

## **RUSSIAN MARITIME SEMIANNUAL INFORMATION BULLETIN**

*M0141 Marine news of Russia. Newslines, September 13, 2012*

While preserving positive macroeconomic tendencies, GNP growth rate, the volume of investments at sea transport through all sources of funding can reach the sum of 83.5 billion rbl. by 2015. The Ministry of Economic Development of the Russian Federation (MED) has published the related information in the Forecast of social and economic development of the Russian Federation for 2013 and the planned period 2014-2015.

Thus in case of carrying out more rigid budgetary policy, financing level will fall to 53.3 billion rbl. in 2015.

In the Forecast of social and economic development of the Russian Federation for 2013 and the planning period 2014-2015 is reported that on a sea transport the investment in 2011 were 34.9 billion rbl. (including from the federal budget – 16.8 billion rbl.) against 30.2 billion rbl. (from the federal budget – 14.4 billion rbl.) in 2010.

It is reported in the document that technological equipment of the Russian commercial ports does not ensure necessary volume of transshipment of overseas and transit cargoes; as a result, part of the Russian overseas cargoes transported by sea transport, moves through foreign ports.

One of the most priority problems is insufficient development of sea ports, as well as terminals for export coal and grain and terminals for import port facilities to transship rolling cargoes. Within the existing tendencies the problem will be resolved basically at the expense of private investments, noticed in the MED.

It is noted in the forecast that in the medium term such projects will be implemented, as the development of sea commercial port Ust-Luga, building of maritime port around Sabetta village, building of new sea port in Belomorsk, Arkhangelsk region, construction of linear diesel icebreakers, construction of high speed passenger carriers (a marine taxi), building of passenger-vehicle ferries and construction of a ferry

for the Ust-Luga - Baltiysk line.

«Raise of efficiency of commercial fleet requires big investments, therefore its renovation rates will be determined, first of all, by possibilities of the Russian shipbuilding industry, as well as availability of borrowed reserves in the Russian market», - is reported in the document.

*M0241 RZD-Partner; October 1, 2012*

The cargo turnover of sea ports of Russia on the results of 2012 will increase by 4.5 % in comparison with 2011 and will be 560 million tons.

It was stated by the Deputy Minister of Transport of Russia Victor Olersky during offsite meeting of Marine Board under the Government of the Russian Federation.

“If we look at dynamics, for 20 years since 1991 volumes have increased more than 5 times”, - added V. Olersky.

*M1141 Marine news of Russia. Newslines, September 6, 2012*

Krylov Shipbuilding Research Institute developed the conceptual project of a drilling ship for the Arctic shelf of Russia with the increased sustainability, reliability and safety at operation in heavy ice hydrometeorological conditions. The ship has ice class ARC-6. Ice strengthening allow the ship to operate in seas of northern and Arctic shelf at thickness of discontinuous ice from 1 to 1.5 m. Running voyage in ices is admissible when the ice thickness is up to 1 m.

The ship project meets all requirements on an intact platform stability and floodability. Moreover, the ship is projected in such a manner that is capable to perform drilling at a storm of force up to 7; can operate on positioning at a storm of force up to 8; can work in a survival mode at a storm of force up to 9.

The drilling ship, designed for prospective and exploratory drilling, is equipped with facilities for exploration of sea bottom according to requirements of the minimum sufficiency, technical and commercial expediency, therefore the main goal of the ship is to maintain control over the drilling point.

In the hull of the ship provision is made for the hole of 17 m in diameter where traversing mechanism (turntable) is arranged. The turntable is hold by anchors. The ship can swing around the turntable. It allows the ship to hold in pos and swing to more safe relative bearing

without stop in drilling process.

The minimum sufficiency of facilities for sea bottom exploration is gained by using remotely operated vehicle.

Ship's survival and emergency equipment, except the appliance provided by equipment standards of the Russian Maritime Register of Shipping and requirements of international conventions, has fore and aft life-safety launching gears that allow crew safely abandon the ship on board life-saving appliances both on water and on ice. Helicopters Mi-8, Ka-32 and foreign-made helicopters can be accepted and based aboard the ship.

*M0542 Marine news of Russia. Newslines, October 2, 2012*

As stated Vladimir Klyuyev, the Deputy Director of Department of State Policy for Marine and River Transport of Ministry of Transport of the Russian Federation, for the last decade increased the number of commercial ships under the Russian flag. Now the maritime fleet consists of almost 500 dry cargoes, tankers, passenger ships like that.

