

*Approved by the Freeport of Riga
Board's Resolution Nr. 122 of October 9, 2014*

*Issued pursuant to
Part 3 of Section 13 and
Parts 1 and 2 of Section 15 of the "Law on Ports".*

AMENDMENTS TO RIGA PORT DUES AND CHARGES

1. To provide formulation of the sub-clause 2.2. of Part I as follows:

"2.2. yacht, cutter, sailing ship - a floating craft meant for sports, leisure or tourism;"

2. To provide formulation of the clauses 20. and 21. of Part III as follows:

"20. The Tonnage Due shall be calculated according to the following rates:

20.1. for a tanker 0.962 EUR/GT;

20.2. for a linked ship 0.427 EUR/GT;

20.3. for other ships 0.855 EUR/GT.

21. In case if the ship is arriving at the port or departing from the port in ballast as well as in case the volume of cargo that is loaded on board the ship or unloaded from it does not exceed 50 % of the ship's tonnage , the Tonnage Due shall be calculated according to the following rates :

21.1. for a tanker 0.534 EUR/GT;

21.2. for linked ships 0.214 EUR/GT;

21.3. for other ships 0.427 EUR/GT."

3. To provide formulation of the clauses 24. and 25. of Part IV as follows:

"24. In case the ship is arriving at the port or departing from the port, the Canal Due shall be calculated according to the following rates:

24.1. for a container ship 0.406 EUR/ GT;

24.2. for a passenger ship 0.12 EUR/GT;

24.3. for a cruise ship 0.10 EUR/GT;

24.4. for a Ro-Ro ship 0.203 EUR/ GT

24.5. for a reefer 0.203 EUR/GT.

25. For the ship's shifting from one berth to another berth or from one mooring place to another mooring place, the Canal Due shall be calculated according to the rate of 0.107 EUR/GT."

4. To supplement Part IV with the clause 25.² as follows:

“25.² A liner that is shifting for the first time from one berth to another berth or from one mooring place to another mooring place due to additional loading or unloading of the ship shall enjoy 100% rebate on the Canal Due.”

5. To provide formulation of the clause 27. of Part IV as follows:

“The Canal Due for the ship, that enters the port and/or leaves the port without performing any cargo handling and /or passenger operations during its call, shall be calculated according to the following rates:

- 27.1. for a container ship 0.203 EUR/ GT;
- 27.2. for a passenger ship 0.095 EUR/GT;
- 27.3. deleted;
- 27.4. for a Ro-Ro ship 0.102 EUR/ GT;
- 27.5. for a reefer 0.102 EUR/GT;
- 27.6. for a linked ship 0.102 EUR/GT;
- 27.7. for other ships 0.235 EUR/GT.”

6. To provide formulation of the clause 28. of Part V as follows:

“28. Sanitary Dues for a ship shall be calculated separately for each call of a port. Sanitary Dues shall include reception of any waste and polluted water, except for polluted ballast water and tank washings. Sanitary Due from passenger and cruise ships at berths JPS-1, JPS-2, MK-3 and MK-4 shall refer to the amount of discharged waste not exceeding 200 m³ during one call at the port.”

7. To provide formulation of the clause 37. of Part VI as follows:

“37. The ships are exempt from Berthing Dues in the following cases:

- 37.1. during the time of the ship’s repair while lying at the berths, indicated by the Freeport Authority. The Berthing Due shall be collected from the ship in case cargo handling and/or passenger operations have been performed on the vessel prior or/and after berthing;
- 37.2. in case of forced short-term berthing of a ship, entering or leaving the port, due to force majeure conditions coming into effect independently of the ship. The Force-majeure conditions in any case are the circumstances, providing real threat to the safety of the ship, its crew, passengers or cargo. Should such circumstances occur, the ship is moored at the nearest free berth with confirmation of the Freeport Authority;
- 37.3. deleted.”

8. I To provide formulation of the Table 1 of the clause 52. of Part X as follows:

<i>Engine Capacity (kW)</i>	EUR/h
under 74	45
from 75 to 149	75

from 150 to 223	85
from 224 to 298	100
from 299 to 372	120
from 373 to 447	150
from 448 to 521	180
from 522 to 745	200
from 746 to 1118	300
from 1119 to 1491	350
from 1492 to 1864	420
from 1865 to 2237	470
from 2238 to 2609	500
from 2610 to 2982	550
2982 and more	700

9. To provide formulation of Part XIII as follows:

“59. The maximum levels of charges for delivery of the ship generated oily waste (MARPOL Convention, Annex I) to the specially equipped vessel, truck or to the treatment facilities shall be calculated in accordance with the following rate:

59.1. to the specially equipped vessel or truck - 19.90 EUR/m³:

59.1.1. deleted

59.2. to the treatment facilities - 7 EUR/cbm.

59.2. deleted;

59.2.1. deleted;

59.2.2. deleted;

59.3. deleted;

59.3.1. deleted;

59.3.2. deleted.

60. The maximum levels of charges for delivery of sewage (MARPOL Convention, Annex IV) to the specially equipped vessel, truck or to the treatment facilities shall be calculated in accordance with the following rate:

60.1. to a specially equipped vessel or a truck - 19.90 EUR/m³;

60.2. to the treatment facilities - 6 EUR/m³.

61. The maximum levels of charges for delivery of garbage (MARPOL Convention, Annex V) shall be calculated in accordance with the rate 21.15 EUR/m³. The waste shall be collected at the berth, where the ship is located.

61.¹ The ship generated waste from a ship that is exempted from the Sanitary Due, shall be collected in accordance with the rates, defined in the clauses 59., 60. and 61.

61.² The charge for the reception of the ship generated waste, stipulated by the present Part, shall apply to any ship, including the ship that is exempt from the port dues and charges.”

10. To provide formulation of the clause 70. of Part XV as follows:

“70. The present Regulations shall be published in the newspaper *Latvijas Vestnesis* and shall come into effect on the 45th day after their publication.”

* The present Amendments shall enter into force on January 1, 2015.

