

BRIDGE

M A R I N E

❖ BRIDGE LOGISTICS GROUP

provides an extensive range of shipping, logistics and agency services throughout the Russian Federation territory.



www.bridgmarine.ru



BRIDGE LOGISTICS GROUP successfully operates from 2008 years,

www.bridgemarine.ru

provides an extensive range of shipping, logistics and customs clearance services throughout the Russian Federation territory.

We have owned 20" 40" new containers, direct agreements with ports of Nakhodka, Vostochny, Vladivostok and we have an operation offices in Nakhodka, Vladivostok, Vostochny.

BRIDGE MARINE, as part of the BRIDGE LOGISTICS GROUP renders agency, bunkering, ship chandlers services. We can operate as your general agent in all Far East Russian ports.

Our team is comprises of very experienced and dedicated staff, where each member is having vast knowledge of many fields of the shipping business.

We are maintaining close contact with the Port Authority, PSC and Port Operators.

The company's staff has excellent experience in marine business.

Our people always completely devoted to one's work, fully focused on the company's core activities and objectives and this translated into an efficient and effective service for our clients.

Having good experience and qualifications the staff would be glad to represent and to protect your interests in the Russian ports.

All necessary work is carried out at high level and within the shortest possible time frame.

We are always open and ready to discuss any offers from all relevant parties.



The ports we operate in:



Our Website:
bridgemarine.ru

Our Offices

- ❖ **HEAD OFFICE**
Build.7, 9 Tverskaya street, Moscow, Russia 125009
agent@bridgemarine.ru
- ❖ **VLADIVOSTOK**
35b Bestuzheva street, Vladivostok, Russia 690000
Tel. +7 (423)279-10-30
agent@bridgemarine.ru
- ❖ **NAKHODKA**
44A Nahkodskiy prospect, Nakhodka, Russia 692900
Tel. +7 (4236) 62-95-83
agent@bridgemarine.ru
- ❖ **VOSTOCHNY**
14a, Vnutriportovaya str., Vrangel, Nakhodka, Russia 692941
+7(4236)750065
agent@bridgemarine.ru
- ❖ **SAINT PETERSBURG**
4 Sverdlovskayanab., St. Petersburg, Russia 195009
Tel. +7 (964) 729 7105
agent@bridgemarine.ru
- ❖ **NOVOROSIYSK**
5 Ledneva street, Novorossiysk, Russia 353900
agent@bridgemarine.ru
- ❖ **VANINO**
7 Primorskiy blvd., Vanino, Russia 682860
agent@bridgemarine.ru
- ❖ **KORSAKOV (SAKHALIN)**
4 Gvardeyskaya street, Korsakov,
Russia 694020
agent@bridgemarine.ru
- ❖ **SEVASTOPOL**
2 Pushkina street, Sevastopol, Russia 299011
agent@bridgemarine.ru
- ❖ **PETROPAVLOVSK - KAMCHATSKIY**
65 Leninskaya street, Petropavlovsk-Kamchatskiy
Russia 683000
Tel.+7(4236)60-94-95
agent@bridgemarine.ru
- ❖ **LOS ANGELES**
709 EWallnut str., Carson, CA 90746
Tel.+1(562)506-7579
agent@bridgemarine.ru
- ❖ **MURMANSK**
70 Lenina prospect, Murmansk,
Russia 183038
Tel.+7(8005)50-94-95
agent@bridgemarine.ru
- ❖ **RIGA**
Marijas street 1-16, Riga,
Latvia, LV-1050
agent@bridgemarine.ru





Sakhalin

SEA OF OKHOTSK

BRIDGE MARINE LLC
agency services in:
1) Boshnyakovo(agent@bridgemarine.ru)
2) Shakhtersk(agent@bridgemarine.ru)
3) Ulegorsk(agent@bridgemarine.ru)
4) Korsakov(agent@bridgemarine.ru)
5) Kholmsk(agent@bridgemarine.ru)

MAINLAND
RUSSIA

Tartar strait

Smirnykh

Vaida Mts.

