



THE REPUBLIC OF LATVIA

## THE LIEPAJA CITY COUNCIL

---

6, Rozu Street, Liepaja, LV-3401, telephone 63404750, fax 63423391, e-mail: apc@dome.liepaja.lv

### **BINDING REGULATIONS** LIEPAJA

#### **THE LIEPAJA PORT REGULATIONS**

Issued pursuant to Article 6 of  
the Law “On Ports”

#### **1. GENERAL PROVISIONS**

1. The Authority of the Liepaja Special Economic Zone (*hereinafter referred to as the Liepaja SEZ*) shall manage the Port of Liepaja in compliance with the procedures, stipulated by the Law “On Ports”, the Liepaja SEZ Authority By-laws, and other regulatory enactments, as a legal body governed by public and private law.
2. The Liepaja Port Regulations (*hereinafter referred to as the Port Regulations*) shall be compulsory for all vessels, calling the Port of Liepaja, for their crews, as well as, for all legal and physical persons, operating or being located within the territory of the Port of Liepaja .
3. Fulfillment of the Port Regulations shall be subject to surveillance on behalf of the Liepaja Port Authority (*hereinafter referred to as the Port Authority*), a structural unit of the Liepaja SEZ Authority.
4. Such hydro-technical constructions of the Port of Liepaja which are subject to common use - piers, breakwaters, embankments, berths, fairways, floating and stationary navigation equipment and tools, as well as, the entire port water area shall be managed by the Port Authority.
5. The Harbour Master’s Service shall be responsible for operational management of the vessels’ traffic, as well as, for navigation safety, security of vessels and port facilities, security control and supervision.
6. All binding international regulatory enactments, as well as, those of the Republic of Latvia, shall be valid within the territory of the Port of Liepaja. The Port Regulations shall not provide any constraints with regard to observing provisions of international conventions, being in force within the Republic of Latvia, and those of other international regulatory institutions, as well as, observing provisions of the regulatory enactments of the Republic of Latvia and requirements of the best navigation practice within the Port
7. Upon issuing regulations concerning activities within the territory of the Port of Liepaja, public administration institutions shall seek for the approval of the Port Authority.
8. Use of the Port or a part of it for defence purposes shall be regulated by the legislation of the Republic of Latvia and by the Regulations of the Cabinet of Ministers of Latvia.

9. Construction of tall buildings, installment of advertising lights, illumination masts and other lightening facilities, which may cause impediments to the visibility of navigation signs and maritime traffic in the Port of Liepaja, shall be agreed upon with the Harbour Master of the Port of Liepaja and the Hydrographic Service of the Maritime Administration of Latvia. Activities, related to underwater cables, communications and hydro-technical structures, as well as, any other underwater activities in the Port of Liepaja shall be carried out on the strength of a respective permit, issued by the Port Authority.

10. The ship owners shall be liable for losses, which may be caused by the ship to hydro-technical structures, navigation facilities, port communications and equipment, legal or physical persons within the Port territory, for covering losses or provision of a relevant guarantee to cover the losses.

11. Explanation of the terms, used in the present Port Regulations:

11.1. *vessels (ships)* – any sailing craft, which, due to their construction, may be used for sailing;

11.2. *passenger ships* – vessels, which are scheduled for the haulage of more than 12 passengers;

11.3. *tankers* – special design vessels, which are scheduled and used for liquid cargo transshipment;

11.4. *liners* – vessels, which perform regular voyages to the Port of Liepaja, their liner vessel status shall be subject to approval by the Port Authority;

11.5. *small ships* - vessels of less than 200 GT;

11.6. *harbour craft* - vessels, performing services within the Port - tugboats, pilot boats, barges, floating cranes, bunkering vessels, sewage, bilge water and waste collectors, dredging vessels, as well as, other floating craft, which are registered at the Port of Liepaja and/or are owned or leased by the Port Authority and/or the Port companies, or are acting, based on an agreement with the Port Authority;

11.7. *ship's agent* - a legal person, nominated by the ship owner or the Master, who has entered into an agreement with the Port Authority;

11.8. *dangerous cargo*:

11.8.1. any cargo, which has been classified as dangerous under the International Maritime Dangerous Goods Code (*hereinafter referred to as the IMDG Code*);

11.8.2. any liquid cargo, listed in Chapter 17 of the International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (*hereinafter referred to as the IBC Code*);

11.8.3. any liquified gas cargo, listed in Chapter 19 of the International Code for Construction and Equipment of Ships, carrying Liquified Gas in Bulk (*hereinafter referred to as the IGC Code*);

11.8.4. any solid substance, listed in Appendix B of the Code of Safe Practice for Solid Bulk Cargoes (*hereinafter referred to as the BC Code*);

11.9. any polluting cargo – in compliance with the MARPOL 73/ 78.

12. Abbreviations used in the present Port Regulations:

12.1. GT – vessel's gross tonnage, as specified in the Ship's Tonnage Certificate;

12.2. IMO – the International Marine Organisation;

12.3. IMDG Code – the International Maritime Dangerous Goods Code;

12.4. SOLAS 74 – the International Convention for the Safety of Life at Sea;

12.5. MARPOL 73/78 – the International Convention for Prevention of Pollution from Ships, 1973, and its Protocol of 1978;

12.6. the Helsinki Convention – Convention on the Baltic Sea Region Marine Environment Protection, 1992;

12.7. ISGOTT – the International Safety Guide for Oil Tankers & Terminals;

12.8. COLREG 72 - Convention on the International Regulations for Preventing Collisions at Sea, 1972;

12.9. the ISPS Code – the International Ship and Port Facility Security (ISPS) Code;

12.10. HMS – the Harbour Master's Service;

12.11. the VTS - Vessel Traffic Service;

- 12.12. PC - Port Control;
- 12.13. RLS - radio location station;
- 12.14. VHF - very high frequency waves ;
- 12.15. SFRS – the State Firefighting and Rescue Service;
- 12.16. MRCC – the Maritime Rescue Coordination Center of Latvian Coastguard Service of Naval Forces of Latvia of the National Armed Forces.

## **2. BOUNDARIES OF THE PORT OF LIEPJA**

13. The territory of the Port of Liepaja includes the water area and the land, adjacent to the water area, the boundaries of the said land area are set in compliance with the binding Regulations of the Cabinet of Ministers.

14. The water area of the Port of Liepaja includes the OUTER ROADS, PRIEKŠOSTA (*the inner roads*), BRIVOSTA (*the Freeport*), ZIEMAS OSTA (*the Winter Harbor*), TIRDZNIECIBAS KANALS (*the Commercial Canal*), stretching up to the Tram Bridge, KAROSTAS KANALS (*the Karosta Canal*) and TOSMARES KANALS (*the Tosmare basin*).

## **3. COMMUNICATION WITHIN THE PORT**

15. Vessels within the Port area, lying on anchor, sailing or drifting on the inner or outer roads, shall maintain permanent radio communication with the VTS on the VHF channels;

16. Vessels shall ensure permanent radio communication with the VTS from the moment of receiving a permit to enter the Port, up until leaving the Port borders, on the following channels (*frequencies*):

- 16.1. Channel 11 - for the call-signal and operation;
- 16.2. Channel 16 - only for the call-signal;
- 16.3. Channel 11 - weather reports and forecasts, local navigation warnings, which are provided by the VTS every day at 8.05 and at 20.05 LT. The storm warning shall be broadcasted immediately after it has been received.

