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The Republic of Latvia**

Riga City Council

Binding Regulations

No.42 of 07.03.2006.

Freeport of Riga Regulations

Issued in accordance with the first part
of Section 6 of the Law on Ports

1. General Part

1. The Freeport of Riga Regulations stipulate the internal procedures of the Freeport of Riga and safety of navigation in the aquatorium of the Freeport of Riga.

2. Terms that are used in these Regulations:

2.1. **main shipping fairways:**

2.1.1. entry channel of the Port of Riga (from Buoy B up to the Passenger Terminal);

2.1.2. Milgravis Channel;

2.1.3. Sarkandaugava shipping fairway.

2.2. **off side of a vessel** - the side of a vessel facing a channel;

2.3. **approach channel** - a water area required for navigation between the main shipping fairway and a berth as well as for mooring operations;

2.4. **mooring lane at berths** - a water surface together with at least 35 m wide strip of bed underneath occupied by ships in berth and barges and floating cranes engaged in handling cargo, or other floating craft;

2.5. **berth operator** - the owner, lessee or holder of a berth;

2.6. **regulations for the operation of a berth (terminal)** - parameters and rules, specified in a berth certificate for the operation of a berth;

2.7. **Harbour Supervisor** - an officer from the Harbourmaster's Office who receives, registers and verifies the documents, submitted by a Master or a ship agent, as set out in Chapter 3, and deals with port formalities;

2.8. **Vessel Traffic Service and the Pilot Service** - port services that provide vessel traffic services in the port and its approach channels pursuant to International Marine Organization Resolution A.857 (20);

2.9. **small vessel** - a vessel under 20 m in length;

2.10. **populated area** – the territory where residential or public buildings (e.g. schools, hospitals) are located;

2.11. **ship agent** - a legal person that complies with the professional criteria and requirements, as set by the Cabinet, and has entered into an agreement on cooperation with the Port Authority regarding the procedure for payment of the port dues and service charges. A ship agent represents the shipowner's interests in port in accordance with the relevant authorisation granted. Port formalities are completed by ship agents' staff who have passed a professional knowledge test in accordance with the requirements of the Cabinet.

2.12. **port clients** - consignees, consignors and their authorised representatives - forwarding agents, shipowners and their authorised representatives – ship agents and other persons who, upon a legal basis, use services provided by the Freeport Authority and licensed enterprises but do not have any territory of their own in the Freeport.

3. Abbreviations that are used in the present Regulations:

3.1. **IMO** - International Marine Organization;

3.2. **IMO Resolution A.887(21)** - IMO Assembly Resolution A.887(21), “Establishment, Updating and Retrieval of the Information Contained in the Registration Databases for the Global Maritime Distress and Safety System GMDSS”;

3.3. **IMO Resolution A.857(20)** - IMO Assembly Resolution A.857(20), “Guidelines for Vessel Traffic Services”;

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

3.5. **SOLAS** - International Convention for the Safety of Life at Sea (SOLAS), 1974, and its Protocols of 1978 and 1988;

3.6. **IMDG Code** - International Maritime Dangerous Goods Code;

3.7. **MARPOL** - International Convention for the Prevention of Pollution from Ships, 1973, and its Protocol of 1978 and Annexes;

3.8. **Helsinki Convention** – 1992 Convention on Baltic Sea Region Marine Environment Protection;

3.9. **INF Code** - International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-level Radioactive Wastes in Flasks on Board Ships;

3.10. **ISPS Code** - International Ship and Port Facility Security (ISPS) Code.

3.11. **VTS**- Vessel Traffic Service

3.12. **SJSC MAL**- State Joint Stock Company „Maritime Administration of Latvia”

3.13. **Riga Branch of SA PHA** - Riga branch of State Agency „Public Health Agency”

3.14. **MIWA** - Marine and Inland Waters Administration of State Environmental Service

3.15. **VHF** – Very high frequency.

4. The Freeport of Riga Authority shall manage the port in accordance with the procedures, stipulated by the „Law on Ports”, the “Freeport of Riga Law”, the Freeport of Riga By-laws, and other regulatory enactments, as a legal body governed by public and private law.

5. Common hydro-technical constructions, piers, stream-regulating structures, breakwaters, embankments, berths, waterways, navigation equipment and tools within boundaries of the port shall be in the possession of the Freeport of Riga Authority. Berths may also be the property of other legal and natural persons.

6. Pursuant to the procedures stipulated by the “Law on Ports” and the “Freeport of Riga Law”, the Freeport of Riga Authority has the right to use the land, owned by natural and legal persons in the territory of the port, for the needs of the port.

7. Natural and legal persons owning immovable property in the territory of the port shall coordinate with the Freeport of Riga Authority building and construction projects, for which in accordance with the requirements, set out in the Construction Law and in 1

April 1997 Cabinet Regulation No.112 „On General Construction Rules”, a construction plan is to be developed, at the stage of design order and technical design.

8. Should international legal norms, binding on the Republic of Latvia, stipulate conditions other than those set forth in these Regulations, international legal norms shall apply.

9. Use of the port or part thereof for defense purposes shall be regulated by 15 August 2000 Cabinet Regulations No.277 “On the Use of Ports for Defense Purposes”.

10. Construction of tall buildings, mounting of advertising lights, illumination poles and other lightening facilities that may impede the visibility of navigation signs and lights in the port, shall be agreed upon with the Harbour Master and the Latvian Hydrographic Service of the SJSC MAL

2. Land of the Port and Boundaries of the Aquatorium

11. The boundaries of the port are determined by 11 December 2001 Cabinet Regulations No. 516 “On Determining the Boundaries of the Freeport of Riga”.

12. The port aquatorium comprises the Daugava River and all the other water basins within the boundaries of the port as well as the outer roads confined by latitude of $\varphi=57^{\circ}07.0$ N; $\lambda=23^{\circ}53.0$ E and $\varphi=57^{\circ}07.0$ N; $\lambda=24^{\circ}05.0$ E from North, longitudes $23^{\circ}53.E$ and $24^{\circ}05.E$ and the coastline from South.

3. Rules for Vessel Traffic in the Freeport of Riga Aquatorium

3.1. Procedure for Providing Information on Arrival and Departure of Vessels

13. Each inbound vessel or ship agent, 24 and four hours prior to arrival at Buoy B, or immediately after the departure from the previous port, if the duration of the trip does not exceed 24 hours, is obliged to notify the VTS about the arrival of the vessel as well as provide the following data related to the vessel:

13.1. name of the vessel;

13.2. type of vessel;

13.3. flag of the vessel;

13.4. call letters;

13.5. IMO identification number;

13.6. Maritime Mobile Service Identity (MMSI) number;

13.7. the expected time of arrival at Buoy B;

13.8. length, breadth;

- 13.9. cargo;
- 13.10. airdraught;
- 13.11. ship agent;
- 13.12. berth (if known);
- 13.13. vessel GT;
- 13.14. vessel DW;
- 13.15. maximum draught
- 13.16. draught upon arrival
- 13.17. engine power
- 13.8. ice class and classification society, that has determined ice class (for winter navigation period).
- 14. Before entering the port the vessel , in addition to the formalities, specified by 22 November 2005 Cabinet Regulations No.892 “On Port Formalities for Arriving and Departing Vessels”, shall provide safety information in accordance with the Clause 2.1. of Article 9 of Chapter XI-2 of SOLAS Convention.
- 15. Should there be any dangerous or polluting goods on board a vessel, the ship operator, ship agent or the Master shall notify VTS about that at least 24 hours prior to arrival of the vessel or departure of the vessel from the previous port of call, if the duration of the trip does not exceed 24 hours, after the departure from the port in compliance with 9 August 2005 Regulations No.592 “Procedure of Notification of Dangerous and Polluting Goods on Board Ships”.
- 16. If the vessel carrying dangerous or polluted goods is leaving the Freeport of Riga or berth, the ship operator, agent or the Master shall notify VTS thereof.
- 17. Four hours in advance of arrival, departure or shifting, a Master shall notify the VTS of the planned operation and order pilot services, as well as update the arrival time one hour in advance.

