



Liepāja City Council

Rožu iela 6, Liepāja, LV-3401, phone: 63404750, e-mail: edoc@liepaja.lv, www.liepaja.lv

BINDING REGULATIONS LIEPAJA

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Regulations of the Port of Liepāja

Issued in accordance with Section 6 of the Law
on Ports

I. General Issues

1. The regulations of the Port of Liepāja (hereinafter – Port Regulations) determine the internal order of the Port of Liepāja (hereinafter – Port), and the safety of navigation in the port waters.

2. The port management is undertaken by the Liepāja Special Economic Zone Authority (hereinafter – Authority) in accordance with the Law on Ports, the Liepāja Special Economic Zone Law, Regulations of the Liepāja Special Economic Zone Authority and other regulations.

3. The Port Regulations shall apply to all vessels and their crews visiting the Port, as well as to all private individuals and legal persons residing or operating in the Port area.

4. The Authority shall monitor implementation of the Port Regulations.

5. Marine structures of the Port – piers, breakwaters, bollards, berths, waterways, floating and stationary navigation equipment, etc. – are the property of the Authority in accordance with respective laws and regulations.

6. The vessel traffic operational control and navigation safety monitoring functions in the Port are performed by the Harbor Master's Office.

7. The use of the Port or part thereof for defense purposes is regulated by the regulatory enactments of the Republic of Latvia on the use of ports for defense purposes.

8. Construction of high-rise buildings, installation of bright advertising lights, lighting masts and other lighting equipment, which may interfere with the visibility of navigation signs and vessel traffic in the Port, shall be agreed with the Harbor Master and the State Joint Stock Company "Latvian Maritime Administration" (hereinafter - Maritime Administration). Works related to underwater cables, communications and hydraulic engineering works and all underwater works in the Port shall be performed only with the permission of the Authority.

9. The shipowner shall be liable for any damage caused by a vessel to the hydrotechnical structures of the Port, to the navigational aids, to Port communications and equipment, to legal or private individuals in the Port area, by paying damages or by providing a guarantee for covering them.

II. Terms and abbreviations used in the regulations

10. Abbreviations used in Port Regulations:

10.1. GT – gross tonnage of the vessel;

10.2. IMO – International Maritime Organization;

10.3. IMDG code – International Maritime Dangerous Goods Code;

10.4. SOLAS convention – 1974 International Convention for the Safety of Life

at Sea and its 1988 Protocol;

10.5. MARPOL convention – 1973 International Convention for the Prevention of Pollution from Ships and its 1978 Protocol;

10.6. COLREG convention – 1972 International Convention for the Prevention of Collisions at Sea;

10.7. ISGOTT – International Oil Tanker and Terminal Safety Manual;

10.8. ISPS code – International Ship and Port Facility Security Code;

10.9. HMO – Harbor Master's Office;

10.10. VTS – vessel traffic service;

10.11. LSEZ – Liepaja Special Economic Zone;

10.12. TOPB – regulations for technical operation of port berths;

10.13. SSN/IFLPIS – SafeSeaNet/International Freight Logistics and Port Information System;

10.14. USW – ultra-short waves;

10.15. SFRS – State Fire and Rescue Service;

10.16. SES – State Environmental Service;

10.17. MRCC – Maritime Rescue and Coordination Centre.

11. Terms used in Port Regulations:

11.1. vessel – any mean of navigation/craft designed for use of navigation;

11.2. tanker – a special-purpose vessel designed and used for the carriage of liquid cargo;

11.3. liner vessel – a vessel engaged in regular voyages to the port and whose liner status has been approved by the LSEZ Authority;

11.4. 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;

11.5. dredger – a vessel and floating structures involved in dredging works in the Port marine basin;

11.6. 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;

11.7. 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;

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

11.9. ship's agent – a person who has a contractual relationship with the Authority, who deals with ship's agency in accordance with the requirements of the Sea Code and performs the functions specified in regulatory enactments regarding port formalities as an authorized user of the SSN/IFLPIS system;

11.10. dangerous and polluting cargoes – dangerous and polluting cargoes in accordance with the Law on Maritime Administration and Maritime Safety Law and regulations on the movement of dangerous and polluting cargoes in ports, as well as empty containers that previously contained dangerous cargoes;

11.11. maximum draft – the maximum permitted draft of the vessel in meters at "0" water level, measured in the normal height system of Latvia – LAS 2000.5;

11.12. Pilotage Exemption Certificate – a certificate issued by the Harbor Master in accordance with the laws and regulations on pilotage for the master of the vessel to be released from the obligation to use pilotage services;

11.13. permission to navigate in the Port marine basin – a permit issued by the Harbor Master for captains of vessels in the Port to navigate in the Port without using pilotage services;

11.14. berth operator – the owner, tenant or possessor of the berth, who performs economic activities at the berth or another berth operation;

11.15. length overall – the maximum length of the vessel in meters;

11.16. Helsinki Convention – 1992 Convention on the Protection of the Marine Environment of the Baltic Sea Area.

III. Port Borders

12. Port borders are defined in the regulatory enactments regarding port borders.

13. The Port marine basin includes OUTER ROADS, AQUATORIUM (inner roads), FREEPORT, WINTER PORT, PILOT CANAL, TRADING CANAL (up to the tram bridge), KAROSTA CANAL and TOSMARE WATER AREA.