17. The VTS call signal - "LIEPAJA RADIO 1".

18. The Liepaja Port communications network:

| Directory                                       | Telephone   | VHF channels | VHF call signal   |
|---|---|--------------|-------------------|
| Port Authority                                  | 63427605  |              |                   |
| Harbour Master                                  | 63424721  |              |                   |
| Port Control                                    | 63426127  | 11           | "Liepaja 5"       |
| VTS   | 63425180  | 11, 16       | "Liepaja radio 1" |
| Pilot service                                   | 63425180  | 11           | "Gamma"           |
| Port Security Officer                           | 63426074<br>(at working hours), out of hours contact Port Control |              |                   |
| Port pass control Nr.1<br>(Atsledznieku street) | 63420116<br>63480143  |              |                   |
| Port pass control Nr.2<br>(Sliezu street)       | 63422781  |              |                   |
| Port pass control Nr.3<br>(Silku street)        | 63442020  |              |                   |

|  |  |    |                     |
|--|--|----|---------------------|
| Port pass control Nr.4<br>(Kaiju street)                                   | 63425241   |    |                     |
| Border Guard<br>( Immigration)<br>Officer on Duty<br>Head of the Port Unit | 63426973<br>63427298                                     |    |                     |
| Customs  | 63425693   |    |                     |
| Sanitary Control   | 63488248   |    |                     |
| Firefighting Service   | 01; 112  |    |                     |
| State Police   | 02; 112  |    |                     |
| First Aid  | 03; 112  |    |                     |
| Naval Forces Officer on<br>Duty  | 63404222   |    |                     |
| Marine and Inland Water<br>Administration                                  | 63427425   |    |                     |
| Municipal Police   | 3401971  |    |                     |
| MRCC   | 67323103<br>( <i>emergency</i> )<br>29476101<br>67082070 | 16 | „Riga Rescue Radio” |

#### **4. THE HARBOUR MASTER**

19. The Harbour Master of the Port of Liepaja is a public officer of the Port Authority, who, pursuant to regulatory enactments, the IMO regulatory enactments, provisions of the Helsinki Convention and the Helsinki Commission recommendations, shall organise and monitor the vessels' traffic within the Port limits and the roads thereto, perform control functions eith regard to the safety of navigation and the vessels' traffic within the Port, the Port water area, the fairways, berths and terminals.

20. Standing orders, issued by the Harbour Master of the Port of Liepaja (*hereinafter referred to as the Harbour Master*) concerning matters related to the safety of navigation and rescue activities, shall be compulsory for all vessels, operators of the Port of Liepaja berths and the land areas, owners and leaseholders, as well as, for other legal and physical persons at the Port of Liepaja. The Port Regulations shall not limit the Harbour Master's competence with regard to issuing the above mentioned orders.

21. Pursuant to the procedures, stipulated by the regulatory enactments, the Harbour Master shall be entitled to demand that the vessel returns to the Port, as well as, to retain the said vessel until clarification of the situation, in the event that the vessel has sailed without the permit of the HMS.

22. The Harbour Master shall be in charge of activities to eliminate consequences resulting from accidents at sea and those, caused by emergencies. The Harbour Master shall be entitled to order a vessel, lying at the Port, to sail to the sea in the case, where a critical situation has arisen on board the vessel or the said vessel endangers other vessels, the Port equipment, the people or the environment, as well as, to carry out other necessary operations provided that it is impossible to shift the vessel in emergency due to the Force-Majeure circumstances.

23. The Harbour Master shall notify the Accident Investigation Unit of the Maritime Administration of Latvia on all sea accidents, which have occurred at the Port or on the roads thereto, and organize initial investigation of such accidents, obtaining relevant testimonies and documents. The same refers to the vessel which, though involved in the accident, has not been damaged and is seaworthy. Prepared for leaving or leaving the Port.

#### **5. USE OF BERTHS AND OTHER PORT ASSETS**

24. Berths and land of the Port of Liepaja, except for private property, have been leased to the Port leaseholders (*hereinafter referred to as the Leaseholders*). Rights and obligations of the Leaseholders, as well as, mutual obligations of the Leaseholders and the Port Authority, are stipulated by the relevant Agreement and the Liepaja SEZ Board Resolution No.16, dated February 6, 2001 "Regulations on Technical Operation of the Liepaja Port Berths", Regulations of the Cabinet of Ministers N.735, dated November 9, 2007 "Regulations on Lease of State and Municipal Land".

25. Commercial activities within the Port shall be performed pursuant to the Agreement concluded between the Port Authority and the relevant legal person. Any commercial activity at the Port shall be carried out in accordance with the respective permit issued by the Port Authority.

26. In addition to the Leaseholder's obligations as specified by the Lease Agreement, the Leaseholder shall be liable:

26.1. for the technical condition, maintenance and operation of berths and other real estate transferred to his/her disposal, sufficient lightening of the berth including permanent lightening of the berth at night, as well as, for compliance with fire-prevention, environmental, sanitary, the ISPS Code, MARPOL 73/78, ISGOTT, IMDG regulations and other existing regulations and provisions;

26.2. for efficient preparation of the berth for mooring and cargo operations, for sanitary services, using a tank truck, as well as, for notification of the Port services via the ship's agent on the berth operational readiness for the vessel's berthing;

26.3. for providing access roads, to ensure access of sanitary service tank truck, the fire-fighting and other operative vehicles to the vessels, lying at berth; cargo discharge and parking of vehicles shall be prohibited on the said access roads;

26.4. for ensuring proper distance from the berth cordon for stowage, the said distance shall be at least 2, 5 m.

26.5. for compliance with the regulations, related to transshipment of hazardous and polluting cargo.

27. Compliance of the Leaseholder's activity with the requirements, specified in Cl.26 of these Regulations, shall be monitored by the HMS within its competence.

28. The Harbour Master shall be entitled to prohibit the vessel's berthing in the case of violation of any of the provisions, specified in Cl.26.

29. Loading /discharge of a vessel shall be performed on the strength of a permit, issued by the relevant operator of the berth, the owner or the Leaseholder. Mooring of vessels alongside a berth, which has not been leased out, shall be allowed solely for lying at berth, change of the crew and for the ship's supply purposes, on the strength of an order of the HMS, as well as for cargo loading/discharge operations provided the special permission of the Port Authority has been issued.

30. The Harbour Master shall issue and circulate specific regulations on the use of berths.

31. Use of cargo berths for mooring of pleasure boats, yachts and other vessels, which are not dealing with cargo operations at the relevant berth, shall be allowed only upon approval by the Port Authority.

