

**Russian Federation Ministry of Transportation (MinTrans of Russia) Order N 212
"On Approval of Obligatory Decrees for Prigorodnoye Sea Port", dd. 12 August
2011, City of Moscow**

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In accordance with the Federal Law Article 14 dd. November 08, 2007 N 261-FZ "On the Sea Ports in the Russian Federation and On the Amendments to Some of the Legislative Acts of the Russian Federation" (Russian Federation Code, 2007, N 46, Article 5557; 2008, N 29 (Part 1), Article 3418, N 30 (Part 2), Article 3616; 2009, N 52 (Part 1), Article 6427; 2010, N 19, Article 2291, N 48, Article 6246; 2011, N 1, Article 3, N 13, Article 1688, N 17, Article 2313) I hereby order to:

approve for implement the attached Obligatory Decrees for Prigorodnoye Sea Port.

Minister I. Levitin

Obligatory Decrees for Prigorodnoye Sea Port

I. General Provisions

1. Prigorodnoye Sea Port Obligatory Decrees (hereinafter - Obligatory Decrees) were developed in accordance with the Federal Law N 261-FZ dd. November 08, 2007 "On the Sea Ports in the Russian Federation and On the Amendments to Some of the Legislative Acts of the Russian Federation"¹, the Federal Law N 81-FZ dd. April 30, 1999 "Russian Federation Merchant Marine Code"², "the General Rules of Navigation and Dockage in the Sea Ports of Russian Federation and When Accessing the Such"³ (hereinafter – General Rules).
2. Present Obligatory Decrees describe Prigorodnoye Sea Port (hereinafter - sea port), the rules of vessels' calls into the sea port and the exit; rules of navigation in the sea port waters; description of navigation control system coverage and the rules of vessels navigation in these areas; rules of vessels dockage in the sea port and the directions for dockage places; compliance with environmental safety, observance of quarantine regulations in the sea port; rules for the usage of special communication devices within the territory and the waters of the sea port; data on the sea port boundaries; data on the boundaries of marine areas A1 and A2 of the Global Maritime Distress and Safety System; data on the sea port technical

capability as for the vessels dockage; navigation period data; data on the vessels obligatory piloting areas; data on the depth of sea port water and access to it; data on the hazardous cargo handling; data on the vessels navigation in the ice of the sea port; data on the information communication by the Masters of the vessels located in the sea port in case of illegal disturbance threat in the sea port; data on communication of navigation and hydro meteorological information to the Masters of the vessels located in the sea port; any other data specified by the regulatory acts of the Russian Federation in the field of Merchant Marine.

3. These Obligatory Decrees shall be observed by the vessels irrespective of their national and department subordination and by the individuals and legal bodies irrespective of their business legal structure, type of ownership, that carry out activities in the sea port.

4. Vessels navigation in the sea port and when accessing it, vessels dockage in the waters of the sea port have to be carried out in accordance with the General Rules and Obligatory Decrees.

II. Sea Port Description

5. Sea Port is located on the south coast of Sakhalin Island in Aniva Bay, to the east of the mouth of the Merey River, between Tomari-Aniva and Yunona Capes, near Prigorodnoye Village.

6. Sea Port is designed for export of liquefied natural gas (hereinafter- LNG) and crude oil.

7. Sea Port boundaries were established by the executive order of the Russian Federation government N 658-p4 dd. May 06, 2008.

8. Vessels moving towards the sea port has to be performed thru recommended approach channels 24-A and 24-B and thru navigational channels 20-A and 20-B.

Recommended approach channels and navigational channels data is represented in the Attachment N 1 hereto.

9. Navigation within the sea port is performed all year round, sea port functions all year round. The port has constant cargo multi-sided Russian Federation border customs check point5.

10. Navigation in the sea port is performed in difficult hydro meteorological conditions, that are characterized by the sudden wind direction change, constant tidal and changeable drift currents, appearance of drifting ice from Sea of Okhotsk in the bodies of port waters in winter and spring times.

11. The sea port shall not be deemed as a harbor for the vessels during the stormy weather.

12. Data on sea port communication channels of a very high frequency (hereinafter— VHF) is represented in the Attachment N 2 hereto.

13. Sea Port is a part of marine areas A1 and A2 coverage of the Global Maritime Distress and Safety System (hereinafter - GMDSS).

Data on marine stations A1 and A2 GMDSS shore stations locations and their range of coverage is represented in Attachment N 3 hereto.

