

PORT FEES AND UPPER LIMITS OF PORT CHARGES TARIFFS IN THE PORT OF LIEPAJA

Ratified with decree No.123
by the Liepaja SEZ Board on November 24, 2005
With amendments by decree No.33
of the Liepaja SEZ Board on January 26, 2006
With amendments by decree No.43
of the Liepaja SEZ Board on March 16, 2006
With amendments by decree No.99
of the Liepaja SEZ Board on August 29, 2006
With amendments by decree No.126
of the Liepaja SEZ Board on November 25, 2006
With amendments by decree No.59
of the Liepaja SEZ Board on July 6, 2007
With amendments by decree No.90
of the Liepaja SEZ Board on December 6, 2007
With amendments by decree No.47
of the Liepaja SEZ Board on August 13, 2008
With amendments by decree No.94
of the Liepaja SEZ Board on November 21, 2008
With amendments by decree No 14.
of the Liepaja SEZ Board on February 26.2009
With amendments by decree No 55.
of Liepaja SEZ Board on July 10.2009

DEFINITIONS

State service ships – navy and coast guard ships, customs, hydrography, research and rescue ships.

Harbour fleet vessels – the ships, which render services at the port – tugboats, barges, floating cranes, bunkering vessels, that render bunkering services in the territory of Liepaja port bilge water, faeces and garbage collectors etc., registered at the port of Liepaja and owned/hired by the Port Authority or port enterprises, or acting on a contractual base with the Port Authority.

Fish industry ships – ships, which trade in fishing or fish processing.

Fish industry cargoes – all types of fish and sea products, fish- tackle, nets, tare and auxiliary materials.

Coaster – vessel flying National Flag of Latvia, which performs shipments or sails in ballast between Latvian ports.

Passenger ship – a vessel having Passenger Ship Safety Certificate.

Cargo – passenger ship – a ship having Cargo and Passenger Ship Safety Certificate.

RO-RO- vessel – a ship for horizontal loading/discharge.

Liner vessel – a ship owned by one owner or charterer, which calls at the port of

Liepaja at least once a month, with the ports of call along the route, according to a schedule of at least next 3 months, subject to prior coordination, and which is published in the official State bulletin "Latvijas Vestnesis".

Liner status is granted by the LSEZ Board and it becomes valid from the fourth call at the port during one year. Liner status and relevant rebates on port dues remain in force if the vessel is replaced by another one on the same route. In case the schedule is interrupted for one month, the liner status shall be renewed following the procedures mentioned above.

Cruise vessel – passenger vessel, which calls at the port with the aim of tourism.

Container vessel – vessel, which is built or rebuilt for container carriage.

Refrigerator ship – vessel having respective description in its Class Certificate.

Small ship – a vessel of less than 200 GT.

Tugboat in attendance – a tug immediately ready and available for pulling or pushing operations with or without serving the tow.

Re-mooring with the use of a tugboat – shifting of vessel on the roads for cargo operations, except for shifting to/from Karosta Canal berths to/from other parts of port.

Extraordinary circumstances – actual threat to the safety of the crew and passengers, cargo, vessel and/or the environment.

Laytime – usage of the berth without performing cargo operations for more than 10 subsequent days after the conclusion of a contract with berth manager on the use of the berth and consent by the Port Authority.

Test voyage – vessel's passage to outer roads after repairs and return to the place of repairs, which has been agreed with Port Traffic Control.

Ballast water – water filled in ballast tanks or other similar containers to ensure ship's seaworthiness.

Bilge water – water contaminated with oil and oil products, which accumulates in engine rooms, pumping stations etc.

Faeces – water from toilets, cambouse etc.

Dangerous waste – in accordance with the Regulations No 258 of the Cabinet of Ministers of the Republic of Latvia, dated 19.08.01. „Regulations concerning the classifier of pollutants and the qualities which make pollutants hazardous”

Noxious liquid substances – as defined in Annex 2 to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78).

Abbreviations used:

GT – vessel's gross tonnage measurement unit.

LSEZ - Liepaja Special Economic Zone.

DW – “dead weight” – vessel's maximum cargo carrying capacity.