Boshnyakovo

Shakhtersk

Ulegorsk

Vanino

Makarov

Tyuleny Island

Zhdanko Ridge

Tomari

Kholmsk

Yuzhno-Sakhalinsk

Lake Tunaycha

Moneron Island

Korsakov

Aniva Bay

La Pérouse strait

Wakkanai

HOKKAIDO
(JAPAN)

100 Kilometers
50 Miles



Shipped coal was mined at Udarnovsky Mine and Solntsevsky Coal Mine. It was *then* exported to Japan, Korea, and China. High results were achieved due to the modernization of loading equipment and the introduction of new technologies for ship loading. For example, in 2012 a new-generation shiploader was installed in the port. It handles up to 2 thousand tons of coal per hour. In 2013 the port fleet received several new ships – a 1,700 tons deadweight self-propelled barge and two ice class bulk carriers of a deadweight up to 3,500 tons. In addition, the company acquired 11 m³ and 14 m³ capacity clamshell grabs (loading buckets). It increased the capability of a port to ship coal in several times. Coal storage yard was increased – now it can accumulate up to 300 thousand tons. East Mining Company Limited

invested about 700 million rubles of own funds in the modernization of Shakhtyorsk port in 2012-2013. Due to this, in 2013 it became possible to take heavy bulkers of a deadweight up to 55 thousand tons. Shakhtyorsk port once again became a kind of a pioneer: in 2012 here for the first time in the history of Sakhalin, bulk carriers with 35,000-40,000 tons deadweight were successfully handled. The regional investment project for coal-loading terminal re-equipment, which started in 2012 in the port, is still being implemented. This is an example of an effective public-private partnership. About 600 million rubles of Federal funds have been invested in the modernization of berthing facilities; a new owner has invested about the same funds.

Expert working group of companies McKinsey, Royal Haskoning, RPM, consisting of leading experts in the field of seaport logistics, coal strip mine development, creating the largest investment projects in the construction and the economy organization of ports, was in the port in 2013.

Ulegorsk, Shakhtersk and Boshnyakovo:

below info about those ports:

Position: at the western coast of Sakhalin island, in its middle part.

Pilotage: available in day time.

Port Restrictions: Inner harbors are accessible for port craft of maximum draft to 4.7 m. Any other vessels are handled at outer roads by ship's cargo gear. From shore stock cargoes are delivered with barges. Anchorage is recommended as close to the shore as the ship may safely approach. No draft and LOA restrictions for vessels at anchor.

Weather and ice conditions: Outer roads are not protected from westerly winds. So loading operation may stop at strong wind and heavy swell. Favorable weather prevails from mid April till September. Then begins period of very often storms. Because of icing ports are closed from mid December till early April.

Cargo operations: Only one ship at a time may be handled. While the ship is staying at anchor cargo is delivered from shore stock with barges to ship's side and loaded with ship's gear. Simultaneously up to 2-3 barges may be used. Loading rate in Boshnyakovo - aprox 4000-5000 mt

per day, in Shakhtersk till 10000 mt/day and Ulegorsk 5000-7000 mt/day.

Usually working 24 hrs per day 7 days a week, iwp.

Cargoes: mainly coal

Authorities: There is no local branches of customs, immigration and sanitary authorities, therefore any vessels arriving for loading or leaving the port have to call port Kholmsk for port clearance.

Whereas before entering port Russian flag ship must obtain clearance at Kholmsk port, but after loading outward formalities are to be carried out at a Sakhalin port (according to customs requirements).

