

Laws and Regulations

Freeport of Riga Regulations

[Annex No.1 The Freeport of Riga Regulations](#)

Riga City Council

Binding Regulations No.255 of May 2, 2017 (Minutes No.91, par.14)

The Freeport of Riga Regulations

Issued in accordance with the first part
of Section 6 of the Law on Ports

1. General Part

1. The binding regulations (hereinafter – Regulations) stipulate the internal procedures and requirements of navigation safety at the Freeport of Riga (hereinafter –Freeport).
2. The Freeport territory is managed by the Freeport of Riga Authority (hereinafter - Authority).
3. Vessel traffic operational management and navigation safety control at the Freeport is provided by the Harbour Master in accordance with the Maritime Administration and Marine Safety Law, the Law on Ports and provisions of the navigation safety laws and regulations.
4. The rules are mandatory for all legal and natural persons operating or staying at the Freeport, and their implementation is supervised by the Authority.

2. Abbreviations and terms that are used in the present Regulations

5. Abbreviations that are used in the present Regulations:

- 5.1. BSRP – Bolderaja ship repair plant;
- 5.2. GT – vessel gross tonnage;
- 5.3. COLREG convention - the 1972 Convention on the International Regulations for Preventing Collisions;
- 5.4. Helsinki Convention - 1992 Convention on the Protection of the Marine Environment of the Baltic Sea Area;
- 5.5. IALA - International Marine Aids to Navigation and Lighthouse Administration Association;

- 5.6. IMDG Code - International Maritime Dangerous Goods Code;
 - 5.7. IMO - the International Maritime Organization;
 - 5.8. INF Code - The International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships;
 - 5.9. ISGOTT - International Safety Guide for Oil Tankers and Terminals;
 - 5:10. ISPS Code - International Ship and Port Facility Security Code;
 - 5.11. LOA - the vessel's greatest length in meters;
 - 5.12. MARPOL - International Convention for the Prevention of Pollution from Ships, 1973, and its Protocol of 1978;
 - 5:13. FBTOR - Freeport berth technical operating regulations;
 - 5:14. FVS - Food and Veterinary Service;
 - 5:15. RSY - Riga Shipyard;
 - 5.16. SIGTTO - Liquefied Gas Handling Principles on Ships and in Terminals issued by the Society of International Gas Tanker and Terminal Operators (SIGTTO);
 - 5.17. SOLAS CONVENTION - International Convention for the Safety of Life at Sea (SOLAS), 1974, and its Protocol of 1988;
 - 5.18. National SSN system - Vessel Traffic Monitoring and Information Data Exchange System in accordance with the laws and regulations on the Procedure for providing network operation in the framework of the Vessel Traffic Monitoring and Information Data Exchange System;
 - 5:19. VHF - Very high frequency;
 - 5:20. SFRS - State Fire and Rescue Service;
 - 5:21. SES - State Environmental Service.
6. Terms that are used in the present Regulations:
- 6.1. the port water area comprises the Daugava River and all the other water basins within the boundaries of the port as well as the outer roads confined by a straight line between the coordinates $\varphi=57^{\circ}07.0$ N; $\lambda=23^{\circ}53.0$ E and $\varphi=57^{\circ}07.0$ N; $\lambda=24^{\circ}05.0$ E and lines to the South along the meridians from the mentioned coordinates up to the coastline;
 - 6.2. main shipping fairways:
 - 6.2.1. entry channel to the mouth of the river (Daugava) from the reception buoy "B" and the channel in the Daugava River up to the Vanshu bridge (the main shipping fairway);
 - 6.2.2. Milgravis Channel;

6.2.3. Sarkandaugava Channel;

6.3. fairway – an artificially created, adequately equipped with aids to navigation (buoys, lead lines) channel in the port water area and entry roads, for the safe use by marine vessels;

6.4. off side of a vessel – the side of a vessel opposite to the moored side;

6.5. vessel approach channel - a water area between the main shipping fairway and a berth, required for navigation, ship maneuvers, mooring and unmooring operations;

6.6. vessel mooring lane at berth - at least 35 m wide water area lane, in compliance with FBTOR;

6.7. berth operator - the berth owner, lessee or operator, engaged in economic activities at the berth or other berth operations;

6.8. Harbour supervisor – the Authority employee who controls implementation of all formalities (notifications), related to the vessel's arrival and departure, via SSN system;

6.9. Vessel Traffic Service Center (hereinafter – VTSC) – the place, from which vessel traffic within the Port water area and its approaches is managed, the center is equipped with the necessary equipment, means of communication and staffed with the relevantly certified personnel;

6.10. VTSC operator – a suitably qualified and certified Authority employee, which controls and monitors vessel traffic at the Port and issues instructions to traffic participants;

6.11. pilot – a duly qualified and certified Authority employee, which provides pilot services at the port;

6.12. small ship - any vessel, including the one which is intended for sports and recreation purposes (recreation vessel, cutter, boat, sailboat, etc.) under 24 m in length;

6.13. Harbour craft – an icebreaker, a tug, a floating crane, a bunkering vessel, a sewage, bilge water and waste collector, a diving boat and other vessels, which on a legal basis provide certain services at the port;

6.14. inland waterway vessel - a vessel which is intended for inland waters navigation, except for small ships;

6.15. ship agent - a person, which is engaged in ship agency in accordance with the Fourth part of the Maritime Code Article 112, and performs functions, stipulated by the legislation on the port formalities in the capacity of the SSN system authorized user;

6.16. Certificate of Exemption from Pilotage – a certificate issued by the Harbour Master to the vessel Master in accordance with the laws and regulations on pilotage;

6.17. permit for shipping in the port water area – a Harbour Master's permit issued to the Harbour craft Masters, shift Masters for shipping at the harbour;

6.18. dangerous and polluting cargo - dangerous and polluting cargo in compliance with provisions of the Maritime Administration and Marine Safety Law and legislation on hazardous and polluting cargo handling in ports, as well as empty

containers, which previously contained dangerous goods;

6.19. maximum draft - the maximum authorized vessel draft in meters at the "0" water level, which is measured in compliance with the Baltic height system BAS-77;

6.20. berth free part for mooring - part of the berth, which is designed for the vessel mooring and is free from any obstacles (vessels, advanced over the cordon line items, other vessels' mooring ropes, etc.);

6.21. dredgers - all types of vessels and floating technical devices used for port water area dredging.

