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Acting of the Port Kavkaz Harbour Master

A. Demidovich



MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION

ORDER

No. 110

23 March 2018

ON THE APPROVAL OF THE COMPULSORY REGULATIONS FOR PORT KAVKAZ

As amended by Orders of the Ministry of Transport of the Russian Federation No. 5 dated 10 January 2024, No. 74 dated 4 March 2025, and No. 234 dated 5 August 2025.

Pursuant to Article 14 of Federal Law No. 261-FZ of 8 November 2007 "**On Seaports in the Russian Federation and on Amendments to Certain Legislative Acts of the Russian Federation**", I hereby order:

1. To approve the attached **Compulsory Regulations for Port Kavkaz**.
2. To repeal the following Orders of the Ministry of Transport of the Russian Federation:
 - Order No. 190 dated 29 May 2013 "**On the Approval of the Compulsory Regulations for Port Kavkaz**" (registered by the Ministry of Justice of the Russian Federation on 25 June 2013 under Registration No. 28887);
 - Order No. 196 dated 24 June 2015 "**On Amendments to the Compulsory Regulations for Port Kavkaz approved by Order No. 190 dated 29 May 2013**" (registered by the Ministry of Justice of the Russian Federation on 21 July 2015 under Registration No. 38102);
 - Order No. 34 dated 2 March 2016 "**On Amendments to the Compulsory Regulations for Port Kavkaz approved by Order No. 190 dated 29 May 2013**" (registered by the Ministry of Justice of the Russian Federation on 4 April 2016 under Registration No. 41646).
3. This Order shall remain in force until **1 March 2029**.

(Clause 3 introduced by Order No. 5 of the Ministry of Transport of the Russian Federation dated 10 January 2024.)

Minister

M.Yu. Sokolov

Approved by

Order of the Ministry of Transport of the Russian Federation

No. 110 dated 23 March 2018

COMPULSORY REGULATIONS FOR PORT KAVKAZ

As amended by Orders of the Ministry of Transport of the Russian Federation No. 5 dated 10 January 2024, No. 74 dated 4 March 2025, and No. 234 dated 5 August 2025.

PART I. GENERAL PROVISIONS

1. The **Compulsory Regulations for Port Kavkaz** (hereinafter referred to as the **Compulsory Regulations**) have been developed in accordance with Federal Law No. 261-FZ of 8 November 2007 "**On Seaports in the Russian Federation and on Amendments to Certain Legislative Acts of the Russian Federation**", Federal Law No. 81-FZ of 30 April 1999 "**Merchant Shipping Code of the Russian Federation**" (hereinafter referred to as the **Merchant Shipping Code**), and the **General Rules for Navigation and Berthing of Ships in the Seaports of the Russian Federation and on Their Approaches**, approved by Order No. 395 of the Ministry of Transport of the Russian Federation dated 12 November 2021 (hereinafter referred to as the **General Rules**) <2>. (as amended by Order of the Ministry of Transport of the Russian Federation No. 74 dated 4 March 2025).

****<1>**** Footnote deleted. — Order of the Ministry of Transport of the Russian Federation No. 74 dated 4 March 2025.

****<2>**** Registered with the Ministry of Justice of the Russian Federation on 1 June 2022 under Registration No. 68677, as amended by Order of the Ministry of Transport of the Russian Federation No. 396 dated 4 December 2023 (registered with the Ministry of Justice of the Russian Federation on 11 March 2024 under Registration No. 77468). Pursuant to Paragraph 3 of Order of the Ministry of Transport of the Russian Federation No. 395 dated 12 November 2021, this regulatory act remains in force until 1 September 2028.

(Footnote as amended by Order of the Ministry of Transport of the Russian Federation No. 74 dated 4 March 2025.)

2. These Compulsory Regulations set out:

- a description of **Port Kavkaz** (hereinafter referred to as **the Port**);
- the rules governing the arrival of ships at and departure of ships from the Port, including navigational safety measures applicable to port entry and departure, as well as specific provisions governing the arrival and departure of autonomous ships;

- the rules governing navigation within the Port Waters and on the approaches to the Port, including the specific requirements applicable to the navigation of autonomous ships within the Port Waters;
- a description of the **Vessel Traffic Service (VTS)** coverage area, the rules governing navigation within VTS areas, and the procedures for interaction between radar-based VTS and autonomous ships;
- the rules governing the berthing of ships within the Port, including designated berths and anchorages;
- environmental protection requirements, including the categories of ship-generated waste subject to collection within the Port and the procedures for ensuring compliance with quarantine requirements;
- the rules governing the use of dedicated communication facilities within the Port;
- information on the boundaries of the Port territory;
- information on the approaches to the Port;
- information on the limits of **GMDSS Sea Areas A1 and A2** <2(1)> (Global Maritime Distress and Safety System);
- ****<2(1)>** Resolution of the Government of the Russian Federation No. 813 dated 3 July 1997 ****"On the Establishment and Operation of the Global Maritime Distress and Safety System (GMDSS)."******
- information on the Port's technical capabilities for accommodating ships;
- information on the navigation season;
- information on compulsory and non-compulsory pilotage areas;
- information on the depths within the Port Waters and on the approaches to the Port;
- information on the handling of dangerous goods;
- information on the organization of navigation in ice conditions within the Port and on its approaches;
- procedures for reporting by Masters of ships while within the Port in the event of a threat of unlawful interference against the Port; and
- procedures for the dissemination of navigational and hydrometeorological information to Masters of ships within the Port.

(Paragraph 2 as amended by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025)

3. These Compulsory Regulations shall be binding on all ships, irrespective of flag or ownership, and on all natural and legal persons, irrespective of their organizational or legal form, carrying out activities within the Port.

4. Navigation within the Port and on the approaches to the Port, as well as the berthing and anchoring of ships within the Port Waters, shall be conducted in accordance with the General Rules and these Compulsory Regulations.

PART II. DESCRIPTION OF THE PORT

5. Port Kavkaz is located in the north-eastern part of the Kerch Strait on the Taman Peninsula, at the southern extremity of the Chushka Spit along its western coast. The Port comprises the following areas:

Port Water Area No. 1 (hereinafter referred to as **Area No. 1**), comprising:

- the Northern Area (including the inner basin of the Northern Area with its turning basin);
- the approach channel to the Northern Area;
- the planned North-Eastern Cargo Area development zone;
- Fairway No. 28 (the section of the south-eastern leg extending on the bearing **323.5°–143.5°** to its intersection with the **67°–247°** leg of Fairway No. 50);
- the Southern Area; and
- the approach fairway to the Southern Area.

Port Water Area No. 2 (hereinafter referred to as **Area No. 2**), comprising **Deep-Water Offshore Transshipment Area No. 2**.

Port Water Area No. 3 (hereinafter referred to as **Area No. 3**), comprising **Deep-Water Offshore Transshipment Area No. 3**.

Port Water Area No. 4 (hereinafter referred to as **Area No. 4**), comprising **Anchorage No. 455**.

Port Water Area No. 5 (hereinafter referred to as **Area No. 5**), comprising **Anchorage No. 471-D**.

(Paragraph introduced by Order No. 5 of the Ministry of Transport of the Russian Federation dated 10 January 2024.)

Port Water Area No. 6 (hereinafter referred to as **Area No. 6**), comprising **Anchorage No. 471-E**.

(Paragraph introduced by Order No. 5 of the Ministry of Transport of the Russian Federation dated 10 January 2024.)

Port Water Area No. 7 (hereinafter referred to as **Area No. 7**).

(Paragraph introduced by Order No. 5 of the Ministry of Transport of the Russian Federation dated 10 January 2024.)

6. The boundaries of the Port are established by Directive No. 1150-r of the Government of the Russian Federation dated 12 August 2009. (as amended by Order of the Ministry of Transport of the Russian Federation No. 74 dated 4 March 2025)

~~**<3>**~~ Footnote deleted. — Order of the Ministry of Transport of the Russian Federation No. 74 dated 4 March 2025.

7. Navigation at the Port is conducted throughout the year. The Port operates continuously on a 24-hour basis and incorporates a permanent multilateral cargo and passenger checkpoint across the State Border of the Russian Federation <4>.. (as amended by Order of the Ministry of Transport of the Russian Federation No. 74 dated 4 March 2025)

~~**<4>**~~ Clause 324 of the ~~**List of Checkpoints across the State Border of the Russian Federation**~~, approved by Directive of the Government of the Russian Federation No. 2665-r dated 29 November 2017.

~~*(Footnote as amended by Order of the Ministry of Transport of the Russian Federation No. 74 dated 4 March 2025.)*~~8. Navigational conditions at the Port are characterized by wind-induced storm surges and set-downs associated with strong southerly winds. When wind speeds reach **15 m/s or more** (hereinafter referred to as a **storm warning**), the current velocity in the Kerch Strait may increase to **2.8 knots**, while wave heights may reach **5 metres**.

