

PORT FEES 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. GENERAL REGULATIONS AND DEFINITIONS

1. Port fees in the Port of Liepaja (hereinafter – Regulations) define the amounts of the Port Fees and their rates, the procedure of calculation and collection of the Port Fees in the Port of Liepaja (hereinafter – Port), as well as the maximum tariff thresholds set for the paid port services (hereinafter – the port services).
2. At the Port following fees are established:
 - 2.1. canal fee,
 - 2.2. pilotage fee,
 - 2.3. small ship's fee,
 - 2.4. passenger fee,
 - 2.5. wharfage fee,
 - 2.6. sanitary fee,
 - 2.7. tonnage fee.
3. At the Port the maximum tariff thresholds have been set for the following paid services:
 - 3.1. mooring charges,
 - 3.2. charge for acceptance of garbage and dirty water,
 - 3.3. charge for use of port tugboats and other floating craft,
 - 3.4. charge for fire-fighters' services,
 - 3.5. water supply.
4. The following abbreviations are used in the Rules:
 - 4.1. GT - vessel's gross tonnage measurement unit which is indicated in the ship's original tonnage Certificate,
 - 4.2. LSEZ - Liepaja Special Economic Zone,
 - 4.3. DW - "dead weight" – the vessel's maximum cargo carrying capacity.
5. The terms used in the present Regulations:
 - 5.1. extraordinary circumstances - actual threat to the safety of the crew and passengers, cargo, vessel and/or the environment,
 - 5.2. ballast water - water filled in ballast tanks or other similar containers to ensure ship's seaworthiness,

- 5.3. 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”,
- 5.4. 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,
- 5.5. night-time - period from 22.00 to 06.00,
- 5.6. hospital vessel - a ship so defined in her classification certificate,
- 5.7. test voyage - vessel's passage to outer roads after repairs and return to the place of repairs, which has been agreed with the Port Traffic Control,
- 5.8. calendar year - the period between 00:00 hours on January 1st and 24:00 hours on December 31st,
- 5.9. coaster – vessel flying National Flag of Latvia, which performs shipments or sails in ballast between Latvian ports,
- 5.10. 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),
- 5.11. vessel - any mean of navigation/craft designed for use of navigation,
- 5.12. cargo vessel - a vessel whose purpose of calling a port is to perform cargo operations, except for RO - RO, cargo passenger and container vessels,
- 5.13. cargo – passenger vessel - a vessel possessing both Cargo and Passenger Vessel Safety Certificate,
- 5.14. container vessel - a vessel so defined in her classification certificate, and which carries containerized cargo not less than 50% of its total cargo volume,
- 5.15. cruise vessel - passenger vessel, which calls at the port with the aim of tourism,
- 5.16. Liepaja Marina – port berths No. 80, 81 and 82,
- 5.17. liner vessel – a vessel engaged in regular voyages to the port and whose liner status has been approved by the LSEZ Authority,
- 5.17.1. the shipping line might be confirmed based on the preliminary written application of the operator, if the vessel calls the port at least once a month pursuant to the previously approved sailing schedule for the period exceeding three months,
- 5.17.2. 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,
- 5.17.3. 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,
- 5.17.4. the operator of the shipping line shall update and submit the relevant sailing schedule at least once for 3 months term to the LSEZ Authority for publishing on the website of the LSEZ.
- 5.18. small ship – a vessel of less than 200 GT,

5.19. small size ship - any vessel, including the one which is intended for sports and recreation purposes (recreation vessel, cutter, boat, sailboat, etc.) under 50 m in length,

5.20. training vessel - a vessel so defined in her classification certificate,

5.21. faeces - water from toilets, cambouse etc.,

5.22. harbour 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,

5.23. passenger - a natural person who is transported by a vessel and who is not a member of the vessel's crew,

5.24. 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,

5.25. reloading vessel - floating craft, rendering ship – to – ship cargo transfer operations in the port basin,

5.26. 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,

5.27. berth operator - a berth owner, lessee or operator, engaged in economic activities at the berth or other berth operations,

5.28. 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,

5.29. bilge water - water contaminated with oil and oil products, which accumulates in engine rooms, pumping stations etc.,

5.30. specialised vessel - a tugboat with a barge or a ship having an engine failure in tow,

5.31. state service vessel - navy and coast guard vessels, customs, hydrography, research and rescue ships,

5.32. tugboat in attendance - a tug immediately ready and available for pulling or pushing operations with or without serving the tow,

5.33. fish industry ships – ships, which trade in fishing or fish processing,

5.34. fish industry cargoes – all types of fish and sea products, fishing-tackle, nets, tare and auxiliary materials.

