

Text consolidated by Valsts valodas centrs (State Language Centre) with amending regulations of:

- 2 August 2011 [shall come into force from 17 August 2011];
- 31 January 2012 [shall come into force from 3 February 2012];
- 1 March 2016 [shall come into force from 4 March 2016];
- 5 July 2016 [shall come into force from 8 July 2016].

If a whole or part of a paragraph has been amended, the date of the amending regulation appears in square brackets at the end of the paragraph. If a whole paragraph or sub-paragraph has been deleted, the date of the deletion appears in square brackets beside the deleted paragraph or sub-paragraph.

Republic of Latvia

Cabinet

Regulation No. 1171

Adopted 21 December 2010

Regulations Regarding the Procedures for Using Latvian Waters and Navigation Regime Therein

*Issued pursuant to
Section 7, Paragraph two of the Maritime Administration and Marine Safety Law and Section
19.¹, Paragraph six, Clause 1 of the Marine Environment Protection and Management Law
[1 March 2016]*

I. General Provisions

1. This Regulation prescribes the procedures for utilisation of Latvian waters, navigation regime therein, also the territories where diving is prohibited and restricted.

[1 March 2016]

2. This Regulation shall be applied to ships, except warships located in Latvian waters.

3. For the purpose of this Regulation:

3.1. dangerous goods are goods conforming to the definition of dangerous goods specified in the Law On the Movement of Dangerous Goods;

3.2. polluting goods are:

3.2.1. oil products defined in Annex I to the International Convention for the Prevention of Pollution from Ships of 1973 and the 1978 Protocol thereto (hereinafter – the MARPOL Convention);

3.2.2. noxious liquid substances defined in Annex II to the MARPOL Convention;

3.2.3. noxious substances defined in Annex III to the MARPOL Convention;

3.3. ship in need of assistance is, without prejudice to the requirements of the International Convention on Maritime Search and Rescue of 1979 concerning the rescue of persons, a ship in a situation that could give rise to its loss or an environmental or navigational hazard.

[2 August 2011]

4. When navigating in Latvian waters, the following insurance documents or documents of another financial security shall be required for a ship (except the case referred to in Section 56.¹, Paragraph six of the Maritime Code):

4.1. regarding insurance of civil legal liability of the ship owner for losses caused by oil pollution (if the ship carries more than 2000 tonnes of oil or oil products);

4.2. regarding insurance of civil legal liability of the ship owner for losses caused by ship fuel pollution (if gross tonnage of the ship exceeds 1000 tonnes);

4.3. regarding insurance of the ship against maritime claims (if gross tonnage of the ship is 300 or more).

[31 January 2012]

5. Ships of gross tonnage 300 and upwards and all passenger ships shall be equipped with the Automatic Identification System (AIS) which meets the technical and performance standards indicated in Chapter V of the International Convention for the Safety of Life at Sea of 1974 (hereinafter – the SOLAS convention), and ensure that Automatic Identification System (AIS) is maintained in operation at all times.

[31 January 2012]

5.¹ Ships to which Regulation 19-1, Chapter V of SOLAS Convention applies, shall be equipped with equipment of the Long Range Identification and Tracking (LRIT) system, which meets the technical and performance standards of Chapter V of the SOLAS Convention, and ensure that Long Range Identification and Tracking (LRIT) system is maintained in operation at all times.

[31 January 2012]

5.² The requirements referred to in Paragraph 5 of this Regulation shall not be applied to passenger ships with a length of less than 15 metres or gross tonnage less than 300, not engaged in international voyages.

[31 January 2012]

6. Cargo ships of 3000 gross tonnage and upwards, built on or after 1 July 2002, ro-ro passenger ships and passenger ships, except passenger ships of Class B, C and D engaged in domestic voyages, shall be fitted with a voyage data recorder (VDR) which meets the technical and performance standards of Chapter V of the SOLAS Convention.

[31 January 2012]

6.¹ Cargo ships of 3000 gross tonnage and upwards, built before 1 July 2002, shall be fitted with a voyage data recorder (VDR) or with a simplified voyage data recorder (S-VDR) which meets the technical and performance standards of Chapter V of the SOLAS Convention.

[31 January 2012]

6.² The ships referred to in Paragraphs 6 and 6.¹ of this Regulation shall ensure that the voyage data recorder (VDR) or the simplified voyage data recorder (S-VDR) is maintained in operation at all times, and if a marine casualty has occurred shall store records of equipment regarding the time of the casualty, as well as ensure access thereto in accordance with the regulatory enactments regarding the procedures for investigating a marine casualty.

[31 January 2012]

II. Restrictions of the Navigation Regime and Provision of Notification

7. Due to maritime safety considerations (including due to military training) the State stock company “Maritime Administration of Latvia” (hereinafter – the Maritime Administration)

may temporarily restrict or prohibit navigation in particular areas of Latvian waters. A public person or a private individual, due to activities of which navigation in particular areas of Latvian waters must be temporarily restricted or prohibited, shall submit an application to the Maritime Administration (Annex 1) and information confirming the necessity of restriction or prohibition. The Maritime Administration shall evaluate the information submitted, compile it, take a relevant decision and in fulfilling the functions of the national coordinator shall:

7.1. promulgate such information in the NAVTEX system (system for the broadcast and automatic receipt of maritime safety information operating on the 518 kHz frequency, using narrow-band direct-printing telegraphy);

7.2. notify such information to the Maritime Rescue and Coordination Centre (MRCC) of the Latvian Naval Flotilla Coast Guard Service of the National Armed Forces in Riga (hereinafter – the Coordination Centre). The Coordination Centre shall include the referred information in the transmission of the maritime safety and navigation information specified in Paragraph 24 of this Regulation in very high frequency band;

7.3. publish such information in the publication “Notices to Mariners” of the subsequent month, if the relevant information regarding danger to safety has been received one month in advance.

