

Confirmed by the Freeport of Riga Authority
Board Resolution Nr. 185 of 13 December, 2005
("Latvijas Vēstnesis", 15.01.2006, Nr.9 (3377))

With amendments, published by November 16, 2018.

Amendments:

The Freeport of Riga Board Resolution Nr. 117 of 13.11.2007
Latvijas Vēstnesis, 16.11.2007, Nr.185 (3761);

The Freeport of Riga Board Resolution Nr.120 of 19.11.2009
Latvijas Vēstnesis, 09.02.2010, Nr.22 (4214);

The Freeport of Riga Board Resolution Nr.38 of 29.04.2010
Latvijas Vēstnesis, 11.05.2010, Nr.72 (4265);

The Freeport of Riga Board Resolution Nr. 96 of 19.09.2013
Latvijas Vēstnesis, 28.10.2013, Nr.210 (5016);

The Freeport of Riga Board Resolution Nr.65 of 28.05.2014
Latvijas Vēstnesis, 02.06.2014, Nr.106 (5166).

The Freeport of Riga Board Resolution Nr.90 of 02.07.2014
Latvijas Vēstnesis, 04.07.2014., Nr.129 (5189).

The Freeport of Riga Board Resolution Nr.122 of 09.10.2014
Latvijas Vēstnesis, 14.11.2014., Nr.227 (5287).

The Freeport of Riga Board Resolution Nr.14 of 26.02.2015
Latvijas Vēstnesis, 27.03.2015., Nr.62 (5380).

The Freeport of Riga Board Resolution Nr.102 of 24.09.2015
Latvijas Vēstnesis, 06.10.2015., Nr.195 (5513).

The Freeport of Riga Board Resolution Nr.130 of 28.09.2016
Latvijas Vēstnesis, 12.10.2016., Nr.198 (5770).

The Freeport of Riga Board Resolution Nr.112 of 16.11.2017
Latvijas Vēstnesis, 21.11.2017., Nr.230 (6057);

The Freeport of Riga Board Resolution Nr.90 of 30.08.2018
Latvijas Vēstnesis, 16.11.2018., Nr.227 (6313).

PORT DUES AND CHARGES OF THE PORT OF RIGA

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

I GENERAL PROVISIONS

1. Port Dues and Charges of the Port of Riga (hereinafter – Regulations) define the amounts of the Port Dues and charges and their rates, the procedure of calculation and collection of the Port Dues and charges, as well as the upper levels of tariffs for port services, including maximum levels of charges for use of tugs and other floating craft, firemen's services, garbage and polluted water removal and fresh water supply (hereinafter – the port services).

2. The terms used in the present Regulations:

2.1. **hospital ship** - a ship so defined in her classification certificate;

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

2.3. **calendar year** - the time period between 00:00 hours on January 1st and 24:00 hours on December 31st;

2.4. **container ship** - a ship so defined in her classification certificate; and which carries containerized cargo not less than 50% of its total cargo volume;

2.5. **cruise ship** - a passenger ship performing international cruise with the duration exceeding 60 hours for entertainment purposes. The cruise ship shall carry only passengers, without handling any cargoes. Besides the port of departure and the port of arrival, calls to at least two more ports shall be included into the cruise route;

2.6. **GT of a ship** - an indicator of the total capacity of a ship, which is determined in compliance with the International Convention on Tonnage Measurement of Ships of 1969;

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;

2.8. **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;

2.8.1 **shipping line operator** - a legal person that enters into an agreement with the Freeport of Riga Authority in regards of the line operation at the port of Riga;

2.9. **charity vessel** - a ship on a charity mission or carrying humanitarian aid cargoes for the State of Latvia with the condition that the total weight thereof is exceeding 50% of the total cargo-carrying capacity of the ship or the amount of the charity goods to be unloaded in the Port is exceeding 50% of the total amount of the cargo to be discharged in the Port;

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;

2.11. **small tonnage vessel** - any vessel of less than 200 GT in total capacity;

2.12. **training ship** - a vessel so defined in her classification certificate;