## **6. PILOT SERVICES**

32. Pilotage service is compulsory for the following vessels, when entering or leaving the Port, when navigating within the Port or, while performing deviation activities :

32.1. vessels with a maximum length, exceeding 60 m, or with the tonnage of more than 700 GT;

32.2. tankers and vessels, carrying hazardous and polluting cargo, irrespectively of their size;

32.3. vessels, entering or leaving the Port or, those, being shifted within the Port area for utilization purposes.

33. Necessity to use the pilotage service by the harbour craft shall be determined by the Harbour Master for each respective case.

34. Vessels, navigating in the water area adjacent to the JSC" TOSMARES KUĢU BŪVĒTAVA" (THE TOSMARE SHIPBUILDING PLANT) shall use the pilots of the shipbuilding plant, same being duly certified.

35. The Pilot Service at the Port of Liepaja is available for 24 hours.

36. The pilot shall act as the Master's adviser. Presence of the pilot onboard the vessel, when performing his/her official duties, shall not release the Master from his/her duty to ensure safe navigation. The pilot shall present to the Master technological schemes of manoeuvring, and shall provide recommendations on how to use them.

37. The pilot service shall be ordered at the Vessels' Traffic Service (VTS). Commencement of the pilot service upon the vessel entering the Port and completion of the pilot service upon the ship sailing from the Port, shall be counted when passing the buoy "A". In case of embarking or disembarking the pilot at the buoy "A" is not possible due to complicated hydrometeorological conditions, the pilot may alter embarkment/disembarkment place subject to agreement with the Master.

38. With regard to the liner vessels, the Harbour Master may exempt the vessels from the regulation on compulsory pilot service, provided that the Masters of the relevant vessels have called the Liepaja Port on board the respective or a similar vessel for at least 10 times, and have received the Pilot Exemption Certificate, in accordance with existing regulatory enactments.

39. The Master shall be liable for the safety of the pilot and manoeuvring of the ship during the pilot's embarking/disembarking operations, as well as, for provision of an appropriate gangway and equipment.

40. In the case, that the pilot considers that, either due to improper activities of the Master or the crew, or due to the vessel's technical condition an accident may occur, he/she shall warn the Master and, if necessary, shall notify the Harbour Master to foster the decision taking.

41. In the case, that the vessel fails to be ready for pilotage services, which have already been ordered, the Master shall sign and cover expenses related to the relevant call of the pilot.

42. Due to complicated hydrometeorological condition, or due to other conditions the pilot may lead one or several vessels in the wake astern of the pilot boat, maintaining stable radio communication with all serviced vessels and the VTS, the latter shall monitor the relevant traffic over the radar. Every vessel shall pay total pilot due for the above mentioned service.

43. The pilot service shall not be liable for a delay due to rough weather or due to incorrect information.

44. Based on the pilot's demand, the Master shall use all appropriate navigation equipment devices, as well as the RLS services.

## **7. ANCHORAGE**

45. The anchorage place in the water area shall be specified by the VTS.

46. Within the Port area, the vessels shall be allowed to anchor at anchorage places which are limited by straight lines connecting the points with the following coordinates:

46.1. the anchorage for small tonnage vessels (L 1) only for small ships:

46.1.1. P= 56°30.00' N G=20°53.00' E,

46.1.2. P= 56°30.00' N G=20°56.00' E,

46.1.3. P= 56°30.20' N G=20°53.00' E,

46.1.4. P= 56°31.00' N G=20°56.00' E;

46.2. the anchorage for medium tonnage vessels (L 2) for vessels with the draft up to 6 m:

46.2.1. P= 56°31.20' N G=20°50.00' E,

46.2.2. P= 56°31.60' N G=20°52.00' E,

46.2.3. P= 56°33.00' N G=20°50.10' E,



57. Before arrival to the Port, the vessel shall provide the vessel security information in compliance with the European Parliament and Council Regulation (EC) Nr.725/2004 "On Enhancing Ship and Port Facility Security" and, in particular, Article 6 thereof, which shall be submitted to the MRCC.

58. In the event of dangerous or polluting cargo on board the ship, the notification procedure, as stipulated by existing regulatory enactments which determine reporting on dangerous and polluting ship cargo, shall be observed.

59. Arrival of vessels with combustible cargo (*1st class under the IMDG code*) on board at the Port of Liepaja, shall be possible only pursuant to the Harbour Master's exclusive permit. Arrival of Vessels carrying radioactive substances (*7th class under IMDG code*) at the Port of Liepaja shall be possible only in compliance with the provisions of the relevant regulatory enactments

60. Vessels, with nuclear engine or nuclear weapons on board shall enter the Port only in compliance with the provisions set forward by the relevant regulatory enactments.

61. Vessels, carrying dangerous or polluting cargo shall observe the SOLAS and MARPOL 73/78 Convention and provisions of relevant Codes related to transshipment of such cargoes, as well as, the IMO recommendations on hazardous cargo handling at ports. Vessels, which fail to ensure fulfilment of the above mentioned provisions, shall be prohibited to enter the Port.

62. All vessels within the territory of the Port of Liepaja shall hoist their national flags and flag of the Republic of Latvia pursuant to the provisions of the relevant regulatory enactments.

63. The vessels, which are not in service anymore, and have to be towed into the Port by tugboats or other vessels, shall be permitted to enter the Port only after the Leaseholder of the berth, at which the said vessel shall be lying, confirms entry and receipt of such a vessel, in writing, providing the haulage plan for such a vessel, approved by the Harbour Master or the person authorised by the latter, as well as, other documents, confirming safety of the said operation.

## **9. VESSEL TRAFFIC WITHIN THE PORT AREA**

64. The VTS shall monitor and regulate the traffic within the Port area and provide vessels with information referring to navigation and meteorological conditions. The VTS shall operate in the Liepaja Port area. Any vessel movement within the Port water area limits without the VTS permit shall be prohibited.

65. The VTS shall organise the vessel traffic in succession, as the vessels approach the outer roads or leave the Port. Priorities in the vessel traffic shall be laid on:

65.1. vessels sailing to rescue;

65.2. vessels in distress;

65.3. the State Service ships of the Republic of Latvia, performing special tasks;

65.4. liner vessels;

65.5. passenger ships;

65.6. cargo ships, subject to loading or delivering cargo;

65.7. ships, which call the Port for repairs or utilization purposes;

65.8. in certain cases, pursuant to situation assessment, the vessel traffic procedure may be altered by the Harbour Master or an acting Harbour Master.

66. The main VTS tasks, using the shore radio location station and other technical equipment, shall be the following:

66.1. to organize safe navigation within the limits of the Port water area, as well as, on the Port fairways;

66.2. to supply vessels with navigational and hydrometeorological information twice a day, as specified in Cl.16, and if necessary, - upon request;

66.3. to monitor compliance of vessels' anchorage with the prescribed anchoring places;



66.4. to permanently monitor compliance of the location of floating navigation signs with the specified coordinates;

66.5. to coordinate rescue activities and accident prevention activities.

67. The VTS radiolocation services, as well as, other vessel traffic services are available 24 hours a day.

68. The VTS operator's information, which has been supplied in the process of navigation assistance, shall bear an advisory character, and the responsibility shall be limited to the technical capacity level. The shore RLS shall not release the Master from responsibility for safe navigation.