9. Port Kavkaz is **not designated as a Place of Refuge** for ships during storm conditions.

10. The Port lies within **GMDSS Sea Areas A1 and A2**.

11. The approaches to the Port include:

- the **Kerch-Yenikalskiy Canal (KYC)**;
- the **Taman Navigation Route (TNR)**, comprising Fairway No. 50, the transition section between Fairways No. 50 and No. 52, and Fairway No. 52;
- navigation prohibited areas established in the vicinity of the Crimean Bridge within the waters of the Kerch Strait <5>; and
- the **Ferry Crossing Area (FCA)**, the description of which is set out in Clause 31 of these Compulsory Regulations.

~~**<5>**~~ Order of the Ministry of Transport of the Russian Federation No. 236 dated 21 June 2022 ~~**"On the Establishment of Navigation Prohibited Areas in the Vicinity of the Crimean Bridge within the Waters of the Kerch Strait"~~** (registered with the Ministry of Justice of the Russian Federation on 20 July 2022 under Registration No. 69323), as amended by Order of the Ministry of Transport of the Russian Federation No. 367 dated 7 November 2023

(registered with the Ministry of Justice of the Russian Federation on 15 December 2023 under Registration No. 76424).

*(Footnote as amended by Order of the Ministry of Transport of the Russian Federation No. 74 dated 4 March 2025.)*Details of the approaches to the Port are provided in **Appendix No. 1** to these Compulsory Regulations. (as amended by Order of the Ministry of Transport of the Russian Federation No. 74 dated 4 March 2025)

12. Details of the Taman Navigation Route (TNR), the Kerch-Yenikalskiy Canal (KYC), the Northern Area, the approach channel and turning basin of the Northern Area, the Southern Area, and the approach fairway to the Southern Area are provided in **Appendix No. 2**.

Information on the technical capabilities of the Port for accommodating ships is provided in **Part X** and **Appendix No. 3** to these Compulsory Regulations.

Information on the **VHF radiocommunication channels** used within the Port is provided in **Appendix No. 4**.

Information on the Port anchorages is provided in **Appendix No. 5**.

13. Towage services are available for ships calling at the Port.

The minimum number of tugs and the minimum required bollard pull for berthing operations are specified in **Appendix No. 6** to these Compulsory Regulations.

14. From the commencement of ice formation until the end of the ice navigation season, ships shall be provided with **icebreaker assistance** in accordance with the General Rules and these Compulsory Regulations.

Restrictions applicable to navigation in ice conditions within the Port Waters are set out in **Appendix No. 7** to these Compulsory Regulations.

15. The Port Waters of Port Kavkaz constitute an area of **Compulsory Pilotage** for all ships, with the exception of **Area No. 4**.

Details of the Compulsory Pilotage Area are provided in **Appendix No. 8** to these Compulsory Regulations.

16. Repealed with effect from **1 March 2026** pursuant to Order No. 234 of the Ministry of Transport of the Russian Federation dated 5 August 2025.

17. The Port provides facilities for the replenishment of ships' stores, including provisions, bunker fuel and fresh water, and for the reception of sewage, oily water and ship-generated garbage of all categories, with the exception of **Class I and Class II hazardous waste**.

PART III. RULES GOVERNING THE ARRIVAL OF SHIPS AT THE PORT AND THE DEPARTURE OF SHIPS FROM THE PORT, INCLUDING NAVIGATIONAL SAFETY MEASURES FOR PORT ENTRY AND DEPARTURE, AS WELL AS THE SPECIFIC REQUIREMENTS GOVERNING THE ARRIVAL AND DEPARTURE OF AUTONOMOUS SHIPS

(As amended by Order No. 234 of the Ministry of Transport of the Russian Federation dated 5 August 2025.)

18. Information relating to the arrival of a ship at the Port, the departure of a ship from the Port <5(1)>, as well as the transit passage of a ship through the Kerch Strait, shall be submitted to the Harbour Master via the Internet-based **Port Call Information System** at: www.portcall.marinet.ru

<5(1)> Clause 3 of Article 13 of Federal Law No. 261-FZ dated 8 November 2007 "On Seaports in the Russian Federation and on Amendments to Certain Legislative Acts of the Russian Federation" (hereinafter referred to as "Federal Law No. 261-FZ"). Clauses 43 and 45 of the General Rules.

The arrival of autonomous ships at the Port and the departure of autonomous ships from the Port shall be governed by the provisions of this Part and Chapter VI.1 of the **Merchant Shipping Code of the Russian Federation**.

(Clause 18 as amended by Order No. 234 of the Ministry of Transport of the Russian Federation dated 5 August 2025.)

19. Clearance formalities for the arrival of ships at, and departure of ships from, the Port shall be carried out **24 hours a day**.

20. Departure clearance by the Harbour Master shall not be required for:

- ships operating exclusively within the Port Waters; and
- ships leaving the Port Waters for a period not exceeding **72 hours**, provided that they subsequently return to the Port.

Permission for the operation of such ships within the Port Waters, as well as for navigation beyond the limits of the Port Waters with subsequent return to the Port, shall be issued by the Harbour Master.

The validity of the permission referred to in this Clause shall not exceed the validity period of the ship's statutory certificates.

For ships engaged in the provision of pilot transfer services in the Kerch Strait, a single permission may be issued simultaneously for navigation within the Port Waters of **Port Kavkaz** and **Port Kerch**.

PART IV. RULES GOVERNING NAVIGATION WITHIN THE PORT WATERS AND ON THE APPROACHES TO THE PORT, INCLUDING THE SPECIFIC REQUIREMENTS APPLICABLE TO THE NAVIGATION OF AUTONOMOUS SHIPS WITHIN THE PORT WATERS

(As amended by Order No. 234 of the Ministry of Transport of the Russian Federation dated 5 August 2025.)

21. Within the Port and on the approaches thereto, ship movements and berthing shall be subject to a **traffic clearance system** based on the **Daily Ship Berthing and Movement Schedule** (hereinafter referred to as the **Daily Schedule**).

The Daily Schedule shall be approved by the Harbour Master each day at **15:00 local time** on the basis of the ship arrival information submitted in accordance with Clause 18 of these Compulsory Regulations and shall be published on the official website:

<http://kavkaz.azovseaports.ru>

Navigation of autonomous ships within the Port Waters shall be governed by the provisions of this Part and Chapter VI.1 of the **Merchant Shipping Code of the Russian Federation**.

(Clause 21 as amended by Order No. 74 of the Ministry of Transport of the Russian Federation dated 4 March 2025 and Order No. 234 dated 5 August 2025.)

22. Ship traffic within the Port Waters and on the approaches to the Port, including the **Taman Navigation Route (TNR)** and the **Kerch-Yenikalskiy Canal (KYC)**, shall be regulated by the **Vessel Traffic Service (VTS)** in accordance with the Daily Schedule.

Prior to commencing movement, a ship shall obtain clearance from the VTS.

Anchoring on the approaches to the Port is permitted only with the permission of the VTS.

23. Ships arriving at or departing from the Port shall navigate via the **Taman Navigation Route (TNR)**, the **Kerch-Yenikalskiy Canal (KYC)**, the **Ferry Crossing Area (FCA)** and the centreline of the approach fairway to the Southern Area (leg on the bearing **287°–107°**), which is marked by leading lights.

24. Vessel traffic in the KEC shall be two-way, except within the section of the KEC extending from buoys Nos. 19 (45°18.20' N, 36°29.40' E) and 20 (45°18.20' N, 36°29.10' E) to buoys Nos. 23 (45°18.50' N, 36°31.10' E) and 24 (45°18.70' N, 36°31.00' E), where the bridge transit zone (hereinafter referred to as the **"Bridge Transit Zone"**) is located and one-way vessel traffic has been established. Traffic regulation within the Bridge Transit Zone shall be carried out by the VTS.

Within the Bridge Transit Zone, the KEC passes beneath the bridge. The navigable width of the bridge span across the Kerch Strait is 185 metres. The vertical clearance of the bridge span over the navigable channel is 35 metres, measured from the highest observed water level of +0.84 m in the Baltic Height System to the underside of the bridge span structure. The air draft of a vessel passing beneath the bridge shall not exceed 33 metres.

Within the Bridge Transit Zone of the KEC, from buoys Nos. 19 and 20 to buoys Nos. 23 and 24, vessels and tug-and-tow combinations unable to maintain a speed of 5 knots or

more shall navigate only with compulsory tug assistance provided by a tug having a power output of not less than 600 kilowatts.

(Paragraph introduced by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025.)

Navigation on the approaches to the seaport shall be permitted only when visibility is not less than 2 nautical miles.

(Paragraph introduced by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025.)

The maximum speed of vessels navigating on the approaches to the seaport throughout the entire length of the KEC shall not exceed 10 knots. For vessels with a draft of 5 metres or less, the maximum speed shall not exceed 12 knots.

(Paragraph introduced by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025.)

One-way traffic shall be established:

(Paragraph introduced by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025.)

- for vessels navigating in the KEC that are more than 165 metres in length or more than 25 metres in breadth;

(Paragraph introduced by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025.)

