

APPROVED
by the order of the Ministry of
Transport of Russia
dated January 17, 2013 № 7

RULES
of navigation on the water area of the Northern Sea Route

I. General

1. Rules of navigation on the water area of the Northern Sea Route (hereinafter referred to as Rules) were developed in compliance with items 2 and 4 of article 5¹ of the Federal Law dated April 30, 1999, № 81-ФЗ (FL) “Code of commercial navigation of the Russian Federation”¹⁾ (hereinafter referred to as CCN) and item 5.2.53.12 of the Provision on the Transport Ministry of the Russian Federation approved by the Decision of the Government of the Russian Federation dated July 30, 2004, № 395²⁾ and establish the order of the organization of navigation of ships in the water area of the Northern Sea Route, rules of the icebreaker assistance in the water area of the Northern Sea Route, rules of the ice pilotage of ships in the water area of the Northern Sea Route, rules on the track assistance of ships in the water area of the Northern Sea Route, provision on the navigational-hydrographic and hydrometeorological support of the navigation of ships on the water area of the Northern Sea Route, rules of the radio communication of the navigation of ships in the water area of the Northern Sea Route, requirements to ships in relation to the safety of navigation and protection of the marine environment against the pollution from ships, other provisions relative to the organization of the navigation of ships in the water area of the Northern Sea Route.

II. Procedure of the navigation of ships in the water area of the Northern Sea Route

2. In accordance with item 3 of article 5¹ of CCN, management of the navigation of ships in the water areas of the Northern Sea Route is realized by the Northern Sea Route Administration established as a federal government institution (hereinafter referred to as NSR Administration).

¹ Collection of laws of the Russian Federation , 1999, № 18, art. 2207; 2001, № 22, art. 2125; 2003, № 27 (p.1), art. 2700; 2004, № 15, art. 1519, № 45, art. 4377; 2005, № 52 (p.1), art. 5581; 2006, № 50, art. 5279; 2007, № 46, art. 5557, № 50, art. 6246; 2008 № 29 (p.1), art. 3418, № 30 (p.2), art. 3616, № 49, art. 5748; 2009, № 1, art. 30, № 29, art.3625; 2010, № 27, art.3425, № 48, art. 6246; 2011, № 23, art. 3253, № 25, art.3534, № 30 (p.1), art. 4590, 4596, № 45, art. 6335, № 48, art. 6728; 2012, № 18, art. 2128, № 25, art. 3268, № 31, art. 4321.

² Collection of laws of the Russian Federation , 2004, № 32, 3342; 2006, № 15, art. 1612, № 24 , art. 2601, № 52 (p.3), art. 5587; 2008, № 8, art. 740, № 11 (p.1), art. 1029, № 17, art. 1883, № 18, art. 2060, № 22, art.2576, № 42, art. 4825, № 46, art. 5337; 2009, №3, art. 378, № 4, art.506, №6, art.738, № 13, art. 1558, № 18 (p.2), art. 2249, № 32, art.4046, № 33, art.4088, №36, art. 4361, №51, art.6332; 2010, №6, art. 650, 652, №11, art.1222, №12, art.1348, №13, art.1502, №15, art.1805, № 25, art. 3172, №26, art.3350, №31, art. 4251; 2011, №14, art. 1935, №26, art.3801, 3804, № 32, art.4832, №38, art.5389, №46, art. 6526, № 47, art.6660, №48, 6922; 2012, №6, art.686, №14, art.1630, №19 , art. 2439, №44, art.6029.№49, art. 6881.

In the water area of the Northern Sea Route the authorization-based order of the navigation of ships is in force.

3. Granting permission for the navigation of ship in the water area of the Northern Sea Route (hereinafter referred to as permission) is effected by the NSR Administration on the basis of application of shipowner, representative of shipowner or ship master (hereinafter referred to as application) with the indication of full denomination and (if any) of identification number of the International Maritime Organization (hereinafter referred to as IMO number ¹), family name, first name, patronymic (if any) of the applicant, contact phone, fax, e-mail address for a physical person. The application should contain the confirmation that shipowner ensures the compliance of ship with the present Rules prior to the entering of ship into the water area of the Northern Sea Route.

The application in Russian and in English is presented in the electronic form (pdf format file).