3. Land of the Port and the Port Water Area Boundaries

7. The Freeport area consists of the land area part and the inland waters' part in accordance with the provisions of the Law on Ports. The Freeport boundaries are specified in the laws and regulations on the Freeport borders.

8. The use of the Freeport or part thereof for defense purposes shall be regulated by laws regarding the use of the port for defense purposes.

4. Harbour Master

9. The Harbour Master is the official of the Authority, which in accordance with the Law on Ports, Maritime Administration and Marine Safety Law, other laws and regulations governing the Harbour Master competence, shall organize and monitor vessel traffic within the port limits and approaches thereto, perform functions of control over the safety of navigation with respect to vessel traffic within the port, the port water area, shipping fairways, berths and terminals

10. The Harbour Master organizes and manages operation of the Harbour Master Service.

11. The Harbour Master's orders related to maritime safety and human rescue within the port water area, including the procedures for winter navigation in ice, are compulsory for all vessels, organizations, commercial companies, as well as other legal and natural persons. In the present Section, the order challenge or appeal shall not suspend its execution.

12. The Harbour Master is entitled to take operational decisions in emergency situations in regards of the vessel, if there is a danger for ships, people, the environment, the port facility or another vessel. The operating costs, related to the relevant activities, shall be covered by the shipowner.

13. Provided there has been an accident at the port or at its approaches the Harbour Master shall notify the National Armed Forces Navy Flotilla Coast Guard (hereinafter - the Coast Guard), the Transport Accident and Incident Investigation Bureau and the State Joint Stock Company "Latvian Maritime Administration" (hereinafter - Latvian Maritime Administration) , but in case of pollution – shall notify the SES and shall immediately initiate an investigation of the accident and the necessary evidence and document collection.

14. The Harbour Master on the basis of the information, provided by an Authority employee or another person, shall notify Latvian Maritime Administration Maritime Safety Inspectorate of the vessel, which may endanger the safety of navigation or the environment.

15. The vessel detention and release shall be carried out by the Harbour Master in accordance with the Maritime Administration and Marine Safety Law, Maritime Code and relevant legislation on Port State Control procedures.

16. The Harbour Master can detain a vessel for up to 72 hours in case the relevant vessel is involved in the accident at sea and has caused damage to the port property or caused pollution, if the efficient receipt of the ruling of the Court as regards the ship arrest is not possible.

17. The person requesting detention or arrest of a vessel shall be held liable for any losses incurred, if the detention or arrest proves to be unjustified.

5. Shipping Fairways and Data on Berths

18. All fairway navigation technical aids at the port shall comply with IALA system established for the "A" region.

19. The Harbour Master shall determine the type of stationary navigation signs' operation and floating navigational aids placement.

20. Operation of navigational technical aids is provided by the merchants, who have entered the contract with the Authority in regards of commercial activities at the port.

21. The merchants, who have entered the contract with the Authority in regards of commercial activities at the port, shall provide the Harbour Master with depth measurement information relating to the safety of navigation at the port

22. The Harbour Master in compliance with the provisions of Annex 1 to the present Regulations shall establish the maximum permissible particulars of vessels (ship draft, length and width) within the port fairways, in specific port areas, at berths as well as define berth specialization, and the Authority shall publish this information on the Freeport' s Web site at www.rop.lv.

23. Depending on the fluctuations in the water level in the River Daugava, or due to any other circumstances, the Harbour Master may determine vessel draft, which differs from the one set in c.22 of the present Regulations.

6. Vessel Traffic in the Port Water Area

6.1. Procedure for Providing Information on the Vessel's Arrival and Departure from the Port

24. Formalities related to the vessel's arrival to the port and departure from the port as well as the requirements related to the registration of passengers of a passenger ship shall be arranged in compliance with the provisions of the laws and regulations on port formalities.

25. The Freeport Harbour Master Service shall control compliance of the SSN information with the laws and regulations on the port formalities.

26. While the vessel is entering or leaving the port, crossing VTSC area border in the radius of 10 nautical miles in the sector 270°-020° from Daugavgriva lighthouse ($\varphi=57^{\circ}03'57$ N; $\lambda=024^{\circ}01'30$ E), the vessel Master shall notify the VTSC thereof using VHF Channel 9 or 16.

(call sign "Satiksme" or "Riga Traffic").

27. The Harbour Supervisor may require from the ship agent to submit the following documents:

27.1. vessel's Tonnage Certificate;

27.2. insurance or other financial security certificate for civil liability for losses sustained to oil product pollution;

27.3. ship's classification (class) certificate;

27.4. Passenger Ship Safety Certificate;

27.5. yacht registration certificate;

28. If necessary, the Harbour Supervisor is entitled to require the submission of other documents, stipulated by international regulatory legislation or by the flag State laws and regulations.