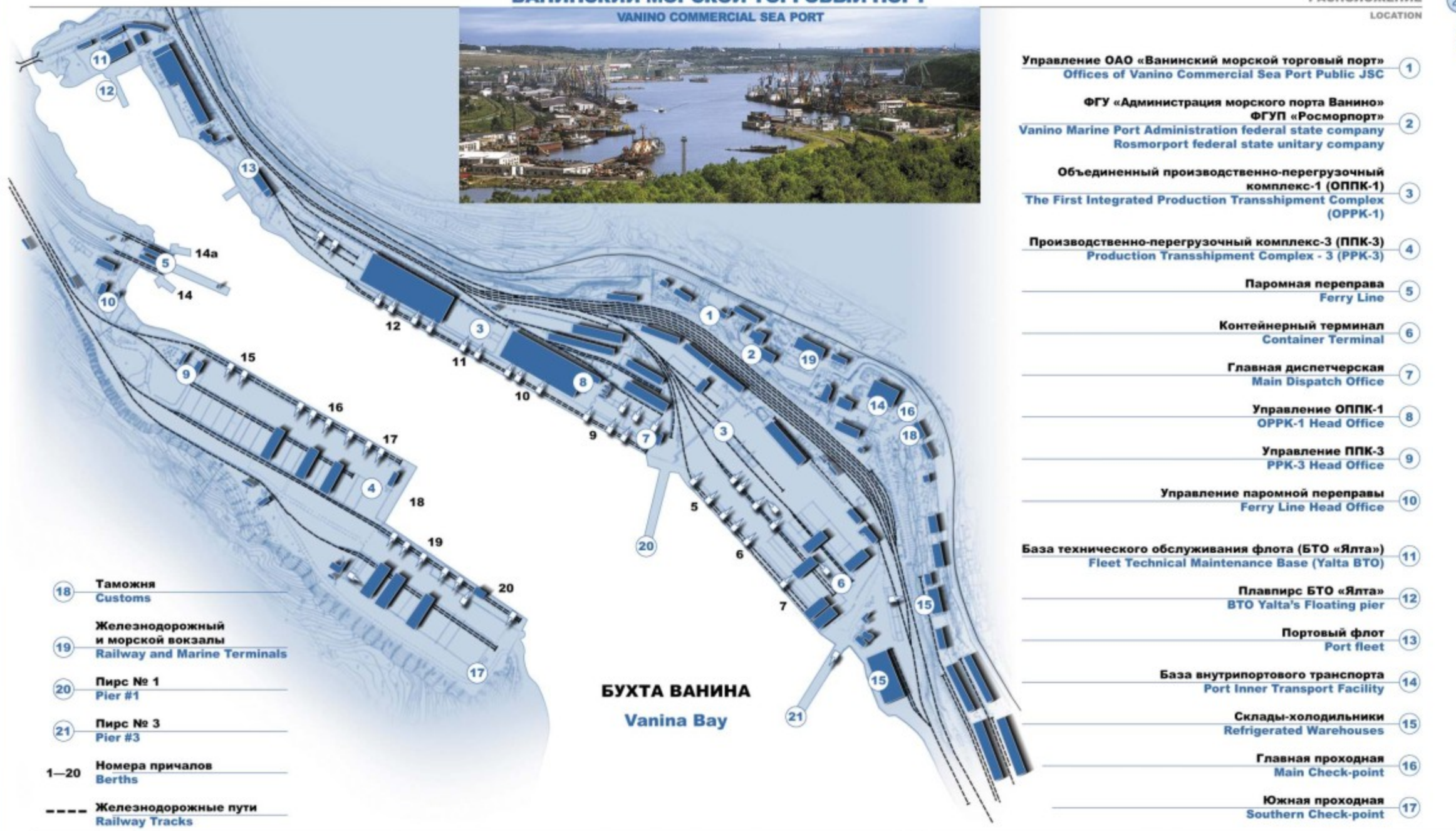
Usually it is the port of Kholmsk, because any vessel passes it on her way southward. Before commencement of loading permission of customs should be obtained and a customs officer should have arrived for supervision of loading progress.

There are ports open for foreign flag vessels, but special permission of immigration is required each time.

Maritime administration of the Shakhtersk Seaport (governmental organization supervising shipping business, port structures and responsible for ships' safety) is in charge of the subjects ports. It collects all compulsory port dues and insists dues are to be paid before ship's departure, otherwise sailing permission is not granted.