4. The following documents in Russian and/or in English presented in the electronic form (pdf format files) are attached to the application:

1) information about ship and voyage according to annex № 1 to the present Rules;

2) copy of the classification certificate;

3) copy of the measurement certificate;

4) copies of documents certifying availability of the insurance or of other financial provision of the civil liability for the damage by pollution or any other damage inflicted by ship² established by international treaties of the Russian Federation, legislation of the Russian Federation;

5) for the ship making one-time passage outside the specified areas and season of navigation – copy of the certificate issued by the organization authorized for the classification and certification of ships and which has approved project of the one-time passage;

6) for the ship carrying out towing including that of floating drilling rigs – copy of the certificate issued by the organization authorized for the classification and certification of ships and which has approved project of the towing.

5. If applicant is a physical person authorized by shipowner the following documents in Russian and/or English presented in the electronic form (pdf format files) are additionally attached to the application:

1) copy of a document identifying person of the applicant;

2) copy of a document confirming the authority of person who signed the application.

6. The application with the documents attached in compliance with items 4 and 5 of the present Rules is to be sent to the e-mail indicated in the contact information on the official site of the NSR Administration in Internet (hereinafter referred to as official site) not earlier than 120 calendar days

¹ Decision of the Government of the Russian Federation of June 3, 2003, № 323 “On the approval of the interdepartmental distribution of duties to ensure the participation of the Russian Federation in international organization of the UNO system” (Collection of laws of the Russian Federation, 2003, № 23, art. 2238; 2004, № 47, art. 4666; 2010, № 48, art. 6398).

² Item 4 of article 5¹ of the Federal Law dated April 30, 1999, № 81-Ф3 (FL) “Code of commercial navigation of the Russian Federation”

and not later than 15 working days before the intended date of the entering of ship into the water area of the Northern Sea Route.

7. The application is accepted for consideration on the date of its reception by the NSR Administration and if the application was received on day off or on holiday – on the first day following day off or holiday.

8. The NSR Administration not later than in two working days after the reception of the application for consideration allocates information on the received application (indicating date of the reception of application for consideration) on the official site.

9. The NSR Administration considers the application within 10 working days since its reception for consideration.

10. In case of the decision of the NSR Administration to grant permission for ship to navigate in the water area of the Northern Sea Route, not later than in two working days after the decision is taken the permission is allocated on the official site providing the following information:

1) name of ship;

2) flag of ship;

3) IMO number;

4) date of the beginning and end of the permission validity (time of the validity of permission should not exceed 365 calendar days);

5) route of the navigation (area of operation) of ship in the water area of the Northern Sea Route;

6) information on the need of icebreaker assistance of ship under heavy, medium and light ice conditions with the indication of sections of the water area of the Northern Sea Route (south-western part of the Kara Sea, north-eastern part of the Kara Sea, western part of the East Siberian Sea, eastern part of the East Siberian Sea, western part of the Laptev Sea, eastern part of the Laptev Sea, Chukchi Sea) and period of navigation indicated in annex 2 to the present Rules, when ship is to navigate under the icebreaker assistance.

11. In case of the decision of the NSR Administration to refuse permission for ship to navigate in the water area of the Northern Sea Route, a notification is to be sent by e-mail to the applicant signed by the head of the NSR Administration (or by a substituting person) with the indication of reasons of the refusal to grant the permission.

12. The NSR Administration not later than in two days after taking decision of the refusal to grant the permission allocates relevant information on the official site.

13. Ship which was granted permission should not enter the water area of the Northern Sea Route earlier than on the date of the beginning of the term of validity of the permission and should leave the water area of the Northern Sea Route not later than on the date of the end of the term of validity of the permission.

If ship can not leave The Northern Sea Route water area before the expire of the validity of the permission shipmaster immediately informs The NSR Administration about that indicating the reasons of the violation of the requirements of the first paragraph of present item and acts according to The NSR Administration instructions.