29. A vessel is allowed entry or exit from the port only after the relevant control authorities have registered the issuance of such a permit in the SSN system. If the vessel is exempted from the obligation to use the SSN system in compliance with the provisions of the laws and regulations on the port formalities, such a permit shall be issued by the Harbour Supervisor, coordinating his/her activities with the national authorities.

30. For a vessel to leave the port for the performance trial, the following documents shall be submitted to the Harbour Supervisor:

30.1. a ship's agent or Master's application;

30.2. an authorisation for the performance trial issued by the ship classification society or the Latvian Maritime Administration Maritime Safety Inspectorate;

30.3. a crew list in compliance with the requirements of the Certificate of Minimum Crew Manning;

30.4. a list of the repair enterprise employees and specialists.

31. An outgoing vessel may be exempted from clearing formalities related to leaving the port after submitting to the Harbour Supervisor only lists of the vessel crew and passengers on board the vessel in cases where assistance to ships and lives in distress is required or upon standing orders from the Harbour Master due to critical circumstances.

32. Should a vessel depart from the port without the VTSC permission, the Coast Guard should be notified about it. The Coast Guard shall take measures to detain the ship and ensure its return to port in compliance with the procedures, prescribed by the applicable laws and regulations.

33. Oil tankers carrying more than 2 000 tons of oil bulk with no valid certificate, specified by the International Convention on Civil Liability for Oil Pollution Damage, attesting that insurance or other financial security is in force in accordance with the provisions of this Convention, as well as any vessel with GT 1000 and more without insurance or other financial security certificate on Civil Liability for Bunker Oil Pollution caused by damage or loss, as required by the 2001

International Convention on Civil Liability for Bunker Oil Pollution Damage, shall be prohibited from entering into, or departing from, the port.

6.2. Communications within the Port

34. The harbor craft tankers (bunkering tankers), with GT greater than 150, shall be equipped with Class A automatic identification system (AIS).
35. VHF Channel 9 shall be used for traffic organization. Within the port VHF Channel 9 may be used only for the vessel traffic monitoring and for calling a vessel. VHF Channel 78 shall be used by the VTS when one vessel is involved.
36. VHF Channel 67 shall be used by pilots.
37. VHF Channel 14 is a VTSC reserve channel.
38. For connections with tugboats the pilot shall use free VHF Channel (11, 14, 67) upon coordination with the tug Master.
39. All vessels shall ensure radio communication on VHF Channels 9 and 16; small vessels equipped with VHF radio, as far as practicable, shall ensure radio communication via VHF Channel 9.
40. The pilot shall choose free VHF Channel (11, 14, 67) for communicating with the person at berth, which is responsible for the readiness to receive the vessel and for specifying the exact mooring place.
41. The port and the city's services contact information shall be approved by the Authority and published in the Authority's Web site at www.rop.lv. These details upon request are provided by the VTSC operator.

6.3. Services Provided by Pilots and the VTSC

42. A Pilot shall inform the Master of a vessel entering the port or leaving it, as well as navigating within the port, about the vessel traffic at the port, special maneuvering conditions at the port, the recommended number of tugboats and their capacities, specific details of mooring or unmooring operations and other navigation safety issues.
43. Vessels with a maximum length exceeding 50 meters and more, as well as tankers and passenger ships, irrespective of their length, shall be subject to compulsory pilotage.
44. The following vessels may be exempt from pilotage:
 - 44.1. Vessels whose Masters have a valid certificate of exemption from the obligation to use piloting services;
 - 44.2. Harbour craft and inland waterway vessels whose Masters or shift Masters have received a valid authorization of shipping in the port water area in compliance with Annex 2 to the present Regulations;
45. The Master is entitled to receive a certificate of exemption from the obligation to use pilotage, issued by the Harbour Master, in the following cases:

- 45.1. The Master with a specific vessel (or a technical equivalent of the specific vessel) has called the port on a regular basis, not less than 12 times in 6 months, with a pilot on board;
- 45.2. There are at least 2 senior pilots' recommendations stating that the Master is familiar with the port navigational equipment operation and the Master's vessel can independently enter the port or leave the port without pilotage;
- 45.3. The vessel Master is familiar with the present Regulations;
- 45.4. The vessel Master speaks one of the Freeport's common communication languages (Latvian language and/or English language).
46. The Knowledge Evaluation Test Minutes for receiving a Permit for Shipping in the port water area (Annex 3), signed by the Freeport of Riga Harbour Master service Commission, shall be drawn to certify compliance of the Master with the provisions set in the cl.45 of the present Regulations.
47. The Harbour Master, taking into account the existing weather conditions or any other factors in the port, which may affect navigation safety, can require the pilotage services.
48. The presence of a pilot onboard, shall not absolve the Master and officers from their duty to ensure safe navigation.
49. The pilotage at the port is provided 24 hours a day on a vessel Master or ship agent application basis.
50. If a vessel fails to be ready for pilotage already ordered within an hour after pilot's arrival, her Master shall sign the pilot's bill for the unjustified call of the pilot.
51. A pilot's boarding and /or landing takes place in accordance with Clause 23 of Chapter V of SOLAS.
52. If boarding or landing of a pilot on the outer roads is/will be impossible due to a heavy sea or other circumstances, mentioned in cl.51 of the present Regulations, the vessel shall wait for the weather to improve at the outer roads or along the berth. Leaving the port, the vessel may keep a pilot on board until the next port of call upon prior approval of the Harbour Master and upon submission of the ship agent's letter of guarantee for the pilot return.
53. With the Master's consent, a pilot may land or board a vessel on the Daugava River close to Rinuzhi Leading Marks line, if:
- 53.1. visibility is at least 2 nautical miles;
- 53.2. the length of a vessel does not exceed 150 meters and its draft does not exceed 7 meters;
- 53.3. a vessel is not carrying dangerous goods;
- 53.4. a vessel has safe radio communications with the VTSC (communicating in mutually understandable language).
54. The Freeport Harbour Master shall not be liable for a pilot's delay caused by unforeseen circumstances or incorrect information.
55. The pilot's replacement with another pilot during a vessel's voyage from the pilot boarding place up to the pilot landing place shall not be permitted, except in exceptional circumstances.

