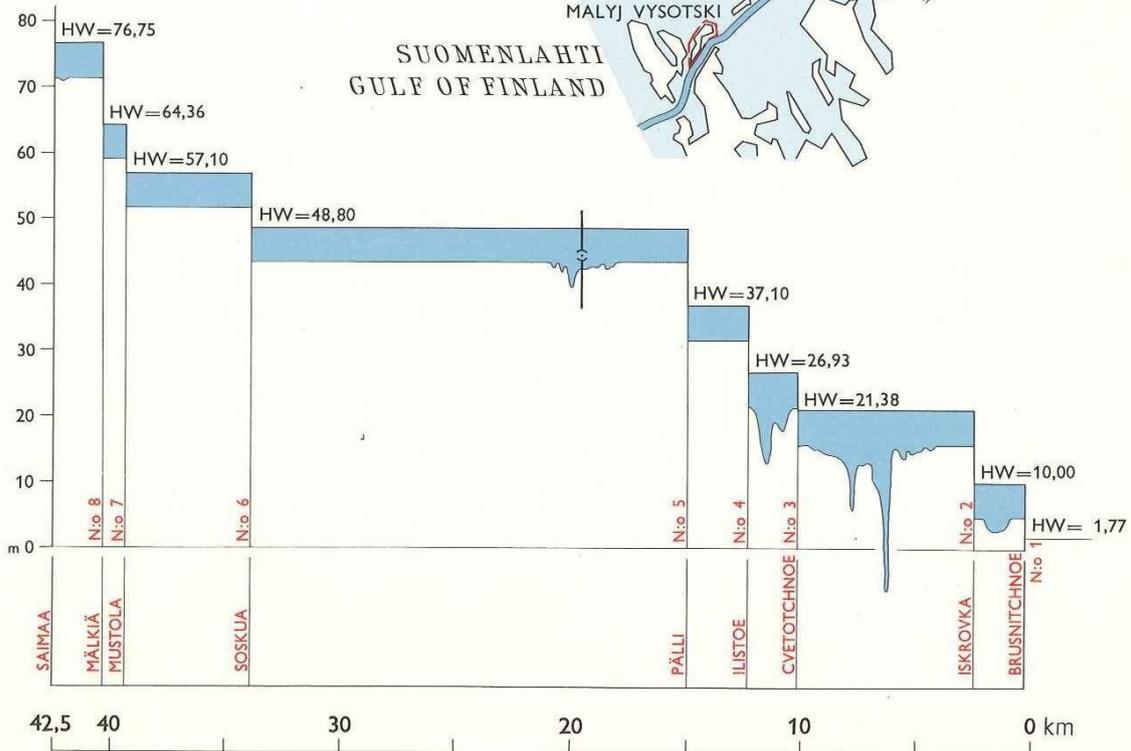
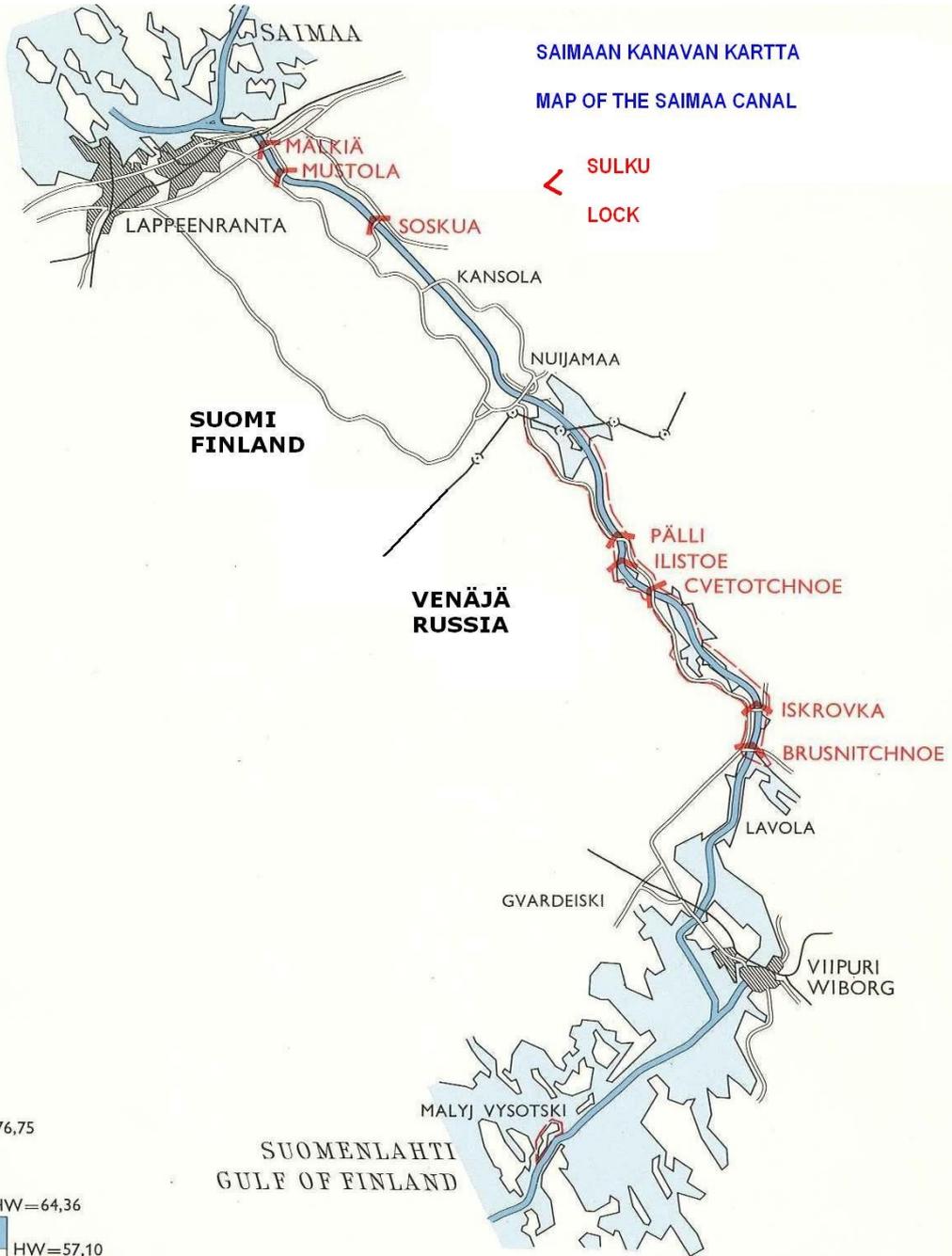


