

Approved by the Liepaja SEZ Board Decision No 94, dated 31.10.2016.
(Latvijas Vēstnesis, 16.11.2016., Nr.224 (5796))

Amendments: The Liepaja SEZ Board Decision No. 131 of 30.11.2018.
(Latvijas Vēstnesis, 7.12.2019., Nr.241 (6327))

PORT FEES AND CHARGES IN THE PORT OF LIEPAJA

*Issued pursuant to
Part 3 of Section 13 and
Part 1 of Section 15 of the "Law on Ports"*

I. GENERAL PROVISIONS

- 1.1. Port Dues and Charges in the Port of Liepaja (hereinafter – Regulations) define the amounts of the Port Dues and charges and their rates, the procedure of calculation and collection of the Port Dues and charges, as well as the upper levels of tariffs for port services (hereinafter – the port services).

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

- 1.2. At the port of Liepaja following fees are established:

1.2.1. Port fees:

- 1.2.1.1. canal fee,
- 1.2.1.2. pilotage fee,
- 1.2.1.3. small ship's fee,
- 1.2.1.4. passenger fee,
- 1.2.1.5. wharfage fee,
- 1.2.1.6. sanitary fee,
- 1.2.1.7. tonnage fee.

1.2.2. Navigation fee: state fee for sea navigation services.

- 1.3. In the port of Liepaja tariff limits have been set for the following services:

- 1.3.1. mooring charges,
- 1.3.2. charge for acceptance of garbage and dirty water,
- 1.3.3. charge for use of port tugboats and other floating craft,
- 1.3.4. charge for fire-fighters' services,
- 1.3.5. water supply.

- 1.4. The terms used in the present Regulations:

- 1.4.1. vessel - any mean of navigation/craft designed for use of navigation;

- 1.4.2. harbor fleet vessel – vessel, rendering services in the port – tugboat, pilot ship, barge, floating crane, bunkering vessel, bilge water, faeces and garbage collector, dredging fleet, etc., which on a legal basis provide certain services in the Port;
- 1.4.3. reloading vessel - floating craft, rendering ship – to – ship cargo transfer operations in the port basin;
- 1.4.4. specialised vessel - a tugboat with a barge or a ship having an engine failure in tow;
- 1.4.5. fish industry ships – ships, which trade in fishing or fish processing;
- 1.4.6. fish industry cargoes – all types of fish and sea products, fishing-tackle, nets, tare and auxiliary materials;
- 1.4.7. coaster – vessel flying National Flag of Latvia, which performs shipments or sails in ballast between Latvian ports;
- 1.4.8. passenger vessel - sea going vessel or high speed seagoing vessel according to the definition set by the regulation 1 of chapter 10 of SOLAS convention and which are carrying on board more than 12 passengers;
- 1.4.9. cargo – passenger vessel - a vessel possessing both Cargo and Passenger Vessel Safety Certificate;
- 1.4.10. RO – RO vessel - a vessel so defined in her classification certificate, and that is scheduled and used for cargo and/ or passenger traffic, and is equipped with the relevant mechanism for horizontal cargo loading and unloading;
- 1.4.11. liner vessel – a vessel engaged in regular voyages to the port and whose liner status has been approved by the LSEZ;
 - 1.4.11.1. the shipping line might be confirmed on the basis of the preliminary written application of the operator, if the vessel enters the port at least once a month pursuant to the previously approved sailing schedule for the time period exceeding three months;
 - 1.4.11.2. the operator shall submit the application for shipping line confirmation at least one month before the planned start of the activities of the relevant shipping line, specifying the name of the line, sailing schedule for at least three months, the type of the cargo to be carried and the list of the vessels servicing the relevant line;
 - 1.4.11.3. liner status is granted by the LSEZ Authority and it becomes valid from the fourth call at the port during one year. Liner status and relevant rebates on port dues remain in force if the vessel is replaced by another one on the same route;
 - 1.4.11.4. the operator of the shipping line shall update and submit the relevant sailing schedule at least once during 3 months term to the LSEZ Authority for publishing on the website of the LSEZ.