56. By use of its technical facilities, the VTSC shall monitor and regulate vessel traffic within the port limits and shall provide services to the traffic participants in accordance with IMO Resolution A.857 (20).

57. The VTSC shall make video and audio recordings. Video and audio recordings are of a confidential nature; they are the property of the Authority and are stored for 72 hours.

58. The VTSC shall provide the following information services:

58.1. provide information regarding berths, water level, wind, current direction and speed of the River Daugava, the planned vessel entry time, port capacities, and other information related to the safety of navigation;

58.2. hydro-meteorological information to the vessels at their request;

58.3. monitor the operation of navigational equipment and notify traffic participants of changes thereof.

6.4. Safety of Navigation and Maneuvres at the Port

59. The depth reserve between the vessel hull and the seabed at berth shall be 5% of the draft of the vessel, but not less than 0.5 meters, at berth approaches – at least 10% and at fairways – at least 15% of the maximum permissible vessel draft.

60. Any movement of vessels in the port without the permission of the VTSC shall be prohibited. Only the VTSC may grant permission to start the movement.

61. Prior to be set in motion, any vessel shall obtain permission from the VTSC via VHF Channel 9. If the vessel has not been set in motion within 15 minutes after obtaining the permission, such permission shall be obtained anew.

62. Any traffic participant shall follow the VTSC instructions as concerns the order of the traffic, movement elements (speed, vessel course) and anchorage.

63. Priorities in the vessel traffic shall be enjoyed by:

63.1. vessels in distress and those sailing to rescue;

63.2. State service ships of the Republic of Latvia;

63.3. passenger vessels;

63.4. vessels maintaining regular traffic with the port and sailing on the basis of a schedule approved by the Authority;

63.5. outbound vessels shall have priority over other traffic participants, unless otherwise defined by the VTSC;

63.6. vessels navigating in the main shipping fairway shall have priority over other traffic participants;

63.7. waterborne craft, which due to its draft, can navigate only within the marked water area sections and channels, shall have priority over other waterborne craft.

64. Traffic participants in the port water area shall comply with the COLREG Convention, if not stipulated otherwise by the present Regulations.

65. Any traffic participant, which is capable to safely navigate beyond the main fairways, shall not impede the passage of vessels along them.
66. Navigation shall be prohibited:
- 66.1. for short-manned vessels;
 - 66.2. for a vessel without valid vessel documents issued by the flag state's public authority and ship classification society;
 - 66.3. for a vessel, which does not comply with other provisions of laws, regulating shipping.
67. Vessel traffic in the main shipping fairway shall take place only in one direction in cases as follows:
- 67.1. the vessel is transporting dangerous cargo or the cargo holds contain residuals of such cargo;
 - 67.2. the vessel's length exceeds 150 m or her draft is above 7 m;
 - 67.3. when a cruise ship/ships or a warship/warships of another country is/are entering or leaving the port.
68. Vessel traffic at the port may be restricted if:
- 68.1. wind force exceeds 14 m/s. Deviations from this norm are determined by the Harbour Master;
 - 68.2. visibility is less than 5 cables (0.5 nautical miles).
69. All vessels must comply with safe speed, depending on sailing conditions, in addition:
- 69.1. vessel's maximum speed on the main shipping fairway within the River Daugava should not exceed 8 knots;
 - 69.2. vessel's maximum speed within Milgravis and Sarkndaugava Channels may not exceed 6 knots;
 - 69.3. overtaking of another vessel on the main shipping fairway within Milgravis and Sarkandaugava Channels is prohibited.
70. The shipping restrictions at berths are specified in Annex 1, Section 2 "Data on the Berths".
71. Pilotage of ships of any size from the BSRP shall be permitted only during daylight hours.
72. Vessel's speed shall be reduced to the minimum maneuvering speed when passing berths with ships, floating cranes, dredgers and any underwater work sites.
73. Only Northern gate of the Fishery Port shall be used for shipping in the Fishery Port basin.
74. Mooring operations in the water areas of ship repair plants (RSY and BSRP) shall be managed by shipping experts from the relevant capital companies.
75. A ship repair plant shall inform the VTSC about the start of docking 1 hour in advance as well as shall inform about the operation completion.

76. If a vessel's main engine has been repaired at a ship repair plant, the vessel shall be accompanied by a tug up to Buoy "B".
77. When navigating within the port, any vessel's heel shall not exceed 3 degrees.
78. Small ship traffic within the port shall not impede the traffic of vessels proceeding along the shipping fairway. It is forbidden to cross the latter's course closer than 3 cables from her bow.
79. Conveyance of passengers shall only be allowed to waterborne craft specially designed for the purpose with relevant documents and appropriate lifesaving equipment on board.
80. Before placing fishing gear in the River Daugava basin of the port water area, its placement shall be coordinated with the Harbour Master.
81. All kinds of water sports competitions in the River Daugava basin of the port water area without the consent of the Harbour Master shall be prohibited.
82. Passenger and supply related operations (including bunkering operations) on the outer roads anchorage shall be allowed, unless the height of waves reaches 0.5 m, upon prior coordination with the Harbour Master.
83. Cargo handling operations on the port roads in the Gulf of Riga shall be carried out in compliance with the laws and regulations on procedure concerning use of Latvian waters and navigation regime thereof.
84. A master of a vessel in danger of sinking within the port water area limits shall do whatever possible to prevent vessel's sinking within shipping fairway limits and shall immediately notify the VTSC of his/her actions.
85. All accidents or casualties and onboard fires that result in damages caused to people, vessels, port structures or port navigational equipment shall be notified by a Master to the VTSC, without delay, however, at least within two hours,.