[31 January 2012]

8. In accordance with the requirements of Regulation 9, Chapter V of the SOLAS Convention, the Maritime Administration shall publish information regarding navigation regime in Latvian waters in the first issue “Shipping regulations” of the publication “Notices to Mariners” of the current year, including:

- 8.1. regarding general provisions of the navigation regime;
- 8.2. regarding vessel traffic services;
- 8.3. regarding marine casualties;
- 8.4. regarding safety of navigation;
- 8.5. regarding shipping routes and fairways;
- 8.6. regarding anchorage areas;
- 8.7. regarding former mined areas, opened for navigation, explosives dumping grounds and other dangerous areas;
- 8.8. regarding areas, where navigation is temporarily prohibited;
- 8.9. regarding regulatory enactments that determine the navigation regime.

9. In case of alterations to the information indicated in Paragraph 8 of this Regulation, which may affect the safety of navigation, the Maritime Administration shall publish them in the subsequent issue of the publication “Notices to Mariners”.

III. Measures in the Event of Bad Weather

10. If the Coast Guard Service of the Naval Flotilla of the National Armed Forces (hereinafter – the Coast Guard) or the harbour master’s service of the relevant port deems that, in the event of bad weather, there is a serious threat of pollution of Latvian waters or seacoast of Latvia, or that the safety of human life is in danger:

10.1. the relevant service shall, where possible, inform the master of a ship which is in the territorial sea of Latvia or in the aquatorium of the relevant port, and intends to enter or leave that port, of the weather conditions and of the danger they may present to his or her ship, the cargo, the crew and the passengers;

10.2. the relevant service may take, without prejudice to the duty of assistance to ships in distress in accordance with national and international legal acts, any other measures, including a recommendation or a prohibition either for a particular ship or for ships in general

to enter or leave the port in the areas affected by bad weather until it has been established that there is no longer a risk to human life or to the marine environment;

10.3. the relevant services shall take measures to limit as much as possible or, if necessary, prohibit bunkering of ships in Latvian waters.

11. The master of the ship shall inform the ship owner of the measures or recommendations referred to in Sub-paragraphs 10.2 and 10.3 of this Regulation, however, they shall not prejudice the decision of the master on the basis of his or her professional judgment corresponding to the SOLAS Convention. Where the decision taken by the master is not in accordance with the referred to recommendations, he or she shall inform the Coast Guard or the harbour master's service of the relevant port of the reasons for his or her decision.

12. The measures referred to in Paragraph 10 of this Regulation shall be based upon weather forecast provided by the Latvian Environment, Geology and Meteorology Centre.

IV. Measures in the Event of Risks Posed by the Presence of Ice

12.¹ The winter navigation period shall last from 15 December to 15 April.
[31 January 2012]

13. The procedures for winter navigation in ice conditions in Latvian ports and service routes of ports shall be determined by the authorities of the relevant ports in accordance with the provisions of the Law On Ports and of the relevant ports.

14. If the authority of the relevant port considers, in view of ice conditions, that there is a serious threat to human life at sea or to navigation in Latvian waters and coastal area:

14.1. it shall inform the masters of ships which are in the relevant area of the port, as well as entering or leaving port, regarding the ice conditions and the recommended routes;

14.2. it may, without prejudice to the duty of assistance to ships in need of assistance in accordance with national and international legal acts, request that a ship which intends to enter or leave a port or to leave an anchorage area provides documents that ship's hull strength and power requirements correspond to the ice conditions in the area concerned.

15. The Riga Free Port Authority shall, taking into account the actual ice conditions and the potential threat to human life, as well as in order to protect Latvian navigable waters and the coastal area in Irbe Strait and the Gulf of Riga, as much as possible ensure the services of an icebreaker in Irbe Strait and the Gulf of Riga.

16. The measures specified in Paragraph 14 of this Regulation shall be based upon the actual ice conditions and the weather forecast provided by the Latvian Environment, Geology and Meteorology Centre.

V. Measures Relating to Marine Casualties or Incidents

17. The master or owner of a ship navigating in Latvian waters, or an authorised person thereof shall, without delay, inform the Coast Guard and the Coordination Centre regarding:

17.1. any marine casualty or incident, which compromises safety of the ship or poses a threat to safety of navigation;

17.2. any situation liable to lead to pollution of Latvian waters or shore (for example, discharge of dangerous or polluting substances into the sea);

17.3. any slick of polluting substances, as well as containers or packages seen drifting at sea.

18. A report on a marine casualty or incident shall include the following information:
- 18.1. the ship's name and flag;
 - 18.2. the IMO number;
 - 18.3. a description of the casualty;
 - 18.4. the place of the casualty (geographic position of the ship);
 - 18.5. the port of departure and the port of destination;
 - 18.6. the date and time of the casualty;
 - 18.7. the address where information may be obtained on the dangerous and polluting goods carried on board;
 - 18.8. the number of persons on board (crew and passengers);
 - 18.9. the number of the people seriously injured or deceased;
 - 18.10. the consequences of the casualty in relation to individual persons, property, marine or coastal environment;
 - 18.11. data on another ship involved in the casualty (if such information has been ascertained), as well as the information referred to in the International Maritime Organization Resolution A.851(20) entitled "General principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants".

