

VALIDATED  
by order of Ministry of Transport  
of the Russian Federation,  
December 19, 2016 No.388

## **BYLAWS of the seaport “Bolshoy port of St.-Petersburg”**

### **I. General**

1. Bylaws of the seaport “Bolshoy port of St.-Petersburg” (hereinafter referred to as “Bylaws”) were developed according to the Federal Law of November 8, 2007 No. 261-ΦЗ «On seaports of the Russian Federation and on amendments to particular legal acts of the Russian Federation»<sup>1)</sup>, Federal Law of April 30, 1999 No. 81-ΦЗ «Merchant Shipping Code of the Russian Federation»<sup>2)</sup>, General rules of ships navigation and anchorage at seaports of the Russian Federation and approaches to them<sup>3)</sup> (hereinafter referred to as “General rules”).

2. These Bylaws include the description of the seaport “Bolshoy port of St.-Petersburg” (hereinafter referred to as “the seaport”); rules of ships entering and leaving the seaport including safe navigation regulations; rules of navigation in the seaport water area and at the approaches to it; vessel traffic service zone description and rules of navigation in this zone; rules of ships staying in the seaport and indication of their berthing place; regulations of ecological safety and quarantine regulations in the seaport; rules of radio communication on the port territory, in the seaport and at the approaches to it; the seaport borders information; information on the approaches to the seaport; sea areas A1 and A2 borders information of the Global Maritime Distress and Safety System (hereinafter referred to as GMDSS); the seaport cargo handling information; navigation

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<sup>1)</sup> 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; 2012, No.26, article 3446; 2013, No.27, article 3477, No.30 (p.1), article 4058; 2014, No.45, article 6143, No.49 (p.6), article 6928; 2015, No.1(p.1), article 52, No.29 (p.1), article 4339; 2016, No.27 (p.2), article 4282.

<sup>2)</sup> Collection of Legislative Acts of the Russian Federation, 1999, No.18, article 2207; 2001, No. 22, article 2125; 2003, No.27 (p. 1), article 2700; 2004, No. 45, article 4377, No. 15, article 1519; 2005, No. 52 ( p.1), 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; 2012, No.18, article 2128, No.25, article 3268, No.31, article 4321; 2013, No.30 (p.1) article 4058; 2014, No.6, article 566, No.42, article 5615, No.48, article 6659; 2015, No.1 (p.1), article 89, No.13, article 1810, No.29 (p.1) article 4339,4356; 2016, No.27 (p.1), article 4186.

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

period; areas of compulsory and free pilotage; waters depths in the seaport and at the approaches to it; dangerous cargoes processing information; ice navigation information in the seaport and at the approaches to it ; information transferred by captains of the ships staying in the seaport in case of acts of unlawful interference hazards in the seaport; navigational and hydrometeorological information transferred to captains of the ships staying in the seaport and at the approaches to it; other information provided by normative legal acts of the Russian Federation in the field of merchant shipping.

3. These Bylaws are to be executed by ships of any national or departmental identity and by private or juridical persons working in the seaport.

4. Navigation in the seaport and at the approaches to it, ships anchorage in the seaport water area must be carried out according to the General rules and these Bylaws.

## **II. Seaport description**

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

The seaport borders are established according to the order of the Russian Federation government on August 20, 2009 No.1225-p<sup>4)</sup>.

Information on the approaches to the seaport is given in Appendix No. 6 to these Bylaws.

6. Navigation in the seaport is performed all year round, the seaport works 24 hours a day, it has a passenger-and-freight constant multiway checkpoint on the state frontier of the Russian Federation<sup>5)</sup>.

7. Navigation in the seaport is possible 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 – 3.0 knots;

constant current of 0.4 knot in the north part of Nevskaya estuary and 0.2 knot in the south part of Nevskaya estuary is directed to the west, its speed may increase up to 1.5 knots with east winds and decrease almost down to zero with 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 continuous westerly winds the water level rise is + 2.23 meters (the observed maximum level was more than + 4.0 meters);

ice thickness during the period of ice-breaker assistance is up to 80-90 cm;

winds of south-west and west directions prevail.

8. The seaport is a shelter for ships in stormy weather.

9. The seaport is in the operating zone of sea areas A1 and A2 of GMDSS.

10. The information on channels and canals of the seaport is given in Appendix

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<sup>4)</sup> Collection of Legislative Acts of the Russian Federation, 2009, No.35, article 4287; 2011, No.2, article 408, No.15, article 2179; 2016, No.2 (p.2), article 429.

<sup>5)</sup> 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).

No.1 to these Bylaws.

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

11. The seaport provides embarkation and disembarkation of passengers, cargo operations including dangerous cargo of all classes of dangerous goods prescribed by the International Maritime Organization (hereinafter referred to as “IMO”).

12. The seaport technical parameters for berthing and wharves are given in chapter X and in Appendix No. 3 to these Bylaws.

13. The seaport provides supply of ships stores, fuel, fresh water, performs reception of sewage and oily water, segregated ballast, all kinds of garbage as well as repairs and survey of the ship's bottom by the divers.

14. Tug assistance is available.

Information on minimum number and power of tugs for mooring operations in the seaport waters is given in Appendix No. 4 to these Bylaws.

15. Ice-breaker assistance for convoy starts with the beginning of ice formation and is carried out till ice drifting completion on the Neva river according to the General rules and these Bylaws.

Limitation of ice navigation regime in the eastern part of the Gulf of Finland is given in Appendix No.5 to these Bylaws.

16. Information on anchorage, roads and ship-to-ship cargo transfer points of the seaport is given in Appendix No. 6 to these Bylaws. Cargo transshipment is carried out according to the rules for ship-to-ship cargo handling services<sup>6)</sup>.

Information on areas Nos.156, 221, 222, 300, 310, 311, 312, 314, 321 of the seaport, inland waters, the Lieutenant Shmidt embankment, the English embankment, the Neva estuary, Nevskie Vorota, New Kanonerskaya harbour, Zolotiye Vorota, Lesnoy Mole roads, Neftyanaya Gavan', Vostochnyy Basseyn, Barochny basseyn, Ekateringof basseyn, Ugolnaya Gavan', Malaya Turukhtannaya Gavan', Bolshaya Turukhtannaya Gavan', Petrodvortsovaya Gavan', Lomonosovskaya Gavan', Litke Base Gavan', Passenger Basseyn, Dam Gates C-1 and C2 of the Flood Defence complex (hereinafter “FDC”), Central sector of the West highway, multipurpose transshipment complex Bronka (hereinafter “MTC Bronka”) is given in Appendix No.7 to these Bylaws.

Information on channels of Very High Frequency used in the seaport (hereinafter “VHF”) is given in Appendix No.8 to these Bylaws.

Information on radio transmission schedule of GMDSS radio communication center is given in Appendix No.9 to these Bylaws.

The scheme of communication and exchange of traffic information between a traffic supervisor of the FDC and Harbour Master Service when making decisions regarding prevention of flooding in emergency situations while manoeuvring the shutters of Dam Gates C-1 and C-2 of St.-Petersburg FDC is given in Appendix No.10 to these Bylaws.

17. Compulsory and free pilotage is performed in the seaport.

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<sup>6)</sup> The order of Ministry of Transport of Russia of April 29, 2009 No.68 «On adoption of rules for ship-to-ship cargo handling services» (registered by Ministry of Justice of the Russian Federation on June 29, 2009, registration No. 14146) with amendments made by the order of Ministry of Transport of Russia dated 10 May 2016 No.122 (registered by Ministry of Justice of the Russian Federation dated 7 June 2016, registration No.42438).

Information on the areas of compulsory and free pilotage in the water area is given in Appendix No.11 to these Bylaws.

### **III. Rules of entering and leaving the seaport**

18. Information about a ship entering the seaport is transferred to the Harbour Master at [www.portcall.marinet.ru](http://www.portcall.marinet.ru).

19. Clearing the ships in and out is performed 24 hours a day.

Official registration of clearing in and out of ships (hereinafter “local ships”) navigating only in the water area of the seaport, leaving the borders of the water area and entering the port within 72 hours, is not performed.

The permit for navigation of the above ships in the water area of the seaport and beyond it, and arriving back at the seaport is given by the Harbour Master for a period not exceeding 90 days. The validity of the above permit cannot exceed the validity of any ship’s document.

The Harbour Master gives the above permit provided the vessel, its crew, hull, engines, machinery and equipment meet the requirements of safe navigation and marine environment protection relating to the documents specified in Appendices Nos.1 and 2 to General rules and an application of the ship’s master (shipowner) or a marine agent, showing the following:

- IMO number (if applicable);
- ship’s name (in English and in Russian);
- ship’s call sign;
- mobile sea service ship’s number;
- name and IMO number (if applicable) of the shipowner and ship’s operator;
- ship’s Class (the name of the authorized organization responsible for ship’s classification and examination which issued the Classification Certificate).
- ship’s specification (type of vessel, year of build, gross tonnage, deadweight, length overall, extreme breadth, depth, modulus, maximum draught, forward draught, aft draught, GMDSS area, allowed operating area);
- character of operation;
- area of operation;
- area of operation and season limitations;
- ship security;
- information on epidemiological situation on the ship;
- information on the malfunction of cargo-handling gear (if any), and any discrepancies in safety of life at sea requirements, safe navigation ,prevention of pollution from ships, security of transport means.

The permit for navigation in the seaport water area, beyond it and returning to the port is given (in writing) by the Harbour Master. The permit must include the information shown in the application of the ship’s master (shipowner) or a marine agent, area of operation and season limitations, date of issue and permit validity.

Small crafts used in noncommercial sphere, pleasure crafts and sailing vessels get the permit for navigating in the water area of the seaport, beyond it and returning to the

port on producing their Certificate of Registry, Crew List, Passenger List and an application to the Harbour Master with indication of area of sailing and Certificates of Competence for each type of vessel.

#### **IV. Navigation in the seaport water area and at the approaches to it**

20. A regulatory system for ships navigation and anchorage is carried out according to the schedule of anchorage and navigation in the seaport (hereinafter “daily schedule”). The daily schedule is based and approved by the Harbour Master on the grounds of information about the ships entering the port, which is transferred according to item 18 of these Bylaws and published at [www.pasp.ru](http://www.pasp.ru).

21. Sea traffic in the seaport waters, anchoring and leaving the anchorage are regulated according to the daily schedule by Vessel Traffic Service (hereinafter “VTS”). Before starting movement a ship should ask the Harbour Master service for traffic clearance to get underway and inform VTS about the obtained permission.

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

23. The Petrovskiy Kanal is the main channel to channel No. 11, approach canal of Strelna town harbour, Korabelnyy Kanal, Lakhtinskiy Kanal and all adjoining areas of the seaport waters.

24. In seaport areas 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 seaport areas Nos. 300, 310, 311, 312, 314 is to be performed with extreme caution.

26. Pilots embarkation/disembarkation is performed:

to the west of Sankt-Peterburgskiy Entrance light buoy No. 1 in position Lat. 60°01,77’N. and Long. 29°25,63’ E.;

to the northwest of Sankt-Peterburgskiy Entrance light buoy No.2 in position Lat.60° 05,22’N.,Long. 29° 48,08’E.;

on the roads, anchorages and seaport berths.

27. Outbound ships proceeding from inland waterways en route to the sea gate and inbound ships change the pilot if they proceed:

-along the seaport area of Sankt-Peterburgskiy Morskoy Kanal – on the roads of Lesnoy Mole;

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

-along Malaya Neva – to the west of Tuchkov bridge.

Information on a ship’s request for harbour pilotage is transferred by the ship according to item 18 of these Bylaws and is approved by VHF channels 4 hours prior to the expected time of unberthing, shifting or leaving the port or the anchorage.

28. Harbour pilotage is not compulsory for:

small crafts;

sailing vessels and pleasure crafts;

coastal fishing ships;

supply ships operating in the seaport and at the approaches to it, ships of seaport fleet of less than 500 gross tonnage (hereinafter “seaport fleet”).

29. In area No.2 of free harbour pilotage, the pilotage is compulsory for ships of more than 6,000 gross tonnage.

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

All ships leaving the canal leading from Passenger basseyon of Vasilyevskiy island to Bolshaya Neva river must be given way by all the ships proceeding along the Bolshaya Neva river, both downstream and upstream.

All ships proceeding along Sankt-Peterburgskiy Morskoy Kanal must give way to the passenger ships more than 220 meters in length proceeding to the Passenger Port of Saint-Petersburg and leaving it along Petrovskiy Kanal.

31. Overtaking and passing ships at the turning points of channels and canals of the seaport and in navigation passage C-2 is prohibited. From buoys Nos. 23 and 24A of Sankt-Peterburgskiy Morskoy Kanal up to buoys Nos. 9 and 10 of Kronshtadtskiy Korabelniy Fairway, including navigation passage C-1, passing and overtaking is permitted only for the ships which length is :

-not more than 100 m;

-not more than 150 m, with less than 4 m draft.

