

P & I REVIEW - RUSSIAN FEDERATION Novorossiysk, April 2023.

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LOCATIONS

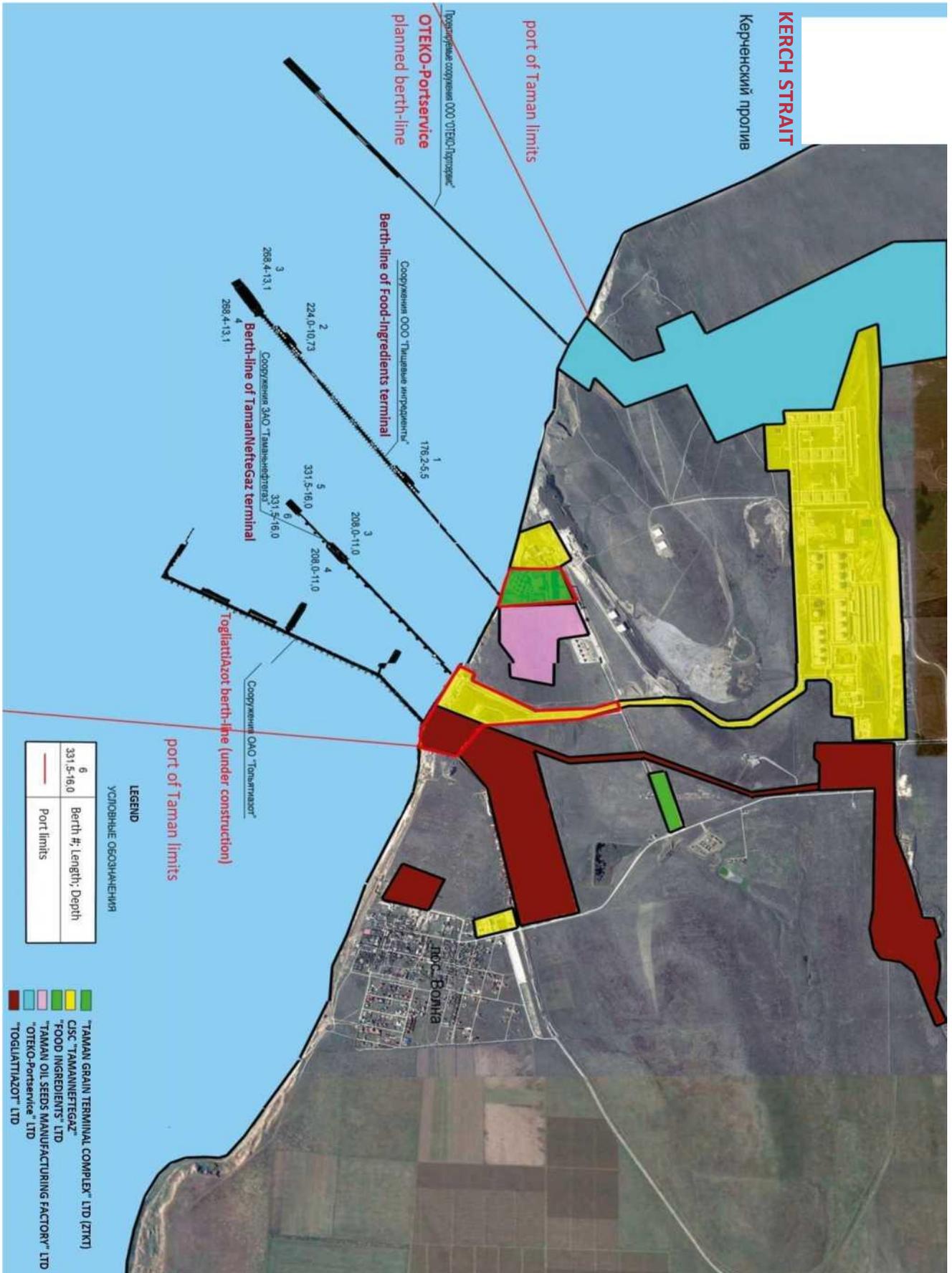
South Russia: Novorossiysk, Tuapse, Kavkaz, Taman, Temryuk, Yeisk, Azov,
Rostov-on-Don, Taganrog, Astrakhan
Central & Northern Russia: Moscow, Saint-Petersburg, Primorsk, Vyborg, Murmansk
Far East: Nakhodka, Vladivostok, Vysotsk, Vanino, Sakhalin

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1 TERMINALS AT PORT OF TAMAN





All Taman port terminals are located in open sea with connection to the shore. Therefore, safety of berthing is highly depending over weather conditions, wind, and swell. Staying alongside the berths of this port can be highly dangerous for the vessel. We experienced several cases with damages to fenders of the berths due to delayed issuance of weather warnings by port authorities to the vessels and tugs, while the Masters of vessel were noticing quick deterioration of weather.