- for vessels navigating in the KEC carrying dangerous goods on board, except for IMO Classes 3, 4, 8 and 9 dangerous goods <5(2)> transported in enclosed cargo spaces;

(Paragraph introduced by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025.)

<5(2)> Chapters 2.3, 2.4, 2.8 and 2.9 of the **International Maritime Dangerous Goods Code, 1965**, adopted by Resolution A.81(IV) of the Assembly of the International Maritime Organization (IMO) on 27 September 1965. The Code is binding upon the Russian Federation pursuant to the Convention on the International Maritime Organization of 6 March 1948, which entered into force for the Union of Soviet Socialist Republics on 17 March 1958 (hereinafter referred to as the "**International Maritime Dangerous Goods Code, 1965**").

(Footnote introduced by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025.)

- for vessels navigating in the KEC when visibility is less than 2 nautical miles during daylight hours or, during the hours of darkness, when the leading lights are not visible.

(Paragraph introduced by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025.)

Navigation in the KEC shall be permitted for vessels up to 252 metres in length with a draft not exceeding 8 metres.

(Paragraph introduced by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025.)

Navigation in the KEC by vessels exceeding 215 metres in length shall be permitted only during daylight hours and shall be subject to compulsory tug assistance.

(Paragraph introduced by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025.)

Overtaking in the KEC shall be permitted subject to the approval of the VTS, provided that the draft of the overtaking vessel does not exceed 4.5 metres. Simultaneous overtaking of the same vessel by two vessels shall not be permitted.

(Paragraph introduced by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025.)

25. Traffic on the **Taman Navigation Route (TNR)** shall be two-way, except in the following cases where **one-way traffic** shall be established for ships navigating:

a) the transition section incorporating the **Bridge Transit Area** between Fairway No. 50 and Fairway No. 52;

b) the approach channel to the Northern Area and the approach fairway to the Southern Area.

26. Navigation within the Port Waters shall be permitted only when visibility is **not less than five cables**, with the exception of ships engaged in search and rescue operations.

27. Pilot boarding and disembarkation positions are established as follows:

1) For ships navigating the Kerch-Yenikalskiy Canal (KYC):

a) Ships with a draught of 4.5 metres or more:

- **Position No. 1:** 45°12.00' N, 36°27.90' E;
- **Position No. 2:** 45°27.20' N, 36°41.30' E.

b) Ships with a draught of less than 4.5 metres:

- **Position No. 3:** 45°15.10' N, 36°27.80' E;
- **Position No. 4:** 45°22.60' N, 36°40.20' E.

2) For ships navigating the Taman Navigation Route (TNR):

- **Position No. 1:** 45°21.93' N, 36°40.60' E;
- **Position No. 2:** 45°17.17' N, 36°29.10' E.

3) For ships proceeding to loading or unloading operations:

- **Position No. 3:** 45°05.50' N, 36°33.52' E, within **Area No. 2**;
- **Position No. 4:** 45°00.00' N, 36°32.00' E, within **Area No. 3**.

A ship bound for **Port Kavkaz** (Areas Nos. 1–7) or transiting via the **Taman Navigation Route (TNR)** or the **Kerch-Yenikalskiy Canal (KYC)** may, where navigational or hydrometeorological conditions deteriorate, use the safest available pilot boarding or disembarkation position.

The ship shall notify the **Vessel Traffic Service (VTS)** whenever a pilot boarding or disembarkation position other than the designated one is used.

(As amended by Order No. 5 of the Ministry of Transport of the Russian Federation dated 10 January 2024.)

Ships proceeding from the Black Sea to Areas Nos. 2, 3 and 5–7 of **Port Kavkaz**, or to **Anchorage No. 471 of Port Kerch**, and vice versa, which are not intending to carry out

ship-to-ship berthing operations while at anchor, may anchor and weigh anchor without a pilot on board.

Such operations shall be subject to prior coordination with the **Vessel Traffic Service (VTS)**.

(As amended by Orders No. 5 dated 10 January 2024 and No. 234 dated 5 August 2025.)

Navigation in the **Kerch Strait** shall be prohibited when the wind speed reaches **17 m/s or more**.

(Paragraph introduced by Order No. 234 of the Ministry of Transport of the Russian Federation dated 5 August 2025.)

28. The following categories of ships shall be exempt from **Compulsory Pilotage**, with the exception of ships in distress <5(3)>, ships carrying dangerous goods (except for **IMO Class 4, Class 8 and Class 9 dangerous goods of subclasses 1 and 2 transported in enclosed cargo spaces**), passenger ships, and tugs engaged in towing ships or other floating objects:

<5(3)> Regulation 3, paragraph 6, of Chapter II-1 of the **International Convention for the Safety of Life at Sea, 1974 (SOLAS 1974)**. The Convention is binding upon the Russian Federation pursuant to Resolution No. 975 of the Council of Ministers of the USSR dated 2 November 1979 **"On the Acceptance by the USSR of the International Convention for the Safety of Life at Sea, 1974."** The Convention entered into force for the Union of Soviet Socialist Republics on 2 November 1979.

- icebreakers;
- ships engaged in servicing and supplying ships operating within the Port Waters and on the approaches to the Port, as well as Port infrastructure facilities (hereinafter referred to as **Port Service Craft**);
- small craft and sailing yachts;
- fishing vessels of less than **50 metres** in length;
- ships of **gross tonnage up to 500** navigating within **Area No. 1** of the Port;
- ships of **gross tonnage up to 7,000** flying the State Flag of the Russian Federation while approaching, departing from, or navigating to storage vessels within Areas Nos. 2–7 of the Port under the control of the **Vessel Traffic Service (VTS)**;
- ships engaged in search and rescue operations and equipped with a **Dynamic Positioning (DP) System**.

(Clause 28 as amended by Order No. 234 of the Ministry of Transport of the Russian Federation dated 5 August 2025.)

29. Repealed with effect from **1 March 2026** pursuant to Order No. 234 of the Ministry of Transport of the Russian Federation dated 5 August 2025.

30. Navigation of small craft in the TSS and the KEC shall be prohibited, except for navigation within the Bridge Transit Zone and for crossing the TSS and the KEC. Before commencing navigation within the Bridge Transit Zone, a small craft shall establish communication with the VTS and obtain permission to proceed in the KEC, after which the small craft shall not impede the passage of other vessels navigating in the KEC.

Small craft shall be permitted to cross the TSS and the KEC, as far as practicable, at right angles to the general direction of traffic flow and without impeding the passage of other vessels <7>.

<7> Rule 10(c) of the **International Regulations for Preventing Collisions at Sea, 1972 (COLREGs)**. The Regulations are binding upon the Russian Federation pursuant to the Convention on the International Regulations for Preventing Collisions at Sea, 1972, of 20 October 1972. The Convention entered into force for the Union of Soviet Socialist Republics on 15 July 1977. *(Footnote as amended by Order of the Ministry of Transport of the Russian Federation No. 74 dated 4 March 2025.)*

The following shall be prohibited for small craft, sailing sports craft and pleasure craft:

- mooring to floating or fixed aids to navigation or anchoring in their vicinity;
- approaching cargo berths without the permission of the Harbour Master and the consent of the marine terminal operator;
- approaching vessels engaged in the handling of dangerous goods;
- manoeuvring in the immediate vicinity of vessels underway, at anchor or moored alongside berths;
- impeding the movement of other vessels.

31. The **Ferry Crossing Area (FCA)** comprises the area of the Port Waters bounded by lines parallel to the axis of Fairway No. 28 crossing the **Taman Navigation Route (TNR)** and the **Kerch-Yenikalskiy Canal (KYC)**, and enclosed by straight lines joining consecutively the following positions:

45°21.37' N, 36°37.51' E;

45°22.14' N, 36°38.39' E;

45°21.46' N, 36°39.99' E;

45°20.95' N, 36°40.54' E;

45°20.14' N, 36°39.64' E;

45°20.72' N, 36°39.01' E.

32. A ship having a draught of **4 metres or more**, or an overall length of **90 metres or more**, shall, at a distance of **0.5 nautical miles** before entering the **Ferry Crossing Area (FCA)**, display and continue to exhibit until leaving the FCA the following additional signals in a conspicuous position:

- **by day:** one black ball displayed at the yardarm of the main mast;
- **by night or in restricted visibility:** one all-round red light visible at a distance of not less than **3 nautical miles**.

Ferries shall keep out of the way of:

- ships displaying the above signals;
- ships displaying the signals prescribed by **Rule 28 of the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs)**; and
- ships navigating as part of a tow or convoy.

Ships having a draught of less than **4 metres** or an overall length of less than **90 metres** shall keep out of the way of ferries.

In conditions of restricted visibility, the Masters of ferries and the Masters of ships operating within the FCA while crossing the TNR or the KYC, or while entering the TNR or the KYC, shall keep out of the way of ships navigating along the TNR and the KYC.

(As amended by Order No. 234 of the Ministry of Transport of the Russian Federation dated 5 August 2025.)