14. Vessels anchorage data is represented in Attachment N 4 hereto.

15. The sea port can take in the vessels with the keel depth up to 17.5 meters, up to 300 meters long and 50 meters wide. Sea port technical capacities data is represented in Chapter IX of present Obligatory Decrees and in Attachment N 5 hereto.

16. Vessels towing is provided in the sea port.

Data on minimum quantity and capacity of towing cables for vessels mooring operations in the sea port is represented in Attachment N 6 hereto.

17. Vessels piloting is obligatory in the sea port.

18. Security for vessels and port facilities is provided in the sea port in accordance with the requirements of Chapter XI-2 of International Convention on Safety of Human Life at Sea of 1974 and International Code of Vessels and Port Facilities Security⁷.

III. Rules of Vessels Call into the Sea Port and Exit of the Sea Port

19. Information about the vessel call into the sea port shall be communicated to the captain of sea port in accordance with paragraph 47-48, 50-51 of General Rules via internet address: www.portcall.marinet.ru.

20. Vessels call into the sea port and exit arrangements shall be performed on a 24-hour basis.

IV. Rules for Vessels Navigation in the Sea Port Waters

21. Permit system for vessels movements is implemented in the sea port.

22. Vessels navigation in the sea port is carried out with the use of vessels tracking management system (hereinafter - VTMS).

23. Any vessel heading to the sea port has to make a radio contact with the VTMS on the channel 74 of VHF.

24. The point where Marine Navigation Pilot is recommended to be taken aboard the vessels calling into the sea port and disembarked from the vessels exiting the port has the coordinates 46 32 36 north latitude, 142 53 24 east longitude.

25. Piloting of the vessels with the broken propeller rudder system, propelling engine or anchor device is carried out only with the permission of the sea port captain with the towing cable.

26. Vessels piloting is not obligatory for the following type of vessels:

Vessels of the tonnage of less than 600;

Vessels performing maintenance and supply of other vessels that are located in the sea port waters or approaching it as well as of sea port infrastructure facilities (hereinafter — port fleet vessels).

27. Speed of vessels of a gross tonnage over 1000 in the sea port waters should not exceed 7 knots.

28. Vessels overtaking in the waters of the sea port is not allowed.

29. Vessels not taking part in the mooring operations are not allowed to be present or navigate in the following zones, when the mooring operations are in progress:

in the zone of 2500 meters of radius from the south end of moorage N 1 and the border of the sea port;

in the zone of 2500 meters of radius from the center of moorage N 2.

30. Vessels (excluding the vessels providing the anchorage safety, cargo operations safety and conducting rescue operations) are not allowed to be present or navigate in the following zones:

in the zone of 200 meters radius from the point 46 37 07 north latitude and 142 53 53,5 east longitude, when LNG carrier is anchored by the moorage N 1;

in the zone of 500 meters radius from the moorage N 2 center, when the tanker is anchored by the moorage N 2.

31. It is not allowed to anchor the vessels nor dragging the anchor on the sea bottom in the sea port in the area of oil export terminal pipeline (hereinafter — OET pipeline), limited by the straight lines connecting the points with the coordinates:

N 1 46 37 16 north latitude and 142 55 37 east longitude;

N 2 46 34 56 north latitude and 142 55 41 east longitude;

N 3 46 34 56 north latitude and 142 55 18 east longitude;

N 4 46 37 21 north latitude and 142 55 13 east longitude.

V. Description of Navigation Control System Coverage and the Rules of Vessels Navigation in This Area

32. NCS zone coverage is limited by the coast line and the line connecting the points with the coordinates as follows:

N 1 46 37,5 north latitude and 142 26,0 east longitude;

N 2 46 25,0 north latitude and 142 30,0 east longitude;

N 3 46 25,0 north latitude and 143 04,0 east longitude;

N 4 46 35,7 north latitude and 143 04,0 east longitude.

33. Connection with NCS in the sea port is carried out on channel 74 or 67 VHF, call signal "Aniva-Traffic" in accordance with Attachment N 2 hereto.

34. Any vessel exiting NCS zone has to request a permit with NCS for radio watch session end on channel 74 or 67 VHF in accordance with Attachment N 2 hereto.

VI. Rules of Vessels Dockage in the Sea Port and Dockage Places

35. Vessels are to be docked in the waters of the sea port by the moorings N 1, 2, 3 and 4 and at the anchor station N 1 — for LNG carriers and N 2 — for tankers.