IV. Port Communications

14. All vessels must provide radio communications on channels 11 and 16 of the USW.

15. Small-size ships equipped with a USW radio station shall provide USW communications on channel 11.

16. The USW channel 11 is used for traffic organization. It is only permitted to use it in the Port for organizing vessel traffic and calling vessels.

17. A pilot for tugboats and a person at the berth responsible for the readiness to take a vessel, may use USW channel 09 or 69 free of charge.

18. Information on Port and public service telephone numbers and other communication channels is provided by the VTO operator, as well as on the website of the Administration.

19. Contacts of the Port and other services:

Subscriber	Phone	USW channels	USW call signal
Port control	+371 63426127	11	"Liepaja port control"
VTS	+371 63425180	11, 16	"Liepaja vessel traffic"
Pilot office	+371 63425180	11	"Gamma"
Port security	+371 63420116	-	-
MRCC	115 (emergency) +371 67323103 +371 29476101 +371 67082070	16	"Riga Rescue Radio"

V. Harbor Master

20. The Harbor Master is an officer of the Authority who, in accordance with the Law on Ports, Maritime Administration and Maritime Safety Act, other applicable laws and regulations, organizes and controls vessel traffic in the Port and the Port access roads, performs maritime safety control functions in relation to vessel traffic in the Port and its marine basin, shipping lanes, berths and terminals.

21. The Harbor Master's orders related to maritime safety and life-saving measures are mandatory for all vessels, possessors of Port berths and land, owners and lessees, as well as other legal and private individuals in the Port. Port Regulations do not limit the Harbor Master's competence in issuing such orders.

22. The Harbor Master shall have the right to:

22.1. prohibit a vessel from leaving the Port for a maximum of 72 hours if the vessel is involved in a marine casualty, has caused damage to the Port property or caused pollution (in cases where it is not possible to get a court decision on the arrest of the vessel promptly);

22.2. demand a vessel to return to the Port if the vessel has left for sea without the permission of the HMO, if necessary, by requesting the Naval Forces Coast Guard Service to inspect and detain the vessel in accordance with the regulatory enactments

regarding the control, inspection and detention of vessels in Latvian waters;

22.3. make operative decisions in vessel emergency situations in the event of a threat to vessels, people, the environment, the Port facility or another vessel. The cost of such action shall be borne by the shipowner.

23. The Harbor Master shall be obliged to prohibit a vessel from leaving the Port if:

23.1. the State Border Guard, the customs authority or the Food and Veterinary Service has not issued a permit in accordance with regulatory enactments regarding port formalities;

23.2. in accordance with the regulatory enactments regarding the flag State supervision and port State control, the Maritime Administration has taken a decision to detain the vessel;

23.3. the court has made a decision to arrest a vessel in accordance with the laws and regulations on securing claims.

24. Disputing or appealing the orders referred to in this chapter shall not suspend their execution.

25. Losses due to unjustified detention of a vessel or unjustified arrest of a vessel shall be the responsibility of the person requesting the detention or arrest.

VI. Use of real estate

26. Port berths and land, except private property, are leased to the berth operator. The rights and obligations of the berth operator, as well as the relationship between the berth operator and the Authority shall be determined by mutual agreement, TOPB and these Regulations.

27. The commercial activity in the Port takes place in accordance with the concluded agreement between the Authority and the respective merchant. Any type of commercial activity in the Port area requires permission from the Authority.

28. In addition to the obligations provided for in the lease agreement, the berth operator shall be responsible for:

28.1. the technical condition of the berth and other real estate at his disposal, the necessary lighting, incl. continuous lighting in the dark, keeping them in order, technical maintenance, fire safety, environmental protection, labor protection, sanitary and other applicable regulations and requirements. In the event of damage, it shall be reported to the Authority immediately;

28.2. the timely preparation of berths for mooring and cargo operations, as well as the sanitary service of a vessel and notifying the Port services through the ship's agent about berth readiness;

28.3. the provision of driveways for access to fire-fighting and other operational transport vessels at berths (stowage of cargo and parking of vehicles within the boundaries of such access roads is prohibited);

28.4. the cargo stowage distance from the berth cordon, which must not be less than 2.5 m.

29. The compliance of the berth operator with the requirements specified in paragraph 28 shall be controlled by the Authority in accordance with the competence of its structural units.

30. In the event of failure to comply with any of the obligations referred to in paragraph 28, the Harbor Master may prohibit the mooring of vessels at the berth.

31. The loading/unloading of vessels takes place with the permission of the respective berth operator. Only the stand-by of vessels, replacement of ships' crews and supply or loading/unloading of cargo with separate permission from the Authority shall be permitted at berths not hired by the Port.

32. The use of berths for vessels not related to cargo operations at the berth shall be permitted only after coordination with the Authority and the berth operator.

VII. Pilotage Services

33. Pilotage services are compulsory for vessels with an overall length of 60 meters or more, or more than 500 GT, as well as for tankers, passenger vessels, vessels with dangerous and polluting cargoes and vessels using tugboats, regardless of length, and are provided in accordance with the Maritime Administration and Maritime Safety Act and the laws and regulations on pilotage.

34. The need for the use of pilots for Port fleet vessels is determined by the Harbor Master in each particular case.

35. Pilotage services in the port shall be provided 24 hours a day.

36. The presence of a pilot on board shall not release the master of the vessel from liability for safe navigation of the vessel.