БАНИНСКИЙ МОРСКОЙ ТОРГОВЫЙ ПОРТ VANINO COMMERCIAL SEA PORT

РАСПОЛОЖЕНИЕ
LOCATION



-there are two stevedoring trans-shipment coal companies in vanino:

1. Daltransugol co., ltd (suek ag is holder)
2. Vanino commercial sea port, jsc (mechel trans is holder)

-daltransugol co., ltd berth information is following:

1. Berth (pier) restriction:
 - loa east side: 361, 5 m;
 - loa west side: 337, 0 m;
 - beam: no restricted;
 - max draft east side: 17, 00 m;
 - max draft west side: 15, 40 m;
 - air draft: no restricted;
2. Loading rate: 3000 mts per hour by one machine - 6000 mts per hour by two machines;
3. Loading method: by shiploading machines (loading rate of one loading machine is 3000 mts per hour).

-vanino commercial sea port jsc berths information is following:

2. Loading rate: for a vessel with dwt more that 10000 mts is 8000-10000 mts per day;
loading rate: for a vessel with dwt less 10000 mts is 5000-8000 mts per day;
3. Loading method: by shore cranes, by grabs;
4. Berth #10: shipper: "mechel" as basic.
 - loa: 200, 0 m;
 - beam: no restricted;
 - max draft: 8.6 m;
 - max draft with shifting two fenders (two barges between vessel and berth with breadth 10.0 m each): 9.3 m;
 - air draft: no more than 12 m;

5. Berth #11: shipper: "mechel" as basic.

-loa: 150,0 m;

-beam: no restricted;

-max draft: 8.2 m;

-max draft with shifting two fenders (two barges between vessel and berth with breadth 10.0 m each): 9.0 m;

-air draft: no more than 12 m;

6. Berth #15: shipper: "mechel" as basic.

-loa: 150,0 m;

-beam: no restricted;

-max draft: 8.2 m;

-max draft with shifting fenders between vessel and berth: 8.5 m;

-air draft: no more than 12 m;

7. Berth #17: shipper: "mechel" as basic.

-loa: 153,0 m;

-beam: no restricted;

-max draft: 8.5 m;

-max draft with shifting fenders between vessel and berth: 9.2 m;

-air draft: no more than 12 m;

8. Berth #7: shipper: "mechel" as basic.

-loa: 211,5 m;