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;

2.14. **passenger ship** - a ship with the Passenger Ship Safety Certificate, scheduled for and used for the passenger traffic, that is completely equipped with not less than 250 passenger seats, as well as a ship with the Passenger Ship Safety Certificate, that is scheduled for and used for the passenger traffic irrelevantly of the quantity of the passengers' seats, with the provision that she does not perform any cargo handling;

2.15. **Ro-Ro ship** - a ship so defined in her classification certificate, and that is scheduled and used for cargo and/ or passenger traffic, and is equipped with the relevant mechanism for horizontal cargo loading and unloading;

2.16. **reefer** - a ship with refrigerating installations for prolonged storage of freight in her cargo holds and carrying perishable goods (foodstuffs) in the amount that is not less than 50 % of the total cargo amount;

2.17. **linked ships** - a tugboat with a barge or a ship having an engine failure in tow;

2.18. **tanker** - a ship so defined in her classification certificate;

2.19. **state service ship** - naval and coastguard ships, Customs', environment protection, hydrographic vessels, research and rescue ships that are executing relevant Latvian or foreign service tasks in accordance with the procedures stipulated by the regulatory enactments;

2.20. **short-sea ship** - a vessel trading between ports within national territory;

2.21. **fishing vessel** - a ship engaged in fishing for profit-making purposes;

2.22. **craft in fishery trade** - a ship performing fishing or fish processing;

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.96 of 19.09.2013, to come into effect on 12.12.2013; With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.122 of 09.10.2014, to come into effect on 01.01.2015; With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.112 of 16.11.2017, to come into effect on 05.01.2018)

3. Port Dues and charges and the upper limits of tariffs for services shall be determined in Euros (EUR).

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.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr. 96 of 19.09.2013, to come into effect on 12.12.2013; With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.14 of 26.02.2015, to come into effect on 11.05.2015; With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.112 of 16.11.2017, to come into effect on 05.01.2018)

5. As an exception the Freeport Authority has the right to change the Port Dues and the Port Dues rebates as well as the upper limits of tariffs for the services, to be charged from a ship, by concluding an individual contract for a certain time period. Each exceptional case should have sound economic basis and should be connected with the port development enhancing issues such as the necessity to enlarge the scope of services provided by the port, introduction of new traffic and shipping lines or stabilization of loss-making cargo or passenger shipments. Implementing the exceptions related to the Port Dues and the upper limits of tariffs for the services, the principle of non-discrimination of the vessel flag as well as of the country of origin should be observed.

6. The liners shall be granted the rebates, specified by the present Regulations, only in case the shipping line is confirmed in accordance with the procedure, stipulated by the present Regulations, and the Shipping line contract with the Freeport Authority has been concluded. The Shipping line contract shall be concluded for one calendar year. Should the shipping line operator observe the provisions of the present Regulations and those of the Shipping line contract, the Shipping line contract can be extended for the next calendar year, provided relevant agreement in writing in addition to the Shipping Line contract is concluded.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.120 of 19.11.2009, to come into effect on 01.04.2010)

7. The shipping line shall be confirmed by the Freeport Authority. The Freeport Authority has the right to revise the resolution stipulating the shipping line at any time, as often as once a year or more frequently.

8. The shipping line might be confirmed on the basis of the preliminary written application of the operator, if the ship enters the port at least once a month pursuant to the previously approved sailing schedule for the time period exceeding three months.

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.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.112 of 16.11.2017, to come into effect on 05.01.2018)

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.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.120 of 19.11.2009, to come into effect on 01.04.2010; With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.112 of 16.11.2017, to come into effect on 05.01.2018)

11. Once a year the Freeport Authority shall verify the compliance of the shipping line activities with the sailing schedule, stipulated by the Shipping line contract (further on referred to as - the Final Verification), by mutually comparing the number of the port calls, stipulated by the sailing schedule, and the actual number of calls performed, during the term of one calendar year.

