**May 08, 2019 ALEKSANDR KALASHNIKOV,**

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*№ 1 –* *topic of report*

Hello everyone!

Dear chairman (чарман)! Dear colleagues! Dear participants!

It is pleasure to be here today. My today’s report is overview of the results of navigation in the Water area of the Northern Sea Route in 2018

*№ 2– the water area of the NSR*

Last 2**0**18 is associated with the implementation of major (мад**жо**р) in**ve**stment p**ro**jects in the Russian Arctic. New icebreakers and transport vessels were built (балт), the port infrastructure (инфрастракчер) was developed (де**ве**лпт), and the systems of navigation, hydrog**ra**phic, hydrometeoro**lo**gical, e**me**rgency and rescue sup**po**rt was improved (имп**ру**вд).

The work on imp**ro**ving the legal framework in the field of the organization of Arctic maritime navigation is among the priorities. This work is still ongoing.

Let me remind you that the rules of navigation in the waters of the Northern Sea Route establish a permitting procedure (про**си**джур) for the navigation of ships. A function of issuing (ищун) of the permissions is imposed (им**по**зд) on the Northern Sea Route Administration.

*№ 3 – permissions*

In 2018 the number of the issued (исщюд) permissions for navigation of vessels in waters of the Northern Sea Route were **792** and **91** of them were issued (исщюд) to vessels under a foreign (форэн) flag;

Тhe number of refusals — **16**, from which only **6** vessels finally did not get the permission.

*№ 4 – quantity of shipping companies that submitted applications*

This diagram contains information about quantity of shipping companies (кампаниз) which submitted applications for sailing of their vessels in the waters of Northern Sea Route in 2018. The total number of the companies — **166**. The number of foreign shipping companies — **47**.

*№ 5– flag*

Under what flag those ships sailed? This table provides detailed information on flags of foreign transport companies which submitted applications for navigation of their vessels in waters of the Northern Sea Route from 2013 to 2018.

*№ 6 – annual cargo volumes transported in the NSR 2013-2018*

This diagram provides the general information on annual cargo volumes transported along the Northern Sea Route from 2013 to 2018, including transit cargo. The growth of cargo transportation in 2018 is connected with successful launching the Yamal LNG project.

*№ 7 – actual and historical data of cargo volumes transported along the NSR*

The next diagram shows cargo volumes transportation along the Northern Sea Route for the period from 1933 to 2018. Thus in 2018 a new historical record was set. More than 20.0 million tons were transported.

*№ 8 – general ports and points of the NSR*

This chart shows the overall plan of main ports and points of the water area of the Northern Sea Route, where cargo operations were carried out in 2018. The volumes of delivered and transported cargo are also shown on this slide.

Navigation to the seaport of Sabetta, including terminal Cape Kamenny, and to the seaport of Dudinka is carried out year round. A significant part of the cargo (**705** thousand tons) to the ports and points of the coast of the Kara, Laptev and East Siberian seas was delivered in summer-autumn season by river vessels.

*№ 9 – cargo transit along the NSR 2013-2018*

The top graph shows the general information of the transit cargo volumes transported along the Northern Sea Route from 2013 to 2018. The quantity of vessels’ transit voyages is shown on the lower graph.

Transit voyages is defined as the sailing of the vessels from the western border to the eastern border of the Northern Sea Route or vice versa from the eastern border to the western border without freight operations in the ports and points of the Northern Sea Route.

The bulk cargo amounted a significant share of transited cargo last year. Two bulk carriers Nordic Olympic and Nordic Oshima delivered **144.5** thousand tons of ore from the port of Milne Inlet (Northern Canada) to the ports of Japan and Taiwan. Vessels passed the Northern Sea Route within **8.8** and **9.3** days, respectively, in late October-early November this year.

Both ships belong to the Nordic Bulk Carriers, the Danish shipping company that has long experience in transit transportations along the Northern Sea Route.

For the first time the ships passed from Canadian Arctic to Asia along the Northern Sea Route.