According to the official, the fleet has been greatly renewed. Thus middle age of ships is 17-18 years whereas still recently it was 23-25 years.

“Russian International Register of Vessels became incentive for replenishing of maritime fleet by the ships under the national flag. Its creation on the basis of the international experience became one of directions on crisis recovery where the marine fleet of the country is.

The international ship registers - so-called “second” (parallel) registers are to help the shipowners to shrink costs, to increase competitiveness on the world freight market and, accordingly, to counteract a leakage of the national tonnage under “convenient” flags”, - explained Klyuyev.

*M0642 Marine news of Russia. Newslines, October 2, 2012*

The United Shipbuilding Corporation (USC) has prepared a portfolio of orders for 1.5 bln. rubles. Among them 230 billion rubles are accounted for civil shipbuilding. This has been reported by Dmitry Sapov - the head of Department of Civil Shipbuilding of USC at plenary meeting “Transtek-2012”.

As he said, the company can build ships of different class and tonnage: icebreakers and platforms for off-shore operation, ships of

“river-sea” type and also special vessels.

Now USC works on the project of a two-draught icebreaker s with power of 60 MW. The ship will be able of navigating in offshore zones of Arctic Ocean and shallow-water reaches a mouth of the great rivers of Siberia.

Also Sapov noted that the share of Russia in the world civil shipbuilding is only 0.3%, and at realization of all stated projects USC it may increase to 3%.

*M0742 Russian shipping industry, October 11, 2012*

In October 11, 2012 in Vostochny port survey works have started on the construction project of the new marine coal terminal of JSC “Vostochny Bulk Terminal”. Survey investigations are conducted by the Far Eastern Marine Research, Design and Technology Institute (FEMRI). Estimated cargo turnover of the new terminal - 10 million tons of coal per year.

Now the coal handling in Vostochny port is performed by 5 stevedore companies. Largest of them (more than 80 % of total coal handling in the port) – JSC “Vostochny port”. Also the following companies are engaged in a coal handling: LLC “Vostochno-Uralsky Terminal”, LLC “Vostochnaya Stevedoring Company”, LLC “Vostochny Timber Port”, LLC “Stevedoring Company “Maly Port””. Following the results of the first half of the year the total cargo turnover of coal terminals in Vostochny port is 10.9 million tons.

*M0942 Russian Railway-partner, September 18, 2012*

As stated Konstantin Alekseev, Director of Department of Coal and Peat Industry of RF Ministry of Energy, growth of coal demand in Asian-Pacific countries puts in front of Russia a problem of increase of solid fuel export in east direction.

He noted that the world economic community enters a new round of economic crisis that is reflected on the coal enterprises of Russia as well. Alekseev says: “Therefore we need to pay more attention to home market development, export increase in east direction as far as we expect there a growth of demand in coal. It concerns first of all China, South Korea, North Korea, Japan and some other countries of Asian-Pacific region”.

Export to Europe, according to the Director of Department, became inconvenient owing to the big competition with the American coal which is ousted from the American market by using shale gas. At the same time APR countries increase coal import.

“Under the program of this year, China will import 185 million tons of coal, therefore our ratio now is rather small, but prospects are big. Today we export to China about 10 million tons of coal, and the possibilities are much bigger”, - told K. Alekseev and added, that the goal of the Russian Federation for 2013 to come to a level of 15 million tons of coal export to China.

*M1342 mintrns.ru, October 10, 2012*

A keel of diesel-electric icebreaker of the project 22600 having 25 MW capacity has been laid down in October, 10th in St.-Petersburg on JSC “Baltic factory – Shipbuilding” in the presence of Dmitry Medvedev, the Chairman of the Government of the Russian Federation.

The multipurpose diesel-electric icebreaker of a new generation with 25 MW capacity (LK-25) of the project 22600 is designed according to up-to-date requirements imposed on the ships of the given class, and will be fit with equipment of last generation. The ship will be built under technical supervision of the Russian maritime register of shipping (RS).

The icebreaker is designed to operate as a linear icebreaker; for independent ice escorts on shallow-water areas of the Arctic seas and at the mouths of Siberian rivers; to operate as an auxiliary icebreaker as a part of difficult caravans on the Northern Sea Route; for ships assistance and participation in search and rescue operations in ice conditions and on pure water; for participation in oil spill response (OSR). The icebreaker will be equipped with two helicopter platforms for effective work of scientific expeditions and performance of search and rescue operations.

