

REGULATIONS FOR ICEBREAKER AND PILOT GUIDING OF VESSELS THROUGH THE NORTHERN SEA ROUTE

1. General provisions

1.1. The seaways of the NSR lie within particularly ecologically vulnerable areas of mainly difficult ice and navigational conditions, including the areas of compulsory pilotage.

1.2 Icebreaker fleet and special service in the form of the West and East Marine Operations Headquarters ensure navigation on the seaways of the NSR. Administration of the Northern Sea Route (ANSR) coordinates the work of the Marine Operations Headquarters.

For the purpose of practical ensuring of navigation the ANSR, establishes its representations in the ports of Murmansk, Vladivostok and Provideniya. The guiding of vessels is performed according to the Rules of Navigation on the Seaways of the Northern Sea Route, Northern Sea Route State Ice Pilot Regulations, Regulations for Vessels guided through ice by icebreakers (except paragraphs 9, 14), as well as legislative acts and directions of the Russian Federation state bodies concerning navigation, published in the Supplement to Notices to Mariners issue No. 1 of the Head Department of Navigation and Oceanography of the Ministry of Defence. Property disputes arising in connection with application of these Regulations should be submitted to the Maritime Arbitration Commission in Moscow.

1.3. Guiding of vessels in the Arctic West Region is organized and controlled by the West Marine Operations Headquarters located in the Dikson settlement, and in the Arctic East Region by the East Marine Operations Headquarters located in Pevek.

Murmansk Shipping Company provides icebreakers for the Arctic West Region, up to the meridian 125°E. and Far East Shipping Company provides icebreakers for the Arctic East Region, E of the meridian 125°E.

1.4. Guiding of a vessel through the Northern Sea Route means that this vessel during the entire period of her navigation through the NSR is constantly controlled by the West and East Marine Operations Headquarters, which while coordinating vessel traffic flows and icebreaker service on the seaways of the NSR, provide vessels with ice pilot (if not taken aboard before), necessary icebreaking support, as well as systematically inform vessels about ice and hydrometeorological conditions in order to provide for fast and secure transit through the Northern Sea Route. Depending on concrete ice, hydrometeorological and navigational conditions, Marine Operations Headquarters establish and provide the following types of guiding of vessels in the area of the NSR:

- 1) Guiding from shore along recommended routes up to a certain geographic point;
- 2) Airplane, or helicopter guiding on the individual sections of the route;
- 3) Conventional pilotage;
- 4) Icebreaker guiding;
- 5) Icebreaker guiding combined with conventional pilotage of vessels.

1.5. In carrying out all types of guiding in all cases concerning operation of vessels on the NSR Moscow time is used.

1.6. In daylight all vessels navigating the Northern Sea Route should carry their national flag.

2. Requests for Guiding and Notification Procedure and Organization of the Guiding

2.1. Ship owners intending to use the NSR (in forthcoming navigational period) should, at least 4 months in advance, submit a request to the Administration of the Northern Sea Route (telegraph: Moscow ASP. telex: 411197. or 411134 Moscow ASP) and copies to the Administration of the Northern Sea Route Representations in Murmansk, or in Vladivostok (telex: 126121 Murmansk ASZP. or 213115 Vladivostok ASZP), depending on the area of entering the NSR.

In case of transit navigation, or in case of navigation planned in the zones of responsibility of both East and West Headquarters, they receive relevant information from the ANSR.

The following should be included in the request:

- 1) Name of vessel, flag, owner and his full address;
- 2) Gross and net register tonnage;
- 3) Total displacement;
- 4) Vessel principal dimensions, engine output, draft, speed, year of construction;
- 5) Ice strengthening category (ice class), classification society, date of the last attesting;

6) List of deviations from the Requirements to the Design, Equipment and Supply of vessels navigating the NSR;

7) Approximate date of the voyage;

8) Certification of insurance of liability for the damage inflicted by possible polluting of the NSR waters;

9) Purpose of the voyage (cargo transport, tourism, scientific research).

2.2 If necessary, ship owner can submit an urgent request for guiding through the NSR (but not later than one month before the planned voyage); in this case payment will be calculated in accordance with additional tariff.

2.3 Within 10 days the ANSR notifies the applicant of its decision concerning the request, as well as of the necessity to inspect the vessel by the Administration Representatives to grant the permission for guiding through the NSR.

2.4. Inspection of a vessel is done at the expense of the owner and can be carried out in the ports of Murmansk, Nakhodka and Provideniya, as well as in any other convenient for the owner port. Control inspection of any vessel may be carried out while she navigates the NSR.

2.5. Vessels that do not completely satisfy the Requirements may be allowed for the voyage through the NSR with additional special, or icebreaker support provided at additional payment.

Guiding of floating docks, drilling platforms, floating piers and other floating structures is allowed through the seaways of the NSR. Guiding of such objects is carried out with additional support provided at additional payment, as indicated above.