Also the successfully completed in September trial voyage along the Northern Sea Route of the container ship «Venta Maersk» should be noted. That ship passed (пест) the Northern Sea Route in **8** days and more **32** thousand tons of cargo was delivered from the ports of Southeast Asia (Эйжа) to the ports of Northern Europe (**Ий**роп).

The Northern Sea Route Administration is grateful to Maersk and its Director Mr. Zholt Katona for the submission to the Administration of the detailed post-voyage report and very useful recommendations. We will take them into account in our future work.

*№ 10 –LNG tanker Lomonosov prospect*

On October **30**, 2018, «Lomonosov Prospect», Sovcomflot's large-capacity tanker successfully completed within the **7.8** days a commercial voyage along the Northern Sea Route from the Republic of Korea to Northern Europe.

The peculi**ari**ty of this voyage is that for the first time the ship using LNG fuel as its primary fuel has passed the Northern Sea Route.

*№ 11 – swath hydrographic surveys in 2011-2018*

The nowadays collection of paper nautical (нутикл) charts for the water area of the Northern Sea Route consists of **680** Admiralty Numbers. This chart collection covers the whole water area of the Northern Sea Route.

However, the navigation along the most accessible due to ice conditions traditional routes is limited by the depths in the Strait of Sannikov. For safe navigation of heavy-tonnage  vessels with a large draught, the hydrographic surveys of new deep-water routes in accordance with the requirements of **S-44** (эс ф**о**ти ф**о**) standard of International Hydrographic Organization has to be done.

The chart shows the areas of hydrographic surveys of deep-sea high-latitude route for ships with a draft of more than 12 meters, which were performed during the period 2011-2018. The corresponding (соответствующие) charts were updated on the base of the seafloor swaths survey results.

When the ice conditions was heavy on the high-latitude route to the north of the Novosibirsk Islands, heavy-tonnage vessels with a draft of up to 12 meters could pass through the Sannikov Strait, however, the one is not sufficiently studied in hydrographic relation, and over there are areas with depths of less than 15 meters.

The hydrographic swaths surveys were carried out in 2018 in the Sannikov Strait on route with depths of less than 15 meters and deep-sea route would be established to ensure the safe navigation of vessels with a draft of up to 12 meters. This is extremely required first of all for LNG tankers transporting LNG from the port of Sabetta to the East

*№ 12 – forecasts*

In 2018 The Northern Sea Route Administration had prepared and released information to the captains, who were carrying out transportation through NSR about the navigation and hydrometeorological conditions. Within a year on the website of Northern Sea Route Administration were issued:

- 127 releasing of COASTAL WARNINGS for EAST and WEST,

- 249 synoptic forecasts,

- 220 sets of charts of the actual and forecast ice conditions for 4 seas,

- 944 releasing of IBM on METAREA XX and METAREA XXI,

- 54 weekly weather bulletins,

- 7 long-term ice forecasts for summer Arctic navigation, including forecasts of terms of breaking of fast ice in the points and long-term ice forecasts for mouth of the Arctic rivers.

All listed hydrometeorological information was accepted by The Northern Sea Route Administration from Arctic & Antarctic Research Institute.

*№ 13 – Lighthouse-monument to Dezhnev*

This slide shows the Lighthouse-monument to Dezhnev reconstructed in 2018. Lighthouse-monument is installed on the coast of the Bering Strait.

It is named after Semyon Dezhnev, a Russian Navigator who was the first European to sail through this strait in 1648 (80 years before Bering died).

The Dezhnev lighthouse is valid and works with the declared characteristics. It is also a tourist attraction.

**So as a result?** What is required for the growth of the dynamics of marine transportation by the Northern Sea Route?

- timely commissioning of approved projects of mining (майнин) and mineral extraction (икс**трак**шн) in the Arctic;

- development of geological exploration and commissioning of new projects with marine transportation scheme;

- development of transit transportation;

- construction of port infrastructure;

- construction of the icebreaker fleet;

- improvement of the reliability of hydrometeorological forecasts;

- the hydrographic surveys fulfillment for updating of nautical charts;

- improvement of search and rescue system;

*-* development of modern communication systems;

*Слайд №15 –* W*elcome to the NSR & Thank you for your attention!*