37. In the event of material damage caused to the vessel or berth at the time of the pilotage service, the shipowner shall be liable.

38. The pilotage service is issued by the VTS. The beginning of a pilotage service when a vessel enters the Port and the end of the service when the vessel leaves the Port is the crossing of the Buoy "A". In difficult hydro-meteorological conditions where pilot boarding or disembarkation at the Buoy "A" is not possible, the pilot may, in agreement with the master of the vessel, change the point of embarkation/disembarkation.

39. The following vessels can be exempt from pilotage services:

39.1. a vessel whose master has a valid certificate of exemption from the obligation to use pilotage services;

39.2. a Port fleet vessel and inland waterway vessel, the master of which has a permit issued by the Harbor Master for navigation in Port water zones (Annex 1).

40. In order to obtain a Pilotage Exemption Certificate, the master of a vessel shall regularly, not less than 10 times a year, visit the Port using pilotage services for that vessel (or equivalent).

41. The Harbor Master, taking into account the current weather conditions or any other factors in the Port affecting maritime safety, may require the use of pilotage services, including those exempted from pilotage.

42. The embarkation and disembarkation of a pilot shall take place in accordance with regulation 23, chapter V of the SOLAS convention.

43. If, according to the pilot, a malpractice caused by the ship's master or crew or the technical condition of the vessel results in an emergency situation, the pilot shall warn the ship's master and report it to the VTS and Harbor Master for a decision.

44. The pilotage service must be announced no later than 2 hours before the scheduled pilotage time. A vessel is entitled to refuse the requested pilot service no later than 1 hour before the time of the proposed pilotage service without payment of the requested service.

45. If a vessel is not ready to use the requested pilot service within 1 hour of the time specified in the application, the pilot is entitled to leave the vessel. In this case, the vessel is deemed to have surrendered the pilotage services and the master or agent signs the pilot's certificate and bears the pilot's fees in accordance with the port charges and service charges approved by the LSEZ board.

46. In difficult hydro-meteorological conditions, the pilot, in agreement with the masters of the ships, has the right to pilot one or more vessels in the pilot ship's wake while maintaining radio communication with them and the VTS. All recipients of this service pay a full pilotage fee.

47. The HMO is not responsible for the delay in providing a pilotage service due to bad weather or incorrect information.

48. If a pilot and his apprentice (if any) are not able to leave a vessel in accordance with paragraph 42 of this Regulation, due to adverse weather conditions or other circumstances, the pilot and his apprentice may remain on board until a safe landing has been agreed with the Harbor Master, and after submitting a ship's agent's letter of guarantee for the return of the pilot and his apprentice to the Port. In this case, the costs of the services, all the return and stay-related expenses are covered in

accordance with the Port fees and service charges approved by the LSEZ board.

VIII. Anchoring of Vessels

49. A vessel's anchorage in the Port marine basin is determined by the VTS.

50. Vessels shall be allowed to anchor in the following anchorage points within the Port marine basin, bounded by lines between the points with the following coordinates:

50.1. vessel anchorage (L 1) shall be used for vessels with a draft up to 5 m:

56° 30.00' N 020° 53.00' E,

56° 30.00' N 020° 56.00' E,

56° 30.20' N 020° 53.00' E,

56° 31.00' N 020° 56.00' E;

50.2. vessel anchorage (L 2) shall be used for vessels with a draft up to 6 m:

56° 31.20' N 020° 50.00' E,

56° 31.60' N 020° 52.00' E,

56° 33.00' N 020° 50.10' E,

56° 33.00' N 020° 52.00' E;

50.3. vessel anchorage (L 3) shall be used for all vessels:

56° 30.00' N 020° 43.20' E,

56° 31.20' N 020° 48.00' E,

56° 33.20' N 020° 44.80' E,

56° 33.20' N 020° 48.00' E.

51. In some cases, with the permission of the VTS, the vessel may anchor in the pre-port, North of the parallel 56° 32.80' N.

52. Launching of boats from anchored vessels is permitted only with the permission of the VTS.

53. The main propulsion engine of anchored vessels shall be permanently ready for immediate use.

54. Anchored vessels in inner roads will be required to leave the inner roads immediately upon the request of the VTS.

55. It is forbidden to anchor in shipping lanes without coordinating with the Harbor Master.

IX. Vessel Entry into Port

56. Formalities for entry into the Port are regulated by the regulatory enactments regarding port formalities.

57. When a vessel enters the Port, the heel shall not exceed 3° and the trim shall not be greater than that specified in the vessel stability information.

58. The HMO controls compliance of the information in the SSN/IFLPIS system with the regulatory enactments regarding port formalities, the Waste Management Plan approved by the Authority and the Port fees and service charges.

59. The exact time of arrival must be reported by a vessel 2 hours before arrival at the "A" fire-buoy.

60. For vessels with a capacity of less than 200 GT, permission to enter the Port must be requested no closer than 3 nautical miles from the Port gate.

61. If there is a dangerous or polluting cargo on board, the reporting procedure specified in the regulatory enactments regarding the movement and control of dangerous and polluting cargoes in ports must be observed.

