

MINISTRY OF TRANSPORTATION OF THE RUSSIAN FEDERATION ORDER NO. 190, DATED
MAY 25, 2023, “ON APPROVAL OF BYLAWS AT THE SEAPORT OF PRIGORODNOE”

In accordance with part 2 of Article 14 of the Federal Law No. 261-FZ, dd November 8, 2007, “On seaports in the Russian Federation and introduction of changes in enactments of the Russian Federation” and with paragraph 1 of the Regulations on the Ministry of Transportation of the Russian Federation established by order No. 395 of the Government of the Russian Federation, dd July, 30, 2004, I order:

1. The attached Bylaws at the seaport of Prigorodnoe to be approved.
2. Order No. 212, dd August 12, 2011, of the Ministry of transportation of the Russian Federation “On approval of Bylaws at the seaport of Prigorodnoe” (registered by the Ministry of Justice of the Russian Federation on August 30, 2011, registration No. 21713).
3. This order comes into effect on March 1, 2024, and shall be valid until March 1, 2030.

Minister

V.G. Saveliev

Registered by the Ministry of Justice of the Russian Federation on August 9, 2023.
Registration No. 74695

APPROVED
by the Order of the Ministry of Transportation of the Russian Federation
dd May 25, 2023. No. 190

BYLAWS
at the seaport of Prigorodnoe

I. General Provisions

1. The Bylaws at the seaport of Prigorodnoe (hereinafter referred to as “Bylaws”) include:
 - description of the seaport of Prigorodnoe (hereinafter referred to as “the seaport”);
 - regulations for vessels entering and leaving the seaport, including the navigation safety measures for vessels entering and leaving the seaport;
 - regulations for vessels approaching and navigating the sea area of the seaport;
 - description of zones of Vessel Traffic Systems and regulations of navigation in these zones;
 - moorage regulations including mooring stations in the seaport;
 - environmental safety measures, which include determination of waste type on vessels entering the seaport, quarantine regulations in the seaport;
 - rules of the use of special means of communication in the territory of the seaport;
 - information on the boundaries of the seaport;
 - information on the approaches to the seaport;
 - information on the boundaries of the A1 and A2 sea areas of the Global Maritime Distress and Safety System¹ (hereinafter referred to as GMDSS);
 - information on seaport’s technical parameters for berthing;
 - information on the navigation period;
 - information on the areas of compulsory and non-compulsory pilotage;
 - information on the depths of the seaport’s water area and its approaches;
 - information on the recycling of hazardous cargo;
 - information on ice navigation at the seaport and its approaches;
 - information on reporting by captains of vessels staying at the seaport in case of an unlawful interference threat at the seaport;

information on transmitting navigational and hydrometeorological data to captains of vessels staying at the seaport.

2. The Bylaws are to be executed by vessels regardless of their flag and ownership rights, and by legal persons and individual entrepreneurs or physical persons working or staying at the seaport or its approaches.

3. Navigation in the seaport and at the approaches to it, stay in the water area of the seaport must be carried out according to the General rules of vessel navigation and mooring at the seaports of the Russian Federation and approaches to them² (hereinafter referred to as “General rules”) and these Bylaws.

II. Description of the seaport

4. The seaport is located on the southern coast of the Sakhalin Island, in Aniva Bay between Capes Tomari-Aniva and Yunona.

The seaport’s water area comprises three segments:

Segment No. 1 of the seaport’s water area (hereinafter referred to as the Segment No. 1) is located in the north of Aniva Bay, in the mouth of the Mereya River;

Segment No. 2 of the seaport’s water area (hereinafter referred to as the Segment No. 2) is located in Aniva Bay, 4 miles SW of the mouth of the Mereya River;

Segment No. 3 of the seaport’s water area (hereinafter referred to as the Segment No. 3) is located in Aniva Bay, 6 miles SE of the mouth of the Mereya River.

5. The seaport’s boundaries are specified by the order No. 658-p of the Government of the Russian Federation, dated May 6, 2008.