While operating within the FCA, ferries shall additionally exhibit **two all-round green lights**, arranged vertically one above the other below the masthead light(s), visible throughout the horizon at a distance of not less than **3 nautical miles**.

Upon leaving the FCA, these green lights shall be extinguished immediately.

33. Within the **Ferry Crossing Area (FCA)**, the following activities are prohibited:

- anchoring under any circumstances;
- trawling or navigation with an anchor, cables, ropes or fishing gear streamed;
- navigation of recreational craft.

PART V. VESSEL TRAFFIC SERVICE (VTS) COVERAGE AREA, RULES FOR NAVIGATION WITHIN THE VTS AREA, AND PROCEDURES FOR THE INTERACTION OF RADAR-BASED VTS WITH AUTONOMOUS SHIPS

(As amended by Order No. 234 of the Ministry of Transport of the Russian Federation dated 5 August 2025.)

34. The Port Waters and the approaches to the Port are situated within the coverage area of the **Kerch Strait Vessel Traffic Service (VTS)**, which provides vessel traffic services for **Port Kavkaz, Port Kerch, Port Taman, and Port Temryuk.**

The interaction of the radar-based VTS with autonomous ships shall be governed by the provisions of this Part.

(Clause 34 as amended by Order No. 234 of the Ministry of Transport of the Russian Federation dated 5 August 2025.)

35. The VTS coverage area is bounded by the coastline and by straight lines connecting consecutively the following positions:

Point Coordinates

No. 1 45°07.60' N, 36°41.60' E

No. 2 45°03.00' N, 36°41.75' E

No. 3 45°03.00' N, 36°45.15' E

No. 4 44°59.90' N, 36°45.15' E

No. 5 44°59.90' N, 36°28.52' E

No. 6 45°06.01' N, 36°27.26' E

No. 7 45°26.47' N, 36°34.62' E

No. 8 45°30.10' N, 36°34.62' E

No. 9 45°30.10' N, 37°02.00' E

No. 10 45°23.30' N, 37°23.50' E

No. 11 45°21.00' N, 37°23.50' E

No. 12 45°19.95' N, 36°39.48' E

No. 13 45°18.05' N, 36°32.97' E

No. 14 45°13.10' N, 36°39.05' E

(Clause 35 as amended by Order No. 74 of the Ministry of Transport of the Russian Federation dated 4 March 2025.)

36. Ships shall establish communication with the VTS Centre **not less than two hours** before entering the VTS coverage area.

(As amended by Order No. 234 of the Ministry of Transport of the Russian Federation dated 5 August 2025.)

37. While within the VTS coverage area, ships shall maintain a continuous listening watch on the **VHF radiocommunication channels** specified in **Appendix No. 4** to these Compulsory Regulations.

38. The following ship movements within the VTS coverage area shall be subject to the prior permission of the **Vessel Traffic Service (VTS)**:

- anchoring;
- weighing anchor;
- approaching and berthing alongside a berth;
- unberthing and departing from a berth; and
- shifting between berths.

Where a ship has not commenced the authorized movement within **15 minutes** after receiving VTS permission, a new clearance shall be obtained before commencing such movement.

39. Ships shall submit mandatory reports to the **Vessel Traffic Service (VTS)** upon:

- entering or leaving the VTS coverage area;
- passing the **Varzovskiy Fairway Light Buoy**;
- passing a pilot boarding or disembarkation position; and
- passing abeam of **Cape Takil**.

PART VI. RULES FOR THE BERTHING OF SHIPS IN THE PORT AND DESIGNATION OF BERTHING LOCATIONS

40. Ships shall be berthed within the Port at the anchorages located in **Areas Nos. 2–7** and alongside the berths situated within **Area No. 1** of the Port.

Areas Nos. 1–7 of the Port are designated for the provision of services to tanker and dry cargo ships, the transshipment of crude oil and petroleum products, liquid bulk and dry bulk cargoes **<7(1)>**, and the bunkering of ships by means of specialized bunker vessels.

****<7(1)>**** Part 1 of Article 17 of Federal Law No. 261-FZ dated 8 November 2007 ******"On Seaports in the Russian Federation and on Amendments to Certain Legislative Acts of the Russian Federation."******

Bunkering by road tanker is permitted only at **Berths Nos. 2–9, 24 and 25**.

The western part of the anchorage within **Area No. 4** is designated as a **quarantine anchorage**.

Upon the instructions of the **Vessel Traffic Service (VTS)**, **Anchorage No. 471** of **Port Kerch** may be used by ships:

- as a place of shelter during adverse weather conditions pending improvement of the weather; and
- for waiting to transit the Kerch Strait or to proceed to storage vessels located within the offshore transshipment areas of **Areas Nos. 2–7** of Port Kavkaz, without completing arrival clearance at Port Kerch.

While remaining at **Anchorage No. 471** of **Port Kerch**, the Masters of the ships referred to in the preceding paragraph shall not:

- conduct cargo operations;
- bunker with fuel or water;
- embark or disembark crew members or passengers.

(Clause 40 as amended by Order No. 234 of the Ministry of Transport of the Russian Federation dated 5 August 2025.)

41. Cargo transfer operations involving ship-to-ship transfer of liquid bulk and dry bulk cargoes in Anchorage Areas Nos. 2, 3 and 5–7 shall be carried out with one of the vessels lying at anchor, in accordance with the **Rules for the Provision of Ship-to-Ship Cargo Transfer Services**, approved by Order of the Ministry of Transport of the Russian Federation No. 68 dated 29 April 2009 <8>.

(As amended by Orders of the Ministry of Transport of the Russian Federation No. 5 dated 10 January 2024 and No. 234 dated 5 August 2025.)

<8> Order of the Ministry of Transport of the Russian Federation No. 68 dated 29 April 2009 **"On Approval of the Rules for the Provision of Ship-to-Ship Cargo Transfer Services"** (registered with the Ministry of Justice of the Russian Federation on 29 June 2009 under Registration No. 14146), as amended by Order of the Ministry of Transport of the Russian Federation No. 122 dated 10 May 2016 (registered with the Ministry of Justice of the Russian Federation on 7 June 2016 under Registration No. 42438).

Where hydrometeorological conditions in the Kerch Strait deteriorate during cargo operations, while preparations for such operations are underway, or while awaiting permission to enter or leave the seaport, vessels moored alongside each other ("side-by-side") at the anchorages in Areas Nos. 2, 3 and 5–7 may, without a pilot on board,

independently carry out unmooring and departure operations where necessary to ensure the safety of navigation.

(As amended by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025.)

42. Ships may berth alongside Port berths **not more than two abreast**.

43. Berthing two ships abreast shall be permitted only with the consent of the berth operator and the Masters of both ships.

44. Work involving the decommissioning or temporary withdrawal from service of a ship's propulsion machinery, steering gear and/or anchoring equipment shall be carried out only at an anchorage and shall be subject to compulsory towage assistance.

Ships undergoing such work shall maintain a continuous listening watch on **VHF Channels 10 and 16**.

45. Shifting a ship along a berth without tug or pilot assistance is permitted for a distance not exceeding the ship's overall length, provided that the mooring lines remain fast throughout the operation.

46. Berthing operations involving ships exceeding **50 metres** in length within **Area No. 1** of the Port Waters shall be subject to compulsory towage assistance, with the exception of:

- vehicle-passenger ferries;
- passenger Ro-Ro ships fitted with fully operational azimuth propulsion units or propulsion pods; and
- search and rescue vessels equipped with a **Dynamic Positioning (DP) System**.

(As amended by Order No. 234 of the Ministry of Transport of the Russian Federation dated 5 August 2025.)

Within the Northern and Southern Areas of **Area No. 1**, during berthing operations, Masters of ships fitted with fully operational bow thrusters and twin propellers, other than rail ferries and Ro-Ro ships, may use **one tug** having not less than **50 per cent** of the minimum power specified in **Appendix No. 6** to these Compulsory Regulations.

(As amended by Order No. 234 of the Ministry of Transport of the Russian Federation dated 5 August 2025.)

Berthing operations involving ships exceeding **100 metres** in length within **Areas Nos. 2–7** of the Port Waters shall be subject to compulsory towage assistance, except for ships fitted with fully operational bow thrusters and twin propellers or fully operational azimuth propulsion units or propulsion pods.

(As amended by Orders No. 5 dated 10 January 2024 and No. 234 dated 5 August 2025.)

47. The berth operator shall notify the Harbour Master of the readiness of the berth **one hour** prior to the commencement of berthing operations.

48. Berthing operations within **Area No. 1** of the Port Waters shall be permitted when the wind speed does not exceed **14 m/s**, except as follows:

- tankers and rail ferries exceeding **140 metres** in length — up to **12 m/s**;
- vehicle-passenger ferries and passenger Ro-Ro ships — up to **17 m/s**;
- Ro-Ro vehicle ferries and ships towing floating objects — up to **10 m/s**.