I. GENERAL PROVISIONS

- 1.1. Port fees and services are divided according to Article 14. of the Republic of Latvia “Law on Ports”.
- 1.2. At the port of Liepaja following fees are established:
 - 1.2.1. Port fees:
 - canal fee,
 - pilotage fee,
 - small ship’s fee,
 - passenger fee,
 - wharfage fee,
 - sanitary fee,
 - tonnage fee.
 - 1.2.2. Navigation fee:
 - State fee for sea navigation services.
- 1.3. In the port of Liepaja upper tariff limits have been set for the following services:
 - 1.3.1. mooring charges,
 - 1.3.2. charge for acceptance of garbage and dirty water,
 - 1.3.3. charge for use of port tugboats and other floating craft,
 - 1.3.4. charge for fire-fighters’ services.Service providers have the right give allowances on these services.
- 1.4. Liepaja Port Authority renders following services for charge:
 - 1.4.1. supply of fresh water at berths,
 - 1.4.2. opening of swing-bridge for vessel’s journeys in Karosta Canal.
- 1.5. Port fees and charges are calculated based on vessel’s gross tonnage (GT), which is denoted in the ship’s original tonnage Certificate, in conformity with 1969 International Convention on Ship Measuring.
- 1.6. Port fees and charges tariff rates for services are set in Euro. Monetary unit 1 EUR=100 cents.
- 1.7. The set port fees shall be paid prior to vessel’s sailing from the port. In case the port fees are not paid, the Port Authority has the right to arrest vessel leaving the port according to the law.
- 1.8. The following vessels are exempt from port fees other than pilot fee:
 - 1.8.1. state service ships,
 - 1.8.2. ships of educational establishments, unless they are involved in commercial activity,
 - 1.8.3. hospital and charity mission ships,
 - 1.8.4. Liepaja harbour fleet ships,
 - 1.8.5. ships owned or hired by Port Authority, which are used for sustaining of port facilities or which call at the port because they have been ordered by LSEZ Authority,
 - 1.8.6. vessels which call at the port because of extraordinary circumstances and do not perform cargo operations afterwards,
 - 1.8.7. yachts and other vessels, which call at the port with the aim of tourism..
- 1.9. Vessels with gross tonnage less than 200 GT shall pay small ships fee and are exempt from other port fees.
- 1.10. Vessels in cabotage, except for bunkering vessels, fishing industry ships and ships with fishing industry cargoes, lighters and tugboats with a barge have a

50% rebate on all port fees excluding sanitary and pilot fees. This provision does not refer to ships with less than 200 GT.

- 1.11. Surcharge on tariffs is applied to sanitary services and operations involving the use of tugboat services:
 - 1.11.1. on Saturdays, Sundays, State holidays from 06.00 to 22.00 by 25%,
 - 1.11.2. on Saturdays, Sundays, state holidays from 22.00 to 06.00 by 50%,
 - 1.11.3. on weekdays from 22.00 to 06.00 by 25%,
 - 1.11.4. The surcharge does not apply to the ships, which do not use the pilot according to special permit from the Harbour Master,
 - 1.11.5. In case performance of the services starts before the above referred days set in or is over after these days, the services are calculated for the day, to which most part of the services refer.
- 1.12. If more than one kind of tariff reductions is applicable to the ship, then first the prescribed reduction on the basic tariff is applied, and each of the following ones is calculated from the previous result obtained.
- 1.13. When calculated on hour tariff basis, the time is rounded off to 0.5 hours, whereby the time less than 30 minutes counts as 30 minutes, but the time, which is between 30 minutes and one hour counts as 1 hour.
- 1.14. For vessels, which call at the port towing barges of other floating craft without an engine or the engine is not working, port fees are calculated on the basis of total GT of the tugboat and barge or other floating craft.
- 1.15. If the GT, which is used for isolated ballast (double-deck, double-side and /or special side tanks), is denoted separately in the Tonnage certificate, then port fees are calculated taking into account the diminished GT denoted in the Tonnage Certificate.
- 1.16. The Board of the Liepaja SEZ Authority has approved the port dues and the upper limits of tariffs for services, which are provided in the Port, in accordance with the Law on Ports. The port dues are distributed in accordance with the procedures and amounts, stipulated by the Law on Ports.