3.2. Documents To Be Completed

- 18. Port formalities for arriving and departing vessels shall be governed by 22 November 2005 Cabinet Regulations No. 892 “On Port Formalities for Arriving and Departing Vessels”.
- 19. All vessels must have all the vessel’s documents, crew and passenger lists, person identification documents (passports or seaman’s books) required by international conventions, regulatory enactments or regulatory enactments of the flag state.
- 20. Upon arrival of a vessel at the port, a Master shall submit to the ship agent the

following documents for handling port formalities:

- 20.1. general declaration - five copies;
- 20.2. cargo declaration or ship manifest - two copies;
- 20.3. ship stores declaration - two copies;
- 20.4. crew list - two copies;
- 20.5. crew's effects list - two copies;
- 20.6. passenger list - two copies;
- 20.7. maritime declaration of health -one copy; and
- 20.8. ship waste declaration - one copy.

21. Upon arrival of a vessel at the port, the ship agent shall submit to the Harbour Supervisor the following documents:

- 21.1. cargo declaration or ship manifest;
- 21.2. general declaration;
- 21.3. passenger list;
- 21.4. crew list;
- 21.5. ship waste declaration.

22. Upon arrival of a vessel at the port and according to the Harbour Supervisor's request, the ship agent shall submit the following documents:

- 22.1. international tonnage certificate;
- 22.2. insurance or any other financial security certificate related to civil liability for losses sustained from oil pollution;
- 22.3. classification certificate; and
- 22.4. passenger ship safety certificate (for passenger ships).

23. In case of necessity, the Harbour Supervisor has the right to request also other documents or copies thereof provided for by international conventions or legal enactments of the flag state.

24. A Certificate of Free Practice shall be granted to a vessel upon completion of port formalities on arrival at the port.

25. The formalities on arrival shall be cleared within six hours after receiving the documents specified by clause 21 of the present Regulations.

26. Departing from the port for the purpose of crossing the border of the Republic of Latvia, a Master shall submit to the ship agent the following documents:

26.1. general declaration - five copies;

26.2. cargo declaration - two copies;

26.3. crew list - two copies; and

26.4. passenger list - two copies.

27. Before the departure of a vessel from the port, the ship agent shall submit to the Harbour Supervisor the following documents:

27.1. general declaration;

27.2. cargo declaration or ship manifest;

27.3. crew list;

27.4. passenger list; and

27.5. permit for the vessel to leave the port (Port Clearance).

28. Passenger ships shall provide the Harbour Supervisor with the information concerning passengers in compliance with the requirements of 23 December 2003 Cabinet Regulations No. 747" On the Procedure for Registration of Ship Passengers".

29. The only document permitting a vessel to proceed to sea is a Port Clearance.

30. A permit issued to a ship to proceed to sea is valid for 24 hours.

31. Port auxiliary craft and short sea vessels shall register each departure and arrival at the port with the Harbourmaster's Office.

32. The vessels to undergo performance trials after repair shall provide the Harbour Supervisor with the following documents:

32.1. the Master's or the ship agent's application;

32.2. authorisation for the performance trial issued by the ship classification society or the Marine Safety Inspection of the Maritime Administration of Latvia; and

32.3. crew list in compliance with the requirements of the Certificate of Minimum Crew Manning.

32.4. list of workers.

33. Should any changes occur in the composition of the crew or technical condition of a ship after she has obtained a permit to proceed to sea, the Master is obliged to notify the Harbour Supervisor thereof.

34. An outgoing vessel may be exempted from clearing formalities after submitting to the Harbour Supervisor a list of the persons on board the vessel in cases where assistance to ships and lives in distress is required or upon standing orders from the Harbour Master due to *force majeure*.

35. Should a vessel depart from the port without the permission of the Harbour Master or services subordinate to him, public authorities shall ensure her return to the port in accordance with the procedures established by regulatory enactments.

36. Oil tankers with the tonnage of 2 000 tons and more with no valid certificate, specified by the International Convention on Civil Liability for Losses Sustained from Oil Pollution, are prohibited from entering into, or departing from, the port.

3.3. Communication within the Port

37. Navigating within the port, vessels shall ensure continuous radio communications:

37.1. when lying in the outer roads, on VHF Channels 16 and 9;

37.2. upon proceeding within the port, on VHF Channels 9 and 16; and

37.3. VHF Channel 14 is a reserve channel.

38. While operating within the port limits, a dredger shall ensure continuous radio communications on VHF Channels 9 and 16.

39. VHF Channel 9 shall be used for traffic regulation, within the port, VHF Channel 9 may be used only for the vessel traffic monitoring and hailing ships. VHF Channel 78 shall be used by the VTS when one ship is involved.

40. VHF Channel 67 shall be a channel of the Pilot Service.

41. The Harbour Master shall issue the data related to phone numbers for the port and the Riga City services as well as related to other means of communication (Annex 2).

3.4. Services Provided by Pilots and the VTS

42. When navigating within the port or when entering or leaving the port, vessels with a maximum length exceeding 24 m, with the exception of the vessels, referred to in Clause 43, shall be subject to compulsory pilotage.

43. A vessel , whose Master has an exemption certificate and vessels navigating in accordance with a decision taken by a relevant commission of the Harbour Master's Office in inland waters only, as well as the harbour and auxiliary craft, shall be exempt from pilotage.

44. The Pilot Service at the port operates round the clock.

45. The presence of a pilot onboard, when performing his duties, shall not absolve the Master and officers from their duty to ensure safe navigation.

46. The pilotage shall be performed upon receipt of an application.

47. If a vessel fails to be ready for pilotage already ordered within an hour, her Master shall sign and pay up the pilot's bill for the unjustified call of the pilot.

48. A Master shall board or land of a pilot in accordance with Clause 23 of Chapter V of SOLAS, IMO Resolution A.889(21) and MSC/Circ.568/Rev.1.

49. If boarding or landing of a pilot on the outer roads is impossible due to a heavy sea and the navigation in compliance with Paragraph 53 of these Regulations is

impracticable, the vessel must wait for the weather to improve at the outer roads or along the berth. Upon prior coordination with the Harbour Master, a vessel may, on an exceptional basis, keep a pilot on board until the next port of call.