Overtaking ships in the seaport water area, with the exception of the main channel, is allowed along any side of the overtaken ship.

Overtaking ships on the Main channel of the seaport is permitted with consent of the captain of the overtaken ship along the port side of the overtaken ship according to the VTS recommendations.

Fast vessels (hereinafter “FV”) are permitted to overtake and pass any vessel only with the permission of the overtaken ship. The permission should indicate the following:

when overtaking – the side of the ship being overtaken;

when passing ships – the sides of ships alongside which the passing is executed;

necessity to cross the canal edge or perform a manoeuvre on the canal;

FV's motion ability in non-displacement or in displacement.

32. Overtaking in the seaport main channel is not allowed:

from Blagoveschenskiy bridge to pier No. 33, excluding ships of less than 500 gross tonnage;

from pier No. 33 to the exit from the damed sector of Sankt-Peterburgskiy Morskoy Kanal marked with control reporting point ПИК-132 of Sankt-Peterburgskiy Morskoy Kanal in position Lat. 59°54,20' N., Long. 30°05,60' E. (hereinafter “ПИК -132”) if an overtaking or overtaken ship's length exceeds 80 meters;

from reporting point –132 to buoys Nos. 23 and 24A of Sankt-Peterburgskiy Morskoy Kanal if an 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 Sankt-Peterburgskiy Morskoy Kanal;

from buoys Nos. 9 and 10 of Kronshtadtskiy Korabelniy Fairway to buoys Nos. 3 and 4 of Kronshtadtskiy Korabelniy Fairway if an overtaking or overtaken ship's length

exceeds 150 meters or the draft of any of them is more than 5 meters, excluding the ships proceeding behind the edges of Kronshtadtkiy Korabelniy Fairway.

33. Passing under the navigable bridge spans of the central sector of the Western high-speed road is restricted by maximum air draught of a ship (at a water level equal to zero of Kronshtadt depth gauge):

in Morskoy Kanal – 50m;

in Korabelniy Kanal -32.8m;

in Petrovskiy Kanal – 22.8m;

at ship's speed proceeding to Malaya Nevka – 22.8m.

Passing the Dam Gates C-2 of St.-Petersburg FDC is restricted by maximum air draught of a ship 14.3m (at a water level equal to zero of Kronshtadt depth gauge).

34. One-way navigation is permitted in case a ship is:

of more than 50 meters in length – on the canal leading to Passenger basin (Passazhirskiy Basseyn) of Vasilyevskiy island and from Nevskie Vorota to Novaya Kanonerskaya harbour;

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

of more than 100 meters in length – from Zolotiye Vorota to the ranging point ПК-132;

a tanker except for port bunkering vessels – in the inside water area;

of more than 130 meters in length in ballast with north and south side wind at a speed of more than 10 m/sec – from Sankt-Peterburgskiy Entrance buoy No. 1 to the reporting point ПК -132;

a passenger ship of more than 150 meters in length and all other ships more than 155 meters in length – in all navigable areas;

proceeding to sea trials or towing a floating dock and other kind of units – all over the seaport water area.

35. Ships with draft not more than 4 meters may proceed beyond the edges of the buoyed navigable area of the main fairway:

in the area of Kronshtadtskiy Korabelniy Fairway from the midchannel light buoy of Kronshtadtskiy Korabelniy Fairway to the reporting point ПК–390 of Kronshtadtskiy Korabelniy Fairway in position Lat. 59<sup>0</sup>59,70' N., Long. 29<sup>0</sup> 40, 55' E. (five cables to the northwest of external headers of the navigation passage C-1) within 100 meters;

in the open part of Sankt-Peterburgskiy Morskoy Kanal (excluding the area five cables long to the northwest from the reporting point-ПК-132) between the reporting point -132 and buoys Nos. 23 and 24A of Sankt-Peterburgskiy Morskoy Kanal within 40 meters northward and southward.

Ships carrying cargo of heavy fuel oil should proceed behind the bounds of canals and fairways at a minimum speed to steer the steady course.

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

The Harbour Master gives a permission based on mathematical modelling and simulating for a one-way passage through Nevskie Vorota.

37. Ships turning in the port area of Sankt-Peterburgskiy Morskoy Kanal from wharf No.17 to Lesnoy Mole roads is not allowed, except for the port vessels and ships of less than 500 gross tonnage.

Before turning a ship should give four short blasts in advance to warn other ships of the coming manoeuvre.

38. Navigation along Sankt-Peterburgskiy Morskoy Kanal is not allowed :

at a wind speed of 10 m/sec and more , of north and south direction, for ships of more than 300 meters in length and longer than 150 meters in ballast;

for ships of between 260 and 300 meters in length at a wind speed of 12 m/sec and more, of north and south direction;

at visibility less than 1.5 miles.

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

39. In the inland water area the shifting of nonpowered ships, ships with idle power plants, steering and (or ) anchor gears is allowed at a wind speed not more than 10 m/sec, in the rest part of the seaport waters - at a wind speed not more than 15 m/sec.

40. The shifting 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 towing of such vessels from Lesnoy Mole roads to Nevskie Vorota is allowed at a wind speed not more than 10 m/sec.

41. At a wind speed more than 22 m/sec navigation in the seaport water area is not allowed except for rescue and salvage ships.

42. Ships speed must not exceed 6 knots:

in the area of Sankt-Peterburgskiy Morskoy Kanal protected by dams from the reporting point ПК-132 to Zolotiye Vorota;

from buoys Nos. 9 and 10 of Kronshtadtskiy Korabelniy Fairway to buoys Nos. 23 and 24A of Sankt-Peterburgskiy Morskoy Kanal for the ships of more than 260 meters in length;

in Korabelniy Kanal and Podkhodnyy Kanal to Litke base gavan’;

in Lakhta kanal;

in the Inner water area.

Navigation of fast vessels in nondisplacement mode without speed limitations is permitted in the Inner water area of Bolshaya Neva and Malaya Neva and in the Korabelniy Kanal.

43. Navigation speed (except for FV) must not exceed 10 knots:

in the open part of Sankt-Peterburgskiy Morskoy Kanal;



in Kronshtadtskiy Korabelniy Fairway from buoys Nos. 9 and 10 to buoys Nos. 23 and 24A of Sankt-Peterburgskiy Morskoy Kanal for ships of 260 m and less in length;

in the North Kronshtadtskiy Fairway;

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

44. Navigation speed (except for FV) must not exceed 12 knots:

from midchannel buoy to buoys Nos.9 and 10 of Kronshtadtskiy Korabelniy Fairway;

in western Kronshtadtsky fairway.

45. Entering Barochny basseyn and leaving it by ships of more than 260 meters in length are permitted:

if there are no ships moored at berth No.34;

if there are no ships double berthed alongside at berth No.33;

if there are no two or more ships moored alongside each other at berths Nos.73 and 74;

at a wind speed up to 10 m/sec;

with assistance of three tugboats of total power not less than 9,000 kw in the area from ranging point-132 up to Barochny basseyn berths.

Entering and leaving Ugolnaya Gavan' by ships of more than 260 m in length are permitted :

if there are no ships moored at berth No.112;

at a wind speed less than 10 m/sec;

with assistance of three tugboats of total power not less than 8,100 kw in the area from ranging point -132 up to Ugolnaya Gavan' berths.

Navigation along Podkhodnoy Kanal to multifunctional sea transshipment complex "Bronka" is permitted for ships of more than 280 m in length:

at a wind speed up to 10 m/sec;

with assistance of four tugboats of total power not less than 11500 kw.

Movement of self-propelled dredge towards the entrance to Malaya Turukhtannaya gavan' and back is permitted with assistance of two tugboats of total power not less than 440 kw.

Movement of trailing dredge towards the entrance to Malaya Turukhtannaya gavan' and back is permitted with assistance of two tugboats of total power not less than 770 kw.

Entering and leaving Neftyanaya gavan' are permitted for vessels of not more than 260 m in length.

Vessels of 200 m in length are permitted to enter Neftyanaya gavan' at a wind speed less than 12 m/sec with assistance:

-of two tugboats of total power not less than 5,400 kw in the area from ranging point-132 to Neftyanaya gavan';

-of three tugboats of total power not less than 8100 kw when mooring to the berths of Neftyanaya gavan' and two tugboats of total power not less than 5400 kw when leaving the berths of Neftyanaya gavan'.

Mooring and unmooring in Neftyanaya gavan' at a wind speed more than 18 m/sec is prohibited for any vessel moored alongside another vessel of more than 138 m in length.

When restrictions of ice navigation regime come into force in the eastern area of

the Gulf of Finland (Appendix No.5 to these Bylaws) at the solid ice cover thickness:

10-15 cm - the vessels of not more than 245 m in length are permitted to enter Barochnyy Basseyn, Neftyanaya gavan' and Ugolnaya gavan';

more than 15 cm – the vessels of not more than 220 m in length are permitted to enter Barrochnyy Basseyn, Neftyanaya gavan' and Ugolnaya gavan'.

Vessels of not more than 180 m in length are permitted to enter Vostochnyy basseyn.

Vessels of not more than 165 m in length are permitted to enter Ekateringofskiy basseyn.

Vessels of more than 155 m in length are permitted to enter Vostochnyy and Ekateringofskiy Basseyn from Lesnoy Mole roads and leave it up to Lesnoy Mole roads with assistance of one tugboat of total power not less than 740 kw.

Vessels of not more than 110 m in length are permitted to enter the water area of berths SV-1 and SV-2.

One-way passage through Ekateringofskiy Basseyn is allowed for vessels of bigger dimensions, built or being repaired at the shipyard Severnaya Verf', if their overall dimensions and draught, manoeuvring ability in the water area and power of the tugboats towing them are available for safe passage.

The Harbour Master gives a permission based on mathematical modelling and simulating for a one-way passage through Ekateringofskiy Basseyn.

Entering and leaving Novaya Kanonerskaya gavan' are permitted for vessels of not more than 180 m in length. Vessels of more than 150 m in length are allowed to enter and leave Novaya Kanonerskaya gavan':

at a wind speed less than 10 m/sec;

with assistance of two azimuthal tugboats, each of them of total power not less than 1,500 kw in the area from Nevskiye Vorota up to the berths of Novaya Kanonerskaya gavan'.

Berthing to wharf No.5-K is permitted if a total extreme beam of vessels moored at berths Nos.5-K and 18 or Nos.5-K and 19 is not more than 24 m.

It is prohibited to take a turn from Petrovskiy Kanal to Sankt-Peterburgskiy Morskoy Kanal when proceeding to Inner water area and a turn from Sankt-Peterburgskiy Morskoy Kanal to Petrovskiy Kanal when proceeding from Inner water area if a vessel:

is more than 100 m in length;

is more than 84 m in length, without a thruster;

is more than 21 m in breadth.

Navigation along the fairway Saint-Petersburg - Petrodvorets (fairway No.11) from Petrovskiy Kanal up to Petrodvortsovaya gavan' is allowed only in the daytime with set out floating navigation equipment.

Lomonosov Harbour is entered by ships of not more than 150 m in length.

Navigation along Podkhodnoy Kanal of Litke base harbor is allowed for ships less than 170 m in length and less than 28 m in breadth.

Movement along Podkhodnoy Kanal of Litke base harbor is permitted for:

vessels of more than 150 m in length, with a thruster, at a wind speed no more than 10 m/sec., with assistance of two azimuthal tugboats, each of them of total power not less than 1,500 kw, without any vessels moored at berths with piece-goods and bulk cargo handling facilities;

vessels of between 140 m and 150 m in length, at a wind speed no more than 15 m/sec, with a thruster and using assistance of one tugboat of capacity no less than 740 kw or without a thruster with assistance of two tugboats of total power no less than 1,480 kw.

Mooring to berth No. II-2 of ships more than 150 m in length is permitted if there are no ships moored at berth No. II-1.

With the exception of small crafts, sailing vessels, pleasure crafts and ships of more than 500 gross tonnage, all vessels are prohibited to turn:

to starboard when proceeding from Podkhodnoy Kanal of Litke base harbor to Dam Gates C-1;

to port when proceeding from Dam Gates C-1 to Podkhodnoy Kanal of Litke base harbor.

46. Ships of more than 9 meters draft should proceed from Lesnoy Mole roads to Nevskie Vorota with assistance of tugboat(s) with power (total power) not less than 1,800 kW.

47. Passenger ships may proceed from Lesnoy Mole roads up to Nevskie Vorota without tug assistance.

48. The towage of two ships by pushing in the seaport waters is not allowed if their breadth is more than 18 meters.

49. When navigating near the ships staying at wharves or at anchor, and passing shipyards, ships should decrease their speed down to minimum sufficient for steering a steady course.