II. PORT FEES

2. TONNAGE FEE

- 2.1. Tonnage fee for each arrival or departure of the vessel is – 0.25 EUR /GT.
- 2.2. Applicable rebates to:
- 2.2.1. all RO-RO type cargo, cargo- passenger, passenger, refrigerator ships, container vessels, in case the container cargo on board exceeds 50% of vessel's total cargo volume (tons)
- 30%
- 2.2.2. liner vessels:
- cargo - 20%
 - container - 30%
 - RO-RO - 60%
 - cargo- passenger, passenger - 80%
- 2.2.3. starting from the 7th call in the calendar year:
- cargo, tugboats with a barge - 10 %
 - RO-RO, container - 25%
 - cargo- passenger, passenger - 55 %
- 2.2.4. starting from the 2nd call in a Latvian port during one voyage - 50%
- 2.2.5. if the amount of cargo on board on arrival/departure does not exceed 50% from full deadweight (summer DW) - 30 %
- 2.3. For a tugboat together with a barge, or towing another floating craft without an engine, the times of call are counted according the cargo carrier.
- 2.4. Exempt from tonnage fees are:
- 2.4.1. vessels referred to in point 1.8. and cruise ships,
- 2.4.2. vessels, which call at the port due to repairs, bunkering or supply of other materials, for sanitary services, and/or which do not perform cargo operations.
- 2.4.3. ships that enter the port with the purpose – to render bunkering services.

3. CANAL FEE

- 3.1 Canal fee for each use of canal, when vessel arrives or departs from the port:
- 3.1.1 RO-RO, cargo-passenger, passenger - 0.13 EUR/GT,
- 3.1.2 container - 0.20 EUR/GT,
- 3.1.3 other vessels - 0.25 EUR/GT.
- 3.2 Starting with the 7th call in the calendar year:
- 3.2.1 passenger, cargo-passenger - 0.02 EUR/GT,
- 3.2.2 RO-RO - 0.10 EUR/GT,
- 3.2.3 container - 0.15 EUR/GT,
- 3.2.3 cargo vessels - 0.22 EUR/GT.
- 3.3 Applicable rebates to:
- 3.3.1 RO-RO, cargo-passenger, passenger, refrigerator ships, container vessels, in case the container cargo on board exceeds 50 % of vessel's total cargo volume (tons) - 30 %
- 3.3.2 vessels on liner service
- container - 25%
 - RO-RO - 50%
 - cargo-passenger, passenger - 75 %

- 3.3.3 on inner-roads, without mooring, with the aim of call - bunkering, ship supply and other purposes, without performing cargo operations – 75%
- 3.3.4 JSC “Tosmares Kuģu būvētava” newly built vessels and with call purpose repair – 50%
- 3.3.5 with call purpose repair in ship repair yards – 50%
- 3.4 Exempt from canal fee are:
 - 3.4.1 vessels referred to in point 1.8. and cruise vessels,
 - 3.4.2 vessels arriving in outer-roads with the aim of call – bunkering, ship supply and other purposes, without performing cargo operations,
 - 3.4.3 on completion of repairs at Liepaja port, when making a test voyage.

