	030°14.651'	159.1	6.5 – 6
Wharf No. 10	59°54.79'	030°14.791'	100	6.3
Wharf No. 12	59°54.671'	030°14.858'	100	6.3
Wharf No. 13	59°54.667'	030°14.715'	130	6.3
Wharf No. 14	59°54.658'	030°14.527'	130	6.3
Wharf No. 15	59°54.648'	030°14.406'	145.5	9.75
Wharf No.16	59°54.631'	030°14.282'	132.5	9.75
Wharf No. 17	59°54.593'	030°14.183'	175	9.75
Wharf No. 18	59°54.508'	030°14.076'	175	9.75
Wharf No. 19	59°54.409'	030°13.945'	188.45	9.75
Wharf No. 20	59°54.344'	030°13.858'	175	9.35
Wharf No.21	59°54.263'	030°13.752'	175	9.22 –9.62
Wharf No. 22	59°54.188'	030°13.657'	144.55	9.75
Wharf No. 23	59°54.064'	030°13.484'	281	9.75
Wharf No.25	59°54'	030°13.425'	52.45 (Wharf length –175 meters)	5.6
Wharf No. 26	59°53.91'	030°13.123'	42.25 (Wharf length –165 meters)	5.6
Wharf No. 27	59°53.856'	030°13.22'	81	9.5
Wharf No. 28	59°53.774'	030°13.131'	Wharf length – 249.35	8.17

1	2	3	4	5
Wharf No.29	59°53.697'	030°13.002'	241.83	11.47
Wharf No. 30	59°53.583'	030°12.852'	249	10.47
Wharf No.32	59°53.478'	030°12.714'	232.7	10.5
Wharf No. 33	59°53.382'	030°12.691'	220.3	9.75
Wharf No. 34	59°53.375'	030°12.849'	175	11
Wharf No. 35	59°53.454'	030°12.949'	175	11
Wharf No. 36	59°53.542'	030°13.067'	178.8	11
Wharf No. 37	59°53.571'	030°13.157'	107.6	10.87
Wharf No. 38	59°53.574'	030°13.247'	175	11
Wharf No.39	59°53.668'	030°13.373'	175	11
Wharf No. 40	59°53.743'	030°13.476'	175	9.75
Wharf No.41	59°53.829'	030°13.590'	175	9.75
Sector adjoining wharf No. 42	59°53.826'	030°13.667'	85	9.75
Wharf No.42	59°53.788'	030°13.716'	143.5	11.98
Wharf No. 43	59°53.742'	030°13.844'	159.76	11.98
Ramp of wharf No. 46	59°53.708'	030°13.94'	23.13	12.47
Wharf No. 46	59°53.666'	030°13.905'	300	12.47
Wharf No. 47	59°53.524'	030°13.716'	190.4	12.47
Wharf No. 48	59°53.441'	030°13.604'	189.38	12.47
Wharf No. 49	59°53.335'	030°13.513'	113.1	6.98
Wharf No. 50	59°53.289'	030°13.434'	162.8	6.48
Wharf No. 52	59°53.199'	030°15.559'	123	5
Wharf No. 56	59°53.447'	030°15.886'	139.48	8.13
Wharf No. 57	59°53.516'	030°13.974'	127	8.13
Wharf No. 58	59°53.601'	030°14.087'	183.8	4.38
Bank protection between wharves Nos.58 and 60 with ramp	59°53.626'	030°14.246'	Bank protection –221.46; ramp – 20.56	8.5
Wharf No. 60	59°53.548'	030°14.346'	160.9	7.98
Wharf No.61	59°53.483'	030°14.266'	160.3	7.98
Wharf No.62	59°53.488'	030°14.184'	159.7	7.98
Wharf No. 63	59°53.343'	030°14.083'	160	7.98
Wharf No. 64	59°53.254'	030°13.963'	127.5	7.98
Wharf No. 67	59°52.719'	030°13.074'	161.95	7.97
Wharf No. 68	59°52.781'	030°12.956'	171.15	7.97
Wharf No. 69	59°52.853'	030°12.819'	175	8.5
Wharf No. 70	59°52.903'	030°12.721'	137	7
Wharf No.71	59°52.973'	030°12.597'	213	11.5
Wharf No. 72	59°53.052'	030°12.447'	175	11.5
Wharf No. 73	59°53.123'	030°12.317'	175	11.5
Wharf No.74	59°53.212'	030°12.15'	175	11.5
Motor boat pier in district 3 of the sea port	59°53.22'	030°12.093'	58	3.5 –11.4
Wharf No. 82	59°53.005'	030°11.465'	168.75	9–9.75
Wharf No. 83	59°52.967'	030°11.646'	243.72	9.62