69. Navigation within the limits of the Port water area shall be permissible only, if led by the vessel's Master or an acting Master. The Masters of the harbour craft vessels, manoeuvring in the Port water area or sailing independently without the pilot on board, before start of the work and continuation of the work, shall at least once a year receive relevant instructions and a permit, issued by the Harbour Master Service experts, related to safe navigation within the Port area.

70. A vessel, as well as, other floating craft, sailing in the Port area, shall observe such minimal speed that shall neither impede other floating craft's operation or their lying at a berth, nor endanger safety of the Port facilities and equipment, and shall ensure the vessel's manoeuvring capacity. The relevant speed of a vessel navigating in Tirdzniecibas Canal and Karostas Canal shall not exceed 5 knots.

71. When navigating within the Port, any vessel's list shall not exceed 5°, and the vessel's trim shall not exceed 1°.

72. Anchors of a vessel, sailing in the Port area, shall be ready for an immediate operation, if necessary.

73. Anchoring shall be prohibited in the areas of underwater cable and other underwater systems and for 100m to both sides of the said areas. Owners of the said communications shall place clearly visible warning signs in the area which shall be alight at night.

74. Haulage of passengers in the Port water area shall only be allowed to vessels specially equipped for the purpose and possessing relevant documents. Vessels, hauling dockers, shore sailors, representatives of the Port services shall be provided with lifesaving equipment in appropriate quantity.

75. Prior to starting the movement, any vessel shall obtain a permit from the VTS. In the event, that the vessel has not started its movement within 20 minutes, such a permit shall be obtained anew.

76. In case of shifting the vessel:

76.1. based on the information on operational readiness of the berth, provided by the berth operator, the vessel shall notify the relevant control authorities by e-mail or by fax on the vessel's shifting time and place at earliest convenience, however, not later than 2 hours prior to shifting;

76.2. the vessel shall submit her security information to the MRCC in compliance with the European Parliament and Council Regulation (EC) Nr.725/2004 " *On Enhancing Ship and Port Facility Security*" and in particular, Article 6, thereof.

77. Vessel's traffic shall be allowed with regard to the following:

77.1. in the Freeport:

77.1.1. for dry cargo carriers with the length not exceeding 170 m, 24 hours a day, provided that the wind force does not exceed 14 m/sec (*navigating to berths Nr. 40 – 46*) or 12 m/ sec (*navigating to berths Nr. 49 - 51*) and the visibility is at least 0,3 nautical miles,

77.1.2. for dry cargo carriers with the length from 170 up to 230 m in daytime, provided that the wind force does not exceed 10 m/sec and the visibility is at least 0,3 nautical miles;

77.2. in the Winter Harbour and the Tirdzniecibas Canal:

77.2.1. for dry cargo carriers and tankers with the length not exceeding 120 m, 24 hours a day, provided that the wind force does not exceed 12 m/sec and the visibility is at least 0,3 nautical miles,

77.2.2. for dry cargo carriers and tankers with the length from 120 up to 140 (*river –sea vessels with two propellers*), during the daytime, provided that the south, south-west and west wind force does not exceed 10 m/sec and the visibility is at least 0,3 nautical miles;

77.3. in the Karostas Canal:

77.3.1. for dry cargo carriers and tankers with the length not exceeding 115 m, 24 hours a day, provided that the wind force does not exceed 10 m/sec and the visibility is at least 0,3 nautical miles ;

77.3.2. for dry cargo carriers and tankers with the length from 116 up to 140 m, during the daytime, provided that the wind force does not exceed 8 m/sec and the visibility is at least 0,3 nautical miles;

77.3.3. dry cargo carriers and tankers with the length from 141 up to 160 m, during the daytime, provided that the wind force does not exceed 6-8 m/sec and the visibility is at least 0,3 nautical miles;

77.3.4. dry cargo carriers and tankers with the length from 161 up to 165 m, during the daytime, provided that a special Harbour Master's permit has been issued.

78. Pilotage may be suspended in the case that the visibility is less than 0,3 nautical miles or the wind force exceeds 14 m/sec.

79. The Harbour Master may restrict or allow traffic of vessels, pursuant to actual weather conditions or for any other reasons.

80. Permissible draft level shall be specified by the Harbour Master's standing order in accordance with the results of the latest soundings. The said draft may be subject to operative adjustments due to actual change of the water level or the depth. The Harbour Master or a person substituting him/her shall be entitled to take decision on amendments to permissible draft of vessels.

81. One-way vessel traffic shall be allowed in the main ship fairway to the Liepaja port water area. Overtaking shall be forbidden in the said area. Nased on the evaluation of the actual situation, the VTS operator may allow deviation from the said provisions, taking into account the navigation security requirements.

82. Inbound and outbound vessles with the length, not exceeding 40 m and with the draft of less than 4 m, except tankers with cargo on board, shall give way to larger vessels, whose manoeuvring capacity is impeded by their draft.

83. Vessels entering through the gate or into the Tirdzniecibas Canal, shall give way to vessels leaving the Port or the Canal, unless the VTS has ordered otherwise.

84. Vessels, sailing along the Tirdzniecibas Canal and along the pilotage leading line in both directions shall have priority of movement against vessels sailing from the Freeport, the Harbor Port, and the Fishing Port, unless the VTS has ordered otherwise.

85. Carrying out simultaneous mooring and unmooring of several vessels at the nearby berths, the vessel, which is being moored shall have priority.

86. The following places shall be specified at the Liepaja Port for vessels' turning:

86.1. in the Tirdzniecibas Canal - for vessels of the length not exceeding 60 m;

86.2. at the crossing of the Tirdzniecibas Canal and the Winter Harbor - for vessels of the length not exceeding 140 m.

86.3. at the crossing of the Karosta Canal and the Tosmare basin - for vessels of the length not exceeding 165 m;

86.4. in the Freeport after entering through the Freeport gate – for vessels of the length not exceeding 230 m.

87. During heavy ice conditions, navigation within the Port shall be regulated by the Harbour Master's special orders.

88. Navigating in the Port area, every tugboat may tow (haul) only one vessel or a floating craft irrespectively of the towing type.

89. Navigation of sailing boats within the Port area shall be allowed only with the aid of a mechanical engine. Navigation of sailing boats without a mechanical engine within the Port area shall be allowed only with assistance of a tugboat.

90. Vessels with hydrofoil shall be allowed to navigate in the Port area only with such hydrofoil in the position of water displacement.

91. Vessels without a crew, being piloted into/out of the Port or shifted within the Port area without a crew shall have at least two certified seamen on board to serve the pilot and to perform mooring and haulage operations.

## **10. TECHNICAL PARTICULARS TO ACCEPT THE VESSELS**

92 Maximum draft on the ship fairways in the Port of Liepaja shall be the following:

92.1. from delivery buoy up to the Southern entrance (gate)  $T \leq 9,5$  m;

92.2. from turning buoy up to the Middle entrance (gate)  $T \leq 8,5$  m;

92.3. from the Southern entrance (gate) till the Freeport  $T \leq 9,5$  m;

92.4. from the Middle entrance up to the Karosta Canal entrance  $T \leq 8,0$  m;

92.5. in the Tirdzniecibas Canal  $T \leq 5,8$  m;

92.6. in the Karosta Canal  $T \leq 6,9$  m.