50. Under visibility over two miles, with the Master's consent, a pilot may land or board a vessel on the Daugava River close to Rinuzhi Leading Marks in line. Maneuvers of such vessels are subject to radar control by the VTS without pilotage. In that case, the Master shall be responsible for the vessel's safe navigation and the activities of the VTS are of an informative nature.

51. A pilot shall inform a Master about particular port conditions and the recommended number and power of tugs to be used, anchorage for manoeuvring the vessel and mooring operations, as well as other issues related to navigation safety.

52. The Pilot Service shall not be liable for a pilot's delay caused by rough weather or incorrect information.

53. When a pilot due to bad weather or other valid reasons may not board or land a vessel or be present on board, the VTS with the Master's consent may pilot vessels to/from the Daugava River by means of the VTS radar, rendering services as a shore based pilot, in cases as follows:

53.1. the vessel is under 150 m in length and up to 7 m in draught;

53.2. neither the cargo on board is dangerous nor the cargo holds contain any dangerous cargo vapours;

53.3. no prohibition against this operation has been issued by the Harbour Master;

53.4. the vessel has reliable radio communications with the VTS (to be ensured in a mutually understandable language).

54. Orders for Deep Sea Pilots in order to reach Riga shall be made 48 hours in advance, prior to arrival at roads off Ventspils, but for the passage from Riga – 24 hours prior to departure from the port.

55. Fees for Deep Sea Pilots services within the Baltic Sea shall not cover the pilot's travel expenses, per diem and accommodation allowances, if necessary. The shipowner or the ship agent shall reimburse the pilot for any necessary and reasonable costs incurred related to travel expenses, per diem and accommodation allowances prior to commencement of the latter's services.

56. By use of its technical facilities, the VTS shall monitor and regulate waterborne traffic within the port limits.

57. Services provided by the VTS are compulsory for vessels of a length exceeding 100 m, as well as for vessels carrying dangerous goods.

58. The VTS shall provide services at the port in accordance with IMO Resolution A.857(20). When the ship is entering or leaving the port and when the ship is crossing the border of the VTS area within a radius of 10 nautical miles within the sector 270°-20° off Daugavgriva Lighthouse ($\varphi=57^{\circ}03.57$ N; $\lambda=24^{\circ}01.29$ E), a Master shall inform the VTS via VHF Channels 16 or 9 (call sign Riga Traffic.).

59. The VTS shall provide the following information services:

- 59.1. provide information possessed by the VTS regarding berths, water level, wind, port facilities and other information related to the navigation safety;
- 59.2. supply vessels with hydrometeorological information upon request;
- 59.3. monitor the operation of navigational equipment and notify traffic participants of changes thereof and, if necessary, also the Hydrographic Service of the SJSC MAL.

60. Video and audio recordings made by the VTS may be used in investigating accidents and incidents as evidence. If, during an assigned shift of a VTS operator, no vessel accident has occurred and no situations involving accidents or similar controversial cases have been encountered, these recordings shall be kept for 72 hours. If no complaints have been received during 72 hours, these recordings shall be automatically destroyed. Video and audio recordings related to accidents or incidents made by the VTS shall be kept up to the end of investigation. Video and audio recordings shall be confidential and are the property of the Freeport of Riga Authority.

3.5. Safety of Navigation and Maneuvres at the Port

61. Any movement of vessels in the port without the permission of the VTS shall be prohibited. Only the VTS may grant permission to start a vessel from rest.

62. Prior to be set in motion, any vessel shall obtain permission from the VTS via VHF Channel 9. If the vessel has not been set in motion within 30 minutes after obtaining the permission, such permission shall be obtained anew.

63. All vessels shall follow the VTS instructions as concerns the order of the traffic, speed restrictions and anchorage.

64. Priorities in the vessel traffic shall be enjoyed by:
 - 64.1. vessels in distress and those sailing to rescue;
 - 64.2. State service ships of the Republic of Latvia;
 - 64.3. passenger vessels; and
 - 64.4. vessels maintaining regular traffic with the port and providing maritime service on the basis of a schedule approved by the Freeport of Riga Authority.

65. COLREG Convention and amendments thereto and Port Regulations shall apply in navigable waters of the port.

66. Outbound ships and ships navigating in the main ship fairway have priority over other traffic participants. Vessels, that considering their draught and size, are capable of proceeding beyond outer limits of the main ship fairway are prohibited to impede the passage of vessels which can safely navigate only within the limits of the main ship fairway.

67. Navigation shall be prohibited for short-manned vessels or vessels without valid vessel documents issued by the flag state's public authority or ship classification society or without respective permission from the VTS.

68. Vessel traffic in the main ship fairway shall take place only in one direction in cases as follows:
 - 68.1. the vessel is transporting dangerous cargo or the cargo holds contain vapours of such cargo;
 - 68.2. the vessel's length exceeds 150 m or her draught is above 7 m.

69. The traffic at the port shall be suspended when:

69.1. wind force exceeds 14 m/s (deviations from this norm are determined by the Harbour Master);

69.2. visibility is less than 5 cables (0.5 nautical miles).

70. A vessel navigating within the port is not allowed to overtake another vessel (excluding small vessels).

71. Any vessel must proceed along the Daugava River at a speed not exceeding 8 knots.

72. Pilotage of vessels over 180 m in length and with draught of 10 m and above to/from the Export port basin shall be allowed in case the speed of current in the Daugava River is under one knot

73. If the current in the Daugava River is faster than one knot, it is prohibited to pilot:

73.1. any vessels to/from Berths KR-21 and KR-22 in Kremeri, Berths AU-1 and AU-2 in Mangalsala, and Berths VL-13 and VL-14 in Volery if the manoeuvres take place without tugboats;

73.2. maximum size vessels to/from Berths DG-1 and DG-2 in Daugavgriva, Berths ZO-12 in the Fishery Port, and Berths from PM-16 to PM-21 in Pilmuizha.

73.3. Vessels over 120 m in length to/from Mangalsala Basin.

74. Pilotage of maximum size vessels to/from Berths DG-1 and DG-2 in Daugavgriva and of vessels of any size from the dockyard after repair is allowed only in daytime.

75. Pilotage of vessels over 180 m in length to/from the port shall be agreed on with the Harbour Master.

76. Should a vessel be made fast at Berth KR-21, it is prohibited to pilot a vessel to/from Berth KR-22.

77. When passing by vessels at berths and berths under repair as well as floating cranes and dredgers in operation or divers performing their work, vessels must reduce their speed to a minimum.

78. Vessels over 120 m in length may only exceptionally pass through the Southern Gate of the Fishery Port if the current on the Daugava River is under one knot.

79. Vessels over 120 m in length may only be piloted to Mangalsala Basin in cases when no vessels are moored at Berths MS-12 and MS-13.

80. Tugboats shall be used when mooring or unmooring vessels at Berth JM-29, if the current in Milgravis Channel is towards Kishezers Lake. Should any vessel be made fast at Berth JM-27, mooring or unmooring of vessels at Berth JM-29 may only be allowed upon agreement with the Harbour Master.