2.6. When loading operation starts at the port of departure, but not later than 10 days before entering the NSR, master of the vessel accepted by the ANSR for guiding through the NSR should notify of the estimated time of arrival:

- when navigating from W - to the meridians 33°E and 50°E - to the ANSR Representation in Murmansk, to the West Marine Operations Headquarters (via INMARSAT No. 1402723, or 1402724 Dixon NM) and to the ANSR;

- when navigating from E - to the parallel 66°N in the Bering Strait - to the ANSR Representation in Vladivostok, to the East Marine Operations Headquarters (via INMARSAT No. 1402442, or 1402443 Pevek NM) and to the ANSR.

The following should be included in the notification:

- 1) Name of the vessel, name of the master, call signs, number of the satellite communications station (telex and facsimile numbers);
- 2) Date and time of arrival to the indicated border;
- 3) Draft forward and aft;
- 4) Amount of cargo, presence and the amount of harmful and explosive cargo;
- 5) Port and country of destination;
- 6) Presence of the certificate of insurance of liability for the damage inflicted by possible polluting of the NSR waters;
- 7) Number of crew members and passengers;
- 8) Date of the last passage through the NSR;
- 9) Whether there is a need in. helmsmen having experience in vessel steering in ice conditions;
- 10) Whether master and his chief mate have an experience of navigating through the NSR;
- 11) Confirmation of that vessel's crew has been instructed on prohibition of polluting materials discharge in the NSR area and on the liability for the pollution of the sea and ice cover in accordance with the laws of the Russian Federation.

2.7. Five and two days before approaching the borders mentioned in par. 2.6 vessel master should notify the appropriate ANSR Representation and the Marine Operations Headquarters of the corrected time of arrival.

2.8. Vessel navigating through the NSR is provided with two pilots. If necessary, at master's request, helmsmen experienced in steering in ice can be provided.

2.9. The scope of pilot's activity, duties and responsibility are defined in the Northern Sea Route State Ice Pilot Regulations.

2.10. Pilot can be taken aboard at the approaches to Kol'skiy Zaliv, in the outer roads of the port of Provideniya, as well as at other points indicated by the ANSR Representations, or by the Marine Operations Headquarters.

24 and 12 hours before approaching the indicated points the time of arrival should be specified through the Representations and the Marine Operations Headquarters.

2.11. The ANSR Representations, or the Marine Operations Headquarters confirm the receipt of vessel master notification and at the same time inform him of the route to follow up to the area, or point, where a pilot can be taken aboard, or the vessel can be taken for icebreaker guiding, and if necessary, of the guiding icebreaker call signs and her master name.

2.12. Master of vessel entering the NSR from W is recommended not to get E of meridian 50°E and N of the parallel 70°N prior to getting first instructions from the West Marine Operations Headquarters, as due to ice conditions the Marine Operations Headquarters may recommend to enter the Kara Sea through Proliv Yugorskiy Shar, or by rounding Ostrova Novaya Zemlya from N, rather than through Proliv Karskiye Vorota.

Vessel entering the NSR from E should not cross the parallel 66°N and choose any of the recommended routes leading through Chukchi Sea to Proliv Longa prior to getting first instructions from the East Marine Operations Headquarters, as the latter, taking into account the current ice conditions; will point out the most favourable route to the meeting point with an icebreaker. Priority order of guiding is established by the Marine Operations Headquarters.

2.13. When a vessel enters the NSR she gets under control of the West and East Marine Operations Headquarters which take in hand all the matters concerning the icebreaker support and organization of navigation through the NSR, and choose one of the guiding methods listed in par. 1.4 of these Regulations.

2.14. By the decision of the Marine Operations Headquarters or Icebreaker master, icebreaker guiding of a single vessel, or of vessels in a convoy, can be replaced on the route sections with comparatively simple ice conditions by navigation after the leading vessel.

In this case master of the leading vessel enjoys all the rights of the guiding icebreaker master in regard to the vessel being guided. The leading vessel is usually an icebreaker type vessel of high ice resistance (strengthened ice class), master of which possesses sufficient experience in such operations.

2.15. During the icebreaker guiding combined with pilotage - under any conditions, and during conventional pilotage - in the areas of difficult navigational and ice conditions, state ice pilot should constantly be present on the bridge.

2.16. During the icebreaker guiding combined with pilotage the state ice pilot present on board of the vessel may, by consent of the vessel master, get instructions directly from icebreaker master by radiophone.

2.17. If a vessel avoids the type of guiding assigned by the Marine Operations Headquarters, this is considered a violation of the requirement of section 7 of the Rules of Navigation on the Seaways of the Northern Sea Route, and in accordance with section 10 of the Rules entails the removal of the vessel off the Route. All the expenses associated with such removal of the vessel off the Route are born by this vessel, and the vessel master assumes the full responsibility for possible consequences of his actions and can not expect timely icebreaker or pilot assistance.

2.18. In case a vessel leaves a convoy without an order to do so, icebreaker master has the right to take all the measures in his power, and in accordance with the ice situation, to get the vessel back into the tow. Expenses associated with getting the vessel back into the tow are borne by this vessel.

2.19. The point and procedure of meeting an icebreaker on the move at sea, drifting at ice edge, or at anchor, are determined by the Marine Operations Headquarters.