1	2	3	4	5
Wharf No.84	59°52.959'	030°11.835'	207.7	8.47–11.37
Wharf No. 85	59°52.931'	030°11.982'	185	11.5
Wharf No.86	59°52.856'	030°12.124'	175	11.5
Wharf No. 87 with wing-wall	59°52.779'	030°12.27'	175 and 73.3 - wing-wall	11.5 and 3 – wing-wall
Wharf No. 94	59°52.068'	030°13.264'	147.5	7.48
Wharf No.101 A	59°52.407'	030°12.138'	189	9.63
Wharf No. 101 Б	59°52.398'	030°12.289'	257.7	11.38
Wharf No. 101 B	59°52.29'	030°12.489'	220	11.5
Wharf No.102	59°52.401'	030°11.996'	177.2	10.6
Wharf No. 102 A	59°52.466'	030°11.874'	131	9.63
Wharf No. 103	59°52.533'	030°11.753'	184.4	9.65
Wharf No. 105	59°52.618'	030°11.551'	222.70	5.5
Wharf No.106	59°52.733'	030°11.478'	240.1	13.5
Wharf No. 107	59°52.83'	030°11.298'	265	12.97
Wharf No.112 A with bank protection	59°52.959'	030°10.974'	180.83	11.47
Wharf No.112 (districts Б and В)	59°53.034'	030°10.942'	230	9.75
Wharf No. 1–ПНТ	59°53.142'	030°10.265'	178.1	7.47
Wharf No.2–ПНТ	59°53.077'	030°10.402'	169	7.47
Wharves Nos.3 and 4 in Neftyanaya Gavan'	59°53 36'	030°10.023'	470.17	12
Wharf No. P–1	59°52.092'	030°13.164'	110	8.47
Wharf No. P–2	59°52.129'	030°13.023'	112	8.47
Wharf No. P–3	59°52.162'	030°12.901'	131	8.47
Wharf No. P–4	59°52.193'	030°12.784'	120	8.47
Wharf No. P–5	59°52.223'	030°12.68'	97	8.47
Wharf No. P–6	59°52.253'	030°12.58'	100	11.42
Wharf No. BCM3–1	59°52.216'	030°13.205'	148.6	7.47
Wharf No. BCM3–2	59°52.282'	030°13.041'	170	7.47
Wharf No. BCM3–3	59°52.341'	030°12.92'	148.5	5.47
Wharf for bunkering with wing-walls No. НТН–1	59°52.448'	030°12.817'	85.05	5.28
Bank protection in Malaya Turukhtannaya gavan' (НТН–2)	59°52.431'	030°12.975'	130	1.1 –3.55
Wharf No. БТФ–1	59°52.362'	030°13.176'	154.4	4.5
Wharf No. ЖБ–1	59°52.091'	030°13.511'	140	6.3
Wharf No. ЖБ–2	59°52.137'	030°13.4'	140	6.3
Wharf No. ЖБ–3	59°52.181'	030°13.294'	94.7	6.3
Wharf No. ИФ–1	59°51.973'	030°13.815'	136.9	5.48

1	2	3	4	5
Wharf No. ИФ–2	59°52.053'	030°13.617'	167	5.07
Wharf No. 1 in Ekateringofka	59°53.556'	030°14.7'	342.3	2.48 – 4.28
Berth No.3 in Ekateringofka	59°53.381'	030°14.709'	366.7	0 – 4.28
Berth No.2 in Ekateringofka	59°53.152'	030°14.373'	446.6	1.48 – 2.98
Berth No. 1 in Ekateringofka	59°53.045'	030°13.969'	442.2	3.48–3.98
Wharf No. КЗ–1	59°53.012'	030°13.746'	59.3	6.48
Wharf for heavy-lift ships (wharf No. ОИ–3)	59°53.025'	030°13.691'	66.2	6.48
Wharf No. ОИ–4 (No. 4 cargo)	59°53.005'	030°13.636'	142.7	5
Berth No.4	59°52.936'	030°13.628'	70.33	6.5
Berth No.5	59°52.951'	030°13.74'	70	6.5
Wharf for timber – district C–C – district T–T	59°52.906' 59°52.882'	030°13.875' 030°14.131'	320	3.1
Wharf No. CB–1	59°52.851'	030°14.178'	176.3	4.48
Wharf No. CB–2	59°52.858'	030°14.095'	38.7	4.48
Wharf No. CB–3 With pawl	59°52.846'	030°14.028'	25.13	5
Wharf No. CB–4	59°52.799'	030°14.155'	210	3.5
Wharf No. CB–5	59°52.739'	030°14.322'	150	3.5
Wharf No. CB–6	59°52.688'	030°14.457'	140	-
Wharf No. CB–7 (wharf of Big basin end bank protection)	59°52.63'	030°14.446'	192	7.47
Northern shipbuilding berth:			577.2	9.47
Wharf No. CB–8	59°52.602'	030°14.31'		
Wharf No. CB–9	59°52.661'	030°14.167'		
Wharf No. CB–10	59°52.716'	030°14.011'		
Wharf No. CB–11	59°52.75'	030°13.92'		
Wharf No. CB–12	59°52.771'	030°13.824'		
Wharf No. CB–13	59°52.701'	030°13.712'	150	11.22
Wharf No. CB–14 (Western shipbuilding berth)	59°52.632'	030°13.607'	125	8.5
Wharf No. CB–15	59°52.566'	030°13.519'	160	9.6
Wharf No. CB–16M	59°52.548'	030°13.412'	33.53 (Wharf length – 213 meters)	4.5
Wharf No. 5–κ	59°54.479'	030°13.886'	120	8
Wharf No. 4– κ	59°54.554'	030°13.926'	136.4	7
Wharf No. 3–κ	59°54.608'	030°13.933'	102.7	7
Wharf No. 2– κ	59°54.676'	030°14.021'	100	7

