

**APPROVED****by the Freeport of Riga Board****Resolution No. 105 of 19 November 2020****(Minutes No.16, p.1.)**

## **PORT DUES AND CHARGES OF THE PORT OF RIGA**

### **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 vessel intended for sports, recreation or tourism, which uses the terminal operator's berth;
  - 2.1.<sup>1</sup> **recreational craft** - any ship with a hull length of 2,5 metres or more (irrespective of the means of propulsion) intended for sports or recreation, which is not used for commercial purposes, and which is serviced at a yacht port;
  - 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 ship between two adjacent berths, during which the ship does not completely leave the berth water area and does not use the services of pilots and/or tugboats;
- 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 a land lease and/or berth lease agreement with the Port Authority and provides services to ships, except yacht ports;
- 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;
  - 2.23. ***transit cargo*** - cargo that is on board a vessel on arrival at the port and which is not unloaded;
  - 2.24. ***yacht port*** - a berth in the port or an appropriately equipped water area or part thereof where mooring of recreational craft is provided;
3. The following dues have been stipulated at the Port of Riga:
    - 3.1. Canal dues;
    - 3.2. Pilotage dues;
    - 3.3. Berthing dues;
    - 3.4. Sanitary dues;
    - 3.5. Passenger dues;
    - 3.6. 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's GT shall be applied calculating the port dues and maximum tariff thresholds for the port services. Where a ship has not been assigned a GT indicator, the value of the multiplication of the vessel's length (in metres), width (in metres) and draught (metres) shall be used for the calculation of port dues and charges instead of the vessel's GT.
  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 charges 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. An invoice for port dues shall be issued by the Port Authority, but an invoice for the services received in the port shall be issued by the relevant service provider
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. departure from the port.
22. For container ships, reefer ships, 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 - 0.323 EUR/GT;

- 22.2. for a reefer ship or a ro-ro ship - 0.097 EUR/GT;
  - 22.3. for a cruise ship, a passenger ship and a passenger-cargo ship - 0.063 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, - 0.047 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 - 0.931 EUR/GT;
  - 23.2. for a specialized vessel - 0.354 EUR/GT;
  - 23.3. for other vessels - 0.836 EUR/GT.
24. For tankers, specialized vessels and other ships, except those referred to in Paragraph 22 of the Regulations, on entering or leaving the port unladen or in transit, the canal dues shall be calculated at the following rates:
- 24.1. for a tanker - 0.460 EUR/GT;
  - 24.2. for a specialized vessel - 0.114 EUR/GT;
  - 24.3. for other vessels - 0.354 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 - 0.096 EUR/GT;
  - 25.2. for a reefer, a ro-ro vessel and a specialized vessel - 0.056 EUR/GT;
  - 25.3. for a passenger ship and a passenger-cargo ship - 0.050 EUR/GT;
  - 25.4. for other vessels - 0.132 EUR/GT.
26. *(Excluded by the Freeport of Riga Board Resolution No. 27 of 22 March, 2024)*
27. *(Excluded by the Freeport of Riga Board Resolution No. 27 of 22 March, 2024)*
28. *(Excluded by the Freeport of Riga Board Resolution No. 27 of 22 March, 2024)*

### **2.1<sup>1</sup> Pilotage due**

28.<sup>1</sup> The pilotage due shall be applied separately for each vessel's:

- 28.<sup>11</sup>. entry into the port;
- 28.<sup>12</sup>. shifting;
- 28.<sup>13</sup>. departure from the port.

28.<sup>2</sup> The pilotage due shall be calculated at the following rates:

- 28.<sup>21</sup>. for a cruise ship, passenger ship and passenger-cargo ship - 0.058 EUR/GT;

- 28.<sup>2</sup>2. for a passenger ship and passenger-cargo ship operating on a shipping line with a schedule of at least 350 ship calls per calendar year - 0.047 EUR/GT.
- 28.<sup>2</sup>3. for other vessels except the case referred to in sub-paragraph 28.<sup>2</sup>4. of the Regulations -, 0.15 EUR/GT.
- 28.<sup>2</sup>4. for a liner for the first vessel's shifting for additional loading or unloading of the vessel - 0.036 EUR/GT.
- 28.<sup>3</sup> If a ship does not use pilotage in accordance with a certificate issued to its Master regarding exemption from the obligation to use pilotage services, pilotage due shall be applied in the amount of 50% of the rates specified in Paragraph 28.<sup>2</sup> of the Regulations.
- 28.<sup>4</sup> If, upon arrival of the pilot at the place of provision of the service, the Master of the ship cancels the pilotage service, pilotage due shall be applied in the amount of 50% of the rates specified in Paragraph 28.<sup>2</sup> of the Regulations. The Master of the vessel shall inform the Vessel Traffic Service Centre of the cancellation of the pilotage service.

## **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. During the repair of the ship at the repair berths, the berthing dues shall be applied once, regardless of the number of berths used.
30. Berthing dues shall be calculated on the basis of the following rates:
- 30.1. for passenger ships and passenger-cargo ships – 0.286 EUR/GT;
  - 30.2. for cruise ships - 0.099 EUR/GT;
  - 30.3. for other vessels - 0.099 EUR/GT;
  - 30.4. during the repair of the ship at the repair berths - in the amount of 50% of the rates specified in Paragraphs 30.1, 30.2 and 30.3.
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 vessel not engaged in cargo and/or passenger operations during a port call, the berthing dues shall be calculated as follows:
- 32.1. for the first three days (72h) after mooring of the vessel - 0.099 EUR/GT;
  - 32.2. for the next 7 days (days 4-10 inclusive) - 0.05 EUR/GT;
  - 32.3. for each subsequent day, starting from the 11th day - 0.015 EUR/GT.