36. When the weather forecast predicts wind speed increase up to 20 meters per second or wave height over 2 meters all cargo operations by the mooring N 1 have to be suspended and all the vessels have to leave the moorings for the anchor stations.

37. When the wind speed exceeds 12 meters per second all the vessels moored by the sea port moorings have to be ready to leave immediately for the anchor stations.

38. No cargo operations by the mooring N 2 are allowed when the wind speed exceeds 15 meters per second.

When the wind speed exceeds 15 meters per second vessels, where loading-offloading operations are conducted through the forward end have to stay moored to the mooring N 2 and the hoses connecting vessel pipeline with the mooring handling facilities should stay connected.

39. When the wind speed exceeds 20 meters per second hoses connecting vessel pipeline with the mooring handling facilities of mooring N 2 should be disconnected.

40. When the wind speed exceeds 25 meters per second or when the load to mooring bridle exceeds the one set by the terminal operator, or when the wave is higher than 3 meters or when it is impossible to proceed with the operations of tow boat holding the tanker, the tanker moored by the mooring N 2 has to keep the safe distance.

41. Short-run propping-off (5-10 seconds) at minimum rpm of a master motor is allowed for the vessels moored by the moorings of the sea port prior to unberthing and upon agreement with the marine pilot. Vessels equipped with the adjustable pitch propeller can prop-off at zero angle of propeller blade attack.

Propping-off is allowed only when the cargo hoses and standers are disconnected and shore ramp is removed.

42. Vessels with propeller, vessel power plant or steering control defects are not allowed for mooring in the sea port moorings.

43. Vessels mooring operations in the sea port have to be performed with the obligatory towing provision, details on which are provided in the Attachment N 6 hereto.

44. Vessel dockage performed by the mooring crew shall be as follows:

no less than 6 members of mooring crew — at the mooring N 1;

no less than 2 members of mooring crew - at the moorings N 2, 3 and 4,

and also a mooring crew supervisor provided with the radio for connection with the navigation pilot or vessel Master.

If the moored vessel is equipped with the windlass remote control gauge, mooring crew presence at the mooring N 2 is not required.

45. When the sea port captain receives a storm warning, all the vessels shall be informed on the channels 13 and 74 VHF.

46. Tow boat on duty (in case of assistance required in case of emergency on the vessel) shall be located at the distance of no less than 200 meters and not further than 500 meters from the vessel moored by the mooring N 1, and not further than 500 meters from the tanker moored at the mooring N 2.

47. Bunkering of the vessels anchored at the anchor stations shall be conducted when the wind speed does not exceed 10 meters per second and the wave height is under 1 meter.

48. Bunkering of the vessels by the moorings N 3 and 4 is allowed with the floating boom installed around the vessels prior to the bunkering.

VII. Compliance with Environmental Safety, Observance of Quarantine Regulations in the Sea Port

49. Oily water and waste water are not accepted in the sea port.

Vessels located in the sea port should be equipped with the sufficient containers for oily water, waste water, solid domestic waste, food waste collection and storage until their delivery to the nearest delivery point or dump.

Vessels constantly working in the sea port deliver solid domestic and food waste at the moorings N 3 and 4.

Six containers of total volume 7.2 cubic meters for solid domestic and food waste are located at the moorings N 3 and 4.

50. Oily waters can be delivered to a special emergency and rescue vessel on duty, but only in case of emergency.

51. Only the vessels equipped with the segregated ballast system are allowed to be moored at the moorings N 1 and 2 in accordance with the rule 13 of Attachment 1 of International Convention on Marine Pollution 1973, 8.

52. Any vessel can discharge segregated ballast in the waters of the sea port only on condition that its replacement took place in the Sea of Japan, Okhotsk Sea or in the Pacific Ocean prior to the entry to the Aniva Bay, that can be supported by the proper record in the logbook.

53. Anchor point N 1 with the coordinates of 46 34 01 north latitude and 142 51 15 east longitude is used for quarantine and epidemiological activities in the sea port.

VIII. Rules for the Usage of Special Communication Devices within the Territory and the Waters of the Sea Port

54. Communication between the vessels on the territory on the sea port is performed via radio on the VHF channels or on the telephone.

55. Vessels navigating or anchored in the sea port water have to be on a radio watch session on the channel 16 and 74 or 67 VHF.

56. Connection with the vessels in the marine areas A1 and A2 of GMDSS is provided by the base station "Yuzhno-Sakhalinsk", call signal "SPTZ-Yuzhno-Sakhalinsk", MMSI 002733733.