1	2	3	4	5
Wharf No. 1–κ	59°54.738'	030°14.1'	126	7
Utility wharf	59°54.817'	030°14.153'	115	3.97–4.37
Wharf No. 17–K with wing-wall	59°54.819'	030°13.991'	200.8 and 15.9 - wing-wall	9.78
Wharf No. 9–K	59°54.761'	030°13.855'	182.4	7–8.8
Wharf No.10–K	59°54.703'	030°13.835'	126	6.5
Wharf No. 11–K	59°54.635'	030°13.797'	104	7
Berth No. 12 (wharf No. 12–K)	59°54.573'	030°13.71'	104	6.47
Wharf No.14–K	59°54.543'	030°13.626'	138.8	7.1
Wharf No. 15–K	59°54.501'	030°13.591'	138	8.73
Berth No. 16 (Wharf No. 16–K)	59°54.424'	030°13.507'	161	9.25
Dock dolphins (Litt. AT and AY)	59°54.425'	030°13.228'	99.59	11.28
Wharf No. 20–C Belyy island	59°54.663'	030°13.371'	156.9	2.47–3.97
Wharf No. Б3–1	59°55.207'	030°15.285'	160	9.98
Wharf No. Б3–2	59°55.174'	030°15.389'	151	11.48
Wharf No. Б3–3	59°55.116'	030°15.667'	108.7	6.48
Railway ferry quay of wharf Б3–3	59°55.167'	030°15.826'	17.8	7.47
Wharf No. Б3–4	59°55.177'	030°15.894'	148.3	7.48–9.48
Wharf No. Б3–5	59°55.226'	030°16.018'	163	9.47
Wharf No.Б3–6	59°55.348'	030°16.106'	170	9.47
Wharf No. Б3–7	59°55.434'	030°16.144'	210	9.48–10.48
Wharf No. Б3–8	59°55.533'	030°16.182'	204	10.48
Wharf No. Б3–9	59°55.649'	030°16.249'	206	11
Wharf on Vasilievsky island near Blagoveschensky bridge	59°56.158'	030°17.318'	200	–
Dolphin wharves for river boats seasonal holding anchorage	59°56.943'	030°16.961'	300	–
Moorage wall	59°57.356'	030°15.717'	65.7	4
Shipbuilding berth	59°57.392'	030°15.597'	184.76	5
Wharf for service and sewage water reception from ships	59°57.454'	030°15.343'	92	4.4
Wharf Rechstroy–1	59°57.457'	030°15.303'	338.1	4.3
Wharf No. B–13 (No. 13–BOГP, Vasileostrovsky cargo district)	59°57.479'	030°14.969'	145	4.3
Wharf No. B–14 (No. 14–BOГP, Vasileostrovsky cargo district)	59°57.481'	030°14.828'	130	4.3

1	2	3	4	5
Wharf No. B-15 (No.15-BOFP, Vasileostrovsky cargo district)	59°57.486'	030°14.686'	125	4.3
Wharf No. B-16 (No.16-BOFP, Vasileostrovsky cargo district)	59°57.487'	030°14.587'	52	4.3
Moorage wall of SpecTrans berth	59°57.204'	030°16.753'	295	3.6
Wharf No. PY-1 (wharf No. 1 in Lakhtinskaya harbour)	59°59.23'	030°11.05'	72.7	1.5-3.6
Wharf No. PY-2 (wharf No. 2 in Lakhtinskaya harbour)	59°59.133'	030°11.042'	111.7	3.05-4.4
Wharf No. PY-3 (wharf No. 3 in Lakhtinskaya harbour)	59°59.133'	030°10.333'	41.1	3.57
Wharf No. 1 (elevator site, 4 th cargo district)	59°52.023'	030°13.434'	36.9	4.65-4.8
Wharf No. 2 (elevator site, 4 th cargo district)	59°51.987'	030°13.578'	50.45	4
Dock line of the Eastern transport zone	59°51.684'	030°03.141'	269	3
Wharf of the new football stadium on Krestovskiy island	59°58.138'	030°13.469'	160.3	4.3
Passenger floating pontoon of the Lieutenant Shmidt embankment	59°55.929'	030°16.655'	252	-
Passenger floating pontoon of the English embankment	59°55.965'	030°17.326'	432	-
Wharf A of Sea Terminal	59°55.643'	030°14.332'	124.7	9.62
Wharf B of Sea Terminal	59°55.566'	030°14.139'	132	9.62
Wharf B of Sea Terminal	59°55.595'	030°14.037'	132	9.62
Wharf Γ of Sea Terminal	59°55.613'	030°14.025'	132	6.47

1	2	3	4	5
Wharf Д of Sea Terminal	59°55.478'	030°14.359'	110.7	10.37
Wharf E of Sea Terminal	59°55.626'	030°14.162'	138.3	7.47
Wharf No. 11 Lomonosovskaya harbour (wharf No. ЛО–11)	59°55.524'	029°46.231'	254.8	5.39
Wharf No. 19 Lomonosovskaya harbour (Wharf No. ЛО–19)	59°55.498'	029°46.155'	142.75	4.39
Wharf No. 22 Lomonosovskaya harbour (wharf No. ЛО–22)	59°55.625'	029°46.367'	99.7	6
Wharf No. 23 Lomonosovskaya harbour (wharf No. ЛО–23)	59°55.651'	029°46.449'	100	6
Wharf No. 25 Lomonosovskaya harbour (wharf No. ЛО–25)	59°55.662'	029°46.377'	178	6–7
Wharf No. 28 Lomonosovskaya harbour (wharf No. ЛО–28)	59°55.723'	029°46.402'	190	6
Wharf No. 29 Lomonosovskaya harbour (wharf No. ЛО–29)	59°55.77'	029°46.608'	275	6
Wharf No. Л–1 (Moby Dick)	60°00.31'	029°42.873'	149.31	10.3
Wharf No. Л–2 (Moby Dick)	60°00.322'	029°43.003'	170.32	10.15
Wharf for packaged cargo	60°00.21'	029°42.74'	265.7	4.6
Wharf for bulk cargo	60°00.068'	029°42.572'	420	4.6

APPENDIX No. 4
To Bylaws (i.i. 14, 64)

Information on minimum quantity and power of tugboats for ships berthing operations in the sea port

1. Information on minimum quantity and power of tugboats for berthing operations in the sea port for laden ships.

Ship's deadweight (tons)	Minimum quantity of tugboats. Power in Kilowatts (not less)	
	berthing	unberthing
5 001 to 10 000	1 x 740	1 x 740
10 001 to 20 000	2 x 740	2 x 740
20 001 to 40 000	2 x 1500	2 x 1500
40 001 to 80 000	1 x 1500	1 x 1500
	1 x 2500	1 x 2500
More than 80 000	2 x 2500	2 x 2500
	or 3 x 1500	or 3 x 1500

