



APPROVED

by the Freeport of Riga Board
Resolution No. 105 of 19 November, 2020

(Minutes No.16, p.1)

1. General Provisions

1. Port Dues and Charges of the Port of Riga (hereinafter – Regulations) define the amounts of the port dues and charges to be levied and their rates, the procedure of calculation and collection of the port dues and charges, as well as maximum tariff ceilings for the port services such as use of tugs and other floating craft, mooring services, firemen’s services, waste and polluted water reception and fresh water supply (hereinafter – the port services).
2. The terms used in the present Regulations:
 - 2.1. **sailing ship, yacht, cutter** - a floating craft meant for sports, leisure or tourism;
 - 2.2. **calendar year** - the time period between 00:00 hours on January 1st and 24:00 hours on December 31st;
 - 2.3. **container ship** - a ship so defined in her classification certificate;
 - 2.4. **cruise ship** - a vessel which has a Passenger Ship Safety Certificate and which is exclusively transporting passengers within the framework of an international cruise voyage and which does not provide regular transportation services for a shipping line;
 - 2.5. **the purpose of the ship's port call** - one or more of the following activities in the port:
 - 2.5.1. cargo operations – operations providing cargo entering and /or leaving the port;
 - 2.5.2. cruise - arrival of passengers at the port and / or departure from the port within the framework of a cruise voyage;
 - 2.5.3. passenger/cargo operations - arrival and/or departure of passengers and cargo at/from the port;
 - 2.5.4. passenger operations – passengers’ entering and/or leaving the port by a passenger ship, a yacht or a sailing vessel;
 - 2.5.5. port activities - services provided by the vessels of the harbour craft in the territory of the port, including delivery of cargo by barge in the water area of the port from one berth to another berth for the purpose of cargo unloading or loading operations;



- 2.5.6. repair - arrival of a vessel at the port or shifting to the repair berths specified in the Annex to the Freeport of Riga Regulations for repair purposes;
- 2.5.7. visit - a vessel's call to the port without performing the operations specified in Sub-paragraphs 2.5.1., 2.5.2., 2.5.3., 2.5.4., 2.5.5. and 2.5.6 of the present paragraph;
- 2.6. **GT of a ship** – the gross tonnage unit of a vessel, stipulated in the vessel's Tonnage Certificate;
- 2.7. **shipping line** - regular carriage of container cargo, ro-ro cargo, passengers or passenger-cargo, in the framework of which ships shall call at the port at least twelve times a calendar year and in connection with which a relevant contract shall be concluded in compliance with the procedures specified by the Port Authority;
- 2.8. **liner** - a vessel carrying cargo and/or passengers and sailing in a shipping line;
- 2.9. **small tonnage vessel** - any vessel of less than 300 GT in total capacity;
- 2.10. **harbour craft** - a vessel, such as an icebreaker, tug, floating crane, bunkering vessel, sewage, bilge water and waste collector, dredger, diving support vessel and other vessels which provide specific services in the port on a legal basis;
- 2.11. **passenger ship** – a vessel with the Passenger Ship Safety Certificate, intended and used for the passenger carriage;
- 2.12. **passenger - cargo ship** - a vessel with the Passenger Ship Safety Certificate performing passenger and cargo transportation;
- 2.13. **shifting** - the movement of a vessel from one berth or anchorage to another berth or anchorage while such movement of a vessel shall not be defined as the towing of a vessel;
- 2.14. **towing** - the movement of a vessel between two adjacent berths, during which the vessel does not leave the berth water area completely;
- 2.15. **ro-ro ship** - a ship so defined in her Classification Certificate, and which is principally used for transporting cargo and is equipped with the mechanism for horizontal cargo loading and/or unloading;
- 2.16. **reefer** - a ship so defined in her Classification Certificate and carrying perishable goods (foodstuffs);
- 2.17. **specialized ships** - a tugboat with a barge, or a hull, or other floating object, or a vessel having an engine failure in tow;
- 2.18. **tanker** - a ship so defined in her Classification Certificate;
- 2.19. **terminal operator** - a merchant who has entered into a land lease and / or berth lease agreement with the Port Authority and provides services to vessels;
- 2.20. **state service ship** – military, coastguard, customs', environment protection, hydrographic vessels, as well as science and research or rescue vessels that are performing relevant Latvian or foreign service tasks in accordance with the procedures stipulated by law;
- 2.21. **inland passenger ship** - a vessel carrying passengers in national inland waters;



