

AMENDMENTS TO PORT DUES AND CHARGES OF THE PORT OF RIGA

The following amendments to be made to the Port Dues and Charges applied by the Port of Riga:

1. To amend the Subclause 2.7. as follows:
"2.7. *sailing schedule* – a ship traffic list indicating the days of a week planned for liner visits in the port and the planned number of visits within the calendar year."
2. To amend the Subclause 2.8 as follows:
"2.8. *shipping line* – a regular route for container or ro-ro cargo shipment or transportation of passengers confirmed by the Freeport of Riga Authority pursuant to the procedure stipulated by the present Regulations."
3. To amend the Subclause 2.10. as follows:
"2.10. *liner* – a ship which carries out cargo shipment or passenger transportation in accordance with the procedure stipulated by the present Regulations within a shipping line approved by the Freeport of Riga Authority."
4. To amend the Subclause 2.13. as follows:
"2.13. *harbour vessel* – an icebreaker, a tug, a floating crane, a bunker vessel, a sewage, bilge water and waste collector, a ground bailer vessel, a diving boat and other ships, which on a legal basis provide certain services in the Port."
5. To amend the Clause 4 as follows:
"4. 4. The Port charges shall be received by the Freeport of Riga Authority. The Berthing Dues and Passenger Fees shall be forwarded by the Freeport of Riga Authority to the berth owner or possessor, withholding administrative costs from the collected Berthing Due, the amount of which shall be determined by a mutual Agreement. Administrative costs are the costs pertaining to the control measures of technical condition related to the mentioned berths, and the costs related to the access fairway maintenance and the administration costs of Freeport of Riga Authority."
6. To amend the Clause 9 as follows:
"9. The operator shall submit the application for shipping line confirmation at least one month before the planned start of the activities of the relevant shipping line, specifying the name of the line, sailing schedule for at least three months, the type of the cargo to be carried and the list of the ships servicing the relevant line."
7. To amend the Clause 10 as follows:
"10. The operator of the shipping line shall update and submit the relevant sailing schedule at least once during 3 months term to the Freeport of Riga Authority for publishing on the website of the Freeport of Riga."
8. To amend the Clause 17 as follows:
"17. The charges for services received at the port and the Port Dues shall be collected from ships by a ship agent in accordance with the provisions of the agreement, concluded with the Freeport Authority.
If the ship does not have an agent, the charges for services received at the port and the Port Dues shall be paid by the person responsible for the ship (ship owner, charterer, ship operator, master or other person) in accordance with the invoice issued by the Freeport of Riga Authority."
9. To supplement the Regulations with Clause 17¹ as follows:
"17¹. If a ship stays in the Port at the berth for more than one month, the Port Dues for the arrival and stay of the ship at the Port shall be paid by the ship in accordance with the invoice for Port Dues calculated by the Freeport of Riga Authority for the corresponding month."
10. To amend the Clause 18 as follows:
"18. The Port Dues and charges for Port services shall be paid by the ship."
11. To amend the Clause 21 as follows:

- “21. In case if the ship is arriving at the Port or departing from the Port in ballast, the Tonnage Due shall be calculated according to the following rates:
- 21.1. for a tanker 0.534 EUR/GT;
 - 21.2. for a specialized vessel 0.214 EUR/GT;
 - 21.3. for other ships 0.427 EUR/GT.
12. To amend the Clause 32 as follows:
- “32. Berthing Dues shall be collected for every usage of any berth from all ships laying alongside for every case of using the berth or applying hourly rate for berth use in cases, defined by the Clause 36. The ship's unmooring from the berth and mooring it back to the same berth for ship loading purposes, as well as mooring of the ship to another vessel for on-board cargo operations, shall be considered a single case of using the berth.”
13. To amend the Subclause 44.5. as follows:
- 44.5. a harbour vessel, in cases involving the provision of services at the Port, except in the cases specified under Clause 44².”
14. To supplement the Regulations with Clause 44² as follows:
- “44² Tankers used for the provision of bunkering services are exempted from the Channel Fee for the shift (re-mooring) of the ship during the provision of Port services and berth fees, if cargo operations are not carried out at the berth.”

* The Amendments enter into force 45 days after their official publication.