Expected areas of usage: in summer - Western area of Arctic regions, occasionally - Eastern area; in winter-spring - in Baltic Sea, Sea of Okhotsk, White Sea, in the southwest part of Kara Sea, area of Spitsbergen and western coast of Novaya Zemlya, occasionally in the sea reach of Yenisei to Dudinka and in the Gulf of Ob; in autumn - on the Northern Sea Route between the western edge of ice and the Yenisei bay with occasional operation in the northeast of Kara Sea and the southwest of Laptev Sea;

The order of President of the Russian Federation of 07.11.2011 No.726-rp the United Shipbuilding Corporation is appointed as the unique contractor of the state orders for building of linear diesel-electric icebreakers with the capacity 16 - 25 MW placed by the Federal Agency of Maritime and River Transport within the limits of Federal Targeted Program "Development of transport system of Russia (2010 - 2015)". The State contract of 02.12.2012 No.77-GK/11 provides building of the linear diesel icebreaker with the capacity of 25 MW on JSC "Baltic plant - Shipbuilding" with building termination in 2015

*MI542 Russian shipping industry, September 17, 2012*

Krylov Shipbuilding Research Institute considers that transportation of LNG in containers is perspective

For Arctic oil and gas development it is reasonable to use the ships of rather small tonnage with alternative methods of gas transportation. As correspondent IAA "PortNews" informed, such an opinion offered Anton Lutskevich, the representative of Krylov Shipbuilding Research Institute during the International conference "Northern Sea Route. Oil and gas logistics of Arctic regions". As he said, transportation of the liquefied natural gas (LNG) in TEU is convenient that for this purpose it is possible to use container carriers and the terminal infrastructure designed for handling containerized cargoes. Relevant containers have already been produced in Russia. So, 40" container holds LNG volume, equivalent to 40 thousand cu.m of gas in gaseous state.

Besides, according to the expert, building of specialized ships for transportation of the compressed natural gas also makes sense. Cost of such ships is high enough, however work with compressed gas does not require creation of special units for liquefaction of this gas which will not pay back on small deposits.

It is possible to ship Methane-hydrate in granules as a bulk cargo and associated petroleum gas transportation (propane-butane mixture) is much easier, than natural gas. According to Lutskevich, building of universal ships for transportation of various kinds of gas makes sense also.

The expert has proved necessity of similar types of transportation by the fact that gas transportation by traditional big liquefied gas tankers is favorable only on the big distances and in great volumes. However it is

not always possible and is achievable.

*M2143 Russian shipping industry, October 15, 2012*

The Marine Board under the Government of the Russian Federation recommended the Ministry of Transport of Russia to develop a system of stimulative measures for the specialists of this industry, transferring for teaching work in universities and colleges sponsored by government agencies. Such a decision appears in the meeting minutes of members of the Marine Board (Vladivostok, September 28, 2012), signed by the chairman of the Marine Board - Dmitry Rogozin, the Vice-President of the Government of the Russian Federation.

Besides, members of the Board recommend Ministry of Transport to develop the regulatory legal act, obliging the persons trained in educational institutions on the employer's expenses to work a certain number of years in his interests. Also it is offered to keep five-year term of apprenticeship for engineering and technical specialities for training ship specialists taking into account that they must have necessary sea-going experience not less than 12 months during the study.

Besides this, under the Protocol of the Marine Board, the Ministry of Transport is offered to study an offer on reducing of term of training under programs of the higher vocational education (bachelor degree and specialist's degree) for the persons who have successfully acquired the programs of secondary vocational education on these specialities.

Also it is offered to include in the project of the RF Government program "Development of the ship-building industry" measures for building training ships for work and marine practice of cadets and students of marine institutions.

*M1344 The Russian shipping industry, October 10, 2012*

JSC "United Shipbuilding Corporation" (USC) plans to construct by 2020 the separate wharf aimed to production of the topsides of concrete foundations of semi-submersible platforms, in the Five Hunters Bay (Primorsky Territory). Andrey Dyachkov, USC President, told about this during the ceremony of keel laying of the icebreaker with 25 MW capacity on LLC "Baltic Plant - Shipbuilding" for the Federal State Unitary Enterprise "Rosmorport".

As he said, the project is the fourth stage of construction the ship-building complex in Bolshoy Kamen. Within the first stage, the

building of the hull plating shop is in process, which is planned to finish in 2013. The second stage is also planned to start in 2013. It provides for building of a heavy slipway which will allow building superships at the plant “Zvezda”. At the third stage dry dock construction is planned.