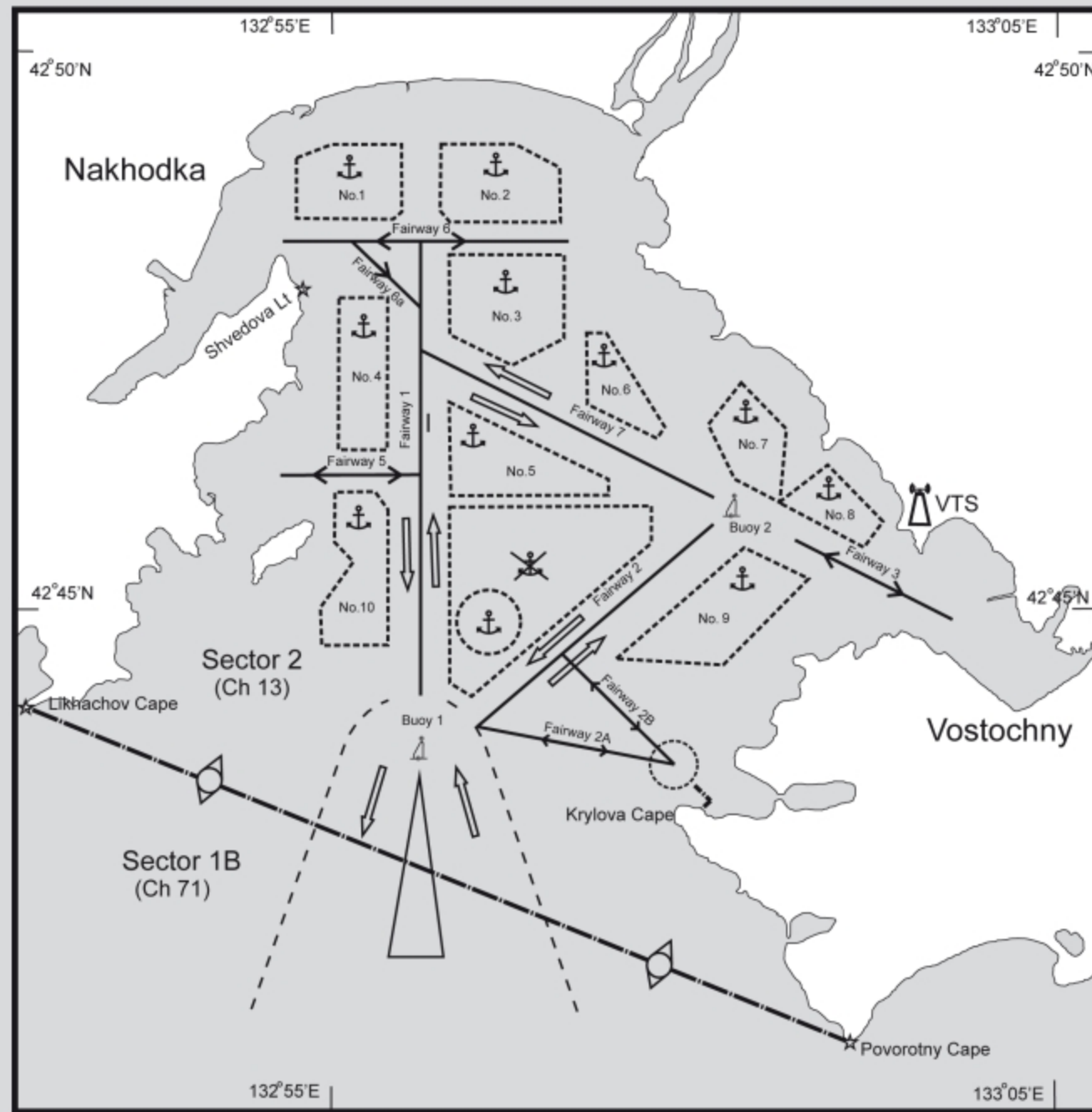
-beam: no restricted;

-max draft: 9.5 m with no tide;

-10.00 m with tide "full water" & if pier #3s disengaged;

-air draft: no





NOT TO BE USED FOR NAVIGATION

RUSSIA	NAKHODKA	APPROACHES	EDITION No. 004	REVISION DATE 23-Nov-2010	PAGE No. NKD 2
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The port of Nakhodka - one of the major Russian Pacific port, located on the northwest coast of the Sea of Japan in Nakhodka Bay. Navigation in the port is open all year round.

On the approaches to the Gulf of Nakhodka depth of more than 40m in the outer roads - up to 28 m depth in the channel leading to the port, allow the passage of vessels with a draft up to 13.0 meters to the processing at cargo berths of sea trade port accepts vessels with a draft.. to 11.0 m.

The deepest oil port side the pier accepts vessels with a draft of up to 12.0 m, 230 m and a width of up to 40m.

The remaining oil port berths can moor tankers with a draft of no more than 6.8 meters, a length of 120 m and a width of up to 30m.

EVRAZ Nakhodka Commercial Sea Port:

The coal cgos located at berths No.9-10, No 76-77-78 of EVRAZ Nakhodka Commercial port.

The berths No.9 (length 180m),10 (length 180m), draft of nos.9,10 is 10.9m. The berths No 76 (length 165m), 77 (length 170m), 78 (length 174m) has the max draft 10.9 mtrs, the entering channel is 14.00mtrs.

- Loading method by shore cranes with clamshells (but according to custom of Nakhodka port vessel's gear should be ready to use if any fail with shore cranes).

- Normal loading rate is abt 6,500-8,500mt per day(two - three shore cranes for loading available depend from vessel's size/holds nos.).

Port/stevedores working 24hrs a day with normal intervals, 7 days a week, no holidays.