6. The seaport works 24 hours a day.

The seaport has a permanent multilateral maritime cargo border checkpoint of the Russian Federation³.

7. Climate, hydrological, and meteorological characteristics of the seaport are as follows:

wind-induced surges may occur at the seaport;

mean range of tide is 1.1 meters;

during winter the seaport’s water area freezes with drift ice floating in it;

seaport’s water area is not suitable to be used as shelter for vessels in cases of danger.

8. Information on the approaches to the seaport is given in Annex No. 4 to the Bylaws.

9. Information on technical parameters of the seaport for berthing is given in the Annex No. 5 to the Bylaws.

10. Navigation in the seaport is carried out all year round.

11. The seaport provides services of vessel maintenance⁴.

III. Regulations for vessels entering and leaving the seaport, including the navigation safety measures for vessels entering and leaving the seaport

12. Information on a vessel entering and leaving the seaport⁵ is provided to the Harbour Master via the informational-telecommunicational network of the “Internet” (hereinafter referred to as the “Internet”) at www.portcall.marinet.ru.

The permit for vessel navigation in the water area of the seaport and beyond it, and arriving back at the seaport is issued by the Harbour Master for a period not exceeding the expiry date of ship’s documents⁶, and allows vessels to navigate between the Segments Nos. 1, 2 and 3.

13. The following measures ensuring the safety of navigation for ships entering and leaving the seaport must be observed:

when navigating or staying in the seaport’s water area and at its approaches the requirements

specified by the International Agreements and the laws of the Russian Federation regarding the safety of life at sea, safety of navigation and prevention of pollution from ships must be observed;

when entering, leaving, and approaching the seaport vessels should proceed at a safe speed in order to ensure proper and effective prevention of collisions, by using the main engine or anchor dropping ⁷.

IV. Rules of vessel navigation in the seaport water area and at its approaches

14. A regulatory system for vessel navigation and stay is carried out according to the schedule of placement and navigation in the seaport (hereinafter referred to as “daily schedule”). The daily schedule, based on the information about vessels entering the seaport, which is provided in accordance with paragraph 12 of the Bylaws, is approved by the Harbour Master on a daily basis at 09:00 local time and is posted on the Internet at [http:// http://www.ampskk.ru/](http://www.ampskk.ru/).

15. Vessels movement and placement in the seaport and at its approaches are regulated by the Centre of Vessel Traffic Service of Aniva Bay (hereinafter referred to as “CVTS”) in accordance with the daily schedule ⁸.

16. Navigation with an anchor chain in the water is not allowed in the seaport’s water area.

17. Anchorage, dragging the anchor along the ground and navigation with anchor chain in the water are not allowed at the Segment No. 1, in the location of the underwater pipeline bounded by straight lines connecting the points at:

46°37'16" N and 142°55'37" E;

46°34'56" N and 142°55'41" E;

46°34'56" N and 142°55'18" E;

46°37'21" N and 142°55'13" E.

18. In the seaport’s water area the speed of vessels with a gross tonnage of more than 1000 should not exceed seven knots.

19. During mooring operations vessels that do not participate in these operations should not be in the following zones:

zone bounded by a swing circle radius of 2500 meters from the southernmost tip of the berth No. 1 and by the boundary of the seaport’s water area;

zone bounded by a swing circle radius of 2500 meters from the centre of the berth No. 2.

20. When a gas carrier has made fast at the berth No. 1, vessels not rendering any services to the gas carrier should not approach her and the berth No. 1 closer than 200 meters.

21. When a tanker is moored at the berth No.2, vessels not rendering any services to the tanker should not approach her and the berth No. 2 closer than 500 meters.

V. Description of Vessel Traffic Service in covered areas and rules of navigation in these areas

22. The Vessel Traffic Service of Aniva Bay operates in the northern water area of Aniva Bay (hereinafter referred to as “VTS”).