50. Ships of gross tonnage less than 100, small crafts, with the exception of port fleet vessels, sailing vessels and pleasure crafts, are not allowed to:  
proceed along canals and channels or cross canals and channels impeding navigation of other ships;

make manoeuvres close to the ships passing by, lying at anchor or at wharves;  
berth to floating and fixed mooring arrangement and to anchor close to them;  
proceed from Nevskie Vorota to Zolotiye Vorota.

51. Small crafts, sailing vessels and pleasure crafts may proceed in the canals and channels along the right side.

Sailing of hydrocycles is prohibited:

in the Inner water area;

in canals and fairways of the seaport.

## **V. Description of operating zone of vessel traffic service and rules for navigation in this zone.**

52. The operational zone of VTS Saint-Petersburg includes the water area of eastern part of the Gulf of Finland to the east of meridian long. 26°30,00' E up to meridian long. 29°12,30' E within the territory sea of the Russian Federation where the VTS operates according to the routes within two-miles traffic lane on both sides of their axis as far as the borders of VTS operational zone of the seaports Primorsk, Vysotsk, Ust'-Luga and anchorages and anchor areas located in the inner sea waters

and in territory sea of the Russian Federation in the eastern part of the Gulf of Finland.

53. Communication with the VTS Saint-Petersburg in the eastern part of the Gulf of Finland is performed 24 hours a day:

via VHF Channel 74- from meridian long.  $26^{\circ}30,00'E$  to meridian long.  $28^{\circ}00,00'E$ , call sign "Petersburg-traffic»;

via VHF Channel 10- from meridian long.  $28^{\circ}00,00'E$  to meridian long.  $29^{\circ}12,30'E$ , call sign "Petersburg-traffic".

54. The operating zone of the seaport VTS covers the approaches to the seaport and water area to the east of meridian long.  $29^{\circ}12,30'E$  and to the south of lat.  $60^{\circ}06,70'N$  to the eastern border of the seaport.

55. Communication with VTS Saint-Petersburg is performed via the VHF channels mentioned in Appendix No. 8 to these Bylaws. Ships navigating in the seaport VTS operating zone and at the approaches to it are to keep constant radio watch on VHF Channel 9.

56. Ships entering the seaport from the west when crossing meridian long.  $29^{\circ}12,30'E$  are to get the VTS Saint-Petersburg permission to stop radio watch on VHF Channel 10 and communicate with the seaport VTS on VHF Channel 12, call sign "Petersburg-radio-9".

57. Ships entering the seaport from the east are to communicate with VTS on VHF Channel 9, call sign "Petersburg-radio-17", and keep constant radio watch on VHF Channel 9 and, on demand of VTS, on one of operating VHF Channels 12, 73 or 13.

58. Ships leaving the seaport when crossing long.  $29^{\circ}12,30'E$  are to get the permission of the VTS Saint-Petersburg to stop the radio watch on VHF Channel 12 and communicate with VTS Saint-Petersburg on VHF Channel 10, call sign "Petersburg-traffic".

59. Navigation arrangement and control are provided by VTS only by means of automatic identification system:

from buoys Nos. 15 and 16 of Petrovskiy Kanal as far as Tuchkov bridge;

in Podkhodnoy Kanal to Litke base harbour;

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

in the North Kronshtadtskiy channel from Sankt-Peterburgskiy Entrance midchannel light buoy No. 2 to navigation passage C-2.

60. Compulsory pilotage according to VTS recommendations and shore-based pilotage with assistance of VTS are implemented:

in channel No. 1 from Sankt -Peterburgskiy Entrance buoy No. 1 to midchannel light buoy of Kronshtadtskiy Korabelniy Fairway and in channel No. 2 from light buoy of Kronshtadtskiy Korabelniy Fairway to buoys Nos. 23 and 24A of Sankt-Peterburgskiy Morskoy Kanal;

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

in Petrovskiy Kanal to buoys Nos. 15 and 16;

in channel No. 11 from Petrovskiy Kanal to Sankt-Peterburgskiy Morskoy Kanal;

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

in the West Kronshtadtskiy channel;

in the North Kronshtadtskiy channel from navigation passage C-2 to Sankt-Peterburgskiy Morskoy Kanal;

in Lomonosovsky Kanal.

International Regulations for Preventing Collisions at Sea (hereinafter IRPCS-72<sup>7)</sup>) apply to the seaport water area except seaport areas of Srednyaya and Bolshaya Nevka. The meridian of west margin of Krestovskiy island (long.30°12,92'E) divides operational zone of IRPCS-72 and Navigation Regulations for inland waterways of the Russian Federation<sup>8)</sup> on the rivers Srednyaya Nevka and Bolshaya Nevka.

## **VI. Staying in the seaport and at anchorage**

61. Staying of ships in the seaport is performed at anchor grounds Nos. 1, 2, 3, 4, 1a, 1b and 1B, 3a 4a, 4b and 5a and in the seaport roads mentioned in Appendix No. 6 to these Bylaws and at wharves.

62. Ships berthing to the wharf is performed by mooring linesmen which number depends on the ship's gross tonnage:

for a ship of gross tonnage less than 500 – 1 mooring linesman;

for a ship of gross tonnage between 501 and 3,000 – not less than 2 mooring linesmen;

for a ship of gross tonnage between 3,001 and 10,000 – not less than 4 mooring linesmen;

for a ship of gross tonnage more than 10,000 – not less than 6 mooring linesmen;

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

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

64. Tug assistance for berthing operations is not necessary for ships:

- of less than 150 meters in length with twin propellers;

- equipped with a thruster.

65. The ship alongside which another ship is berthing or unberthing must suspend all cargo operations . Persons not engaged in berthing operations are not allowed to

<sup>7)</sup>Collection of agreements and conventions in force concluded by the USSR with foreign states. Issue XXX.-M., 1979. p.435-461. The Convention entered into force for the USSR on 15 July 1977, the treaty of the USSR joining the Convention as amended is deposited with the Secretary-General interstate marine consulting organization on 9 November 1973.

<sup>8)</sup>The order of Ministry of Transport of the Russian Federation of 14 October 2002 No.129 "On estimation of navigation rules on inland waterways of the Russian Federation" (registered by Ministry of Justice of the Russian Federation on 30 December 2002, registration No.4088) as amended, by the order of Ministry of Transport of the Russian Federation dated 31 March 2003 No.114 (registered by Ministry of Justice of the Russian Federation on 7 April 2003, registration No.4387).

stay in the ship berthing zone.

66. Berthing to wharf No.4–K is not allowed to the ship which hull runs out of the edge of wharf No. 5–K line.

67. Staying alongside wharves Nos. 7, 17–32, 41, 67–69, ЖБ –1, ЖБ-2 and 5–K is allowed in one hull.

Double berth staying at wharves Nos.1-K, 2-K and 3-K is allowed if the ships total breadth does not exceed 50 m. .

Double berthing at domestic wharf is prohibited if the hull of the second ship occupies the navigable part of Korabelnyy Kanal.

68. Simultaneous staying of ships at the section of wharf CB-2 82 m long adjoining wharf CB-1, and at the section T-T of saw-timber wharf is permitted provided the total breadth of the moored ships does not exceed 30 meters.

69. It is prohibited :

to berth at wharf No.37 if there are double berthed ships at wharf No. 36;

simultaneous berthing at wharves K3-1 and heavy lifts pier (wharf No.OII-3);

berthing to the section of wharf CB-2 82m long adjoining CB-1, and section T-T of saw-timber wharf if there are any ships berthed at the section C-C of the saw-timber wharf;

berthing of ships to wharf CB-7 and leaving it if there are three ships berthed alongside each other at wharf CB-5;

berthing ships of 90 m and more in length to wharf CB-16M in dark time.

70. Staying of any kind of crafts at the edge of wharf No.41 and at a passage to wharf No.42 during mooring operations at wharf No.41 is prohibited.

71. Staying of vessels which breadth does not exceed 24m is permitted at wharves Nos.17-20.

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

73. When staying at wharves Nos. 17–32 ships must keep their ladders aweigh not touching the wharves, and the lines must be tightened to prevent them from breakage and damage while other ships passing along Sankt-Peterburgskiy Morskoy Kanal.

## **VII. Ensuring ecological safety and quarantine in the seaport**

74. In the seaport 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 1973 <sup>9)</sup> (hereinafter MARPOL).

75. Before a ship leaves the seaport, all waste and garbage must be discharged to the reception facilities, except food waste and oily bilge water, in quantity not

<sup>9)</sup>Resolution of Council of Ministers of the USSR of 30 September 1983 No.947 “ On adherence of the USSR to Protocol of 1978 to the International Convention for the prevention of pollution from ships, 1973” (Resolution of Council of Ministers of the USSR, 1983, September, p.127).

exceeding 25% of the ship's storage tank.

76. Ship's waste is to be collected by the port garbage barges or by special motor transport. Liquid waste and oily water are to be pumped into receptacles of the garbage barge by means of standard pipeline in conformity with the requirements of Annexes I and IV of MARPOL .

77. During handling operations with oil and petroleum products and ship's bunkering in the seaport 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, Б3–5–Б3–9, floating docks of the English embankment and Lieutenant Shmidt embankment where due to the hydrological features booms are not installed during bunkering operations .

Floating booms are not installed in the period of icing.

78. Discharging segregated ballast in the seaport is permitted if the ballast was taken in the Baltic or North seas, taken or changed in the north-eastern Atlantic area at a distance not less than 50 nm from the nearest land and in areas with depth not less than 200 meters with the appropriate entries made in the Oil Record Book.

79. Any ship with a sick person on board with symptoms suggesting a dangerous infection is to proceed to anchorage No.4A with all the crew, passengers and cargoes for carrying out some epidemic preventing procedures.

### **VIII. Special means of communication on the seaport territory and in water area**

80. Navigation of ships not equipped with radio communication for keeping radio watch on VHF Channels given in Appendix No.8 to these Bylaws is prohibited.

81. Ships underway, as well as the ones at anchorage and at wharves, must keep constant radio watch on VHF Channel 9 and in a digital selective call mode (hereinafter DSC) on VHF Channel 70.

82. VHF Channels 6 and 8 are used during ice-breaker assistance for convoy for inner communication and for communication with tugboats during mooring and towing operations.

83. Information about the seaport water area pollution is transferred:

from ships – to St.-Petersburg Sea Rescue Coordination Center (hereinafter “SPb SRCC”) on VHF calling Channel 16, VHF working Channel 71, reserve Channels 24,26 and 27, call sign “Petersburg-RCC”;

by organizations working at the seaport or private persons – to SPb SRCC by telephone or by any other available means.

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

85. Communication with pilots is available on calling and working VHF Channel 9, on reserve VHF Channel 67, call sign “Petersburg-pilot”.

86. Information about additional means of communication for transferring information including telephone numbers is announced by the Harbour Master.

87. Using VHF channels mentioned in these Bylaws for communication between

private persons is not permitted.

Communication between a duty engineer- operator of FDC and Harbour Master Service for joint actions and exchange of views for prevention and eliminating emergency situations for manoeuvring the gates of FDC is made :

by telephone;

by fax;

by email.

### **IX. Information on the boundaries of sea areas A1 and A2 of the Global Maritime Distress and Safety System**

88. In the seaport waters there are sea areas A1 and A2 of GMDSS, which are informatively connected with SPb SRCC.

89. Communication in the sea area A1 of GMDSS is provided by shore stations:

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

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

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

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

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

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

### **X. The technical parameters for berthing and the water area depths and approaches to the seaport**

91. The seaport to the east of meridian of Sankt-Peterburgskiy Entrance buoy No.1 is available for berthing ships with dimensions not exceeding any of the following:

347 meters in length;

50 meters breadth;

13 meters draft.

92. The Inner water area, except the estuary waters of rivers Bolshaya Neva and Malaya Neva water area, is available for vessels with dimensions not exceeding any of the following:

304 m in length;

40.5 m breadth;

11 m draft.

93. The seaport technical parameters for berthing operations and wharves are given in Appendix No. 3 to these Bylaws.



94. Information on the exact depths in the seaport water area and at the approaches to it, at the wharves and acceptable drafts of ships is announced to the seafarers by the Harbour Master annually and in case of any changes.

## **XI. Information on dangerous goods handling**

95. Handling of dangerous goods of all hazardous classes prescribed by the International Maritime Organization is permitted.

96. Dangerous goods of hazardous classes 1 and 7 prescribed by IMO are permitted to be brought into the seaport only for direct transfer:

from vehicle or railway transport to the ship;

from ship to vehicle or railway transport.

## **XII. Information on ice navigation in the seaport and at the approaches to it**

97. The ice navigation period in the seaport 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 icebreaking service to ships in the water area of the seaport and approaches to it are announced by the Harbour Master.

98. After a floating buoyage is set up to the winter regime in Kronshtadtskiy Korabelniy Fairway, the Harbour Master establishes one-way navigation and suspends navigation:

in Korabelnyy Kanal;

in fairway No.11;

in Podkhodnyy Kanal of Strelna town harbour;

in Lakhtinskiy Kanal;

beyond the buoyed navigable part of the Main fairway.

