

Confirmed with 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 February 9, 2010.

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);

## PORT DUES AND CHARGES OF THE FREEPORT 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 Freeport 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 – port services).

2. The terms used in the present Regulations:

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

2.2. *yacht* - a floating craft meant for sports, leisure and tourism with water-borne displacement under 80 tons;

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 vessel 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 list** - a schedule of ships' traffic between two or more ports indicating the date of ship's arrival at each relevant serviceable port as well as departure from it;

2.8. **shipping line** - a regular cargo shipment or passenger traffic route confirmed by the Freeport Authority pursuant to the procedure, stipulated by the present regulations, in conformity with the sailing schedule (on the definite calendar or week's day), preliminary announced, involving a definite traffic of ships between Riga and one or more ports overseas .

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 half of the total amount of the cargo to be discharged in the Port;

2.10. **liner** - a container, Ro-Ro or passenger ship , performing cargo or passenger shipments in the framework of the shipping line, confirmed by the Freeport Authority in conformity with the procedure, stipulated by the present regulations.

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 craft** - a vessel, such as an icebreaker, tug, sea/river floating crane, sea/river barge, bunkering vessel, sewage, bilge water and waste collector, diving boat as well as other floating craft owned or leased by the Port Authority or port operator to ensure services of 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, and 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 vessel 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 vessel with refrigerating installations for prolonged storage of freight in her cargo holds and carrying perishable goods (foodstuffs);

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

2.18. **tanker** - a vessel 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.120 of 19.11.2009, that come into force on 01.04.2010.)*

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

4. Port dues and charges shall be received by the Freeport Authority.

5. As an exception the Freeport Authority has the right to change the Port dues and 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 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, that come into force 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. The change of the ship shall not influence the status of the shipping line. The operator of the shipping line has the right to reduce the number of calls to the port, stipulated by the sailing list, only after acquiring the written permission of the Freeport Authority. Those amendments are binding in respect of application of the present regulations with the moment they are entered into the Shipping line contract.

10. The operator of the shipping line shall ensure publication of the sailing schedule in the newspaper "Latvijas Vēstnesis" and shall update the relevant sailing schedule at least once during three months term and submit it to the Freeport of Riga Authority for further

publication on the Freeport of Riga web-page. Deviation from the sailing schedule, that shall not exceed 12 hours if in service to European ports and 36 hours if in service to the ports of other continents, shall be acceptable. The operator of the shipping line shall immediately, but not later than 24 hours before the ship's entering a port, notify the Freeport Authority in writing about any changes in the sailing schedule.

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

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 number of calls performed, during the term of one calendar year.

12. The Freeport Authority shall revise the rebates, applied for the shipping lines, if 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 the Final Verification. The re-calculation of the Port dues shall be executed only in case the liner's deviation from the sailing schedule does not correspond to the rebate category limits, stipulated by p.45 of the present regulations and the Shipping line contract. The operator of the shipping line covers the re-calculated amount of the port dues for the ships, that were specified in the sailing schedule, but have not called a port, in accordance with the conclusion of the Final Verification not later than in 10 working days time since the moment of its issue.

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

*(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.120 of 13.11.2007., that come into force 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 number of calls performed.

*(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.120 of 13.11.2007., that come into force on 01.01.2008.)*

13.C The Freeport of Riga Authority issues an invoice to the ship agent, stating port fees not collected ( difference between fee with rebate and fee 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 fees not later than in 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.120 of 13.11.2007., that come into force on 01.01.2008.)*

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

## **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 port fees 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 port fees 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.120 of 13.11.2007., that come into force on 01.01.2008.)*

17. The charges for services rendered by 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.

18. The Port Dues and charges for services shall be paid by a ship before leaving the port. In accordance with the procedure, stipulated by the legal enactments, the Harbour Master has the right to prohibit departure of a ship, if the Port Dues or charges for services have not been paid.