**SAIMAA CANAL  
GUIDE FOR PLEASURE CRAFT  
2019**



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# Instructions for pleasure craft and small boats passing through the Saimaa Canal

## 1 Pleasure craft

Pleasure craft (sports boats) refers to vessels such as sailing boats, motor boats and motor-sailing boats used for purposes other than gainful employment.

## 2 Extent of traffic allowed

Private boating from the Gulf of Finland to Lake Saimaa through the Saimaa Canal and vice versa is allowed for pleasure craft of all countries. They may also call at Vyborg. The channels to be used are the south-western channel south of Someri (the open-sea channel) or the coastal channel past Santio island.

## 3 Requirements set for the vessel and the boatmaster

The vessel must be seaworthy and it must carry lifesaving appliances for everyone on board. If the legislation of the flag country so requires, the vessel must be registered and have a seaworthiness certificate issued by the authorities of the country in question or by the Finnish authorities.

All vessels must display the lights and shapes required by the relevant international regulations (see p. 18, EQUIPMENT REQUIRED ON BOARD VESSELS IN THE SAIMAA CANAL AND VYBORG).

For vessels registered in Finland, both sides must display the vessel's registration number in accordance with section 7 of the Government Decree on the Watercraft Register (641/2007), available in Finnish at <http://www.finlex.fi/fi/laki/alkup/2007/20070641>. In other cases, if the flag country of a vessel so requires, both sides of the vessel must display the registration number so that it is easy to see. However, a minimum requirement in all cases is that the sides of a vessel must display an easily detectable name or other identifier, if the vessel in question does not have a registration number.

In **the Bay of Vyborg, pleasure craft** with a hull length of not more than 24 metres may navigate without a pilot, provided that there is a VHF radio telephone on board and the boatmaster or a member of the crew speaks English or Russian and is qualified to use a VHF radio phone.

The boatmaster must possess a document in English certifying his or her ownership of the boat and/or right to navigate it.

The boatmaster of a pleasure craft must have sufficient experience in navigating his or her vessel at sea.

#### **4 Passenger documents on a transit voyage**

Transit through the Saimaa Canal requires that the boatmaster presents the following documents (filled in):

1. Travel documents (passport)
2. Crew list in five (5) copies/direction
3. Copy of the vessel holder's passport to the Russian Border Guard and the Russian Customs
4. Vessel inspection note to the Finnish Customs
5. Registration documents of a small-sized vessel
6. Copy of the registration document of a small-sized vessel to the Russian Customs
7. A passenger customs clearance form to the Russian Customs filled in by the boatmaster.
8. Passenger customs declaration forms filled in by the crew members and passengers (if required by customs legislation in force).

##### **Crew list form**

Before the voyage, the boatmaster must fill in the crew list form. The boatmaster must reserve 5 copies of the form for navigation through the Saimaa Canal. The form has been approved by the Finnish and Russian border authorities. The form must be filled in carefully, paying particular attention to the passenger list, which is part of the crew list, and to the identification data and contact information of the boat.

The boatmaster is to submit copies of the form to the Finnish and Russian border authorities. The border authorities stamp the copies on board the boat, and these must be kept for upcoming border inspections.

##### **Vessel inspection note to the Finnish Customs**

The authority carrying out the departure inspection verifies the note, filled in by the boatmaster, at Haapasaari, Santio or Nuijamaa. The note must be kept on board for the duration of the voyage, and handed in to the Finnish official carrying out the entry inspection at the end of the voyage. Vessel inspection notes are available at the place of inspection from the authority in charge.

## **5 Calling at a port in the Russian Federation**

If you travel from the Gulf of Finland to the Russian Federation and back to the Gulf of Finland, the voyage is not covered by the Saimaa Canal Guide for Pleasure Craft.

A Saimaa Canal voyage may include a call at a port of the Russian Federation on the way from the Gulf of Finland to Saimaa or vice versa, or a trip to the Russian Federation from the Canal. When calling at a port, follow the instructions given by the Russian authorities on pages 22-23. In addition to the required documents presented there, you must obey the visa requirements of the Russian Federation.

When calling at a port in the Russian Federation, the captain must fill in the "CAPTAIN'S REPORT" form.