93. The water level fluctuations or other reasons may allow for the Harbour Master to adjust such maximum draft limits, which differ from those specified in Cl.92 of the present Regulations.

94. The maximum size of vessels and the draft for berthing purposes shall be specified by the Harbour Master's orders based on technical particulars of the berth, as specified in Appendix 1 to the Port Regulations, the actual technical conditions and the depth.

## **11. VESSELS' STAY AT THE PORT**

95. The Leaseholder of the berth shall take care of the operational readiness of the berth for servicing a vessel. The berth shall be ready before the vessel's arrival. Mooring is prohibited at a berth unless the berth is duly prepared.

96. Vessels shall be safely moored at berths. Mooring shall be provided with special anti-rat shields preventing rodent intrusion. The water discharge valves of the ship's engine cooling system shall be provided with cover-shields.

97. The ship owner shall be liable for any damage caused by his/her vessel to the Port berths, facilities or constructions, or to other vessels.

98. Tankers, lying at berths of the Tirdzniecibas Canal and the Karosta Canal, shall be berthed with their bows outwards to the Port exit. As an exception, the said vessels may be exempted from this requirement by the Harbour Master's permit.

99. Lying at berth shall be allowed:

99.1. in the Karosta Canal – only in a single hull; lying in double hull shall be allowed only with the Harbour Master's permit;

99.2. in the remaining part of the Port water area – not more than in double hull, but occupying not more than one third of the Canal width; lying in more than double hull shall be permissible only upon the Harbour Master's approval.

100. The number of crew members of vessels, staying at the Port, shall be sufficient to ensure the vessel's shifting and safe lying at berth. The vessel's technical condition and equipment shall

ensure the vessel's seaworthiness and fire prevention capacity. Vessels with hazardous cargo on board shall be ready for an immediate departure from the Port.

101. Floating craft shall be lowered by the vessels with the permission of the VTS.

102. When lying at berth, repair of the main engine shall not be allowed, same referring to the steering gear or the anchor equipment of the vessel without the Harbour Master's or berth operator's permit.

103. The vessel, which is lying at berth shall be provided with a safe and well-illuminated gangway, rigged with safety nets beneath. There shall be a guard, a lifebuoy with a safety line and an Emergency Action Plan with the updated Alarm Instructions at the gangway.

104. The off - side of the vessel at berth must be well illuminated at night.

105. The vessel lying at berth may be connected to the shore communications only with the permit of the owner of the relevant communications.

106. The vessel lying at berth or being anchored shall be prohibited to swing moving technical structures outside the board unless they are related to cargo handling or other relevant activities.

107. The vessel lying at berth shall be allowed to conduct operational readiness test, running main engine with connected propeller only at low revolutions and not longer than for 1-2 minutes. These restrictions shall not apply to propellers with the rotating blades at "0" position.

108. The Master shall immediately notify the HMS about all navigation-related accidents, fire, fuel or lubricant spillage from the vessel, cargo or onboard materials falling overboard or spillage, damage caused to other vessels, to the Port facilities or navigation equipment and on accidents affecting people onboard the ship.

109. It is prohibited to berth a vessel alongside another vessel if the latter carries hazardous cargo or undergoes fumigation.

110. Mooring of servicing vessels to the tankers which are handling cargo shall be allowed only with the VTS permission

111. The vessel lying at a berth or staying on anchor, her hull cleaning and painting operations shall be prohibited, with the exception of specially equipped places at dockyards and relevant shops.

112. In case of emergency (*fire, floods and other extraordinary conditions*), the Harbour Master shall be entitled to request shifting of the vessel, expenses incurred shall be covered by the ship owner

113. In case of necessity, the Harbour Master shall be entitled to demand shifting of the vessel to another berth, provided that the said vessel is not handling cargo.

114. In case of necessity, the Harbour Master shall be entitled to indicate any free berth for mooring of a vessel until the problem of the vessel's further berthing is being solved, notifying the berth operator thereof.

115. Vessels shall not be allowed to drop anchor in the Karosta Canal and the Tosmare Basin.

## **12. VESSEL'S DEPARTURE FROM THE PORT**

116. Formalities, referring to the vessel, sailing from the Port, shall be determined by existing enactments on formalities related to vessels sailing from the Port. Upon sailing from the Port, the Master shall submit the General Declaration to the HMS.

117. The vessel is prohibited to leave the Port unless the HMS has been notified on the departure. In the event, that the crew, vessel's technical condition or the cargo has been altered after submission of the said notification, the Master shall notify the HMS, thereof.

118. Two hours prior to the departure from the Port, the vessel shall submit an application containing the following information to the VTS:

118.1. name of the vessel, call letters, flag of the vessel, the IMO identification number and the MMSI number;

118.2. vessel's type, vessel's GT and size according to the Tonnage Certificate;

118.3. expected maximum draft upon departure;

118.4. scheduled departure;

118.5. next port of call;

118.6. cargo volume and type ;

118.7. ship's agent;

118.8. total number of crew members and passengers on board;

118.9. information about the waste delivered at the Port, its type and volume.

119. When sailing from the Port the heel of the vessel shall not exceed 3°, the draft shall not exceed permissible limit, and the trim forward/different to the bow shall not exceed 0, 3% of the vessel's waterline length. In the event, that these norms have been exceeded, the vessel shall not be allowed to leave the Port unless the said violations have been averted.

120. The vessels which need to undergo performance trials after the repairs, shall provide the PC with the following documents:

120.1. the Master's application;

120.2. list of persons on board the vessel;

120.3. authorisation for the performance trial, issued by the organization which has been approved in the Republic of Latvia (*the ship classification society*).

121. Amount of lifesaving equipment on board the vessel, which is going to sail from the Port shall, be in compliance with the quantity, specified in the ship's documents. Actual number of people onboard shall not exceed the permissible limit.

122. In the event of hazardous or polluting cargo on board the vessel, sailing from the Port, the vessel shall submit the relevant report on the said cargo in compliance with the valid regulatory enactments prior to departure.

123. An outgoing vessel may be exempted from notifying the PC in cases where assistance to ships and lives in distress is required or based on standing orders of the Harbour Master.

124. Prior to leaving the Port, the passenger ships shall submit to the PC a passenger manifest in compliance with the valid regulatory enactments related to procedure of the ship's passengers registration.

### **13. DIVERS' ACTIVITIES IN THE PORT**

125. Any diving activities within the Port water area shall be carried out with the permit, issued by the HMS and the Port Security Officer. The VTS operator shall be notified about the start and completion of the divers' work.

126. During the process of diving work the vessels, performing the said work, shall have signs hoisted or signal lights switched on, in accordance with the COLREG 72 requirements.

127. Vessels passing the floating craft, which is performing diving works, shall proceed at a low speed and shall keep as far as possible from such a craft.