12. Provided the Final Verification reveals that the actual number of liners does not correspond to the rebate category limits, stipulated by the clause 45 of the present Regulations and application of the rate, stipulated by the clause 24.2¹ of the present Regulations, the Freeport Authority shall revise the port dues' rates and rebates, applied for the liners, and shall recalculate the Port Dues for all liners, which have called the port within a year, in compliance with the Port Dues category which the said line shall be granted in accordance with the actual number of the calls performed.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr. 130 of 28.09.2016, to come into effect on 26.11.2016)

12.¹ The Freeport Authority shall issue an invoice in regards of the difference resulting from the recalculated amount of the Port Dues, that shall be paid no later than within 10 working days from the date of issue.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr. 96 of 19.09.2013, to come into effect on 12.12.2013)

13. Should the Final Verification certify the incompliance between the number of the port calls, stipulated by the sailing list, and the actual number of calls performed, the amount of the rebate to be enjoyed by the liner shall be determined in accordance with the actual number of calls performed by the liner during the previous year.

13.A The cruise ships shall be granted the rebates, specified by the present Regulations, provided the contract with the Freeport of Riga Authority on the cruise ship calling the Freeport of Riga and rebate application in the framework of one calendar year has been concluded. The Contract shall specify the name of the cruise ship and sailing schedule for a calendar year.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.117 of 13.11.2007, to come into effect on 01.01.2008)

13. B The compliance of the cruise ship calls to the stipulated sailing list shall be verified at least once a year, by mutually comparing the number of the port calls, stipulated by the sailing schedule, and the actual number of calls performed.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.117 of 13.11.2007, to come into effect on 01.01.2008)

13.C The Freeport of Riga Authority issues an invoice to the ship agent, stating the Port Dues not collected (difference between the due with rebate and the due without rebate)

provided the incompliance between the number of the port calls, stipulated by the sailing list, and the number of calls performed is being certified in the process of verification. The agent of a cruise ship shall cover the re-calculated amount of the not collected Port Dues not later than within 10 working days' time since the moment of the invoice issue.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.117 of 13.11.2007, to come into effect on 01.01.2008)

13.D *(Deleted in compliance with the Freeport of Riga Board Resolution Nr.120 of 19.11.2009)*

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.117 of 13.11.2007, to come into effect on 01.01.2008)

II CALCULATION AND COLLECTION OF THE PORT DUES AND SERVICE CHARGES

14. The following dues are determined at the Port of Riga: Tonnage Dues, Canal Dues, Sanitary Dues, Berthing Dues, Passenger Toll and Small Tonnage Duty.

15. The gross tonnage (GT) of a ship shall be applied for the calculation of maximum tariffs of port dues and charges. If the tanker's measuring book contains the separate indication of the gross tonnage, that is to be used for isolated ballast, the Port Dues and charges shall be calculated by relevantly reducing the total GT of the ship.

16. Upon calculation of maximum tariffs of the Port Dues and charges the time of the ship's stay at the Port shall be rounded off to full hours. The time under 30 minutes shall be rounded down to a full hour while the time above 30 minutes, shall be rounded up to a full hour. Provided maximum tariffs of the Port Dues and charges are calculated for total time period, that is less than one hour, the time period shall be rounded up to a full hour.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.117 of 13.11.2007, to come into effect on 01.01.2008)

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.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.112 of 16.11.2017, to come into effect on 05.01.2018)

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.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.112 of 16.11.2017, to come into effect on 05.01.2018)

18. The Port Dues and charges for Port services shall be paid by the ship.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.112 of 16.11.2017, to come into effect on 05.01.2018)

A. PORT DUES

III TONNAGE DUES

19. Tonnage Dues shall be calculated separately for each ship's arrival to and departure from the port.

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

20.1. for a tanker 0.962 EUR/GT;

20.2. for linked ships 0.427 EUR/GT;

20.3. for other ships 0.855 EUR/GT.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.122 of 09.10.2014, to come into effect on 01.01.2015)

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.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.112 of 16.11.2017, to come into effect on 05.01.2018)

22. Tonnage Dues shall not be collected from:

22.1. a container ship;

22.2. a passenger ship;