19. Where, following a marine casualty or incident involving a ship in Latvian waters has occurred, the Coast Guard or the harbour master's service of the relevant port deems that it is necessary to avert, lessen or remove a serious and imminent threat to the coastline of Latvia or interests related thereto, the safety of other ships and their crews and passengers or of persons on shore or to protect the marine environment, the relevant service may without delay, but not later than within 24 hours after the marine casualty or incident:

- 19.1. restrict the movement of the ship or direct it to follow a specific course. This requirement does not affect the master's responsibility for the safe handling of his ship;
- 19.2. give official notice to the master of the ship to put an end to the threat to the environment or safety of navigation;
- 19.3. if necessary, send an evaluation team on board the ship to assess the degree of risk, help the master to remedy the situation and keep the Coordination Centre or the vessel traffic service of the relevant port informed thereof;
- 19.4. instruct the master of the ship to proceed to a place of refuge in the event of imminent danger, or, if necessary, cause the ship to be piloted or towed.

19.¹ In the case ship is towed under a towage or salvage agreement, the measures taken by the relevant service in accordance with Sub-paragraphs 19.1 and 19.4 of this Regulation may be also addressed to the assistance, salvage and towage companies involved.

[31 January 2012]

20. The master of a ship to which provisions of the International Safety Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code) are applicable shall inform the shipping company of any marine casualty or incident, and the company shall contact the Coordination Centre or the vessel traffic service of the relevant port. If necessary, the shipping company shall co-operate with the referred to services in issues related to the marine casualty or incident.

VI. Radio Communications and Notification of Marine Safety Information

21. The Coast Guard shall ensure the functioning of the coastal communications network of the Global Maritime Distress and Safety System (GMDSS) within the frequencies specified by the referred to safety system.

22. The Coordination Centre shall carry out the functions of the Maritime Assistance Service (MAS) in accordance with the requirements of the International Maritime Organisation Resolution A.950(23) of 5 December 2003 “Maritime Assistance Services”.

23. Ships shall maintain radio communications within the frequencies specified by the Global Maritime Distress and Safety System and general radio communication frequencies, including ultra-short-wave Channel 16.

24. The Maritime Administration shall prepare and the Coordination Centre shall notify ships of the current marine safety and navigation information on the ultra-short-wave frequency of the radio communications network of the GMDSS. Concurrently with the marine safety and navigation information the Coordination Centre shall notify weather reports and gale warnings prepared by the Latvian Environment, Geology and Meteorology Centre, but during the ice navigation period – also the operational information regarding ice conditions.

VI¹. Transmission of Information concerning Certain Ships

[31 January 2012]

24.¹ The Coast Guard shall notify the relevant competent authority of a European Union Member State, which is located along the planned route of the relevant ship, information regarding the ship (ship’s name, IMO number, call sign, flag state) if:

24.¹ 1. the ship does not have the documents referred to in Paragraph 4 of this Regulation;

24.¹ 2. the ship has not provided the information referred to in Paragraph 17 of this Regulation;

24.¹ 3. the ship has not complied with the procedures specified in the regulatory enactments regarding maritime administration and marine safety in the zone where vessel traffic management systems are operating;

24.¹ 4. pilots or officials of the port authority have, in accordance with the procedures specified in the regulatory enactments regarding port State control, reported that the ship has obvious deficiencies, which might render navigation unsafe or might endanger the marine environment.

24.² The Coast Guard shall notify to the Maritime Administration the information referred to in Paragraph 24.¹ of this Regulation, which has been received from the competent authority of another European Union Member State.

VII. Cargo, Passenger and Supply Operations of Ships

25. Cargo, passenger and supply operations for ships at sea shall be allowed only in anchorage areas specified in the first issue “Shipping regulations” of the current year of the publication “Notices to Mariners”, or in place specified by the harbour master of the relevant port. Such restrictions shall not apply to ship to ship transfer of fish or fish production in the Baltic Sea and the Gulf of Riga.

26. In order to carry out passenger and supply operations (also operations of fuel supply) in anchorage areas located within the boundaries of a port, a permit of the harbour master of the relevant port shall be obtained. The master of the ship shall notify the vessel traffic management service of the port regarding commencement, discontinuation or termination of the announced operations.

27. If a ship to ship cargo transfer operation is intended at sea, the owners, operators, charterers or the agents of the ships involved in the operation shall, not later than 48 hours prior to the planned operation, submit to the harbour master of the nearest port an application of a specific form (Annex 2), which has been co-ordinated among the Coast Guard, the Marine and Inland Waters Administration of the State Environmental Service, the relevant customs authority and the Maritime Safety Department of the Maritime Administration.

[31 January 2012]

28. After co-ordination of the application referred to in Paragraph 27 of this Regulation and prior to the commencement of the cargo transfer operation, the owners, operators, charterers of the ships or the agents thereof shall pay for navigation services according to the tariffs in effect, which have been specified in accordance with the regulatory enactments regarding ports.

29. Before cargo, passenger and supply operations from ship to ship are commenced at sea, inspectors of the Maritime Safety Department of the Maritime Administration have the right to inspect the ships involved according to the port State control.

30. In performing oil product transfer operations, both ships involved in the transfer operation shall fill in a safety checklist in accordance with the requirements of Regulation 41 of Annex I to the MARPOL Convention and comply with the requirements specified in the regulatory enactments regarding maritime administration and marine safety.