2. Information on minimum quantity and power of tugboats for berthing operations in the sea port for ships in ballast.

Ship's length (meters)	Minimum quantity of tugboats. Power in Kilowatts (not less)	
	berthing	unberthing
141 to 180	1 x 740	1 x 740
181 to 220	2 x 740	2 x 740
221 to 240	2 x 1500	2 x 1500
241 to 260	1 x 1500	1 x 1500
	1 x 2500	1 x 2500
More than 260	2 x 2500	2 x 2500
	or 3 x 1500	or 3 x 1500

3. Information on minimum quantity and power of tugboats for berthing operations at transshipment points.

Ship's deadweight	Minimum quantity of tugboats. Power in Kilowatts (not less)	
	berthing	unberthing
10 001 to 20 000	1 x 740	1 x 740
	1 x 1500	1 x 1500
20 001 to 80 000	2 x 1500	2 x 1500
80 001 to 120 000	2 x 2500	2 x 2500
	or 3 x 1500	or 3 x 1500
More than 120 000	1 x 2500	3 x 1500
	2 x 1500	

APPENDIX No. 5
To Bylaws (i.i. 15, 99)

Limitations of ice navigation regime in the Eastern part of the Gulf of Finland⁹⁾

Ice situation	Ships allowed to navigate in ice with icebreakers assistance or without assistance	Ships allowed to navigate in ice with icebreakers assistance only	Ships not allowed to navigate in ice
Solid ice cover thickness 10-15 cm	Ships of Ice Class 1 and higher	Not Ice Class Ships	Tows
Solid ice cover thickness 15-30 cm	Ships of Ice Class 2 and higher	Ships of Ice Class 1	Not Ice Class ships, Tows
Solid ice cover thickness 30-50 cm	Ships of Ice Class 3 and higher	Ships of Ice Class 1 and Ice Class 2	Not Ice Class ships, Tows
Solid ice cover thickness more than 50 cm	Ships of Ice Class Arc4 and higher	Ships of Ice Class 2 and Ice Class 3	Not Ice Class ships, Tows

⁹⁾ The list of ships' Ice Class is given in the classification of the Russian Maritime Register of Shipping.

APPENDIX No. 6
To Bylaws (i.i. 16, 62)

Information on anchorage, roads and transshipment points of the sea port

In the Neva estuary:

Anchorage No. 1 area is limited by straight lines connecting points enclosed by position:

- 1) lat. 59°53.77' N, long. 29°55.07' E;
- 2) lat. 59°54.46' N, long. 29°55.15' E;
- 3) lat. 59°54.16' N, long. 29°57.02' E;
- 4) lat. 59°53.80' N, long. 29°55.87' E.

The least depth is 2.6 meters, bottom – silt, sand.

Anchorage No. 1a area is limited by straight lines connecting points enclosed by position:

- 1) lat. 59°55.88' N, long. 29°58.15' E;
- 2) lat. 59°57.07' N, long. 29°57.54' E;
- 3) lat. 59°56.73' N, long. 30°00.20' E;
- 4) lat. 59°55.65' N, long. 29°59.30' E.

Intended for 17 ships of the “river-sea” type LOA up to 150 meters, mostly leaving the port.

The least depth is 3.5 meters, bottom – silt, sand.

Anchorage No. 1б area is limited by straight lines connecting points enclosed by position:

- 1) lat. 59°54.67' N, long. 29°57.12' E;
- 2) lat. 59°55.97' N, long. 29°55.97' E;
- 3) lat. 59°55.55' N, long. 29°58.12' E ;
- 4) lat. 59°54.66' N, long. 29°57.73' E .

Intended for 11 ships of the “river-sea” type LOA up to 150 meters, mostly entering the port.

The least depth is 3.5 meters, bottom – silt, sand.

On East Kronshstadt roads:

Anchorage No. 2 area is limited by straight lines connecting points enclosed by position:

- 1) lat. 59°58' of N, long. 29°47.61' E;
- 2) lat. 59°58.22' N, long. 29°48' E;
- 3) lat. 59°58.07' N, long. 29°48.10' E;
- 4) lat. 59°57.98' N, long. 29°47.70' E.

Intended for two ships LOA up to 140 meters with draft not more than 4 meters.

At the anchorage there is a waiting area No. 2.

The least depth is 5 meters, bottom – silt, fine sand.

On the Big Kronshtadt roads:

Anchorage No. 3 area is limited by straight lines connecting points enclosed by position:

- 1) lat. 59°59.10' N, long. 29°42.13' E;
- 2) lat. 59°59.03' N, long. 29°42.60' E;
- 3) lat. 59°59.01' N, long. 29°44.12' E;
- 4) lat. 59°58.85' N, long. 29°44.50' E;
- 5) lat. 59°58.73' N, long. 29°42.70' E;
- 6) lat. 59°58.75' N, long. 29°41.87' E.

Intended for one ship LOA up to 155 meters with draft not more than 7 meters or seven ships LOA up to 140 meters with draft not more than 4 meters.

At the anchorage there is a waiting area No. 3.

The least depth is 5.8 meters, bottom – clay, silt.

On the Krasnogorsky roads:

Anchorage No. 4 area is limited by straight lines connecting points enclosed by the following position:

- 1) lat. 60°01.85' N, long. 29°23.25' E;
- 2) lat. 60°02.50' N, long. 29°23.25' E;
- 3) lat. 60°02.50' N, long. 29°25.15' E;
- 4) lat. 60°01.85' N, long. 29°25.15' E.

The least depth is 23.5 meters, bottom – silt, sand.

Anchorage No. 4 a area is limited by straight lines connecting points enclosed by the following position:

- 1) lat. 60°00.55' N, long. 29°18.67' E;
- 2) lat. 60°00.98' N, long. 29°18.67' E;
- 3) lat. 60°00.98' N, long. 29°20.18' E;
- 4) lat. 60°01.40' N, long. 29°20.18' E;
- 5) lat. 60°01.40' N, long. 29°24.15' E;
- 6) lat. 60°00.55' N, long. 29°24.15' E.