2.20. When having established radio contact with an icebreaker, vessel master should inform icebreaker master of vessel's position and of the estimated time of arrival to the point where the guiding should start.

2.21. Vessel making for the point of meeting with an icebreaker should not enter difficult ice that hampers the free choice of course.

Vessel master who decided on his own to enter difficult ice acts at his own risk. It can be difficult to render timely assistance to such a vessel by an icebreaker, another vessel, airplane or helicopter, which may entail a delay in such vessel advancement; expenses associated with getting such vessel from the area of difficult ice are born by the owner of the vessel.

2.22. In case of an independent navigating vessel master should twice a day, at 00.00 and 12.00 Moscow time, inform the Marine Operations Headquarters in the zone of responsibility of which the vessel navigates, of the vessel position, course, speed, ice conditions, sea state, visibility, weather state, and (only at 00.00, Moscow time) fuel and water supplies.

In case of moving in a convoy above information, for 00.00 and 12.00, Moscow time, is sent to the Marine Operations Headquarters by the guiding icebreaker only. Each vessel in a convoy should submit to the guiding icebreaker information on the fuel and water supplies not

later than 00.30 and 12.30, Moscow time.

2.23. Vessel master should immediately follow all instructions of the guiding icebreaker master (Marine Operations Headquarters) to avoid the areas of difficult ice. If ice conditions allow, icebreaker master (Marine Operations Headquarters) may order a vessel to proceed on her own to clear water area, or to the area with more favourable ice conditions. In some cases icebreaker master (Marine Operations Headquarters) may send an ice patrol helicopter (plane) to guide the vessel. In such cases the vessel will be informed of the aircraft side number and of the rules of communication with the aircraft.

2.24. Master of a guiding icebreaker is responsible for forming a convoy. He can at his discretion, and at any time, change the priority order of guiding, or ships' positions in the convoy, on the basis of ice and hydrometeorological conditions, as well as vessels engine class, type and capacity. Vessels speed, draft and other qualities.

3. Duties and Responsibility of Vessel Master, Icebreaker Master and State Ice Pilot during Vessel Guiding through the Northern Sea Route.

3.1. Icebreaker master, owner and charterer are not liable for damage and other losses that may be inflicted on a vessel during, and as a consequence, of guiding through ice and of related maneuvers.

3.2. Icebreaker master gives instructions to vessel master concerning the movement after the icebreaker. State ice pilot gives advises and recommendations to vessel master in what concerns vessel maneuvering and control while navigating in ice (with an icebreaker, or independently), as well as in areas with difficult navigational conditions. However, full responsibility for vessel movement and maneuvering control under any conditions remains with vessel master.

3.3. Vessel master makes use of the State Ice Pilot practical experience, his knowledge of ice guiding tactics, of navigation peculiarities in the NSR areas with difficult navigational conditions.

All orders to a helmsman and to engine room are given by vessel master (or by the person that performs his duties) personally, following the advises of the state ice pilot.

In some cases for more quick implementation of the orders on maneuvering of the vessel the master can allow the State Ice Pilot to give orders to the helmsman and to machinery compartment himself. But in such cases also only the master is responsible for the consequences of the maneuvers carried out.

3.4. The scope of duties and responsibility of the State Ice Pilot are stated in the Northern Sea Route State Ice Pilot Regulations.

3.5. Vessel master (or the person that performs his duties) should be present at the bridge during the whole period of navigating in ice.

3.6. If master of a vessel being under icebreaker, or ice pilot guiding, incurs losses to the icebreaker, or other vessel by his incorrect actions, owner of the vessel will be responsible for that according to laws of the Russian Federation.

4. Navigation Regulations

4.1. All instructions of the West Marine Operations Headquarters, the East Marine Operations Headquarters, icebreaker master and ice pilot are given in accordance with the Russian nautical charts and navigational publications.

4.2. Master of each vessel intending to enter the NSR should have Russian nautical charts and navigational publications of the last edition. updated through Notices to Mariners of the Head Department of Navigation and Oceanography of the Ministry of Defence to the date of going to sea, and should make corrections to these charts and publications as new updating information becomes available during the whole time of voyage.

4.3 All information on changes in navigational situation in the NSR area, as well as on changes, or additions, to the present Regulations are promulgated by the Marine Operations Headquarters via radio stations "Dikson", "Amderma". "Tiksi", "Pevek" and "Shmidta".

4.4. Vessel master who neglected PRIP information cannot later allege unpredictable circumstances, when in difficult situation.

4.5. Fact of being under icebreaker guiding does not relieve vessel master of the responsibility for the safety of navigation of his vessel.

4.6. Master of a vessel navigating in clear water, or in open ice that does not hinder navigation. without icebreaker or ice pilot, should not deviate considerably from the recommended route.

If due to unauthorized deviation from the recommended route vessel is found in a difficult situation because of heavy ice, shallow water, or for other reasons, vessel master should not expect to get quick and timely assistance of an icebreaker, helicopter, airplane and the Marine Operations Headquarters.