[31 January 2012]

31. The Maritime Safety Department of the Maritime Administration, the Coast Guard and the Marine and Inland Waters Administration of the State Environmental Service have the right to appoint inspectors to supervise cargo transfer operations of dangerous and polluting goods on board and who, according to the competence specified in the regulatory enactments regarding maritime administration and marine safety, have the right to suspend cargo transfer operations, if it becomes dangerous due to the weather conditions or the requirements referred to in Paragraph 30 of this Regulation are not complied with.

32. The presence of the representatives of the services referred to in Paragraph 31 of this Regulation on board during the transfer of dangerous and polluting goods shall not relieve the masters of ships, owners, operators or charterers of ships from the responsibility for the safety of the ships involved and the pollution of the marine environment.

VIII. Provision of Places of Refuge for Ships in Need of Assistance

33. If a ship requires a compulsory stop or anchoring in Latvian waters, the master, owner, operator or charterer of the ship or agent thereof shall notify the Coordination Centre about it without delay.

34. The Coordination Centre shall draw up a plan for provision of refuge for ships in need of assistance in Latvian waters. The referred to plan shall include the following information:

34.1. the authorities responsible for receiving and handling alerts;

- 34.2. the competent authority responsible for assessing the situation and taking a decision on acceptance of a ship in the place of refuge selected;
- 34.3. the coastline of Latvia and all elements (including environmental, economic and social factors and natural conditions) facilitating a prior assessment and rapid decision regarding the place of refuge for a ship;
- 34.4. the assessment procedures in order to ascertain whether a ship should be accepted in a place of refuge;
- 34.5. the resources and equipment suitable for assistance, rescue and combating pollution;
- 34.6. procedures for international coordination and decision-making;
- 34.7. the financial guarantee and liability procedures in place for ships accommodated in a place of refuge.

35. The Ministry of Defence, the Ministry of Transport, the Ministry of the Interior and the Ministry of Health shall enter into an interdepartmental agreement regarding provision of places of refuge for ships in need of assistance. The Ministry of Defence shall publish the following information in the newspaper *Latvijas Vēstnesis* [the official Gazette of the Government of Latvia]:

- 35.1. the main technical parameters and contact information of the places of refuge;
- 35.2. a list of tugs, oil collectors and other ships of auxiliary fleet, as well as other technical means and equipment used in rescue operations, the main technical parameters and contact information;
- 35.3. commercial companies of ship repair, which may provide services to a ship in a critical situation, the main technical parameters and contact information thereof;
- 35.4. the main technical parameters and contact information of the technical means at the disposal of the State Fire-fighting and Rescue Service;
- 35.5. the contact information of the State Emergency Medical Service and such medical institutions, the aid of which may be required in relation to the critical situation of the ship;
- 35.6. the authorities responsible for receiving and handling alerts and contact information.

36. The Coordination Centre, on the basis of a preliminary assessment of situation in accordance with the plan referred to in Paragraph 34 of this Regulation, shall take a decision regarding acceptance of a ship in a place of refuge. The Coordination Centre shall ensure granting of a place of refuge (Annex 3) to the ship if it deems that granting of such refuge is the best possible action in order to ensure the protection of human life and the environment.

37. The Coordination Centre shall, upon the request of neighbouring countries, provide them the relevant information included in the plan referred to in Paragraph 34 of this Regulation.

38. In implementing the procedures provided for in the plan referred to in Paragraph 34 of this Regulation, the Coordination Centre shall ensure the availability of the necessary information to the parties involved in the procedures.

39. Upon the request of the Coordination Centre persons who receive information in accordance with Paragraphs 37 and 38 of this Regulation shall observe the confidentiality obligations in relation to the information received.

40. A ship, which due to a critical situation has been granted a place of refuge in Latvian waters, shall pay all expenditure related thereto, including the port fee and the fee for services, as well as for the losses caused to the port, the environment and third persons.

41. The master of the ship, owner or operator of the ship shall be responsible for the safety of the ship, which has been granted a place of refuge in Latvian waters due to a critical situation.

IX. Co-ordination of Research and Retrieval of Ship Wrecks and Other Activities to be Performed in Latvian Waters

42. A person who wishes to perform research of ship wrecks and other property sunken in Latvian waters shall receive a permit of the State Inspection for Heritage Protection. The referred permit, after co-ordination with the Coast Guard, the State Environmental Service and the Maritime Administration, shall be issued for scientific or archaeological purposes only.

42.¹ If the research activities referred to in Paragraph 42 of this Regulation include diving in restricted areas, in addition a relevant permit shall be obtained in accordance with the regulatory enactments regarding the procedures by which a permit for diving in restricted areas of sea is issued to a natural person and procedures by which the State fee shall be paid for the issuance of a permit.

[1 March 2016]

43. In order to receive the co-ordination specified in the regulatory enactments regarding maritime administration and marine safety for retrieval of property sunken in Latvian waters, the owner of the sunken property, another public person or private individual who has the right to handle the relevant property shall submit the following information to the Maritime Administration:

43.1. the coordinates of the location of the sunken property;

43.2. the type of research or retrieval work and the mechanical or technical auxiliary facilities or ships involved therein.

44. The information indicated in Paragraph 43 of this Regulation shall be submitted to the Maritime Administration also if it is necessary to co-ordinate other activities exercised in Latvian waters, if it is requested by the regulatory enactment regarding the protection and management of the marine environment.