57. Any radio communication not related to marine operations safety in the sea port is not allowed at radio channels 8, 13, 16, 67, 69, 73, 74 VHF.

58. Information on complementary communications, including the phone numbers, shall be communicated to the seamen by the sea port Master.

IX. Data on the Sea Port Technical Capability as for the Vessels Dockage and on the Sea Port Waters Depth

59. The sea port is accepting the vessels as follows:

by the mooring N 1 — no longer than 300 meters and the keel depth up to 12 meters;

by the mooring N 2 - no longer than 300 meters and the keel depth up to 17.5 meters;

by the mooring N 3 and 4 - no longer than 96 and 50 meters accordingly and the keel depth up to 6.6 meters. More detailed information about the port technical capability as for the vessels dockage is provided in Attachment N 5 hereto.

60. Data on the factual depth of the sea port waters and by the sea port moorings as well as on drafts of vessels shall be communicated to the seamen by the sea port captain annually or upon changes.

X. Data on the Hazardous Cargo Handling

61. Hazardous cargo of class 2 and 3 are handled in the sea port in accordance with International Maritime Organization.

62. In case of thunder with lightening above the sea port waters all hazardous cargo handling operations shall be suspended.

XI. Data on the Vessels Navigation in the Ice of the Sea Port

63. Depending on the factual ice conditions in the sea port waters and depending on its development the sea port captain places limitations to the order of the navigation in accordance with the criteria provided in the present Obligatory Decrees.

64. When there is no ice in the sea port waters, it is allowed for all vessels to navigate independently, including the vessels with no ice class.

65. When there is 10 to 30 cm of ice in the sea port waters it is allowed for ice-reinforced vessels of category no lower than "Ice 2" to navigate independently, of Russian Maritime Register of Shipping or any other equivalent category of other classification societies. Navigation of vessels with the lower classes of ice-reinforcement is to be performed only with the help of the sea port icebreaking tugs.

66. When there is over than 30 cm of ice in the sea port waters, it is allowed for ice-reinforced vessels of category no lower than "Ice 2" to navigate independently, of Russian Maritime Register of Shipping or any other equivalent category of other classification societies. Navigation of vessels with the lower classes of ice-reinforcement is to be performed only with the help of the sea port in-line icebreaker or icebreaking tugs.

XII. Data on the Information Communication by the Masters of the Vessels Located in the Sea Port in Case of Illegal Disturbance Threat in the Sea Port

67. In case of illegal disturbance threat in the sea port, vessel Master or the officer in charge for the vessel security have to report to sea port facility security officer or authority and sea port captain immediately.

Information about illegal disturbance threat has to specify:

vessel type and name;

vessel location;

type of threat;

threat information source;

supposed time of illegal act.

68. Sea port captain shall be reported with information regarding the security level of the sea port facilities and vessels located in the sea port, and also about any changes within the security levels.

69. All incidents related to any suspicious objects or explosive items findings, any signs of preparations and executions of acts of illegal disturbance, facts of illegal

penetration on the vessels, when receiving any information about the preparation of terroristic acts and also about any violations of the sea port established order and suspicious individuals. Masters of the vessels located in the sea port immediately shall report to the sea port captain, sea port facility security officer or authority on the VHF channels and also using the complementary communications that are to be reported to all persons concerned by the sea port captain.

70. VHF channels shall transfer the following:

sea port captain messages about the illegal disturbance threat in the sea port and about any changes within a vessel security level;

announcements for the vessels security officers and port facilities security officers, messages about the illegal disturbance threat in the sea port and about any changes within a vessel security level, that are located in the sea port or intending to call in the sea port, and port facilities.

All announcements and announcements receipt confirmation have to be communicated immediately from the moment of occurrence of the circumstances specified in the announcements.

XIII. Data on Communication of Navigation and Hydro Meteorological Information to the Masters of the Vessels Located in the Sea Port

71. Hydro meteorological information is communicated to the vessels located in the sea port daily on VHF channel 13 at 07 hrs 00 min, at 10 hrs 00 min, at 16 hrs 30 min and at 22 hrs 00 min local time.

72. Hydro meteorological and navigation information is communicated to the vessels located in the MTCS zone on the MTCS VHF channel 74.

73. Very important messages and storm warnings are communicated on the MTCS VHF channel 13 and 74.

Vessels have to confirm receipt of very important messages and storm warnings.