The coverage of the VTS is limited to the coastline and straight lines connecting the points at:

46°37,50' N and 142°26,00' E;

46°25,00' N and 142°30,00' E;

46°25,00' N and 143°04,00' E;

46°35,70' N and 143°04,00' E.

23. Rules of navigation in the coverage area of the VTS:

Vessels proceeding to the seaport should contact the CVTS via VHF channels of the maritime mobile service, listed in the Information on VHF channels used in the seaport ⁹ (hereinafter referred to as “VHF channels”) and transmit data, specified by paragraph 29 of the General rules, two nautical miles before

crossing the coverage area of the VTS;

when navigating in the coverage area of the VTS, vessels should keep radio communication with the CVTS of Aniva Bay via the calling VHF channel 16 and the operating VHF channel 74;

when navigating in the coverage area of the VTS, vessels should proceed at a safe speed in order to ensure proper and effective prevention of collisions, by using the main engine or anchor dropping¹⁰.

VI. Regulations for vessels staying at the seaport and indication of their staying places

24. Vessels should stay at the seaport's berths, at the roadstead or anchoring positions.

25. Information on the anchoring positions of the seaport is given in Annex No. 1 to the Bylaws.

26. Gas carriers should stay in the area of the anchoring position No. 1, tankers should stay in the area of the anchoring position No. 2. All other vessels should stay in the location designated by the Harbour Master.

27. If the wind speed is more than 12 meters per second, vessels, moored at the seaport's berths, should prepare the ship's power plant (hereinafter referred to as the SPP) and thrusters.

28. If the wind speed is 20 meters per second and more, or the wave height is more than 2 meters the vessel moored at the berth No. 1 should unberth. The vessel moored at the berth No. 2 should detach TLU's pipeline from ship's manifold.

29. If the wind speed is 25 meters per second and more, or the wave height is more than 3 meters the vessel moored at the berth No. 2 should unberth.

30. For vessels moored at the berths Nos. 1, 3, and 4 operation with propellers is allowed by run test at low revolutions to prepare the ship's power plant for operation.

31. Anchorage of vessels with malfunctioning engines, SPP and steering gear is not allowed in the seaport's water area.

32. Mooring operations in the seaport are conducted with the assistance of tug service¹¹. Information on the minimum number and power of tugs¹² for safe mooring operations of vessels in the seaport is given in Annex No. 2 to the Bylaws.

33. A standby tug should stay not less than 200 and not more than 500 meters from a gas carrier moored at the berth No. 1, and not more than 500 meters from a tanker moored at the berth No. 2.

34. Mooring operations and vessel berthing at the seaport is carried out astern or alongside.

The stay of two vessels alongside each other at the berths Nos. 3 and 4 is allowed.

If several vessels are berthed astern, fenders shall be placed on all vessels in contact.

VII. Rules of environmental safety, including the determination of types of ship-generated waste subject to delivery to the seaport's reception facilities, quarantine regulations

35. The discharge of ballast water in the seaport is allowed, if all current requirements specified by the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004, are met¹³.

36. Information on the reception facilities for ship-generated waste is given in the Ship-generated Waste Management Plan in the seaport.

The Ship-generated Waste Management Plan in the seaport must be posted on the Internet on the official website of the Administration of Seaports at <http://www.ampskk.ru/>.

37. Bunkering of vessels at the roadstead or anchorage is allowed, if the wind speed is less than 10 meters per second and the wave height is less than 1.5 meters.

Fuel bunkering of vessels from automobiles is allowed at the seaport's berths Nos. 3 and 4.

38. Booms shall be prepared for use before the start of loading/unloading operations with oil and oil products, taking in to account hydrometeorological characteristics of the area¹⁴.

When a tanker with a cargo of oil onboard is moored at the berth No. 1 for bunkering by liquefied natural gas, booms are not to be installed.

39. Quarantine anchoring position¹⁵ is at 46°33'59" N and 142°51'15" E.

VIII. Rules of the use of special means of communication in the territory of the seaport

40. To communicate in the water area of the seaport vessels use:
maritime mobile radiocommunication service or maritime mobile-satellite service;
telephony;
e-mail (hereinafter referred to as the "means of communication").