- 1.4.12. cruise vessel - passenger vessel, which calls at the port with the aim of tourism;
- 1.4.13. container vessel - a vessel so defined in her classification certificate and which carries containerized cargo not less than 50% of its total cargo volume;
- 1.4.14. state service vessels - navy and coast guard vessels, customs, hydrography, research and rescue ships;
- 1.4.15. training vessel - a vessel so defined in her classification certificate;
- 1.4.16. hospital vessel - a ship so defined in her classification certificate;
- 1.4.17. small ship – a vessel of less than 200 GT;
- 1.4.18. small size ship - any vessel, including the one which is intended for sports and recreation purposes (recreation vessel, cutter, boat, sailboat, etc.) under 24 m in length;
- 1.4.19. tugboat in attendance - a tug immediately ready and available for pulling or pushing operations with or without serving the tow;
- 1.4.20. re-mooring with the use of a tugboat - shifting of vessel on the roads for cargo operations, except for shifting to/from Karosta Canal berths to/from other parts of port;
- 1.4.21. extraordinary circumstances - actual threat to the safety of the crew and passengers, cargo, vessel and/or the environment;
- 1.4.22. laytime - usage of the berth without performing cargo operations for more than 10 consecutive days after the conclusion of a contract with berth operating company for the use of such a berth, duly approved by the LSEZ Authority;
- 1.4.23. berth operator - a berth owner, lessee or operator, engaged in economic activities at the berth or other berth operations;
- 1.4.24. test voyage - vessel's passage to outer roads after repairs and return to the place of repairs, which has been agreed with Port Traffic Control;
- 1.4.25. night time - time period from 22.00 to 06.00;
- 1.4.26. calendar year - the time period between 00:00 hours on January 1st and 24:00 hours on December 31st;
- 1.4.27. ballast water - water filled in ballast tanks or other similar containers to ensure ship's seaworthiness;
- 1.4.28. bilge water - water contaminated with oil and oil products, which accumulates in engine rooms, pumping stations etc.;
- 1.4.29. faeces - water from toilets, cambouse etc;
- 1.4.30. dangerous waste - in accordance with the Regulations No 302 of the Cabinet of Ministers of the Republic of Latvia, dated 19.04.2011. „Regulations Concerning the Classifier of Pollutants and the Qualities Which Make Pollutants Hazardous”;

1.4.31. noxious liquid substances - as defined in Annex 2 to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78).

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

1.5. The following abbreviations are used in the Rules:

1.5.1. GT - vessel's gross tonnage measurement unit;

1.5.2. LSEZ - Liepaja Special Economic Zone;

1.5.3. DW - "dead weight" – the vessel's maximum cargo carrying capacity;

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

1.6. The service providers may apply discount rates to the services, specified in Section 1.3.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

1.7. Port fees and charges are calculated based on vessel's gross tonnage (GT), which is denoted in the ship's original tonnage Certificate, in conformity with 1969 International Convention on Ship Measuring.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

1.8. Port fees and charges tariff rates for services are set in Euro. Monetary unit 1 EUR=100 cents.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

1.9. The set port fees shall be paid prior to vessel's sailing from the port. In case the port fees are not paid, the LSEZ Authority may arrest the vessel, departing from the port in compliance with the procedures, specified by the Law.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

1.10. The following vessels are exempt from port fees other than pilot fee:

1.10.1. state service ships,

1.10.2. ships of educational establishments, unless they are involved in commercial activity,

1.10.3. hospital and charity mission ships,

1.10.4. harbour fleet ships,

1.10.5. vessels which call at the port because of extraordinary circumstances and do not perform cargo operations afterwards,

1.10.6. small size ships and other vessels, which call at the port with the aim of tourism.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

- 1.11. Vessels with gross tonnage less than 200 GT shall pay small ships fee and are exempt from other port fees.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

- 1.12. For such movements, which are not directly related to the provision of services to the Port, i.e. bunkering of vessels in the Port of Liepaja, the harbor fleet vessels, which perform cargo operations by exporting or importing cargoes, shall be subject to the tonnage, canal and wharfage fee payment in compliance with such tariffs, which are applied to vessels, performing cargo operations.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

- 1.13. Coasters, except for bunkering vessels, fishing industry vessels and vessels with fishing industry cargoes, lighters and tugboats with a barge shall be subject to a 50% rebate on all port fees, excluding sanitary and pilot fees. This provision shall not be applied to the vessels with less than 200 GT.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

- 1.14. Surcharge on tariffs is applied to sanitary services and operations involving the use of tugboat services:

1.14.1. on Saturdays, Sundays, national holidays from 06.00 to 22.00 by 25%,

1.14.2. on Saturdays, Sundays, national holidays from 22.00 to 06.00 by 50%,

1.14.3. on weekdays from 22.00 to 06.00 by 25%,

1.14.4. In case performance of the services starts before the above referred days and lasts beyond such days, the services charge shall be calculated for the day, to which most part of the services refer.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

- 1.15. If more than one kind of tariff reductions is applicable to the vessel, then first the prescribed reduction on the basic tariff is applied, and each of the following ones is calculated from the previous result obtained.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

- 1.16. When calculated on hour tariff basis, the time is rounded off to 0.5 hours, whereby the time less than 30 minutes shall be counted as 30 minutes, but the time, which is between 30 minutes and one hour counts as 1 hour.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

- 1.17. For vessels, which call at the port towing barges of other floating craft without an engine or the engine is not working, port fees are calculated on the basis of total GT of the tugboat and barge or other floating craft.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

- 1.18. If the GT, which is used for isolated ballast (double-deck, double-side and /or special side tanks), is denoted separately in the Tonnage certificate, then port fees are calculated taking into account the diminished GT denoted in the Tonnage Certificate.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

- 1.19. The Board of the Liepaja SEZ Authority has approved the port dues and the limits of tariffs for services, which are provided in the Port, in accordance with the Law on Ports. The port dues are distributed in accordance with the procedures and amounts, stipulated by the Law on Ports.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

- 1.20. The CEO of the Liepaja SEZ shall be entitled to grant special discount rates to the port dues for certain vessels in the events, which have not been provided for by these Regulations, and are not related to regular cargo transshipments. Prior to granting special discount rates for certain vessels, the Liepaja SEZ CEO shall evaluate the usefulness of such discount rates, based on economic substantiation, by respecting the principle of equality.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

II. PORT FEES

2. TONNAGE FEE

- 2.1. Tonnage fee for each arrival or departure of the vessel is - 0.25 EUR /GT.

- 2.2. Applicable rebates to:

- 2.2.1. all RO-RO type cargo, cargo- passenger, passenger, refrigerator vessels, container vessels, in case the container cargo on board exceeds 50% of vessel's total cargo volume (tons) - 30%

- 2.2.2. liner vessels:

- 2.2.2.1. cargo - 20%

- 2.2.2.2. container - 30%

- 2.2.2.3. RO-RO - 60%

- 2.2.2.4. cargo- passenger, passenger - 80%

- 2.2.3. starting from the 7th call in the calendar year:

- 2.2.3.1. cargo, tugboats with a barge -10 %

- 2.2.3.2. RO-RO, container - 25%
- 2.2.3.3. cargo- passenger, passenger - 55 %
- 2.2.4. starting from the 2nd call in a Latvian port during one voyage - 50%
- 2.2.5. if the amount of cargo on board on arrival/departure does not exceed 50% from full deadweight (summer DW) - 30 %
- 2.3. For a tugboat together with a barge, or towing another floating craft without an engine, the times of call are counted according the cargo carrier.
- 2.4. Exempted from tonnage fees are:
 - 2.4.1. vessels referred to in Section 1.10. and cruise ships,
 - 2.4.2. vessels, which call at the port due to repairs, bunkering or supply of other materials, for sanitary services, and/or which do not perform cargo operations.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

3. CANAL FEE

- 3.1. Canal fee for each use of canal, when vessel arrives or departs from the port:
 - 3.1.1. RO-RO, cargo-passenger, passenger - 0.13 EUR/GT,
 - 3.1.2. container - 0.20 EUR/GT,
 - 3.1.3. other vessels - 0.26 EUR/GT.
- 3.2. Starting with the 7th call in the calendar year:
 - 3.2.1. passenger, cargo-passenger - 0.02 EUR/GT,
 - 3.2.2. RO-RO - 0.10 EUR/GT,
 - 3.2.3. container - 0.15 EUR/GT,
 - 3.2.4. cargo vessels - 0.22 EUR/GT.
- 3.3. For the vessels, navigating in the Karosta Canal, the canal charge tariff shall be increased by 0.02 EUR/ BT
- 3.4. Applicable rebates to:
 - 3.4.1. RO-RO, cargo-passenger, passenger, refrigerator vessels, container vessels, in case the container cargo on board exceeds 50 % of vessel's total cargo volume (tons) - 30 %
 - 3.4.2. vessels on liner service