45. The Maritime Administration shall record ship wrecks dangerous for navigation, marking their location in nautical charts.

IX¹. Territories where Diving is Restricted and Prohibited

[1 March 2016]

45.¹ The territories where diving is prohibited are specified in Annex 4 to this Regulation.

45.² The territories where diving is restricted are specified in Annex 5 to this Regulation.

IX². Traffic and Safety

[5 July 2016]

45.³ The requirements of this Chapter shall apply to the traffic in marine waters.

45.⁴ It is prohibited to use unregistered ship in the maritime traffic regardless of which State's nationality markings it uses, except when the ship shall not be registered or a voluntary

registration is intended in accordance with the requirements of the laws and regulations of the relevant State.

45.⁵ The ship used for the performance of duties of the State service shall be labelled and in so far as it does not burden the performance of the duties of the service – equipped with permanently installed beacons, also a raised flag of the State.

45.⁶ The navigator of the recreational craft has an obligation to:

45.⁶ 1. ensure that the number of life jackets on board the recreational craft corresponds to the number of persons on board the recreational craft;

45.⁶ 2. ensure that the persons under the age of 12 are wearing life jackets of relevant size during the carriage;

45.⁶ 3. stop the ship at the request of the competent authority, also to present the documents certifying the qualification and recreational craft registration.

45.⁷ The navigator of the recreational craft is prohibited from:

45.⁷ 1. navigating in bathing areas waters and in their vicinity and endangering the safety of swimmers;

45.⁷ 2. navigating the recreational craft:

45.⁷ 2.1. if the alcohol concentration in the blood exceeds 0.5 per mil;

45.⁷ 2.2. under the influence of narcotic, psychotropic, toxic or other intoxicating substances or also medicaments that reduce the speed of reaction and attention;

45.⁷ 2.3. being sick or tired to the extent that it may influence the navigator's ability to work and water traffic safety;

45.⁷ 3. using alcoholic beverages, narcotic, psychotropic or other intoxicating substances following the marine casualty, also following the halting of the recreational craft at the request of the competent authority until the test that establishes the influence of alcoholic beverages or narcotic, psychotropic or other intoxicating substances, or until release from such a test;

45.⁷ 4. utilising the recreational craft which is not in running order or is not equipped with the necessary equipment and life-saving appliances as specified in regulatory enactments regarding traffic of vessels in inland waters and regulatory enactments regarding the safety of recreational craft;

45.⁷ 5. utilising a registered recreational craft without present and valid documents that certify the registration;

45.⁷ 6. navigating the recreational craft without valid document that certifies the navigator's qualification in accordance with the requirements of navigator's qualification specified in regulatory enactments regarding traffic of vessels in inland waters;

45.⁷ 7. navigating the recreational craft if no relevant qualification for handling the vessel has been obtained;

45.⁷ 8. exceeding the cargo capacity of the recreational craft or the allowed number of people to be carried on board.

45.⁸ A person when riding a personal watercraft, sailing a surfboard, water skiing or doing other similar water sports, shall wear a life jacket.

X. Closing Provision

46. Cabinet Regulation No. 508 of 12 July 2005, Procedures for the Use of Latvian Waters and the Shipping Regime Thereof (*Latvijas Vēstnesis*, 2005, No. 111; 2008, No. 72), is repealed.

Informative Reference to the European Union Directives

[31 January 2012]

This Regulation contains legal norms arising from:

1) Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC;

2) Directive 2009/17/EC of the European Parliament and of the Council of 23 April 2009 amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system; and

3) Directive 2011/15/EC of the European Parliament and of the Council of 23 February 2011 amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system.

Prime Minister, Minister for Regional Development
and Local Government

V. Dombrovskis

Acting for the Minister for Transport,
Minister for Education and Science

R. Broks

APPLICATION
for Restriction or Prohibition of the Navigation Regime

1. Information regarding the applicant:

1.1. name of the economic operator/given name, surname
of the natural person _____

1.2. registration number/personal identity number _____

1.3. legal address/address of the declared place of
residence _____

1.4. telephone number _____

1.5. fax number _____

1.6. e-mail address _____

2. I request, due to _____

(the type of activities to be performed)

to temporarily restrict or prohibit navigation (underline as appropriate) in sea aquatorium
because of maritime safety considerations

(the location of activities to be performed in WGS 84 coordinates)

3. It is planned to perform the activities _____

(from dd.mm.yyyy until dd.mm.yyyy)

4. In activities will be involved _____

(ship's name and call sign,

IMO number, MMSI number*)

5. Communications to be
used during activities _____

(radio communication channels, other types of communication)

6. Additional restrictions
or conditions _____

7. Appended to the application

8. Applicant

(given name, surname, signature of the representative of economic operator or natural person)

9. Date _____

Notes.

1. * Nine digit ship radio station identification number (MMSI number).
2. The application and the documents to be appended thereto or their copies shall be submitted in a paper or electronic document form in accordance with the regulatory enactments regarding the drawing up of electronic documents.