99. To provide an icebreaker assistance to ships in the east part of the Gulf of Finland, the Ice Operations Headquarters (hereinafter IOH) is set up.

100. Information about the ship's expected time of arrival at the convoy meeting point (hereinafter CMP) is transferred 72 hours prior and confirmed 24 hours in advance before ETA at CMP according to item 18 of these Bylaws.

The time and place of ships in convoy 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 and published at [www.pasp.ru](http://www.pasp.ru). When the ice situation changes for the worse and there are any changes in the time and ice convoy order, this data is specified by 20:00 LT on daily basis and published in website.

101. Depending on the forecast of ice situation in the seaport, the Harbour Master is to set the restrictions on the mode of ice navigation according to Appendix No. 5 to these Bylaws and establish the CMP location. A notice for the ice navigation restrictions and the CMP location is published at [www.pasp.ru](http://www.pasp.ru) not later than 14 days before the expected date of their coming into force.

The restrictions on the mode of ice navigation referred to in Appendix No. 5 to these Bylaws are not to be applied to ships of gross tonnage more than 15,000 and not

older than 15 years of age, which meet the requirements prescribed by the Russian Maritime Register of Shipping for ice navigation without an icebreaker and with an icebreaker assistance. In this case the ice restrictions prescribed by the Russian Maritime Register of Shipping are applied.

102. The inbound ships are to proceed to the CMP using directions of the regional Vessel Traffic Service (VTS). The ships which are not capable to proceed to the CMP by their own power are provided with an icebreaker assistance on request of the shipowner (ship's captain). Any ship proceeding in ice conditions to or out of the seaport shall ensure manual mode of the main engine control whenever necessary.

103. The ships are guided through the ice by the port and liner icebreakers in ice convoys. The vessel which is not capable to proceed in ice convoy may request an individual icebreaker assistance which is arranged upon availability of the icebreakers not engaged in ice convoy.

104. The ice convoy 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;
- time of submission of the request for entering or leaving the seaport;
- priority order established by the General Rules;
- ice restrictions;

Upon arrival at the CMP a ship is to communicate by VHF with an icebreaker and act according to directions of an icebreaker's captain. Whenever necessary, VTS is to assist the ship to communicate with the icebreaker.

105. The ships which arrived by their own power or in ice convoy at Sankt-Peterburgskiy Entrance buoy from the west are to wait for the ice convoy formation to enter the seaport from the south of the midchannel Fairway No. 1 according to VTS directions.

106. The ships leaving the seaport are to wait for the ice convoy formation to proceed to the west in the area northwards of the midchannel Fairway No.1 according to VTS directions.

107. Taking into account the actual ice situation in the port waters and the vessels technical particulars, the ships may proceed en route by their own power according to VTS directions.

The ships proceeding by their own power are to inform the VTS of passing the reporting points of the recommended route and to report of the ice situation on their way.

108. The ships which are included into the ice convoy are to change the VHF channel as directed by the icebreaker engaged in the icebreaker assistance.

109. The icebreaking operation around the vessel beset in ice is allowed to be made only by the icebreaker.

110. The inbound vessel is to be supplied with sufficient stock of fresh water, provisions 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 icebreaker assistance for more than 14 days from the time of arrival at CMP, the Harbour Master is to take proper measures to conduct the vessel to the seaport.

### **XIII. Information on the reports of captains of ships staying at the seaport in case of threat of unlawful interference act in the seaport**

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

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

113. Announcements about the hazards of unlawful interference acts in the seaport and about the security level changes as well as confirmation of reception of these announcements are made immediately on VHF channels after the announced circumstances occur.

114. The captains of ships staying in the seaport immediately report to the Harbour Master, the port facility security officer on VHF operating channels or via the additional means of communication about all the incidents concerning finding precarious objects or explosive devices, about the signs of threat and realization of unlawful interference acts, incidents of illegal boarding, about receiving any information concerning acts of terrorism and about any infractions or dubious persons in the seaport, and this information is to be transferred by the Harbour Master to the notice of all concerned persons.

### **XIV. Transmission of navigational and hydrometeorological information to captains of ships staying at the seaport and at the approaches to it**

115. Information about the time schedule of radio transmission of the GMDSS radio center is given in Appendix No. 9 to these Bylaws. The GMDSS radio center transmits hydrometeorological, ice and navigational warnings.

116. The Harbour Master announces the following navigation and hydrometeorological information for the ships on VHF Channel 9:

- meteorological information and warnings;
- condition of navigational aid;
- information on working regime (changes in working regime) of hydrotechnical structures;
- information on the seaport water area depths and acceptable ships drafts;
- information on navigation restrictions in the seaport water area;
- information on the factors impeding ships navigation.

117. Information on the planned manoeuvring of Dam gates C-1 and C-2 of FDC of Saint-Petersburg and gale warnings (messages regarding unfavorable hydrometeorological conditions) are announced on VHF Channel 9 immediately after the Harbour Master receives the information.

APPENDIX No.1  
to Bylaws (i.i. 10, 22,)

**Seaport channels and canals information**

| Channel (canal) name   | Length,<br>miles | Width, meters                                    | Depth, meters |
|--|------------------|--|---------------|
| 1  | 2                | 3  | 4             |
| <b>MAIN CHANNEL</b>  |                  |  |               |
| The Bolshoy Korabelniy Fairway area (Fairway No.1) from meridian 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              | 2,250  | 18.8–24.0     |
| The Bolshoy Korabelniy Fairway area (Fairway No.1) from buoy No. 14 (lat. 60°01,7' N, long. 29°20' E) to buoy of midchannel 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     |
| The Kronshtadtskiy Korabelniy Fairway area (Fairway No.2), extends through the navigation passage C–1 of FDC from buoy of midchannel Kronshtadtskiy Korabelniy Fairway (lat. 60°01,5' N, long. 29°29,8' E) to the Srednyya Gavan' leading lines direction intersection (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 | 14.0–17.0     |
| Kronshtadtskiy Korabelniy Fairway area (Fairway No.2) from the Srednyya Gavan' leading lines directions intersection (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 24A (lat. 59°57,9' N, long. 29°47,7' E), (two lines, directions 288,7°–108,7° and 135,1°–315,1°)                     | 2.2              | 100  | 11.9–13.8     |
| Open part of Sankt-Peterburgskiy   |                  |  |               |

| 1  | 2   | 3   | 4         |
|--|-----|-----|-----------|
| Morskoy Kanal (Fairway No.2) from buoys Nos. 23 (lat. 59°57,7' N, long. 29°47,9' E) and 24A (lat. 59°57,9'N, long.29°47,7' E) to ranging point ПК-132 of Sankt-Peterburgskiy Morskoy Kanal in position lat. 59°54,2'N, long. 30°05,6'E (hereafter "ПК-132"), (direction 111,9°–291,9°) | 9.8 | 100 | 12.3–14.9 |
| Dam-protected part of Sankt-Peterburgskiy Morskoy Kanal from ranging point ПК-132 to Zolotiye Vorota (direction 292,1°–112,1°) and the port area of Sankt-Peterburgskiy Morskoy Kanal from Zolotiye Vorota as far as the beam of north-east end of wharf No. 29                        | 3.9 | 80  | 11.7–14.2 |
| The port area of Sankt-Peterburgskiy Morskoy Kanal from north-east end of wharf No.29 as far as the beam of south-west corner of wharf No.2  | 2   | 80  | 10.2–13.3 |
| The port area of Sankt-Peterburgskiy Morskoy Kanal from south-west corner of wharf No.2 to south end of wharf Б3-5   | 0.5 | 80  | 8.7–14.3  |
| The port area of Sankt-Peterburgskiy Morskoy Kanal from south end of wharf Б3-5 as far as the beam of Gorniy Institute building  | 0.5 | 80  | 8.7–14.3  |
| The Big Neva river area from Gorniy Institute building to lower edge of Blagoveschenskiy bridge  | 0.7 | 80  | 8.5–13.2  |
| <b>SIDE CHANNELS ADJOINING THE MAIN ONE and others</b>   |     |     |           |
| 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   |
| 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   | 5.3 | 140 | 10.9–11.5 |

| 1   | 2    | 3   | 4         |
|---|------|-----|-----------|
| Sankt-Peterburgskiy 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°)   |      |     |           |
| Podkhodnoy Kanal of the seaport “Passenger port of St.Petersburg” (direction 101,2°–281,2°)   | 1    | 140 | 10.9–11.5 |
| 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  | 4.8–8.0   |
| The canal of Passazhirskiy Basseyn from the river Bolshaya Neva from Sankt-Peterburgskiy Morskoy Kanal to Passazhirskiy basseyn (direction 312,5°-132,3°)   | 0.64 | 100 | 10.1-11.5 |
| 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  | 50  | 4.5–8.0   |
| St.-Petersburg - Petrodvorets Channel (Fairway No. 11) going from Petrovskiy Kanal to the point lat.59°54,30'N,long.29°57,81'E (direction 60,2°–240,2°)   | 2.2  | 250 | 4.0–5.8   |
| Sankt-Peterburg - Petrodvorets fairway area (fairway No.11)leading from position lat.59°54,30'N, long.29°57,81'E, to Petrodvortsovaya gavan'(direction 60,2°-240,2°)  | 2.8  | 160 | 2.9-5.1   |
| West Kronshtadtskiy Channel from buoy No.14 of Bolshoy Korabelniy Fairway (Fairway No.1) (lat. 60°01,7' N, long. 29°20' E) to Sankt-Peterburgskiy midchannel 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  |

| 1   | 2   | 3   | 4        |
|---|-----|-----|----------|
| North Kronshtadtskiy Channel extends through navigation passage C-2 of the dam from Sankt-Peterburgskiy midchannel Entrance buoy No. 2 (lat. 60°05,2' N, long. 29°48,2' E) to Sankt-Peterburgskiy Morskoy Kanal (direction 344,9°–164,9°) | 8.7 | 110 | 6.8–11.4 |
| Lomonosovskiy Kanal (Fairway No. 7) going to Lomonosovskaya gavan' (direction 5,9°–185,9°)  | 2.2 | 70  | 7.5–8.7  |
| Podkhodnoy Kanal to Litke Base gavan' going from Bolshoy Kronshtadtskiy Reyd to Litke Base gavan'   | 1.2 | 66  | 10–10.6  |
| Lakhtinskiy Kanal going from Petrovskiy Kanal into Lakhtinskaya gavan' (two lines, the first line direction 194,8°–14,8°)   | 1.7 | 55  | 4.9–6.3  |
| Podkhodnoy Kanal of Strelna town gavan' going from Petrovskiy Kanal and Sankt-Peterburgskiy Morskoy Kanal into Strelna town gavan' (two lines, directions 6,6°–186,6° and 174,7°–354,7°)  | 4.2 | 80  | 3.5–4.1  |
| Podkhodnoy Kanal to multifunctional sea transshipment complex Bronka (two lines, direction 161,5°–341,5° and 207,5°–27,5°)  | 3.5 | 185 | 14.4     |
| Bronka Kanal (two lines, direction 191,3°–11,3° and 148,8°–328,8°)  | 3.2 | 100 | 4.5–11.6 |

APPENDIX No. 2  
to Bylaws (i. 10)