- 2.22. *fishing vessel* - a vessel equipped and used for industrial catching of fish or other living marine resources.
3. The following dues have been stipulated at the Port of Riga:
- 3.1. Canal dues;
 - 3.2. Berthing dues;
 - 3.3. Sanitary dues;
 - 3.4. Passenger dues;
 - 3.5. Small tonnage dues.
4. Port dues and maximum tariff ceilings for the port services shall be set in *euro*.
5. Port dues and charges for the port services shall apply to a vessel.
6. The vessel GT shall be applied in the calculation of the port dues and maximum tariff ceilings for the port services.
7. For a tanker, the reduced GT value, if specified in the International Tonnage Certificate (1969), shall be used in the calculation of port dues and port service charges; the said reduced GT value shall be calculated by deducting the GT of the isolated ballast from the full GT of the vessel.
8. Provided a liner carrying solely containers is not a container ship, the relevant port dues shall be calculated applying the rates for a container ship provided for in the Regulations.
9. Provided the gross tonnage of a sailing ship or a motor yacht exceeds 300 GT, the port dues shall be calculated by applying the rates for a cruise ship provided for in the Regulations.
10. For specialized vessels, the dues shall be calculated as the sum of all GT units.
11. Upon calculation of port dues and maximum tariff ceilings for the port services 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 port dues or port service tariffs are calculated for total time period, that is less than one hour, the time period shall be rounded up to a full hour.
12. The charges for services rendered by the port as well as port dues shall be collected from vessels by a ship agent in compliance with the provisions of the agreement, concluded with the Port Authority. Provided a ship does not have an agent, the charge for the services received in the port and the port dues shall be paid by the person responsible for the ship (a ship owner, a charterer, a ship operator, the Master or other person) in compliance with the invoice issued by the Port Authority.
13. Payment of the applicable port dues and charges for services rendered should be executed no later than in ten business days after the relevant invoicing.



14. Provided a vessel stays in the port at berth for more than one month, the port dues related to the vessel's call and stay in the port shall be paid by the vessel in accordance with the invoice issued by the Freeport Authority for the port dues calculated for the relevant month.
15. Port dues shall be received by the Port Authority.
16. The Port Authority may enter into an agreement with an owner or possessor of a berth regarding the diversion of berthing dues, agreeing on the amount to be diverted and the maintenance and administration expenses withheld by the Port Authority.
17. The Port Authority may enter into an agreement with a terminal operator regarding the diversion of passenger dues, agreeing on the amount to be diverted and the expenses for the maintenance and administration of the passenger service infrastructure withheld by the Port Authority.
18. A provider of the relevant service shall receive a charge for the services provided to the vessel in the port.
19. The Port Authority shall have the right, by concluding a separate agreement for a certain period of time, in exceptional cases to change port dues and rebates on port charges applicable to a vessel, as well as maximum tariff ceilings applicable to port services, unless otherwise stipulated by law. The application of each exception shall be economically justified and related to ensuring the development of the port - the need to expand the range of services provided by the port, the introduction of new transport or shipping lines or the stabilization of unprofitable freight or passenger transport. Exceptions to port dues and maximum tariff ceilings for port services shall respect the principle of non-discrimination between the flag and the country of origin of a vessel.
20. Rebates specified in the Regulations shall be granted to a liner and a cruise ship if a relevant agreement has been entered into in compliance with the procedures specified by the Freeport Authority.

2. PORT DUES

2.1. Canal dues

21. Canal Dues shall be applied separately for each vessel's:
 - 21.1. arrival at the port;
 - 21.2. shifting;
 - 21.3. departure from the port.
22. For container ships, reefers, ro-ro ships, passenger ships, passenger-cargo ships and cruise ships entering and leaving the port, the canal dues shall be calculated at the following rates:
 - 22.1. for a container ship - 0.409 EUR/ GT;
 - 22.2. for a reefer or a ro-ro ship - 0.204 EUR/GT;
 - 22.3. for a cruise ship, a passenger ship and a passenger-cargo ship - 0.100 EUR/GT;
 - 22.4. for passenger ships and passenger-cargo ships operating on a shipping line with a schedule of at least 350 ship calls per calendar year, - 0.085 EUR/GT.