81. In cases when a vessel is proceeding to/from repairs, mooring operations for the vessel within basins of dockyards shall be managed by respective dock masters.

82. When navigating within the port, any vessel's heel shall not exceed 3 degrees.

83. Motorboats and yachts are to sail without impeding the traffic of vessels proceeding along the ship fairway. It is forbidden to cross the latter's course closer than 6 cables from her bow and 1 cable from her stern.

84. Conveyance of passengers shall only be allowed to waterborne craft specially designed for the purpose with relevant documents and appropriate lifesaving equipment on board.

85. After a vessel's main engine repair at a dockyard, the vessel must be accompanied by a tug on her outward passage up to Buoy B.

86. Any ship supply and bunkering operations on the outer roads shall be allowed, unless the height of waves reaches 0.5 m, upon prior coordination with the Harbour Master and customs authorities. Cargo handling operations on the port roads are carried out pursuant to the procedure, specified by 12 July 2005 Cabinet Regulations No.508 "Regulations on Procedure Concerning Use of Latvian Waters and Navigation Regime Thereof".

87. A master of a vessel in danger of sinking within the port limits shall do whatever possible to remain outside the ship channel and shall immediately notify the Harbour Master of the danger of sinking.

88. All accidents, casualties, onboard fires as well as damages caused to vessels, port structures or port navigation equipment shall, without delay, however, at least within two hours, be notified by a Master to the Harbour Master.

3.6. Ice Navigation

89. Ice navigation within the port shall take place in accordance with 14 December 2001 Regulation No. 38 of the Ministry of Transport "On the Procedure for Ensuring Winter Navigation in Latvian Waters".

90. During the ice navigation period, Masters of vessels proceeding to the port, at least 24 hours prior to arrival at the meridian of Irbe Lighthouse, shall, directly or through their agents, provide the Harbour Master and the Master of the icebreaker operating within this area with the following data concerning their vessels:

90.1. the vessel's name, the shipowner's name;

90.2. the vessel's flag;

90.3. call sign;

90.4. ice class;

90.5. the vessel's breadth and length;

90.6. draught (fore and aft);

90.7. tonnage and load-line displacement;

90.8. power and type of main engines, material of screw propeller/s, bunkers in store;

90.9. volume and nature of cargo on board;

90.10. expected time of arrival at the meridian of Irbe Lighthouse or time of departure from the port;

90.11. the ship's port agent;

90.12. sailing restrictions and technical features that may affect her behaviour in ice conditions.

91. Should a vessel fail to follow instructions of the Harbour Master or the Master of the icebreaker, the Master of the latter may refuse to lead the vessel through ice.

92. The need of towing a vessel shall be determined by the Master of the icebreaker.

93. Any vessel shall accept the risk of an eventual ice damage. Neither the Freeport of Riga Authority nor the icebreaker shall be liable for any delay, damage or other loss caused to a vessel, her crew or passengers or cargo due to passage through and/or maneuvering in ice upon following after the icebreaker. The losses caused by a mutual collision shall be covered by the parties in accordance with the procedures prescribed by regulatory enactments.

94. Under ice conditions, vessels may wait for sailing permission on the berth or, after completion of port formalities, standing in ice within the following areas:

94.1. eastward from the main ship fairway - between Audupe River and Daugavgriva Harbour Gate:

94.2. opposite the Export Harbour without impeding other vessels.

95. During the ice navigation period, the icebreaker shall maintain radio communications on VHF Channels 16 and 13, while in the port aquatorium, on VHF Channel 9 as well.

96. The VTS shall organise inspection of ice condition within a distance of three nautical miles from the Daugava Gate. While such inspection is not carried out, vessels shall be prohibited from entering or leaving the port.

4. Berthing and Mooring Conditions

4.1. Anchoring Area of Vessels

97. An anchoring area at the approaches to the port is an area limited by straight lines connecting the points (Chart No. 1012 (int1273)):

97.1. $\varphi=57^{\circ}08.82$ N; $\lambda=23^{\circ}51.60$ E;

97.2. $\varphi=57^{\circ}06.28$ N; $\lambda=23^{\circ}56.01$ E;

97.3. $\varphi=57^{\circ}05.08$ N; $\lambda=23^{\circ}53.71$ E; and

97.4. $\varphi=57^{\circ}07.61$ N; $\lambda=34^{\circ}49.29$ E.

98. Only seagoing vessels under 100 m in length may anchor for a short period on the inner roads with the permission of the VTS.

99. When going into anchor on the inner roads, a vessel must ensure that navigation within the port is not obstructed by her anchorage. If no tugboat is placed on duty nearby the vessel, her main engine must be kept ready for operation.

100. Vessels shall not be allowed to drop their anchors:

100.1. in Pilmuizhas Basin;

100.2. closer than 100 m from floating docks, underwater power cables and pipelines;

100.3. within the limits of ship fairways; or

100.4. in places marked with respective shore signs.

4.2. Readiness and Use of Berths

101. The operator of a berth shall take care of operational readiness of the berth, as regards mooring and unmooring, at his own account.

102. Operational readiness of a berth shall include:

102.1. maintenance of depths along the quay and at approaches thereto in accordance with the designed level and in conformity with the draught notified in accordance with the procedure specified in these Regulations (from the main ship fairway to the berth);

102.2. removal of objects, equipment or cranes which impede berthing of a vessel;

102.3. proper maintenance of protective equipment (fendering);

102.4. sufficient lightening of the berth at night;

102.5. timely assignment of a stevedore or another responsible person for the exact placement of a vessel along the berth;

102.6. suspension of any traffic on the quay within the area of mooring operations under way;

102.7. provision of a sufficient free length of the berth for mooring a vessel (vessel's LOA plus at least 10% at fore and at aft);

102.8. ice breaking of sufficient breadth along the berth and at approaches thereto to ensure unimpeded mooring of a vessel;

102.9. removal of snow within 4 m from the berth's waterfront;

102.10. secured availability of linesman for mooring operations;

102.11. taking measures to ensure no admittance of any irrelevant person inside 10 m wide waterfront zone; and

102.12. maintenance of cleanliness and order on the quay.

103. Mooring operations and shifting are prohibited at a berth unless the berth is made ready.

104. Mooring of vessels of the maximum permissible size at a relevant berth shall be coordinated with the Harbour Master or his authorised person in advance.

105. It is prohibited to place any cargo inside 4 m wide waterfront zone of the berth.

106. It is prohibited to dump snow on ice within closed basins of the port.

107. Each berth must be supplied with rescue equipment in compliance with the berth operating instructions issued by the Freeport of Riga Authority.

108. A berth operator shall be fully liable for the technical condition, maintenance and operation of the berth and any other kind of immovable property at his disposal as well as for compliance with fire-prevention, environmental and other regulations. In the event of detecting any damage, it shall immediately be reported to the Freeport of Riga Authority.

109. Terms and conditions for employment of leased berths shall be stipulated by an agreement of lease and instructions for the technical operation of berths.