#### **14. TUGBOAT ACTIVITY IN THE PORT AREA**

128. The number of tugs required for the vessel, and their capacity/power shall be determined by the Master, taking into account the pilot's advice. In case of any dispute, the number of tugboats shall be determined by the Harbour Master. A vessel which needs tugboat assistance, shall also use the pilot service.

129. The Master of the vessel, being towed, shall instruct the work of tugboats and shall be responsible for the tugboat security. In case of an accident the Master of such a vessel shall be responsible for eventual consequences, unless liability of the tugboat is proven.

130. Towage of an unmanned vessel shall take place under the instructions of the Master of the tugboat, which shall be responsible, as stipulated by respective normative enactments. In the event, that more than one tugboat is involved in towing operation, the Master of the most powerful tugboat shall be in charge of the operation.

131. Tugboats shall maintain safe communications with the vessel in tow.

132. Any Master is entitled to cancel his order for tugs one hour before the ordered time at the latest. In the event, that the vessel cancels ordered services less than one hour before commencement of the operation, the said vessel shall pay for the tugboat services at the hourly rate, applied to the actual time spent by the tug for steaming up to the vessel and back to its berth.

133. Assistance of at least one tugboat shall be compulsory:

133.1. for all tankers, except those in ballast and not explosion-dangerous, and for all vessels carrying hazardous and pollutant cargo;

133.2. for all vessels with the maximum length exceeding 120 m, navigating in the Karosta Canal;

134. Assistance of at least two tugboats shall be compulsory:

134.1. for all vessels, specified in Clause 133, of the length from 131 m up to 165 m in the Karosta Canal. The Harbour Master shall be entitled to specify additional provisions and requirements for every relevant case;

134.2. for all vessels which do not have main engine, or same being out of order, and of the length exceeding 60 m ;

134.3. for all vessels after repair of the main engine, systems and mechanisms which may impede steerability of a vessel;

134.4. for all vessels of the length exceeding 60 m without bowthruster, moving astern in the Tirdzniecibas and the Karosta Canals. .

135. The necessity of tugboat assistance for the harbour craft shall be determined by the Harbour Master.

#### **15. DREDGING ACTIVITIES IN THE PORT**

136. Dredging activities within the Port water area shall be carried out only upon coordination with the Freeport Authority, the Harbour Master and, upon obtaining permit from the State Environment Service.

137. While working in the Port water area, the dredger shall inform the VTS about the set-up of anchors and ropes on a regular basis.

138. A dredger, operating within the Port area, shall hoist relevant signs or apply light signals in compliance with the COLREG 72 requirements. Hoisted signs and lights shall not imply permission to pass alongside a dredger, however same shall indicate feasible side of permissible traffic.

139. A vessel nearing a dredger shall sound a blast, as prescribed by the COLREG 72, and wait for a response blast for further permitted activities. The passing vessel shall maintain continuous radio communications with the dredger, and follow its instructions.

140. It shall be forbidden for such dredgers and hopper vessels, which are not executing dredging works, to occupy the fairway.

141. In the event of vessels approaching the dredger from different directions simultaneously, the vessels sailing to the Port exit shall have the priority.

142. In order to start any traffic, dredgers and hopper vessels shall request permit of the VTS.

## **16. SMALL SHIPS TRAFFIC IN THE PORT**

143. Small ships at the Port of Liepaja shall comply with the provisions of the Port Regulations and other existing regulatory enactments.

144. Persons, being in charge of small ships and yachts, shall be able to present a navigation certificate which enables the said person to navigate the said vessel and /or another document in compliance with the provisions of the relevant regulatory enactments.

145. Small ships may sail to the sea upon demanding and receiving the VTS permit, provided, that wind force and the wave height does not exceed the limits, as specified in the vessel's documents.

146. Small ships, navigating in the Port area and in the fairways, shall not impede traffic of other vessels.

## **17. FIRE PREVENTION IN THE PORT**

147. Fire safety of each Port sector shall be the competence of the operator, the owner or the leaseholder of the relevant Port territory, which shall observe and fulfil all requirements, stipulated by existing regulatory enactments. Compliance with the said requirements shall be compulsory for all legal and physical persons in the Port territory.

148. Fire safety and compliance with fire prevention regulations on board the vessels within the Port area shall be the responsibility of the vessel's Master.

149. Fire-protection systems and equipment of any vessel within the Port area, shall be in a working order and ready for an immediate operation. Should the fire-protection systems on board become inoperative; the vessel shall use systems of the berth's operator and/or the SFRS assistance.

150. Upon noticing a fire on board, the crew on watch shall effect the alarm, arrange the fire fighting and notify the VTS.

151. Upon noticing a fire ashore, the person who has noticed the fire shall, without delay, notify the relevant berth operator and shall start fire fighting with all available tools.

152. The berth operator, upon noticing a fire or upon receiving a fire notification, shall effect the alarm, inform the VTS and the SFRS and arrange for fire fighting activities.

153. Upon outbreak of a fire within the Port limits, the vessel shall be prepared to depart from the dangerous area.

154. A permit in writing, in accordance with existing regulatory enactments, shall be obtained for short-term works, involving fire threat for the vessel.

155. A permit in writing from the person, being in charge of fire security of the relevant area, duly authorized by the relevant territory owner or leaseholder shall be obtained for aforementioned works.

156. Any works involving fire-threat shall be prohibited:

156.1. on vessels, berthed at liquid cargo terminal berths;

156.2. on vessels with hazardous cargo on board;

156.3. on a berth, if any vessel is berthed.

157. A permit to carry out aforementioned type of works in the shipyard, shall be issued by the fire-prevention expert of the relevant company. Use of open fire and welding equipment on board the ship, lying alongside oil and oil product handling terminals, shall be prohibited.

## **18. BUNKERING**

158. Bunkering of a vessel with fuel or other inflammable cargo, shall be carried out only if operational readiness of all fire extinguishing equipment, systems and tools on board has been provided and the PC permission is received. During the time of bunkering operations, a signal code flag "B" (BRAVO) shall be hoisted during the daylight, and a red signal light, which is well visible, shall be switched on at night time.

159. Bunkering of oil and LPG tankers shall take place prior or after cargo handling, but not during cargo handling operations.

160. Bunkering of a vessel shall be carried out from the shore stationary facilities, bunkering of vessels and tank trucks at such locations, which have been duly approved by the Port Authority.

161. Bunkering of vessels with lubricating oil shall take place at all berths, upon approval of the berth operator, the owner or the leaseholder of the relevant berth in compliance with the procedures, stipulated by the Port Authority.

162. Bunkering of small ships, harbour craft and pleasure boats with fuel shall take place at berths No.80 – No.94 of the Tirdzniecibas Canal, in compliance with the procedures, stipulated by the Port Authority.

163. Bunkering vessels, shore bunkering stationary facilities and tank trucks shall be duly equipped and their personnel shall be duly trained in compliance with the requirements, stipulated by existing regulatory enactments, to ensure elimination of environment pollution threat, as well as, to ensure compliance with fire-fighting standards and elimination of accident consequences.