22.3. a cruise ship;

22.4. a Ro-Ro ship;

22.5. a reefer;

22.6. a ship that enters the port and /or leaves the port provided no cargo related operations have been carried out during the relevant call;

22.7. *(Deleted in compliance with the Freeport of Riga Board Resolution Nr.117 of 13.11.2007)*

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.117 of 13.11.2007, to come into effect on 01.01.2008; With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.122 of 09.10.2014, to come into effect on 01.01.2015)

IV CANAL DUES

23. Canal Dues shall be calculated separately for each ship's arrival to the port, a ship's shifting from one berth to the other, leaving for the roadstead, arriving at the berth from the roadstead, and a ship's departure from the port.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.96 of 19.09.2013, to come into effect on 12.12.2013)

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, except the cases specified in the sub-clause 24.2¹;

24.2.¹ for a passenger ship operated by a shipping line, whose schedule provides for at least 350 ship calls per calendar year - 0.10 EUR/GT;

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr. 130 of 28.09.2016, to come into effect on 26.11.2016)

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.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.122 of 09.10.2014, to come into effect on 01.01.2015)

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.

25.¹ The ship , that is shifting between the berths MS-2 and ZO-19 , as well as leaving for the roadstead and arriving from the roadstead at the berths MS-2 and ZO-19 for additional loading or unloading, shall enjoy 100% rebate on the Canal Due.

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

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.96 of 19.09.2013, to come into effect on 12.12.2013, With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.122 of 09.10.2014, to come into effect on 01.01.2015)

26. The Canal Due shall not be collected from the ship that pays the Tonnage Due, except the cases defined by sub-clause 22.6 and clause 25 of the present Regulations.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.117 of 13.11.2007, to come into effect on 01.01.2008)

27. 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 in compliance with the Freeport of Riga Board Resolution Nr 122 of 09.10.2014);*

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.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.117 of 13.11.2007, to come into effect on 01.01.2008; With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.122 of 09.10.2014, to come into effect on 01.01.2015)

V SANITARY DUES

28. The Sanitary Due for a ship shall be calculated separately for each call of a port and shall include reception of the following ship generated waste:

28.1. oily ship-generated waste (MARPOL Annex I - Oil), except oily cargo tank washings, dirty ballast water, oily sludge after cargo tank washing, oily cargo residues;

28.2. sewage up to 200 m³ (MARPOL Annex IV - Sewage);

28.3. garbage (MARPOL Annex V - Garbage);

28.4. exhaust gas treatment plant waste (with Ph level 6.8-7.2) up to 10 m³ and ozone-depleting substances and equipment containing them (MARPOL Annex VI: Air Pollution).

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.122 of 09.10.2014, to come into effect on 01.01.2015.; With amendments, that are made in compliance with Freeport of Riga Board Resolution Nr.102 of 24.09.2015, to come into effect on 20.11.2015.; with amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr. 130 of 28.09.2016, to come into effect on 26.11.2016)

28.¹ If the volume of delivered ship generated waste exceeds the limits, specified in sub-clauses 28.2. and 28.4., the charge for the exceeded volume shall be determined in compliance with clauses 60. and 61.³ of the present Regulations.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr. 130 of 28.09.2016, to come into effect on 26.11.2016)

29. The Sanitary Due shall be calculated according to the rate of 0.1 EUR/GT.

30. For a ship provided with equipment, that reduces amount of ship generated waste and polluted waste water, the Sanitary Due shall be calculated according to the following rates:

30.1 for a cruise ship and a passenger ship, operated by a shipping line, whose schedule provides for at least 350 ship calls per calendar year - 0.02 EUR/GT;

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr. 130 of 28.09.2016, to come into effect on 26.11.2016)

30.2. for other ships - 0, 06 EUR/GT.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.96 of 19.09.2013, to come into effect on 12.12.2013)

31. *(Deleted in compliance with the Freeport of Riga Board Resolution Nr.96 of 19.09.2013).*

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.96 of 19.09.2013, to come into effect on 12.12.2013)

VI BERTHING DUES

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.