3.4.2.1.	container	- 25%
3.4.2.2.	RO-RO	- 50%
3.4.2.3.	cargo-passenger, passenger	- 75 %
3.4.3.	newly built vessels at the Port of Liepaja	- 50%
3.4.4.	with call purpose repair in ship repair yards	- 50%

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

3.5. Exempted from canal fees are:

3.5.1. vessels referred to in Section 1.8. and cruise vessels,

3.5.2. vessels, calling at the port for bunkering purposes, ship supply, change of the crew with no cargo operations performed and not staying in the port for more than 48 hours,

3.5.3. on completion of repairs at the Port of Liepaja, when making a test voyage.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

4. SANITARY FEE

4.1. Sanitary fees are collected for the total time vessel spends at the port, depending on laytime:

4.1.1. up to 10 days - 0.06 EUR/GT,

4.1.2. 11- 30 days - 0.08 EUR/GT.

4.2. In the event, that a vessel stays in the port for more than 30 days, the sanitary fee of 0.003 EUR/BT shall be charged for each consecutive day.

4.3. Exemption for vessels equipped with equipment for decreasing the amount of ship generated solid waste and waste waters - 25 %

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

4.4. The following vessels are exempted from the sanitary fee:

4.4.1. vessels referred to in Section 1.10.,

4.4.2. barges without crew,

4.4.3. a vessel engaged in regular and short-haul voyages, and whose master, ship-owner or vessel operator has submitted to the LSEZ Authority an application with the port on the vessels route indicated, where waste and mandatory payments are handled;

4.4.4. vessels under repair in the shipyards.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

4.5. Vessels exempted from sanitary fee shall pay for discharge of polluted waters and garbage according tariffs provided in Section 13.

4.6. Sanitary fee covers acceptance of the following waste during the entire period of ship's laytime:

4.6.1. faeces up to 10 m³, except cruise vessels;

4.6.2. confluent water up to 10 m³, except cruise vessels

4.6.3. solid waste, except dangerous waste.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

4.7. Acceptance of ballast water and water for washing the tanks polluted with oil is not included in the sanitary fee.

4.8. Disposal of noxious liquid substances and acceptance tariffs thereof shall be negotiated separately with the service provider.

4.9. Solid waste which is accumulated as a result of cargo operations is accepted for a separate fee according the tariffs provided in Section 14.4.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

5. PILOTAGE FEE

5.1 Pilotage fee is levied on all vessels calling at the port in accordance with the procedure for use of pilots as provided in port regulations.

5.2 Pilotage fee includes also payment for the floating craft, which is used for delivering the pilot to the ship and from the ship to the port or to another vessel.

5.3 Pilotage fee shall be calculated with the rate 0.19 EUR/ GT for every pilot service provided according to port regulations.

5.4 Rebates:

5.4.1 if the vessel does not employ the pilot in accordance with the port regulations
- 50%

5.4.2 if the vessel is piloted from the sea or outer roadstead to inner roadstead -50%

5.4.3 if the vessel is piloted from inner roadstead to outer roadstead or the sea -50%

5.4.4 for the vessels on the liner service - 30%

- 5.4.5 if the vessel is moored to another berth or anchorage by decree of the Harbor Master due to the unfavorable weather conditions - 50%
- 5.4.6 in the event, that, for the purpose of performing cargo operations, the vessel is shifted to another berth within the same region of the Port (Free Port, Winter Harbor, City Canal, Karosta Canal, including the Tosmare water area) - 50%
- 5.4.7 in the event, that, for the purpose of performing cargo operations, the vessel is shifted to another berth in another region of the Port (Free Port, Winter Harbor, City Canal, Karosta Canal, including the Tosmare water area) - 25%
- 5.4.8 *(Deleted in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018)*

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

- 5.4.9. Cruise vessels - 70%

(With amendments, that are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

5.5 Surcharge on tariff rate shall be applied:

- 5.5.1 If the vessel is piloted in / out of the port by the shore radar - 25%
- 5.5.2 if the vessel is piloted in / out in the night time of the Karosta Canal - 25%

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

5.6 In the event that the pilot is piloting several vessels simultaneously, the pilot fee shall be collected from each vessel in full amount (based on the bill, signed by the Master or ship's agent, or radio-telegraphic confirmation from the Master of each vessel).