14. When ship moves towards the water area of the Northern Sea Route from the west, 72 hours before approaching meridian 33° E (hereinafter referred to as Western boundary) and when ship moves towards the water area of the Northern Sea Route from the east, 72 hours before approaching parallel 62° N and/or meridian 169° W (hereinafter referred to as Eastern boundary) or immediately after the departure from sea port (if the navigational period of ship after the departure from sea port to the Western or to the Eastern boundary is less than 72 hours) ship master informs the NSR Administration about the planned time of arrival of ship to the Western or Eastern boundary accordingly as well as sends the following information:

- 1) name of ship;
- 2) IMO number of ship
- 3) port/place of destination
- 4) maximum operating draft of ship in m;
- 5) type and amount of cargo carried by ship in metric t;
- 6) presence, amount in metric t and class of dangerous cargo carried by ship;
- 7) fuel capacity in metric t at the moment of report;
- 8) fresh water capacity subject to the replenishment by fresh water from the ship's distilling plant (if any) at the moment of report (number of days is specified when ship can move without the replenishment of fresh water);
- 9) subsistence reserve and other types of the ship's supply at the moment of report (number of days is specified when ship can move without replenishment of provision and of other types of supply);
- 10) number of crew members and passengers;
- 11) information on the malfunction of ship's machinery and/or of maintenance facilities (if any).

15. 24 hours before approaching the Western or Eastern boundary ship master notifies again the NSR Administration of the planned time of the arrival of ship to the appropriate boundary.

16. At the departure of ship from a sea port of the Russian Federation situated in the water area of the Northern Sea Route ship master immediately informs the NSR Administration of the time of departure as well as sends the information in compliance with item 14 of the present Rules.

17. At the entrance of ship into the water area of the Northern Sea Route from inland water ways of the Russian Federation ship master informs the NSR Administration of the time of the entrance as well as send the information in compliance with item 14 of the present Rules

18. While entering the Western or Eastern boundary ship master informs the NSR Administration of the planned time of the entrance of ship into the water area of the Northern Sea Route, geographical coordinates, track and speed of ship at the moment of report.

19. At the entrance of ship into the water area of the Northern Sea Route ship master informs the NSR Administration of the actual time of the entrance of ship into the water area of the Northern Sea Route, geographical coordinates, track and speed of ship at the moment of report.

20. After the completion of navigation in the water area of the Northern Sea Route on leaving the water area of the Northern Sea Route ship master informs the NSR Administration of the actual time of leaving the water area of the Northern Sea Route, geographical coordinates, track and speed of ship at the moment of report.

After the completion of navigation in the water area of the Northern Sea Route while ship is calling at a sea port of the Russian Federation situated in the water area of the Northern Sea Route immediately after the call of ship master informs the NSR Administration of the time of the call of ship at port with the indication of name of the sea port.

III. Rules of the icebreaker assistance of ships in the water area of the Northern Sea Route

21. Icebreaker assistance is rendered by the icebreakers authorized to navigate under the State flag of the Russian Federation¹.

22. Icebreaker assistance involves ensuring safety of navigation of ship in the water area of the Northern Sea Route the ship being in the zone covered by radio communication with icebreaker on channel 16 of very high frequency (hereinafter referred to as VHF²), namely the ice reconnaissance by icebreaker making channels in ice, formation of a group of ships and allocation of ships following the icebreaker/icebreakers, sailing of ship through the channel behind icebreaker in tow, without towing in the independent mode or within a group of ships.

23. Information on the necessity to use the icebreaker assistance under heavy, medium and light ice conditions while sailing in the water area of the Northern Sea Route is provided by the NSR Administration in the permission (sub-item 6 of item 10 of the present Rules).

24. In compliance with item 5 of article 5¹ of CCN the fee rate of the icebreaker assistance of ship in the water area of the Northern Sea Route is determined according to the legislation of the Russian

¹ Article 15 of the Federal Law dated April 30, 1999, № 81-ФЗ (FL) “Code of commercial navigation of the Russian Federation”

² Decision of the Government of the Russian Federation dated December 21, 2011 № 1049-34 “On the establishment of the Table of the radio frequency band allocation between radio services of the Russian Federation and acknowledgement of some of the decisions of the Government of the Russian Federation having been expired” (Collection of laws of the Russian Federation, 2012, № 7, art.848).

Federation about natural monopolies taking into account the capacity of ship, ice class of ship, distance of the escorting and period of navigation.

25. Point and time of the beginning and end of the icebreaker assistance of ship are agreed by shipowner with the organization rendering service of the icebreaker assistance in the water area of the Northern Sea Route (hereinafter referred to as organization rendering service of the icebreaker assistance).