62. Vessels with explosive cargo (IMDG code, class 1) and radioactive substances (IMDG code, class 7) shall be allowed to enter the Port only with the permission of the Harbor Master.

63. Vessels that are intended to be towed by a tugboat or another vessel at

the Port may only enter the Port after the berth operator at whose berth it is intended to moor the vessel, confirms in writing the entry of such vessel and its mooring, the vessel's towing plan shall be agreed with the Harbor Master.

X. Vessel Traffic in the Port Water Area

64. The VTS is a HMO unit that organizes and controls vessel traffic in the Port marine basin and provides services to traffic users around the clock, in accordance with IMO resolution No. A. 857 (20). Any movement of vessels within the Port marine basin without permission of the VTS is prohibited.

65. The VTS announces navigation warnings and meteorological forecasts every day at 8:05 and 20:05 local time in the VTS area – the Port marine basin. Storm warnings shall be announced immediately after receiving them.

66. The VTS organizes vessel traffic according to their arrival at the roads or readiness to leave the Port. Priority of traffic at the Port is as follows:

66.1. vessels carrying out rescue work;

66.2. vessels in an emergency situation;

66.3. vessels of the official service of the Republic of Latvia performing official duties;

66.4. liners;

66.5. passenger vessel;

66.6. cargo vessels arriving to receive or transfer cargo;

66.7. vessel arriving in Port for repair or disposal.

67. In some cases, the Harbor Master can change the order of the vessel traffic by evaluating the situation.

68. Vessel movement in the Port marine basin is permitted only under the direct command of the master.

69. A vessel, as well as any other floating craft, must follow a safe speed when travelling in the Port marine basin that does not endanger the positioning of other floating devices and the safety of the vessel's structures and equipment, and ensure the maneuverability of the vessel. When travelling in the Trading canal, the speed of a vessel must not exceed 5 knots.

70. When sailing in the Port, the vessel's heel shall not exceed 5°, the trim shall not exceed 0.5°.

71. Vessel anchors, if the vessels are travelling in the Port marine basin, must be prepared for immediate use if necessary.

72. It is forbidden to anchor in the areas of underwater cable or other underwater systems and within the range of 100 m from both sides. Communication owners in these areas should display prominent warning signs, which should be illuminated during the dark hours of the day.

73. Passenger transport in the Port marine basin is allowed only by specially equipped vessels for which the relevant documents have been issued.

74. The vessel may only commence movement after receiving authorization from the VTS. If movement does not commence within 20 minutes, the authorization must be requested again.

75. In the event of re-mooring, a vessel or agent shall inform the HMO in writing on the basis of the berth operator's readiness to take in the vessel no later than 2 hours in advance and, if necessary, the other authorities concerned about the time and place of the re-mooring.

76. Vessel traffic in the Port may be restricted in the following circumstances:

76.1. if the wind speed exceeds 14 m/s;

76.2. if the visibility is less than 0.3 nautical miles.

77. Navigation restrictions at berths are specified in the Harbor Master's orders.

78. The Harbor Master may restrict or permit vessel traffic based on actual weather or for any other reason.

79. Permissible vessel drafts are determined by the Harbor Master's order

based on the Port's current depth measurements.

80. There is one-way traffic in the shipping lanes of the Port marine basin. Overtaking is forbidden in this area. After assessing the situation, the operator of the VTS may allow a derogation from these requirements, taking into account the maritime safety requirements.

81. Vessels with an overall length of less than 40 m and a draft less than 4 m when sailing in the Port water area shall give way to vessels whose maneuvering is limited by their draft, unless otherwise specified by the VTS.

82. Vessels sailing in the Trading canal and Pilot canal (both ways) shall have priority over vessels sailing from the Freeport and Winter port, unless otherwise specified by the VTS.

83. It is forbidden to moor vessels at adjacent berths at the same time.

84. The following vessel turn points are defined in the Port:

84.1. In the Trading canal – for vessels up to 60 m in length;

84.2. At the intersection of the Trading canal and Winter port – for vessels up to 140 m in length;

84.3. At the intersection of the Karosta canal and Tosmare reservoir – for vessel up to 165 m in length;

84.4. In the Freeport – for vessels up to 240 m in length;

85. In ice conditions, traffic in the Port water area is organized in accordance with the Harbor Master's orders.

86. Sailing boats are allowed to operate in the Port marine basin only by using a motor engine.

87. On unmanned vessels during the transfer, there must be no less than two certified sailors for mooring and other work in the Port marine basin.

88. The VTS shall record video and audio; it is the property of the Authority and is stored for 72 hours. The information of video and audio recordings should only be used for service purposes.

XI. Vessel Reception Technical Capabilities

89. The maximum vessel dimensions and draft for mooring at berths are determined by the Harbor Master's orders, based on the technical specifications of the berths and the actual technical condition, water depths and the meteorological situation.

90. The technical parameters of berths are specified in Annex 2 of these Regulations.

XII. Vessel Stand-by in the Port – Preparing Berths

91. Before a vessel arrives, the berth operator must prepare the berth for service. Mooring at unprepared berths is prohibited.

92. The number and positioning of mooring tows to ensure the vessel is safely located at the berth shall be determined by the master of the vessel, in agreement with the pilot (if a pilot service is used). Mooring ropes should be fitted with rodent shields. The water outlet openings of the vessel's cooling system must be equipped with protective flaps.