The time period up to 24 hours shall be considered a full day (24 hours).

### **2.3. Sanitary Dues**

33. Sanitary dues shall be applied to a vessel for each vessel's call at a port. The sanitary dues shall include the reception of all ship-generated waste up to an amount not exceeding the maximum capacity of the ship's waste storage tanks specified in the prior notification of waste transfer, excluding cargo residues and waste from exhaust gas cleaning systems.
34. If the ship delivers cargo residues, waste from exhaust gas cleaning systems or waste delivered by the ship exceeds the maximum capacity of the ship's waste storage tanks indicated in the prior notification of waste transfer, the ship shall settle accounts for the delivery of such waste or the excess amount with the service provider in accordance with the tariffs specified thereby, but not exceeding the maximum tariff thresholds 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 0.068 EUR/GT;
  - 35.2. for a cruise ship 0.08 EUR/GT;
  - 35.3. for other vessels - 0.068 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 - 1.10 EUR for each passenger;
  - 37.2. For a cruise ship - 1.331 EUR for each passenger.
38. Children under 12 years of age (inclusive) 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 0.047 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 vessels, state service ships and inland passenger

- ships, except. the cases referred to in Paragraph 45.<sup>1</sup>;
- 42.2. vessels intended for sport and leisure (recreational craft, a cutter, a sailing yacht, etc.) with a length of less than 45 metres;
- 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. (Excluded by the Freeport of Riga Board Resolution No. 59 of 6 July, 2023)
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 pilotage dues for shifting to this berth.
45. Provided the vessels referred to in Paragraph 42 deliver waste to a port, including yacht ports, they shall settle accounts with the service provider in accordance with the tariffs specified thereby, but not exceeding the maximum tariff thresholds specified in Chapter 3.4 of the Regulations.
- 45.<sup>1</sup> Provided warships use pilotage, they shall pay pilotage dues in the amount of 0.026 EUR/GT.
46. Tankers used for the provision of bunkering services shall be exempted from pilotage 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, pilotage 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% (4th 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, pilotage dues, berthing dues and passenger dues depending on the number of port calls within one calendar year in compliance with the shipping schedules 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, pilotage dues and berthing dues.
50. A 5% rebate on canal dues and pilotage dues shall be granted to vessels which were awarded a Green Award Certificate.
51. A vessel that uses liquefied natural gas (LNG), methanol, ammonia, hydrogen as a motor fuel shall be

granted a 10 % rebate on canal and pilotage dues.

51.<sup>1</sup> (Excluded by the Freeport of Riga Board Resolution No. 27 of 22 March, 2024)

51.<sup>2</sup> Provided a vessel qualifies for several single-charge discounts, they shall be applied sequentially - the second discount shall be applied to the rate reduced by the first discount, etc.

### **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 - 0.187 EUR/GT;

52.2. shifting from one berth to another - 0.242 EUR/GT;

52.3. shifting within limits of one berth - 0.187 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:

<b><i>Engine Power (kW)</i></b>	<b>EUR/h</b>
under 250	275.00
from 251 to 500	330.00
from 501 to 1000	385.00
from 1001 to 2000	550.00
from 2001 to 3000	605.00
more than 3000	825.00

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	110.00
from 2001 to 5000 GT	132.00
from 5001 to 10000 GT	181.50
from 10001 to 20000 GT	258.50
from 20001 to 40000	412.50
more than 40000	484.00

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 floating craft, which is not related to the performance of their basic functions, shall be calculated according to the following hourly rates:
- 57.1. for the use of floating craft and vessels (up to 125GT) for the transport of passengers/goods to or from vessels anchored at the port - 650 EUR/h;
- 57.2. for the use of ships for the elimination of the accident consequences - 980 EUR/h.
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. *(Excluded by the Freeport of Riga Board Resolution No. 92 of 24 October, 2025)*

### **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 9.90 EUR/h.
61. The maximum permissible charge for on-call duty of a vessel equipped with fire-fighting equipment shall be calculated at the rate of 980 EUR/h.

### **3.4. Waste Reception**

62. The maximum permissible charge for the reception of oily ship-generated waste (Annex I to the MARPOL Convention) to a specially equipped ship or road transport shall be set at 100 EUR/m<sup>3</sup>.
63. The maximum permissible charge for the reception of sewage (Annex IV to the MARPOL Convention) to a specially equipped ship or road transport shall be set at 65 EUR/m<sup>3</sup>.
64. The maximum permissible charge for the reception of waste/garbage (Annex V to the MARPOL Convention) shall be set at 95 EUR/m<sup>3</sup>.
65. The maximum permissible charge for the transfer of residues generated in the process of exhaust gas cleaning (with a Ph level of 6.8-7.2) (Annex VI to the MARPOL Convention) shall be set at 550 EUR/m<sup>3</sup>.
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 the supply of drinking water to a ship shall be calculated at a rate of EUR 5 EUR/m<sup>3</sup>, excluding costs for connection to the stationary equipment and use of motor vehicles or watercraft.
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 freshwater supply shall be calculated assuming that 15 t have been delivered.

## **4. 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".

V. Zeps

Chairman of the Freeport of Riga Board