26. While approaching the point of the formation of a group of ships to follow the icebreaker/icebreakers (hereinafter referred to as convoy) the coordinates of which are fixed by the organization rendering service of icebreaker assistance or in case of the escorting by icebreaker of one ship to the point of meeting with icebreaker the coordinates of which are fixed by icebreaker master, the ship establishes radio communication on the VHF channel 16 and acts in compliance with his instructions.

27. The ice convoy is under control of master of the icebreaker rendering the icebreaker assistance of ships.

28. Order of the allocation of ships within the ice convoy is specified by master of the icebreaker rendering the assistance.

29. Ships within the ice convoy, at the command of the icebreaker rendering assistance, change over to the VHF channel of communication indicated by the icebreaker

30. Master of ship while moving in the ice convoy has to ensure:

placing the ship within the convoy in compliance with the instruction of master of the icebreaker;

abidance by ship of the place within the ice convoy, ship's speed and distance to a ship ahead in compliance with the instruction of master of the icebreaker;

fulfillment of the instructions of master of the icebreaker in connection with the icebreaker assistance;

immediate transfer to the icebreaker of the information about the impossibility to maintain the place fixed for ship within the ice convoy, speed and/or distance to other ship in the ice convoy;

verification of water level in bilge wells every hour and after powerful impact of ship against ice;

immediate transfer to the icebreaker of the information about damages inflicted on ship.

IV. Rules of the pilot ice assistance of ships in the water area of the Northern Sea Route

31. Pilot ice assistance of ships is carried out with the purpose of ensuring safety of the navigation of ships and prevention of accidents as well as protection of the marine environment in the water area of the Northern Sea Route.

32. In compliance with item 5 of article 5¹ of CCN fee rate for the pilot ice assistance in the water area of the Northern Sea Route is determined in accordance with legislation of the Russian Federation about natural monopolies taking into account the capacity of ship, ice class of ship, distance of the escorting and period of navigation.

33. Person carrying out the pilot ice assistance of ships authorized for the pilot ice assistance in the water area of the Northern Sea Route with a service record not less than for three years as ship master or chief mate on sea ships with a capacity of 3000 t and more out of which at least six months of the navigation of ship under ice conditions .and being worker of the organization rendering services of the pilot ice assistance of ships in the water area of the Northern Sea Route (hereinafter referred to as ice pilot) gives recommendations to ship master during the navigation of ship under ice conditions in the water area of the Northern Sea Route.

34. During the pilot ice assistance of ship ice pilot gives to the ship master recommendations regarding:

- assessment of ice conditions and possibility of the safe navigation of ship under these conditions;
- selection of optimum route of the movement of ship and of the relevant scenario of the navigation of ship in ice independently;

- selection of speed and ways of performing maneuvers of ship avoiding dangerous interaction of hull and rudder propeller system with ice;

- ways of the maintenance of safe speed and distance to icebreaker or ship ahead when moving in convoy;

- ways of the execution of instructions of masters of the icebreakers rendering assistance to ships.

35. For carrying out pilot ice assistance ice pilot should have at his disposal the following logistic support and equipment:

- 1) navigational nautical charts, guides and manuals describing the water area of the Northern Sea Route;

- 2) navigational, hydrometeorological and hydraulic information in relation to the water area of the Northern Sea Route;

- 3) special warm clothing matching climatic conditions of the water area of the Northern Sea Route.

36. While carrying out the pilot ice assistance in the water area of the Northern Sea Route ice pilot is entitled:

- 1) to use shipboard radio station and other means of communication;

- 2) to use all shipboard means of navigational equipment and auxiliary facilities;

3) to receive from ship master information on structural, operational features and current state of navigational instruments, engine installations, steering, thruster, anchor and other arrangements ensuring the ship's movement and maneuvering control;

4) to receive from ship master information on ship name, call signs, characteristics of ship (length, beam, draft, height of masts above water, speed, availability of thrusters, data on draft, loading, stability and insubmersibility).

37. Before the beginning of the pilotage of ship ice pilot is liable:

1) on the arrival aboard ship to show to ship master a certificate;

2) to agree with ship master plan of the forthcoming voyage in the water area of the Northern Sea Route;

3) to agree with ship master plan of the forthcoming movement in the ice convoy or sailing solo behind the icebreaker;

4) to agree with ship master the order of interaction in the control of ship as well as the control of consequences of the execution of instructions of ship master in process of forthcoming pilot ice assistance of ship;

5) to agree with ship master time of rest of the ice pilot.