(As amended by Order No. 234 of the Ministry of Transport of the Russian Federation dated 5 August 2025.)

49. While a ship is turning within the turning basin of the Northern Area, the commencement of berthing operations involving any other ship is prohibited.

50. During berthing operations, a ship shall carry sufficient ballast to ensure adequate manoeuvrability.

51. Towing operations and/or berthing operations involving ships with defective propulsion machinery, steering gear, anchoring equipment and/or mooring equipment shall be carried out under compulsory tug and pilot assistance.

PART VII. ENVIRONMENTAL PROTECTION REQUIREMENTS, INCLUDING THE CATEGORIES OF SHIP-GENERATED WASTE SUBJECT TO RECEPTION IN THE PORT, AND QUARANTINE REQUIREMENTS

52. The Port provides reception facilities for ship-generated waste in accordance with the requirements of **Annexes I, IV and V to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL)**.

53. Reception facilities are available at the seaport for ship-generated waste covered by the requirements of Annexes I, IV and V to the **International Convention for the Prevention of Pollution from Ships, 1973 (MARPOL 73/78) <9>**.

<9> The Convention entered into force for the Union of Soviet Socialist Republics on 2 October 1983 and is binding upon the Russian Federation pursuant to Resolution No. 947 of the Council of Ministers of the USSR dated 30 September 1983 "**On the Accession of the USSR to the 1978 Protocol to the International Convention for the Prevention of Pollution from Ships, 1973.**"

(Footnote as amended by Order of the Ministry of Transport of the Russian Federation No. 74 dated 4 March 2025.)

54. The discharge of segregated ballast within the seaport shall be permitted, provided that the ballast water has been taken on or exchanged in accordance with Regulation D-1, or

meets the ballast water performance standard prescribed by Regulation D-2 of the **International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention)** <10>.

(Clause 54 as amended by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025.)

<10> The Convention is binding upon the Russian Federation pursuant to Resolution No. 256 of the Government of the Russian Federation dated 28 March 2012 "**On the Accession of the Russian Federation to the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004.**" The Convention entered into force for the Russian Federation on 8 September 2017.

(Footnote introduced by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025.)

55. In the event of an oil or petroleum product spill on board a ship or within the Port Waters during oil or petroleum product loading or unloading operations, such operations shall be suspended immediately, and measures shall be taken to contain and eliminate the spill in accordance with the applicable **Oil Spill Prevention and Response Plan**.

56. Ships not engaged in oil spill response operations shall not enter or cross the contaminated area.

57. When passing in the vicinity of an area where oil spill response operations are in progress, a ship shall reduce speed to the minimum necessary to maintain safe steerage.

The second paragraph of this Clause was repealed with effect from **1 March 2026** pursuant to Order No. 234 of the Ministry of Transport of the Russian Federation dated 5 August 2025.

58. During cargo handling and bunkering operations involving oil and petroleum products within the waters of the seaport, oil containment booms <11> shall be deployed around vessels engaged in such operations to ensure containment of any potential oil or petroleum product spill.

<11> Clause 120 of the General Rules.

Oil containment booms shall remain deployed throughout the entire period of cargo handling or bunkering operations involving oil and petroleum products and shall be removed only after completion of such operations and disconnection of the cargo hoses.

Berths Nos. 2–9, 24 and 25 shall be equipped with fire-fighting equipment and oil spill response equipment in quantities sufficient to extinguish a fire and to contain and clean up any accidental fuel spill arising during bunkering of a vessel from a road tanker. <12>

<12> Clause 97 of the General Rules.

In the event of a breach of the oil containment boom, cargo handling and bunkering operations involving oil and petroleum products shall be suspended until the boom has been restored.

The bunker fuel supplier <13> shall notify the Port State Control Inspection of the seaport, via VHF communication channels, of the commencement and completion of bunkering operations, as well as any breach and subsequent restoration of the oil containment boom.

<13> Clause 19 of Article 4 of Federal Law No. 261-FZ.

Where the waters of the seaport are covered by ice, cargo handling and bunkering operations involving oil and petroleum products may be carried out without the deployment of oil containment booms.

(Clause 58 as amended by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025.)

59. A ship on board which a person is found to be suffering from symptoms suggestive of a particularly dangerous infectious disease shall, together with its crew, passengers and cargo, be directed to **Berth No. 9** or to the **north-western sector of Area No. 4** for the implementation of anti-epidemic measures.

PART VIII. RULES FOR THE USE OF SPECIAL COMMUNICATION FACILITIES WITHIN THE PORT

60. Ships lying within the Port shall maintain a continuous listening watch on **VHF Channel 10**.

61. Ships berthed alongside Port berths shall maintain a continuous listening watch on **VHF Channels 16 and 10** (with **Channel 12** designated as the standby channel for Channel 10).

Ships at anchor within the Port shall maintain radio watch on:

- **VHF Channel 10** (standby **Channel 12**);
- **VHF Channel 16** (standby **Channel 15**); and
- **VHF Channel 74** (standby **Channel 15**).

Details of the VHF radiocommunication channels used within the Port are provided in **Appendix No. 4** to these Compulsory Regulations.

62. Information concerning additional communication facilities, including telephone numbers for operational communications, shall be promulgated by the Harbour Master.

63. The VHF radiocommunication channels specified in these Compulsory Regulations shall not be used for communications between shore stations.

PART IX. LIMITS OF GMDSS SEA AREAS A1 AND A2

64. GMDSS Sea Areas A1 and A2 are established within the Port Waters.

65. GMDSS Sea Area A1 extends to a distance of **28 nautical miles** from **Temryukskiy Lighthouse** (45°19.81' N, 37°13.86' E).

GMDSS Sea Area A2 extends to a distance of **130 nautical miles** from **Temryukskiy Lighthouse**.

66. Communications with ships operating within **GMDSS Sea Areas A1 and A2** are provided by the coast radio station "**Taman Radio MRCC**", MMSI **002734446**, operating on **VHF Channels 3 and 74**.

PART X. TECHNICAL CAPABILITIES OF THE PORT FOR ACCOMMODATING SHIPS AND DEPTHS WITHIN THE PORT WATERS

67. The Port is capable of accommodating ships with the following maximum dimensions:

- **at berths:** overall length up to **158 metres**, beam up to **24 metres**, and draught up to **5.3 metres**;

(As amended by Order No. 234 of the Ministry of Transport of the Russian Federation dated 5 August 2025.)

- **Area No. 2:** maximum draught **16 metres**;
- **Area No. 3:** maximum draught **22.6 metres**;
- **Area No. 5:** maximum draught **19 metres**;

(Paragraph introduced by Order No. 5 of the Ministry of Transport of the Russian Federation dated 10 January 2024.)

- **Area No. 6:** maximum draught **24 metres**;

(Paragraph introduced by Order No. 5 of the Ministry of Transport of the Russian Federation dated 10 January 2024.)

- **Area No. 7:** maximum draught **23 metres**.

(Paragraph introduced by Order No. 5 of the Ministry of Transport of the Russian Federation dated 10 January 2024.)

68. Information on the actual depths within the Port Waters and alongside the berths, as well as the maximum permissible draughts of ships, shall be promulgated by the Harbour Master annually and whenever such information is amended, by publication on the official website:

<http://kavkaz.azovseaports.ru>

69. Details of the technical capabilities of the Port for accommodating ships are set out in **Appendix No. 3** to these Compulsory Regulations.

70. Within **Areas Nos. 2, 3 and 5–7** of the Port Waters, ship-to-ship transfer operations involving crude oil and petroleum products, as well as cargo handling operations involving general cargo, bulk cargo and dry bulk cargo, shall be carried out in accordance with the **Rules for the Provision of Ship-to-Ship Cargo Transfer Services**, approved by Order No. 68 of the Ministry of Transport of the Russian Federation dated 29 April 2009, using floating cranes or the ships' own cargo-handling equipment.

(As amended by Order No. 5 of the Ministry of Transport of the Russian Federation dated 10 January 2024.)

PART XI. HANDLING OF DANGEROUS GOODS

71. The seaport handles cargoes, including cargoes classified as IMO Classes 2–9 dangerous goods **<14>**.

<14> Chapters 2.1–2.9 of the **International Maritime Dangerous Goods Code, 1965**.

For the purpose of recording the movement, handling and storage of dangerous goods within the boundaries of the seaport, marine terminal operators shall, upon the request of the Harbour Master, provide information on the movement, handling and storage of dangerous goods.

Information concerning dangerous goods shall be submitted to the Harbour Master **<15>** via the Internet at www.azovseaports.ru or by any other available means (directly to the Harbour Master or by using communication facilities).

<15> Paragraph 9 of Clause 69 of the General Rules.

The Harbour Master shall inform mariners of any changes to the procedure for submitting information concerning dangerous goods by means of communication facilities.

(Clause 71 as amended by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025.)

72. A ship carrying dangerous goods while berthed alongside a Port berth shall keep its main propulsion machinery in a constant state of readiness to enable the ship to leave the berth immediately if required.