93. Tankers at the Trading canal and the Karosta Canal berth must be docked with the head facing the Port exit. In some cases, these vessels may be exempted from this requirement with the permission of the Harbor Master.

94. Stand-by at the berth is only allowed at one hull. Mooring of a vessel up to 500 GT to the board of another vessel may only be done with the consent of the VTS and the masters of both vessels, and for vessels over 500 GT with the consent of the Harbor Master and the masters of both vessels.

95. During vessel stand-by in Port, the number of crew members on board shall be such as to ensure the re-mooring and safe stand-by of the vessel. The vessel's technical condition and supply shall ensure the vessel's sea capability and fire safety. Dangerous cargo vessels must be ready for immediate departure from the Port.

96. Vessels must be authorized by the VTS before launching boats.

97. During stand-by at the berth, repairing the vessel's main engine and steering equipment is only permitted with the consent of the Harbor Master and the berth operator.

98. Vessels at berths shall be equipped with an illuminated stairway under which the safety net is secured. At the stairs, there must be a guard, a lifebuoy with a sealine and an emergency plan with the current alarm list.

99. During the dark time of day, the outer board of the vessel standing at the berth must be illuminated.

100. A vessel, when on stand-by at the berth, may only connect to shore communications with the permission of the berth operator.

101. During stand-by at the berth or while on anchor, it is forbidden to allow floating structures alongside if it is not related to cargo operations or other reasonable activities.

102. During vessel stand-by at the berth, it is permitted to undergo a readiness test by operating the main engine with a propeller only at a minimum speed and no longer than 2 minutes. These limitations do not apply to a propeller with swivel blades in position "0".

103. The master of the vessel must immediately report to the HMO all vessel-related accidents, fires, fuel or grease spills from the vessel, loss of cargo or vessel material or leakage on board, damage to other vessels, Port facilities or navigation devices and accidents relating to people on board.

104. It is forbidden to moor a vessel alongside an already berthed vessels with dangerous cargo and vessels under fumigation.

105. Mooring of service vessels to tankers engaged in cargo operations is permitted only with the permission of the VTS.

106. It is forbidden to perform hull cleaning and painting works on the vessel at berth or on anchor, except for specially equipped places in vessel repair factories and workshops.

107. In an emergency (fire, flood and other exceptional circumstances), the Harbor Master is entitled to request a vessel be transferred at the expense of the shipowner.

108. The Harbor Master may, if necessary, request the transfer of a vessel not involved in cargo operations to another berth.

109. If necessary, the Harbor Master is entitled to indicate any free berth for mooring a vessel until the matter has been resolved, informing the berth operator of the decision taken.

110. Vessels are prohibited from using anchors in the Karosta Canal, the Tosmare reservoir and the Trading Canal.

111. To ensure the safe operation of berths, safe mooring and vessels that occupy a berth, the berth operator must follow the TOPB.

112. At the berth, the berth operator shall provide:

112.1. a person with radio communication, who is responsible for the readiness of receiving a vessel and indicates the exact place of mooring of the vessel;

112.2. the number of mooring workers for safe mooring according to the vessel's size, but not less than 2 mooring workers;

112.3. that during mooring operations in the 10m zone, no unauthorized persons are present on the cordon line.

113. The berth operator is responsible for maintaining the depth of the aquatorium at berths within a 30m wide zone along the berth.

114. The Authority has the right to require the berth operator to submit to the Harbor Master proof of the underwater inspection carried out by divers in the mooring zone.

XIII. Vessel Departure from the Port

115. Formalities for departure from the Port are regulated by the regulatory enactments regarding port formalities.

116. When a vessel leaves the Port, the heel shall not exceed 3° and the trim shall not be greater than that specified in the vessel stability information.

117. In order for the vessel to leave the Port under pilotage, the following documents shall be submitted to the HMO:

117.1. application by the ships's agent or master;

117.2. permission for a pilot trip by the vessel classification society or Maritime Safety Inspectorate of the Maritime Administration;

117.3. the crew list in accordance with the minimum crew certificate;

117.4. a list of repair workers and specialists.

118. The vessel may go out to sea without completing the formalities related to the departure of a vessel from Port and submitting or announcing the list of crew and passengers on board to the HMO in cases where assistance is required for vessels in emergency situations, people search and rescue operations, as well as upon the order of the Harbor Master, based on circumstances endangering maritime safety.

XIV. Diving Works in the Port

119. Diving works in the Port water area may be carried out with the permission of the HMO and Port Security Officer. When starting and completing diving works, the VTS operator must be informed.

120. During diving work, vessels carrying out such operations must have raised signs or turned on beacons in accordance with the requirements of the COLREG convention.

121. Vessels passing by a location with ongoing diving works shall do it slowly and stay as far away as possible. At the request of VTS, underwater works must be stopped.

XV. Tugboat Activity in the Port Marine Basin

122. The number of tugboats required for a vessel, taking into account the power of the tugboats, shall be determined by the master of the vessel, in coordination with the pilot, in accordance with the technical equipment of the vessel, actual weather conditions or other factors which may affect the safe maneuvering of the vessel. In case of disagreement, the number of tugboats is determined by the Harbor Master.

123. The master of a towed vessel shall manage the work of tugboats, determine the type and volume of tugboat services required and shall be responsible for the safety of the tugboats.