Отформатировано: Французский (Франция)

1) Russian Federation Legislation Code, 2007, N 46, Article 5557; 2008, N 29 (Part 1), Article 3418; N 30 (Part 2), Article 3616; 2009, N 52 (Part 1), Article 6427; 2010, N 19, Article 2291, N 48, Article 6246; 2011, N 1, Article 3, N 13, Article 1688, N 17, Article 2313.

2) Russian Federation Legislation Code, 1999, N 18, Article 2207; 2001, N 22, Article 2125; 2003, N 27 (Part I), Article 2700; 2004, N 45, Article 4377, N 15, Article 1519; 2005, N 52 (1 Part), Article 5581; 2006, N 50, Article 5279; 2007, N 46, Article 5557, N 50, Article 6246; 2008, N 29 (Part 1), Article 3418, N 30 (Part 2), Article 3616, N 49, Article 5748; 2009, N 1, Article 30, N 29, Article 3625; 2010, N 27, Article 3425, N 48, Article 6246; 2011, N 23, Article 3253; N 25, Article 3534.

3) MinTrans of Russia Order N 140 dd. August 20, 2009 «Approval of General Rules of Navigation and Dockage in the Sea Ports of Russian Federation and When Accessing the Such” (Registered in the Department of Justice of Russia on September 24, 2009, registration number N 14863) with amendments, brought in by the MinTrans of Russia Order N 69 dd. March 22, 2010 (Registered in the Department of Justice of Russia on April 29, 2010, registration number N 17054).

4) Russian Federation Legislation Code, 2008, N 19, Article 2248.

5) Russian Federation Government Executive Order N 658-p dd. May 6, 2008 (Russian Federation Legislation Code, 2008, N 19, Article 2248).

6) MinTrans of Russia Order N 6 dd. January 11, 2011 "On the Establishing of the Vessels Obligatory Piloting Area in Prigorodnoye Sea Port" (Registered in the Department of Justice of Russia on February 9, 2011, registration N 19761).

7) Russian Federation Government Decree N 746 dd. November 3, 2007 "On the Implement of Regulations of Chapter XI-2 of International Convention on Safety of Human Life on Sea 1974 and International Code of vessels and Port Facilities Security " (Russian Federation Legislation Code, 2007, N 46, Article 5585).

8) USSR Ministers Commission Regulations N 947 dd. September 30, 1983 "On USSR Joining the Protocol of 1978 to the International Convention of Prevention of Pollution From Ships 1973" (USSR Ministers Commission Regulations, 1983, September, page 127).

Attachment N 1 to Obligatory Decrees (Item 8)

**Recommended approach Channels and
Navigational Channels Data**

Item Name	Location	Length and Width	Keel Depth
Recommended Approach Channel № 24-A	Recommended approach channel № 24-A goes from the traffic separation scheme by the Krilyon Cape to the fairway leading to the sea port Prigorodnoye with the direction 26.4 — 206.4 degree from the point with coordinates 45°51'54" north latitude and 142°27'30" east longitude to the point with coordinates 46°24'30" north latitude and 142°51'06" east longitude	—	50 metres
Recommended Approach Channel № 24-B	Recommended approach channel № 24-B goes from the traffic separation scheme by the Aniva Cape to the fairway leading to the Prigorodnoye Sea Port with the direction 336.6 — 156.6 degree from the point with coordinates 45°57'00" north latitude and 143°15'54" east longitude to the point with coordinates 46°25'04" north latitude and 142°58'10" east longitude	—	55 metres
Fairway № 20-A	Fairway № 20-A, 1 mile wide with the centerline of the channel direction 9.2 — 189.2 degrees, leading from the area of precautious navigation (area with the radius of 1.5 miles from the point 46°24'5" north latitude and 142°51'1" east longitude) from the point with coordinates 46°24'30" north latitude and 142°51'06" east longitude to the point of marine pilots meeting of 46°32'36" north latitude and 142°53'24" east longitude.	8.2 miles — 1.0 mile	30 metres
Fairway № 20-B	Fairway № 20-B, 1 mile wide with the centerline of the channel direction 156.6 — 336.6 degrees, leading from the point of marine pilots meeting of 46°32'36" north latitude and 142°53'24" east longitude to the point with coordinates 46°25'04" north latitude and 142°58'10" east longitude to the exit from Prigorodnoye Sea Port.	8.3 miles — 1.0 mile	30 metres

Attachment N 2 to Obligatory Decrees (Items 12, 34)