41. Information on the used VHF channels is given in Annex No. 3 to the Bylaws, and should any changes take place the Harbour Master informs mariners about it¹⁶ by posting a notice on the Internet on the official website of the Administration of the Seaports at <http://www.ampskk.ru/>.

42. Carrying out radio communication not related to the vessel traffic control and safety of navigation via 13, 16, 67, 69, 73, 74 VHF channels is prohibited in the seaport.

43. Masters of vessels should inform the Harbour Master about the occurrence of any circumstance entailing risks to the safety for navigation, people's life and health, and (or) proper functioning of the seaport, about the pollution of the seaport's water area, using the means of communication.

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

44. The seaport is within coverage of the A1 and A2 sea areas of GMDSS.

45. The communication in the A1 sea area of GMDSS is provided by the "Korsakov" base station, located at 46°45,00' N and 142°27,00' E, the coverage area is 35 nautical miles and by the base station at Cape Svobodny, located at 46°50,00' N and 143°26,0' E, the coverage area of which is 35 nautical miles.

46. The communication in the A2 sea area of GMDSS is provided by the "Okhotskoe" base station located at 46°52,30' N and 143°09,25' E, the coverage area is 170 nautical miles.

X. Information on the areas of compulsory and non-compulsory pilotage

47. In the seaport the pilotage is compulsory.

The area of compulsory pilotage in the seaport is bounded by the coastline of Sakhalin Island and straight lines, connecting the following coordinates one by one:

46°37'11" N and 142°55'55" E;

46°35'11" N and 142°57'55" E;

46°33'17" N and 142°57'55" E;

46°33'17" N and 142°52'43" E;

46°36'35" N and 142°52'43" E;

46°37'37" N and 142°53'25" E.

48. There are no areas for non-compulsory pilotage in the seaport.

49. The embarkation and disembarkation of pilots take place at:
pilot boarding ground at coordinates 46°33'17" N and 142°53'36" E;
roadstead, anchoring positions and seaport's berths.

50. The following vessels, navigating the water area of the seaport, are free from pilotage¹⁷:

small, pleasure, and sailing crafts;

vessels with a gross tonnage of 1000 and less;

emergency response rescue vessels, operating in the seaport's water area¹⁸.

XI. Information on the depths of the seaport's water area and its approaches

51. Ship draft accepted in the seaport is limited to 17.5 meters.

52. The Harbour Master provides mariners on an annual basis, and when changes take place, with the information on real depths of the seaport's water area and near the seaport's berths, and on acceptable ship drafts, by posting it on, among other means, the network of the "Internet" at <http://www.ampskk.ru/>.

XII. Information on the recycling of hazardous cargo

53. Cargo operations in the seaport are carried out with dangerous cargoes of 2, 3 and 9 Classes of the International Maritime Organization (hereinafter referred to as "IMO")¹⁹.

54. Information on dangerous cargoes should be directed to the Harbour Master²⁰ by a ship master (shipowner) or shipping agent via the Internet at www.portcall.marinet.ru.

55. The Harbour Master should inform mariners about any changes in the procedure of providing information, specified in paragraph 54 of the Bylaws, using the means of communication.

XIII. Information on ice navigation at the seaport and its approaches

56. As ice covers the seaport's water area and approaches to it, the Harbour Master determines the beginning and, as solid ice breaks, the end of period of icebreaker assistance and (or) establishes restrictions on ice navigation in the seaport's water area and at its approaches (hereinafter referred to as the "restrictions"). The restrictions are established in accordance with Annex No. 6 to the Bylaws.

57. A notice about restrictions should be posted on the Internet on the official website of the Administration of the Seaports at <http://www.ampskk.ru/>.