23. For tankers, specialized vessels and other vessels, except for vessels referred to in Paragraph 22, when entering or leaving a port with cargo, the canal dues shall be calculated at the following rates:
- 23.1. for a tanker - 0.962 EUR/GT;
 - 23.2. for a specialized vessel - 0.437 EUR/GT;
 - 23.3. for other vessels - 0.875 EUR/GT.
24. For tankers, specialized vessels and other vessels, except for vessels referred to in Paragraph 22, when entering or leaving a port without cargo, the canal dues shall be calculated at the following rates:
- 24.1. for a tanker - 0.534 EUR/GT;
 - 24.2. for a specialized vessel - 0.219 EUR/GT;
 - 24.3. for other vessels - 0.437 EUR/GT.
25. Upon entering and leaving the port, if no cargo and/or passenger operations have been performed during the call, the canal dues shall be calculated according to the following rates:
- 25.1. for a container ship - 0.203 EUR/GT;
 - 25.2. for a reefer, a ro-ro vessel and a specialized vessel - 0.102 EUR/GT;
 - 25.3. for a passenger ship and a passenger-cargo ship - 0.095 EUR/GT;
 - 25.4. for other vessels - 0.235 EUR/GT.
26. For the shifting of a ship the canal dues shall be calculated at the rate of 0.109 EUR / GT.
27. For a liner's first shifting for the purpose of additional loading or unloading the canal dues shall not apply.
28. For a vessel's shifting to the berths MS-2 and ZO-19 for the purpose of additional loading or unloading the canal dues shall not apply.

2.2. Berthing Dues

29. Berthing dues shall be applied to a vessel separately for each case of using the berth. Unmooring a vessel from a berth and mooring it back at the same berth to ensure the vessel's loading shall not be considered a separate case of using the berth. Mooring a ship at the side of another ship shall be considered a separate case of using the berth.
30. Berthing dues shall be calculated on the basis of the following rates:
- 30.1. for passenger ships and passenger-cargo ships – 0.26 EUR/GT;
 - 30.2. for cruise ships - 0.09 EUR/GT;
 - 30.3. for other vessels - 0.09 EUR/GT.
31. Provided during one port call a vessel uses one terminal operator's berths in succession, the vessel shall pay a berthing due in the amount of 100% for the use of the first berth, for the use of the second berth - in the



amount of 50%, but starting from the use of the third berth - in the amount of 100% of the berthing due rate specified in paragraph 30.

32. For a ship not engaged in cargo and / or passenger operations, the berthing dues shall be calculated at the following hourly rates:

- 32.1. for a ro-ro ship - 0.007 EUR/GT;
- 32.2. for a passenger ship and a passenger-cargo ship - 0.007 EUR/GT;
- 32.3. for a cruise ship - 0.007 EUR/GT;
- 32.4. for a fishing vessel - 0.005 EUR/GT;
- 32.5. for other vessels - 0.011 EUR/GT.

2.3. Sanitary Dues

33. Sanitary dues shall be calculated separately for each vessel's call at a port. Sanitary dues shall include reception of the following ship-generated waste:

- 33.1. oily ship-generated waste (MARPOL Annex I – Oil) up to 10 m³, except for oily cargo tank washings, dirty ballast water, oil sludge after cargo tank washing, oily cargo residues;
- 33.2. waste water up to 150 m³ (for cruise ships up to 150 m³ per calendar day) (MARPOL Annex IV - Sewage);
- 33.3. waste up to 15 m³ (MARPOL Annex V - Garbage);
- 33.4. residues from exhaust gas cleaning (with Ph level 6.8-7.2) up to 10 m³ and ozone-depleting substances and equipment containing such substances (MARPOL Annex VI: Air pollution).

34. If the waste amount delivered by a vessel exceeds upper limits specified in sub-paragraphs 33.1, 33.2, 33.3. and 33.4., the vessel shall pay the service provider for the exceeded amount in compliance with the tariffs specified by the said provider, but not exceeding the maximum tariff ceilings specified in Chapter 3.4 of the Regulations.

35. Sanitary dues shall be calculated according to the following rates:

- 35.1. for a passenger ship and a passenger-cargo ship 0.02 EUR/GT;
- 35.2. for a cruise ship 0.025 EUR/GT;
- 35.3. for other vessels - 0.062 EUR/GT.

2.4. Passenger Dues

36. Passenger dues shall be applied for every passenger, staying on board the ship, upon her arrival at and upon her departure from the Port.