(With amendments, that are made in compliance with Freeport of Riga Board Resolution Nr.102 of 24.09.2015, to come into effect on 20.11.2015.; With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.112 of 16.11.2017, to come into effect on 05.01.2018)

33. The Berthing Due shall be calculated according to the rate of 0.085 EUR/GT.

34. Berthing Due at the berths JPS-1, JPS-2, MK-3 and MK-4 shall be calculated at the rate of 0.26 EUR/GT. Berthing Due for cruise vessels at the berths JPS-1, JPS-2, MK-3 and MK-4 shall be calculated at the rate of 0.085 EUR/GT.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.38 of 29.04.2010, to come into effect on 11.05.2010)

35. In case a ship during calling a port uses several berths of one lessee or owner, the Berthing Due in the amount of 50% of the standard rate of the Berthing Dues shall be calculated only for the use of the second berth.

36. For usage of a berth without performing cargo handling and/or passenger operations, the Berthing Due for a ship shall be calculated on the basis of the hourly rate for the berth use:

36.1. for a Ro-Ro ship 0.007 EUR/GT;

36.2. for a passenger ship 0.007 EUR/GT;

36.3. for a cruise ship 0.007 EUR/GT;

36.4. for a fishing vessel and craft in fishery trade 0.005 EUR/GT;

36.5. for other ships 0.011 EUR/GT.

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 in compliance with the Freeport of Riga Board Resolution Nr. 122 of 09.10.2014).*

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.122 of 09.10.2014, to come into effect on 01.01.2015)

VII SMALL TONNAGE DUTY

38. The Small Tonnage Duty shall be calculated separately for each ship's arrival at and departure from the Port.

39. The Small Tonnage Duty at the Port of Riga shall be calculated at 0.04 EUR/GT.

40. Small tonnage vessels shall be exempted from other Port Dues.

VIII PASSENGER TOLL

41. The Passenger Toll shall be fixed for every passenger, staying on board the ship, upon her arrival at and upon her departure from the Port.

42. The Passenger Toll shall be calculated according to the following rates:

42.1. 1 EUR for each passenger upon arrival of the ship at the port;

42.2. 1 EUR for each passenger upon departure of the ship from the port;

43. Children under 12 years shall be exempted from the Passenger Toll.

IX REBATES ON PORT DUES

44. The following ships shall be exempted from the Port Dues:

44.1. Latvian and foreign state service ship;

44.2. a foreign ship invited for an official visit;

44.3. a hospital ship;

44.4. a short-sea ship and a yacht;

44.5. a harbour vessel, in cases involving the provision of services at the Port, except in the cases specified under Clause 44²;

44.6. a training ship;

44.7. a research ship;

44.8. a charity ship;

44.9. a sailing ship;

44.10. a small tonnage ship with the engine capacity under 100 kW;

44.11. a ship calling the Port due to extraordinary circumstances (*force majeure*).

44¹. The ships, specified in cl.44., while delivering ship-generated waste, shall pay for this service in compliance with the procedure, stipulated by Section XIII.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr. 130 of 28.09.2016, to come into effect on 26.11.2016; with amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.112 of 16.11.2017, to come into effect on 05.01.2018)

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.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.112 of 16.11.2017, to come into effect on 05.01.2018)

45. In accordance with the sailing schedule, stipulated by the Shipping line contract, a liner shall enjoy rebates on all Port Dues depending on the number of calls to the port within the limits of one calendar year, starting with the first liner's call, in the following amounts:

45.1. upon 12th to 20th call at the Port - 10% (1st category rebate);

45.2. upon 21st to 50th call at the Port - 20% (2nd category rebate);

45.3. upon 51st to 100th call at the Port - 40% (3rd category rebate);

45.4. upon 101st to 150th call at the Port - 50% (4th category rebate);

45.5. more than 150 calls at the Port - 60% (5th category rebate).