IESNIEGUMS
kravu pārkraušanas operācijām no kuģa uz kuģi
Application for Ship to Ship Cargo Transfer Operation

Izkraujamais kuģis _____
Discharging Ship (kuģa vārds, karogs, izsaukuma signāls, *IMO* numurs, paredzamais
pienākšanas laiks/
name, flag, call sign, IMO Number and estimated time of arrival)

Iekraujamais kuģis _____
Loading Ship (kuģa vārds, karogs, izsaukuma signāls, *IMO* numurs, paredzamais
pienākšanas laiks/
name, flag, call sign, IMO Number and estimated time of arrival)

Operāciju uzsākšanas datums, laiks un vietas
koordinātas (WGS 84) _____
Date, time and geographical location (WGS 84)
at the commencement of the planned operations

Kraušanas operācijas tiks veiktas, kuģiem stāvot uz enkura vai esot gaitā (vajadzīgo pasvītrot)
Cargo operations are to be conducted at anchor or underway (underline as appropriate)

Precīzs kravas nosaukums un daudzums (t) _____
Type of cargo and quantity (t)

Plānotais kravas operāciju ilgums _____
Planned duration of the cargo operations

Kravas operāciju servisa nodrošinātājs/
uzraugošā persona un tās kontaktinformācija _____
Cargo operation service provider or person in
overall advisory control, contact information

| |
|---|
| Naftas tankkuģiem – apstiprinājums, ka uz kuģiem ir <i>MARPOL</i> konvencijai atbilstošs plāns kravu pārkraušanas operācijām no kuģa uz kuģi (Jā/Nē) <i>For oil tankers confirmation that ship to ship operations Plan meeting the</i> <i>requirements of MARPOL are on board (Yes/No)</i> |
|---|

Iesnieguma iesniedzēja vārds, uzvārds, _____
amats, paraksts, _____
kontaktinformācija _____
Name, position and signature and contact
details of applicant

**Kravu pārkraušana no kuģa uz kuģi saskaņota ar:
*Ship to ship cargo transfer operation approved by:***

- Krasta apsardzi

Coast Guard

(vārds, uzvārds, amats, paraksts, datums/*Name, position, signature, date*)

- Valsts vides dienestu

State Environmental Service

(vārds, uzvārds, amats, paraksts, datums/*Name, position, signature, date*)

- Muitu

Customs

(vārds, uzvārds, amats, paraksts, datums/*Name, position, signature, date*)

- Latvijas Jūras administrāciju

Maritime Administration of Latvia

(vārds, uzvārds, amats, paraksts, datums/*Name, position, signature, date*)

- Ostas kapteini

Harbour Master

(vārds, uzvārds, amats, paraksts, datums/*Name, position, signature, date*)

Places of Refuge in Latvian Waters

| No. | Name and responsible authority of the place of refuge | Geographical coordinates | Main restrictions of the place of refuge | | |
|-----|--|--------------------------|--|-----------------------------|--------------------------------------|
| | | | maximum draught, length of ships | unfavourable wind direction | distance from densely populated area |
| 1. | Port of Liepaja Liepaja Port Authority | 56° 32' N 20° 59' E | Berth No. 43 9.5–200 m | W | 0.3–1.0 km |
| 2. | Liepaja anchorage area L3 Liepaja Port Authority | 56° 32' N 20° 46' E | 18 m | S–W–N | 15 km |
| 3. | Port of Riga Riga Freeport Authority | 57° 03' N 24° 04' E | Berth ZO14 5.6–105 m | NW (in entrance) | 0.5 km |
| 4. | Anchorage area of the Port of Riga Riga Freeport Authority | 57° 07' N 23° 52' E | 25 m In Irbe Strait 15 m | NW–NE | 11.0 km |
| 5. | Port of Ventspils Ventspils Free Port Authority | 57° 24' N 21° 32' E | Berth No. 37 12.5–200 m | N–NW | 0.3 km |
| 6. | Anchorage area of the port of Ventspils V2 Ventspils Free Port Authority | 57° 31' N 21° 22' E | 20 m | S–W–N | 16.0 km |
| 7. | Anchorage “The Lee of Kolka” Coast Guard (Shall not be provided in case of leakage of oil) | 57° 42' N 22° 45' E | 30 m In Irbe Strait 15 m | NE–E–SE | 40.0 km |

Note.

The MRCC shall determine a specific place of refuge on the basis of the information received, comprehensive analysis of the situation and risk assessment.

Acting for the Minister for Transport,
Minister for Education and Science

R. Broks

The Areas where Diving is Prohibited

[1 March 2016]

Prohibited area No. 1:

| No. | WGS-84 | |
|-----|---------------|---------------|
| | Width | Length |
| 1. | 57° 15.000' N | 21° 13.200' E |
| 2. | 57° 15.000' N | 21° 18.700' E |
| 3. | 57° 12.000' N | 21° 18.700' E |
| 4. | 57° 12.991' N | 21° 13.057' E |
| 5. | 57° 13.770' N | 21° 12.436' E |

Prohibited area No. 2:

| | | |
|--|---------------|---------------|
| 1. | 56° 34.220' N | 20° 58.274' E |
| 2. | 56° 34.220' N | 21° 00.383' E |
| The border is along the shoreline of the sea | | |
| 3. | 56° 33.465' N | 20° 59.972' E |
| 4. | 56° 33.231' N | 20° 58.274' E |

Prohibited area No. 3:

| | | |
|----|---------------|---------------|
| 1. | 56° 27.750' N | 20° 38.000' E |
| 2. | 56° 27.750' N | 20° 43.200' E |
| 3. | 56° 24.800' N | 20° 43.200' E |
| 4. | 56° 24.800' N | 20° 38.000' E |

Prohibited area No. 4:

| | | |
|----|---------------|---------------|
| 1. | 56° 27.194' N | 20° 54.170' E |
| 2. | 56° 27.194' N | 20° 55.978' E |
| 3. | 56° 26.194' N | 20° 55.978' E |
| 4. | 56° 26.194' N | 20° 54.170' E |