110. Particular instructions for navigation within the area of a relevant berth

shall be determined by the Harbour Master.

111. The Freeport of Riga Authority is entitled to make use of a berth without the permission of the berth's operator to ensure safety of life or ship in case of emergency , or to prevent consequences of accidents, natural disasters or pollution.

4.3. Berthing and Unberthing Procedures

112. The exact berth for a vessel's berthing shall be timely specified by the ship agent upon prior coordination with the berth operator.

113. The number and location of mooring ropes shall be determined by the respective Master, coordinating it with the pilot.

114. Lying in berth, a vessel shall have a watch on board, secure communication with the VTS and the Harbour Supervisor. A ship shall be properly fastened along the quay with her gangways lit and rigged with safety nets beneath. There must be a lifebuoy with light buoy and at least 27 m long line at the gangway.

115. It is prohibited to perform mooring at two adjacent berths simultaneously.

116. Two vessels may be berthed alongside each other only if both Masters agree to it subject to the Harbour Master's permission, provided the current on the Daugava River is under one knot.

117. It is prohibited to berth a vessel alongside another vessel:

117.1. if the latter undergoes fumigation;

117.2. if there are goods of IMDG stipulated hazardousness class or vapours thereof on board; or

117.3. if the port formalities for the vessel lying alongside the berth have not been completed.

118. If dangerous goods of IMDG stipulated hazardousness class are on board, the vessel must be permanently ready for sailing out to sea.

119. Upon receipt of a storm warning, a Master shall take additional measures to ensure safety of the vessel.

120. Should mooring or anchorage equipment be out of working order, the fact must be reported to the VTS prior to planned shifting. An operation during which a vessel is to be shifted along a berth for a distance over 100 m, shall be deemed to be a shifting operation.

121. In case of emergency (fire, floods and alike), the Harbour Master is entitled to request shifting of the vessel. The expenses incurred by shifting shall be covered by the shipowner.

122. Vessels during their stay at the port are not allowed to swing out derricks and cargo/boat booms over board unless required for cargo operations.

123. Within the port limits, a vessel shall be allowed to lower her boats only

with the permission of the Harbour Master, except for extraordinary situations.

124. An intention to lay up a vessel along a berth outside the territory of a dockyard or ship building plant to have her main engine, steering or anchoring equipment repaired and other ship repair work performed shall be agreed on with the Harbour Master and the Fire Prevention inspector of the port.

125. The off side of a vessel in berth must be lit.

5. Environmental Protection Regulations for the Port

126. Vessels, legal and natural persons being within the port area must comply with the MARPOL Convention and with Helsinki Convention, as well as with the environment protection requirements set out in the Republic of Latvia regulatory enactments.

127. In the port aquatorium and on the port roads, it is prohibited to discharge from shore objects and vessels:

- 127.1. all sorts of oil products and substances containing oil, noxious and dangerous chemical substances, organic compounds and residues, sewage and waste;
- 127.2. cargo and bunkering tank washing waters and any oily bilge and sewage waters;
- 127.3. water used for washing holds and tanks, in which noxious or dangerous chemical substances or liquids thereof have been transported; and
- 127.4. any cargo remainders, separation material or other garbage.

128. Outboard valves of drainage systems must be locked up and sealed.

129. Washing of a vessel's hull in the port is prohibited.

130. Hull cleaning and painting operations in the port area shall be prohibited, with the exception of specially equipped places in compliance with the environmental protection requirements.

131. It is prohibited to operate incinerators on board of any vessel within the port.

132. While at the port, vessels may only use toilets equipped with a closed drainage.

133. Collection of ship-generated waste and polluted waters at the port and the payment procedure for these services shall be performed in compliance with 8 October 2002 Cabinet Regulation No. 455 "On the Procedures for Collecting Ship-Generated Waste and Polluted Waters and for Developing a Ship-Generated Waste Management Plan".

134. The charge for collection of ship-generated waste and polluted waters is included in the port sanitary dues.

135. Oil and liquid chemical substances may only be shipped to/from the port by double-bottom or double-hull tankers in compliance with the requirements of the MARPOL Convention.

136. Cargo operations at berths specialised in oil product and noxious liquid cargo

transshipment shall be performed in accordance with the regulations for operating such terminals. Prior to commencing cargo operations, all oil tankers and chemical tankers with polluting and noxious liquid cargo must be buoyed off by booms, except during a period of ice. At any other time, booms and oil or noxious liquid substance recovery installations must be ready in accordance with the berth emergency liquidation plan. Booms of relevant type must be placed so that any risk of polluted spill expansion beyond the area buoyed off is excluded. Each oil product and noxious liquid cargo transshipment berth shall have a supply of absorbing substances enabling absorption of at least 1 cub.m of polluted spill and a skimmer with a total capacity of at least of 20 cub.m/h. A berth or terminal operator shall be fully responsible for the implementation of said requirements. Said requirements shall not apply to bunker supply vessels, as booms and oil product recovery installations for these vessels must be ready in accordance with a plan for the elimination of ship accident consequences.

137. A cargo transshipment berth, terminal or another area of an increased risk shall not commence its operation unless the MIWA has approved a plan for oil and chemical spill elimination. A berth or terminal operator shall be fully responsible for the implementation of the said requirements.

138. Usage of substances dissolving or submerging floating oil and its products is prohibited for water surface cleaning within the port limits.

139. Should oil or chemical products be spilled on deck or overboard during cargo and bunkering operations, the latter shall be stopped immediately and the spill shall be reported to the VTS, the MIWA and the ship agent and removal and cleaning operations shall be commenced at once.

140. A shipowner or a charterer shall be liable for all losses caused by a spill of harmful substances. A berth operator shall be liable for all losses caused by a spill of harmful substances at the berth or area managed by the berth operator.

141. Under adverse weather conditions with wind force 10 m/s and more, loading of dust-raising bulk cargoes shall be suspended.

142. A Master and a berth operator shall inform the VTS and the MIWA of the cases of pollution observed within the territory or aquatorium.

143. A berth operator shall be liable for the cleanliness in the territory and the adjacent aquatorium.

144. Vessels with radioactive substances on board (IMDG Code Class 7) may enter the port, observing the requirements of the INF Code. If a vessel with radioactive substances may endanger the surrounding environment or people, the Harbour Master, upon coordination with the Radiation Safety Centre, is entitled not to permit the vessel to enter the port.

145. If there are packages containing Class 1 (explosives) or Class 5.2 (organic peroxides) substances specified in the IMDG Code, the requirements of Annex 1 shall be observed.

6. Dredging

146. Dredging activities within the port may be commenced only upon prior coordination, in writing, with the Freeport of Riga Authority, the Harbour Master and upon obtaining permission from the MIWA.

147. Prior to commencing dredging operations, dredgers shall coordinate the positioning of anchors, buoys and ropes with the Harbour Master.

148. Dredgers shall duly inform the VTS of the expected changes in the positioning of anchors, buoys and ropes during the process of their work.

149. At the request of a vessel, a dredger shall clear the passage for the vessel by slacking or pulling in her ropes or by making way for the vessel, coordinating this activity with the VTS.