73. During thunderstorms within the Port, all operations involving dangerous goods shall be suspended.

PART XII. ICE NAVIGATION ARRANGEMENTS WITHIN THE PORT AND ON THE APPROACHES THERETO

74. The commencement and termination of the period during which **icebreaker assistance** is provided within the Port Waters and on the approaches to the Port shall be declared by the **Harbour Master**.

75. An **Icebreaker Operations Headquarters** shall be established for the purpose of coordinating icebreaker assistance in the **Sea of Azov**.

Information on a ship's estimated time of arrival at the **Convoy Assembly Point (CAP)** shall be submitted **72 hours** in advance and confirmed **24 hours** before the expected arrival at the CAP in accordance with Clause 18 of these Compulsory Regulations.

The schedule and sequence of ships proceeding through the ice shall be determined daily by the Harbour Master at **10:00** and published on the official website:

<http://kavkaz.azovseaports.ru>

Where ice conditions change and amendments become necessary, the schedule and sequence of ships shall be revised accordingly and the updated information shall be published on the above website.

76. Depending on the forecast ice conditions within the Port Waters, the Harbour Master shall:

- establish ice navigation restrictions in accordance with **Appendix No. 7** to these Compulsory Regulations; and
- designate the location of the **Convoy Assembly Point (CAP)**.

Notice of the ice navigation restrictions and the location of the CAP shall be published on the official website:

<http://kavkaz.azovseaports.ru>

not later than **five days** before the anticipated date on which such restrictions are to take effect.

77. Ships bound for the Port shall proceed to the **Convoy Assembly Point (CAP)** in accordance with the Harbour Master's recommendations.

Ships unable to reach the CAP under their own power shall, upon application by the shipowner or the Master, be provided with **icebreaker assistance**.

During the period of icebreaker assistance, any ship proceeding to or departing from the Port shall be capable of **manual control of its main propulsion machinery**.

78. Ships **30 years of age or older** shall carry valid documentary confirmation of their **ice class**, issued by a classification society authorized to classify and survey ships in accordance with Article 22 of the **Merchant Shipping Code of the Russian Federation**.

79. Icebreaker assistance shall be provided in accordance with Clause 75 of these Compulsory Regulations, taking into account:

- the time of arrival of the ship at the **Convoy Assembly Point (CAP)**;
- the time of receipt of the application for arrival at or departure from the Port;
- the order of ship movements established by the **General Rules**; and
- the applicable ice navigation restrictions.

Upon arrival at the CAP, the ship shall establish radio communication with the icebreaker and comply with its instructions.

Where necessary, the Harbour Master shall assist in establishing radio communication between the ship and the icebreaker.

80. Taking into account the prevailing ice conditions within the Port Waters and on the approaches to the Port, as well as the technical characteristics of the ships concerned, ships may be permitted to proceed independently along the recommended route in accordance with the Harbour Master's recommendations.

Ships proceeding independently shall report to the Harbour Master upon passing each designated reporting point on the recommended route and shall provide information on the ice conditions encountered along the route.

81. Ships assigned to an ice convoy shall, upon instruction from the icebreaker providing icebreaker assistance, transfer to the **VHF radiocommunication channel** designated by the icebreaker.

82. Icebreaking operations for the purpose of freeing beset ships shall be carried out **only by an icebreaker**.

83. A ship proceeding to the Port during the period of icebreaker assistance shall carry sufficient fuel, provisions and fresh water to ensure self-sufficiency for a period of **not less than 15 days** from the time of its arrival at the **Convoy Assembly Point (CAP)**.

Where a ship remains within the ice navigation area for more than **15 days** after arriving at the CAP, the Harbour Master shall take all necessary measures to ensure the ship's prompt icebreaker escort to the Port.

PART XIII. REPORTING REQUIREMENTS FOR SHIPS IN THE PORT IN THE EVENT OF SECURITY THREATS

84. In the event of a threat of an unlawful interference incident within the Port, the **Master** or the **Ship Security Officer (SSO)** shall immediately notify the **Port Facility Security Officer (PFSO)** and the **Harbour Master**.

85. Marine terminal operators shall provide the Harbour Master with information on the security levels of port facilities. Masters of vessels shall provide information on the security levels of vessels in the seaport, as well as any changes to those security levels.

Information on the boundaries of the transport security zone of the seaport waters, the procedure for admitting vehicles to the transport security zone, **<16>** and the provisions of the legislation of the Russian Federation relating to transport security shall be published on the Internet at <http://kavkaz.azovseaports.ru>.

(Paragraph introduced by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025.)

<16> Subparagraph 9(1) of Paragraph 5 of the **Transport Security Requirements**, including the requirements for anti-terrorism protection of maritime and inland waterway transport infrastructure facilities (territories) that are not subject to categorization and which take into account the applicable security levels, approved by Resolution of the Government of the Russian Federation No. 1651 dated 10 October 2020. Pursuant to Paragraph 3 of Resolution of the Government of the Russian Federation No. 1651 dated 10 October 2020, these Requirements remain in force until 1 September 2026.

(Footnote introduced by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025.)

86. Notifications concerning:

- threats of unlawful interference within the Port;
- changes to the security level of a ship; and
- acknowledgements confirming receipt of such notifications,

shall be transmitted immediately upon the occurrence of the relevant circumstances via **VHF radiocommunication channels**.

87. Masters of ships within the Port shall immediately report to the **Harbour Master** and the **Port Facility Security Officer (PFSO)**, using the designated **VHF working channels** and any additional communication facilities promulgated by the Harbour Master, any of the following:

- discovery of suspicious objects or explosive devices;

- indications of the preparation or commission of unlawful interference acts;
- unauthorized boarding or unlawful entry onto a ship;
- receipt of information concerning the preparation of terrorist acts; and
- any breach of established security procedures or the presence of suspicious persons within the Port.

PART XIV. DISSEMINATION OF NAVIGATIONAL AND HYDROMETEOROLOGICAL INFORMATION TO MASTERS OF SHIPS WITHIN THE PORT

- 88.** Hydrometeorological information shall be broadcast by the **Vessel Traffic Service (VTS)** to ships within the Port **twice daily**, at **09:30** and **15:00** local time on **VHF Channel 10**, and additionally whenever significant changes occur.
- 89.** Urgent navigational information, hydrometeorological information and **storm warnings** shall be transmitted by the **Vessel Traffic Service (VTS)** and the **Harbour Master** to ships berthed alongside Port berths, ships at anchor within the Port and berth operators via **VHF Channel 10**.
- 90.** Ships shall acknowledge receipt of **messages of particular importance** and **storm warnings** immediately upon receipt.

Annex No. 1

****INFORMATION ON THE APPROACHES TO THE SEAPORT****

****List of Amending Documents****

(As amended by Order of the Ministry of Transport of the Russian Federation No. 74 dated 4 March 2025.)

****Area No. 1A**** comprises the area of the waters of the Kerch Strait bounded by straight lines connecting consecutively the following points with the coordinates:

- No. 1 – 45°11.70' N, 36°36.00' E;
- No. 2 – 45°10.88' N, 36°34.10' E;
- No. 3 – 45°11.28' N, 36°32.05' E;
- No. 4 – 45°11.93' N, 36°32.05' E;
- No. 5 – 45°11.93' N, 36°27.78' E;
- No. 6 – 45°12.34' N, 36°27.74' E;
- No. 7 – 45°13.61' N, 36°28.34' E;
- No. 8 – 45°15.40' N, 36°28.11' E;
- No. 9 – 45°18.05' N, 36°29.00' E;
- No. 10 – 45°18.15' N, 36°29.12' E;
- No. 11 – 45°19.12' N, 36°32.22' E;
- No. 12 – 45°18.79' N, 36°32.61' E;
- No. 13 – 45°21.05' N, 36°40.10' E;
- No. 14 – 45°24.76' N, 36°40.75' E;
- No. 15 – 45°25.48' N, 36°41.00' E;
- No. 16 – 45°27.40' N, 36°41.80' E;
- No. 17 – 45°23.40' N, 36°41.00' E;
- No. 18 – 45°22.00' N, 36°41.01' E;
- No. 19 – 45°22.00' N, 36°41.01' E;
- No. 20 – 45°22.00' N, 36°40.50' E;
- No. 21 – 45°20.98' N, 36°40.38' E;
- No. 22 – 45°20.79' N, 36°39.77' E;
- No. 23 – 45°20.52' N, 36°40.06' E;

No. 24 – 45°20.51' N, 36°40.04' E;
No. 25 – 45°20.50' N, 36°40.03' E;
No. 26 – 45°20.11' N, 36°39.53' E;
No. 27 – 45°20.25' N, 36°39.35' E;
No. 28 – 45°20.11' N, 36°39.20' E;
No. 29 – 45°19.99' N, 36°39.19' E;
No. 30 – 45°19.94' N, 36°39.48' E;
No. 31 – 45°18.05' N, 36°32.98' E;
No. 32 – 45°13.10' N, 36°39.05' E.