**The seaport channels and canal buoys mentioned in the Bylaws**

| Number | Name  | Position    |             |
|--------|---|-------------|-------------|
|        |   | latitude    | longitude   |
| 1      | 2   | 3           | 4           |
| 1      | The Bolshoy Korabelniy Fairway, midchannel light buoy No. 14 (1780)       | 60°01,73' N | 29°20,00' E |
| 2      | The Bolshoy Korabelniy Fairway, midchannel light buoy No. 13 (1781)       | 60°01,88' N | 29°12,32' E |
| 3      | Sankt-Peterburgskiy Entrance midchannel light buoy No.1 (480)             | 60°01,60' N | 29°26,00' E |
| 4      | Sankt-Peterburgskiy Entrance midchannel light buoy No. 2 (new)            | 60°05,18' N | 29°48,20' E |
| 5      | Kronshtadtskiy Korabelniy Fairway, midchannel light buoy (481)            | 60°01,50' N | 29°29,83' E |
| 6      | Kronshtadtskiy Korabelniy Fairway No.3 starboard side light buoy (481,3)  | 60°00,68' N | 29°34,44' E |
| 7      | Kronshtadtskiy Korabelniy Fairway No.4 port side light buoy (481,4)       | 60°00,76' N | 29°34,49' E |
| 8      | Kronshtadtskiy Korabelniy Fairway No.9 starboard side light buoy (482)    | 59°59,71' N | 29°40,22' E |
| 9      | Kronshtadtskiy Korabelniy Fairway No.10 port side light buoy (482,1)      | 59°59,78' N | 29°40,27' E |
| 10     | Kronshtadtskiy Korabelniy Fairway No.11 starboard side light buoy (482,2) | 59°59,03' N | 29°44,28' E |
| 11     | Kronshtadtskiy Korabelniy Fairway No.12 port side light buoy (482,3)      | 59°59,08' N | 29°44,31' E |
| 12     | Sankt-Peterburgskiy Morskoy Kanal No.23 starboard side light buoy (142)   | 59°57,74' N | 29°47,88' E |
| 13     | Sankt-Peterburgskiy Morskoy Kanal No.24A port side light buoy (141)       | 59°57,87' N | 29°47,76' E |
| 14     | Sankt-Peterburgskiy Morskoy Kanal No.33 starboard side light buoy (183)   | 59°55,37' N | 29°59,61' E |
| 15     | Sankt-Peterburgskiy Morskoy Kanal No.34 port side light buoy (186)        | 59°55,44' N | 29°59,67' E |
| 16     | Petrovskiy Kanal No. 9 starboard side light buoy (26,6)                   | 59°56,94' N | 30°08,05' E |



| <b>1</b> | <b>2</b>   | <b>3</b>    | <b>4</b>    |
|----------|--|-------------|-------------|
| 17       | Petrovskiy Kanal No.10 port side light buoy (26,7)                         | 59°57,01' N | 30°07,99' E |
| 18       | Petrovskiy Kanal No.15 starboard side light buoy (36,1)                    | 59°57,53' N | 30°10,50' E |
| 19       | Petrovskiy Kanal No.16 preferred channel to starboard side light buoy (38) | 59°57,56' N | 30°10,41' E |
| 20       | Petrovskiy Kanal No.29 starboard side light buoy (64,1)                    | 59°57,65' N | 30°14,55' E |
| 21       | Petrovskiy Kanal No.30 port side light buoy (64,2)                         | 59°57,69' N | 30°14,58' E |
| 22       | Petrovskiy Kanal preferred channel to starboard side light buoy (28,1)     | 59°57,16' N | 30°08,92' E |
| 23       | Korabelniy Kanal No.11 starboard side light buoy (124)                     | 59°55,18' N | 30°12,66' E |
| 24       | Korabelniy Kanal No.12 port side light buoy (125)                          | 59°55,22' N | 30°12,70' E |

**Technical details of berthing in the seaport**

| Wharves   | Wharf location<br>(position) |                | Wharf technical details                  |  |
|---|------------------------------|----------------|--|--|
|   | North latitude               | East longitude | Wharf length<br>(meters)                 | Depth at<br>wharf<br>(designed),<br>meters |
| 1   | 2                            | 3              | 4  | 5  |
| Malyy Gutuevskiy<br>Kovsh quay                                | 59°54,887'                   | 030°15,697'    | 345.9                                    | 1.4-2.8                                    |
| Ferry quay at the<br>seaport "Bolshoy port<br>St.-Petersburg" | 59°54,921'                   | 030°15,8'      | 12.0                                     | 5.97                                       |
| Wharf No.1  | 59°54,940'                   | 030°15,696'    | 175.0                                    | 9.75                                       |
| Wharf No. 2   | 59°54,913'                   | 030°15,508'    | 175.0                                    | 9.75                                       |
| Wharf No. 3   | 59°54,883'                   | 030°15,312'    | 167.0                                    | 9.75                                       |
| Wharf No.4  | 59°54,871'                   | 030°15,163'    | 150.0                                    | 9.75                                       |
| Wharf No. 5   | 59°54,866'                   | 030°15,056'    | 150.0                                    | 9.75                                       |
| Wharf No. 6   | 59°54,858'                   | 030°15,858'    | 150.0                                    | 9.75                                       |
| Wharf No. 7   | 59°54,853'                   | 030°14,648'    | 172.8                                    | 9.75                                       |
| Wharf No.8  | 59°54,778'                   | 030°14,496'    | 130.0                                    | 6.5  |
| Wharf No. 9   | 59°54,784'                   | 030°14,651'    | 159.1                                    | 6.0-6.5                                    |
| Wharf No. 10  | 59°54,790'                   | 030°14,791'    | 100.0                                    | 6.3  |
| Motorboat pier in<br>the area of<br>Gutuevskiy kovsh          | 59°54,758'                   | 030°14,852'    | 67.4                                     | 6.7  |
| Motorboat pier No.3<br>in the area of<br>Gutuevskiy kovsh     | 59°54,735'                   | 030°14,857'    | 52.4                                     | 1.2-6.7                                    |
| Reinforced concrete<br>boat pier                              | 59°54,705'                   | 030°14,870'    | 36.2                                     | 5.2  |
| Wharf No. 12  | 59°54,671'                   | 030°14,858'    | 100.0                                    | 6.3  |
| Wharf No. 13  | 59°54,667'                   | 030°14,715'    | 130.0                                    | 6.3  |
| Wharf No. 14  | 59°54,658'                   | 030°14,527'    | 130.0                                    | 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'    | 175.0                                    | 9.75                                       |
| Wharf No. 18  | 59°54,508'                   | 030°14,076'    | 175.0                                    | 9.75                                       |
| Wharf No. 19  | 59°54,409'                   | 030°13,945'    | 188.45                                   | 9.75                                       |
| Wharf No. 20  | 59°54,344'                   | 030°13,858'    | 175.0                                    | 9.35                                       |
| Wharf No.21   | 59°54,263'                   | 030°13,752'    | 175.0                                    | 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'    | 281.0                                    | 9.75                                       |
| Wharf No.25   | 59°54,010'                   | 030°13,425'    | 52.45 (Wharf<br>length –175.0<br>meters) | 5.6  |

| 1   | 2          | 3           | 4                                     | 5     |
|---|------------|-------------|---------------------------------------|-------|
| Wharf No. 26  | 59°53,910' | 030°13,123' | 42.25 (Wharf length –165.0 meters)    | 5.6   |
| Wharf No. 27  | 59°53,856' | 030°13,220' | 81.0                                  | 9.5   |
| Wharf No. 28  | 59°53,774' | 030°13,131' | Wharf length – 249.35                 | 8.17  |
| Wharf No.29   | 59°53,697' | 030°13,002' | 241.83                                | 11.47 |
| Wharf No. 30  | 59°53,583' | 030°12,852' | 249.0                                 | 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' | 175.0                                 | 11.0  |
| Wharf No. 35  | 59°53,454' | 030°12,949' | 175.0                                 | 11.0  |
| Wharf No. 36  | 59°53,542' | 030°13,067' | 178.8                                 | 11.0  |
| Wharf No. 37  | 59°53,571' | 030°13,157' | 107.6                                 | 10.87 |
| Wharf No. 38  | 59°53,574' | 030°13,247' | 175.0                                 | 11.0  |
| Wharf No.39   | 59°53,668' | 030°13,373' | 175.0                                 | 11.0  |
| Wharf No. 40  | 59°53,743' | 030°13,476' | 175.0                                 | 9.75  |
| Wharf No.41   | 59°53,829' | 030°13,590' | 175.0                                 | 9.75  |
| Sector adjoining wharf No. 42                             | 59°53,826' | 030°13,667' | 85.0                                  | 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' | 300.0                                 | 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' | 210.0                                 | 14.0  |
| Wharf No. 50 (with wing wall)                             | 59°53,289' | 030°13,434' | 155.0 (79.25)                         | 14.0  |
| Wharf No. 52  | 59°53,199' | 030°15,559' | 123.0                                 | 5.0   |
| Wharf No. 56  | 59°53,447' | 030°15,886' | 139.48                                | 8.13  |
| Wharf No. 57  | 59°53,516' | 030°13,974' | 127.0                                 | 8.13  |
| Wharf No. 58  | 59°53,601' | 030°14,087' | 183.8                                 | 4.38  |
| Bank protection between wharves Nos.58 and 60 with a 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' | 160.0                                 | 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' | 175.0                                 | 8.5   |
| Wharf No. 70  | 59°52,903' | 030°12,721' | 137.0                                 | 7.0   |

| 1  | 2           | 3           | 4      | 5          |
|--|-------------|-------------|--------|------------|
| Wharf No.71                              | 59°52,973'  | 030°12,597' | 213.0  | 11.5       |
| Wharf No. 72                             | 59°53,052'  | 030°12,447' | 175.0  | 11.5       |
| Wharf No. 73                             | 59°53,123'  | 030°12,317' | 175.0  | 11.5       |
| Wharf No.74                              | 59°53,212'  | 030°12,15'  | 175.0  | 11.5       |
| Motorboat pier in area 3 of the seaport  | 59°53,220'  | 030°12,093' | 58.0   | 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       |
| Wharf No.84                              | 59°52,959'  | 030°11,835' | 207.7  | 8.47–11.37 |
| Wharf No. 85                             | 59°52,931'  | 030°11,982' | 185.0  | 11.5       |
| Wharf No.86                              | 59°52,856'  | 030°12,124' | 175.0  | 11.5       |
| Wharf No. 87 with wing wall              | 59°52,779'  | 030°12,270' | 248.3  | 3.0-11.5   |
| Wharf No.89                              | 59°52,539'  | 030°12,352' | 546.8  | 12.0       |
| Wharf No.90A                             | 59°52,484'  | 030°12,669' | 244.1  | 7.0        |
| Wharf No. 94                             | 59°52,068'  | 030°13,264' | 147.5  | 7.48       |
| Wharf No.101 A                           | 59°52,407'  | 030°12,138' | 189.0  | 9.63       |
| Wharf No. 101 B                          | 59°52,398'  | 030°12,289' | 257.7  | 11.38      |
| Wharf No. 101 B                          | 59°52,29'   | 030°12,489' | 220.0  | 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' | 131.0  | 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' | 265.0  | 12.97      |
| Wharf No.112 A with bank protection      | 59°52,959'  | 030°10,974' | 180.83 | 11.47      |
| Wharf No.112 (areas B and B)             | 59°53,034'  | 030°10,942' | 230.0  | 9.75       |
| Wharf No. 1–IIHT                         | 59°53,142'  | 030°10,265' | 178.1  | 7.47       |
| Wharf No.2–IIHT                          | 59°53,077'  | 030°10,402' | 169.0  | 7.47       |
| Wharves Nos.3 and 4 in Neftyanaya Gavan' | 59°53, 360' | 030°10,023' | 470.17 | 12.0       |
| Wharf No. P–1                            | 59°52,092'  | 030°13,164' | 110.0  | 8.47       |
| Wharf No. P–2                            | 59°52,129'  | 030°13,023' | 112.0  | 8.47       |
| Wharf No. P–3                            | 59°52,162'  | 030°12,901' | 131.0  | 8.47       |
| Wharf No. P–4                            | 59°52,193'  | 030°12,784' | 120.0  | 8.47       |
| Wharf No. P–5                            | 59°52,223'  | 030°12,68'  | 97.0   | 8.47       |
| Wharf No. P–6                            | 59°52,253'  | 030°12,58'  | 100.0  | 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' | 170.0  | 7.47       |
| Wharf No. BCM3–3                         | 59°52,341'  | 030°12,92'  | 148.5  | 5.47       |

| 1   | 2          | 3           | 4      | 5           |
|---|------------|-------------|--------|-------------|
| Wharf for bunkering with wing walls No. HTII-1                  | 59°52,448' | 030°12,817' | 85.05  | 5.28        |
| Bank protection in Malaya Turukhtannaya gavan' (HTII-2)         | 59°52,431' | 030°12,975' | 130.0  | 1.1 –3.55   |
| Wharf No. БТФ-1   | 59°52,362' | 030°13,176' | 154.4  | 4.5         |
| Wharf No. ПК-1  | 59°52,395' | 030°13,102' | 60.8   | 1.98        |
| Wharf "Bol'verk"  | 59°52,287' | 030°13,469' | 219.4  | 2.58        |
| Dolphin berth (along east shore of Malaya Turukhtannaya gavan') | 59°52,347' | 030°13,367' | 183.40 | 3.20        |
| Wharf No. ЖБ-1  | 59°52,091' | 030°13,511' | 140.0  | 6.3         |
| Wharf No. ЖБ-2  | 59°52,137' | 030°13,4'   | 140.0  | 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' | 176.0  | 8.5         |
| Wharf No. ИФ-2  | 59°52,053' | 030°13,617' | 167.0  | 10.5        |
| Pier of Bolshaya Turukhtannaya gavan'                           | 59°52,000' | 030°13,733' | 124.0  | 10.5        |
| Wharf No. 1 in Ekateringofka                                    | 59°53,556' | 030°14,700' | 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. К3-1  | 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  | 5.0         |
| Berth No.4  | 59°52,936' | 030°13,628' | 70.33  | 6.5         |
| Berth No.5  | 59°52,951' | 030°13,740' | 70.0   | 6.5         |
| Wharf for timber – area C-C                                     | 59°52,906' | 030°13,875' | 200.0  | 3.1         |
| – area T-T  | 59°52,882' | 030°14,131' | 150.0  | 3.1         |
| Wharf No. CB-1  | 59°52,851' | 030°14,178' | 94.4   | 4.48        |
| Wharf No. CB-2  | 59°52,858' | 030°14,095' |        |             |
| -area adjoining wharf CB-1                                      |            |             | 82.0   | 4.48        |
| -area adjoining wharf CB-3                                      |            |             | 38.7   | 4.48        |
| Wharf No. CB-3  | 59°52,846' | 030°14,028' | 25.13  | 5.0         |
| Wharf No. CB-4  | 59°52,799' | 030°14,155' | 210.0  | 3.5         |
| Wharf No. CB-5  | 59°52,739' | 030°14,322' | 150.0  | 3.5         |