164. Bunkering operations shall take place in compliance with the IMO Recommendations on the Safe Transport of Dangerous Cargoes and Related activities in port areas

## **19. ENVIRONMENT PROTECTION**

165. Vessels and floating crafts, irrespective of their identity and flag, as well as, legal and physical persons being or working within the Port territory, shall comply with the provisions of the Port Regulations, the MARPOL 73/78 and the Helsinki Convention, as well as, with the requirements set out in other existing regulatory enactments.

166. Outboard valves of oily water, noxious substances containing water, waste water, sewage water drainage systems on board the ships within the Port water area shall be locked and sealed. discharge of the said water overboard is prohibited.

167. While at the Port area, vessels may only use such toilets, which are equipped with a closed drainage or biological treatment system. Otherwise toilets shall be closed and sealed.



168. Collection of ship-generated waste and polluted waters at the Port, and payment procedures for such services shall be performed in compliance with the provisions of existing regulatory enactments.

169. Prior to leaving the Port, the vessel shall deliver to stationary or movable ship generated waste and waste water treatment plant:

169.1. all ship generated waste and waste water;

169.2. all cargo residues in compliance with the provisions of MARPOL 73/78.

170. Prior to leaving the Port, the volume of ship generated waste on board the ship shall not exceed 25% of the vessel's waste tanks or containers capacity.

171. Based on the approval of the State Environment Service, the Port Authority may exempt vessels being involved in regular traffic, calling the Port on a regular basis, from fulfilment of the requirements as specified in Clause 169 of the present Regulations, provided that delivery of the ship generated waste shall be ensured at locations, which are on the route of the respective vessel.

172. To exempt the vessel, being involved in regular traffic, and calling the Port on a regular basis, from the requirements, specified in Clause 169 of the present Regulations, the Master, the Owner of the vessel or the ship's operator shall submit an application to the Port Authority, providing the following data:

172.1. the port, where the ship generated waste is regularly discharged;

172.2. how often the vessel calls the Port;

172.3. duration of voyages;

172.4. capacity of waste tanks or containers.

173. Vessels, calling at the Port for utilization purposes, shall declare and deliver all ship generated waste and waste water on board in compliance with the procedure, specified in the regulatory enactments.

174. Vessel's utilization shall be started only after requirements, set out in Clause 173, have been fulfilled. Vessel's utilization, prior to the waste delivery, may be started upon receiving the HMS permit and buoying off the utilized vessel by booms.

175. Prior to commencement of cargo operations, all tankers, berthed at oil and chemical berths, shall be buoyed off by booms. At any other times oil or chemical products recovery installations shall be ready in accordance with the Berth Emergency Liquidation Plan.

176. Each oil transshipment berth shall hold oil absorbing substances, enabling absorption of at least 1 m<sup>3</sup> of polluted spill, and a skimmer with the total capacity of at least of 20 m<sup>3</sup>/h. The berth or the terminal operator shall be fully responsible for implementation of the said requirements

177. Prior to oil product handling operations, the Master shall:

177.1. ensure that the scuppers on board are closed;

177.2. ensure safe communication between the vessel and the cargo operator, the vessel and the skimmer, the vessel and the VTS;

177.3. ensure the crew's readiness to comply with all environment protection provisions in accordance with the checklist of the berth.

178. Statement of the vessel's readiness to accept oil products shall contain reference to permissible rate of loading (*m<sup>3</sup>/h*) and the pressure (*bar*).

179. Should oil or chemical products be spilled on deck or overboard during cargo handling operations, cargo handling shall be stopped immediately. The Master shall notify the cargo operator, the VTS, the Liepaja Maritime Control Sector of the Marine and Inland Waters Administration about the spill.

180. Use of such detergents (*dispersants*), which dissolve or submerge floating oil products in the Port water area, shall not be allowed.

181. Within the Port water the shall be prohibited:

181.1. to wash the deck and the hull of the vessel, to discharge overboard any oily waste water, including oily bilge, waters containing hazardous and dangerous substances, sewage, any cargo residues ;

181.2. to discharge overboard any waste, including plastic, separation material and food residues;

181.3. to use vessels' incinerators;

181.4. to swim;

181.5. to undertake industrial fishing;

181.6. to go in for water sports activities without the Harbour Master's permit.

182. Waste or scrap, resulting from cargo handling or ship repair operations, shall be removed from the berth by a crew of the relevant ship, or by a person, who is duly authorised by the ship owner.

183. No activities shall be started at oil and oil product berths, terminals or in other hazardous cargo handling areas, unless the State Environment Service and the Port Authority have approved the Oil and Chemical Products Accidental Spill Elimination Plan.

184. Loading and unloading of bulk cargo in the Port under unfavourable weather conditions – i.e. wind force exceeding 10 m/sec, shall not be allowed, unless the berth is equipped with indoor loading system.

185. All losses which may be caused to the environment due to improper activities of the vessel's crew – i.e. oil spill, waste discharge, cargo spill or discharge – shall be covered by the ship owner or the charterer. Such losses which have been caused by the berth operator, shall be covered by the operator.

## **20. CUSTOMS, IMMIGRATION AND SANITARY PROCEDURES**

186. The customs, immigration and sanitary procedures within the Port of Liepaja shall be determined by existing external regulatory enactments.

187. Procedures related to transshipment of goods and haulage of persons within the Port of Liepaja shall be determined by existing external regulatory enactments and the REGULATIONS ON THE LIEPAJA PORT PROCEDURES, duly approved by the Port Authority.

## **21. SECURITY OF VESSELS, THE PORT AND PORT FACILITIES**

188. Security of vessels, the Port and port facilities shall be provided by the operator, the owner or the leaseholder of each relevant territory in compliance with existing regulatory enactments, the Regulations on the Liepaja Port Procedures and provisions of the International Ship and Port Facility Security Code.

189. Existing REGULATIONS ON THE LIEPAJA PORT PROCEDURES shall provide due passing procedures for vehicle and pedestrian traffic within the Port territory.

190. Any person within the Port territory shall carry an ID (*a document identifying the person*). The ID shall be presented upon request of the Port Security Officer, the Port facility guards, the border guards, immigration and customs officers or the PC employees.

191. Persons and vehicles shall enter the Port territory only through respective check points (*gates*).

192. Crew members, their relatives, ship owners and persons, duly authorized by them, arriving to the ship on the ship owner's or the Harbour Master's request, shall be admitted to the Port territory upon presenting their identity documents in compliance with the crew and passenger lists, submitted to the gates, and approved by the Immigration Office.

193. Taking into consideration the possible danger or threat to the Port in general or to its parts, as well as, for the purpose of ensuring efficient Port security activities, the Port Security Officer shall be entitled to introduce extraordinary amendments into the REGULATIONS ON THE LIEPAJA PORT PROCEDURES.

194. Any person, not complying with the requirements of the Port Security Officer, the Port facility guard, immigration or customs requirements, shall be suspended and/or expelled from the Port territory.

195. The Port operators shall coordinate security equipment installation within the Port territory with the Port Security Officer.