4 SANITARY FEE

- 4.1 Sanitary fees are collected for the total time vessel spends at the port, depending on laytime:
 - 4.1.1 up to 10 days - 0.06 EUR/GT,
 - 4.1.2 11- 30 days - 0.08 EUR/GT,
 - 4.1.3 over 30 days - 0.10 EUR/GT.
- 4.2 Rebate for all the vessels, which have international certificates for prevention of pollution of the sea by oil, faeces and garbage - 25 %
- 4.3 The following are exempt from the sanitary fee:
 - 4.3.1 vessels referred to in point 1.8.,
 - 4.3.2 barges without crew,
 - 4.3.3 cargo- passenger, passenger vessels on the line, cruise ships, provided an agreement is concluded with the Port authority on using the sanitary services at another port,
 - 4.3.4 vessels under repair in the shipyards.
 - 4.3.5 ships that enter the port with the purpose – to render bunkering services.
- 4.4 Vessels exempt from sanitary fee shall pay for discharge of polluted waters and garbage according tariffs provided in point 13.
- 4.5 Sanitary fee covers acceptance of the following waste during the entire period of ship’s laytime:
 - 4.5.1 faeces,
 - 4.5.2 confluent water,
 - 4.5.3 solid waste, except dangerous waste.
- 4.6 Acceptance of ballast water and water for washing the tanks polluted with oil is not included in the sanitary fee.
- 4.7 Disposal of noxious liquid substances and acceptance tariffs thereof shall be negotiated separately with the service provider.
- 4.8 Solid waste which is accumulated as a result of cargo operations is accepted for a separate fee according the tariffs provided in point 13.5.

5 PILOTAGE FEE

- 5.1 Pilotage fee is levied on all vessels calling at the port in accordance with the procedure for use of pilots as provided in port regulations.
- 5.2 Pilotage fee includes also payment for the floating craft, which is used for delivering the pilot to the ship and from the ship to the port or to another vessel.
- 5.3 Pilotage fee shall be calculated with the rate 0.15 EUR/ GT for every pilot service provided according to port regulations.

- 5.4 Rebates:
- 5.4.1 if the vessel does not employ the pilot in accordance with the port regulations - 50%
 - 5.4.2 if the vessel is piloted from the sea or outer roadstead to inner roadstead -50%
 - 5.4.3 if the vessel is piloted from inner roadstead to outer roadstead or the sea -50%
 - 5.4.4 for the vessels on the liner service - 30%
 - 5.4.5 if the vessel is moored to another berth or anchorage by decree of the Harbor Master due to the unfavorable weather conditions -50%
- 5.5 Surcharge on tariff rate is applied:
- 5.5.1 for overtime according to provisions of point 1.11,
 - 5.5.2 if the vessel is piloted in / out of the port by shore radar - 25%
- 5.6 In case the pilot is piloting several vessels simultaneously, pilot fee shall be collected from each vessel in full amount (based on the bill, signed by the Master or ship's agent, or against radio-telegraphic confirmation from the Master of the vessel).
- 5.7 Additional fee shall be collected:
- 5.7.1 For ordering a pilot and subsequent canceling - 50% from the calculated pilotage fees,
 - 5.7.2 For detaining the pilot due to the fault of the vessel - 100 EUR/hour.

6 WHARFAGE

- 6.1 Wharfage fee is set as follows:
- 6.1.1 for vessels calls, which perform passenger and/or cargo operations - 0.15 EUR/GT for each call,
 - 6.1.2 for vessels without cargo operations charge for the berth is - 0.05 EUR/GT per day or part of the day,
 - 6.1.3 ships not accomplishing cargo operations and not vacating a berth after a claim of the berth owner, leaseholder or manager, due to the reasons conditional upon the ship owner, captain, leaseholder or crew, are charged - 0.05 EUR/GT an hour,
 - 6.1.4 for vessels in laytime (over 10 days) - 0.02 EUR/ GT per hour, but not less than 10 EUR per day.
- 6.2 Rebates applicable to:
- 6.2.1 RO-RO, refrigerator ships, container vessels, in case the container cargo on board exceeds 50% of vessel's total cargo volume (tons) - 30%
 - 6.2.2 vessels on liner service - 25%
 - 6.2.3 passenger, cargo-passenger ships - 50%
 - 6.2.4 rebates do not apply to ships in laytime.
- 6.3 The following are exempt from wharfage fee:
- 6.3.1 vessels referred to in point 1.8. and cruise ships,
 - 6.3.2 vessels, which call at the port due to extraordinary circumstances and stay at the port for no more than 3 days starting from the day of arrival
 - 6.3.3 ships that enter the port with the purpose – to render bunkering services.

7. PASSENGER FEE

- 7.1 Passenger fee of 1 EUR shall be charged for each passenger arriving to the port by sea, or for a passenger sailing from Liepaja, provided the ship is moored to a berth where passenger service is ensured.
- 7.2 Rebate for each cruise ship passenger is - 30%.