### **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 0.9 EUR/GT;

20.2. for linked ships 0.4 EUR/GT;

20.3. for other ships 0.8 EUR/GT.

21. In case if the ship is arriving at the Port or departing from the Port in ballast as well as in case the volume of cargo that is loaded on board the ship or unloaded from it does not exceed 50 % of the ship's tonnage , the tonnage due shall be calculated according to the following rates :

- 21.1. for a tanker 0.5 EUR/GT;
- 21.2. for linked ships 0.2 EUR/GT;
- 21.3. for other ships 0.4 EUR/GT.

22. Tonnage due is not collected from :

- 22.1. container ship;
  - 22.2. passenger ship;
  - 22.3. cruise ship;
  - 22.4. Ro-Ro ship;
  - 22.5. reefer;
  - 22.6. the 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.120 of 19.11.2009.)*
- (With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.120 of 13.11.2007., that come into force on 01.01.2008.)*

#### IV CANAL DUES

23. Canal Dues shall be calculated separately for each ship's arrival to the Port, shifting within the Port limits and departure from the Port.

24. In case if the ship is arriving at the Port or departing from the Port, the canal due is calculated according to the following rates:

- 24.1. for a container ship 0.38 EUR/ GT;
- 24.2. for a passenger ship 0.12 EUR/GT;
- 24.3. for a cruise ship 0.10 EUR/GT;
- 24.4. for a Ro-Ro ship 0.19 EUR/ GT;
- 24.5. for a reefer 0.19 EUR/GT.

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 0.1 EUR/GT.

26. The canal fee is not collected from the ship that pays the cargo fee, 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.120 of 13.11.2007., that come into force on 01.01.2008.)*

27. The canal fee for the ship, that enters the Port and/or leaves the Port without performing any cargo handling and /or passenger operations during its call, is calculated according to the following rates:

27.1. for a container ship 0.19 EUR/ GT;

27.2. for a passenger ship 0.06 EUR/GT;

27.3. for a cruise ship 0.05 EUR/GT;

27.4. for a Ro-Ro ship 0.095 EUR/ GT;

27.5. for a reefer 0.095 EUR/GT;

27.6. for a linked ship 0.095 EUR/GT;

27.7. for other ships 0.22 EUR/GT.

*(With amendments, that are made in compliance with the Freeport of Riga Board Resolution Nr.120 of 13.11.2007., that come into force on 01.01.2008.)*

## **V SANITARY DUES**

28. Sanitary Dues for a ship shall be calculated for each call of a port. Sanitary Dues shall cover costs for removal of any garbage and segregated water, except for segregated ballast water or tank cleaning waters.

29. The sanitary due is calculated according to the rate of 0.1 EUR/GT.

30. For ships equipped with garbage and segregated waters treatment facilities the sanitary due is calculated according to the rate of 0.06 EUR/ GT.

31. Sanitary Dues shall not be collected from passenger ships, cruise ships and fishing vessels.

## **VI BERTHING DUES**

32. Berthing Dues shall be collected for 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 p.36 of the present regulations.

33. Berthing Due is 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 0.25 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., that come into force on 11.05.2009.)*

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

36. For usage of a berth without performing cargo handling and/or passenger operations, the Berthing Dues for a ship are 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. Berthing Dues at 0% rate are fixed in the following cases:

37.1. during the time of the ship's repair while lying at the berths, indicated by the Freeport of Riga Authority. The Berthing Dues are 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. for the harbour craft in cases, related to ensuring services of the port.

## **VII SMALL TONNAGE DUTY**

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

39. 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 payment.

## **VIII PASSENGER TOLL**

41. 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 following 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 Passenger Toll.