- Workable weather : wind up to 15 m/sec

- Dry and clean holds are required before loading. But no special requests. Holds inspection/draft survey before loading takes 30-40 min.

Pls note that vessel should have in cgo security manual named cgoes in bulk others than grain.

- Vessel can sail/berth any time (24 hrs per day).

- Bunkering available at the berth during cargo operation and at anchorage as well.

Berths 65-66-67 (**Attis terminal**) with total length 231 m

Max LOA for vessel's is 199,9 m, permission draft is 9,6 m

Sub terminal as usual no congested, normally direct to berthing.

L/rate: Acc C/P mt per day/any weather/24 hr-day (normal ldg rate abt 6500-7500 mts for per day)

L/method: shore cranes with grabs

Terminal Astafieva:

Berth 68: LOA 187.0m,max draft 9.35

Berth 69: LOA 170.0m,max draft 9.35

Air draft,to hatch coamings level:

up to 12.0m(till 12.5m with port confirmation only-depends on breadth of vessel)

Load rate:

According C/P mt per day/any weather/24hour-day

(with normal port intervals, excluding extra strong wind, rain, fog)

Load method:

shore crane with grabs (min 1crane,max4cranes, normal 2-4cranes -in one time)

Mooring:

24h/day (excluding stormy weather and change of pilots time 0730-0830 every day)

NOTE:

The bunkering possible at anchorage area only.

ПРИЛОЖЕНИЕ № 3

к Обязательным постановлениям (п. 6)

Scheme and name of berths of Nakhodka bay & Navitskogo bay

Схема участка акватории и территории морского порта в бухте Находка и в бухте Новицкого





Port Vostochny - Russian seaport of federal significance in Nakhodka Bay, Sea of Japan. Located in the city of Nakhodka. Included in the largest transport hub of Russia on the Pacific Ocean. Cargo turnover in 2015 amounted to 58.4 million tons.

Marine port of Vostochny in Russia one of the deepest ports in the Far East. The port of Vostochny includes 27 berths with a total length of 6.46 km. Today, a part of the port includes the largest in the Russian sea terminals: coal, container, forest, mineral fertilizer, petrochemical and oil terminal in Kozmino bay.

Universal Production-Transport Complex

On December 27th, 1973 the first handling complex was put into operation; its main purpose was logs transshipment. Initially the Complex was designed to handle various bulk and general cargo. Today the Complex specializes in clamshell coal transshipment; its production capacity is 3 mln. tons per year.

The Universal handling complex of JSC «Vostochny Port» is furnished with equipment and machinery made by the leading Japanese, European and Russian manufacturers. Specialized machinery fleet includes 13 gantry cranes, 3 loading bridges, and also travelling loaders, loader trucks, bulldozers and others. Loading is performed at four berths of almost 800 m total length of mooring wall. Depth allows receiving vessels of 70 thousand tons deadweight. The area of coal outdoor storage is 107072 square meters. Simultaneous storage of 250 000 tons of coal product is possible if 4 transshipment programs are arranged.

Special Coal Production-Transport Complex

Specialized Coal complex with the system of conveyor equipment and rail-car discharge station handles over 80% of the total cargo turnover of the Company; it is over 14 mln tons per year. December 28 is celebrated as the Complex birthday because the first stage of the Complex was put into operation on that day in 1978.

Simultaneously a few vessels can be loaded near the pier of the Coal complex. Bulk carriers of over 150 thousand ton deadweight come alongside here. Four warehousing complexes of 600 thousand tons capacity allow stockpiling from 25 to 35 single piles and storing up to 30 various coal grades at the same time.

The Coal complex of JSC «Vostochny Port» is furnished with equipment and machinery made by the leading Japanese, European and American manufacturers. Four ship-loaders, rail-car discharge station with two tandem type car dampers, conveyor equipment complex, two stackers and four reclaimers, as well as various wheeled and crawler specialized machines, rail-car defrosting units, magnetic separators, crushing and sorting equipment. This is only a small list of the technical infrastructure of the Complex complete with 568 specialists providing cargo logistics and operation of all equipment.