8. SMALL SHIP'S FEE

8.1. The small ships due shall be calculated separately for each arrival or departure, based on the rate of 0.06 EUR/GT.

8.2. Rebates:

8.2.1. vessels with the total number of calls within a month's time exceeds 20 times, are subject to the rebate of 25% for the respective month.

8.2.2 vessels, permanently mooring at the berths of the JSC „Kursa” - 25%

8.3. In cases when a ship has occupied a berth unwarranted and has not vacated it after a claim of the berth owner, leaseholder or manager, extra payment is charged -0.10 EUR/BT a day

III. MAXIMUM LIMITS OF CHARGE TARIFFS FOR PAID SERVICES

9. TUGBOAT ASSISTANCE

- 9.1 Depending on the type of operation the charge is based either on 1 GT of the ship or hourly rate for one hour of tugboat services.
- 9.2 Charge for the use of tugboats, irrespective of their number, mooring / unmooring operations, is collected for each operation:
- 9.2.1 mooring of unmooring - 0.24 EUR/GT,
 - 9.2.2 shifting from one berth to another - 0.30 EUR/GT,
 - 9.2.3 shifting alongside the same berth - 0.24 EUR/GT.
- 9.3 When several tugboats are used, the money for the above services shall be divided proportionally in respect to work time and the capacities of the tugboats.
- 9.4 Rebate of 25 % is applied on the use of tugboats and mooring/unmooring:
- 9.4.1 for passenger operations,
 - 9.4.2 liner vessels,
 - 9.4.3 vessels referred to in point 1.8.,
 - 9.4.4 The rebate may be applied on the basis of only one of the above points.
- 9.5 Rates per hour shall be applied in following cases:
- 9.5.1 if operations are not related with mooring/unmooring,
 - 9.5.2 when towing ships in or out from docks,
 - 9.5.3 when towing vessels with main engines out of order, including works related to mooring and unmooring of these vessels,
 - 9.5.4 when RO-RO type vessels, cargo-passenger, passenger ships operate on a line.
- 9.6. In cases when rates per working hour are applied, they are applied for all operations within one move (order).
- 9.7 Rates per working hour depend on the capacity of the tugboat:
- 9.7.1 600 -1000 HP - 300 EUR/ hour,
 - 9.7.2 1001 -1500 HP - 400 EUR/ hour,
 - 9.7.3 1501- 2300 HP - 470 EUR/ hour,

- 9.7.4 2301 - 2500 HP - 520 EUR/ hour,
 9.7.5 2501 - 3500 HP - 650 EUR/ hour,
 9.7.6 over 3500 HP - 700 EUR/ hour.
- 9.8 Rebates on use of rate per hour:
 9.8.1 if the tugboats are used “in attendance” - 50%
 9.8.2 for mooring/unmooring in accordance with point 9.4.
- 9.9 Time from sailing of tugboat off its base until returning back to it shall be counted as paid work time.
- 9.10 Time to be paid for tugboat services upon mooring/unmooring operations of RO-RO, cargo-passenger and passenger vessels, which work on line, shall be counted for the time actually used for mooring/unmooring services. The time spent by the tugboat to reach the ship to be assisted and passage back, as well as delay time due to settlement of port formalities shall not be included into the time for towing and mooring/unmooring.
- 9.11 The minimum time to be used for calculations for mooring/unmooring and shifting for RO-RO type vessels, cargo-passenger and passenger vessels, which work on liner service is one hour. In other cases the time for the use of tugboat shall be rounded up to 0.5 hours, time less than 30 minutes to count as 0.5 hours, and time over 30 minutes to count as 1.0 hour. The time actually used shall be registered in the tugboat receipt, which shall be signed by the person ordering the services.
- 9.12 Additional charge shall be collected for:
 9.12.1. ordering a tugboat with subsequent cancellation - 50% from the eventual tugboat assistance tariff rate
- 9.13. The number of tugboats and their capacities necessary for mooring, shifting and towing operations is stipulated by the Port Regulations.
- 9.14. Maximum tariff rates for the chargeable period, which is spent by the tugboat to proceed from / to the place where the respective service is rendered from/ to the permanent berth of mooring:
 9.13.1. From the berth of the JSC „Tosmares Kuģu būvētava” – 35 minutes;
 9.13.2. from/to inner roads – 15 minutes;
 9.13.3. from/ to outer roads – 20 minutes.