## IX REBATES ON PORT DUES

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

- 44.1. Latvian and foreign state service ship ;
- 44.2. foreign ship invited for an official visit;
- 44.3. hospital ship ;
- 44.4. short-sea passenger ship and yacht ;
- 44.5. harbour vessel, in case of services providing necessity;
- 44.6. training ships;
- 44.7. research ships;
- 44.8. charity ships;
- 44.9. sailing ships;
- 44.10. small tonnage ships with the engine capacity under 100 kW;
- 44.11. ships calling the Port due to extraordinary circumstances (*force majeure*).

45. In accordance with the sailing schedule, stipulated by the Shipping line contract , liners 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% ( 2<sup>nd</sup> category rebate);
- 45.3. 40% - more than 50 calls at the Port (3rd category rebate);
- 45.4. 60% - more than 150 calls at the Port (4th category rebate).

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

46. A liner, using the berths JPS-1, JPS-2, MK-3, MK-4, shall enjoy rebate in the amount of 60 % of the Berthing Due.

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

47. 2.A 40% - more than 10 call at the Port (2<sup>nd</sup> category rebate)

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

48. 50% rebate on all Port Dues shall be granted to fishing vessels and craft in fishing trade with fish catch or with processed fish products on board.

48.A 10% rebate on all Port Fees 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, that come into force on 01.04.2010.)*

49. If several Port Dues rebates are provided for a ship pursuant to the procedure, stipulated by the present regulations, only the highest one shall apply.

## **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 levels of charges for the use of the port tugs shall be reduced by 25% of the standard charge applied, if tug services are being used for mooring and/or unmooring 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, that come into force 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*

<b><i>Engine Capacity (HP</i></b>	<b><i>EUR/h</i></b>
Under 100	45
From 101 to 200	75
From 201 to 300	85
From 301 to 400	100
From 401 to 500	120
From 501 to 600	150
From 601 to 700	180
From 701 to 1000	200
From 1001 to 1500	300
From 1501 to 2000	350

From 2001 to 2500	420
From 2501 to 3000	470
From 3001 to 3500	500
From 3501 to 4000	550
4000 and more	700

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, that come into force 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*

<b><i>Dumb craft hoisting capacity (t)</i></b>	<b><i>EUR/t /h</i></b>
Under 50	7
From 51-100	11
From 101 - 250	16
From 251 - 500	25
From 501 - 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*

<b>Hoisting capacity of the floating crane (t)</b>	<b><i>Payment EUR/h</i></b>		
	<b>for the floating crane's work</b>		<b>for the crane's shifting</b>
	<b>Without tug</b>	<b>With a tug</b>	
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 fire-watchers 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 removal of polluted ballast water, sewage as well as oil containing water to specially equipped recovery vessels or coastal purification stations within the Port shall be calculated in accordance with the following rates:

59.1. bilge, sewage and oil containing water:

59.1.1. to recovery vessel - 12 EUR per cub. m;

59.1.2. to coastal purification station - 7 EUR per cub. m.

59.2. polluted ballast water:

59.2.1. to recovery vessel - 12 EUR per cub. m;

59.2.2. to coastal purification station - 6 EUR per cub. m.

59.3. water used for tank cleaning:

59.3.1. to recovery vessel - 12 EUR per cub. m;

59.3.2. to coastal purification station - 7 EUR per cub. m.

60. Dry garbage shall be collected in a packaged way at the berth where the ship made fast, at the rate of 20 EUR per cub. m.

61. Charges for garbage and polluted water removal, stipulated in the present chapter, shall be collected from any ships, including the ships exempted from Port Dues.

## **XIV FRESH WATER SUPPLY**

62. The maximum levels of charges for fresh water supply to vessels within the Port 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 crafts - 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 differencies, the disagreement shall be settled in Latvian court pursuant to the procedure, specified by the regulatory enactments.
69. The upper limits of the port fees' and charges' tariffs shall be revised once a year in October 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.120 of 13.11.2007., that come into force on 01.01.2008.)*
70. The present regulations shall be published in the newspaper *Latvijas Vestnesis* and shall come into effect in 45 days since the moment of publication.