## **6 Interaction with the Finnish authorities**

### **Border inspection and customs control at Santio and Haapasaari**

When arriving from the direction of the sea, the inspections are carried out at Santio border crossing point for boats using the coastal fairway, and at Haapasaari coast guard station for boats using the fairway past Haapasaari island. When arriving at Santio or Haapasaari, the boat must follow the official navigational fairways, or the so-called custom fairway. The boatmaster must report to the border crossing point one hour before arrival at the Santio or Haapasaari inspection point by VHF radio telephone (call channel 68) or by phone to Santio +358 (0)295 426 130 or to Haapasaari +358 (0)295 426 130. At the inspection, the boatmaster hands in the CREW LIST in writing and submits a vessel inspection notification to the Customs.

### **Border inspection and customs control at Nuijamaa**

All private boating through the Saimaa Canal in a pleasure craft is regarded as traffic across the EU's external border in respect of border inspections. Finnish entry or exit checks on boats and pleasure craft arriving at Lake Saimaa from the sea through the canal, or leaving Lake Saimaa, are carried out at the customs quay in Nuijamaa. At the inspection, passports must be presented to the officials together with visas, if necessary (when going to Russia). A completed CREW LIST must also be presented and, when entering the country, a vessel inspection note received at the point of departure and verified by the officials.

<https://www.raja.fi/en>

<https://tulli.fi/en/private-persons/travelling>

## **7 Interaction with the Russian customs and border control authorities**

Border checks on boaters take place at the Pälli Lock. Customs clearance and control take place at the Brusnitchnoe Lock. Border control officers in Pälli work 24 hours a day. Customs officers work at the Brusnitchnoe lock 24 hours a day. In Vyborg, no small boats are subjected to border or customs checks.

### **Documents required at the Russian border check (Pälli Lock)**

When entering the Russian Federation, leaving the Russian Federation and on a transit journey, the following documents must be presented to the Russian border authorities:

1. Crew list form
2. Documents authorising the crossing of a state border
3. A copy of the vessel holder's passport
4. A copy of the boat's registration document  
A valid visa and passport are required to call at a Russian port.

### **Documents required at the Russian customs control when arriving in Russia (Brusnitchnoe Lock)**

1. Crew list (Vessel report)
2. A copy of the boatmaster's passport
3. A registration document of the boat or its certified copy.  
  
A copy of the registration certificate is to be left with the customs officials.
4. A customs clearance document of the boatmaster in duplicate for the Russian authorities.
5. Passenger customs declaration in duplicate filled in by everyone aboard with personal items that need to be cleared through the customs.

A list of personal items that have to be declared is at the end of the instructions on page 23.

Passenger customs declaration forms are available from Russian customs officials at the Brusnitsnoe Lock.

### **Documents required at the Russian customs control when leaving Russia (Brusnitchnoe Lock):**

1. Crew list (Vessel report)
2. Boatmaster's passport

3. A registration document of the boat or its certified copy.

A copy of the registration certificate is to be left with the customs officials.

4. A customs declaration made by the boatmaster when leaving Russia, and a customs declaration he or she made when arriving in Russia.
5. Passenger customs declaration form filled in by everyone aboard with personal items that need to be cleared through the customs.

## **8 Ordering a pilot on a transit journey**

### **Pilotage in Russia**

Pleasure craft with a hull length of not more than 24 metres may sail without a pilot, provided that there is a VHF radio telephone on board and the boatmaster or a member of the crew speaks English or Russian well enough to communicate. A boater may choose to use a pilot in the Bay of Vyborg even if the conditions for pilot-free navigation are met.

Pilotage in the Russian territory is only arranged during daylight hours, from 8.00 until 20.00 Moscow time. Ordering a pilot should be done on weekdays by phone or fax, +7813 783 3449. The order must contain the name of the boat, its length, speed and draught, along with the time of arrival at the boarding place and the name of the person ordering the service. Information given should be as precise as possible, because otherwise you may end up having to wait for the Russian pilot. Orders must be made in English or Russian.

### **Pilotage in Finland**

In the Finnish part of the Canal, boaters must order their own pilots. Pleasure craft exceeding 35 metres in length must have a pilot on board also in the Saimaa Canal. Pilots may be ordered from Finnpilot Pilotage Ltd, tel. +358 (0)40 487 3133 or email pilotorder.east(at)finnpilot.fi.

The communications facilities of border and coastguard stations cannot be used for ordering a pilot.

## **9 Interaction with the Saimaa Canal authorities**

Boaters are not required to visit or call at Saimaa VTS when reaching Mälkiä lock.

## 10 Maps, charts and fairways

The fairways leading to the channel from the sea are marked on Chart Folio A (Vyborg-Helsinki) and the fairways leading from Vyborg to the Saimaa Canal on Lake Chart Folio S (Saimaa Canal). Charts are for sale at John Nurminen Marine Oy, Karttakeskus and their sales agents, including certain book shops.

The length of the route from Kotka to Brusnitchnoe, for example, is 162 km along the south-western channel and 144 km along the coastal channel. The length of the Saimaa Canal from Brusnitchnoe to Lake Saimaa is 43 km.

## 11 Rules and regulations to know

Traffic in the Saimaa Canal is governed by the Decree on Traffic Regulations for Canals and Movable Bridges, available in Finnish at <http://www.finlex.fi/fi/laki/ajantasa/1991/19910512>

Opening hours of canals and movable bridges are available in Finnish on the Finnish Transport Infrastructure Agency's website: <https://vayla.fi/web/en/waterways/canals-and-bridges>

**The following points should be noted in particular:**

### Maximum speeds allowed

Vessels with a breadth of 11.8 metres or more may sail at a maximum speed of 9 km/h in the Saimaa Canal and 12 km/h in the Saimaa Canal lakes.