****Area No. 1B**** comprises the area of the waters of the Kerch Strait bounded by straight lines connecting consecutively the following points with the coordinates:

No. 1 – 45°20.57' N, 36°40.15' E;
No. 2 – 45°20.56' N, 36°40.13' E;
No. 3 – 45°20.82' N, 36°39.86' E;
No. 4 – 45°20.98' N, 36°40.38' E;
No. 5 – 45°22.00' N, 36°40.50' E;
No. 6 – 45°22.00' N, 36°41.37' E;
No. 7 – 45°22.43' N, 36°42.00' E;
No. 8 – 45°23.40' N, 36°42.00' E;
No. 9 – 45°23.42' N, 36°41.00' E;
No. 10 – 45°27.40' N, 36°41.80' E;
No. 11 – 45°30.10' N, 36°45.60' E;
No. 12 – 45°30.10' N, 36°49.00' E;
No. 13 – 45°26.53' N, 36°47.26' E, thence along the shoreline.

****Area No. 2**** comprises the area of the waters of the Kerch Strait bounded by straight lines connecting consecutively the following points with the coordinates:

- No. 1 – 45°11.30' N, 36°32.08' E;
- No. 2 – 45°05.50' N, 36°33.50' E;
- No. 3 – 45°02.40' N, 36°33.50' E;
- No. 4 – 45°02.50' N, 36°33.41' E;
- No. 5 – 45°04.63' N, 36°33.41' E;
- No. 6 – 45°05.49' N, 36°33.17' E;
- No. 7 – 45°07.49' N, 36°32.59' E;
- No. 8 – 45°09.15' N, 36°32.20' E;
- No. 9 – 45°10.65' N, 36°31.90' E;
- No. 10 – 45°11.48' N, 36°31.77' E.

****Area No. 3**** comprises the area of the waters of the Kerch Strait bounded by straight lines connecting consecutively the following points with the coordinates:

- No. 1 – 45°02.40' N, 36°31.10' E;
- No. 2 – 45°02.40' N, 36°31.60' E;
- No. 3 – 45°00.00' N, 36°32.00' E;
- No. 4 – 45°00.00' N, 36°36.00' E;
- No. 5 – 44°59.75' N, 36°36.00' E;
- No. 6 – 44°59.75' N, 36°31.35' E.

****Area No. 4**** comprises the area of the waters of the Kerch Strait (the waters of the Kerch–Yenikalsky Canal) bounded by straight lines connecting consecutively the following points with the coordinates:

- No. 1 – 45°04.80' N, 36°29.40' E;
- No. 2 – 45°06.80' N, 36°29.70' E;

No. 3 – 45°09.20' N, 36°28.00' E;
No. 4 – 45°11.93' N, 36°27.79' E;
No. 5 – 45°16.58' N, 36°27.41' E;
No. 6 – 45°18.16' N, 36°29.13' E;
No. 7 – 45°21.14' N, 36°38.98' E;
No. 8 – 45°21.57' N, 36°39.51' E;
No. 9 – 45°25.49' N, 36°40.92' E;
No. 10 – 45°27.40' N, 36°41.20' E;
No. 11 – 45°30.10' N, 36°37.90' E;
No. 12 – 45°30.10' N, 36°45.60' E;
No. 13 – 45°27.40' N, 36°41.80' E;
No. 14 – 45°25.48' N, 36°41.00' E;
No. 15 – 45°21.21' N, 36°39.49' E;
No. 16 – 45°18.11' N, 36°29.18' E;
No. 17 – 45°16.76' N, 36°27.73' E;
No. 18 – 45°16.51' N, 36°27.60' E;
No. 19 – 45°16.28' N, 36°27.52' E;
No. 20 – 45°11.91' N, 36°27.87' E;
No. 21 – 45°09.20' N, 36°28.20' E;
No. 22 – 45°06.80' N, 36°30.30' E;
No. 23 – 45°04.80' N, 36°30.60' E.

****Area No. 5**** comprises the area of the waters of the Kerch Strait bounded by straight lines connecting consecutively the following points with the coordinates:

No. 1 – 45°02.40' N, 36°31.60' E;
No. 2 – 45°02.40' N, 36°31.10' E;
No. 3 – 45°04.80' N, 36°29.40' E;
No. 4 – 45°04.80' N, 36°30.60' E;



No. 5 – 45°06.80' N, 36°30.30' E;

No. 6 – 45°09.20' N, 36°28.20' E;

No. 7 – 45°11.93' N, 36°27.87' E;

No. 8 – 45°11.93' N, 36°28.30' E;

No. 9 – 45°10.66' N, 36°28.40' E;

No. 10 – 45°10.66' N, 36°28.66' E;

No. 11 – 45°09.15' N, 36°29.00' E;

No. 12 – 45°07.50' N, 36°30.40' E.

Annex No. 2

to the **Mandatory Regulations**
(clause 12)

PARTICULARS OF THE TAMAN NAVIGATION ROUTE, THE KERCH-YENIKALSKY CANAL, THE APPROACH CHANNEL TO THE NORTHERN AREA, THE TURNING CIRCLE OF THE NORTHERN AREA, THE SOUTHERN AREA, AND THE APPROACH FAIRWAY TO THE SOUTHERN AREA

List of Amendments

(as amended by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025)

The **Taman Navigation Route (TNR)** comprises:

- **Fairway No. 50** (reaches on courses 007°–187°, 067°–247°, and 139°–319°), extending from its junction with **Recommended Route No. 12** (on the line of Light Buoys No. 51 and No. 52) to the point where its 139°–319° reach intersects the starboard edge of the **Kerch-Yenikalsky Canal (KYC)**;
- the **transition section** between Fairways No. 50 and No. 52, including the **Bridge Passage Zone**.

The transition section is formed by the intersection of the **Yenikalsky Reach** of the KYC with the 139°–319° reach of Fairway No. 50 and by the standard Light Buoys No. 19 and No. 20 located on the Yenikalsky Reach of the KYC.

The section is **2.3 nautical miles** long and is located within the waters of the Kerch-Yenikalsky Canal between the following coordinates:

1. 45°19.02' N, 36°32.30' E;
2. 45°19.12' N, 36°32.22' E;
3. 45°18.16' N, 36°29.13' E;
4. 45°18.11' N, 36°29.18' E.

- **Fairway No. 52** (reaches on courses 018°–198°, 355°–175°, and 013°–193°).

From the end of ice drift until the beginning of ice formation, the 067°–247° reach of Fairway No. 50 of the Taman Navigation Route is marked by navigational aids consisting of **two centreline light buoys** and **four pairs of light buoys**.

The **Kerch-Yenikalsky Canal (KYC)** comprises:

- Pavlovsky Reach;
- Burunsky Reach;
- Yenikalsky Reach;

- Chushkinsky Reach.

The canal has:

- length — **35.05 km**;
- width — **120.0 m**;
- navigable depth along the centreline — **8.0 to 11.50 m**;
- traffic capacity — **up to 150 vessels per day**.

(as amended by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025)

The canal begins in the **Black Sea**.

Coordinates of the canal entrance:

45°13.16' N, 36°27.73' E.

The canal terminates in the **Sea of Azov**.

Coordinates of the canal exit:

45°27.12' N, 36°41.12' E.

Northern Area

The **Northern Area** comprises:

- the waters of the inner basin enclosed by the northern and western breakwaters;
- the **turning circle**;
- the approach channel to the Northern Area;
- the planned development area of the north-eastern cargo district;
- **Fairway No. 28**, marked by leading lights (the south-eastern reach on course **323.5°–143.5°** up to its intersection with the **067°–247°** reach of Fairway No. 50).

The **turning circle** of the Northern Area is located within the inner basin of the Northern Area and has a radius of **150 metres (0.8 cable)** centred at:

45°20.42' N, 36°40.25' E.

Design depth: **6.5 m**.

The **approach channel to the Northern Area** is situated within **Fairway No. 28** (south-eastern reach on course **323.5°–143.5°**).

Characteristics:

- centreline length — **751.9 m**;

- width — **120.0 m**;
- design depth — **7.0 m**.

Southern Area

The **Southern Area** comprises the water area located south of the Northern Area of **Port Kavkaz**, formed by the operational waters of **Berths No. 24 and No. 25**.

The Southern Area has **no protective structures**.

It is served by a separate **approach fairway** (course **287°–107°**) marked by leading lights.

The **approach fairway to the Southern Area** is located in the southern part of **Area No. 1** of **Port Kavkaz**. It constitutes the natural navigable connection between the Southern Area and **Fairway No. 50** of the **Taman Navigation Route**.

Characteristics:

- centreline length — **1,696.4 m**;
- width — **40.0 m**;
- natural depths — **4.2–4.7 m**.

