

**FEDERAL STATE BUDGETARY INSTITUTION
"MAIN DIRECTORATE OF THE NORTHERN SEA ROUTE"**

**COMMUNICATION RECOMMENDATIONS
IN THE WATERS OF THE NORTHERN SEA ROUTE**

Moscow 2023

I. GENERAL PROVISIONS

1. "Recommendations on communication in the waters of the Northern Sea Route" (hereinafter referred to as Recommendations) are intended for all vessels located in the waters of the Northern Sea Route (hereinafter referred to as the NSR) and operating under the "Rules of Radio communication of the Maritime Mobile Service and the Maritime Mobile Satellite Service of the Russian Federation", approved by Orders of Ministry of Transport of the Russian Federation No. 137, Ministry of Communications of the Russian Federation No. 190, State Fisheries Committee No. 291 dated 04.11.2000 (hereinafter – MPS), as well as for coastal radio centers and radio stations providing radio communication with vessels in the waters of the NSR.

2. Arctic radio centers and coastal radio stations provide unhindered, free reception and transmission to recipients, regardless of their departmental affiliation, of emergency messages, emergency navigation alerts and storm warnings.

3. Vessels making voyages in the waters of the Northern Sea Route must be equipped with GMDSS equipment in accordance with the rules for the equipment of vessels established by the classification society.

4. Information about coastal stations, icebreakers and transmission schedules are given in the following appendixes:

- Appendix 1 – List of Arctic coastal stations and ports with satellite communication stations (SSS), subscriber telegraph (AT) installations, telex, E-Mail;
- Appendix 2 – Coastal stations that communicate with vessels in the waters of the NSR;
- Appendix 3 – List of VHF radio stations ("Port", "Berth") installed in Arctic locations and performing radio surveillance at a frequency of 156.8 MHz (Channel 16);
- Appendix 4 – Timetable transmission of coastal warnings (PRIP) to seafarers;
- Appendix 5 – Information for the communication with pilot units on the Yenisei River;
- Appendix 6 – List of icebreakers involved in Arctic navigation;
- Appendix 7 – Data on Arctic MSCs and MSCs;
- Appendix 8 – Schedule of IBM transfers via the SafetyNet service of the Inmarsat system.

5. FSUE "Hydrographic Enterprise" transmits information on maritime safety (hereinafter referred to as IBM*) through the International SafetyNet Service of the INMARSAT system to the Western and Eastern regions of the Arctic in accordance with Annex 8.

6. The organization of vessel navigation in the waters of the NSR carries out FSBI Glavsevmorput. Contact information for communication is available on the official website on the Internet – <https://nsr.rosatom.ru/kontakty/>

7. When entering destination information into the ship's AIS transponder, one should adhere to the letter abbreviations of the names of seaports according to the codes of seaports, UN/LOCODE <https://www.unece.org/cefact/locode/service/location>

If there are several sections in the destination port, it is important to add the section number after the seaport code.

Example: RU DUD, RU SAB1, RU DKS2

*) Maritime safety information includes navigational and meteorological warnings, meteorological forecasts and other urgent safety-related messages that are usually transmitted from or to ships, between ships and between ship and shore radio stations or shore earth stations. (ITU Radio Regulations)

II. THE PROCEDURE FOR COMPILING AND TRANSMITTING NAVIGATION AND HYDROGRAPHIC INFORMATION

8. FSUE "Hydrographic Enterprise" collects information on the safety of navigation in the maritime geographical areas of NAVAREA XX and XXI, including the water area of the NSR. Based on the information received, NAVAREA XX, NAVAREA XXI and coastal warnings are compiled and transmitted through the international SafetyNet security network service of the INMARSAT system (Annex 8). The reports are compiled for two areas: Western and Eastern (separated by the meridian 125 ° VD) and are referred to as the PRIP of the West and PRIP of the East.

NAVAREA and PRIP are delivered to the following addresses. PRIP Zapada (NAVAREA XX):

- to the head of the UNIO Department of the Ministry of Defense of Russia;
- to the Chief of the GS of the Northern Fleet;
- FSBI "AMP of the Western Arctic".

PRIP of the East (NAVAREA XXI):

- to the head of the UNIO Department of the Ministry of Defense of Russia;
- to the head of a separate division of the Tiksin hydrobase;
- to the head of a separate subdivision of the Peveksy pilot-hydrographic detachment.

9. As a rule, the same information on any particular geographical area cannot be transmitted simultaneously to the PRIP of the West and PRIP of the East, but only to one of them.

The exception is the information that, by its content, refers to both areas of the NSR water area.

Also, in order to ensure the continuity of the provision of IBM vessels, information concerning the area of 113° – 125° VD is transmitted simultaneously to the PRIP of the West and PRIP of the East.

10. The numbering of the PRIP of the West and PRIP of the East is carried out separately with the assignment of the 1st number, starting from January the 1st of each year. The ship provides systematic control of the receipt of PRIP, their sequence is controlled according to the assigned numbering. In case of detection of a pass in the reception, measures are taken to obtain additional PRIP.

11. The captains of ships sailing in the waters of the NSR, who have detected a change in the navigation situation affecting the safety of navigation, are obliged to transmit immediately an extraordinary notification to the addresses:

- FSUE "Hydrographic Enterprise" (E-mail: hydep@rosatomport.ru , ibm@rosatomport.ru);
- FSBI Glavsevmorput (E-mail: shmo@rosatom.ru).