6.5. Tugboat Services

86. Tugboat services at the port are provided by the merchants who have entered contracts with the Authority on conducting commercial activities at the port.
87. The vessel Master shall determine the necessary number of tugboats, taking into account the tugboat capacity, upon coordination with the pilot, in compliance with the vessel's technical equipment, the actual weather or other factors that may affect the vessel's safe maneuvering. In case of disagreement the number of tugboats shall be determined by the Harbour Master.
88. The Master of a vessel in tow shall command the work of tugboats, determine the type and scope of tugboat services and bear liability for their safety.
89. Towage of an unmanned vessel shall be under the command of the Master of the tugboat whose tow is fastened at the vessel's bow.

90. The ship agent shall apply for the tugboat services addressing the tugboat service providing company.
91. During storm warning the port tugboats shall be ready for operation.
92. "Riga Port Dues" ((hereinafter - port dues), approved by the Freeport of Riga Board, stipulate the fee for the tugboat services.
93. The pilot shall recommend the vessel Master the necessary tugboat number and power in compliance with the Annex 4 to the present Regulations.

6.6. Ice Navigation

94. Winter navigation period and measures to be implemented in case of ice hazard shall be determined in compliance with the laws and regulations on procedure concerning use of Latvian waters and navigation regime thereof.
95. The procedures related to navigation in ice conditions shall be specified by the Harbour Master's order, taking into account the Latvian Environment, Geology and Meteorology Center's information.
96. During the ice navigation period, the Master of a vessel proceeding to the port, at least 24 hours prior to arrival at the meridian of Irbe Lighthouse, shall, directly or through his/her agents, provide the Harbour Master and the Master of the icebreaker operating within this area with the following data concerning his/her vessel:
- 96.1. the vessel's name;
 - 96.2. the shipowner's name;
 - 96.3. the vessel's flag;
 - 96.4. call sign;
 - 96.5. ice class;
 - 96.6. the vessel's breadth and length;
 - 96.7. the vessel's draft (fore and aft);
 - 96.8. gross tonnage;
 - 96.9. power and type of main engines, material of screw propeller/s, bunkers in store;
 - 96.10. type, volume and nature of cargo on board;
 - 96.11. expected time of arrival at the meridian of Irbe Lighthouse;
 - 96.12. the vessel's ship agent company at the port;
 - 96.13. vessel's specific technical features or any restrictions that may affect navigation in ice conditions.
97. Should a vessel fail to follow instructions of the Harbour Master or the Master of the icebreaker, the Master of the latter may refuse to provide the ice-breaking services, notifying the VTSC thereof.

98. The need of towing a vessel shall be determined by the Master of the icebreaker.

99. The vessel Master shall bear the risk of potential vessel damage, caused by navigation in ice conditions. The Authority shall not be responsible for any delay, damage and other losses caused to the vessel, the crew, passengers or cargo, due to navigation in ice conditions.

100. During the ice navigation period, the icebreaker shall maintain radio communications on VHF Channels 16 and 13, and while in the port water area, on VHF Channel 9 as well, unless defined otherwise.

101. The VTSC shall organize inspection of ice condition within a distance of three nautical miles from the Daugavgriva Gate. While such inspection is not carried out, vessels shall be prohibited from entering or leaving the port.

7. Berthing and Mooring Conditions

7.1. Anchoring Area of Vessels

102. An anchoring area at the approaches to the port is defined by the following points:

- 1) $\varphi=57^{\circ}08'82''$ N; $\lambda=023^{\circ}051'60''$ E;
- 2) $\varphi=57^{\circ}06'28''$ N; $\lambda=023^{\circ}056'01''$ E;
- 3) $\varphi=57^{\circ}05'08''$ N; $\lambda=023^{\circ}053'71''$ E;
- 4) $\varphi=57^{\circ}07'61''$ N; $\lambda=023^{\circ}049'29''$ E.

Water depth at the anchorage is in the range from 29 meters to 35 meters and its bottom is sand and sludge.

103. Ship anchoring or removal of the anchor shall be coordinated with the VTSC. After anchoring the Master shall notify the VTSC of the vessel's anchorage coordinates or azimuth and distance from Daugavgriva lighthouse.

104. In the case of a vessel for whatever reason not being able to leave the anchorage, the Master shall notify the VTSC thereof indicating delay reason.

105. Vessels shall not be allowed to drop their anchors within the port water:

105.1. in places marked with the signs "Anchorage prohibited";

105.2. at the berths specified in Annex 1 to the present Regulations;

105.3. closer than 100 m from floating docks, underwater power cables and pipelines, marked in the navigations maps;

105.4. within the fairways' limits.

106. In exceptional circumstances, vessels under 100 m in length, after VTSC instructions can may anchor in the River Daugava outside the main shipping fairway. Vessel's main engines must be ready for operation or use of tugboats services.

7.2. Readiness and Use of Berths

107. In order to provide a safe berth technical maintenance, reliable ship mooring and lying in berth, the berth operator shall comply with FBTOR.