58. In case icebreaker assistance is applied:

Information about a vessel approaching to the location of convoy formation (hereinafter referred to as the LCF) is transmitted 72 hours prior and must be confirmed 24 hours prior to the assumed approach to the LCF in accordance with paragraph 12 of the Bylaws;

the time and order of vessels navigating through ice, the LCF, and the number of vessels being assisted is determined by the Harbour Master at 10:00 (local time) every day and is posted on the Internet on the official website of the Administration of Seaports at <http://www.ampskk.ru/>;

the communication between vessels of the convoy is carried out by the Master of the icebreaker via VHF channels.

59. Masters of vessels, proceeding to or out of the seaport on their own, must inform the Harbour Master about current ice conditions via the means of communication.

Shipowners should operate their vessels in an area dependent on the season, current weather and ice conditions, availability of icebreaker assistance. Masters of vessels should observe the restrictions on ice navigation, introduced by the classification society and General rules²¹.

XIV. Information on reporting by masters of vessels staying at the seaport in case of an unlawful interference threat at the seaport

60. When threatened of unlawful interference act ship's master or ship's security officer²², shall inform the seaport security officer and Harbour Master through the means of communication.

61. Ship's master or ship's security officer provides the Harbour Master with information about the level of security of vessels located at the seaport, and also about any changes in the levels of security.

XV. Information on transmitting navigational and hydrometeorological data to masters of vessels staying at the seaport

62. Emergency information²³ on navigational and hydrometeorological conditions should be transmitted/delivered to vessels by an inspector of the Port State Control, once he receives it from the meteorological service.

63. Information should be transmitted via VHF channels listed in Annex No. 3 to the Bylaws. Emergency information is transmitted via VHF channel 16.

¹ Federal law No. 37-FZ, dated March 30, 1995, "On ratification of the Constitution and Convention of the International Telecommunication Union". Resolution No. 813 of the Government of the Russian Federation, dated July 3, 1997, "On creation and functioning of the Global Maritime Distress and Safety System".

² Order No. 395 of the Ministry of Transportation of the Russian Federation, dated November 12, 2021, "On approval of the General rules of vessel navigation and mooring at the seaports of the Russian Federation and approaches to them" (registered by the Ministry of Justice of the Russian Federation on June 1, 2022, registration No. 68677). In accordance with paragraph 3 of the order of the Ministry of Transportation of the Russian Federation No. 395, dated November 12, 2021, the present act is effective until September 1, 2028.

³ Order No. 658-p of the Government of the Russian Federation, dated May 6, 2008.

⁴ Part 1 of Article 17 of the Federal Law No. 261-FZ, dated November 8, 2007, "On seaports in the Russian Federation and introduction of changes in enactments of the Russian Federation".

⁵ Paragraph 3 of Article 13 of the Federal Law No. 261-FZ, dated November 8, 2007, "On seaports in the Russian Federation and introduction of changes in enactments of the Russian Federation". Paragraphs 43 and 45 of the General rules.

⁶ Paragraph 57 of the General rules.

⁷ Rule 6 of the Convention on the International Regulations for Preventing Collisions at Sea, 1972. Set of agreements and conventions in force, concluded between USSR and foreign states. Issue XXXIII.-M., 1979. pp. 435-461. USSR acceded to the Convention with its declarations. The Convention came into effect for USSR on July 15, 1977.

⁸ Paragraph 20 of the General rules.

⁹ Paragraph 94 of the Requirements for the Vessel traffic control radar systems, seaport's infrastructure necessary for the functioning of the Global Maritime Distress and Safety System, objects and means of the automated information system, Vessel Traffic Control and Management Service, approved by the order No. 226 of the Ministry of Transportation of the Russian Federation, dated July 23, 2015 (registered by the Ministry of Justice of the Russian Federation on October 28, 2015, registration No. 39517).

¹⁰ Rule 6 of the Convention on the International Regulations for Preventing Collisions at Sea, 1972. Set of agreements and conventions in force, concluded between USSR and foreign states. Issue XXXIII.-M., 1979. pp. 435-461. USSR acceded to the Convention with its declarations. The Convention came into effect for USSR on July 15, 1977.