5.7 Additional fee shall be collected:

- 5.7.1 For ordering a pilot and subsequent canceling - 50% from the calculated pilotage fees,
- 5.7.2 For detaining the pilot due to the fault of the vessel - 100 EUR/hour. The charge shall be exacted by the time, the pilot returns to the Port of Liepaja.

6. WHARFAGE

6.1 The wharfage fee is set as follows:

- 6.1.1 for vessels calls, which perform passenger and/or cargo operations - 0.19 EUR/GT for each call,
- 6.1.2 for vessels without cargo operations charge for the berth is - 0.05 EUR/GT per day or part of the day,
- 6.1.3 ships, which are not performing cargo operations, shall be subject to the following wharfage fee (under the condition, that it has not been exempted under the request

of the berth operator or owner due to such circumstances which are dependant on the ship's owner, charterer on the crew) -0.05 EUR/GT per hour,

6.1.4 for vessels in laytime (over 10 days) - 0.02 EUR/ GT per hour, but not less than 10 EUR per day,

6.1.5 During the laytime (for more than 10 days), if they are moored along a non-equipped berth - 0,01 EUR/GT per day, or for part thereof, however, not less than EUR 5 per day.

6.2 Rebates applicable to:

6.2.1 RO-RO, refrigerator, container vessels, in case the container cargo on board exceeds 50% of vessel's total cargo volume (tons) - 30%

6.2.2 vessels on liner service - 25%

6.2.3 passenger, cargo-passenger ships - 50%

6.2.4 rebates do not apply to ships in laytime.

6.3 The following are exempt from wharfage fee:

6.3.1 vessels referred to in Section 1.10. and cruise ships,

6.3.2 vessels, which call at the port due to extraordinary circumstances and stay at the port for no more than 3 days starting from the day of arrival.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

7. PASSENGER FEE

7.1 The Passenger fee shall be fixed for every passenger, staying on board the ship, upon her arrival at and upon her departure from the Port.

7.2 The Passenger fee shall be calculated according to the following rates:

7.2.1 for each passenger upon arrival of the ship at the port - 1 EUR

7.2.2 for each passenger upon departure of the ship from the port - 1EUR

7.3. Rebate for each cruise ship passenger is - 30%.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

8. SMALL SHIP'S FEE

8.1. The small ships due shall be calculated separately for each arrival or departure, based on the rate of 0.06 EUR/GT.

8.2. Rebates:

8.2.1. vessels with the total number of calls within a month's time exceeds 20 times, are subject to the rebate of 25% for the respective month.

8.2.2. vessels, permanently mooring at the berths of the JSC „Kursa” - 25%

8.3. In cases when a ship has occupied a berth unwarranted and has not vacated it after a claim of the berth owner, leaseholder or manager, extra payment is charged - 0.10 EUR/BT a day

III. LIMITS OF CHARGE TARIFFS FOR PAID SERVICES

9. TUGBOAT ASSISTANCE

9.1. Depending on the type of operation the charge is based either on 1 GT of the ship or hourly rate for one hour of tugboat services.

9.2. Charge for the use of tugboats, irrespective of their number, mooring / unmooring operations, is collected for each operation:

9.2.1. mooring of unmooring, including entering or departure from the docks
- 0.27 EUR/GT,

9.2.2. shifting from one berth to another - 0.34 EUR/GT,

9.2.3. shifting alongside the same berth - 0.27 EUR/GT.

9.3. When several tugboats are used, the money for the above services shall be divided proportionally in respect to work time and the capacities of the tugboats.