124. When towing an unmanned vessel, the work of tugboats is managed by the master of the tugboat, whose tow is attached to the front of the towed vessel.

125. The vessel or the vessel must order the tugboat no later than 2 hours before using it.

126. The master of the vessel is entitled to cancel the ordered tugboat service up to 1 hour before the requested time. If the vessel waives the tugboat service less than 1 hour before the start of the operation, the vessel shall pay for the actual time spent on boarding the vessel and returning to the parking place at the hourly rate.

127. At least one tugboat or tugboat escort must be used:

127.1. for all vessels with dangerous goods and tankers with unladen cargo tanks, if their length exceeds 70 m;

127.2. for all vessels in the Karosta Canal with a maximum length exceeding 125 m.

128. At least two tugboats must be used:

128.1. for all vessels in the Karosta Canal with a length between 130 m and 165 m;

128.2. for all vessels which do not have or do not operate main engines and whose length exceeds 60 m;

128.3. for all vessels following the repair of the main engine, systems and mechanisms that affect the conduct of the vessels;

128.4. for all vessels whose length exceeds 60 m, without a bow thruster, moving backwards in the Trading canal.

129. The need for the use of tugboats for Port fleet vessels is determined by the Harbor Master.

130. If a vessel is not ready to use the requested tugboat service within 30 minutes of the time specified in the application, the tugboat is entitled to leave the vessel. In this case, the vessel is deemed to have surrendered the tugboat services and the master or agent signs the tugboat's certificate and bears the tugboat's fees in accordance with the port charges and service charges approved by the LSEZ board.

XVI. Port Dredging Works

131. All dredging work in the Port marine basin and works related to underwater cables or underwater communications must be carried out in accordance with regulatory enactments, prior to approval by the Authority and the Harbor Master in writing.

132. Prior to commencement of dredging works, the dredging supervisor coordinates the work procedure, the operating scheme and the location of the anchors, buoys and ropes with the HMO in writing.

133. When working in the Port water area, the dredging vessel shall promptly inform the VTS about the location of anchors and ropes.

134. In case of any changes in the work process, the dredging vessel shall promptly report to the HMO, as well as changes in the location of the ropes, anchors and buoys which shall be agreed with the HMO.

135. When carrying out dredging operations, the vessel shall comply with the provisions of the COLREG convention and the radio communication requirements of the Port set out in chapter IV of these Regulations. All vessels approaching the dredging vessel must act in accordance with the COLREG convention, unless otherwise stated.

136. A dredging vessel, which operates in the Port marine basin, shall give way to vessels entering or leaving the Port.

137. Before starting dredging works, the vessel shall request a permit from the VTS.

XVII. Small-size vessel Traffic in the Port

138. Small-size ships in the Port marine basin and on shipping lanes shall not interfere with other vessel traffic.

139. Small-size ships are prohibited from entering the Winter port, Freeport, Karosta Canal and Tosmare reservoir without a VTS license.

XVIII. Fire safety in Port

140. The owner or user of the respective Port area is responsible for fire safety.

141. All individuals operating or residing in the Port area must comply with the laws and regulations governing fire safety.

142. The ship's master is responsible for the fire safety on the vessel in the Port area.

143. For vessels in the Port marine basin, their fire-fighting systems and equipment shall be in working order and ready for immediate use.

144. In case of a fire on a vessel, the ship's watch announces an alarm, organizes the extinguishing of the fire, reports to the HMO and the SFRS, who, if necessary, participate in extinguishing the fire.

145. Upon detection of a fire in the Port area, the person who discovered it shall immediately notify the SFRS via the unified emergency call number 112, inform the berth operator and initiate the extinguishing of the fire by all available means. The berth operator shall announce an alarm and arrange the extinguishing of the fire after the discovery or after receiving the fire announcement.

146. In the event of a fire in the Port area, a vessel must be ready to leave the

hazardous area.

147. Authorization for temporary works with a fire hazard on vessels not at berths shall be issued by the master of the vessel in agreement with the Harbor Master. If the vessel is at the terminal berth, the permit for any works with a fire hazard must also be agreed with the terminal operator.

148. Any works with a fire hazard are prohibited:

148.1. on vessels at gas, oil and oil product transshipment terminal berths;

148.2. on vessels with dangerous cargo;

148.3. on the berth, if there is a vessel with dangerous cargo.

149. The berth operator shall ensure the placement of cargo in such a way that access to cargo and fire-fighting equipment is ensured. Escape routes must be clear. There should always be a free access to fire hydrants at berths.

XIX. Bunkering

150. Vessels loading or unloading dangerous and polluting liquid cargoes or being bunkered shall lift the "Bravo" signal flag during daylight, and turn on the red ring at night.

151. Bunkering for oil and gas tankers must be done before or after cargo operations.

152. Bunkering of vessels shall be carried out in places permitted by the Authority from stationary equipment, bunkering vessels or road tankers.

153. The oil can be refilled from road tankers at all berths, in agreement with the berth operator.

154. Bunkering vessels, stationary bunkering equipment and road tankers shall be equipped and their personnel shall be trained in accordance with the requirements of regulatory enactments to ensure the prevention of environmental pollution, compliance with fire safety norms and elimination of the consequences of an accident.

155. Bunkering operations are carried out in accordance with IMO recommendations for safe transportation of dangerous goods and related activities in the Port.