6. The service providers may apply discount rates to the services, specified in Paragraph 3.

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.

8. Port fees and maximum tariff thresholds set for the paid port services rates are set in Euro. Monetary unit 1 EUR=100 cents.

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.

10. The following vessels are exempt from port fees other than piloaget fee:

10.1. state service vessel,

- 10.2. vessels of educational establishments, unless they are involved in commercial activity,
 - 10.3. hospital and charity mission vessel,
 - 10.4. harbour fleet vessel,
 - 10.5. vessels which call at the port because of extraordinary circumstances and do not perform cargo operations afterwards,
 - 10.6. small size ships and other vessels, which call at the port with the aim of tourism and do not call the Liepaja Marina berths.
11. Small ships and small size ships, which call the Liepaja Marina berths, shall pay the small ship's fee and shall be exempt from other port fees, except in cases when pilotage is required for their arrival and / or departure from the port.
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 harbour 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.
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 pilotage fees. This provision shall not be applied to the small ships.
14. Surcharge on tariffs is applied to sanitary services and operations involving the use of tugboat services:
- 14.1. on Saturdays, Sundays, national holidays from 06.00 to 22.00 by 25%,
 - 14.2. on Saturdays, Sundays, national holidays from 22.00 to 06.00 by 50%,
 - 14.3. on weekdays from 22.00 to 06.00 by 25%.
 - 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 refers.
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.
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.
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 based on total GT of the tugboat and barge or other floating craft.
18. If the gross tonnage, 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 considering the diminished gross tonnage denoted in the Tonnage Certificate.
19. The LSEZ Board shall be entitled to grant special discount rates to the port fees for certain vessels or shipping lines.
20. The LSEZ CEO shall be entitled to grant special discount rates to the port fees 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.

II. PORT FEES

2. TONNAGE FEE

21. Tonnage fee for each arrival or departure of the vessel:

21.1. RO – RO and cargo – passenger vessels, which are not granted the liner vessel status, and in cases where RO – RO, cargo – passenger vessels which are granted the liner vessel status do not perform cargo operations – 0.05 EUR/GT,

21.2. RO – RO and cargo – passenger vessels, which are not granted the liner vessel status - 0.015 EUR/GT,

21.3. other vessels – 0.28 EUR/GT.

22. Applicable rebates to:

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

22.2. liner vessels:

22.2.1. cargo - 20%,

22.2.2. container - 30%,

22.2.3. passenger - 80%.

22.3. starting from the 7th call in the calendar year:

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

22.3.2. container vessels - 25%,

22.3.3. passenger vessels - 55%.

22.4. starting from the 2nd call in a Latvian port during one voyage - 50%,

22.5. if the amount of cargo on board on arrival/departure does not exceed 50% from full deadweight (summer DW) - 30%,

22.6. RO - RO and cargo - passenger vessels are not eligible for receiving discounts.

23. For a tugboat accompanied with a barge, or towing another floating craft without an engine, the times of call are counted according to the cargo carrier.

24. Exempted from tonnage fees are:

24.1. vessels referred to in Paragraph 10 and cruise vessel,

24.2. 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.

3. CANAL FEE

25. Canal fee for each use of canal, when vessel arrives or departs from the port:

25.1. passenger vessels - 0.13 EUR/GT,

- 25.2. container vessels - 0.20 EUR/GT,
- 25.3. other vessels - 0.28 EUR/GT.
- 26. Starting with the 7th call in the calendar year:
 - 26.1. passenger vessels - 0.02 EUR/GT,
 - 26.2. container vessels - 0.15 EUR/GT,
 - 26.3. cargo vessels – 0.22 EUR/GT.
- 27. For the vessels, navigating in the Karosta Canal, the canal charge tariff shall be increased by 0.02 EUR/GT
- 28. Applicable rebates to:
 - 28.1. passenger and container vessels, in case the container cargo on board exceeds 50 % of vessel's total cargo volume (tons) - 30 %,
 - 28.2. vessels on liner service:
 - 28.2.1. container - 25%,
 - 28.2.2. passenger - 75 %.
 - 28.3. newly built vessels at the Port - 50%,
 - 28.4. with call purpose repair in ship repair yards - 50%.
- 29. Exempted from canal fees are:
 - 29.1. vessels referred to in Paragraph 10 and cruise vessels,
 - 29.2. RO – RO and cargo – passenger vessels,
 - 29.3. 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,
 - 29.4. vessels on completion of repairs at the Port, when performing a test voyage.