| 1  | 2   | 3   | 4   | 5         |
|--|---|---|---|-----------|
| Wharf No. CB-6   | 59°52,688'  | 030°14,457'   | 140.0                                     | -         |
| Wharf No. CB-7<br>(wharf of Big basin<br>end bank protection)  | 59°52,630'  | 030°14,446'   | 192.0                                     | 7.47      |
| Northern<br>shipbuilding berth:<br>Wharf No. CB-8<br>Wharf No. CB-9<br>Wharf No. CB-10<br>Wharf No. CB-11<br>Wharf No. CB-12 | 59°52,602'<br>59°52,661'<br>59°52,716'<br>59°52,75'<br>59°52,771' | 030°14,310'<br>030°14,167'<br>030°14,011'<br>030°13,920'<br>030°13,824' | 577.2                                     | 9.47      |
| Wharf No. CB-13  | 59°52,701'  | 030°13,712'   | 150.0                                     | 11.22     |
| Wharf No. CB-14<br>(Western<br>shipbuilding berth)   | 59°52,632'  | 030°13,607'   | 125.0                                     | 8.5       |
| Wharf No. CB-15  | 59°52,566'  | 030°13,519'   | 160.0                                     | 9.6       |
| Wharf No. CB-16M   | 59°52,548'  | 030°13,412'   | 33.53 (Wharf<br>length –<br>213.0 meters) | 4.5       |
| Wharf No. 5-K  | 59°54,479'  | 030°13,886'   | 120.0                                     | 8.0       |
| Wharf No. 4-K  | 59°54,554'  | 030°13,926'   | 136.4                                     | 7.0       |
| Wharf No. 3-K  | 59°54,608'  | 030°13,933'   | 102.7                                     | 7.0       |
| Wharf No. 2-K  | 59°54,676'  | 030°14,021'   | 100.0                                     | 7.0       |
| Wharf No. 1-K  | 59°54,738'  | 030°14,100'   | 126.0                                     | 7.0       |
| Utility wharf  | 59°54,817'  | 030°14,153'   | 115.0                                     | 3.97-4.37 |
| Wharf No. 17-K<br>with wing wall   | 59°54,819'  | 030°13,991'   | 200.8 and 15.9 -<br>wing wall             | 9.78      |
| Wharf No. 9-K  | 59°54,761'  | 030°13,855'   | 182.4                                     | 7.0-8.8   |
| Wharf No. 10-K   | 59°54,703'  | 030°13,835'   | 126.0                                     | 6.5       |
| Wharf No. 11-K   | 59°54,635'  | 030°13,797'   | 104.0                                     | 7.0       |
| Berth No. 12<br>(wharf No. 12-K)   | 59°54,573'  | 030°13,710'   | 104.0                                     | 6.47      |
| Wharf No. 14-K<br>(former Dock<br>pier No. 1)  | 59°54,543'  | 030°13,626'   | 138.8                                     | 7.1       |
| Wharf No. 15-K   | 59°54,501'  | 030°13,591'   | 138.0                                     | 8.73      |
| Berth No. 16<br>(Wharf No. 16-K)   | 59°54,424'  | 030°13,507'   | 161.0                                     | 9.25      |
| Dock dolphins<br>(letters AT and AY)   | 59°54,425'  | 030°13,228'   | 99.59                                     | 11.28     |
| Dolphin No. 1-<br>Dolphin No. 2 (of<br>floating dock No. 2)  | 59°54,437'  | 030°13,378'   | 150.0                                     | 14.88     |
| Wharf No. 20-C<br>Belyy island   | 59°54,663'  | 030°13,371'   | 156.9                                     | 2.47-3.97 |
| Wharf No. Б3-1   | 59°55,207'  | 030°15,285'   | 160.0                                     | 9.98      |
| Wharf No. Б3-2   | 59°55,174'  | 030°15,389'   | 151.0                                     | 11.48     |
| Wharf No. Б3-3   | 59°55,116'  | 030°15,667'   | 108.7                                     | 6.48      |

| 1   | 2          | 3           | 4      | 5          |
|---|------------|-------------|--------|------------|
| 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' | 163.0  | 9.47       |
| Wharf No. Б3-6  | 59°55,348' | 030°16,106' | 170.0  | 9.47       |
| Wharf No. Б3-7  | 59°55,434' | 030°16,144' | 210.0  | 9.48-10.48 |
| Wharf No. Б3-8  | 59°55,533' | 030°16,182' | 204.0  | 10.48      |
| Wharf No. Б3-9  | 59°55,649' | 030°16,249' | 206.0  | 11.0       |
| Berthage on Lieutenant Shmidt quay made of six reinforced concrete dolphins | 59°56,158' | 030°17,318' | 180    | 3.68-5.48  |
| Dolphin wharves for river boats seasonal holding anchorage                  | 59°56,943' | 030°16,961' | 300    | 3.4-3.9    |
| Moorage wall  | 59°57,356' | 030°15,717' | 65.7   | 4          |
| Shipbuilding berth  | 59°57,392' | 030°15,597' | 184.76 | 5          |
| Wharf for domestic and sewage water reception from ships                    | 59°57,454' | 030°15,343' | 92     | 4.4        |
| Wharf Podvodrechstroy-1   | 59°57,457' | 030°15,303' | 338.1  | 4.3        |
| Wharf No. B-13 (No. 13-BOГP, Vasileostrovsky cargo area)                    | 59°57,479' | 030°14,969' | 145    | 4.3        |
| Wharf No. B-14 (No. 14-BOГP, Vasileostrovsky cargo area)                    | 59°57,481' | 030°14,828' | 130    | 4.3        |
| Wharf No. B-15 (No. 15-BOГP, Vasileostrovsky cargo area)                    | 59°57,486' | 030°14,686' | 125    | 4.3        |
| Wharf No. B-16 (No. 16-BOГP, Vasileostrovsky cargo area)                    | 59°57,487' | 030°14,587' | 52     | 4.3        |
| Moorage wall of berth   | 59°57,204' | 030°16,753' | 295    | 3.6        |
| Moorage berth OAO "PЭB Flota"   | 59°57,335' | 030°16,387' | 694.0  | 4.5        |
| Wharf No. PY-1 (wharf No. 1 in Lakhtinskaya gavan')                         | 59°59,23'  | 030°11,050' | 72.7   | 1.5-3.6    |

| 1  | 2          | 3            | 4      | 5        |
|--|------------|--------------|--------|----------|
| Wharf No. PY-2<br>(wharf No. 2 in<br>Lakhtinskaya gavan')            | 59°59,133' | 030°11,042'  | 111.7  | 3.05–4.4 |
| Wharf No. PY-3<br>(wharf No. 3 in<br>Lakhtinskaya gavan')            | 59°59,133' | 030°10,333'  | 41.1   | 3.57     |
| Wharf No. 1<br>(elevator site, 4 <sup>th</sup><br>cargo area)        | 59°52,023' | 030°13,434'  | 36.9   | 4.65–4.8 |
| Wharf No. 2<br>(elevator site, 4 <sup>th</sup><br>cargo area)        | 59°51,987' | 030°13,578'  | 50.45  | 4.0      |
| Mooring line of the<br>Western transport zone                        | 59°51,684' | 030°03,141'  | 269.0  | 3.0      |
| Wharf of builders of a<br>football stadium on<br>Krestovskiyy island | 59°58,138' | 030°13,469'  | 160.3  | 4.3      |
| Passenger pontoon<br>of the Lieutenant<br>Shmidt embankment          | 59°55,929' | 030°16,655'  | 253.6  | –        |
| Passenger pontoon<br>of the English<br>embankment                    | 59°55,965' | 030°17,326'  | 432.0  | –        |
| Wharf A<br>of Sea Terminal   | 59°55,643' | 030°14,332'  | 124.7  | 9.62     |
| Wharf B of Sea<br>Terminal   | 59°55,566' | 030°14,139'  | 132.0  | 9.62     |
| Wharf B<br>of Sea Terminal   | 59°55,595' | 030°14,037'  | 132.0  | 9.62     |
| Wharf Г<br>of Sea Terminal   | 59°55,613' | 030°14,025'  | 132.0  | 6.47     |
| Wharf Д<br>of Sea Terminal   | 59°55,478' | 030°14, 359' | 110.7  | 10.37    |
| Wharf E<br>of Sea Terminal   | 59°55,626' | 030°14,162'  | 138.3  | 7.47     |
| Wharf No. 11<br>Lomonosovskaya<br>gavan'<br>(wharf No. JIO-11)       | 59°55,524' | 029°46,231'  | 254.8  | 5.39     |
| Wharf No. 19<br>Lomonosovskaya<br>gavan'<br>(Wharf No. JIO-19)       | 59°55,498' | 029°46,155'  | 142.75 | 4.39     |



| 1  | 2          | 3           | 4                               | 5       |
|--|------------|-------------|---------------------------------|---------|
| Wharf No.20<br>Lomonosovskaya<br>gavan'<br>(Wharf No. JIO-20)  | 59°55,528' | 029°46,187' | 142.75                          | 4.50    |
| Wharf No. 22<br>Lomonosovskaya<br>gavan'<br>(wharf No. JIO-22) | 59°55,625' | 029°46,367' | 99.7                            | 6.0     |
| Wharf No. 23<br>Lomonosovskaya<br>gavan'<br>(wharf No. JIO-23) | 59°55,651' | 029°46,449' | 100.0                           | 6.0     |
| Wharf No. 25<br>Lomonosovskaya<br>gavan'<br>(wharf No. JIO-25) | 59°55,662' | 029°46,377' | 178.0                           | 6.0-7.0 |
| Wharf No.27<br>Lomonosovskaya<br>gavan'<br>(wharf No.JIO-27)   | 59°55,666' | 029°46,277' | 111.90                          | 5.60    |
| Wharf No. 28<br>Lomonosovskaya<br>gavan'<br>(wharf No. JIO-28) | 59°55,723' | 029°46,402' | 190.0                           | 6.0     |
| Wharf No. 29<br>Lomonosovskaya<br>gavan'<br>(wharf No. JIO-29) | 59°55,770' | 029°46,608' | 275.0                           | 6.0     |
| Wharf No.30<br>Lomonosovskaya<br>gavan'<br>(wharf No. JIO-30)  | 59°55,810' | 029°46,840' | 139.4                           | 5.60    |
| Passenger pier of<br>Nizhniy Park ГМЗ<br>"Petergof"            | 59°53,505' | 029°54,936' | 148.5                           | 3.65    |
| Wharf No.ЛI-1  | 60°00,310' | 029°42,873' | 149.31                          | 10.3    |
| Wharf No. ЛI-2   | 60°00,322' | 029°43,003' | 170.32                          | 10.35   |
| Wharf for packaged<br>cargo                                    | 60°00,210' | 029°42,740' | 265.7                           | 4.6     |
| Wharf for bulk<br>cargo  | 60°00,068' | 029°42,572' | 420.0                           | 4.6     |
| Wharf No.БP-1  | 59°56,193' | 029°41,372' | 259.94                          | 14.4    |
| Wharf No.БP-2with<br>fixed ramp and wing<br>wall               | 59°56,133' | 029°41,233' | 210.0<br>and 87.4- wing<br>wall | 11.2    |
| Wharf No.БP-3  | 59°56,193' | 029°41,637' | 240.0                           | 14.4    |

| <b>1</b>  | <b>2</b>   | <b>3</b>    | <b>4</b>                   | <b>5</b> |
|---|------------|-------------|----------------------------|----------|
| Wharf No.БP-4   | 59°56,193' | 029°41,897' | 240.0                      | 14.4     |
| Wharf No.БP-5   | 59°56,193' | 029°42,155' | 240.0                      | 14.4     |
| Wharf No.БP-6 with wing wall                                    | 59°56,193' | 029°42,417' | 239.93 and 70.34-wind wall | 14.4     |
| Wharf No.БP-7 East side of pier with a ramp and automobile pier | 59°56,123' | 029°41,077' | 200.0                      | 14.4     |
| Wharf No.БP-8 West side of pier with fixed ramp                 | 59°56,123' | 029°41,077' | 200.0                      | 14.4     |
| Wharf No.1 of fort Konstantin                                   | 59°59,655' | 029°42,552' | 80.4                       | 5.1      |
| Pontoon pier of fort Konstantin                                 | 59°59,600' | 029°42,548' | 109.1                      | 3.2-5.5  |
| Pontoon pier No.2 of fort Konstantin                            | 59°59,572' | 029°42,268' | 108.8                      | 4.5-4.8  |
| Pier of subsidiary fleet of navigational passage C-1            | 59°59,605' | 029°42,063' | 111.50                     | 7.1-9.3  |
| Pier of subsidiary fleet of navigational passage C-2            | 60°01,522' | 029°50,235' | 173.3                      | 6.47     |