The third stage of a specialized coal production and handling complex

The Construction of the Third stage of the Coal handling complex was started in 2012.

The full-scale option of the project for the Third stage assumes the construction of a berth with two ship-loaders, rail-car discharge station furnished with two tandem type car-dampers, four additional coal warehouses providing a possibility to store about 800 000 tons of coal equipped with two stackers and four reclaimers. Rail-car defrosting units as well and all required railway infrastructure will be built at the Complex. Some objects will be located at the artificial land plot of 17 hectare area size. Upon completion of the full-scale option of the Third stage of the Coal complex in 2020, a volume of JSC «Vostochny Port» annual transshipment will grow to 39 mln tons.

In 2014 the works on ground leveling, land reclamation and bank protection of the site for the Third stage were completed in full. Comprehensive work on construction is going on for the following: main facilities (coal storage warehouses with waste treatment facilities), support and service facilities, power supply facilities, transport and communication facilities, water supply lines and facilities, sewage and heating facilities, as well as works on the territory development and planting are carried out.



TERMINAL INFORMATION

Port and Terminal Information Table

Terminal location	Oil Loading Terminal is located in the Kozmino Bay (South-east part of Nakhodka Bay between the Kozmina and Krylova Capes.
Local time	GMT + 10
Port operation	Port and Oil Loading Terminal are 24 hours day and year round operation if weather permitting
Tidal range	0,3 - 0,4m
Pilotage	Compulsory
Tug service	Available
Number of tanker's jetties	1
Berth N 1 berthing side	Port side alongside. Bow outward.
Berth N 2 berthing side	Starboard side alongside. Bow outward.
Max tanker DWT and draught at berth N 1	157 800 ton x 17,0m
Max tanker DWT and draught at berth N 2	120 000 ton x 15,0 m
Tanker anchorage	Nakhodka Bay (Zaliv) Area N 211
Weather restrictions	Berthing operations prohibited when wind force higher than 14 m/sec.
Ice condition	Terminal situated in the non-freeze bay

Radiocommunications

Operator	Call name	VHF Channel
VTs at Nakhodka Bay	Nakhodka Traffic	13
Terminal Dispatcher	Kozmino-1	10
Marine Dispatcher	Kozmino-2	10
Port State Control Vostochny	Vostochny-5	14
Pilot Station	Pilot Vostochny	14
Oil Spill Responsible Team/Duty officer	TNS-30	10



OIL STORAGE FACILITIES

Kozmino Bay Oil Storage Terminal Industry Database contains detailed information on more than 2,100 active capital and maintenance projects with a combined value of more than \$9.07 billion, and 4,800 operational and pre-commissioned facilities throughout the world, providing accurate, up-to-date intelligence about project milestones, equipment needs and much more. In addition, our database includes information on hundreds of canceled or on-hold projects and inactive or decommissioned facilities. For interested parties for expanding Industrial Info's Oil & Gas our Database covers natural gas- and oil-related projects and plants in lucrative areas inside Russian Federation, and also includes detailed information on existing and new-build mechanical drives. The Database includes facilities and activities in the Terminals, Production and Pipelines industries.

PIPE OIL LOADING

The specialized sea oil-loading port Kozmino situated on the shore of the Sea of Japan is the final point of the pipeline system ESPO. It is meant for transshipping the oil ESPO to the countries of the Asian and the Pacific Ocean region. The capacity of the port on the first stage of realization of the project ESPO is 15 million tons per year. Kozmino Bay Oil Terminal abides by the standard regulation on environmental guidelines during transferring oil from plant to pipelines and sends to buyers designated area of discharging. Doing of the ESPO oil export is a major case for Russia's oil export infrastructure, which is currently focused on Asia Pacific. Oil going into the Pipeline comes from the refineries or from the one of several oil fields on port of Nakhodka, Kozmino Bay Oil Terminal, for loading it on storage facilities or directly loading of oil onto heavy-tonnage tankers.