XX. Environment Protection

156. Vessels located in the Port marine basin shall only be allowed to use toilets with a closed waste water storage tank or a sewage treatment plant complying with the requirements of the MARPOL convention.

157. Collection or disposal of ship-generated waste and polluted water in the Port and payment for these services shall be in accordance with the requirements of regulatory enactments.

158. Prior to leaving the Port, all waste generated on a vessel which is prohibited to be discharged into the Baltic Sea in accordance with the requirements of the MARPOL convention and the Helsinki convention must be handed over to Port reception facilities. Prior to leaving the Port, all cargo residues must be drained at the port reception facilities in accordance with the requirements of the regulatory enactments regarding ship-generated waste and contaminated water, and the MARPOL convention.

159. Vessels entering Port for recycling shall hand over all the waste and polluted water on board in accordance with the procedures prescribed by regulatory enactments.

160. Vessel recycling can only be started after receiving the HMO permit and delimiting the recycling vessel with booms.

161. Oil and chemical collection equipment at oil and chemical product berths and oil or chemical terminals must be in constant readiness in accordance with the contingency plan of the terminal.

162. Each oil and petroleum berth must have oil absorbents that provide at

least 1 m³ of oil absorption and a skimmer with a capacity of at least 20 m³/ h. The berth or terminal operator is responsible for meeting these requirements.

163. Freight operations at oil and harmful liquid cargo transshipment berths are carried out in accordance with the operating rules of these terminals. All oil tankers and chemical tankers are restricted with booms before the start of cargo operations, except in ice conditions. At other times, the boom, oil and harmful liquid cargo collection equipment shall be prepared in accordance with the berth accident liquidation plan.

164. Until the oil product transshipment begins, the master shall:

164.1. check the communication security between the vessel and the cargo operator, the vessel and the oil recovery vessel, the vessel and the VTS;

164.2. ensure that the ship's crew is prepared to meet all environmental requirements in accordance with ISGOTT. 165. During transshipment of oil products, the ship's drains must be closed.

166. Vessel bunkering operations may commence when the bunkering control sheet is duly completed and signed by both parties.

167. If during the transshipment of dangerous and polluting goods (including oil) the release of these products occurs on board/off board, the cargo operations must be stopped immediately. The vessel's captain must report this immediately to the cargo operator, the VTS, the Port Security and the SES Liepaja Regional Environmental Board. Further action shall take place in accordance with the Action Plan for Unforeseen Pollution at the Port of Liepaja.

168. In the Port area, it is prohibited to:

168.1. wash the deck and hull, discharge any oil-containing waters, including oil-containing ballast water, hazardous substances, harmful substances and mixtures containing it, waste water, any cargo residues. Valves for oil, water containing harmful substances, rainwater, sewage suction systems must be closed and sealed;

168.2. use preparations that dissolve or dump floating oil products;

168.3. swim, except:

168.3.1. toward South from the Port South pier;

168.3.2. toward North from the Port North pier;

168.4. engage in any type of fishing;

168.5. fish, except:

168.5.1. for the entire calendar year – from the South pier, from the North pier, in the outer roads, excluding the waterways and anchorages;

168.5.2. from April 1 to November 30 – from the unrestricted part of the Karosta Canal coast;

168.6. engage in water sports without the permission of the Harbor Master;

168.7. prepare the hull of a vessel for painting and paint in an undesignated place.

169. The berth operator shall be responsible for clearing the berth from ship-generated waste during the cargo operation or repair.

170. No economic activity may be commenced in oil and chemical product berths, terminals or other high-risk cargo handling areas before the SES and the Authority have approved the action plan for unforeseen pollution incidents.

171. When the wind speed reaches 10 m/s, the loading of dusty cargo is stopped if the berth is not equipped with a closed loading/unloading system.

172. Any damage to the environment caused by unlawful activities of the ship's crew – oil spill, waste disposal, cargo leakage or discharge – shall be borne by the shipowner. Damage caused by the berth operator is covered in accordance with regulatory enactments.

XXI. Customs. Border Control. Sanitation

173. The State Border Guard, Customs Offices of the State Revenue Service, Food and Veterinary Service, and the Naval Forces Coast Guard Service of the National Armed Forces shall carry out border checks on persons, vessels and other inspections within their competence.

174. The sanitary supervision at the Port is carried out by the Health Inspection

Kurzeme Control Division and the control point of the Food and Veterinary Service Border Control Department. The requirements of these services within the scope of their competence are mandatory for all vessels, private individuals and legal persons operating in the Port. The ship's master shall report any unfavorable sanitary epidemiological situation or sick crew members or sanitary dangerous cargo to the Sanitary Border Inspection and the Health Inspection Kurzeme Control Department through the agent no later than 24 hours before the vessel enters the Port.

XXII. Protection of Vessels, Port and Port Facilities

175. Protection of vessels, Port and Port facilities in the Port is ensured by the possessor, owner or tenant of each individual territory in accordance with the regulations of the Liepaja Port regime approved by the Authority, and the International, European Union and Republic of Latvia regulatory acts in the field of vessel, port and port facility protection.

176. The general order of the pass protocol in the Port area, the order of road transport and pedestrian traffic is determined by the regulations of Liepaja Port regime approved by the Authority.