150. A dredger operating within the port shall exhibit relevant lights and shapes in compliance with the requirements of the COLREG requirements.

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

152. It is forbidden for dredgers and hopper vessels which are not executing dredging works to occupy a ship channel.

153. Of vessels approaching a dredger from opposite directions simultaneously, the vessels following the current shall have the priority.

154. In order to commence traffic, dredgers and hopper vessels shall request permission of the VTS.

7. Fundamental Principles for the Port Security Supervision

155. Ships in the port shall be safeguarded in accordance with the ISPS code requirements.

156. A system for passes and safeguarding within the port shall be determined by the Freeport of Riga Authority. The commercial companies, providing security services in the territory of the port, shall possess Industrial Security certificate.

157. Admittance of any vehicle or person to/from safeguarded areas of the port shall be allowed only through respective check points, pursuant to the Freeport of Riga Authority Regulations "On Pass Arrangements in the Freeport of Riga".

158. Upon entering the port undertaking's area of limited access, any person must have his/her pass or identity card attached to his/her clothes in the visible way.

159. Any movement of cargoes in or out as well as any traffic of vehicles within the customs zone shall be subject to the permission of customs authorities to be obtained by officials of the undertakings operating at the port.

160. Upon presenting their public service certificate, relevant public officials and their

transport may enter any port area for discharging official duties. The Authority' pass office employee or security officer at the respective checkpoint issues a one-time pass to the said officials, unless the said official or the transport vehicle has been provided with the permanent pass in accordance with the Freeport of Riga Authority Regulations "On Pass Arrangements in the Freeport of Riga".

161. It is strictly prohibited to park anyplace within the port any vehicle which may obstruct port operations unless special parking lots are used in compliance with transport vehicles placement and traffic technological scheme.

162. Relatives of ship crew members shall be admitted to the port area pursuant to the Master's request upon presenting their identity documents.

163. A respective berth or warehouse owner or operator shall be responsible for the safety of cargoes within the port territory , berths or warehouses.

164. Passes issued by the Freeport of Riga Authority shall be mandatory for any undertaking operating within the port.

8. Customs, Immigration, Sanitary and Fire Prevention Requirements within the Port

8.1. Customs Requirements

165. Any vessel arriving from or sailing for a foreign port shall undergo customs control.

166. No cargo operations on the outer or inner roads or along berth may be commenced and nobody of a vessel's personnel may step ashore prior to completion of customs formalities and obtaining the respective permission.

167. It is prohibited to move any cargo to be exported or imported, likewise any goods or other items to be transported from one customs zone of the Republic of Latvia to another customs zone of the Republic of Latvia, in, out, or within the port limits, unless permission in writing from the customs is obtained. The borders for customs control shall be determined by the Central Customs Board of the State Revenue Service.

168. Procedures as to how goods are to be imported into free zones from the other customs territories of the Republic of Latvia and exported from free zones to the other customs territory of the Republic of Latvia shall be governed by the Freeport of Riga Law, the Customs Law and other regulatory enactments.

169. Licensed undertakings (business companies) shall ensure the accounting of goods imported and produced into, and exported from, their territory. Natural persons, when entering and leaving a free zone, shall be subject to customs control.

8.2. Immigration Requirements

170. The immigration requirements within the port are stipulated by the „State Border Law of the Republic of Latvia „as well as by other regulatory enactments.

171. Each vessel must have duly completed crew and passenger lists on board, each person on board must hold his/her Seaman's Book, passport, or pass.

8.3. Sanitary Requirements

172. Medical examination and supervision within the port shall be effected by the SA PHA Riga Branch. The requirements of this service shall, within the scope of its competence, be mandatory for all natural and legal persons operating at the port. Vessels and waterborne craft shall be subject to medical supervision and control of the SA PHA Riga Branch.

173. A Master is obliged to inform the staff of the SA PHA Riga Branch via the ship agent of an unfavourable sanitary epidemiological situation, crew members having infectious disease symptoms, death cases and sanitary dangerous cargoes on board of his vessel at least 12 hours prior to arrival on the outer roads.

174. If vessels arrive from territories affected by particularly dangerous infections, the staff of Riga Branch of the SA PHA, at their own discretion and according to the circumstances, shall inspect such vessels on the outer roads.

175. Sanitary formalities for vessels shall be effected round the clock in sequence of applications received.

176. When arriving at the port, a Master shall produce the following documents to the staff of the SA PHA Riga Branch:

176.1. maritime declaration of health;

176.2. deratization certificate or a deratization exemption certificate, in compliance with the requirements of the International Health Regulations, with a validity period of six months;

176.3. certificate of bilge water cleaning installation compliance with the requirements of the MARPOL Convention, with a validity period of five years;

176.4. first aid certificate, with a validity period of one year;

176.5. first aid training certificate, including taking of epidemic countermeasures on board the vessel, for crew members; and

176.6. international vaccination certificate.

177. In case of an unfavourable epidemiological situation on board a vessel, the SA PHA Riga Branch shall organise epidemic counter-measures.

178. Staff of SA PHA Riga Branch shall, in compliance with the State supervised programme "Supervision of Plague Infectious Agent Circulation", effect regular rodent control within the port and on board vessels. Cases of rodents noted by operators of warehouses within the port shall be reported to SA PHA Riga Branch.

179. Disinfection, desinsection and deratisation for vessels, cargo, cargo holds after the unloading of sanitary dangerous cargo shall be carried out by the staff of the SA PHA Riga Branch along special berths, taking all precautionary measures. Such operations shall be performed at the expense of the shipowner.

180. The quality of water available from quay hydrants and the drinking water taken from water barges shall be controlled by the SA PHA Riga Branch.

181. At the request of a Master or a shipowner and at his expense, the staff of SA PHA Riga Branch shall perform the following operations:

181.1. water testing by issuing a relevant certificate confirming the compliance with the standards of the relevant states;

181.2. assessment of the system efficiency for bilge water cleaning and disinfection in conformity with the requirements of the MARPOL Convention;

181.3. verifying the existence of the first aid kit by issuing a relevant certificate.

182. In order to prevent the threats of bringing dangerous infectious diseases in Latvia and their spread, a Master shall inform the staff of the SA PHA Riga Branch about the change of crew members.

8.4. Fire Prevention at the Port

183. All the legal and natural persons, acting or remaining within the territory of the Freeport of Riga shall comply with 17 February 2004 Cabinet Regulations No.82 "Fire Prevention Regulations", as well as with the "Fire Prevention Regulations of the Freeport of Riga Authority of the Republic of Latvia", issued in 2002 and approved by the Freeport of Riga Authority. Fire safety of each port sector shall be the responsibility of the owner or operator of the relevant port territory.

184. Fire safety and the compliance with fire prevention regulations on board vessels within the port aquatorium shall be the responsibility of the Master.

185. Fire-protection systems and equipment of any vessel within the port aquatorium shall be in working order and ready for immediate operation. Should the fire-protection systems on board become inoperative for some reason, the vessel must be ready to be connected to the shore systems.