38. Ice pilot is taken aboard at sea port of the Russian Federation, at foreign port from which ship is to move to the water area of the Northern Sea Route or at point of the reception of ice pilot.

39. Ice pilot disembarks at sea port of the Russian Federation, or at foreign port being the first port of the calling of ship after the transit in the water area of the Northern Sea Route as well as at point of the disembarkation of ice pilot.

40. 24, 12 and 3 hours before approaching the point of taking aboard an ice pilot ship master informs the organization rendering services of the ice pilot assistance of time of the approach of ship to the point of taking aboard an ice pilot.

41. Ice pilot after having been taken aboard is liable to show to ship master a certificate and receipt to put down the following information:

1) number of receipt;

2) name, first name, patronimic (if any) of ice pilot;

3) name of ship;

4) flag of ship;

5) IMO number of ship;

6) call sign of ship;

7) type of ship;

8) ship's dimensions: overall length, overall width in meters;

9) forward and aft draft in meters;

- 10) last port of the ship's call;
- 11) port of destination;
- 12) type and amount of cargo in metric tons;
- 13) number of passengers;
- 14) name of shipowner;
- 15) name of ship agent;
- 16) date and time of the arrival of ice pilot aboard ship;
- 17) date and time of the departure of ice pilot from ship;
- 18) information on initial and final points of the route of the pilot ice assistance;
- 19) information on the comments of ship master (if any);
- 20) family name, first name, patronymic (if any) of ship master;
- 21) date of the filling of receipt.

The receipt is to be signed by ship master and certified by ship's seal.

All entries in the receipt should be duplicated in English.

V. Rules of the assistance of ships on seaways of the water area of the Northern Sea Route

42. When ship moves on seaways in the water area of the Northern Sea Route after crossing the Western or Eastern boundary and before leaving the water area of the Northern Sea Route once a day at 12.00 of Moscow time ship master sends to the NSR Administration the following information at the moment of reporting:

- 1) name of ship and her IMO number;
- 2) geographical coordinates of ship (latitude and longitude);
- 3) planned time of the ship leaving the water area of the Northern Sea Route or planned time of the arrival of ship to the seaport situated in the water area of the Northern Sea Route;
- 4) route of ship with an accuracy of one degree;
- 5) speed of ship in knots with an accuracy of one knot;
- 6) type of ice, thickness of ice in meters and concentration of ice in points;
- 7) temperature of ambient air in centigrade degrees with an accuracy of one degree;
- 8) temperature of outside water in centigrade degrees with an accuracy of one degree;
- 9) direction of wind with an accuracy of 10 degrees;
- 10) speed of wind with an accuracy of one meter per second.
- 11) visibility in nautical miles with an accuracy of one mile;
- 12) during the movement of ship in open water – height of waves in meters with an accuracy of one meter;

13) amount of fuel aboard in metric tons;

14) amount of fresh water aboard in metric tons;

15) information on accident with a crew member, passenger or ship (if any);

16) information on the detected malfunction or lack of navigational equipment (if any);

17) other information regarding safety of navigation and protection of the marine environment against pollution from ships (if any).

43. In case of the detection of pollution of the environment ship master immediately informs about that the NSR Administration.

44. Ship moving towards the place of meeting with icebreaker/icebreakers should navigate in ice in compliance with her category of ice strengthening. If ship is approaching the ice through which she cannot move independently ship master should inform the organization rendering services of the icebreaker assistance and master of the icebreaker waiting for the above ship at the point of meeting and act further on in accordance with the recommendations of icebreaker master.

45. Ship which in compliance with the permission navigates in the water area of the Northern Sea Route without icebreaker assistance, when approaching the ice in which she cannot move independently, immediately informs about that the NSR Administration and acts in compliance with its recommendations.

VI. Provision about the navigational-hydrographic and hydrometeorologic support of the navigation of ships in the water area of the Northern Sea Route

46. The navigational-hydrographic support of the navigation of ships in the water area of the Northern Sea Route involves the investigation of the submarine relief in order to maintain navigational nautical charts, guides and manuals for the navigation at the up-to-date level and making provision of the water area of the Northern Sea Route for the navigation facility equipment (hereinafter referred to as NFE) as well as informing seafarers of change of the navigational situation.