Depending on the draught, the maximum speeds allowed in the Saimaa Canal for cargo ships, passenger vessels or pleasure craft and tugboats with a breadth of less than 11.8 metres are as follows:

draught	maximum speed allowed
more than 3.9 metres	9 km/h
3.9 - 3.0 metres	12 km/h
less than 3.0 metres	15 km/h

Depending on the draught, the maximum speeds allowed in the Saimaa Canal lakes for vessels with a breadth of less than 11.8 metres are as follows:

draught	maximum speed allowed
3.0 metres or more	15 km/h
less than 3.0 metres	18 km/h

No ship may navigate in the channels at such a high speed that the wave it generates could reach the road alongside the Canal or damage the canal structures.

Yield (give way) to oncoming vessels by moving to the right.

Overtake a vessel on the left, and take care not to cause any danger to other traffic.

Unauthorised crossing of the borders of the leased area is forbidden.

Remember to stay in the marked channels on Lake Nuijamaa and in the Russian section of the Canal as well as in the territorial waters of Russia.

No disembarkation is allowed in these sections.

If several boats arrive in the Saimaa Canal at the same time, the boats should remain as a group in the Canal so that more than one pleasure craft can be locked at the same time.

While navigating in the Canal, remember that cargo ships and passenger ships are not able to manoeuvre quickly, which means that small vessels must not be in the centre of the Canal while near them.

At the locks, small boats sometimes have to wait for their turn because of cargo ships and passenger ships. When choosing a mooring place, you must follow the instructions of the personnel at the locks. If you have to act on your own, remember not to cause any harm or danger to other traffic.

**Disembarkation is strictly forbidden in the Saimaa Canal lease area.**

**During the Canal voyage, you may spend the night in the following places:**

- In the Saimaa Canal lease area, only when travelling towards the sea, at the upper waiting harbour of the Brusnitchnoe Lock on the same side as the pilot station.
- In the area of the pleasure craft customs quay at Nuijamaa.
- Behind the upper waiting harbour west of the Soskua Lock (NB: there may be propeller currents).
- On the upper side of the Mustola Lock, at the shore, or behind the lower waiting harbour east of the lock.

If your voyage through the Canal includes an overnight stay, you must inform the Saimaa Canal remote control centre at Mälkiä or Brusnitchnoe Lock of your

plan and the time you are planning to continue your voyage (phone numbers on pages 15 and 16).

To ensure smooth traffic, observe the instructions of the Canal authorities and the principles of "good seamanship" at all times.

While your vessel is in the border zone, photography is strictly prohibited. Cameras must be kept in their cases and below deck. Photography of military installations is also prohibited.

## **12 Safety instructions for the Canal**

If you have a VHF radio telephone on board, please keep it tuned to channel 11 at all times.

In order to ensure a safe voyage, contact the Mälkiä Lock in advance when arriving in the Canal from Lake Saimaa and ask for permission to enter the Canal, tel. +358 295 34 4157. In this way you will avoid unexpected meetings with cargo vessels in the section between the mouth of the canal and the Mälkiä Lock.

MOORING TO THE FIXED BOLLARDS ON THE LOCK WALLS IS ABSOLUTELY FORBIDDEN!

Mooring or waiting is absolutely forbidden in the following dangerous places in the waiting harbours of the locks:

The upper and lower waiting harbours east of the Iskrovka Lock (mooring and waiting on the western side), the lower waiting harbour on the eastern side of the Cvetotchnoe Lock (mooring allowed only behind the quay), the lower waiting harbour east of the Pälli Lock (mooring or waiting on the western side).

Avoid meeting cargo ships and passenger ships in the open canal south-east of Lake Bolchoe Cvetotchnoe.

## **13 Navigation fees**

### **Transit traffic**

Fees are not collected from pleasure craft in the Saimaa Canal.

### **Fees charged by Russia**

Boaters must check pilotage fees themselves when ordering a pilot.

## 14 General instructions

Before embarking on your voyage, please make sure that your boat and documents are in order. The boatmaster is responsible for the vessel, its crew, its seaworthiness and the sufficiency of fuel. The last places to get more fuel are Klamila, when arriving from the direction of the sea, and Lappeenranta, when arriving from the direction of Lake Saimaa.

Under normal circumstances, passage through the Canal in the section with locks takes about 6-8 hours from the Brusnitchnoe Lock to Lake Saimaa.

Since the Russian guard vessels and pilot stations use the International Code of Signals, it is advisable to learn at least the one-letter code before the trip.

While in the territory of Russia or in the Canal, all the instructions and orders given by the Russian or Finnish authorities must be complied with.

If a Russian guard vessel calls the boat by VHF radio telephone, the call must be answered. Guard vessels test, for example, that a boat navigating without a pilot has a VHF radio telephone.

In the territorial waters of Russia near Santio, a Russian guard vessel often keeps watch anchored to a buoy. When approaching or leaving Santio, pleasure craft are requested to navigate close to the Russian guard vessel and to slow down so that the identification signs of the vessel can be seen. Signals given by a guard vessel must be observed at all times.

The Russian border officials have the right, if necessary, to check that the documents of the boat and its crew are in order.

It is advisable not to make contact with anyone trying to sell something from other boats in the Canal but to continue on the voyage as normal. If there are any incidents during your voyage, please report them immediately to the Canal Delegate's Office so that we can do our best to eliminate such inconveniences.