186. Upon noticing a fire on board, the crew on watch shall announce an alarm, arrange the fire fighting and notify the VTS and Riga City Firefighting service, which, if necessary, shall participate in the fire fighting.

187. Upon noticing a fire ashore, the person noticing the fire shall, without delay, notify the VTS, Riga City Firefighting service and the berth operator and shall start the fire fighting with all available means. A berth operator, upon noticing a fire or receipt of notification of a fire, shall announce an alarm and arrange fire fighting.

188. Upon outbreak of a fire within the port limits, the vessel must be prepared to depart from the dangerous area of the port.

189. A permit in writing in accordance with the applicable regulatory enactments shall be obtained for short-term works involving a fire hazard on vessels that are not lying alongside the repair berths.

190. Bunkering or loading a ship with an inflammable cargo shall be allowed by a fire-prevention inspector of the port in coordination with the berth operator and by notifying the VTS. The ship shall hoist a code flag Bravo and shall show a red light, when dark.

191. Prohibitive and instructive signs and fire alarm schemes, all in Latvian and English, are placed at all port areas.

192. LPG , chemical / oil tankers shall perform their bunkering either prior to, or after, cargo operations. No other ships may moor alongside LPG and oil tankers during cargo handling operations.

193. Prior to commencing cargo operations, all LPG, chemical and oil tankers shall implement the fire-prevention and environmental protection measures and complete a ship-shore safety checklist.

194. Data concerning phone numbers for the fire protection service shall be provided by the Freeport of Riga Authority in compliance with Annex 2 to the present Regulations.

9. Liability for Infringements of the Port Regulations

195. These Regulations shall be binding on all legal and natural persons, including ships staying or operating at the port. The compliance with these Regulations shall be supervised by the Freeport of Riga Authority and the Harbour Master.

196. Regulatory enactments issued by the State Border Guards, customs authorities and other public administrative institutions that are related to operations within the port area shall be coordinated with the Freeport of Riga Authority.

197. Any person shall be held liable for infringements of the present Regulations in accordance with the administrative, civil or criminal code. The person held administratively, civilly or criminally liable shall not be relieved of the obligation to compensate the losses incurred in accordance with the civil procedure.

198. The Freeport of Riga Authority shall not be liable for the effects of any action or inaction of another legal or natural person and is entitled to achieve full compensation for any losses caused to the port.

199. To ensure the operation of the port, upon changes in the international regulatory enactments , regulatory enactments of the Republic of Latvia or those of the Freeport of Riga Authority, amendments to these Regulations may be made. Should amendments to the regulatory enactments come into effect, the valid version of the newest regulatory enactment , or the regulatory enactment replacing the previous one , or the regulatory enactment of a higher force shall prevail.

200. Unawareness of these Regulations shall not exonerate the offender from legal liability.

201. A person who does not hold a relevant license or authorisation and legal persons that have not entered into an agreement with the Freeport of Riga Authority shall be prohibited from any type of activity as well as from performing

any duties related to port operations in the port.

10. Dues and Charges Collected at the Port

202. The upper limits of the port charges and tariffs shall be approved by the Freeport of Riga Board. The Freeport of Riga Authority, 45 days before any amendments to port charges become effective, shall ensure the availability of the amendments thereof on the web page of the Freeport of Riga Authority in both Latvian and English.

203. The Freeport of Riga Authority may approve the upper limits of charges and tariffs for the following services provided by the Freeport of Riga:

203.1. the port dues and charges:

203.1.1. tonnage due;

203.1.2. canal due;

203.1.3. sanitary due;

203.1.4. small vessel fee;

203.1.5. anchorage due;

203.1.6. ice dues;

203.1.7. berthing dues;

203.1.8. cargo dues;

203.1.9. pilotage due;

203.1.10. passenger fee;

203.2. service charges for:

203.2.1. mooring operations;

203.2.2. removal of garbage and polluted water;

203.2.3. tugboat assistance and harbor craft hire;

203.2.4. fire watch; and

203.2.5. fresh water supply.

204. The vessels, visiting the port, shall pay charges for navigational services, which shall be received by the Maritime Administration of Latvia in accordance with the procedure and volume, stipulated by the Ministry of Transport.

205. Prior to leaving the port, vessels shall pay the port dues and service charges, as well as compensate for any losses caused to legal or natural persons.

206. A ship's agent shall ensure the payment of the specified port dues and service charges to the Freeport of Riga Authority and the Maritime Administration of Latvia, their collection from shipowners in compliance with the procedure for tariffs and payments applicable to the port.

207. The following services are available at the Freeport of Riga:

207.1. the services, whose upper tariffs are determined by the Freeport of Riga Board:

207.1.1. use of port tugboats;

207.1.2. use of port floating craft

207.1.3. firefighting services;

207.1.4. collection of polluted water and waste (by refuse removal vessel or treatment plant);

207.1.5. fresh water supply (available for the vessels lying on the roads, from berth, with port floating craft)

- 207.2. other services- bunkers and lubricants supply;
- 207.2.1. ex tank vessels (available also on the outer roads);
- 207.2.2. ex mobile tanks (in accordance with the terminal requirements);

11. Harbour Master

208. The Harbour Master shall manage the following Port Services:

- 208.1. Vessel Traffic Service;
- 208.2. Pilot Service;
- 208.3. Port Supervisory Service;
- 208.4. operational management of the icebreaker „Varma” during the period of winter navigation.

209. The Port Services shall organise and monitor vessel traffic within the port limits and approaches thereto, perform functions of control over the safety of navigation with respect to vessel traffic within the port, the port aquatorium, ship fairways, berths and terminals.

210. Standing orders made by the Harbour Master concerning matters related to safety of navigation shall be compulsory for all vessels, organisations, undertakings (companies) as well as for legal and natural persons operating or being located within the territory of the port.

211. The Harbour Master is entitled to send a vessel lying at the port to sea or shift it in cases where a critical situation has arisen on board a vessel or it endangers other nearby vessels, port equipment, people, or the environment. Shifting costs shall be covered by the shipowner.

212. The Harbour Master shall notify the Coast Guard and the Maritime Administration of Latvia of all sea accidents that have occurred at the port, while, in cases of pollution, also the MIWA, and organize the initial investigation of such accidents, obtaining testimonies and documents - also as regards such vessel as, though involved in the accident, have not been damaged and is seaworthy and preparing for leaving or is leaving the port.

213. The Harbour Master shall, at least once a year, confirm the data on the maximum size of vessels permissible in individual port areas, ship fairways of the port, the size of the roads and turning basins for vessels, anchorage and berthage in conformity with Annex 3 to these Regulations.

12. Detention and Arrest of Ships

214. Detention or arrest of a ship shall be effected in compliance with the Law on Naval Affairs Board and Maritime Security, Maritime Code and other regulatory enactments.

215. The person requesting detention or arrest of a vessel shall be held liable for any losses incurred, if the detention or arrest proves to be unjustified.

216. The Harbour Master can detain a ship for up to 72 hours in case the relevant ship is

involved in the accident at sea and has caused damage to the Port property or caused pollution, if the efficient receipt of the ruling of the Court as regards the ship arrest is not possible.