Prohibited area No. 5:

| | | |
|----|---------------|---------------|
| 1. | 56° 33.710' N | 20° 40.240' E |
| 2. | 56° 33.710' N | 20° 42.030' E |
| 3. | 56° 32.710' N | 20° 42.030' E |
| 4. | 56° 32.710' N | 20° 40.240' E |



The Areas where Diving is Restricted

[1 March 2016]

Restricted area No. 1:

| No. | WGS-84 | |
|-----|---------------|---------------|
| | Width | Length |
| 1. | 56° 50.989' N | 20° 59.166' E |
| 2. | 56° 50.719' N | 21° 01.092' E |
| 3. | 56° 49.587' N | 21° 01.372' E |
| 4. | 56° 49.069' N | 20° 59.353' E |
| 5. | 56° 50.000' N | 20° 57.933' E |

Restricted area No. 2:

| | | |
|----|---------------|---------------|
| 1. | 56° 54.690' N | 21° 08.413' E |
| 2. | 56° 53.960' N | 21° 10.170' E |
| 3. | 56° 52.839' N | 21° 09.363' E |
| 4. | 56° 52.971' N | 21° 07.151' E |
| 5. | 56° 54.122' N | 21° 06.768' E |

Restricted area No. 3:

| | | |
|--|---------------|---------------|
| 1. | 56° 57.696' N | 21° 16.067' E |
| 2. | 56° 57.222' N | 21° 17.381' E |
| The border is along the shoreline of the sea | | |
| 3. | 56° 55.690' N | 21° 15.620' E |
| 4. | 56° 56.271' N | 21° 14.144' E |
| 5. | 56° 57.251' N | 21° 14.294' E |

Restricted area No. 4:

| | | |
|--|---------------|---------------|
| 1. | 57° 02.861' N | 21° 23.587' E |
| 2. | 57° 02.787' N | 21° 24.458' E |
| The border is along the shoreline of the sea | | |

| | | |
|----|---------------|---------------|
| 3. | 56° 59.141' N | 21° 21.301' E |
| 4. | 56° 59.687' N | 21° 20.340' E |
| 5. | 57° 00.495' N | 21° 20.400' E |
| 6. | 57° 02.514' N | 21° 22.356' E |

Restricted area No. 5:

| | | |
|--|---------------|---------------|
| 1. | 57° 05.073' N | 21° 25.069' E |
| The border is along the shoreline of the sea | | |
| 2. | 57° 03.091' N | 21° 24.647' E |
| 3. | 57° 03.440' N | 21° 23.400' E |
| 4. | 57° 04.278' N | 21° 22.997' E |
| 5. | 57° 04.940' N | 21° 23.847' E |

Restricted area No. 6:

| | | |
|----|---------------|---------------|
| 1. | 57° 20.664' N | 21° 17.406' E |
| 2. | 57° 20.391' N | 21° 18.969' E |
| 3. | 57° 19.725' N | 21° 19.530' E |
| 4. | 57° 18.954' N | 21° 19.026' E |
| 5. | 57° 18.241' N | 21° 15.809' E |
| 6. | 57° 18.568' N | 21° 14.127' E |
| 7. | 57° 19.484' N | 21° 13.731' E |
| 8. | 57° 20.091' N | 21° 14.591' E |

Restricted area No. 7:

| | | |
|----|---------------|---------------|
| 1. | 57° 26.175' N | 21° 19.363' E |
| 2. | 57° 25.498' N | 21° 21.116' E |
| 3. | 57° 24.347' N | 21° 20.391' E |
| 4. | 57° 24.471' N | 21° 18.055' E |
| 5. | 57° 25.676' N | 21° 17.760' E |

Restricted area No. 8:

| | | |
|----|---------------|---------------|
| 1. | 57° 29.533' N | 21° 16.914' E |
| 2. | 57° 28.795' N | 21° 18.583' E |
| 3. | 57° 27.672' N | 21° 17.719' E |
| 4. | 57° 27.831' N | 21° 15.483' E |

| | | |
|----|---------------|---------------|
| 5. | 57° 28.984' N | 21° 15.136' E |
|----|---------------|---------------|

Restricted area No. 9:

| | | |
|----|---------------|---------------|
| 1. | 57° 32.844' N | 21° 16.129' E |
| 2. | 57° 32.753' N | 21° 17.629' E |
| 3. | 57° 32.029' N | 21° 18.491' E |
| 4. | 57° 31.167' N | 21° 18.229' E |
| 5. | 57° 30.680' N | 21° 17.177' E |
| 6. | 57° 30.795' N | 21° 15.550' E |
| 7. | 57° 31.366' N | 21° 14.788' E |
| 8. | 57° 32.286' N | 21° 14.953' E |

Restricted area No. 10:

| | | |
|----|---------------|---------------|
| 1. | 57° 39.803' N | 21° 30.547' E |
| 2. | 57° 39.035' N | 21° 32.358' E |
| 3. | 57° 37.926' N | 21° 31.427' E |
| 4. | 57° 38.091' N | 21° 29.246' E |
| 5. | 57° 39.274' N | 21° 28.904' E |

Restricted area No. 11:

| | | |
|----|---------------|---------------|
| 1. | 57° 43.559' N | 21° 55.462' E |
| 2. | 57° 42.853' N | 21° 57.200' E |
| 3. | 57° 41.857' N | 21° 56.735' E |
| 4. | 57° 41.710' N | 21° 54.449' E |
| 5. | 57° 42.744' N | 21° 53.582' E |