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.120 of 19.11.2009, to come into effect on 01.04.2010; with amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.90 of 30.08.2018, to come into effect on 01.01.2019)

46. *(Deleted in compliance with the Freeport of Riga Board Resolution Nr.65 of 28.05.2014).*

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr 65 of 28.05.2014, to come into effect on 17.07.2014)

47. A liner, failing to comply with the sailing schedule, shall not enjoy the rebates, specified by the present Regulations, except for the cases when such non-compliance with the sailing schedule is related to Force-majeure, and the Freeport Authority has been duly notified about the occurrence of such Force – majeure in writing.

47. A In accordance with the sailing schedule, stipulated by the contract, cruise ships shall enjoy rebates on all Port Dues depending on the number of calls to the port within the limits of one calendar year, starting with the first cruise ship's call, in the following amounts:

47.1. A 20% - upon 5th to 10th call at the Port (1st category rebate);

47.2. A 40% - more than 10 calls at the Port (2nd category rebate).

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.120 of 19.11.2009, to come into effect on 01.04.2010)

47.B A cruise ship shall enjoy rebates since the date of an application submission, provided an application is examined and decision is adopted after a cruise ship entered the Freeport of Riga.

(With amendments, introduced in compliance with the Freeport of Riga Board's Resolution Nr. 90 of July 2, 2014, to come into effect on 18.08.2014.)

48. 50% rebate on all Port Dues shall be granted to fishing vessels and craft in fishing trade.

48.A 10% rebate on all Port Dues and Charges shall be granted to tankers, carrying crude oil, that were awarded a Green Award Certificate.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.120 of 19.11.2009, to come into effect on 01.04.2010)

49. *(Deleted in compliance with the Freeport of Riga Board Resolution Nr.65 of 28.05.2014).*

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr 65 of 28.05.2014, to come into effect on 17.07.2014)

B. THE UPPER LIMITS OF TARIFFS FOR THE PORT SERVICES

X USE OF THE PORT TUGBOATS

50. The maximum levels of charges for the use of tugs in mooring and unmooring operations shall be determined at the following rates, irrespective of the number of tugs engaged, and shall be calculated in accordance with the following rates:

50.1. mooring and unmooring - EUR 0.17 for each GT;

50.2. shifting from one berth to another - EUR 0.22 for each GT;

50.3. shifting within limits of one berth - EUR 0.17 for each GT.

51. * The maximum level of charges for the use of the port tugs shall be reduced by 25% of the standard charge applied, if the tug services are being used for mooring operations by the following vessels:

51.1. the ships specified in Clause 44 of the present Regulations;

51.2. a liner.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.120 of 19.11.2009, to come into effect on 01.04.2010)

52. If tugboats or other self-propelled craft are used for operations other than mooring of a ship, the maximum level of charges for their use shall be charged at the following rates on the basis of the engine capacity (Table No. 1):

Table No. 1

<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

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.122 of 09.10.2014, to come into effect on 01.01.2015)

53. The maximum levels of charges for the services of tugs for passenger ships shall always be determined at an hourly rate.

53.A Charges for tug services shall not exceed the stipulated maximum level limits. Application of this estimate shall not refer to tug operations, listed in clauses 52 and 53 of the present Regulations.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.120 of 19.11.2009, to come into effect on 01.04.2010)

XI HARBOUR CRAFT HIRE

54. The maximum levels of charges for the use of a floating crane shall be calculated on the basis of dumb craft hoisting capacity per the following hourly rates (Table 2):

Table No. 2

Dumb craft hoisting capacity (t)	EUR/t /h
under 50	7
from 51 to 100	11
from 101 to 250	16
from 251 to 500	25
from 501 to 1000	34
over 1000	38

55. The chargeable period of a harbour craft's employment shall count from the moment of its departure from its permanent berth or actual position until the moment of its arrival back to its permanent berth.