37. Passenger dues shall be calculated according to the following rates:

37.1. For a passenger ship and a passenger-cargo ship - 1.00 EUR for each passenger;

37.2. For a cruise ship - 1.10 EUR for each passenger.

38. Children under 12 years shall be exempted from passenger dues.

2.5. Small Tonnage Dues

39. Small tonnage dues shall be calculated separately for each ship's arrival at and departure from the port;

40. Small tonnage dues shall be calculated at 0.043 EUR/GT.

41. Small tonnage vessels shall be exempted from other port dues.

2.6. Port Dues Rebates and Exemptions

42. The following ships shall be exempted from port dues:

42.1. hospital ships, charity mission ships, training ships, state service ships and inland passenger ships;

42.2. sports and leisure vessels (recreational craft, a cutter, a sailing yacht, etc.) with a length of less than 24 meters;

42.3. vessels of the harbour craft in cases related to the provision of services in the territory of the port, except for the cases specified in Paragraph 46 of the Regulations;

42.4. ships calling at a port as a result of *force majeure*.

43. Vessels shall be exempted from berthing dues during the repair of a vessel at the repair berths.

44. Provided a ship, while in a port, is shifted to another berth as a result of circumstances beyond the control of the ship or *force majeure* circumstances, the ship shall be exempted from berthing dues for the berth use and canal dues for shifting to this berth.

45. Provided the vessels referred to in Paragraph 42 deliver the waste at the port, they shall settle accounts with the service provider in compliance with the tariffs specified therein, but not exceeding the maximum tariff ceilings specified in Chapter 3.4. of the Regulations.

46. Tankers used for the provision of bunkering services shall be exempted from canal dues for the shifting of a ship during the provision of port services and from berthing dues if no cargo operations are being performed at the berth.

47. Liners shall enjoy rebates on canal dues, berthing dues and passenger dues depending on the number of the shipping line vessel calls to the port within the limits of one calendar year or during 12 months in compliance with the concluded contract, starting with the first liner's call, in the following amounts:

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



- 47.2. upon 21st to 50th call at the Port - 20% (2nd category rebate);
 - 47.3. upon 51st to 100th call at the Port - 40% (3rd category rebate);
 - 47.4. upon 101st to 150th call at the Port - 50% (3rd category rebate);
 - 47.5. more than 150 calls at the Port - 60% (5th category rebate).
48. A cruise ship shall enjoy rebates on canal dues, berthing dues and passenger dues depending on the number of port calls within one calendar year in compliance with the shipping schedule specified in the contract, starting with the first port call of a cruise ship, in the following amount:
- 48.1. 20% - upon 5th to 10th call at the Port (1st category rebate);
 - 48.2. 40% - more than 10 calls at the Port (2nd category rebate)
49. A fishing vessel shall enjoy a 50% rebate on canal dues and berthing dues.
50. A 5% rebate on canal dues shall be granted to vessels which were awarded a Green Award Certificate.
51. A vessel that uses liquefied natural gas (LNG) as a motor fuel shall be granted a 5% rebate on canal dues.

3. PORT SERVICE MAXIMUM TARIFF CEILINGS

3.1. Use of Tugs and Mooring Operations

52. The charge for tug services shall be calculated for each case of using the tug (s). The maximum permissible charge for the use of a tug in mooring works shall be calculated irrespective of the number of tugs used for mooring at the following rates:
- 52.1. mooring and unmooring - 0.17 EUR/GT;
 - 52.2. shifting from one berth to another - 0.22 EUR/GT;
 - 52.3. shifting within limits of one berth - 0.17 EUR/GT.
53. The maximum permissible charge for the use of a tug shall be reduced by 25% of the standard charge applied, if the tug services are being used for mooring operations by the following vessels:
- 53.1. the vessels specified in Paragraph 42 of the Regulations;
 - 53.2. liners.
54. The maximum permissible charge for the use of a tug or other self-propelled floating craft for operations other than mooring of a vessel shall be calculated on the basis of the engine power of the tug at the following hourly rates:

<i>Engine Power (kW)</i>	EUR/h
under 250	250
from 251 to 500	300
from 501 to 1000	350
from 1001 to 2000	500



from 2001 to 3000	550
more than 3000	750

55. The maximum permissible charge for the use of a tug for a passenger ship, a passenger-cargo ship and a cruise ship shall in all cases be calculated by applying the hourly rate specified in Paragraph 54 of the Regulations.