¹¹ Part 9 of Article 17 of the Federal Law No. 261-FZ, dated November 8, 2007, "On seaports in the Russian Federation and introduction of changes in enactments of the Russian Federation".

¹² Fourth sub-paragraph of paragraph 3 of the Tug regulations, approved by the order No. 179 of the Ministry of Transportation of the Russian Federation, dated May 16, 2022 (registered by the Ministry of Justice of the Russian Federation on May 31, 2022, registration No. 68645). In accordance with paragraph 2 of the order No. 179 of the Ministry of Transportation of the Russian Federation, dated May 16, 2022, the present act is effective until September 1, 2028.

¹³ Byulleten mezhdunarodnykh dogovorov (Journal of International Agreements). 2017. No. 12. pp. 16 - 47. The Russian Federation acceded to this Convention in accordance with the resolution No. 256 of the Government of the Russian Federation, dated March 28, 2012, "On the accession of the Russian Federation to the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004". For the Russian Federation, the Convention came into effect on September, 8, 2017.

¹⁴ Paragraph 120 of the General rules.

¹⁵ Paragraph 123 of the General rules.

¹⁶ Second sub-paragraph of paragraph 36 of the General rules.

¹⁷ Paragraph 2 of Article 90 of the Merchant Shipping Code of the Russian Federation.

¹⁸ Paragraph 3.11 of the Statute of a functional subsystem for organizing and coordinating search and rescue services (either Russian, or foreign ones) during searching and rescuing people and vessels in distress at sea within the search-and-rescue regions of the unified state system of prevention and liquidation of emergency situations of the Russian Federation, approved by order No. 169 of the Ministry of Transportation of the Russian Federation, dated November 26, 2007 (registered by the Ministry of Justice of the Russian Federation on December 20, 2007, registration No. 10771).

¹⁹ The International Maritime Dangerous Goods Code, 1965. Adopted by the resolution No. A.81(IV) of the Assembly of the International Maritime Organization (IMO) on September 27, 1965. Byulleten mezhdunarodnykh dogovorov. 2011 (Annex

No. 1, part 6). Observing the Code is compulsory for the Russian Federation in accordance with the Convention on the International Maritime Organization, adopted on March 6, 1948 (for the USSR, the Convention came into effect on March 17, 1958).

²⁰ Ninth sub-paragraph of paragraph 69 of the General rules.

²¹ Paragraph 145 of the General rules.

²² Sub-paragraph 6 of paragraph 2.1 of the International Ship and Port Facility Security Code. Byulleten mezhdunarodnykh dogovorov. 2011 (Annex No. 1, part 5). pp. 454 - 535. Observing it is compulsory for the Russian Federation in accordance with the International Convention for the Safety of Life at Sea, 1974. For the Russian Federation, it came into effect on July 1, 2004.

²³ Tenth sub-paragraph of Article 1 of the Federal Law No. 113-FZ, dated July 19, 1998 "On the hydrometeorological service".

**ANNEX No. 1
to the Bylaws
(paragraph 25)**

**INFORMATION
on the anchoring positions of the seaport**

Anchoring position No. 1 is bounded by the following coordinates:

46°34'29" N and 142°50'25" E;

46°34'29" N and 142°51'55" E;

46°32'29" N and 142°51'55" E;

46°32'29" N and 142°50'25" E.

Location of the anchoring position No. 1:

46°34'01" N and 142°51'15" E.

Location of the anchoring position No. 2:

46°33'02" N and 142°51'15" E.

Location of the quarantine anchoring position:

46°34'01" N and 142°51'15" E.

Anchoring position No. 2 is bounded by the following coordinates:

46°32'29" N and 142°55'35" E;

46°32'29" N and 142°58'25" E;

46°31'29" N and 142°58'25" E;

46°31'29" N and 142°55'35" E.

Location of the anchoring position No. 3:

46°32'00" N and 142°56'24" E.

Location of the anchoring position No. 4:

46°32'00" N and 142°57'46" E.