There is a weather forecast information system in the port, however, we strongly recommend to all vessels berthed in this port to be prepared for any kind of emergency action caused by weather and Masters are suggested to discuss this issue with agents in advance.

The subject port's anchorage is located at outer road, 6 - 10 nautical miles off the shore and it is customary for authorities, agents, and surveyors to attend on board a vessel at roads if terminals are occupied.

It is necessary to point out that managements of these terminals are extremely rough and non-cooperative when it comes to the disputes related to accidents causing damages to port's property (berths, fenders, equipment etc.).

During one case we had, the terminal was not accepting any type of Club's LOU, requesting and insisting on advanced transfers of funds to secure their interests.

The port though is absolutely safe in respect of civil and legal situations, and we suggest to the Members/Master to strictly follow the procedures provided by local agents.

Regulations for the Taman port in Russian language may be downloaded from https://bsamp.ru/docs/09242214112018Taman_BY-LAWS_na_caiyt.pdf

Other sources of information related to the port of Taman and its terminals are:

www.tamanneftegas.ru

(TMG devoted resource. Russian language)

Other pages relatively interesting:

http://taman-seaport.ru/index_eng.html

(General review of the port place. English/Russian language)

<https://www.efko.ru/en/>

("Food Ingredients" Co. resource. English/Russian language)

<http://ztk.ru/>

(Grain Terminal devoted resource. Russian language only)

<https://bsamp.ru/info-city-taman>

(Maritime Administration resource. Russian language only)

<https://www.oteko.ru/en/>

(OTEKO-Portservice terminal)



2 BALLAST CHANGE

Regulations for changing of ballast in Black sea ports are stipulated according to IMO INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT OF SHIPS' BALLAST WATER AND SEDIMENTS, 2004.

All ports of Russian Federation are complying with its requirements.

Masters of the vessels and Owners should follow these regulations even in absence of prior notice from agents and agents must be advised accordingly once the procedure of ballast change is completed. It is an obligation of a vessel to record these operations into relevant logs accordingly.

There are no difficulties arisen in Russian Black Sea ports with PSC and Ecologists if a vessel has followed within all the procedure.

3 SEWAGE, BLACK, GREY WATER DISCHARGING

Grey water and sewage water storage facilities are not available in port of Taman or at anchorages. The volume of these waters onboard must be within the levels that would allow the vessel to leave the port without discharging.

4 COMPULSORY TUGS ASSISTANCE

All vessels berthed in Taman under the special requirement of the Harbour Master are to pay the hourly fee in amount of approximately USD 450/hour to the port authorities via vessels' agents.

Presumably, the appointed tug is standing by for any sign of emergency request from the Master to be ready to attend immediately and assist vessel with necessary action.

The requirement is not published in open sources; however, all agency contracts have same as an obligation for the Shipowner.

5 MANOUVERING TO THE PILOT BOARDING AREA WHILE APPROACHING TO THE ANCHOARGE AND PORT LIMITS

There are several cases noted by us as correspondents where vessels were crossing no-go areas (areas prohibited or restricted for navigation) declared by Navtex's regular issues.

Number and square of such areas in this region (Black Sea (southern) approaches to the Kerch strait) has been increased in 2019 comparably to the earliest years.

In those cases, the Masters of vessels, explaining violations, were referring to the congestion of the waters where the vessels had to maneuver while approaching the port limits.



Such crossing/entering into no-go area is considered as violation of appropriate articles of Administrative Code of the Russian Federation 2019 causing the imposition of administrative penalties to the Shipowner as legal entity and to the Master of vessel as guilty person.

The claimants in such cases are the Coast Guard Division of Immigrations Authorities. All such violations are under careful tracking by vessel's traffic control services of port of Kavkaz and port of Taman who reports facts of such violations directly to the Coast Guard.

Maritime Authorities cannot accept explanations of traffic/vessels congestion from Masters, whose ships have violated the Code by entering in no-go areas and therefore in such instance the punishment (penalties) in accordance with the Code is inevitable. Such penalties certainly could be reduced to minimal values in case of involvement of correspondents provided that Owners are opened to fairly admit liability for violation which had really taken place and has been proved by the Authorities.

We suggest to the Administration/Owners of vessels arriving into the port to check carefully coastal warnings content related to the region, to check this matter with agents and correspondents. Such information can be provided by Antarica Limited on a free basis.

More details of this topic can be provided by request.

6 International Ship and Port Facility Security Code reference.

Maritime Security level in the port of Taman and its anchorages is 2 which means the level for which appropriate additional protective security measures shall be maintained for a period of time as a result of heightened risk of a transportation security incident.

7 Ice Conditions.

The port is free from the ice all the time of the year and therefore there is no risk to meet the ice there.

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