APPENDIX No. 4  
to Bylaws (i.i.14,63)

**Minimum quantity and power of tugboats for mooring operations in the seaport**

1. Information on minimum quantity and power of tugboats for berthing operations at seaport berths for cargo 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 1,500   | 2 x 1,500       |
| 40, 001 to 80, 000       | 1 x 1,500   | 1 x 1,500       |
|                          | 1 x 2,500   | 1 x 2,500       |
| More than 80, 000        | 2 x 2,500   | 2 x 2,500       |
|                          | or<br>3 x 1,500   | or<br>3 x 1,500 |

2. Information on minimum quantity and power of tugboats for berthing operations in the seaport 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 1,500   | 2 x 1,500       |
| 241 to 260             | 1 x 1,500   | 1 x 1,500       |
|                        | 1 x 2,500   | 1 x 2,500       |
| More than 260          | 2 x 2,500   | 2 x 2,500       |
|                        | or<br>3 x 1,500   | or<br>3 x 1,500 |

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 1,500   | 1 x 1,500       |
| 20, 001 to 80 ,000  | 2 x 1,500   | 2 x 1,500       |
| 80, 001 to 120 ,000 | 2 x 2,500   | 2 x 2,500       |
|                     | or<br>3 x 1,500   | or<br>3 x 1,500 |
| More than 120 ,000  | 1 x 2,500   | 3 x 1,500       |
|                     | 2 x 1,500   |                 |

APPENDIX No. 5  
to Bylaws (i.i. 15, 45)

**Restrictions of ice navigation regime in the eastern part of the Gulf of Finland <sup>1)</sup>**

| Ice conditions                            | Ships allowed to navigate in ice with ice-breaker assistance or without assistance | Ships allowed to navigate in ice with ice-breaker 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 (without ice strengthening)                   | 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 1 Class ships, Tows          |

<sup>1)</sup>Ice strengthening categories are mentioned in Ice Class Designations of Russian Maritime Register of Shipping

APPENDIX No. 6  
to Bylaws (i.i. 16, 61)

**Information on approaches, anchorage, roads and transshipment points of the seaport**

1. Approaches to the seaport are limited by straight lines connecting points enclosed by position:

- a) lat.60°02,51'N, long.29°12,73'E;
- b)lat.60°01,25' N, long.29°12,73'E;
- c)lat.60°01,15' N, long.29°18,69'E;
- d)lat.60°02,33' N, long.29°18,69' E.

2.In the Neva estuary:

1) anchorage No. 1 is limited by straight lines connecting points enclosed by position:

- a) lat. 59°53,77' N, long. 29°55,07' E;
- b) lat. 59°54,46' N, long. 29°55,15' E;
- c) lat. 59°54,16' N, long. 29°57,02' E;
- d) lat. 59°53,80' N, long. 29°55,87' E.

The least depth is 2.5 meters, bottom – silt, sand.

2) anchorage No.1a is limited by straight lines connecting points enclosed by position:

- a) lat. 59°55,88' N, long. 29°58,15' E;
- b) lat. 59°57,07' N, long. 29°57,54' E;

c) lat. 59°56,73' N, long. 30°00,20' E;

d) lat. 59°55,65' N, long. 29°59,30' E.

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

3) anchorage No.16 is limited by straight lines connecting points enclosed by position:

a) lat. 59°54,67' N, long. 29°57,12' E;

b) lat. 59°55,97' N, long. 29°55,97' E;

c) lat. 59°55,55' N, long. 29°58,12' E ;

d) lat. 59°54,66' N, long. 29°57,73' E .

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

3. On East Kronshtadt roadstead:

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

a) lat. 59°58,00' N, long. 29°47,61' E;

b) lat. 59°58,22' N, long. 29°48,00' E;

c) lat. 59°58,07' N, long. 29°48,10' E;

d) lat. 59°57,98' N, long. 29°47,70' E.

Provided for 2 ships of 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.

4. On the Big Kronshtadt roadstead:

1) anchorage No. 3 is limited by straight lines connecting points enclosed by position:

a) lat. 59°58,75' N, long. 29°41,87' E;

b) lat. 59°59,01' N, long. 29°42,06' E;

c) lat. 59°59,01' N, long. 29°44,03' E;

d) lat. 59°58,84' N, long. 29°44,27' E;

e) lat. 59°58,73' N, long. 29°42,70' E;

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

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

2) anchorage No.3a is limited by a radius of 1.4 cables with a centre in position lat.59°59,16'N, long. 29°42,55' E.

Provided for one ship of LOA up to 158.8 m.

The least depth is 11.4 meters, bottom – sand.

5. On the Krasnogorsky roadstead:

1) anchorage No. 4 is limited by straight lines connecting points enclosed by the following position:

a) lat. 60°01,85' N, long. 29°23,25' E;

b) lat. 60°02,50' N, long. 29°23,25' E;

c) lat. 60°02,50' N, long. 29°25,15' E;

d) lat. 60°01,85' N, long. 29°25,15' E.

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

2) anchorage No. 4a is limited by straight lines connecting points enclosed by the following position:

- a) lat. 60°00,55' N, long. 29°18,67' E;
- b) lat. 60°00,98' N, long. 29°18,67' E;
- c) lat. 60°00,98' N, long. 29°20,18' E;
- d) lat. 60°01,40' N, long. 29°20,18' E;
- e) lat. 60°01,40' N, long. 29°24,15' E;
- f) lat. 60°00,55' N, long. 29°24,15' E.

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

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

6. On Lesnoy mole roadstead:

1) anchorage No.1B is limited by straight lines connecting points enclosed by position:

- a) lat. 59°52,87' N, long. 30°13,03' E;
- b) lat. 59°53,00' N, long. 30°12,82' E;
- c) lat. 59°53,25' N, long. 30°12,93' E;
- d) lat. 59°53,15' N, long. 30°13,01' E.

Provided for 6 river ships.

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

7. To north-east of Kotlin island:

anchorage No. 4б is limited by straight lines connecting points enclosed by position:

- a) lat. 60°03,60' N, long. 29°45,20' E;
- b) lat. 60°04,50' N, long. 29°45,20' E;
- c) lat. 60°04,50' N, long. 29°48,15' E;
- d) lat. 60°03,61' N, long. 29°48,61' E.

Provided for the ships proceeding through the navigation passage C-2 of the flood protection facilities.

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

8. To south-west of Pesochnyy point:

anchorage No.5a is limited by straight lines connecting points enclosed by position:

- a) lat. 60°05,30' N, long. 29°19,50' E;
- b) lat. 60°06,70' N, long. 29°19,50' E;
- c) lat. 60°06,70' N, long. 29°25,15' E;
- d) lat. 60°05,30' N, long. 29°25,15' E;

At the anchorage there are anchor grounds C-1 -- C-13 centered in position:

C-1: 60°06,38'N, 29°22,62'E;

C-2: 60°06,38'N, 29°23,52'E;

C-3: 60°06,42'N, 29°24,40'E;

C-4: 60°05,98'N, 29°22,22'E;

C-5: 60°05,98'N, 29°23,10'E;

C-6: 60°05,98'N, 29°23,98'E;  
 C-7: 60°05,62'N, 29°22,62'E;  
 C-8: 60°05,62'N, 29°23,52'E;  
 C-9: 60°06,48'N, 29°20,00'E;  
 C-10:60°06,48'N, 29°20,97'E;  
 C-11:60°06,00'N, 29°20,00'E;  
 C-12:60°05,52'N, 29°20,00'E;  
 C-13:60°05,52'N, 29°20,97'E.

The anchorage is provided for five ships up to 300m in length at anchor grounds C-9 – C-13 and for eight ships up to 180m in length at anchor grounds C-1 – C-8.

The least depth is 25 meters, bottom – sand.

There are six roadstead transshipment facilities: П-1, П-2, П-3, П-4, П-5, П-6.

9.To southeast of Kotlin island:

The deepened area at the place of multifunctional roadstead transshipment facilities, located at the point of intersection of Sankt-Peterburgskiy Morskoy Kanal and Severnyy Kronshtadtskiy fairway, is limited by straight lines connecting points enclosed by the following position:

- a) lat. 59°57,35' N, long. 29°51,60' E;
- b) lat. 59°57,19' N, long. 29°52,40' E;
- c) lat. 59°57,09' N, long. 29°52,32' E;
- d) lat. 59°57,10' N, long. 29°52,29' E;
- e) lat. 59°57,02'N, long.29°51,94' E;
- f) lat. 59°57,01' N, long.29°51,86' E;
- g) lat. 59°57,18' N, long.29°51,03' E;
- h) lat. 59°57,28' N, long.29°51,54' E.

Provided for berthing of arrested and detained ships and is used for anchoring ships to avoid an accident.

10.Ugolnaya Gavan' roadstead includes anchor ground limited by circle with radius of 0.5 cables centered in position lat. 59°52,72' N, long. 30°11,95' E.

Provided for short-term anchorage of a ship of LOA no more than 170m and no more than 11m draft.

11.Lesnoy Mole roadstead includes the anchor ground limited by straight lines connecting points enclosed by position:

- a) lat. 59°53,11' N, long. 30°12,74' E;
- b) lat. 59°53,24' N, long. 30°12,50' E;
- c) lat. 59°53,28' N, long. 30°12,60' E;
- d) lat. 59°53,16' N, long. 30°12,85' E.

Provided for short-term staying of two ships of LOA 155 meters or less with the draft no more than 11 meters.

12. Ekateringofsky basseyn roadstead includes the anchor ground limited by circle with 0.5 cable-laid radius centered in position lat. 59°52,79' N, long. 30°13,50' E.

Provided for short-term staying of a ship of LOA 150 meters or less with the draft no more than 6 meters.

13. The Bolshaya Neva river roadstead opposite wharves Nos. 2, 3 and 4 includes the anchor ground limited by the circle with 0.5 cable-laid radius centered in position lat. 59°55,05' N, long. 30°15,32' E.

Provided for short-term staying of a ship of LOA 170 meters or less with the draft no more than 9.8 meters.

14. At anchor ground No.5a for transshipment of petroleum and its products there are situated:

1) Transshipment point II-1 in the area limited by straight lines connecting points enclosed by position:

a) lat. 60°05,67' N, long. 29°24,05' E;

b) lat. 60°05,67' N, long. 29°25,17' E;

c) lat. 60°05,45' N, long. 29°25,17' E;

d) lat. 60°05,45' N, long. 29°24,05' E.

2) Transshipment point II-2 in the area limited by straight lines connecting points enclosed by position:

a) lat. 60°06,80' N, long. 29°24,40' E;

b) lat. 60°06,80' N, long. 29°25,50' E;

c) lat. 60°06,56' N, long. 29°25,50' E;

d) lat. 60°06,56' N, long. 29°24,40' E.

3) Transshipment point II-3 in the area limited by straight lines connecting points enclosed by position:

a) lat. 60°06,80' N, long. 29°22,95' E;

b) lat. 60°06,80' N, long. 29°24,05' E;

c) lat. 60°06,56' N, long. 29°24,05' E;

d) lat. 60°06,56' N, long. 29°22,95' E.

4) Transshipment point II-4 in the area limited by straight lines connecting points enclosed by position:

a) lat. 60°06,80' N, long. 29°21,41' E;

b) lat. 60°06,80' N, long. 29°22,51' E;

c) lat. 60°06,56' N, long. 29°22,51' E;

d) lat. 60°06,56' N, long. 29°21,41' E.

5) Transshipment point II-5 in the area limited by straight lines connecting points enclosed by position:

a) lat. 60°05,50' N, long. 29°22,82' E;

b) lat. 60°05,50' N, long. 29°24,00' E;

c) lat. 60°05,26' N, long. 29°24,00' E;

d) lat. 60°05,26' N, long. 29°22,82' E.



6) Transshipment point II-6 in the area limited by straight lines connecting points enclosed by position:

- a) lat.  $60^{\circ}06,19'$  N, long.  $29^{\circ}24,05'$  E;
- b) lat.  $60^{\circ}06,19'$  N, long.  $29^{\circ}25,17'$  E;
- c) lat.  $60^{\circ}05,95'$  N, long.  $29^{\circ}25,17'$  E;
- d) lat.  $60^{\circ}05,95'$  N, long.  $29^{\circ}24,05'$  E.