The least depth is 14.4 meters, bottom – silt, sand.

On Lesnoy quay roads:

Anchorage No. 1B area is limited by straight lines connecting points enclosed by position:

- 1) lat. 59°52.87' N, long. 30°13.03' E;
- 2) lat. 59°53.00' N, long. 30°12.82' E;
- 3) lat. 59°53.25' N, long. 30°12.93' E;
- 4) lat. 59°53.15' N, long. 30°13.01' E.

Intended for 6 river boats.

The least depth is 4.6 meters, bottom – silt, sand, clay.

Northward of the Kotlin island:

Anchorage No. 46 area is limited by straight lines connecting points enclosed by position:

- 1) lat. 60°03.60' N, long. 29°45.20' E;
- 2) lat. 60°04.50' N, long. 29°45.20' E;
- 3) lat. 60°04.50' N, long. 29°48.15' E;
- 4) lat. 60°03.61' N, long. 29°48.61' E.

Intended for the ships going through the navigation passage C-2 of the flood-defence facilities.

At the anchorage there is a waiting area No. 1.

The least depth is 7.1 meters, bottom – clay, sand.

Anchorage No. 4B area is limited by straight lines connecting points enclosed by position:

- 1) lat. 59°59.70' N, long. 29°51.20' E;
- 2) lat. 59°59.70' N, long. 29°53.32' E;
- 3) lat. 59°59.50' N, long. 29°54.20' E;
- 4) lat. 59°58.97' N, long. 29°54.00' E;
- 5) lat. 59°59.13' N, long. 29°51.50' E.

Intended for the ships going through the navigation passage C-2 of the flood-defence facilities.

The least depth is 7 meters, bottom – silt, sand, clay.

South-Westward of Pesochny Cape:

Anchorage No. 5a area is limited by straight lines connecting points enclosed by the following position:

- 1) lat. 60°05.30' N, long. 29°19.50' E;
- 2) lat. 60°06.70' N, long. 29°19.50' E;
- 3) lat. 60°06.70' N, long. 29°25.15' E;
- 4) lat. 60°05.30' N, long. 29°25.15' E.

At the anchorage area there are anchor grounds Nos. 1–12 centered at the points in the following position:

- 1) lat. 60°01.15' N, long. 29°20.67' E;
- 2) lat. 60°01.15' N, long. 29°21.67' E;
- 3) lat. 60°01.15' N, long. 29°22.67' E;
- 4) lat. 60°01.15' N, long. 29°23.67' E;
- 5) lat. 60°00.72' N, long. 29°19' E;
- 6) lat. 60°00.72' N, long. 29°19.63' E;
- 7) lat. 60°00.72' N, long. 29°20.27' E;
- 8) lat. 60°00.72' N, long. 29°20.90' E;
- 9) lat. 60°00.72' N, long. 29°21.53' E;
- 10) lat. 60°00.72' N, long. 29°22.17' E;
- 11) lat. 60°00.72' N, long. 29°22.80' E;
- 12) lat. 60°00.72' N, long. 29°23.43' E.

Anchorage is intended for 4 ships LOA up to 300 meters with the draft up to 11

meters, 8 ships LOA up to 180 meters long with the draft up to 10 meters.

The least depth is 17.2 meters, bottom – silt, sand.

At the anchorage there are also 6 roads transshipment facilities: П–1, П–2, П–3, П–4, П–5, П–6.

A deepened district at the place of multifunctional roads transshipment facilities located near St.-Petesburgskiy Morskoy Canal crossing with the North Kronshtadt channel is limited by straight lines connecting points enclosed by the following position:

- 1) lat. 59°57.35' N, long. 29°51.60' E;
- 2) lat. 59°57.19' N, long. 29°52.40' E;
- 3) lat. 59°57.09' N, long. 29°52.32' E;
- 4) lat. 59°57.10' N, long. 29°52.29' E;
- 5) lat. 59°57.02' N, long. 29°51.94' E;
- 6) lat. 59°57.01' N, long. 29°51.86' E;
- 7) lat. 59°57.18' N, long. 29°51.03' E;
- 8) lat. 59°57.28' N, long. 29°51.54' E.

Intended for ship anchorage in order to prevent accidents.

Ugolnaya Gavan' roads include:

Anchor ground limited by straight lines connecting points enclosed by position:

- 1) lat. 59°52.57' N, long. 30°12.10' E;
- 2) lat. 59°52.75' N, long. 30°11.85' E;
- 3) lat. 59°52.77' N, long. 30°11.95' E;
- 4) lat. 59°52.60' N, long. 30°12.18' E.

Intended for short-term staying of a ship LOA 260 meters or less with the draft not more than 11 meters or two ships LOA 155 meters or less with the draft not more than 11 meters;

Anchor ground limited by straight lines connecting points enclosed by the following position:

- 1) lat. 59°52.53' N, long. 30°12.17' E;
- 2) lat. 59°52.57' N, long. 30°12.25' E;
- 3) lat. 59°52.43' N, long. 30°12.59' E;
- 4) lat. 59°52.38' N, long. 30°12.62' E.

Intended for dry-cargo river boats (not more than 6 boats).

Lesnoy Mole quay roads include the anchor ground limited by straight lines connecting points enclosed by position:

- 1) lat. 59°53.03' N, long. 30°12.73' E;
- 2) lat. 59°53.18' N, long. 30°12.58' E;
- 3) lat. 59°53.19' N, long. 30°12.62' E;
- 4) lat. 59°53.05' N, long. 30°12.82' E.

Intended for short-term staying of a ship LOA 260 meters or less with the draft not more than 11 meters or two ships LOA 155 meters or less with the draft not more than 11 meters.