### **Animals on board:**

FIND OUT THE REGULATIONS CONCERNING ANIMALS, INCLUDING THEIR VACCINATION, WELL IN ADVANCE OF YOUR TRIP.

<https://www.ruokavirasto.fi/en/private-persons/travellers/>

For boating that takes place only in the Finnish part of the Saimaa Canal between Lake Saimaa and Lake Nuijamaanjärvi, no authorisations are needed and no fees need to be paid. The instructions in sections 9 and 11 of this guide, however, apply as appropriate. It should also be noted that most parts of Lake Nuijamaanjärvi belong to the border zone, and access to these areas is subject to special permits and authorisations. When crossing the national border

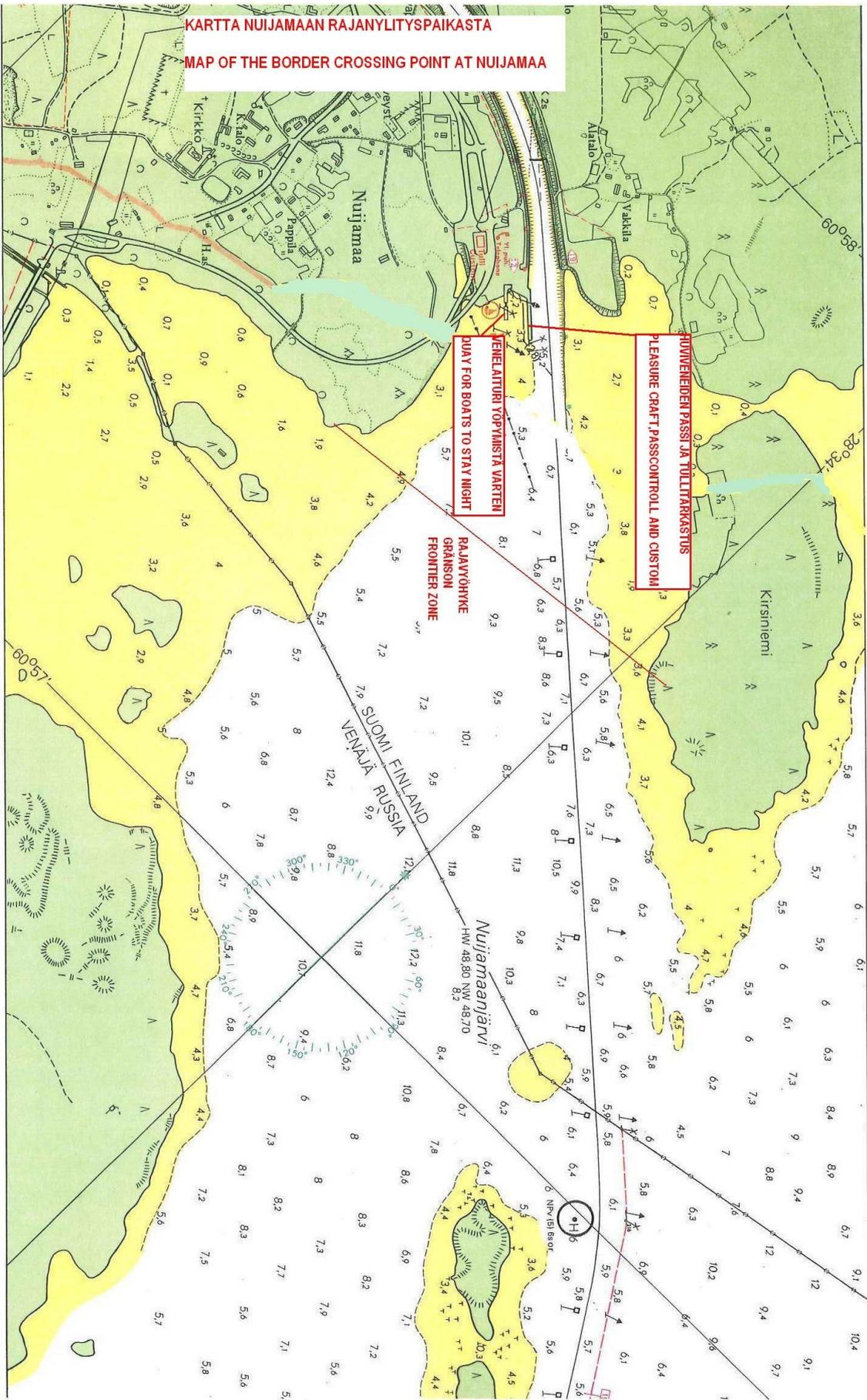
according to the regulations, no border zone permit is required in addition to the above-mentioned documents.

In Lake Nuijamaanjärvi and the Canal section connected to it, border guard authorities supervise that no unauthorised border-crossing or other incidents contrary to the agreement between Finland and Russia concerning the settlement of border incidents take place. For this reason, they may carry out checks on the documents of boats and their crew.

The authorities must be notified of any delays during the voyage (e.g. due to engine failure) in order to avoid unnecessary searches and inquiries. You may inform the coastguard or Saimaa VTS, for example, and they will forward the notification to the appropriate authorities. If necessary, you can ask the Russian authorities to forward your notification to the Finnish authorities.