4. SANITARY FEE

- 30. Sanitary fees are collected for the total time vessel spends at the port, depending on laytime:
 - 30.1. up to 10 days - 0.06 EUR/GT,
 - 30.2. 11- 30 days - 0.08 EUR/GT.
- 31. In the event, that a vessel stays in the port for more than 30 days, the sanitary fee of 0.003 EUR/GT shall be charged for each consecutive day.
- 32. Exemption for vessels equipped with equipment for decreasing the amount of ship generated solid waste and waste waters - 25 %.
- 33. Exempted from the sanitary fee are:
 - 33.1. vessels referred to in Paragraph 10,

- 33.2. barges without crew,
- 33.3. 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,
- 33.4. vessels under repair in the shipyards.
34. Vessels exempted from sanitary fee shall pay for discharge of polluted waters and garbage according to tariffs provided in Paragraph 14.
35. Sanitary fee covers acceptance of the following waste during the entire period of vessel's laytime:
- 35.1. faeces up to 10 m³, except cruise vessels,
 - 35.2. bilge water up to 10 m³, except cruise vessels,
 - 35.3. solid waste.
36. Disposal of noxious liquid substances and acceptance tariffs thereof shall be negotiated separately with the service provider.
37. Solid waste which is accumulated as a result of cargo operations is accepted for a separate fee according to the tariffs provided in Paragraph 76.

5. PILOTAGE FEE

38. 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.
39. 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.
40. Pilotage fee shall be calculated with the rate 0.20 EUR/ GT for every pilot service provided according to Port regulations.
41. Applicable rebates to:
- 41.1. if RO – RO and cargo – passenger vessels do not employ the pilot in accordance with the Port regulations – 100%,
 - 41.2. if other vessels do not employ the pilot in accordance with the port regulations - 50%,
 - 41.3. if vessels are piloted from the sea or outer roadstead to inner roadstead - 50%,
 - 41.4. if vessels are piloted from inner roadstead to outer roadstead or the sea - 50%,
 - 41.5. for the vessels on the liner service - 30%,
 - 41.6. if the vessel is moored to another berth or anchorage by decree of the Harbor Master due to the unfavourable weather conditions - 50%,
 - 41.7. 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%,

41.8. 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%,

41.9. RO – RO and cargo – passenger vessels – 90%,

41.10. cruise vessels – 50%.

42. Surcharge on tariff rate shall be applied, if the vessel is piloted in / out of the port by the shore radar - 25%.

43. If 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).

44. Additional fee shall be collected:

44.1. for ordering a pilot and subsequent cancelling - 50% from the calculated pilotage fees,

44.2. 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.

6. WHARFAGE FEE

45. Wharfage fee is set as follows:

45.1. for vessels calls, which perform passenger and/or cargo operations - 0.19 EUR/GT for each call at the Port,

45.2. for vessels without cargo operations charge for the berth is - 0.05 EUR/GT per day or part of the day,

45.3. vessels, 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 dependent on the ship's owner, charterer on the crew - 0.05 EUR/GT per hour,

45.4. for vessels in laytime (over 10 days) - 0.02 EUR/ GT per day or part of the day, but not less than 10 EUR per day,

45.5. for vessels in laytime (over 10 days), if they are moored along a non-equipped berth, - 0.01 EUR/ GT per day or part of the day, but not less than 5 EUR per day.

46. Applicable rebates to:

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

46.2. vessels on liner service - 25%,

46.3. passenger vessels - 50%

46.4. rebates do not apply to those vessels being in laytime.

47. Exempted from the wharfage fee are:

47.1. vessels referred to in Paragraph 10 and cruise vessel,

47.2. RO – RO and cargo – passenger vessels,

47.3. 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.

7. PASSENGER FEE

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

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

49.1. for each passenger of RO – RO and cargo – passenger vessel, which has been granted the liner status, upon her arrival at and upon her departure from the Port – 0.50 EUR,

49.2. for each passenger of other vessel, upon her arrival at and upon her departure from the Port – 1 EUR.

8. SMALL SHIPS'S FEE

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

51. Small size ships fee shall be calculated for the total time ship spends at the Liepaja Marina berth, depending on its length and laytime:

51.1. ship length up to the 8.00 m – 15 EUR per day or part of the day or, when concluding an agreement with the LSEZ Authority – 90 EUR per month or part of the month,

51.2. ship length from 8.01 m – 15.00 m – 25 EUR per day or part of the day or, when concluding an agreement with the LSEZ Authority – 130 EUR per month or part of the month,

51.3. ship length from 15.01 m – 20.00 m – 30 EUR per day or part of the day or, when concluding an agreement with the LSEZ Authority – 160 EUR per month or part of the month,

51.4. ship length from 20.01 m – 30.00 m – 35 EUR per day or part of the day or, when concluding an agreement with the LSEZ Authority – 250 EUR per month or part of the month,

51.5. ship length from 30.01 m – 50.00 m – 55 EUR per day or part of the day or, when concluding an agreement with the LSEZ Authority – 400 EUR per month or part of the month.