Data on Sea Port Communication Channels
of a Very High Frequency

Call Receptient	Call Signal	Operation Channel	Stand-by Channel
Rescue and Coordination Center	Sakhalin-Radio-SPTZ	16	16
MTCS	Aniva-Traffic	74	67
Sea Port State Control Inspection	Prigorodnoye-Radio-3	13	69
Sea Port Dispatcher, Piloting Service, Mooring Specialists	Prigorodnoye-Radio-2	69	73
Mooring №1 Operator	Mooring-SPG	69	-
Mooring №2 Operator	TON	69	-
Communication during the mooring operations in the sea port	-	69	08

Attachment N 3 to Obligatory Decrees (Item 13)

Data on Marine Areas A1 and A2 Global Maritime Distress and Safety System (hereinafter - GMDSS) Shore Stations Locations and Their Range of Coverage

Item №	Station Name	Coordinates		Radius of Coverage (Marine Miles)
		North Latitude	East Longitude	
Shore stations of marine area A1 of GMDSS				
1	Korsakov	46°45'	142°27'	42
Shore stations of marine area A2 of GMDSS				
1	Nevelsk	46°39'	141°52'	165
2	Seleznyovo	46°37'	141°50'	165

Vessels Anchorage Data

Anchor Station №1 for LNG carriers:

№1 46°34'30" north latitude and 142°50'30" east longitude;

№2 46°34'30" north latitude and 142°52'30" east longitude;

№3 46°32'30" north latitude and 142°52'00" east longitude;

№4 46°32'30" north latitude and 142°50'30" east longitude;

№1 46°34'30" north latitude and 142°50'30" east longitude.

Anchor Spot №1 - 46°34'01" north latitude and 142°51'15" east longitude.

Anchor Spot №2 - 46°33'02" north latitude and 142°51'15" east longitude.

Anchor Station №2 for tankers:

№1 46°32'30" north latitude and 142°55'40" east longitude;

№2 46°32'30" north latitude and 142°58'30" east longitude;

№3 46°31'30" north latitude and 142°58'30" east longitude;

№4 46°31'30" north latitude and 142°55'40" east longitude;

№1 46°32'30" north latitude and 142°55'40" east longitude.

Anchor Spot №3 - 46°32'00" north latitude and 142°56'24" east longitude.

Anchor Spot №4 - 46°32'00" north latitude and 142°57'46" east longitude.

Attachment N 5 to Obligatory Decrees (Item 15)

Sea Port Technical Capacities Data

Moorings	Mooring Location Coordinates	Technical Characteristics					Mooring Purpose
		Mooring Length (Metres)	Mooring Depth (Metres)	Design Vessel Parameters			
				Overall Length (Metres)	Width (Metres)	Loaded Draft (Metres)	
1	2	3	4	5	6	7	8
Mooring №1 Export Terminal	Mooring center: 46°37'07" north latitude and 142°53'53,5" east longitude	805.0	13.8	300	50	12.0	The mooring is designed for the export of liquefied natural gas
Mooring №2 Remote Loading Unit	Mooring center: 46°34'42" north latitude and 142°55'30" east longitude	-	17.5	300	No limitations	17.5	The mooring is designed for the export of crude oil
Mooring №3	Mooring center: 46°37'22" north latitude and 142°54'26" east longitude	96	7.3	96	30	7.3	Multipurpose
Mooring №4	Mooring center: 46°34'42" north latitude and 142°55'30" east longitude	59	7.3	59	30	7.3	Multipurpose

Data on Minimum Quantity and Capacity of Towing Cables for
Vessels Mooring Operations in the Sea Port

Vessel Dead Weight	Minimum Quantity and Capacity of Towing Cables	
	Mooring	De-mooring
Mooring №1 – Liquefied Natural Gas Export Terminal		
Up to 10,000 ton	2 x 4,800 kilowatt	2 x 4,800 kilowatt
From 10,001 to 100,000 ton	3 x 4,800 kilowatt	1 x 4,800 kilowatt
Over 100,001 ton	4 x 4,800 kilowatt	1 x 4,800 kilowatt
Mooring №2 - Crude Oil Export Terminal (Single Point Mooring)		
Over 10,000 ton	1 x 4,800 kilowatt, operating from the aft end and 1 x 4,800 kilowatt, providing towing	1 x 4,800 kilowatt, operating from the aft end
Mooring №3 and 4 - multipurpose		
From 1,000 to 2,000 ton	1 x 4,800 kilowatt	1 x 4,800 kilowatt
Over 2,000 ton	2 x 4,800 kilowatt	1 x 4,800 kilowatt