Storage tankers are positioned on fore and aft mooring buoys in direction of  $90^{\circ}$ – $270^{\circ}$  in transshipment points during operational period.

15. Transshipment point on Lesnoy Mole roadstead limited by lines connecting points and enclosed by position:

- a) lat.  $59^{\circ}53,11'$  N, long.  $30^{\circ}12,74'$  E;
- b) lat.  $59^{\circ}53,24'$  N, long.  $30^{\circ}12,50'$  E;
- c) lat.  $59^{\circ}53,28'$  N, long.  $30^{\circ}12,60'$  E;
- d) lat.  $59^{\circ}53,16'$  N, long.  $30^{\circ}12,85'$  E.

Transshipment point is provided for bulk cargo transshipment.

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

**Information on areas Nos. 156, 221, 222, 300, 310, 311, 312, 314, 321 of the seaport, harbour area, the Lieutenant Shmidt embankment, the English embankment, the Neva estuary, Nevskie vorota, Novaya Kanonerskaya Gavan', Zolotiy vorota, Lesnoy Mole roads, Neftyanaya Gavan', Vostochny basseyn, Barochny basseyn, Ekateringof basseyn, Ugolnaya Gavan', Malaya Turukhtannaya Gavan', Bolshaya Turukhtannaya Gavan', Petrodvortsovaya gavan', Lomonosovskaya gavan', Litke base gavan', Lakhtinskaya gavan', Passenger basseyn, navigation passage C-1 and C-2 of FDC, central part of West high-speed road, multifunctional sea transshipment complex Bronka**

Area 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;

Area 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.

Area 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.

Area 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.

Area 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.

Area 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.

Area 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.

Area 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.

Area 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.

Part of harbour - Inner harbour- includes the area of Sankt-Peterburgskiy 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 gavan' (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.

The 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 1,260 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 town, 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 area (lat.59°54,8'N, long. 30°14,3'E.) is located in Sankt-Peterburgskiy Morskoy Kanal between the north-eastern end of Kanonerskiy island and north-western end of Gutuevskiy island.

Novaya Kanonerskaya harbour is located between Bely island (lat.59°55,0' N, long. 30°13,0' E.) and the north-western part of Kanonerskiy island. Near Bely island there is a shallow with depths less than 5 meters marked with light buoys.

Zolotiye Vorota area (lat.59°53,3' N, long. 30°10,2' E.) is located near the eastern end of the dams of Sankt-Peterburgskiy Morskoy Kanal between the western end of the North dam and the western end of Neftyanaya Pristan'.

Lesnoy Mole road (lat.59°53,1' N, long. 30°12,8' E.) is located between Lesnoy Mole, Krivaya dam and the south-western end of the South dam. Near the Krivaya dam there is a shallow marked out with unlighted buoys.

Neftyanaya Gavan' (lat.59°53,1' N, long. 30°10,1' E.) is located south-westwards of the western part of Ugolnyy mole.

Vostochny basseyn (lat.59°53,4'N, long.30°14,0' E.) is located eastward of Barochny basseyn, from the 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 south-western part of Grebenka dam there is a shallow with the depths less than 5 meters.

Barochny basseyn (lat.59°53,5' N, long. 30°13,4' E.) is located at 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 basseyn on Lesnoy Mole side there is a shallow marked with a pole.

Ekateringofskiy basseyn (lat.59°52,8' N, long. 30°13,6' E.) is located southward of Vostochny basseyn. 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 south part of the Inner harbour. It is limited by Ugolny Mole, Lesnoy Mole and Razdelnaya dam. South-westward of the south-west 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 unlighted buoys.

Malaya Turukhtannaya gavan' (lat.59°52,4' N, long. 30°13,2' E.) is located northward of Bolshaya Turukhtannaya gavan' (harbour).

Bolshaya Turukhtannaya gavan' (lat.59°52,2' N, long. 30°13,0' E.) is located south-eastward of Ugolnaya gavan'. There is a 180 meters wide entrance to the harbour from Ugolnaya gavan'.

Petrodvortsovaya gavan' (lat.59°53,45' N, long. 29°54,9' E.) is situated near Petrodvorets town (lat.59°53,0' N, long. 29°55,0' E.) and protected from the west and north by an angle-shaped quay and from the east by a short mole.

Lomonosovskaya gavan' (lat.59°55,7' N, long. 29°46,0' E.) is situated near Lomonosov town (lat.59°55,0'N, long. 29°47,0' E.) 4.6 miles north-westward of Petrodvortsovaya gavan'. The harbour is protected by the Zapadnyy and Vostochnyy moles. Near the Vostochnyy mole base from its eastern side there are Novaya and

Passazhirsкая gavan', in the south-western part of the harbour there is an entrance to Shlupochnyy Kanal.

Litke base gavan' (lat.59°59,8' N, long. 29°43,4' E.) is located near the middle part of Kotlin island south shore. Lakhtinskaya gavan' (lat.59°59,2' N, long. 30°11,2' E.) lies by the north side of Nevskaya estuary near Lakhta town 1.1 mile north-westward of Krestovsky island.

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

Navigation passage C-1 of St.-Petersburg FDC (59°59,5'N, 29°41,9'E) extends southward of Kotlin island in the area of Kronshtadtskiy Korabelnyy Fairway (fairway No.2) from inoperative midchannel buoy of this fairway (60°01,5'N, 29°29,8'E) till the intersection of Srednyaya gavan' leading line directions (288,7° - 108,7°) and the leading line of Bolshoy Kronshtadtskiy roads (271,2° - 91,2°).

Navigation passage C-1 has a gate of 200m width and 16 m depth at the sill which is overlapped with floating-caisson gates in the period of floods.

Navigation passage C-2 of St.-Petersburg FDC (60°01,5 N, 29°50,2'E) lies northward of Kotlin island on the Severnyy Kronshtadtskiy fairway. Navigation passage C-2 has a gate of 110 m width and 7 m depth at the sill which is overlapped with lift gate in the period of floods.

The central part of the West high-speed road is a highway of 11.7 km in length intersecting the seaport canals. There are the following main constructions:

two-tier bridge over Morskoy Kanal (59°54,04'N, 30°13,37'E) with a clearance of 52 m;

a suspension bridge over Korabelnyy Kanal (59°55,16'N, 30°12,81'E) with a clearance of 35 m;

a suspension bridge over Petrovskiy Kanal in the estuary of Malaya Neva river (59°57,97'N, 30°13,13'E) with a clearance of 25 m;

a suspension bridge over the fairway leading to Malaya Nevka (59°58,69'N, 30°13,15'E) with a clearance of 25 m.

Multifunctional sea transshipment complex Bronka (59°56,00'N, 29°40,00'E) lies on the south shore of Nevskaya Guba eastward of the south area of FDC of Saint-Petersburg. There is Podkhodnoy Kanal to the Bronka complex and the water area of 380 m wide.

APPENDIX No. 8  
to Bylaws (i.i. 16, 55)

**Very High Frequency communication channels in the seaport**

| Subscriber  | Channels of very high frequency |                 |                 | Call sign            |
|---|---------------------------------|-----------------|-----------------|----------------------|
|   | Calling channel                 | Working channel | Reserve 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       |
| Seaport vessel traffic Service Sankt-Peterburg  | 9                               | 9,13            | 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 boat  | 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 town  | 9                               | 67              | –               | Lomonosov–radio–1    |
| Quarantine station of Kronshtadt town   | 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, 115)

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

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

APPENDIX No.10  
to Bylaws (i.16)

**Scheme of Cooperation and Information Exchange between Duty Engineer-Manager of FDC and Harbour Master Service for Prediction, Prevention and Elimination of Emergency Flood Situations during Gates Manoeuvring of Navigation Passage C-1 and C-2 of FDC of Saint-Petersburg**

| Operating time (hours) | Actions of Duty Engineer-Manager of FDC   | Actions of Harbour Master Service   |
|------------------------|---|---|
| 1                      | 2   | 3   |
| T-6                    | Notify the Harbour Master Service of the present forecast of high water + 160 cm and more at the water level measuring post of the Gorny Institute and at a briefing of a decision-making group (hereinafter DMG). Notify the operation staff of DMG of the briefing. Take the high water level forecast under the hour control.        | Take the notice, appraise the situation for the necessary correction of twenty four hours schedule.<br>Notify the operation staff of DMG of the seaport administration about the briefing.  |
| T-4                    | Notify the Harbour Master service of the decision made by the chief of the Main Department for civil defence, emergencies and elimination of consequences of natural disasters in Saint-Petersburg about the time to start up shutting the navigation facilities of FDC and necessity to suspend navigation through C-1 and C-2 of FDC. | Notify the masters of the ships in the seaport of planning manoeuvring of gates of C-1 and C-2 navigation facilities of FDC.  |
| От T-4 до T-2          | Ensure control of the high water level forecast, notify the Harbour Master service about the changes in the time of shutting navigation facilities C-1 and C-2 of FDC.  | Rectify the twenty four hours schedule, prohibit ships leaving and entering the seaport towards the navigation facilities C-1 and C-2 of FDC.<br>Ensure time control of ships passing through the navigation facilities C-1 and C-2 of FDC. Make up the Harbour Master's order about a temporary restriction of navigation in the seaport.<br>Notify the duty engineer-manager of FDC of arranging navigation in the seaport according to the corrected daily schedule. |
| T-2                    | Take the notice of the Harbour Master service of the time of suspension of navigation through C-1 and C-2 facilities of FDC and give the name of the last m/v passing through them.   | Notify the FDC duty engineer-manager about the time of suspension of navigation through C-1 and C-2 facilities of FDC, giving the name of the last m/v passing through them.<br>Jointly with VTS arrange navigation   |



|             |  |  |
|-------------|--|--|
|             | Give orders to be on stand by for dams manoeuvring.  | of ships in the seaport according to the corrected daily schedule.   |
| T – 0.5     | Take the notice of the Harbour Master service of the time of suspension of navigation through C-1 and C-2 facilities of FDC. Give orders for dams manoeuvring.                                     | Notify the FDC engineer-manager about the time of suspension of navigation through C-1 and C-2 facilities.   |
| T           | Notify the Harbour Master service of the start up of suspension of navigation through C-1 and C-2 facilities of FDC.   | Notify the masters of the ships staying in the seaport of shutting C-1 and C-2 navigation facilities of FDC.   |
| From T to K | Ensure control of sea level changes to determine the time of opening of C-1 and C-2 navigation facilities of FDC. Notify the Harbour Master service of the supposed opening of C-1 and C-2 of FDC. | Ensure control of sea level changes. Take operative management of navigation in the seaport water area according to the corrected daily schedule.                                |
| K           | Notify the Harbour Master service of the opening of C-1 and C-2 navigation facilities of FDC.  | Notify the masters of ships staying in the seaport of C-1 and C-2 of FDC opening. Provide navigation through C-1 and C-2 of FDC in conformity with the corrected daily schedule. |

Note:

T – time of shutting C-1 and C-2 navigation facilities of FDC;

K – time of opening C-1 and C-2 navigation facilities of FDC.

APPENDIX No.11  
to the Bylaws (i.17)

**INFORMATION ON THE AREAS OF COMPULSORY AND FREE PILOTAGE  
IN THE SEAPORT WATER AREA**

The area of compulsory pilotage includes the seaport water area eastward of meridian 29°26,00' E, southward of lat.60°05,03'N. and southeast of the straight line connecting points enclosed by position lat.60°03,89' N and long.29°26,00' E, and lat. 60°05,03' N and long. 29°28,82' E.

Area No.1 of free pilotage includes the seaport waters limited by lines connecting points:

- 1) lat.60°00,00' N and long. 29°18,68' E;
- 2) lat.60°00,98' N and long. 29°18,68' E;
- 3) lat.60°06,70' N and long. 29°18,68' E;
- 4) lat.60°06,70' N and long. 29°19,50' E;
- 5) lat.60°05,30' N and long. 29°19,50' E;
- 6) lat.60°05,30' N and long. 29°25,15' E;
- 7) lat.60°06,70' N and long. 29°25,15' E;
- 8) lat.60°06,70' N and long. 29°49,17' E;

9) lat.60°05,03' N and long. 29°49,63' E;

10) lat.60°05,03' N and long.29°28,82' E;

11) lat.60°03,89' N and long.29°26,00' E;

12) lat.59°59,95' N and long 29°26,00' E;

Area No.2 of free pilotage (anchorage No.5a southwest of point Pesochnyy) includes the seaport water area limited by lines connecting points:

1) lat.60°05,30' N and long.29°19,50' E;

2) lat.60°06,70' N and long.29°19,50' E;

3) lat.60°06,70' N and long. 29°25,15' E;

4) lat.60°05,30' N and long. 29°25,15' E;