Russian NSR Transit
Rules & Regulations

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Russian NSR Transit Rules & Regulations

Current legislation structure

  Article 234, Ice-covered areas

- Regulations for Navigation on the Seaways of the NSR, 1990

- Rates for services of the icebreaker fleet on the NSR, 2011

- Regulations for Icebreaker and Pilot guiding of vessels through the NSR

- Book 4151B Guide to Navigating through the Northern sea Route, 1996

- Requirements for the Design, Equipment & Supplies

- Guidelines for Radio communication in Arctic, 2012-2013
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Marine transportation on the NSR is regulated by the Russian legislation based on the principles of the UN Convention on the Law of the Sea, 1982, in particular article 234 “Ice-covered Areas”.

- Non-discrimination basis for all states
- Preventing environment pollution
- Ensuring safe navigation

**Article 234**

“Coastal States have the right to adopt and enforce non-discriminatory laws and regulations for the prevention, reduction and control of marine pollution from vessels in ice-covered areas within the limits of the exclusive economic zone, where particularly severe climatic conditions and the presence of ice covering such areas for most of the year create obstructions or exceptional hazards to navigation, and pollution of the marine environment could cause major harm to or irreversible disturbance of the ecological balance. Such laws and regulations shall have due regard to navigation and the protection and preservation of the marine environment based on the best available scientific evidence.”
**Official definition of the NSR:**

«The water area of the Northern Sea Route shall be considered as the water area adjacent to the Northern coast of the Russian Federation, comprising the internal sea waters, the territorial sea, the adjacent zone and the exclusive economic zone of the Russian Federation and confined in the East with the Line of Maritime Demarcation with the United States of America and Cape Dezhnev parallel in Bering Strait, with the meridian of Cape Mys Zhelania to the Novaya Zemlya Archipelago in the West, with the eastern coastline of the Novaya Zemlya Archipelago and the western borders of Matochkin Strait, Kara Strait and Yugorski Shar.»
Permitting procedure:

• Every vessel intending to navigate through the NSR shall obtain a Permit from NSR Administration

• Master or person replacing him shall be experienced in operating a vessel in ice

• Obligatory requirements to have Civil Liability Certificate
**Order of navigation:**

- Navigational period is determined by the Administration of the NSR

  - Vessel shall keep tracks recommended by the Marine Operations Headquarters (MOH)

  - Mandatory icebreaker guiding in Lapteva Vil’kitskogo, Shokal'skogo & Sannikova straits
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Regulations for Icebreaker and Pilot guiding

Order of navigation:

• Icebreaker fleet and Marine Operations Headquarters (MOH) ensure safe navigation on the NSR.

• Administration of the NSR (ANSR) coordinates the work of the MOH.

• Guiding of a vessel through the NSR means that vessel is constantly controlled by the MOH.
General provision:

• Requirements cover all vessels with GT of 300 registered tons or greater.

• Vessel must have at least Arc4 or 1-A ice class.

• Vessels must satisfy the Requirements of other international marine conventions.
Hull of vessel:

- It is recommended to have an Ice Certificate or temporarily Recommendations on safe speed in ice.

- All vessels must have a double-bottom.

- Tanks in a double bottom may not be used for storage of petroleum products.
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Requirement for the Design, Equipment and Supplies

**Hull of vessel: Ice Certificate**

- Diagrams on safe speed while moving in ice of different thickness and concentration with the icebreaker assistance and independently;

- Diagrams how to determine the safe distance when the ship is guided by icebreaker;

- Recommendations to be given to the ship's master for special attention during the navigation under the ice conditions.
Machinery plants:

• The propellers must have at least 4 blades and must be produced from stainless steel or high-strength bronze.

• The time it takes to reverse the main propulsion engine from "full speed ahead" to "full speed astern" must not exceed 45 seconds.
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Requirement for the Design, Equipment and Supplies

**Systems and devices:**

- Waste water system
- Bilge water separator
- Pumping equipment
- Heating system

**Other requirements:**

- Stability must be verified with potential icing
- VHF station of 122.5 MHz. for communications with airplanes, helicopters, and vessels traveling in a convoy
- In case of transit navigation along the NSR, the stores of fuel and lubricants must be sufficient for 30 days
Provisions and emergency facilities:

<table>
<thead>
<tr>
<th>Additional equipment onboard</th>
<th>Characteristic</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Pulleys and notch blocks for raising a damaged detachable propeller, or damaged blades, to the deck.</td>
<td>Set</td>
<td>1</td>
</tr>
<tr>
<td>2. Portable gas-welding equipment for welding and cutting (not on tankers).</td>
<td>Set</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Weight around 30 kg</td>
<td></td>
</tr>
<tr>
<td>3. Searchlight with a set of spare bulbs for illuminating the channel.</td>
<td>At least 2 kW</td>
<td>1</td>
</tr>
<tr>
<td>4. Portable electric submersible pump with delivery 100 t/hr, including a set of hoses.</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>5. Sets of warm clothing</td>
<td>Number of crew members +3</td>
<td></td>
</tr>
<tr>
<td>6. Hydrothermal suite (recommended)</td>
<td>Number of crew and passengers</td>
<td></td>
</tr>
</tbody>
</table>
**Crew of the vessel:**

- Master must possess the minimum knowledge of navigation in ice and must have experience of steering vessels along the NSR for not less than 15 days. In the absence of such experience taking onboard the vessel an ice pilot is compulsory.

- The crew of the vessel must be forewarned concerning prohibitions against discharging polluting substances & rubbish on the NSR.
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4151B Guide to navigating through the NSR

Russian Pilot books
Tariffs for icebreakers' services on the NSR established by Order No. 122-t/1 as of 07 June, 2011, are Maximum.

Icebreaker fleet operator has the right to apply tariffs at the level of or lower than the Maximum tariff.

The tariffs can be a subject to negotiations with FSUE Atomflot.
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Summary

- To obtain a Permit for voyage from the NSR Administration
- To get agreement with FSUE Atomflot for pilotage of a vessel through NSR

- Vessel must at least have Arc4 or 1-A ice class
- Screw propellers shall be stainless steel or high-strength bronze
- Availability of fuel & lubricating materials for at least 30 days for NSR transit
- Competence of the vessel’s officers to navigate in ice conditions
- Availability of the civil liability insurance certificate
- It is advised to have an Ice Passport developed for a particular vessel
Thank you