Barochny basin roads include the anchor ground limited by straight lines connecting points enclosed by position:

- 1) lat. 59°53.33' N, long. 30°13.19' E;
- 2) lat. 59°53.48' N, long. 30°13.39' E;
- 3) lat. 59°53.44' N, long. 30°13.50' E;
- 4) lat. 59°53.39' N, long. 30°13.30' E.

Intended for short-term staying of a ship LOA 120 meters or less with the draft not more than 11 meters.

Ekateringofsky basin roads include the anchor ground limited with the circle 0.5 cable-laid radius centered in position lat. 59°52.79' N, long. 30°13.50' E.

Intended for short-term staying of a ship LOA 150 meters or less with the draft not more than 6 meters.

The Bolshaya Neva river roads opposite wharves Nos. 2, 3 and 4 include the anchor ground limited with the circle 0.5 cable-laid radius centered in position lat. 59°55.05' N, long. 30°15.32' E.

Intended for short-term staying of a ship LOA 170 meters or less with the draft not more than 9.8 meters.

Transshipment points:

At the anchor ground No. 5a for petroleum and its products transshipment southwewWestward of Pesochny Cape there are:

Transshipment point II–1 in the district limited by straight lines connecting points enclosed by position:

- 1) lat. 60° 05.67' N, long. 29° 24.05' E;
- 2) lat. 60° 05.67' N, long. 29° 25.17' E;
- 3) lat. 60° 05.45' N, long. 29° 25.17' E;
- 4) lat. 60° 05.45' N, long. 29° 24.05' E.

Transshipment point II–2 in the district limited by straight lines connecting points enclosed by position:

- 1) lat. 60° 06.80' N, long. 29° 24.40' E;
- 2) lat. 60° 06.80' N, long. 29° 25.50' E;
- 3) lat. 60° 06.56' N, long. 29° 25.50' E;
- 4) lat. 60° 06.56' N, long. 29° 24.40' E.

Transshipment point II–3 in the district limited by straight lines connecting points enclosed by position:

- 1) lat. 60° 06.80' N, long. 29° 22.95' E;
- 2) lat. 60° 06.80' N, long. 29° 24.05' E;
- 3) lat. 60° 06.56' N, long. 29° 24.05' E;
- 4) lat. 60° 06.56' N, long. 29° 22.95' E.

Transshipment point II–4 in the district limited by straight lines connecting points enclosed by position:

- 1) lat. 60° 06.80' N, long. 29° 21.41' E;

2) lat. 60° 06.80' N, long. 29° 22.51' E;

3) lat. 60° 06.56' N, long. 29° 22.51' E;

4) lat. 60° 06.56' N, long. 29° 21.41' E.

Transshipment point II–5 in the district limited by straight lines connecting points enclosed by position:

1) lat. 60° 05.50' N, long. 29° 22.45' E;

2) lat. 60° 05.50' N, long. 29° 23.55' E;

3) lat. 60° 05.26' N, long. 29° 23.55' E;

4) lat. 60° 05.26' N, long. 29° 22.45' E.

Transshipment point II–6 in the district limited by straight lines connecting points enclosed by position:

1) lat. 60° 06.19' N, long. 29° 24.05' E;

2) lat. 60° 06.19' N, long. 29° 25.17' E;

3) lat. 60° 05.95' N, long. 29° 25.17' E;

4) lat. 60° 05.95' N, long. 29° 24.05' E.

Storage tankers are positioned on fore and aft mooring buoys in direction of 90°–270° in transshipment points during operational period.

Transshipment point No.1 intended for loose cargo transshipment on Lesnoy Mole roads is limited by lines connecting points and enclosed by position:

1) lat. 59°53.03' N, long. 30°12.73' E;

2) lat. 59°53.18' N, long. 30°12.58' E;

3) lat. 59°53.19' N, long. 30°12.62' E;

4) lat. 59°53.05' N, long. 30°12.82' E.

The ship is positioned on fore and aft mooring buoys.

Transshipment point intended for loose cargo transshipment on Lesnoy Mole roads is limited by lines connecting points enclosed by position:

1) lat. 59°53.11' N, long.,30°12.74' E;

2) lat. 59°53.24' N, long. 30°12.50' E;

3) lat. 59°53.28' N, long. 30°12.60' E;

4) lat. 59°53.16' N, long. 30°12.85' E.

The ship is positioned on aft mooring buoys with fore anchors dropping .

Transshipment point No. 2 intended for loose cargo transshipment on Barochny basin roads is limited by lines connecting points enclosed by position:

1) lat. 59°53.33' N, long. 30°13.19' E;

2) lat. 59°53.48' N, long. 30°13.39' E;

3) lat. 59°53.44' N, long. 30°13.50' E;

4) lat. 59°53.39' N, long. 30°13.30' E.

The ship is positioned on aft mooring buoys with fore anchors dropping .

Transshipment point No. 6 intended for loose cargo transshipment on Ugolnaya harbour roads is limited by lines connecting points enclosed by position:

- 1) lat. $59^{\circ}52.57' N$, long. $30^{\circ}12.10' E$;
- 2) lat. $59^{\circ}52.75' N$, long. $30^{\circ}11.85' E$;
- 3) lat. $59^{\circ}52.77' N$, long. $30^{\circ}11.95' E$;
- 4) lat. $59^{\circ}52.60' N$, long. $30^{\circ}12.18' E$.

The ship is positioned on fore and aft mooring buoys.