52. Applicable rebates to:

52.1. 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,

52.2. vessels, permanently mooring at the berths of the JSC "Kursa" - 25%;

52.3. rebates do not apply to small size ships.

53. 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. MAXIMUM TARIFF THRESHOLDS FOR PAID SERVICES

9. TUGBOAT ASSISTANCE

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

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

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

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

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

56. 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.

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

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

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

57.3. for RO-RO type vessels, cargo-passenger, passenger vessels operating on a line, cruise vessels.

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

59. Rates per working hour depending on the capacity of the tugboat:

59.1. 600 -1000 HP - 340 EUR/ hour,

59.2. 1001 - 1500 HP- 450 EUR/ hour,

59.3. 1501- 2300 HP - 530 EUR/ hour,

59.4. 2301 - 2500 HP - 590 EUR/ hour,

59.5. 2501 - 3500 HP - 730 EUR/ hour,

59.6. Over 3500 HP- 790 EUR/ hour.

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

61. 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.

62. 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 Paragraph 56. 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.

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

10. USE OF THE PORT FLOATING CRAFTS

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

64.1. Use of the harbour patrol boat for the maintenance of the water area of the port and for other works - 150 EUR/ hour,

64.2. Use of the pilot boat for the haulage of passengers from or to vessels in the outer roads of the port - 250 EUR/hour,

64.3. 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/hour.

11. FIRE-FIGHTERS' SERVICES

65. The fee for tug fire fighters' services is set in accordance with Paragraph 58.

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

12. MOORING- UNMOORING (WITHOUT TUGBOAT ASSISTANCE)

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

67.1. up to 600 GT - 40 EUR,

67.2. 601 – 1400 GT- 50 EUR,

67.3. 1401 – 2700 GT - 60 EUR,

67.4. 2701 – 4000 GT - 70 EUR,

67.5. 4001 – 5500 GT - 80 EUR,

67.6. 5501 – 8000 GT - 100 EUR,

67.7. 8001 – 11000 GT - 120 EUR,

67.8. 11001 – 15000 GT - 130 EUR,

67.9. 15001 – 20000 GT - 140 EUR,

67.10. 20001 – 40000 GT - 150 EUR,

67.11. over 40000 GT - 200 EUR.

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

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

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

13. SUPPLY OF FRESH WATER

71. Water supply from shore - 5.0 EUR/ton

72. Fresh water supply by tugboat to the vessel - 5.0 EUR/ton + 165 EUR per hour for the vessel or 150 EUR per hour of tank truck, which renders the service.

14. DISCHARGE OF DIRTY WATERS AND GARBAGE

73. Vessels which have been liberated from the sanitary charge according to the Paragraph 33, 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:

73.1. collection of faeces - 15 EUR /ton + 120 EUR per hour for the vessel or 200 EUR per hour of tank truck, which renders the service,

73.2. collection of bilge waters - 15 EUR/ton + 120 EUR per hour for the vessel or 200 EUR per hour of tank truck, which renders the service,

73.3. solid waste, which has not accumulated as a result of cargo operations, except for hazardous waste - 50 EUR/ m³.

74. Collection of ballast water polluted with oil and oil products, and collection of waste accruing from the separation of oil products - 15 EUR/ton + 120 EUR per hour for the vessel or 200 EUR per hour of tank truck, which renders the service.

75. 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.

76. 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.

77. Solid dangerous waste 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.

78. Surcharge on the tariffs is applied to work at night hours, on Saturdays, Sundays and holidays as provided in Paragraph 14.

IV. FINAL PROVISIONS

79. 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.

80. In order to balance the port expenses and revenues in accordance with the market situation in the transport sector, port fees and the maximum tariff thresholds for paid services shall be reviewed once a year, with a decision on the planned changes for the next year not later than 1 October of the current year.

81. The Regulations shall be published in the official publication "Latvijas Vēstnesis".

82. The Regulations shall enter into force on 1 January 2022.

83. Decision No. 94 "On approval of the wording of "Liepāja Port Charges and Paid Services"" of the LSEZ Board of 31 October 2016 (Latvijas Vēstnesis, 16.11.2016, No. 224 (5796)) is repealed.

Chairman of the LSEZ Board

U.SESKS