47. In compliance with item 4 of article 5 of CCN the navigational-hydrographic support in the water area of the Northern Sea Route is provided by the federal body of execution power performing functions of rendering state services and state property control in the sphere of sea transport (Rosmorrechflot).

48. In compliance with item 3 of article 5¹ of CCN, as far as the navigational-hydrographic support of the navigation of ships in the water area of the Northern Sea Route in concerned, functions of the agreement of the installation of NFE and areas of carrying out hydrographic works in the water area of the Northern Sea Route as well as of rendering information services (as applied to the water area of

the Northern Sea Route) in the sphere of requirements for the navigational-hydrographic support of the navigation of ship are performed by the NSR Administration.

49. Number, type and arrangement of NFE in the water area of the Northern Sea Route are defined on the agreement with the NSR Administration.

50. Hydrographic works in the water area of the Northern Sea Route are carried out in the areas agreed with the NSR Administration.

51. While moving en-route in the water area of the Northern Sea Route ship master having detected malfunction or the lack of NFE indicated on the nautical chart or in the navigational manual informs about that the NSR Administration in compliance with item 42 of the present Rules.

52. In compliance with item 3 of article 5¹ of CCN, as far as hydrometeorological support of the navigation of ships in the water area of the Northern Sea Route is concerned, functions of monitoring hydrometeorological, ice and navigational conditions in the water area of the Northern Sea Route are performed by the NSR Administration.

On the basis of information received from organizations and institutions of the Federal service on hydrometeorology and monitoring of the environment (hereinafter referred to as Roshydromet) and information received from ships in compliance with item 42 of the present Rules the NSR Administration daily allocates on the official site hydrometeorological and ice analysis regarding the water area of the Northern Sea Route as well as hydrometeorological and ice forecast for 72 hours in relation to the water area of the Northern Sea Route.

VII. Rules of the radio communication during the navigation of ships in the water area of the Northern Sea Route

53. Radio communication between ships, icebreakers and the NSR Administration is carried out with the use of radio equipment designed for the application within the operating zones of sea regions A1, A2, A3 and A4 of the Global Maritime Distress and Safety System (hereinafter referred to as GMDSS) in compliance with the Rules of radio communication of the maritime mobile service and maritime mobile satellite service of the Russian Federation approved by the order of the Transport Ministry of Russia, Communication Ministry of Russia, State Committee of Fishery (Goskomrybolovstvo) dated November 4, 2000, № 137/190/291¹

54. While moving in ice convoy, icebreaker/icebreakers and ships keep continuous radio watch on the VHF channel 16.

55. Contact information for the communication with the NSR Administration is allocated on the official site.

¹ Registered by the Ministry of Justice of Russia on December 21, 2000, registration number - 2503

56. While moving in the ice convoy, radio communication between ships and between ship and icebreaker/icebreakers is carried out on the VHF communication channel established by icebreaker master supervising the movement of the ice convoy.

57. Radio talks not related to the movement of the ice convoy or safety of navigation on the VHF channel established in compliance with item 56 of the present Rules are prohibited.

58. In the independent sailing of ship within sea region A4 of GMDSS (outside the coverage zone of the INMARSAT system, to the north of parallel 75° N) ship master informs the NSR Administration about the planned geographical coordinates of points of the intersection of parallel 75° N during the movement of ship from the south to the north and from the north to the south.

The NSR Administration informs ship master about ships used as mediators for the communication by radio (hereinafter referred to as ships – mediators) and scheme of the communication of ship with the NSR Administration using ships-mediators.

59. The NSR Administration sends information on the assigned ships-mediators to the State Maritime Rescue and Coordination Center (SMRCC) and /or appropriate Maritime Rescue and Coordination Center (MRCC), Maritime Rescue Sub-Center (MRSC).

VIII. Requirements to ships pertaining to the safety of navigation and protection of the marine environment from the pollution from ships

60. Ship when navigating the water area of the Northern Sea Route should have aboard:

1) present Rules;

2) sea nautical charts and manuals along the entire route of movement through the water area of the Northern Sea Route;

3) supplementary emergency equipment including:

during the polar night navigation – one searchlight with power of at least two kW with a set of spare lamps which can be installed in the forebody of ship or at one of the wings of conning bridge;

per one set of warm clothes for each person on board and in addition to the above amount of warm clothes – three spare sets;

hydrosuits in a number matching maximum admissible number of persons who can be on board during the navigation.