The wharf in the Five Hunters Bay will be targeted on accomplishment of the bookings linked to assimilation Shtokman gas and condensate deposit and deposits of Yamal, therefore its construction terms will be interconnected with process of their development, Andrey Dyachkov noted.

*M0345 Russian shipping industry, October 26, 2012*

The draught of the Federal Law on introducing amendments to the Merchant Marine Code (MMC) which basic idea is securing functions on providing pilotage for merchant shipping in ports of Russia for the State, following the decision of Marine board affiliated to the Government of the Russian Federation, is redirected for consideration to the concerned federal executive bodies. In accordance with the applicable procedures, federal executive bodies should consider the document in 10 days.

As it was reported earlier, the Marine Board, having considered the problem on expediency of creation a uniform state pilotage service in maritime ports of the country, has made a decision to approve an offer of the Ministry of Transport of Russia on safety improvement of pilotage services for navigation. Such decision is contained in the minutes of the meeting of the Marine Board members (Vladivostok, September 28, 2012).

At the meeting of the Marine Board, the Deputy Minister of Transport of Russia Victor Olersky sounded the ministry offer - to initiate an accepting Federal act about modification of the Merchant Marine Code (MMC) which basic idea is binding of functions on pilotage provision of merchant shipping in ports of Russia for the State. Ministry of Transport has prepared the project of the appropriate law.

*M0445 SUR.ru, November 1, 2012*

The Federal Customs Service (FCS) intends to expand practice of uncompromising examination of ships in maritime ports. For the present, FCS in Russia uncompromisingly arranges 80% of all ships. It has been reported by IAA “PortNews”.

As a rule, customs officers do not come aboard the ships; however registration of arrival/departure of a ship is long enough procedure. It happens because inspections onboard are made by border services. According to Victor Olersky, the Deputy Minister of Transport of the Russian Federation: "In most cases FCS officers do not come aboard a ship. If there is no documentary inspection of a ship within the procedure of the state control, it is basically performed on the initiative of border guards".

Not so long ago it became known that officials consider a question on possibility of modification of the standard legal acts related to the boundary control onboard the ships. There is a strong possibility that in the near future this control will be performed with the use of electronic document circulation, i.e. is with no border guards onboard a ship. As a result the registration of arrival/departure of a ship will take 15-20 minutes, as in Europe. By the way, today in the Russian ports it takes up to 8 hours.

*M0845 SeaNews, October 24, 2012*

JSC "Commercial Port of Vladivostok" (VMTP) has started the second stage of reorganization within the limits of creation of "the uniform stevedore".

As they have explained in FESCO, the first stage of integration has been finished today; service providers joined VMTP, the biggest of them is automobile transportation company "Commercial Port Garage". The second stage provides joining stevedoring companies into VMTP. The first during the fourth quarter 2012 into railroad train VMTP will enter General Transshipment and Forwarding Terminal (UNECO) (transships general cargoes on 5-8 berths of the port) and TET (9-10 berths, operates with general cargoes, oversized and heavy cargoes, can transship containers if necessary).

Within VMTP group such stevedoring companies as VCT (Vladivostok Container Terminal), VAT (Vladivostok Auto Terminal) as well as UNECO and FEMSTA universal terminals are also working.

Creation of the uniform stevedore assumes joining all business process participants in one corporation - JSC "VMTP". The personnel of the joined companies will be transferred to VMTP staff. According to the port, on termination of reorganization in 2013 staff numbers

of VMTP will be about 2,040 persons, including 1.5 thousand of production personnel. As they noted in FESCO, in the integration process no production staff reduction is planned. As to the administrative personnel, some rightsizing is possible.

*M0146 SeaNews <<http://www.seanews.ru>>, November 8, 2012*

The speech of Sergey Kozlov, the adviser of the General Director of the Sakhalin Shipping Company, on FREIGHT 2012, has been devoted to container trends of the Russian Far East – “the other side of Russia” as Sergey Stepanovich has called the region. Feature of this region is that it lags behind the whole world on transport infrastructure level of development even more, than the rest part of Russia. And the neighboring countries, first of all China and South Korea, having significantly smaller territory, considerably surpass it both in density of population and efficiency of transport system.