56. The maximum levels of charges for the work of a floating crane as well as its passage or tow to the working place and back shall be charged on the basis of floating crane's hoisting capacity at the following rates (table No. 3):

Table No. 3

Hoisting capacity of the floating crane (t)	Payment EUR/h		
	for the floating crane's work		for the crane's shifting
	Without tug	With tug	
to 10	43	64.5	139
from 11 to 15	70	105	139
from 16 to 25	86	129	164
from 26 to 40	108	162	229
from 501 to 1000	128	192	229
over 1000	149	223.5	243

XII FIREMEN'S SERVICES

57. The maximum levels of charges for the services of firemen on board or alongside a ship shall be calculated at the rate of 9 EUR /h.

58. The maximum levels of charges for the fire-fighting unit's attendance by the ship shall be calculated at the following hourly rate:

58.1. fire boat's attendance alongside a ship 324 EUR/h;

58.2. fire engine's attendance on the berth 30 EUR/h.

XIII GARBAGE AND POLLUTED WATER REMOVAL

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 in compliance with the Freeport of Riga Board Resolution Nr 122 of 09.10.2014);*

59.1.2. to the treatment facilities - 7 EUR per cub.m.

59.2. *(Deleted in compliance with the Freeport of Riga Board Resolution Nr 122 of 09.10.2014);*

59.2.1. *(Deleted in compliance with the Freeport of Riga Board Resolution Nr 122 of 09.10.2014);*

59.2.2. *(Deleted in compliance with the Freeport of Riga Board Resolution Nr 122 of 09.10.2014);*

59.3. *(Deleted in compliance with the Freeport of Riga Board Resolution Nr 122 of 09.10.2014);*

59.3.1. *(Deleted in compliance with the Freeport of Riga Board Resolution Nr 122 of 09.10.2014);*

59.3.2. *(Deleted in compliance with the Freeport of Riga Board Resolution Nr 122 of 09.10.2014).*

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.122 of 09.10.2014, to come into effect on 01.01.2015)

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.

61.³ The maximum level of charges for delivery of exhaust gas treatment plant waste (with Ph level 6.8-7.2) (MARPOL Annex VI) shall be calculated in accordance with the rate 30.00 EUR/m³. The waste shall be collected at the berth, where the ship is located.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.122 of 09.10.2014, to come into effect on 01.01.201; with amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr. 130 of 28.09.2016, to come into effect on 26.11.2016)

XIV FRESH WATER SUPPLY

62. The maximum levels of charges for fresh water supply to a ship shall be calculated in accordance with the following rate:

62.1. if water is supplied from berth - 2 EUR/ t;

62.2. if water is supplied by floating craft - 4.50 EUR/ t;

62.3. if water is supplied to vessels staying on outer roads -2 EUR/ t, expenses for using tugs are not included.

63. Supply of fresh water by floating crafts shall be done only after request of the Master.

64. Minimum amount of supplying fresh water by floating crafts is 15 tons. If the Master requests less than 15 tons, charge for fresh water supply shall be levied as of 15 tons.

XV FINAL PROVISIONS

65. The present Regulations shall be published in Latvian and English. The Latvian version of the present Regulations shall be authentic and shall prevail in case of disputes, related the interpretation of the present Regulations.

66. Should the dispute related to the application of the present regulations in regards of the ship's status, specified in the Ship Classification Certificate, occur, the ship's status shall be defined on the basis of her function in the port and concrete shipment type.

67. The regulatory enactments of the Republic of Latvia shall be applied for interpretation of the present Regulations and settling any disagreements related to application of the present Regulations.

68. Any disputes and disagreements related to application of the present Regulations shall be settled by negotiations with the Freeport Authority. In case it is impossible to settle the differences, the disagreement shall be settled in Latvian court pursuant to the procedure, specified by the regulatory enactments.

69. The upper limits of the Port Dues' and port services' tariffs shall be revised once a year with the aim to maintain balance of port's income and expenses in accordance with the market situation in the transport sector.

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.96 of 19.09.2013, to come into effect on 12.12.2013)

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

(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.122 of 09.10.2014, to come into effect on 01.01.2015)

The Freeport of Riga Board Chairman

A.Ārgalis

* Amended in accordance with the Decision of the Assignments Sitting of the Department of Administrative Cases of the Senate of the Supreme Court of the Republic of Latvia (effective as of September 4, 2012)