Information on districts Nos. 156, 221, 222, 300, 310, 311, 312, 314, 321 of the sea port, harbour area, the Lieutenant Shmidt embankment, the English embankment, the Neva estuary, Nevskie vorota, Novaya Kanonerskaya Gavan', Zolotiye vorota, Lesnoy Mole roads, Neftyanaya Gavan', Vostochny basin, Barochny basin, Ekateringof basin, Ugolnaya Gavan', Malaya Turukhtannaya Gavan', Bolshaya Turukhtannaya Gavan', Petrodvortsovaya harbour, Lomonosovskaya harbour, Litke base harbour, Lakhtinskaya harbour, Passenger basin

District No. 156 is limited by lines connecting points as listed:

- 1) lat.60°12.30' N, long.29°00' E;
- 2) lat.59°54.60' N, long. 29°00' E;

District No. 221 is limited by lines connecting points as listed:

- 1) lat.60°04.28' N, long. 29°36.10' E;
- 2) lat.60°04.66' N, long. 29°36.10' E;
- 3) lat.60°04.66' N, long. 29°38.60' E;
- 4) lat.60°04.28' N, long. 29°38.60' E.

District No. 222 is limited by lines connecting points as listed:

- 1) lat. 60°03.28' N, long. 29°31.76' E;
- 2) lat.60°04.02' N, long. 29°31.87' E;
- 3) lat.60°04.02' N, long. 29°32.05' E;
- 4) lat.60°03.28' N, long. 29°32.28' E.

District No. 300 is limited by lines connecting points as listed:

- 1) lat.60°04.00' N, long. 29°40.00' E;
- 2) lat.60°05.00' N, long. 29°40.00' E;
- 3) lat.60°05.00' N, long. 29°45.00' E;
- 4) lat.60°04.00' N, long. 29°45.00' E.

District No. 310 is limited by lines connecting points as listed:

- 1) lat.59°57.85' N, long. 30°10.70' E;
- 2) lat.59°58.90' N, long. 30°11.24' E;
- 3) lat.59°58.95' N, long. 30°11.49' E;
- 4) lat.59°58.82' N, long. 30°12.00' E;
- 5) lat.59°57.95' N, long. 30°12.00' E;
- 6) lat.59°57.88' N, long. 30°11.68' E;
- 7) lat.59°57.84' N, long. 30°11.50' E.

District No. 311 is limited by lines connecting points as listed:

- 1) lat.59°57.88' N, long. 30°08.60' E;
- 2) lat.59°59.17' N, long. 30°08.82' E;
- 3) lat. 59°59.15' N, long. 30°09.84' E;
- 4) lat.59°59.05' N, long. 30°09.83' E;
- 5) lat. 59°59.03' N, long. 30°10.12' E;
- 6) lat. 59°59.09' N, long. 30°10.17' E;

- 7) lat. 59°59.13' N, long. 30°10.35' E;
- 8) lat. 59°59.10' N, long. 30°10.83' E;
- 9) lat. 59°58.92' N, long. 30°11.08' E;
- 10) lat.59°57.86' N, long. 30°10.52' E.

District No. 312 is limited by lines connecting points as listed:

- 1) lat.59°52.83' N, long. 30°05.17' E;
- 2) lat. 59°53.68' N, long. 30°06.67' E;
- 3) lat. 59°53.15' N, long. 30°09.09' E;
- 4) lat. 59°52.82' N, long. 30°09.78' E;
- 5) lat. 59°52.27' N, long. 30°09.34' E;
- 6) lat.59°52.09' N, long. 30°08.82' E;
- 7) lat.59°52.56' N, long. 30°06.51' E.

District No. 314 is limited by lines connecting points as listed:

- 1) lat. 60°02.33' N, long. 29°26.30' E;
- 2) lat. 60°03.00' N, long. 29°26.30' E;
- 3) lat. 60°03.63' N, long. 29°28.08' E;
- 4) lat. 60°03.63' N, long. 29°30.08' E;
- 5) lat. 60°02.08' N, long. 29°30.08' E;
- 6) lat. 60°02.08' N, long. 29°28.08' E.

District No. 321 is limited by lines connecting points as listed:

- 1) lat. 59°56.60' N, long. 29°55.00' E;
- 2) lat. 59°57.60' N, long. 29°55.00' E;
- 3) lat. 59°57.20' N, long. 29°57.50' E;
- 4) lat. 59°56.20' N, long. 29°57.50' E.

Harbour area includes the area of St.-Petersburg Morskoy Kanal from Zolotiye Vorota to Nevskie Vorota with adjoining harbours and roads as well as estuary area of the Bolshaya Neva river from the lower edge of Blagoveschensky bridge to the straight line connecting the front leading mark of Bely island leading line with the Vostochny mole of Galernaya harbour (lat.59°55'43" N, long. 30°13'46" E.) and Malaya Neva river water area from Tuchkov bridge to meridian of the western end of Petrovskiy island.

Lieutenant Shmidt embankment is an embankment on the right side of the Bolshaya Neva river located on Vasilyevsky island between Blagoveschensky bridge and Lines Nos.22-23 of Vasilyevsky island.

The English embankment is an embankment on the left side of the Bolshaya Neva river about 1260 meters long between Senatskaya square and Novo-Admiralteysky canal.

Nevskaya estuary takes a top part of the Gulf of Finland eastward of Kotlin island (lat.60°00.0' N, long. 29°45.0' E.), from the west it is limited by Lomonosovskaya shallow spreading to the north from the southern coast of the Gulf of Finland near Lomonosov city, from the north-west the estuary border goes from the eastern end of Kotlin island to Lisy Nos mole (lat.60°01.0' N, long. 29°58.0' E.).

Nevskie Vorota (lat.59°54.8' N, long. 30°14.3' E.) is located in St.-Petersburgskiy Morskoy Kanal between the northeastern end of Kanonerskiy island and northwestern end of Gutuevskiy island.

Novaya Kanonerskaya harbour is located between Bely island (lat.59°55.0' N, long. 30°13.0' E.) and the northwestern part of Kanonerskiy island. Near Bely island there is a shallow with depths less than 5 meters marked with light buoys.