Annex No. 3

to the **Mandatory Regulations**

(Clauses 12 and 69)

TECHNICAL CHARACTERISTICS OF PORT KAVKAZ FOR THE RECEPTION OF VESSELS

Berth	Berth Location	Berth Length (m)	Design Depth alongside (m)
Berth No. 2	North of the turning circle of the Northern Area	169.00	6.78
Berth No. 3	North-east of the turning circle of the Northern Area	77.50	4.78
Berth No. 4	North-east of the turning circle of the Northern Area	77.50	4.78
Berth No. 5	East of the turning circle of the Northern Area	166.60	5.98
Berth No. 6	East of the turning circle of the Northern Area	166.60	5.98
Berth No. 7	East of the turning circle of the Northern Area	39.70	4.80
Berth No. 8	South-east of the turning circle of the Northern Area	158.20	6.00
Berth No. 9	South of the turning circle of the Northern Area	132.00	6.50
Berth No. 24	North-eastern part of the Southern Area	146.60	4.98
Berth No. 25	South-eastern part of the Southern Area	113.94	2.98

Annex No. 4**to the Mandatory Regulations*****(Clauses 12, 37 and 61)*****to the Mandatory Regulations****VHF RADIO CHANNELS USED IN PORT KAVKAZ****List of Amendments**

(as amended by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025)

Station	Calling Channel	Working Channel	Standby Channel	Call Sign
State Port Control Inspection	16, 10	71	12	"Kavkaz-Radio-5"
Kerch Strait VTS (Southern Sector, 44°59.8' N – 45°14.1' N)	16, 3, 10, 74	10, 74	12, 19	"Kavkaz-Traffic"
Kerch Strait VTS (Central Sector, 45°14.1' N – 45°20.3' N)	16, 12, 14	12, 14	10, 67	"Kavkaz-Traffic"
Kerch Strait VTS (Northern Sector, 45°20.3' N – 45°30.1' N)	16, 3, 12, 14	12, 14	10, 67	"Kavkaz-Traffic"
Port Dispatch Service	16, 10	71	12	"Kavkaz-Dispatcher"
Pilot	10	12	74	"Pilot"
Tugs	—	74	15	—
GMDSS Sea Areas A1 and A2 (Black Sea and Sea of Azov)	16	3, 74	—	"Taman-Radio-MSCC"

Annex No. 5

to the **Mandatory Regulations**

(Clause 12)

PARTICULARS OF THE ANCHORAGES OF PORT KAVKAZ

List of Amendments

(as amended by Order of the Ministry of Transport of the Russian Federation No. 5 dated 10 January 2024)

Area No. 2

Area No. 2 of the port waters is bounded by straight lines joining the following positions in sequence:

Point Coordinates

1	45°05.50' N, 36°33.50' E
2	45°11.30' N, 36°32.08' E
3	45°10.90' N, 36°34.10' E
4	45°08.90' N, 36°34.18' E
5	45°08.90' N, 36°34.64' E
6	45°08.50' N, 36°34.75' E
7	45°08.50' N, 36°35.50' E
8	45°07.65' N, 36°35.14' E
9	45°07.44' N, 36°36.10' E
10	45°06.90' N, 36°36.30' E
11	45°06.38' N, 36°35.35' E
12	45°05.50' N, 36°35.50' E
13	45°05.50' N, 36°35.50' E

Area No. 3

Area No. 3 of the port waters is bounded by straight lines joining the following positions in sequence:

Point Coordinates

- 1 45°02.60' N, 36°31.58' E
- 2 45°02.60' N, 36°33.50' E
- 3 45°01.33' N, 36°36.00' E
- 4 45°00.00' N, 36°36.00' E
- 5 45°00.00' N, 36°32.00' E
- 6 45°02.60' N, 36°31.58' E

Area No. 4

Area No. 4 of the port waters is bounded by straight lines joining the following positions in sequence:

Point Coordinates

- 1 45°22.00' N, 36°41.00' E
- 2 45°23.40' N, 36°41.00' E
- 3 45°23.40' N, 36°42.00' E
- 4 45°22.45' N, 36°42.00' E
- 5 45°22.00' N, 36°41.37' E

Area No. 5

Area No. 5 comprises an area of the Kerch Strait bounded by straight lines joining the following positions in sequence:

Point Coordinates

- 1 45°07.50' N, 36°32.67' E
- 2 45°05.50' N, 36°33.25' E
- 3 45°05.50' N, 36°30.91' E
- 4 45°07.50' N, 36°30.40' E

Area No. 6

Area No. 6 comprises an area of the Kerch Strait bounded by straight lines joining the following positions in sequence:

Point Coordinates

- 1 45°05.50' N, 36°33.25' E
- 2 45°04.63' N, 36°33.49' E
- 3 45°02.50' N, 36°33.49' E
- 4 45°02.50' N, 36°31.58' E
- 5 45°05.50' N, 36°30.91' E

Area No. 7

Area No. 7 comprises an area of the Kerch Strait bounded by straight lines joining the following positions in sequence:

Point Coordinates

- 1 45°01.33' N, 36°37.00' E
- 2 45°00.00' N, 36°37.00' E
- 3 45°00.00' N, 36°45.00' E
- 4 45°02.80' N, 36°45.00' E
- 5 45°02.80' N, 36°42.00' E
- 6 45°01.33' N, 36°42.00' E

Annex No. 6

to the **Mandatory Regulations**

(Clauses 13 and 46)

MINIMUM NUMBER AND MINIMUM BOLLARD PULL OF TUGS REQUIRED FOR VESSEL BERTHING OPERATIONS IN PORT KAVKAZ

List of Amendments

(as amended by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025)

Area No. 1

Vessel Length (m)	Berthing (<i>Minimum Number of Tugs × Minimum Power (kW)</i>)	Unberthing (<i>Minimum Number of Tugs × Minimum Power (kW)</i>)
50–70	1 × 224	1 × 224
71–130	1 × 224 and 1 × 895	1 × 224 and 1 × 895
Over 130	2 × 895	2 × 895

Areas Nos. 2–7

Vessel Length (m)	Berthing (<i>Minimum Number of Tugs × Minimum Power (kW)</i>)	Unberthing (<i>Minimum Number of Tugs × Minimum Power (kW)</i>)
100–150	2 × 895	2 × 895
151–190	1 × 1,420 and 1 × 2,434	1 × 1,420 and 1 × 2,434
191–300	2 × 2,434	2 × 2,434

Annex No. 7

to the **Mandatory Regulations**

(Clauses 14 and 76)

ICE NAVIGATION RESTRICTIONS WITHIN THE WATERS OF PORT KAVKAZ

Ice Conditions	Vessels Permitted to Navigate Independently or Under Icebreaker Escort	Vessels Permitted to Navigate Only Under Icebreaker Escort	Vessels Prohibited from Ice Navigation
Continuous ice cover 10–15 cm	Ice1 class and higher	Ice1 class	Tug and barge combinations and vessels without ice strengthening
Continuous ice cover 15–30 cm	Ice2 class and higher	Ice1 class	Vessels without ice strengthening; tug and barge combinations
Continuous ice cover 30–50 cm	Ice3 class and higher	Ice1 and Ice2 classes	Vessels without ice strengthening; tug and barge combinations
Continuous ice cover over 50 cm	Arc4 class and higher	Ice2 and Ice3 classes	Vessels without ice strengthening, Ice1-class vessels, and tug and barge combinations

Annex No. 8

to the **Mandatory Regulations**
(Clause 15)

PARTICULARS OF THE COMPULSORY PILOTAGE AREA IN PORT KAVKAZ

List of Amendments

(as amended by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025)

The **Compulsory Pilotage Area** in Port Kavkaz comprises pilotage of vessels:

- within the waters of **Port Kavkaz**, with the exception of **Area No. 4**;
- on the **Taman Navigation Route**, bounded by straight lines joining the following positions in sequence:

Point Coordinates

1	45°25.50' N, 36°40.90' E
2	45°25.50' N, 36°41.10' E
3	45°20.97' N, 36°40.34' E
4	45°21.05' N, 36°40.10' E
5	45°18.80' N, 36°32.61' E
6	45°18.60' N, 36°32.57' E
7	45°18.98' N, 36°32.09' E
8	45°19.12' N, 36°32.22' E
9	45°18.16' N, 36°29.13' E*(As amended by Order of the Ministry of Transport of the Russian Federation No. 234 dated 5 August 2025.)*
10	45°18.13' N, 36°29.25' E
11	45°17.91' N, 36°28.88' E
12	45°15.40' N, 36°28.14' E
13	45°15.40' N, 36°28.38' E
14	45°13.60' N, 36°28.35' E
15	45°13.62' N, 36°27.58' E

Point Coordinates

16 45°12.16' N, 36°27.89' E

17 45°12.51' N, 36°27.82' E

- in the **Kerch–Yenikalsky Canal**:
 - for vessels with a draught of **4.5 m or more** — from **Buoy No. 1** to the **Varzovsky Safe Water Buoy**;
 - for vessels with a draught of **less than 4.5 m** — from **Buoy No. 46** (45°22.60' N, 36°40.20' E) to the **Safe Water Buoy of Fairway No. 52** (45°15.10' N, 36°27.80' E).