61. The following requirements should be met on ship navigating in the water area of the Northern Sea Route:

1) tank or tanks capacity for the collection of oil residues ¹ should be sufficient taking into consideration type of ship power plant and duration of voyage in the water area of the Northern Sea Route;

2) on board ship there should be storage tanks of sufficient capacity for the collection of waste (sludge) produced in the operation of ship taking into consideration duration of voyage in the water area of the Northern Sea Route;

3) amount of fuel, fresh water and provision on ship should be sufficient for the navigation in the water area of the Northern Sea Route without replenishment taking into consideration maximum possible duration of navigation.

4) during the period from November to December and from January to June ballast tanks adjoining external side above operating waterline should be heated.

62. When granting the permission to leave a sea port of the Russian Federation in compliance with article 80 of CCN, for the subsequent navigation in the water area of the Northern Sea Route, sea port master takes into account availability of the permission granted to the ship

63. When ship is following the icebreaker alone or in an ice convoy the power plant of ship should be prepared to immediately change the mode of ship movement.

64. On the conning bridge of the ship navigating in the water area of the Northern Sea Route under ice conditions ice concentration exceeding point three there should be present ship master or chief mate.

65. Discharge of oil residues into the water area of the Northern Sea Route is prohibited.

IX. Other provisions in relation to the organization of the navigation of ship in the water area of the Northern Sea Route

66. The NSR Administration allocates on the official site the following information:

- 1) contact information;
- 2) the present Rules in Russian and English;
- 3) information on the applications considered by the NSR Administration;
- 4) information on granted permissions;
- 5) information on refusal to grant permission;

6) data on the organizations rendering services for the icebreaker assistance in the water area of the Northern Sea Route indicating their contact information;

¹ Rule 12 of part A, chapter 3, Annex 1 to the International Convention for the Prevention of Pollution from ships, 1973, as modified by the Protocol 1978 (Regulation of the Council of Ministers of the USSR dated October 30 1983 № 947 "On the USSR joining the Protocol of 1978 of the International Convention for the Prevention of Pollution from ships, 1973" (Collection of regulations of the Council of Ministers of the USSR, September 1983, p. 127)

7) data on the organizations rendering services for the ice pilot assistance with the indication of their contact information;

8) information on the movement of ships in the water area of the Northern Sea Route;

9) long-range ice forecast for 30 and 90 days in relation to the water area of the Northern Sea Route;

10) hydrometeorological and ice analysis in relation to the water area of the Northern Sea Route;

11) hydrometeorological and ice forecast for 72 hours in relation to the water area of the Northern Sea Route;

12) recommended routes of the navigation in the water area of the Northern Sea Route and information on the passage draft on these routes;

13) recommendations for the communication in the water area of the Northern Sea Route.

67. Information on the movement of ships in the water area of the Northern Sea Route contains the following:

1) names of ships and icebreakers being in the water area of the Northern Sea Route or moving towards the water area of the Northern Sea Route;

2) planned and actual time of the crossing by each ship and icebreaker the Western or Eastern boundaries and their geographical coordinates, route and speed at the moment of crossing;

3) geographical coordinates, route and speed of each ship and icebreaker at 12.00 Moscow time of the reporting day;

4) planned time of the departure of ships out of the water area of the Northern Sea Route or planned time of the arrival of ships to sea ports located in the water area of the Northern Sea Route.

Information on ship and voyage

1. Name of ship
2. Identification number of the International Maritime Organization (hereinafter referred to as IMO) of ship
3. Flag of ship
4. Call sign of ship
5. Information on shipowner with the indication of full name and (if any) IMO number, family name, first name, patronymic (if any) of supervisor, contact phone, fax, e-mail or family name, first name, patronymic (if any) of shipowner, contact phone, fax, e-mail for a physical person.
6. Port/place of departure of ship (the last port of the call of ship before the navigation in the water area of the Northern Sea Route).
7. Port/place of destination of ship (the first port of the call of ship after the navigation in the water area of the Northern Sea Route).
8. Description of the intended route of navigation (area of operation) of ship in the water area of the Northern Sea Route.
9. Anticipated dates of the beginning and end of the navigation of ship in the water area of the Northern Sea Route.
10. Intended number of crew members and passengers aboard.
11. Type and planned amount of cargo to be carried in metric tons.
12. Class and planned amount of dangerous cargo in metric tons (if any)
13. Information on the length of experience with ship master of the navigation in ice in the water area of the Northern Sea Route as a master or chief mate with the indication of the name of ship, IMO number and time, when ship master or chief mate navigated in the water area of the Northern Sea Route.
14. Ship satellite phone number (if any)
15. Ship fax number (if any)
16. Ship e-mail (if any)
17. Type of ship
18. Category of ice strengthening of ship assigned by the organization authorized for the classification and certification of ships.