Ship to ship mooring operations to anchored vessels and staying alongside is allowed in the areas of the anchoring positions Nos. 1 and 2.

**ANNEX No. 2
to the Bylaws
(paragraph 32)**

**INFORMATION
on the minimum number and power of tugs for safe mooring operations of vessels in the seaport**

Deadweight	Minimum number and power of tugs (number x power)	
	Mooring	Unmooring
Berth No. 1 - Liquefied natural gas terminal		
Up to 20000 tons	2 x 4800 kilowatt	1 x 4800 kilowatt
20000 to 100000 tons	3 x 4800 kilowatt	2 x 4800 kilowatt
More than 100000 tons	4 x 4800 kilowatt	2 x 4800 kilowatt
Berth No. 2 – Tanker Loading Unit (TLU)		
More than 10000 tons	1 x 4800 kilowatt and 1 x 4800 kilowatt tug for protection	1 x 4800 kilowatt
Berths Nos. 3 and 4 - universal		
1000 to 2000 tons	1 x 4800 kilowatt	1 x 4800 kilowatt
More than 2000 tons	2 x 4800 kilowatt	1 x 4800 kilowatt

ANNEX No. 3
to the Bylaws
(paragraphs 41 and 63)

INFORMATION
on the Very High Frequency channels used in the seaport

Subscriber	Call sign	Operating channel	Back-up channel
1	2	3	4
Maritime Rescue Sub-Centre (MSPTs)	“Sakhalim-radio-SPTs”	16	16
Centre of Vessel Traffic Control of Aniva Bay (CVTS)	“Aniva-Trafik”	74	67
Inspectorate of Port State Control (IPCS)	“Prigorodnoe-port control”	69	13
Dispatcher and Pilot Services of the seaport	“Prigorodnoe - radio – 2”	69	73
Border Control Division (BCD) of the “Prigorodnoe” Border Checkpoint “Korsakov”	“Tezis-6”	69	-
Operator of the berth No. 1	“Prichal-SPG”	69	-
Operator of the berth No. 2	TON	69	-

ANNEX No. 4
to the Bylaws
(paragraph 8)

INFORMATION
on the approaches to the seaport

The approaches to the seaport are bounded by the straight lines, connecting the following coordinates one by one:

- 46°33'17" N and 142°52'52" E;
- 46°33'17" N and 142°54'20" E;
- 46°30'20" N and 142°53'30" E;
- 46°30'30" N and 142°52'03" E.

**ANNEX No. 5
to the Bylaws
(paragraph 9)**

**INFORMATION
on seaport's technical parameters for berthing**

Berth	Berth centre location	Berth length (meters)	Berth depth (intended, meters)
1	2	3	4
Berth No. 1	46°37'06" N and 142°53'48,5" E	805.0	13.8
Berth No. 2	46°34'41" N and 142°55'25" E	TLU	28.2
Berth No. 3	46°37'19" N and 142°54'28" E	96.31	8.1
Berth No. 4	46°37'18" N and 142°54'26" E	50	8.1

**ANNEX No. 6
to the Bylaws
(paragraph 56)**

**RESTRICTIONS
on ice navigation in the seaport's water area**

Ice conditions	Vessels allowed to navigate on their own or with icebreaker assistance	Vessels allowed to navigate only with icebreaker assistance	Vessels not allowed to navigate in ice covered waters
Thickness of solid ice cover is 10-40 centimeters	Ice1 or higher class vessels	Non-ice class vessels	Tug-barge convoys
Thickness of solid ice cover is 40-50 centimeters	Ice2 or higher class vessels	Non-ice class vessels	Tug-barge convoys
Толщина сплошного Thickness of solid ice cover is 50-70 centimeters	Ice3 or higher class vessels	Non-ice class vessels	Non-ice class vessels, tug-barge convoys

Thickness of solid ice cover is more than 70 centimeters	Arc4 or higher class vessels	Non-ice class vessels	Non-ice class vessels, tug-barge convoys
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