Ministry of Transport and Communications  
Saimaa Canal Delegate's Office

KARTTA NUIJAMAAN RAJANYLITYSPAIKASTA  
MAP OF THE BORDER CROSSING POINT AT NUIJAMAA

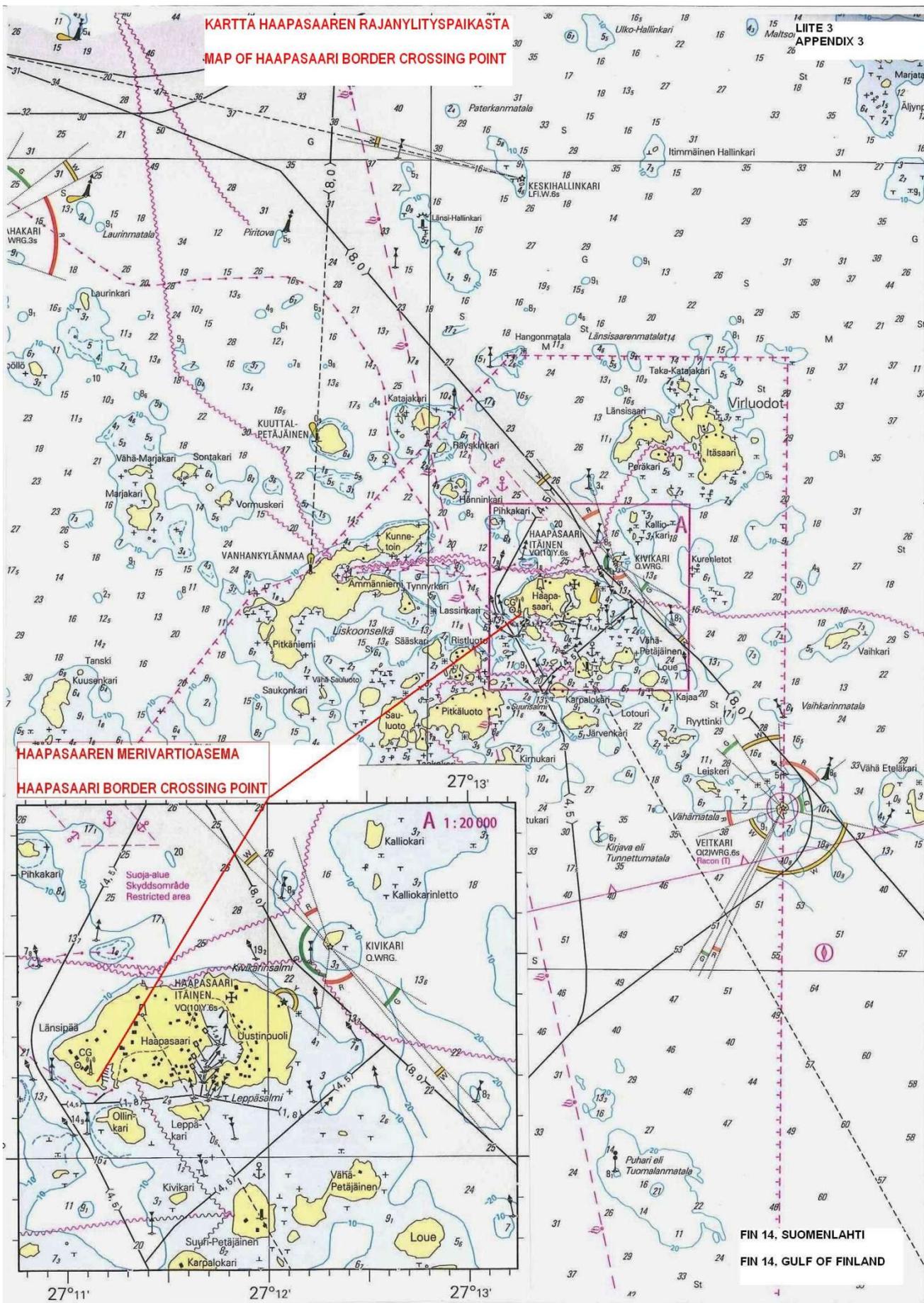


KA



KARTTA HAAPASAAREN RAJANYLITYSPAIKASTA  
MAP OF HAAPASAARI BORDER CROSSING POINT

LIITE 3  
APPENDIX 3



FIN 14, SUOMENLAHTI  
FIN 14, GULF OF FINLAND

## VHF CALLS TO LOCKS, POSITION OF FLOATING BOLLARDS, AND TELEPHONE NUMBERS

VHF call	position of bollard		telephone number
BRUSNITCHNOE	east	(E)	+358(0) 295 34 4159
ISKROVKA	east	(E)	+358(0) 295 34 4157
CVETOTCHNOE	west	(W)	+358 (0) 295 34 4157
ILISTOE	east	(E)	+358 (0) 295 34 4157
PÄLLI	west	(W)	+358 (0) 295 34 4157
SOSKUA	west	(W)	+358 (0) 295 34 4157
MUSTOLA	west	(W)	+358 (0) 295 34 4157
MÄLKIÄ	east	(E)	+358 (0) 295 34 4157

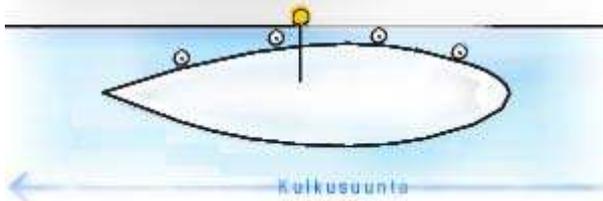
The locks are controlled by the Saimaa Canal remote control centre, which is situated at the Mälkiä Lock, or by the operating centre at the Brusnitchnoe Lock.

