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Procedure for Ice-Breaking

Adopted in Regulation No. 265 of the Minister of Economic Affairs and Communications of 23 December 2003

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21.11.2007 nr 86 (RTL 2007, 91, 1509) 3.12.2007

This Regulation is established on the basis of § 50 (1) of the Maritime Safety Act (RT I 2002, 1, 1; 61, 375; 63,387).

§ 1. Scope

- (1) The Regulation provides for the procedure for ice-breaking and communication between port authorities, masters, ship agents and the Maritime Administration during the organisation of ice-breaking.
- (2) The purpose of the Regulation is, in the event waterways become ice covered, to ensure that vessel traffic bound to and from the ports referred to in § 3(1) of this Regulation is organised in a way that is as safe and effective as possible during ice-breaking period.

§ 2. Period of ice-breaking

The beginning and the end of ice-breaking works are established by the Director General of the Maritime Administration proceeding from the ice conditions.

§ 3. Ports serviced by ice-breakers

- (1) Ports that are serviced by state ice-breakers are Muuga Harbour, harbours of Tallinn and Kopli Bay, Paldiski North Harbour, Paldiski South Harbour, Kunda Harbour and Sillamäe Harbour. The service area of these ports extends up to the port water area. Pärnu Harbour is serviced from the open sea up to a point with coordinates 58°21',4 N and 24°27',0 E.
- (2) The port authority may, in concordance with the Maritime Administration, perform ice-breaking independently using port's technical and financial resources for that purpose.

- (3) When organising ice-breaking, the port authority shall be guided by the requirements established in legislation to ensure safe vessel traffic and inform the Maritime Administration of the process of ice-breaking.

§ 4. Organisation of ice-breaking

- (1) Ice-breaking shall be organised by the Maritime Administration.
- (2) The Director General of the Maritime Administration may by his directive convene the Ice Information Centre as an advisory body.
- (3) The directives of the Director General of the Maritime Administration concerning the organisation of ice-breaking shall be published in “Notices to Mariners”, via NAVTEX and on the homepage of the Maritime Administration.

§ 5. Ordering the service of ice-breaker

- (1) In order to request for ice-breaker services through ship’s agent or, in the absence of an agent, through the shipowner, the master of a ship in need of ice-breaker shall submit the following information to the Maritime Administration at least 12 hours before a planned departure from a port or 24 hours before the arrival at a defined assembly point:

- 1) date of sending the order;
- 2) name of the ship;
- 3) call sign;
- 4) flag state;
- 5) length overall (m);
- 6) breadth of ship (m);
- 7) maximum draught and draught when navigating in ship convoy (m);
- 8) depth moulded (m);
- 9) gross tonnage (GT);
- 10) main propulsion power (kW) and the number of main engines;
- 11) speed in normal conditions (ice conditions excluded) (knots);
- 12) displacement when navigating in convoy;
- 13) classification society;
- 14) ice-class;
- 15) dangerous cargo;
- 16) port of departure;
- 17) port of destination;
- 18) date of the arrival at assembly point or departure from port;
- 19) time of the arrival at assembly point or departure from port;
- 20) name and signature of ship’s agent of shipowner;
- 21) contact information on ship’s agent or shipowner.

- (2) The masters of passenger ships performing regular service in ports serviced by an ice-breaker shall submit the order through ship's agent or, in the absence of the

agent, through the shipowner to the Maritime Administration at least 12 hours before the need for ice-breaking service.

- (3) Ship's agent or, in the absence of the agent, the shipowner shall confirm or specify the request for ice-breaker assistance at least 4 hours before the time of arrival specified in the order, confirming also the preparedness of tugs and pilots if necessary.
- (4) In the event the ship is not ready to go to sea by the specified date or a necessary tug or pilot is absent, the maritime Administration may cancel the order. A new order shall be placed in accordance with the requirements set forth in this section.
- (5) The Maritime Administration shall communicate the orders to the master of the ice-breaker, supervise their fulfilment and receive reports therefrom.
- (6) In the event the term of ice-breaking assistance is delayed, the Maritime Administration shall inform the ship's agent or, in the absence of the agent, the shipowner at least 3 hours before the term specified in the order about the reasons for delay and a new term if possible.
- (7) The following order of priority shall be applied to service ships with ice-breakers:
 - 1) liners;
 - 2) other ships on the basis of the time of arrival or departure specified in the order and the written confirmation by the harbour master of the port of destination that is serviced by ice-breakers.

§ 6. Formation of ship convoy and navigation in convoy

- (1) Ship convoy (hereinafter *convoy*) shall be formed at a specified assembly point on the edge of ice or in an anchorage area of a port on the basis of received orders. If necessary, the master of the ice-breaker may require the master of a ship to provide additional information on ship or cargo to that specified in § 5 (1). The order of ships in convoy, as well as the need for towing, shall be specified by the master of the ice-breaker.
- (2) Ships that are recognised as seaworthy by a classification society or the flag administration and have an ice-class and propulsion power within the established limits shall be included in a convoy.
- (3) Ships that need ice-breaker assistance to navigate in ice shall wait for the ice-breaker at a point specified by the master of the ice-breaker and shall not start navigating in ice without the permission from the master of the ice-breaker.
- (4) The coordinates of assembly points shall be broadcast in "Tallinn Raadio" and via NAVTEX.
- (5) The Maritime Administration shall provide the ship's agent or, in the absence of the agent, the shipowner with the following information at their request:

- 1) point of formation of convoy;
 - 2) time of formation of convoy (UTC);
 - 3) other relevant information and specifications;
 - 4) additional information in the event the ice-breaker is delayed.
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- (6) Instructions and orders for navigation and communication in convoy shall be given by the master of the ice-breaker.
 - (7) The masters of ships navigating in convoy shall fulfil the orders from the master of the ice-breaker and be ready to work astern without any delay or perform any other manoeuvre.
 - (8) Ships navigating in convoy shall not pass each other without permission from the master of the ice-breaker, except in order to avoid direct collision.
 - (9) A ship that is assisted in close-coupled towing or is towed by the ice-breaker shall not manoeuvre without permission from the master of the ice-breaker. A ship towed by the ice-breaker shall be ready to let go of the towing line and work full astern without delay.
 - (10) In the event of a leakage or other damage, the master of a ship navigating in convoy shall immediately inform the master of the ice-breaker thereabout.
 - (11) The master of the ice-breaker may refuse to assist a ship whose master ignores his orders, and shall inform the master of the ship thereabout. After such an incident, the master of the ice-breaker has the right to leave such a ship in a safe place.

§ 7. Ice-bound ships

- (1) Ships that have become ice-bound when trying to navigate in ice without permission from the master of the ice-breaker shall be assisted when possible.
- (2) In the event of an emergency situation on board such ships, all possible assistance to save lives shall be rendered. Rescuing the ships and cargo shall be treated as property rescue operation.

§ 8. Ice-breaking assistance outside ice-breakers service area

Ice-breaker assistance outside the service area of ice-breakers (water area between the established assembly points and the port of destination serviced by ice-breakers) shall be provided for an additional fee according to the agreement between the Maritime Administration and the shipowner.

§ 9. Repeal of the Regulation

Regulation No. 34 of the Minister of Economic Affairs and Communications of 12 December 2002 "Procedure for ice-breaking" (RT I 2002, 144, 2111) is repealed.