10. FIRE-FIGHTERS' SERVICES

- 10.1 The fee for tug fire fighters' services is set in accordance with point 9.7.
 10.1.1 Rebate for stand-by services of the vessel without fire fighting operations - 50%,
 10.2 The fee for stand-by on duty of a fire fighters' brigade with a fire engine on the quay is - 18 EUR/ hour.

11. MOORING- UNMOORING (WITHOUT TUGBOAT ASSISTANCE)

- 11.1 The charge for mooring/unmooring shall be collected separately for each operation - mooring, unmooring, or shifting:
 11.1.1 up to 600 GT 40 EUR
 11.1.2 601 – 1400 GT 50 EUR
 11.1.3 1401 – 2700 GT 60 EUR
 11.1.4 2701 – 4000 GT 70 EUR

11.1.5	4001 – 5500 GT	80 EUR
11.1.6	5501 - 8000 GT	100 EUR
11.1.7	8001 – 11000 GT	120 EUR
11.1.8	11001 - 15000 GT	130 EUR
11.1.9	15001 – 20000 GT	140 EUR
11.1.10	20001 – 40000 GT	150 EUR
11.1.11	over 40000 GT	200 EUR

Shifting of a vessel from one berth to another is considered as 2 operations.

11.2 Shifting of vessel alongside one berth is considered as one operation.

11.3 Decline of port mooring and unmooring services may be permitted only upon Harbour Master's approval.

12 SUPPLY OF FRESH WATER

12.1. Water supply from shore - 3,1 EUR/ t

12.2. Fresh water supply by tugboat to the vessel – 3.0 EUR/ t + 165 EUR per hour for the ship or 100 EUR per hour of tank truck, which renders the service.

12.3. For the supply of fresh water, the vessels of the Latvian flag shall be charged the payment in the national currency LVL, which equals to the foreign currency tariff on the respective day.

13 DISCHARGE OF DIRTY WATERS AND GARBAGE

13.1 Ships which have been liberated from the sanitary charge according to the paragraph 4.3, or deliver the polluted water or solid waste that is not delivered under the sanitary charge, pay off the actually received services according to the following rate:

13.1.1 collection of faeces: - 10 EUR /t + 120 EUR per hour for the ship or 75 EUR per hour of tank truck, which renders the service,

13.1.2 collection of confluent waters: - 15 EUR/t + 120 EUR per hour for the ship or 75 EUR per hour of tank truck, which renders the service,

13.1.3 solid waste, which has not accumulated as a result of cargo operations, except for hazardous waste: - 30 EUR/ m³

13.2 Collection of ballast water polluted with oil and oil products, and collection of waste accruing from the separation of oil products - 15 EUR/t + 120 EUR per hour for the ship or 75 EUR per hour of tank truck, which renders the service.

13.3 Polluted waters and waste accruing from the separation of oil products, which contain admixture of noxious liquid substances, are collected for a charge negotiated with service provider.

13.4 Fee for services of solid waste and oil collectors is - 60 EUR/per hour of the ship, which renders the service.

13.5 Solid waste, except for dangerous waste accumulated as a result of cargo operations, shall be collected at the same berth where the vessel lies, and charge for the collection is based on following rates:

13.5.1 when collected from the quay - 20 EUR/ m³

13.5.2 when collected from the ship - 30 EUR/ m³

13.6 Surcharge on the tariffs is applied to work at night hours, on Saturdays, Sundays and holidays as provided in point 1.11.

14 SWING- BRIDGE FEE

- 14.1 Vessels entering or leaving Karosta canal shall be subject to the fee of 100 EUR for each passage for the maintenance purpose of O. Kalpaka Bridge.
- 14.2 Vessels listed in point 1.8. are exempt from swing-bridge fee