12. At the request of the shipowners, the transfer of the PRIP can be repeated.

III. RADIOTELEPHONE AND RADIOTELEGRAPH COMMUNICATION BETWEEN SHIPS AND COASTAL RADIO STATIONS

13. Transport vessels, when traveling as part of a caravan, can operate their radio transmitters in the short-wave range only with the permission of the head icebreaker.

Such a resolution must be coordinated by means of in-line communication on VHF channels.

14. In-line radio communication in the water area of the NSR should be carried out only on VHF channels.

15. Vessels when parked on the roadstead in seaports must keep the VHF channels of the radio station switched on for duty reception at the calling frequency of 156.8 MHz (16 VHF channel).

16. Coastal radio stations may be called at the frequencies specified in Annex 2 of these Recommendations.

17. Official radiotelephone communication between transport vessels, icebreakers, ice reconnaissance aircraft and coastal radio stations is carried out only if there is an operational need for this and should be clear and concise.

18. During radiotelephone communication, vessels use their names or international call signs as call signs and operate at the frequencies permitted for radiotelephony.

19. Coastal radio stations in radiotelephone communication use the call signs specified in the permits of the Federal State Unitary Enterprise "Main Radio Frequency Center" (FSUE "GRC").

20. If VHF r/st is available on ships and coastal radio stations (Appendix 3), radiotelephone communication is carried out with its primary use.

In the waters of the NSR, the following frequencies will be used when working on VHF radio stations:

- 156.80 MHz - international call and distress frequency (channel 16);
- 156.30 MHz - operating frequency for communication between ships (channel 6).

21. Radio communication between air and sea vessels must be carried out:

- outside the line of sight in the short-wave range, if appropriate equipment is available. At the same time, the call of sea vessels is carried out on a frequency by prior agreement (ships of the navy operate on the frequencies assigned to them).

Aircraft that do not have medium-wave radio stations outside the line of sight, radio communication is carried out in the short-wave range at frequencies assigned to ship stations of the navy.

In addition, if necessary, aircraft crews are allowed to communicate in the medium-wave range with coastal radio stations in the Arctic at the frequencies specified in Annex 2 of these Recommendations.

22. Official correspondence via departmental channels, as well as private, official radio telegrams, which are subsequently transmitted through the channels of the Ministry of Communications of the Russian Federation, are compiled and processed in accordance with the requirements established by the Rules of Radio Communication of the Maritime mobile service and the Maritime Mobile satellite Service of the Russian Federation.

23. At the entrance to the 20-mile surveillance zone of radio engineering posts (hereinafter – RTP) The Border Service of the FSB of Russia (Table 1) ships inform the RTP of the following information:

- name, tail number (if available), flag of affiliation, home port;
- the route, the name of the captain, the number of crew;
- the type of GEU, the nature of the cargo.

RTP clarifies the situation for the vessel on the course.

The radiotelephone exchange with the RTP is conducted in accordance with the rules established in the IPU. The RTP call is made on the 16 VHF channel with the subsequent exchange of information on the working channels by agreement.

№ п/п	Location of the RTP	RTP call sign	RTP operating mode
1.	69°45'N 061°40'E	Lebed-Amderma	Around the Clock
2.	71°07'N 066°45'E	Lebed-Harasaway	Around the Clock
3.	71°15'N 072°04'E	Lebed-Sabetta	Around the Clock
4.	68°27'N 073°35'E	Lebed-Stone	Around the Clock
5.	73°30'N 080°30'E	Lebed-Dixon	Around the Clock
6.	77°43'N 104°14'E	Lebed-Chelyuskin	Around the Clock

V. ORGANIZATIONAL COMMUNICATION ISSUES

24. During the Arctic navigation period, the following officials are allowed to use radiotelegraphic communication, as well as radiotelephone negotiations with ships, using conventional names:

Head of FSBI "SCC Rosmorrechfort" - SCC

Head of the Main Marine Rescue Coordination Center - GMSCC

Head of the Service of the organization providing icebreaking wiring services - CHLFM

General Director of FSUE "Hydrographic Enterprise" - AGP

Deputy General Director of FSUE "Hydrographic Enterprise" - AGZP

Head of the Fleet Operation Department of FSUE "Hydrographic Enterprise" - AGIP

Head of the expedition (detachment, party) FSUE "Hydrographic Enterprise" - AE

Head of the polar station - APS

Commander of the ice reconnaissance aircraft - KK

Hydrology of the ice reconnaissance aircraft - AGK

Head of the Department (Center) of ERTOS Civil Aviation - UGA

Head of the ERTOS base of the airline - UGE

Head of the Ice Information Center AANI - AANI - ANLC

Director of Shipping FSUE "Atomflot" - CHZMS

Chief of the Naval Operations Staff of the Glavsevmorput Federal State Budgetary Institution - NM

25. Shipowners are recommended to provide all vessels following the waters of the NSR with these Recommendations.

26. Communication between ships and icebreakers is carried out using radio equipment intended for use in the area of operation of marine areas A1, A2, A3 and A4 of the Global Maritime Communication System in case of Disaster and to ensure safety, in accordance with the rules of radio communication of the Maritime Mobile Service and the maritime Mobile Satellite Service of the Russian Federation, approved by the authorized federal executive authorities.

27. During icebreaking assistance, the icebreaker (icebreakers) and vessels carry a constant radio watch on the 16 VHF channel.

28. During icebreaking assistance, radio communication between vessels and between the vessel and the icebreaker (icebreakers) is carried out on a communication channel in the VHF radio wave range established by the icebreaker captain directing the movement of the ice caravan.

29. Conducting radio conversations not related to the movement of an ice caravan or ensuring the safety of navigation on a communication channel in the VHF radio wave range established in accordance with paragraph 26 of these Recommendations is prohibited.