9.4. Rebate of 25 % is applied on the use of tugboats and mooring/unmooring:

9.4.1. for passenger operations,

9.4.2. liner vessels,

9.4.3. vessels referred to in Section 1.10.,

9.4.4. The rebate may be applied on the basis of only one of the above Sections.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

9.5. *(Deleted in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018)*
(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

9.6. Rates per hour shall be applied in following cases:

9.6.1. if operations are not related with mooring/unmooring,

9.6.2. when towing vessels with main engines out of order, including works related to mooring and unmooring of these vessels,

9.6.3. when RO-RO type vessels, cargo-passenger, passenger ships operate on a line, cruise vessel.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

9.7. In cases when rates per working hour are applied, they are applied for all operations within one move (order).

9.8. Rates per working hour depend on the capacity of the tugboat:

9.8.1. 600 -1000 HP	- 340 EUR/ hour,
9.8.2. 1001 -1500 HP	- 450 EUR/ hour,
9.8.3. 1501- 2300 HP	- 530 EUR/ hour,
9.8.4. 2301 - 2500 HP	- 590 EUR/ hour,
9.8.5. 2501 - 3500 HP	- 730 EUR/ hour,
9.8.6. Over 3500 HP	- 790 EUR/ hour.

9.9. Rebates on use of rate per hour:

9.9.1. if the tugboat is used "in attendance" - 50%

9.9.2. if the tugboat is used for transportation of people, materials or supplies to or from vessel - 25%

9.9.3. for mooring/unmooring in accordance with Section 9.4.

9.10. Time from sailing of tugboat off its base until returning back to it shall be counted as paid work time.

9.11. Time to be paid for tugboat services upon mooring/unmooring operations of RO-RO, cargo-passenger and passenger vessels, which work on line, shall be counted for the time actually used for mooring/unmooring services. The time spent by the tugboat to reach the ship to be assisted and passage back, as well as delay time due to settlement of port formalities shall not be included into the time for towing and mooring/unmooring.

9.12. The minimum time to be used for calculations for mooring/unmooring and shifting for RO-RO type vessels, cargo-passenger and passenger vessels, which work on liner service is one hour. In other cases the time for the use of tugboat shall be rounded up to 0.5 hours, time less than 30 minutes to count as 0.5 hours, and time over 30 minutes to count as 1.0 hour. The time actually used shall be registered in the tugboat receipt, which shall be signed by the person ordering the services.

9.13. Additional charge shall be collected for call of the tugboat and further refusal – 50% from the charge of the ordered operation, which shall be calculated in accordance with the tariffs, specified in Section 9.2. In the event, that the charge of the ordered operation is calculated by applying the time rate, the charge for calling the tugboat with further refusal to use it, shall be calculated as 50% from the one hour operation of the tugboats, required for the particular operation.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

9.14. The number of tugboats and their capacities necessary for mooring, shifting and towing operations is stipulated by the Port Regulations.

9.15. Maximum tariff rates for the chargeable period, which is spent by the tugboat to proceed from / to the place where the respective service is rendered from/ to the permanent berth of mooring:

- 9.15.1. From the berth of the Tosmares water area (part of the Karosta canal) – 45 minutes;
- 9.15.2. from/to inner roads – 20 minutes;
- 9.15.3. from/ to outer roads – 45 minutes.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

9.16. The Port of Liepaja is permanently serviced by the following tug boats:

- 9.16.1. “TAK 1” (engine power – 2000 HP);
- 9.16.2. “TAK 7” (engine power – 4130 HP);
- 9.16.3. “Klints” (engine power - 2600HP);
- 9.16.4. “Namejs” (engine power - 1600 HP).

9.17. In the event of insufficient capacity of the tug boats, mentioned in Section 9.16, to provide services to a particular vessel:

- 9.17.1. the charge for mobilization and demobilization of an additional tug boat - 7400 EUR,
- 9.17.2. the charge for the use of additionally mobilized tugboat for mooring/ unmooring operations – 620 EUR/ hour,
- 9.17.3. the charge for the lay time of additionally mobilized tugboat – 470 EUR/ hour.

10. USE OF THE PORT FLOATING CRAFTS

10.1. Charge for one working hour, depending on the type of the vessel:

- 10.1.1. Use of the harbor patrol boat for the maintenance of the water area of the port and for other works - 150 EUR/ hr,
- 10.1.2. Use of the pilot boat for the haulage of passengers from or to vessels in the outer roads of the port - 250 EUR/hr,
- 10.1.3. Use of the hydrography boat for the haulage of passengers from or to vessels in the outer roads of the port and for other works - 300 EUR/hr.
- 10.1.4. Use of the oil – waste collecting craft for combating of pollution and boom placement activities - 500 EUR/hr.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