The Saimaa Canal remote control centre can operate all eight locks and seven movable bridges. The Brusnitchnoe operating centre operates the Canal's first three locks and movable bridges from the direction of the sea.

### How to moor during lockage

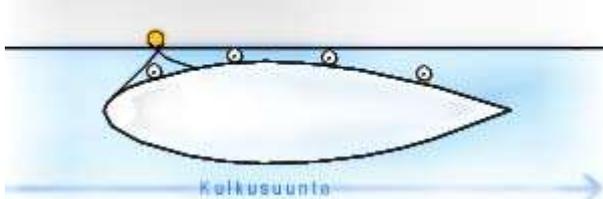
Use at least 4 fenders of sufficient size.

#### Kiinnitys ylöspäin mentäessä



Mooring when going upstream: Use a straight rope to moor the boat tightly to a floating bollard on the lock wall. Mid-ship mooring. If no other boats arrive in the lock, use the first available floating bollard for mooring.

#### Kiinnitys alaspäin mentäessä



Mooring when going downstream: Tie the loop from the aft of the boat. If no other boats are in the lock, use the first available floating bollard for mooring.

**USEFUL CONTACT DETAILS**

Saimaa Canal Delegate's Office Itäinen kanavatie 2 FI-53420 LAPPEENRANTA	tel. +358 5 458 5170  Saimaankanava@lvm.fi
Saimaa Canal remote control centre Mälkiä Lock	tel. +358 295 34 4157 +358 295 34 4158
Vessel Traffic Service Saimaa VTS	tel. +358 206 37 3745
Consulate of the Russian Federation Tehtaankatu 1D FI-00140 HELSINKI	tel. +358 9 612 3025
Consulate of the Russian Federation Kievarinkatu 1A FI-53100 LAPPEENRANTA	
Santio border crossing point	tel. +358 295 426 110 Marine VHF: channels 16 and 68 call: Santio passport control
Haapasaari coast guard station	tel. +358 295 426 130 Marine VHF: channels 16 and 68
Nuijamaa border control station Nuijamaantie 1740 FI-54230 NUIJAMAA	tel. +358 295 422 500 Fax +358 295 411 517
Nuijamaa customs office Nuijamaantie 1740 FI-54230 NUIJAMAA	tel. +358 295 527 022

**EQUIPMENT REQUIRED ON BOARD VESSELS IN THE SAIMAA CANAL AND BAY OF VYBORG**

- Navigation lights
- Anchor light
- Anchor and cable
- Drift anchor
- Mooring ropes
- Towing rope
- Fenders
- Steering wheel and spare steering device (no steering wheel required in sailing boats)
- Oars or paddle
- Boat hook
- Hand pump
- Bucket or bailer
- Signal horn
- Fire extinguisher (a manual extinguisher complying at least with class B II C)
- Life jackets for everyone on board
- Life buoy
- Lifeline (floating)
- Distress flares
- Hand-held lamp
- First-aid kit
- Compass
- Navigation charts
- Stern flag

**Knowledge of the following is also required:**

- Decree on the Prevention of Collisions in Inland Waterways (252/1978)
- Decree on Traffic Regulations for Canals and Movable Bridges (512/1991)

**Sailing boats must also have:**

- Storm sails
- Safety belt (harness type) with ropes
- Boats passing through the Saimaa Canal must have auxiliary motors

## **TRANSLATION OF THE RUSSIAN LANGUAGE GUIDELINES ISSUED BY THE RUSSIAN FEDERATION**

### **REGULATION**

#### **concerning the pilot-free navigation of small-sized vessels and sailing boats in the Bay of Vyborg**

1. The provisions and requirements of this regulation apply to the pilot-free navigation of such foreign small-sized vessels and sailing boats (hereafter pleasure craft) with a hull length of not more than 24 metres and which are on a transit journey from the sea to the Saimaa Canal or vice versa, or which arrive at the ports of Vyborg or Vysotsk through the Saimaa Canal or from the sea.

Pleasure craft may sail during daylight hours, between 8.00 and 20.00 Moscow time.

2. When navigating in port waters or in the Bay of Vyborg, pleasure craft must strictly comply with the provisions of the Convention on the International Regulations for Preventing Collisions at Sea (COLREG-1972). In the section between Brusnitchnoe Lock and Vysotsk port, boats must navigate with their sails down, using only a motor.
3. Pleasure craft must listen to marine VHF channel 16 at all times when navigating in the area from the national border line to the port water boundaries in the Russian territorial and inland waters of the Gulf of Finland.

In port waters, boats must at all times listen to marine VHF channel 12, as ordered by the harbourmaster.

4. Vessels not equipped with communications facilities, and pleasure craft whose boatmasters do not speak English or Russian, are strictly required to use a pilot.
5. In port waters, pleasure craft must remain close to the buoys delimiting the fairway. Manoeuvring of pleasure craft in the fairway must not disturb cargo vessels.  
If pleasure craft and merchant vessels arrive in the strait of Lavola, Vysotski bend, at the same time, pleasure craft must give way to merchant vessels.
6. When navigating in port waters or in the Bay of Vyborg, the boatmaster must at all times remain in the place from where the vessel is steered.
7. Pleasure craft are not allowed to:
  - come close to moving vessels or disturb them in any way;
  - go ashore in places not designed for this purpose or moor to hydrotechnical structures and navigation equipment;
  - take on board any external parties or hand over any objects (goods) to other vessels;
  - discharge oil, throw dry litter or food leftovers overboard.