S. Kozlov dwelled upon on the current status and look-ahead trends of the container market in the Far East. In his opinion, will be growing both volume of transshipments in ports and shipment on the Trans-Siberian Railway. In 2015-2016 cumulative container turnover of Vladivostok taking into account all terminals, including car assembly plant Sollers and a pier on the Russian Island, should exceed 1 million TEU.

As to the railroad, for today more than half of the import containers arriving to Vladivostok, Vostochny and Nakhodka are shipped to the central part of Russia. According to S. Kozlov, such intermodal transportations really compete with deep sea route through Petersburg. Cargo owners can play on market situation: deep sea is more favorable in recession on Asia - Europe trade when freight rates decrease and the Trans-Siberian Railway is more preferable during the peak periods, when the ocean freight rates are on the rise. However, a problem there is customs and insufficient railway capability.

The railroad is not keeping up and the Russian Railways are going to invest in projects in Asia and Europe, - commented the situation Michael Frydrych, who has been working for many years in the Far East as the head of the container terminal in Vostochny. According to S. Kozlov, the Trans-Siberian Railway nevertheless has a reserve - a share of containers in a general cargo flow is not so big and after bringing

into operation the new oil pipeline, the oil will flow through a pipe and the part of facilities will become free. Constraining moment are port railway stations - but there are also plans on their development.

*M0247 Marine news of Russia. Newsline, October 15, 2012*

The Ministry of Transport of Russia has developed and published on a site the command project “Concerning approval of the Order and features of accomplishment by the ship master of the actions unrelated to processual, in case of initiation of criminal case of public charge”.

According to the project, at receipt of the message of a crime the ship master should be guided in his actions by the Criminal Procedure Code of the Russian Federation. About the fact of accepting the information on the offence the ship master makes a record in the ship’s log book. Record should contain date; ship coordinates; watch time; in what form and from whom the message came in (full name, date of birth, address, document of identification, position held).

Materials and the documents relevant to subject of inquiry, should be filed, enumerated, entered in the inventory, arranged in the form of uniform business and should be stored onboard a ship in the safe before incoming to the first maritime port of Russia. (Note: the draft order is developed according to point 2 of article 69 of the Merchant Marine Code):

The ship master has the right to apprehend a person suspected in the crime, as required by the criminal law of the Russian Federation, before transfer him to competent authorities in the first port of entry in the Russian Federation. If necessary, the ship master should transfer such a person together with inquiry records to the Russian Federation on other ship sailing under the flag of the Russian Federation. The ship master can transfer to foreign state competent authorities if it is provided by the international agreement of the Russian Federation, the person in which relation the ship master has reasonable ground to consider that he has committed a crime directed against safety of maritime navigation, except for the citizen of the Russian Federation, and also the stateless person which permanent place of residence is the Russian Federation. In this case the ship master is obliged, if it is almost realizable, whenever possible, before a ship enters a foreign state territorial sea, to direct to its competent authorities of this state a notification of his intention to transfer them such person and the reasons of his transfer, and also to

furnish the specified bodies with proofs available.

*M0347 SeaNews, November 6, 2012*

FREIGHT participants were looking forward the report of Dmitry Purim - General Director of JSC Sovfracht "Port without bribes". It turned out that there were still no ports without bribes, more precisely, there were such ports, but not with us. D. Purim gave the approximate table on how many did they take for those or other illegal services in Petersburg, Novorossiysk, Odessa and Ilyichevsk, having stipulated that the data were not their own, but his company also took part in fact finding. For comparison there was Singapore in the table - there was a clear nil. As to the Russian ports, level of illegal services in Petersburg was twice as high as in Novorossiysk, and in Ukraine - three odd times as high as in Petersburg.

According to Transparency International data which were given by D. Purim, Russia ranks 39th on corruption level from the bottom of 143. On the one hand, the task on corruption decrease is obvious. On the other hand, it's hardly possible to reduce it to zero - even in Denmark, where corruption level is minimal.

How to minimize corruption is an individual question. The simplest fighting methods - radical also lead to revolutions. A problem is that after revolution situation will be even worse. D. Purim suggests fighting at level of a separate company, initiating zero tolerance to corruption and theft in the company. "There are certain procedures in Sovfracht; there are special departments in all banks and investment companies". In Sovfracht-Sovmortrans Group of Companies anticorruption obligations of a worker which are of not so much legal as many moral characters are accepted.

Among the offers stated at discussion, implementation of the moral code de jure, publication about cases of finding out bribes in branch mass media, deprivation of customs bodies function of the taxation, cancellation of limitations period on bribes (that have been called in abstract the most effective method in fight against corruption).