177. People and land vehicles can only enter or exit the restricted areas of the Port through the appropriate pass points. The pass protocol at each terminal is provided by its operator.

178. Any person present in the Port area must have an identity document. A personal document must be presented at the request of the Port Security Officer, Port facility security personnel, border guard, customs or HMO staff.

179. Ship crew members and their relatives may cross the Port area in accordance with the Regulation No. 2016/339 of the European Parliament and Council of March 9, 2016 on the Union Code on the rules governing the movement of individuals across borders (Schengen Borders Code), the Immigration Act and the Regulations approved by the Authority, as specified in the regulations of the Liepaja Port regime.

180. Individuals who do not comply with the requirements of the Port Security Officer, Port facility security personnel, border guard or customs will be detained and/or expelled from the Port area.

181. If a vehicle in the Port area poses a threat to people, vessels, Port facilities or the Port security system as a whole, the Port Security Officer is entitled to force the vehicle to be evacuated from the Port by the vehicle owner's means.

182. Mooring or re-mooring of a vessel from/to a Port facility that does not have a valid Port facility security approval may only be carried out with the approval of the Port Security Officer.

183. The berth operator shall co-ordinate the deployment of technical security equipment in the Port area with the Port Security Officer.

XXIII. Port Fees

184. Port fees and service charges are approved by the LSEZ board in accordance with the Law on Ports.

185. A vessel must pay all port fees and charges for the services provided before leaving the Port.

186. The ship's agent shall be fully responsible for collecting port fees and service charges from ship owners or charterers and shall pay them to the Authority or merchants in accordance with the rates established by the Authority.

187. Vessel entering the Port shall pay the navigation services fees to the Maritime Administration in accordance with the provisions of the Law on Ports and regulatory enactments regarding the Fees and Charges for Maritime Administration.

XXIV. Responsibility for Non-compliance with Port Regulations

188. Any legal or private individual operating or residing in the Port is

responsible for compliance with these regulations in accordance with the applicable laws and regulations. The Authority shall monitor the implementation of the regulations.

189. The Authority shall not be liable for any damage caused by the actions or inactions of a third party.

190. A legal or private individual who, in accordance with the procedures prescribed by regulatory enactments, has not received the relevant authorization of the Authority, is prohibited from performing any kind of activity, as well as performing any port-related duties in the Port.

XXV. Closing Issue

191. The binding regulations of the Liepaja City Council No 23 "REGULATIONS OF THE PORT OF LIEPAJA", dated December 20, 2007 shall be repealed.

CHAIRMAN OF THE CITY COUNCIL

Jānis VILNĪTIS

FORM "PERMIT FOR NAVIGATION IN THE PORT AREA" SAMPLE

Permit for Navigation in the Port Area

Port fleet ships

No _____

_____ . _____, 2019

Based on Binding Regulations No 22 by the Liepaja City Council, dated 22 November, 2018, "Regulations of the Port of Liepaja", and, on the strength of the Decision by the Commission of the Liepaja Harbor Master's Office (Protocol):

ship _____ Master _____
(ship's name) (ship master's name,
surname)

Is entitled to navigate the abovementioned ship in the Liepaja port water area without using the pilot service.

The permit is valid by ____ . _____

Exemption from the pilot service may be cancelled without prior notice in accordance with the Harbor Master's regulation.

Harbor Master of the Port of Liepaja

(name, surname)

(signature)

(seal)

CHAIRMAN OF THE CITY COUNCIL

J.VILNĪTIS

TECHNICAL PARAMETERS OF THE PORT OF LIEPAJA

Berth Nr.	Berth length (m)	Depth (m)	Berth Nr.	Berth length (m)	Depth (m)
5.	128,0	8,5	60.	198,0	7,1
12.	98,5/83,8	8,5	61.	210,8	7,1
14.	108,9/103,1	8,5	62.	145,0	7,0
16.	111/116	8,5	63.	145,0	7,0
17.	183,5	4,9	64.	176,5	7,0
18.	213,4	4,9	65.	119,6	5,5
19.	381,7	4,9	66.	120,0	5,95
20.	83,8	5,0	67.	120,0	6,0
21.	103,5	4,0	68.	120,0	5,95
22.	180,3	8,0	69.	120,0	5,95
25.	89,5	9,5	70.	120,0	5,95
26.	45,7	4,5	71.	120,0	5,95
27.	35,2	8,0	72.	134,0	5,95
28.	32,5	7,0	73.	101,91	7,4
30.	89,6	7,5	74.	134,0	7,4
30 A	80,0	6,5	75.	134,0	7,4
40.	171,0	7,9	76.	134,5	7,4
41.	171,0	7,9	80.	136,3	4,8
42.	174,4	8,0	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	10,5	85.	50,8	5,8
46 D	181,0	10,5	86.	24,0	5,8
46 W	51,5	10,5	87.	137,5	5,8
49 Z	129,0	12,0	88.	140,0	5,8
49 D	129,0	12,0	89.	132,0	4,2
50.	198,3	10,5	90.	100,5	4,3
51.	195,0	12,0	91.	99,4	4,5
51 A	118,3	12,0	92.	103,0	5,0
56.	105,0	5,5	93.	179,0	3,8
57.	149,9	7,1	93 A	45,3	4,3
58.	153,0	7,1	94.	104,7	6,2
59.	153,0	7,1			