108. The berth operator shall provide the following conditions at the berth:

108.1. shall provide radio communications for a person, who is responsible for the readiness to accommodate the vessel, and the exact vessel's mooring place;

108.2. linesmen, but not less than 2 persons for safe mooring of a vessel;

108.3. taking measures to ensure no admittance of any unauthorized person inside 10 m wide waterfront zone from the berth cordon line during mooring/unmooring operations.

109. Mooring operations shall be prohibited at a berth unless the berth is made ready.

110. If the vessel's particulars exceed the ones specified in the in Annex 1 to the present Regulations, the handling of such a vessel shall be coordinated with the Harbour Master or the ship Master. For this purpose, the applicant shall send the VTSC the following information in due time:

110.1. data on a vessel;

110.2. a scheme of a vessel's mooring at the berth.

111. When a vessel is lying at berths KRS-1/2 it shall be prohibited to handle liquified gas (propane butane) at the berth LP-27.

112. With the aim to ensure the safety of life or ships in case of emergency, as well as or to prevent consequences of accidents, natural disasters or pollution, the Authority is entitled to make use of any berth for the period of the relevant operation without the permission of the berth's operator.

7.3. Procedure of a Vessel's Moring and Lying in Berth

113. The VTSC shall be provided with the information on exact berth for a vessel's berthing by the relevant ship agent, and in case of a warship – by the National Armed Forces Commander or his/her authorized representative.

114. The number and location of mooring ropes, providing safe lying of a vessel in berth, shall be determined by the respective Master, coordinating it with the pilot. Mooring ropes shall be equipped with special shields to prevent rodents on board the ship.

115. Lying in berth, a vessel shall have a watch on board. The vessel shall be securely moored with her gangways lit and rigged with safety nets beneath. There shall be a lifebuoy with a line attached near the gangway.

116. It is prohibited to perform mooring at two adjacent berths simultaneously.

117. Two vessels may be berthed alongside each other only if the Harbour Master and both Masters agree to it, provided the current on the River Daugava River is under one knot.
118. It is prohibited to berth a vessel alongside another vessel:
- 118.1. if the vessel undergoes fumigation;
- 118.2. if there are hazardous cargo of the class covered by the IMDG Code or their residues.
119. Oil product handling terminals and tankers shall comply with the ISGOTT recommendations.
120. Liquefied gas terminals and tankers- liquefied gas carriers shall comply with the SIGTTO recommendations.
121. Due to navigation safety reasons the tanker shall be moored at the berth to avoid turning maneuver when leaving the port.
122. Provided there is hazardous cargo of the class covered by the IMDG Code on board, the vessel must be permanently ready for sailing out to sea.
123. Upon receipt of a storm warning, a Master shall take additional measures to secure the vessel's stay by notifying the VTSC thereof.
124. Should mooring or anchorage equipment be out of working order, the fact shall be reported to the VTSC prior to the planned shifting. An operation, during which a vessel is to be shifted along a berth for a distance over 100 m, shall be deemed to be a shifting operation.
125. At berth vessels are prohibited to swing out derricks and cargo booms over board unless required for cargo operations.
126. Within the port water area limits, a vessel shall be allowed to lower her boats only with the permission of the Harbour Master, except for extraordinary situations. In training cases external board lifeboats may be lowered for a short time up to the water level, informing the VTSC thereof.
127. An intention to lay up a vessel along a berth outside the territory of a ship repair yard or a ship building plant to have her main engine, steering or anchoring equipment repaired and other ship repair work performed shall be agreed on with the Harbour Master and the Fire Prevention inspector of the port.
128. Lying in berth in the dark time of the day, the vessel's deck shall be illuminated, but the navigation lights shall be turned off. The off-side of a barge, which is moored at the external side of a vessel and is used for cargo handling, shall be lit.
129. Small ships shall have limited access to all the berths on the port territory, and their use without coordination with the Authority or the berth operator shall be prohibited. This requirement shall not apply to vessels used for public services' performance, including inspection services.

8. Environmental Protection Regulations and Hazardous and Polluting Cargo Handling at the Port

130. Persons being within the Freeport area shall comply with the MARPOL Convention, with Helsinki Convention, as well as with the environment protection requirements set out in the laws and regulations of the Republic of Latvia.

131. In the port water area it shall be prohibited to discharge from shore objects and vessels:

131.1. all kinds of oil and oil-containing products, harmful and hazardous chemicals;

131.2. vessels' cargo and bunkering tank washing waters;

131.3. any cargo remnants, cargo separation materials and any other type of waste.

132. Outboard valves of polluted waters drainage systems must be locked up and sealed.

133. The following operations shall be prohibited at the port:

133.1. hull cleaning and painting, with the exception of specially equipped places, in compliance with the environmental protection requirements;

133.2. operating the ship incinerators;

133.3. using the toilet, which is not equipped with a closed sewage holding tank, or the vessel is not equipped with sewage treatment plant in compliance with the MARPOL requirements;

133.4. storage of oil product residues in inappropriate places.

134. Provided during cargo operations the permissible environment pollution norms, stipulated by law, are exceeded, loading intensity shall be immediately reduced to the amount when the relevant norms are respected.

135. Collection of ship-generated waste at the port shall be performed in compliance with the laws and regulations for ship-generated waste and polluted water collection and the approved Authority Plan "The Ship-generated Waste Management Plan at the Freeport of Riga". The appropriate fee shall be collected for this service.