8. The boatmaster of a pleasure craft is responsible for navigating the vessel and for complying with the provisions issued in this regulation. Should the boatmaster of a pleasure craft fail to comply with this regulation, the competent authority will issue him or her a fine and the harbourmaster will rescind his or her permission to pilot-free navigation.
9. In the event that a pleasure craft finds itself in a dangerous situation in the Bay of Vyborg, the boatmaster is obliged to notify this to the port administration, using communications equipment.

(In rescue situations, the agreement between Finland and Russia on cooperation in the field of search and rescue services in maritime and air transport is to be observed, see Article 1 of the agreement).

10. The boatmaster of a pleasure craft must possess a document certifying that he or she owns the vessel that he or she is navigating and/or has the right to navigate it. An English translation of this document must be available.

(NB: Port waters include the entrance fairway to Saimaa Canal, Vyborg sea channel and fairway number 6 until the reception buoy.

## **TRANSLATION OF THE RUSSIAN LANGUAGE GUIDELINES ISSUED BY THE RUSSIAN FEDERATION**

### **Instructions**

**to boatmasters of foreign small-sized vessels arriving in the Russian Federation (in the waters of the Gulf of Finland and the Bay of Vyborg and in the Saimaa Canal)**

**When travelling through the Saimaa Canal**, all vessels must stop at a lock for border inspection and at Brusnichnoe Lock for customs control.

**The following documents must be presented at the border inspection: travel documents (passport), crew list in duplicate, a copy of the vessel holder's passport, registration documents of a small-sized vessel and a migration card filled in by each crew member (the migration card is filled in only when going to the Russian Federation, not on a transit journey).**

**The following documents must be presented at the customs control: crew list, a copy of the vessel holder's passport, a copy of the registration document of a small-sized vessel, passenger customs clearance form filled in by the boatmaster, passenger customs clearance forms filled in by crew members and passengers (if required by customs legislation in force).**

**When arriving in the Gulf of Finland**, all small-sized vessels must, in order to secure maritime safety and enable monitoring of the vessel's location, have properly functioning communications equipment enabling radio phone contact with the units of the Border Guard Service of the Russian Federation.

All small-sized vessels must cross the Russian border at places where the fairways, recommended routes and traffic separation systems cross the country border (west of Pukio/Kozliny island, west of Somero/Sommers island between border buoys 15 and 16, and west of Ruuskeri/Rodsher island). When going from the national border to a border crossing point or vice versa or on a transit journey (without calling at Russian ports), boats must navigate on the fairways, recommended routes and in traffic separation systems. They may not stop, leave (take on board) any persons, unload (load) any cargo, goods, currency, animals, release into the water or take on board any floating objects, lift into the air or take on board any flying devices, engage in business, research, search or any other activities without the permission of the Russian Border Guard Service, or contrary to the provisions issued in such permission. Upon crossing the Russian national border, the boatmaster must notify Russia of the purpose of the arrival. The units of the Russian Border Guard Service can be contacted at marine VHF channel 16 (156.8 MHz).

Call signs are as follows: fixed bases of the units of the Russian Border Guard: "Lebed"; border guard vessels: "Velbot"; border guard motor boats: "Lombard".

In force majeure situations or other situations which require unauthorised berthing, stopping, releasing floating objects into the water or any other acts prohibited by law, all boats must request permission from the coastguard of the Russian Border Guard Service on marine VHF channel 16 (156.8 MHz) (call "Beregovaya ohrana – Sankt-Peterburg" (= St Petersburg coastguard), "Beregovaya ohrana – Visotsk" (= Vysotsk (Uras) coastguard), or using the above call signs. If a mobile phone connection is

available, call: Sankt-Peterburg (St Petersburg) **+7(813)271 45 88**, Visotsk (Uras) **+7(81378)41 332, +7(81378)93 370, +7(911) 1115687.**

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Tear here

**INSTRUCTIONS RECEIVED BY**

Boatmaster \_\_\_\_\_

(Name of vessel): Signature

## **TRANSLATION OF THE RUSSIAN LANGUAGE GUIDELINES ISSUED BY THE RUSSIAN FEDERATION**

### **A CUSTOMS DECLARATION FORM MUST BE SUBMITTED IN WRITING IN RESPECT OF THE FOLLOWING ITEMS:**

1. personal items that are transported separately or have been submitted for transport by a carrier to an address of a natural person;
2. personal items, regardless of the type of transport, if there are prohibitions or limitations attached to them other than in terms of their quantity or technical regulations;
3. personal items, regardless of the type of transport used, including temporarily imported items, if their value and/or quantity exceeds the limits set for customs-free goods. The provisions on such goods are laid down in the international agreement between Customs Union member states (in 2014 a customs declaration has to be made if the value of the goods is more than EUR 1,500 and/or 50 kg);
4. vehicles for personal use, regardless of the type of transport used, excluding vehicles that are registered in the territory of Customs Union member states and that are temporarily exported from the territory of the Customs Union and then imported back to the territory;
5. Customs Union member states' currency, securities and/or cash and traveller's cheques in cases on which provisions are laid down in national and/or international legislation of a Customs Union member state (in 2014 a customs declaration has to be made of financial assets and/or payment instruments, if their value exceeds the equivalent of USD 10,000);
6. cultural items;
7. personal hand luggage, if their carrier has also sent goods in a separate shipment;
8. other items of which provisions are laid down in customs legislation of the Customs Union.