56. The maximum permissible charge for the mooring operations provided by linesmen at the berth (mooring, unmooring or shifting) shall be determined separately for each operation at the following rates:

Gross tonnage of a vessel (GT)	EUR/operation
under 2000 GT	100
from 2001 to 5000 GT	120
from 5001 to 10000 GT	165
from 10001 to 20000 GT	235
from 20001 to 40000	375
more than 40000	440

The maximum permissible charge shall not include the charge for the use of floating craft, if such are necessary for the delivery of the ship's mooring lines to the shore, for which the charge shall be determined separately.

3.2. Use of Floating Craft

57. The maximum permissible charge for the use of a floating crane shall be calculated on the basis of dumb craft hoisting capacity per the following hourly rates:

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
more than 1000	38

58. The chargeable period of a vessel'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.



59. The maximum permissible charge for the floating crane operation as well as its passage or tow to the working place and back shall be charged on the basis of the floating crane's hoisting capacity at the following rates:

Hoisting capacity of a floating crane (t)	Charge EUR/h		
	for a floating crane operation		for the crane shifting
	Without a tug	With a tug	
under 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
more than 1000	149	223.5	243

3.3. Firemen Services

60. The maximum permissible charge for the attendance of firemen on board or alongside a ship shall be calculated at the rate 9 EUR/h.

61. The maximum permissible charge for on-call duty of fire-fighting equipment alongside a ship shall be calculated at the following hourly rate:

61.1. on-call duty of a fire-fighting cutter 324 EUR/h;

61.2. on-call duty of a fire-fighting vehicle 30 EUR/h.

3.4. Waste and Polluted Water Reception

62. The maximum permissible charge for the reception of oily ship -generated waste (Annex I to the MARPOL Convention) to a specially equipped vessel, truck or waste treatment facilities shall be calculated at the following rates:

62.1. a specially equipped vessel or a truck – 80.9 EUR/m³;

62.2. stationary facilities – 42.0 EUR/m³.

63. The maximum permissible charge for the reception of sewage (Annex IV to the MARPOL Convention) to a specially equipped vessel, road vehicle or waste treatment facilities shall be calculated at the following rates:

63.1. a specially equipped vessel or a truck – 34.0 EUR/m³;

63.2. stationary facilities – 9 EUR/m³.



64. The maximum permissible charge for the reception of waste/garbage (Annex V to the MARPOL Convention) shall be calculated at the rate of 34.85 EUR / m³. Garbage shall be received at the berth where the ship is located.
65. The maximum permissible charge for the reception of residues (with a Ph level of 6.8-7.2) generated in the process of exhaust gas cleaning (Annex VI to the MARPOL Convention) shall be calculated at the rate of 100.0 EUR / m³. Waste shall be received at the berth where the ship is located.
66. Provided a vessel which is not the subject to sanitary dues is to deliver waste, the vessel shall settle accounts with the service provider in compliance with the tariffs specified therein, but not exceeding the maximum tariff ceilings specified in Paragraphs 62, 63, 64 and 65 of the Regulations.

3.5. Fresh Water Supply

67. The maximum permissible charge for fresh water supply to a vessel shall be calculated according to the following rate:
- 67.1. if water is supplied from stationary facilities at berths – 2.50 EUR/m³;
- 67.2. if the water is supplied by trucks – 15.50 EUR/m³ (including the costs of transport services);
- 67.3. if water is supplied to a vessel standing in a roadstead – 2.50 EUR/m³, excluding the port tug costs.
68. The supply of fresh water to a vessel by the port floating shall be provided upon the prior request of the Master of the ship.
69. The minimum quantity of fresh water delivered to a vessel by the port floating craft shall be 15 t. If the Master of the ship requests a smaller amount of fresh water, the charge for the fresh water supply shall be calculated assuming that 15 t have been delivered.

3.6. Final Provisions

70. Should the dispute related to the application of the present Regulations in regards of the ship's status, specified in the Ship Classification Certificate, arise, the status of the ship shall be determined depending on the purpose of her port call and the specific transportation type.
71. With the aim to balance the port expenses and revenues in accordance with the market situation in the transport sector, the port dues and maximum tariff ceilings shall be reviewed once a year.
72. The Regulations shall be published in the official publication "Latvijas Vēstnesis".
73. The Regulations shall enter into force on 8 January 2021.

V.Zeps

Chairman of the Freeport of Riga Board