136. Cargo operations at berths specialized in oil product and noxious liquid cargo transshipment shall be performed in accordance with the regulations for operating such terminals. Prior to commencing cargo operations, all oil tankers and chemical tankers shall be buoyed off by booms, except during a period of ice. At any other time, booms and oil or noxious liquid substance recovery installations shall be ready in accordance with the berth emergency liquidation plan. Each oil product and noxious liquid cargo transshipment berth shall have a supply of absorbing substances enabling absorption of at least half of polluted spill and a skimmer with a total capacity of at least of 20 cub.m/h. A berth or terminal operator shall be fully responsible for the implementation of the said requirements

137. Booms and oil product recovery installations for bunker supply vessels shall be ready in accordance with a plan for the elimination of ship accident consequences.

138. Vessel bunkering operations shall not be started unless a bunkering checklist is duly completed and mutually signed.

139. An oil or chemical substance handling terminal, a berth or a berth group shall have the Action Plan to Combat Accidental Pollution, approved by the SES. The terminal or berth/ berths operator shall be fully responsible for the fulfillment of the relevant requirements.

140. Usage of substances dissolving or submerging floating oil and its products shall be prohibited for water surface cleaning within the port water area limits.

141. Should oil or chemical products be spilled on deck or overboard during cargo and bunkering operations, the relevant operation shall be stopped immediately and the spill shall be reported to the VTSC and the ship agent, and removal and cleaning operations shall be commenced at once. The berth operator shall implement pollution liquidation measures on the berth or in the port water area in compliance with the "Action Plan to Combat Accidental Pollution in the Freeport of Riga" of the relevant berth.

142. A shipowner shall be liable for all damages caused by a spill of substances from the vessel, specified in cl.141 of the present Regulations.

143. A berth operator shall be liable for all damages caused by a spill of substances, specified in cl.141 of the present Regulations, from the berth area managed by the berth operator.

144. With wind force 10 m/s and more loading of dust-raising bulk cargoes shall be suspended.

145. A Master shall inform the VTSC of the cases of pollution observed within the territory or

the port water area, and a berth operator, as well as any other person employed within the port territory, shall inform the Port Police Public Order Service Operational management unit.

146. A berth operator shall be responsible for the territory and the adjacent water area cleanliness in compliance with the FBTOR.

147. Vessels with radioactive substances on board may enter the port and carry out cargo handling operations, in compliance with INF Code and the IMDG Code requirements, upon prior notification of the Authority. Should a vessel with radioactive substances endanger the environment or people the Harbour Master in agreement with the SES Radiation Safety Center may prohibit the vessel to enter the port.

148. Terminal owners and port operators who are engaged in hazardous and polluting cargo operations shall be fully responsible for the relevant cargo handling, storage and transport within the port territory in compliance with the laws and regulations, stipulating the requirements for hazardous and polluting cargo handling and control at ports, and with the Fire Safety regulations, approved by the Authority.

149. Hazardous and polluting cargo handling terminals shall have an elaborated Civil Protection Plan, approved by the SFRS.

150. Provided there are plans to change the activity and start handling hazardous or polluting cargo, the owners of the terminal or the port operators shall inform the Authority and receive the necessary permits and approvals in compliance with the procedures, stipulated by the laws and regulations.

151. Provided there are packaged cargo, subject to the provisions of the IMDG Code Class 1 (explosives) or the IMDG Code Class 5.2 (organic peroxides) on board the vessel, the requirements concerning the vessel's and hazardous cargo location at the port, stipulated by the laws and regulations on hazardous and polluting cargo handling and control at ports shall be observed.

152. The berth operators shall coordinate cargo container inspection, washing and repair locations with the Authority

9. Dredging at the Port

153. Hydro-construction works related to underwater cables and underwater communications, and all kinds of dredging activities within the port water area shall be carried out in compliance with the applicable laws and regulations, upon prior coordination, in writing, with the Authority and the Harbour Master.

154. Prior to commencing dredging operations, dredging foreman shall coordinate the work procedure, operational framework as well as positioning of anchors, buoys and ropes with the Harbour Master.

155. Dredgers shall promptly notify the VTSC of any change in the operational process. Changes in ropes, anchor and buoys positioning shall be coordinated with the VTSC.

156. While dredging, the vessel shall comply with the COLREG Convention and radio communication requirements at the Freeport. All vessels, approaching the dredging vessel, shall proceed in compliance with the COLREG Convention, unless otherwise specified.

157. Dredgers working in the port water area shall clear the passage or give way to vessels entering or leaving the port.

158. Of vessels approaching a dredger from opposite directions simultaneously, the vessels following the current shall have the priority.

159. In order to commence traffic, dredgers and hopper vessels shall request permission of the VTSC and shall act in compliance with the provisions of the present Regulations.

10. Fundamental Principles for the Port Security and Safeguarding

160. Measures to provide the port, berths, terminals and territory security shall be implemented in compliance with the ISPS Code and laws and regulations, stipulating the vessel, port and port facility security requirements and in compliance with the security plans, approved by the Latvian Maritime Administration.

161. The port facility security officer shall immediately notify the Port Security Officer and the Port Police Public Order Service Operational Management Unit Head of emergency situations at the port facilities within the meaning of the present Section.

162. A system for passes and safeguarding within the port territory shall be determined by the Authority. Merchants shall coordinate with the Authority their choice of security service providers.

163. The Authority shall supervise all merchants, including security companies, and shall be entitled to terminate the relevant merchant's operation in the Freeport territory, provided the merchant does not comply with the provisions of the applicable laws and regulations, specified in the Regulations "On Pass Arrangements in the Freeport of Riga", approved by the Authority.

164. Admittance and exit of any vehicle or person to/from the port merchant's territory shall be in compliance with the Freeport Regulations "On Pass Arrangements in the Freeport of Riga".

165. Merchants shall establish pass control points upon coordination with the Authority.

166. Any movement of cargo in or out as well as any traffic of vehicles within the port customs zone shall not occur unless the merchant officials coordinate the cargo technological scheme with the Authority and the customs.