Restricted area No. 12:

| | | |
|--|---------------|---------------|
| 1. | 57° 42.348' N | 22° 06.349' E |
| 2. | 57° 42.375' N | 22° 08.293' E |
| 3. | 57° 40.583' N | 22° 11.129' E |
| 4. | 57° 39.912' N | 22° 11.649' E |
| 5. | 57° 39.294' N | 22° 11.298' E |
| The border is along the shoreline of the sea | | |
| 6. | 57° 38.505' N | 22° 08.338' E |
| 7. | 57° 39.089' N | 22° 07.415' E |

| | | |
|----|---------------|---------------|
| 8. | 57° 41.336' N | 22° 05.525' E |
|----|---------------|---------------|

Restricted area No. 13:

| | | |
|----|---------------|---------------|
| 1. | 57° 50.494' N | 22° 41.000' E |
| 2. | 57° 49.810' N | 22° 42.311' E |
| 3. | 57° 48.872' N | 22° 41.922' E |
| 4. | 57° 47.231' N | 22° 38.791' E |
| 5. | 57° 47.243' N | 22° 37.096' E |
| 6. | 57° 47.996' N | 22° 36.111' E |
| 7. | 57° 48.749' N | 22° 36.504' E |
| 8. | 57° 50.224' N | 22° 39.171' E |

Restricted area No. 14:

| | | |
|--|---------------|---------------|
| 1. | 57° 45.933' N | 22° 35.608' E |
| 2. | 57° 45.750' N | 22° 37.103' E |
| 3. | 57° 45.127' N | 22° 37.865' E |
| 4. | 57° 44.433' N | 22° 37.650' E |
| 5. | 57° 43.979' N | 22° 36.586' E |
| 6. | 57° 44.037' N | 22° 35.221' E |
| The border is along the shoreline of the sea | | |
| 7. | 57° 45.373' N | 22° 34.282' E |

Restricted area No. 15:

| | | |
|--|---------------|---------------|
| 1. | 57° 21.275' N | 23° 08.659' E |
| 2. | 57° 20.625' N | 23° 10.560' E |
| 3. | 57° 19.548' N | 23° 10.081' E |
| 4. | 57° 19.309' N | 23° 08.413' E |
| The border is along the shoreline of the sea | | |
| 5. | 57° 21.052' N | 23° 07.655' E |

Restricted area No. 16:

| | | |
|----|---------------|---------------|
| 1. | 57° 11.464' N | 24° 14.422' E |
| 2. | 57° 10.743' N | 24° 16.187' E |
| 3. | 57° 09.627' N | 24° 15.349' E |
| 4. | 57° 09.743' N | 24° 13.123' E |

| | | |
|----|---------------|---------------|
| 5. | 57° 10.946' N | 24° 12.757' E |
|----|---------------|---------------|

Restricted area No. 17:

| | | |
|----|---------------|---------------|
| 1. | 57° 17.554' N | 24° 21.854' E |
| 2. | 57° 17.400' N | 24° 23.703' E |
| 3. | 57° 16.594' N | 24° 24.379' E |
| 4. | 57° 14.695' N | 24° 23.612' E |
| 5. | 57° 14.155' N | 24° 22.287' E |
| 6. | 57° 14.431' N | 24° 20.658' E |
| 7. | 57° 15.159' N | 24° 20.119' E |
| 8. | 57° 16.910' N | 24° 20.771' E |

Restricted area No. 18:

| | | |
|----|---------------|---------------|
| 1. | 57° 19.990' N | 24° 22.508' E |
| 2. | 57° 19.201' N | 24° 24.007' E |
| 3. | 57° 18.111' N | 24° 23.013' E |
| 4. | 57° 18.366' N | 24° 20.782' E |
| 5. | 57° 19.421' N | 24° 20.519' E |

Restricted area No. 19:

| | | |
|----|---------------|---------------|
| 1. | 57° 28.733' N | 24° 21.286' E |
| 2. | 57° 28.026' N | 24° 23.029' E |
| 3. | 57° 26.902' N | 24° 22.279' E |
| 4. | 57° 27.006' N | 24° 19.992' E |
| 5. | 57° 28.233' N | 24° 19.652' E |

Restricted area No. 20:

| | | |
|----|---------------|---------------|
| 1. | 57° 39.111' N | 24° 20.493' E |
| 2. | 57° 38.420' N | 24° 22.256' E |
| 3. | 57° 37.289' N | 24° 21.536' E |
| 4. | 57° 37.401' N | 24° 19.180' E |
| 5. | 57° 38.604' N | 24° 18.866' E |

Restricted area No. 21:

| | | |
|----|---------------|---------------|
| 1. | 57° 41.921' N | 24° 19.288' E |
|----|---------------|---------------|

| | | |
|----|---------------|---------------|
| 2. | 57° 41.167' N | 24° 21.095' E |
| 3. | 57° 40.054' N | 24° 20.207' E |
| 4. | 57° 40.281' N | 24° 17.862' E |
| 5. | 57° 41.279' N | 24° 17.548' E |

Restricted area No. 22:

| | | |
|----|---------------|---------------|
| 1. | 57° 46.282' N | 24° 18.715' E |
| 2. | 57° 45.573' N | 24° 20.461' E |
| 3. | 57° 44.452' N | 24° 19.681' E |
| 4. | 57° 44.554' N | 24° 17.380' E |
| 5. | 57° 45.697' N | 24° 16.950' E |