11. FIRE-FIGHTERS' SERVICES

11.1. The fee for tug fire fighters' services is set in accordance with Section 9.8.

11.1.1. Rebate for stand-by services of the vessel without fire fighting operations - 50%,

11.2. Charge for fire fighting watch on board or alongside a vessel shall be paid at the rate of 18 EUR per hour.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

12. MOORING- UNMOORING (WITHOUT TUGBOAT ASSISTANCE)

12.1. The charge for mooring/unmooring shall be collected separately for each operation - mooring, unmooring, or shifting:

12.1.1. up to 600 GT	- 40 EUR
12.1.2. 601 – 1400 GT	- 50 EUR
12.1.3. 1401 – 2700 GT	- 60 EUR
12.1.4. 2701 – 4000 GT	- 70 EUR
12.1.5. 4001 – 5500 GT	- 80 EUR
12.1.6. 5501 - 8000 GT	- 100 EUR
12.1.7. 8001 – 11000 GT	- 120 EUR
12.1.8. 11001 - 15000 GT	- 130 EUR
12.1.9. 15001 – 20000 GT	- 140 EUR
12.1.10. 20001 – 40000 GT	- 150 EUR
12.1.11. over 40000 GT	- 200 EUR

12.2. Shifting of a vessel from one berth to another is considered as 2 operations.

12.3. Shifting of vessel alongside one berth is considered as one operation.

12.4. Decline of port mooring and unmooring services may be permitted only upon Harbour Master's approval.

13. SUPPLY OF FRESH WATER

13.1. Water supply from shore - 5.0 EUR/ t

13.2. Fresh water supply by tugboat to the vessel – 5.0 EUR/ t + 165 EUR per hour for the ship or 150 EUR per hour of tank truck, which renders the service.

14. DISCHARGE OF DIRTY WATERS AND GARBAGE

- 14.1. Ships which have been liberated from the sanitary charge according to the paragraph 4.4, or deliver the polluted water or solid waste that is not delivered under the sanitary charge, pay off the actually received services according to the following rate:
- 14.1.1. collection of faeces: - 15 EUR /t + 120 EUR per hour for the ship or 200 EUR per hour of tank truck, which renders the service,
 - 14.1.2. collection of confluent waters: - 15 EUR/t + 120 EUR per hour for the ship or 200 EUR per hour of tank truck, which renders the service,
 - 14.1.3. solid waste, which has not accumulated as a result of cargo operations, except for hazardous waste: - 30 EUR/ m³
- 14.2. Collection of ballast water polluted with oil and oil products, and collection of waste accruing from the separation of oil products - 15 EUR/t + 120 EUR per hour for the ship or 200 EUR per hour of tank truck, which renders the service.
- 14.3. Polluted waters and waste accruing from the separation of oil products, which contain admixture of noxious liquid substances, are collected for a charge negotiated with service provider.
- 14.4. Solid waste, except of dangerous waste, which is generated by cargo operations, is delivered to the provider of waste reception services at the berth the vessel is moored and for the fee, which is agreed on with service provider
- (With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)*
- 14.5. *(Deleted in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018)*
- (With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)*
- 14.6. Surcharge on the tariffs is applied to work at night hours, on Saturdays, Sundays and holidays as provided in Section 1.14.
- (With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)*

IV. FINAL PROVISIONS

15. The present Regulations shall be published in Latvian and English. The Latvian version of the present Regulations shall be authentic and shall prevail in case of disputes, related the interpretation of the present Regulations.
16. Should the dispute related to the application of the present regulations in regards of the ship's status, specified in the Ship Classification Certificate, occur, the ship's status shall be defined on the basis of her function in the port and concrete shipment type.

17. The regulatory enactments of the Republic of Latvia shall be applied for interpretation of the present Regulations and settling any disagreements related to application of the present Regulations.
18. Any disputes and disagreements related to application of the present Regulations shall be settled by negotiations with the LSEZ Authority. In case it is impossible to settle the differences, the disagreement shall be settled in Latvian court pursuant to the procedure, specified by the regulatory enactments.
19. The limits of the Port Fees and port services tariffs shall be revised once a year with the aim to maintain balance of port's income and expenses in accordance with the market situation in the transport sector.

(With amendments, those are made in compliance with the Liepaja SEZ Board Decision No. 131 of 30.11.2018, to come into effect on 22.01.2019.)

U.Sesks
Chairman of the Liepaja SEZ Board