

# UST-LUGA PORT HELPFUL INFORMATION

## ***1. APPROACHING, PILOT STATION POSITION, ANCHORAGE***

An incoming vessel's master one hour before entering the operating zone of the sea port VTS must communicate with the VTS on VHF Channel 69, call sign "Ust-Luga - Traffic".

### Pilot station / Pilot's embarking position

Lat 59°56'38N Long 028°34'72E

LOCAL TIME: UTC +3 hours

Before starting traffic a vessel is required to get the VTS permission for traffic clearance. Information of the ship's traffic clearance is reported to the Harbour Master of the sea port by VTS.

If ship is not scheduled for inbound pilotage and berthing she must request for anchorage position in an area described herebelow

### Anchorage position 10A

Anchorage No 10 is limited by straight lines connecting points enclosed by position:

1. lat .60°00,00' N., long.028°26,00' E.;
2. lat. 60°02,00' N., long.028°26,00' E.;
3. lat . 60°02,00' N., long.028°30,00' E.;
4. lat. 60°00,00' N., long.028°30,00' E.;

The least depth is 15 meters, bottom – fine sand.

## ***2. TOWING***

In comply with Port Authorities' recommendations for maritime safety in port a tug's lines are to be used for inbound / outbound towing during mooring / unmooring operations.

Tug assistance during mooring is not compulsory:

- for a twin propellers ship equipped with a thruster;
- for ships with length less than 150 m with twin propellers.

## ***3. BALLAST EXCHANGE BEFORE ARRIVAL / ECOLOGICAL SAFETY IN PORT***

Discharge of segregated ballast in the sea port is permitted if it was taken in the Baltic and North seas, and/or changed or received in the area of the North-East Atlantic and the North sea if the distance from the nearest land was not less than 50 nm and sea depth not less than 200 m, each operation shall be recorded in the ship's log book.

## ***4. TERMINAL RESTRICTIONS AND CAPACITIES***

Terminal: Multipurpose Reloading Complex, berth 3 & 4 UPK

Restrictions:

- Length restriction – upto 250 mtrs
- Aircraft restriction – 14.00 mtrs

Loading is performed by shore cranes with grabs and vsl must grant max distance 14.0 m between top of hatch cover and water surface in order to put grabs over the holds o/w Stevedores will not be able to commence loading. Pls make sure vsl will be in heavy ballast incl. relevant cgo holds

- Draft restriction at loadberth 3-4 UPK – 13.70 mtrs FW

Harbour Master's permit can be obtained for loading upto draft 14.30 mtrs FW for 0 cm and /or positive water level in port. Depending on wind force and direction an actual water level in port varies between -50 cm / +40 cm.

Average daily loading rate: 20-24,000 mt per day with 3-4 cranes (1 crane – 300 mt per hour / abt 6,000 mt per day).

### **5. CUSTOMS OF THE TERMINAL**

There are 2 shifts: 08.30-19.30, 20.30-07.30

Shifting of gangs: 07.30-08.30, 19.30-20.30

Mealtime: 13.00-14.00, 01.00-02.00

Before loading and on completion of loading a draft survey is arranged.

Control of loaded quantity is to be effected by ship.

2 times per day (at 07.30 and at 19.30) foreman comes onboard to get information from Chief Officer (Cargo Officer) about loaded quantity - roughly.

Same is related to discharging operations.

### **6. FACILITY SECURITY OFFICER/NAME-ADDRESS/CONTACTS**

“Multipurpose Reloading Complex”

Russian Federation, Leningrad region, Sea Port of Ust-Luga

Security officer: Tadataev Oleg (phone. +7-921-886 1165)

All necessary documents can be signed on arrival by Agent on behalf of Security Officer.