*M1647 Russian shipping industry, November 6, 2012*

Federal State Unitary Enterprise "Rosmorport" will create the institute of ice advisers from among the most skilled pilots in winter

navigation of 2012-2013. As it is specified in press-service of the Federal State Unitary Enterprise “Rosmorport” message, they will render services in safe ice channeling outside the pilotage area of the ships which captains have no experience in ice navigation.

As of October, 2012 the candidates for ice advisers have been selected, the projects of Regulations on an order of rendering services in safe ice channeling have been developed by ice advisers.

*M0548 News-bulletin of the Far-Eastern association of sea captains, No. 35, November, 2012*

Alexey Kliavin, the president of Association of shipping companies: “... age of our cargo ships is more than 30 years. The statistics shows that the competitive age of sea fleet does not exceed 15 years. In the world market there were appropriate requirements on cargo and passengers transportation: the ship can be in good condition, but in little demand. And it is always necessary to give special attention for this question. For today in our country only 5-6% of the foreign trade cargoes are transported on Russian-flag ships and all the rest – on foreign-flag ships. In economic parlance it means the import of marine transport services which equals now, by estimate according to different experts from 10 to 15 billion dollars a year. Cargo owners give this sum to foreign shipping companies. Of course, we are interested this niche to be filled national carriers that would reduce dependence of foreign trade on import of transport services”.

*M0648 morflot.ru, November 19, 2012*

On November 19 the Expert body under the Council of Federal Maritime and River Transport Agency has considered the project “Strategies of development of marine port infrastructure of Russia till 2030”. General Director of Federal State Unitary Enterprise “Rosmorport” A. Lavrishchev made a report.

Members of the Expert body approved the submitted draft of Strategy and paid attention to necessity of entering of some editing corrections. The modified document in the near future will be submitted for consideration to the Ministry of Transport of Russia for its further coordination and approval according to established procedure in the 1st

quarter of 2013.

Strategy has been developed according to the order of the Ministry of Transport of the Russian Federation of July 30, 2010 No. 167 “About establishment of working group on the development strategy of the Russian Federation maritime ports”. The leading branch enterprises and research institutes have been engaged in work. For the first time the document determining bases of long-term development of maritime ports has been developed.

Main objective of the Strategy is satisfaction of the needs of Russian economy, foreign trade and population in cargo transshipment and navigation safety in maritime ports and at approaches to them.

The Strategy realization is offered by solving four base tasks:

- Increase in port capacities and provision of effective development of port infrastructure;
- Provision of safe operation of marine port infrastructure and sea transport;
- Creating conditions raising competitive capacity of maritime ports, among them for the expense of efficiency of rendering services, decrease administrative barriers and reasonable tariff policy;
- Public administration improvement in sphere of maritime port economy.

Within the Strategy are presented predictable dynamics of port capacities development on basins in a range of 2015 - 2030, estimated scenarios of Russian ports development and also estimated indicators of transshipment volumes in maritime ports.

The Strategy is planned to be realized in three stages: the first stage (2015) - current projects are implemented. This stage is oriented on solving tasks on ports development within the limits of the current Federal Target Program “Development of transport system of Russia (2010 - 2015)”. The second stage (2015 - 2020) - the main period of creation and development of basic infrastructure of maritime ports, building of main priority projects. The third stage (after 2020) - the period of determination of further strategic directions of maritime port infrastructure development and preparing for realization of new projects with an allowance for Russian economy development.

*M0748 Marine news of Russia. Newsline, October 22, 2012*

The government of the Russian Federation has been determined with tariff policy concerning maritime ports – they are exempted from price control, but leave in the register of natural monopoly holders.

The Federal Tariff Service (FTS) has acknowledged that the government in the beginning of October instructed FTS to consider the problem on exemption from price control “the natural monopoly holders, rendering services in offering piers, loading, unloading and storage of cargoes in maritime ports of the Russian Federation”.

However, as the Deputy Head of the Federal Antimonopoly Service (FAS) Anatoly Golomolzin told in interview to Prime agency has reported, rate regulation in RF ports is kept now, but the Ministry of Transport, the Federal Antimonopoly Service (FAS) and the Federal Tariff Service (FTS) will carry out price survey. Following the results of this survey they will cancel control in some ports. “These services in themselves are stored in the list as possible for control application. There, where the results of the market analysis show availability of competitive conditions, the method of price survey will be mainly applied”, - he has told.