Zolotiye Vorota (lat.59°53.3' N, long. 30°10.2' E.) being an entrance to the harbour area is located near the eastern end of the dams of St.-Petersburg Morskoy Kanal between the western end of the north dam and the western end of the Neftyanaya Pristan'.

Lesnoy Mole road (lat.59°53.1' N, long. 30°12.8' E.) is located between Lesnoy Mole, Krivaya dam and the southwestern end of the south dam. Near the Krivaya dam there is a shallow marked out with blint buoys.

Neftyanaya Gavan' (lat.59°53.1' N, long. 30°10.1' E.) is located South-West from the western part of Ugolnyy quay.

Vostochny basin (lat.59°53.4' N, long. 30°14.0' E.) is located East from Barochnyy basin, from North the basin is limited by Gutuevskiy island, from the East by Gladkiy peninsula and from the West by Grebenka dam. The entrance to the basin is marked by light buoys. In southwestern part of Grebenka dam there is a shallow with the depths less than 5 meters.

Barochny basin (lat.59°53.5' N, long. 30°13.4' E.) is located near the south coast of Gutuevsky island (lat.59°54.0' N, long. 30°14.0' E.). From the North-West it is limited by the south dam, from the South-East by Grebenka dam and from the South-West by Krivaya dam. Near the northern end of Krivaya dam at the entrance to Barochny basin on Lesnoy Mole side there is a shallow marked with a pole.

Ekateringofskiy basin (lat.59°52.8' N, long. 30°13.6' E.) is located southward of the Vostochny basin. From the East it is limited by Krivaya dam, from the South by Lesnoy mole wall.

Ugolnaya Gavan' (lat.59°52.7' N, long. 30°11.9' E.) is located in the southern part of the harbour area . It is limited by Ugolny Mole, Lesnoy Mole and Razdelnaya dam. Southwestward of the southwest wall of Lesnoy Mole middle part there is a shallow with the depths less than 5 meters marked out on all sides with light and blind buoys.

Malaya Turukhtannaya harbour (lat.59°52.4' N, long. 30°13.2' E.) is located northward of Bolshaya Turukhtannaya harbour.

Bolshaya Turukhtannaya harbour (lat.59°52.2' N, long. 30°13.0' E.) is located southward of Ugolnaya harbour. There is 180 meters wide entrance to the harbour from Ugolnaya harbour.

Petrodvortsovaya harbour (lat.59°53.45' N, long. 29°54.9' E.) is situated near Petrodvorets city (lat.59°53.0' N, long. 29°55.0' E.) and protected from the west and north by angle-shaped quay and from the east by a short mole.

Lomonosovskaya harbour (lat.59°55.7' N, long. 29°46.0' E.) is situated near Lomonosov city (lat.59°55.0' N, long. 29°47.0' E.) 4.6 miles northwestward of Petrodvortsovaya harbour. The harbour is protected by the west and east moles. Near the East mole basis from its eastern side there are New and Passenger harbours, in the southwestern part of the harbour there is an entrance to the boat canal.

Litke base harbour (lat.59°59.8' N, long. 29°43.4' E.) is located near the middle part of Kotlin island south coast. Lakhtinskaya harbour (lat.59°59.2' N, long. 30°11.2' E.) lies

by the north side of Nevskaya estuary near Lakhta town 1.1 mile northwestward of Krestovsky island.

Passenger basin (lat.59°55.5' N, long. 30°14.0' E.) is located by the southwest side of Vasilyevsky island. The basin is connected with the Bolshaya Neva river channel by a 100 meters wide canal.

APPENDIX No. 8
To Bylaws (i.i. 16, 56)

Information on the channels of very high frequency used in the sea port

Subscriber	Channels of very high frequency			Call sign
	Calling channel	Working channel	Secondary channel	
Harbour Master service	9	9	67	Petersburg–radio–5
Sea rescue coordination center “St.-Petersburg”	16, 70 (digital selective call)	71	24, 26, 27	Petersburg–RCC
Sea port vessel control service	9	9	67	Petersburg–radio –17
	12, 9, 16	12, 73, 13	67, 30	Petersburg–radio –9
Pilot service operator	67	67	9	Petersburg–radio –21
Pilot vessel	9, 16	9	67	Petersburg–pilot
Non-state pilot service pilot-coordinator	9, 67	67	20	Petersburg–radio –11
Port vessels operator	14	14	–	Petersburg–radio –6
Quarantine station of Lomonosov city	9	67	–	Lomonosov–radio–1
Quarantine station of Kronshtadt city	9	67	–	Kronshtadt–radio–1
Fish terminal operator	10	10	–	Petersburg–31
Basin communication center of the State basin administration “Volgo-Balt” of St.-Petersburg	23, 84	23, 84	–	Petersburg–72
Shipbuilding plant	37	37	–	Petersburg–radio –81
Salvage department	71	71, 6, 8	–	Petersburg–radio –12

APPENDIX No. 9
To Bylaws (i.i. 16, 113)

GMDSS (Global Maritime Distress and Safety System) line-up information of radio communication center

Universal time/ Moscow time	Channel	Mode	Broadcast	Language
23:33/03:33	16, 70 (01,03,26,65)	Digital selective call (very high frequency)	Warnings	Russian / English
03:33/07:33	16, 70 (01,03,26,65)	Digital selective call (very high frequency)	Warnings, ice-breakers locations	Russian / English
07:33/11:33	16, 70 (01,03,26,65)	Digital selective call (very high frequency)	Weather forecast, warnings	Russian / English
11:33/15:33	16, 70 (01,03,26,65)	Digital selective call (very high frequency)	Ice report, warnings	Russian / English
15:33/19:33	16, 70 (01,03,26,65)	Digital selective call (very high frequency)	Weather forecast, warnings	Russian / English
19:33/23:33	16, 70 (01,03,26,65)	Digital selective call (very high frequency)	Warnings	Russian / English