## **22. PORT DUES AND CHARGES**

196. Tariffs of the Port dues and charges have been determined by the Liepaja SEZ Board. Tariffs for navigation services shall be determined in compliance with existing regulatory enactments. Maximum tariffs for Port services shall be stipulated by the service provider. The upper limits of the said tariffs shall be approved by the Liepaja SEZ Board.

197. The following port dues and charges have been approved by the Port of Liepaja:

197.1. port dues and charges:

197.1.1. cargo due;

197.1.2. canal due;

197.1.3. pilot due;

197.1.4. small vessel due;

197.1.5. passenger charge;

197.1.6. berth due;

197.1.7. sanitary due;

197.1.8. tonnage due;

197.2. charges for navigation services.

198. The upper limits of charges and tariffs for the following Port services shall be effected in the Port of Liepaja:

198.1. solid waste and oil waste collection;

198.2. mooring;

198.3. firefighting services;

198.4. tugboat and other floating craft services;

198.5. fresh water supply.

199. Prior to sailing from the Port of Liepaja, the vessel shall pay for all port dues and charges, for the navigation services and for other provided services.

200. The relevant ship's agent shall be fully responsible for collection of the Liepaja Port dues and charges from the Ship Owner or the Charterer, and shall provide respective payments to the Port Authority in compliance with existing tariffs of the Port dues and charges, the payment procedures and relevant Agreement on providing the ship's agent services in the Port of Liepaja.

## **23. LIABILITY FOR VIOLATION OF THE PORT REGULATIONS**

201. Any legal or physical person shall be liable for violation of the Port Regulations in compliance with the Administrative Infringement Code and other existing external regulatory enactments.

202. The Port Authority shall not be liable for the effects of any action or inaction of another legal or physical person and shall be entitled to full compensation for such losses, which may arise due to violation of the Port Regulations.

203. Any violation of the Port Regulations shall be examined by the following persons within the framework of their competence:

203.1. the Chief Executive Officer of the Port;

203.2. the Harbour Master- with regard to navigation safety;

203.3. the Port Security Officer – with regard to matters referring to the safety of the Port, ships and Port facilities.

204. In the event, that the vessel, which is lying at the Port, endangers people, other vessels, the Port facilities or the entire Port security system in general, the Port Security Officer shall invite a representative of the Maritime Administration of Latvia, who shall certify existence of such a threat. In the event, that it is impossible to eliminate the said threat, and, to ensure minimal security requirements, the Harbour Master shall be entitled to order the vessel to leave the Port at the expense of the vessel's owner.

205. In the event, that a vehicle within the Port territory endangers people, other vehicles, the Port facilities or the entire Port security system in general, the Port Security Officer shall be entitled to perform compulsory evacuation from the Port at the expense of the owner of the vehicle.

206. Mooring and unmooring to/from the Port facility, which has not been equipped with the Port Facility Security Certificate, or the said certificate has been annulled for a certain term, shall take place only upon approval of the Port Security Officer.

207. Vessels may be detained or arrested in the Port of Liepaja in compliance with the procedures as stipulated by the regulatory enactments.

208. Unawareness of the Port Regulations shall not exonerate the offender from legal liability.

209. A legal or a physical person who has not received a relevant permit of the Port Authority in compliance with the procedures, stipulated in the regulatory enactments, shall be prohibited from any type of activity, as well as, from performing any duties related to Port operations within the Port.

210. Valuations, stipulated in the “*Environment Protection*”, “*Dredging Activities*” Chapters of the Port Regulations, and, all violations referring to fishing, shall be examined by the Marine and Inland Waters Administration, or the Port Authority within their competence.

211. In order to ensure due operation of the Port after adoption of the respective amendments to the external regulatory enactments, the Port Regulations may be amended. In the event, that no amendments are made, the regulatory enactments shall prevail.

#### **24. ADDITIONAL PROVISIONS**

212. Upon the Liepaja City Council Binding Regulations entering into effect, the “Liepaja Port Regulations” dated January 19, 2006 shall be null and void.

**Appendix**

## The Liepaja Port Regulations

## Technical particulars of the Port of Liepaja

| Berth Nr. | Length (m) | Depth (m) | Berth Nr. | Length (m) | Depth (m) |
|-----------|------------|-----------|-----------|------------|-----------|
| 5.        | 127,6      | 7,8       | 61.       | 214,0      | 6,6       |
| 12.       | 98,5/ 83,8 | 4,0/ 5,0  | 62.       | 145,0      | 6,3       |
| 14.       | 89/ 62,5   | 4,0/ 5,0  | 63.       | 145,0      | 6,0       |
| 17.       | 183,5      | 6,5       | 64.       | 176,9      | 5,9       |
| 18.       | 213,4      | 6,5       | 65.       | 12,7       | 5,5       |
| 19.       | 381,7      | 7,0       | 66.       | 120,0      | 6,0       |
| 20.       | 83,8       | 4,0       | 67.       | 120,0      | 6,0       |
| 21.       | 103,5      | 4,0       | 68.       | 120,0      | 6,4       |
| 22.       | 180,3      | 8,0       | 69.       | 120,0      | 5,5       |
| 25.       | 89,5       | 8,0       | 70.       | 120,0      | 4,4       |
| 26.       | 45,7       | 8,5       | 71.       | 120,0      | 4,3       |
| 27.       | 35,2       | 6,5       | 72.       | 120,0      | 4,5       |
| 28.       | 32,5       | 7,4       | 73.       | 101,0      | 5,8       |
| 30.       | 89,6       | 6,4       | 74.       | 134,0      | 6,0       |
| 30 A      | 80,0       | 5,3       | 75.       | 134,0      | 6,2       |
| 40.       | 171,0      | 6,4       | 76.       | 134,0      | 6,0       |
| 41.       | 171,0      | 7,0       | 80.       | 137,0      | 4,8       |
| 42.       | 172,4      | 5,4/ 7,4  | 81.       | 94,0       | 6,0       |
| 43.       | 412,0      | 10,5      | 82.       | 118,0      | 6,0       |
| 44.       | 180,0      | 10,5      | 83.       | 144,0      | 5,0       |
| 45.       | 189,7      | 10,5      | 84.       | 150,0      | 5,5       |
| 46 Z      | 204,5      | 8,4       | 85.       | 52,0       | 5,5       |
| 46 D      | 181,0      | 8,0       | 86.       | 26,0       | 5,8       |
| 46 W      | 51,5       | 7,5       | 87.       | 144,0      | 5,4       |
| 49 Z      | 129,0      | 9,0       | 88.       | 140,0      | 5,8       |
| 49 D      | 129,0      | 8,9       | 89.       | 132,0      | 4,2       |
| 50.       | 180,0      | 8,8       | 90.       | 100,0      | 4,3       |
| 51.       | 322,0      | 9,5       | 91.       | 100,0      | 4,5       |
| 56.       | 105,0      | 3,6       | 92.       | 103,0      | 5,0       |
| 57.       | 151,0      | 6,0       | 93.       | 179,0      | 3,8       |
| 58.       | 153,0      | 6,5       | 93 A      | 45,0       | 4,3       |
| 59.       | 153,0      | 6,4       | 94.       | 104,0      | 6,2       |
| 60.       | 198,0      | 6,3       |           |            |           |