13. Port Installations and Structure Operation

217. A permit for mooring and cargo operations at a relevant berth shall be issued by the Harbour Master.

218. In order to receive the permit specified in Clause 217, berth and aquatorium operators or owners shall submit the following documents to the Harbour Master:

218.1. a permit issued by the Port Authority for entrepreneurial activity within the port limits;

218.2. a certificate of commissioning the object;

218.3. a plan for obtaining soundings at approaches to the berth in two copies;

218.4. a plan for obtaining soundings within a 35 m wide mooring lane alongside the berth in two copies;

218.5. an original of the underwater survey report of a 35 m wide mooring lane alongside the berth after dredging;

218.6. an original of the hard-ground bottom trawl survey report after the removal of objects that are dangerous to navigation, if such removal is requested by the Harbour Master.

219. Berth operators shall, each year, supply the Harbour Master with data on soundings along respective berths and at approaches thereto. Operators of the berths handling bulk cargoes, scrap, woodpulp and alike must submit to the Harbour Master underwater survey reports on respective mooring lanes every six months.

220. The depth reserve between the ship hull and water bed at the berth shall be at least 0,5 m, at ship fairways and approaches to berths – at least 15 % of the maximum draught allowed.

221. The Harbour Master is entitled to request additional sounding survey reports and underwater survey reports, as well as data on hard-ground bottom trawl surveys.

222. It is prohibited to propel a vessel's screw, while in berth, unless she is engaged in mooring operations.

223. The main engine adjustment trials after its repairing may be performed only with the express consent in writing from the Harbour Supervisor and the berth operator without causing any hindrance to other vessels.

224. Any cargo load onto a pier shall not exceed the permissible load as stipulated in the relevant berth certificate.

225. Protective zones for underwater cables, pipelines and high voltage power cables must be properly marked.

226. Berth operators shall comply with the Regulations of the Freeport of Riga Authority for Operating Berths, confirmed by the Freeport of Riga Authority in 2002. Any hydro-technical construction owned or managed by a natural or legal person must undergo technical inspection once a year.

227. Should any action of a vessel cause a damage to a berth or any other port structure, installation or facility, the representatives of the Technical Department of the Freeport of Riga Authority, the Harbour Supervisor and the respective berth operator, together with the Master, prior to the vessel's departure, shall draw up a statement of the case, which, together with estimates of the relevant repair costs, shall be presented to the shipowner as a claim for damages. Relevant surveys and surveyor's reports shall be ensured by the owner or operator of the damaged object.

228. Losses caused by a vessel to hydro-technical structures, navigational aids and port communications and installations shall be covered by the shipowner.

14. Fishing within the Port

229. Positioning of fishing tackles within the port limits shall be agreed on with the Harbour Master.

230. Positioning of fishing tackles may not impede hydro-technical and dredging activities.

231. Fishing tackles may be placed not closer than 100 m from the outer limits of ship fairways by notifying the VTS in advance.

232. In case of absence of patrol boats on duty near fishing tackles, neither the Freeport of Riga Authority nor vessels navigating nearby shall be liable for any damage to the fishing tackles.

233. Any fishing tackle shall be properly marked with relevant shapes and lights, as well as markings, to enable identification of its owner.

15. Tugboat Assistance

234. Tugboats shall render their services within the port under an agreement against payment.

235. The number of tugs necessary for a vessel shall be determined by her Master, respecting the pilot's advice. In case of any dispute, the number of tugboats shall be determined by the Harbour Master.

236. The master of a vessel in tow shall command the work of tugs, determine the type and scope of tugboat services and bear liability for their safety. In case of an accident, it is the Master of such vessel who shall be responsible for eventual consequences, unless liability of the tugs is proven.

237. Towage of an unmanned vessel shall be under the command of the Master of the tugboat, whose tow is fastened at the vessel's bow.

238. If NW wind force exceeds 6 according to the Bofort scale, all vessels must use at least two tugs for mooring along the Gas Terminal (Berth LP-27).

239. Tugs must be permanently ready for operation during the effective period of a storm warning.

240. Any Master is entitled to cancel his order for tugs one hour before the ordered time at the latest. If a vessel cancels ordered services less than one hour before the launch of the operation, the Master must pay for the tugboat services at the hourly rate applied to the actual time spent by the tug for steaming up to the vessel and back to its berth.

241. Vessels operating in the port must ensure VHF communications.

242. Vessels carrying dangerous goods that are not equipped with thrusters and are over 120 m in length, while vessels that are equipped with thrusters and are over 140 m in length, must use tugboat services in Milgravis and Sarkandaugava Channels.

243. Chart of recommendations for the use of tugboat services:

Vessel DW (t)	Number of tugs	Total tug capacity (HP)
501-2 000	1	1600
2 001-5 000	2	3000
5 001-10 000	2	4000
10 001-20000	2-3	5000
20 001-35 000	3	6 500
35 001-50 000	4	7 000
Over 50 000	4	10 000

16. Additional Conditions

244. In addition to the Republic of Latvia and international regulatory enactments referred to in these Regulations, vessels and undertakings (companies), organisations, legal and natural persons located or operating in the port shall abide by the following regulatory enactments:

244.1. IMO Recommendations on the Safe Transport of Dangerous Goods and Related Activities in Port Areas, IMO Circular MSC/Circ.675;

244.2. IMO Code of Safe Practice for Cargo Stowage and Securing, IMO Resolution A.714 (17);

244.3. ICHCA Safe Operation of Ro-ro Terminals, 1997;

244.4. Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code), IMO Resolution A.862 (20);

244.5. IMO/ ILO/ UN ECE Guidelines for Packing of Cargo Transport Units (CTUs), 1997;

244.6. IAPH Dangerous Goods and Port Environment;

244.7. ICS/ OCIMF/ IAPH International Safety Guide for Oil Tankers & Terminals - ISGOTT;

244.8. International Code for the Safe Carriage of Grain in Bulk, IMO Resolution MSC.23 (59);

244.9. IMO Code of Safe Practice for Ships Carrying Timber Deck Cargoes, as amended, IMO Resolution A.715(17);

244.10. ICHCA Safe Working on Container Ships, 1998.;

244.11. International Ship and Port Facility (ISPS) Code.

17. Final Provisions

245. The informative Annexes No. 1 “Location of the Vessels with Hazardous Cargoes in the Port” , No.2 “The Office Telephone Numbers for the Freeport of Riga Authority and the Riga City Services” and No. 3 “Particulars of the Freeport of Riga Ship Fairways (in meters)”, “The Freeport of Riga Inner Roads’, Turning Basins and Anchorage (in meters)”, “Data on Berths”.

246. The Annexes, specified by the Clause 245 of the present Regulations are confirmed and updated by the Freeport of Riga Authority and they are published on the Freeport of Riga Authority web-site: www.freeportofriga.lv.

247. With the coming into force of these Regulations, the Riga Port Regulations of the Ministry of Transport of 10 May 2004 are repealed.

Riga City Council Chairman
A.Aksenoks

In The City of Riga on March 9, 2006.