19. Overall length of ship in meters
20. Overall width of ship in meters
21. Maximum draft of ship in meters
22. Gross tonnage of ship
23. Power of the main power plant of ship in kW
24. Breadth of ice strake of ship in meters
25. Daily fuel consumption moving at full speed in open water in metric tons
26. Information on the structure of forward end and of after end of ship.

ANNEX № 2
to the Rules of navigation
in the water area of the
Northern Sea Route (i.10)

Criteria of the admission of ships to the Northern Sea Route in compliance with category of their ice strengthening

1. For ships without ice strengthening and with category of ice strengthening Ice1-Ice 3 during the navigation from July to November 15¹⁾

Category of ice strengthening of ship	Mode of ice navigation	Kara Sea		Laptev Sea		East-Siberian Sea		Chukchi Sea
		south-western part	north-eastern part	western part	eastern part	south-western part	north-eastern part	
		HML	HML	HML	HML	HML	HML	
No ²⁾	Ind. ³⁾	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
	IA	- - +	- - +	- - +	- - +	- - +	- - +	- - +
Ice1	Ind.	- - +	- - +	- - +	- - +	- - +	- - +	- - +
	IA	- - +	- - +	- - +	- - +	- - +	- - +	- - +
Ice2	Ind.	- - +	- - +	- - +	- - +	- - +	- - +	- - +
	IA	- + +	- + +	- - +	- - +	- - +	- - +	- - +
Ice3	Ind.	- - +	- - +	- - +	- - +	- - +	- - +	- - +
	IA	+ + +	+ + +	- - +	- - +	- - +	- - +	- + +

¹⁾ For ships without ice strengthening and with category of ice strengthening Ice1 – Ice3 navigation in the water area of the Northern Sea Route from November 16 to December 31 and from January to June is prohibited.

²⁾ Oil tankers, gas carriers, chemical carriers with a gross tonnage of 10 000 and over without ice strengthening can navigate in the water area of the NSR only in open water assisted by icebreaker during the period from July to November 15.

³⁾ For ships without ice strengthening it is allowed to independently navigate in the water area of the Northern Sea Route only in open water.

4. For icebreakers with category of ice strengthening Icebreaker6 – Icebreaker8¹⁾ during the period of navigation from January to June and in December²⁾

Category of ice strengthening of ship	Mode of ice navigation	Kara Sea		Laptev Sea		East-Siberian Sea		Chukchee Sea
		south-western part	north-eastern part	western part	eastern part	south-western part	north-eastern part	
		HML	HML	HML	HML	HML	HML	
Icebreaker6	Ind	- + +	- + +	- - +	- - +	- - +	- - +	- + +
	IA	+ + +	+ + +	+ + +	+ + +	+ + +	+ + +	+ + +
Icebreaker7	Ind	+ + +	+ + +	- + +	- + +	- + +	- + +	+ + +
	IA	+ + +	+ + +	+ + +	+ + +	+ + +	+ + +	+ + +
Icebreaker8	Ind	+ + +	+ + +	- + +	- + +	- + +	- + +	+ + +
	IA	+ + +	+ + +	+ + +	+ + +	+ + +	+ + +	+ + +

Designations used in the present annex:

«Ind.» – independent navigation;

«IA» – navigation under the icebreaker assistance;

«H» – heavy ice conditions in compliance with the official information of Roshydromet;

«M» – medium ice conditions in compliance with the official information of Roshydromet;

«L» – light ice conditions in compliance with the official information of Roshydromet;

«+» – navigation of ship is permitted;

«-» – navigation of ship is prohibited

¹⁾ For icebreakers with category of ice strengthening Icebreaker9 there are no restrictions as to the independent navigation in the water area of the Northern Sea Route.

²⁾ For icebreakers with category of ice strengthening Icebreaker6 – Icebreaker8 during the period of navigation from July to November the independent navigation is permitted.