167. It shall be prohibited to park or store a vehicle, which may interfere with the internal port traffic. Public roads and parking lots shall be used in accordance with the Freeport Regulations "On Pass Arrangements in the Freeport of Riga".

168. Vessel crew members and their relatives can cross the Freeport territory in compliance with the provisions of the European Parliament and Council Regulation No. 562/2006 of March 15, 2006, establishing a Community Code on the rules governing the movement of persons across borders (Schengen Borders Code), the Immigration Law and Regulations "On Pass Arrangements in the Freeport of Riga".

169. A respective berth or warehouse owner or operator shall be responsible for the safety of cargo within the port territory, berths or warehouses.

11. Customs, Border Control, Sanitary, Fire Prevention, Veterinary, Phytosanitary, Food safety, Non-food product Safety, Quality and Classification Control Regime in the Port.

11.1. Customs Regime

170. Any vessel entering the port or leaving it shall undergo customs control.

171. No cargo operations on the outer or inner roads or at berth shall be commenced and nobody of a vessel's personnel shall step ashore prior to completion of customs formalities and obtaining the customs authorities' permission.

172. Procedures as to how goods are to be imported into the licensed capital company free zone territory and exported from it shall comply with the provisions of the European Union and the Republic of Latvia laws and regulations related to goods export/import into/from the free zone territories.

173. Licensed capital companies shall provide accounting of available goods in the free zone territory. Individuals and vehicles arriving at the Freeport territory and leaving it shall be subject to customs control.

174. Movement of goods within the free zone territory, into a free zone and out of the free zone shall be carried out in compliance with the technological scheme, approved by the State Revenue Service. The Port Police shall control the technological scheme implementation in compliance with the competence to be determined by mutual agreement between the Freeport of Riga Authority and the State Revenue Service.

11.2. Border Control Regime

175. The border control regime in the Freeport shall be governed by the State Border Law of the Republic of Latvia and other laws and regulations of the Republic of Latvia, as well as international laws and regulations.

176. Individuals and vehicles shall cross the state border in accordance with Latvian and international laws and regulations.

177. The border control in the Freeport shall comply with the Port of Riga border control technology, which shall be approved by the Authority.

178. All vessels shall have crew lists on board, and provided there are passengers on board- shall have passenger lists (FAL Convention form 6) or ship passenger registration information in accordance with the provisions of the laws and regulations on the port formalities.

11.3. Sanitary regime

179. Sanitary regime in the Freeport shall be governed by the Latvian Republic applicable law on public health.

180. With the aim to prevent or mitigate public health risks the Health Inspectorate in accordance with its competence shall supervise and control compliance with the laws and regulations related to epidemiological safety and environmental health, drinking water safety, chemicals and chemical product trade and professional use as well as shall evaluate fulfilment of the requirements of the laws and regulations and shall assess potential threats to public health in the Freeport.

181. The Health Inspectorate shall perform the vessel hygienic assessment in accordance with the International Health Regulations.

182. The berth operator shall be responsible for the maintenance of the sanitary-hygienic condition of the berth in compliance with the laws and regulations.

11.4. Veterinary, Phytosanitary, Food Safety, Non-food Product Safety, Quality and Classification Control Regime in the Port.

183. Cargo veterinary, phytosanitary, food safety and non-food product safety, quality and classification control in the port shall be executed by the FVS at the specially equipped control points in accordance with the laws and regulations on border crossing points and the conduct of the inspection therein in accordance with the approved Riga port border control point inspection technology.

184. Provided there is a reasonable suspicion of veterinary, phytosanitary, food safety and non-food product safety, quality and classification requirements' violations in the Freeport territory, the FVS shall notify the Authority thereof.

11.5. Civil Defence and Fire Safety Regulations

185. Provided there is an emergency or disaster in the Freeport territory, a berth operator shall immediately notify the SFRS, using the single emergency call 112, as well as the Port Police Public Order Service Operational Management Unit and, depending on the type of event – shall notify specific authorities/services and shall organize the activities in accordance with the relevant interdepartmental cooperation plan depending on the situation.

186. In compliance with the Civil Defence Law a berth operator shall be responsible for the implementation of civil defence measures at the commercial company.

187. All the legal and natural persons, acting or remaining within the territory of the Freeport, shall comply with the Fire Safety and Fire-fighting Law and with other laws and regulations governing fire safety. The owner or operator of the port territory shall be the responsible for the fire safety of the relevant port territory.

188. Fire safety on vessels in the port water area shall be responsibility of the Harbour Master.

189. Fire-fighting systems and equipment of any vessel within the port water area shall be in working order and ready for immediate operation. A vessel shall be ready to be connected to the shore fire-fighting systems.

190. Upon outbreak of a fire on board a vessel, the vessel guard shall announce an alarm and notify the VTSC and the SFRS, which if necessary shall participate in fire-fighting.

191. Upon noticing a fire in the port territory, the person noticing the fire shall, without delay, notify the SFRS, using the single emergency call 112, shall notify the Port Police and the berth operator and shall start the fire fighting with all available means. A berth operator, upon noticing a fire or receipt of notification of a fire, shall announce an alarm and arrange fire-fighting.

192. The Harbour Master shall be entitled to appoint tugboats for fire-fighting on board the vessel and in the Freeport territory, as far as practicable.

193. A permit for short-term works involving a fire hazard on vessels that are not lying alongside the repair berths shall be issued by the Master, upon coordination with the Harbour Master. Provided a vessel is lying at the terminal berth, a permit for works involving a fire hazard in addition shall be approved by the terminal.

194. During bunkering or other hazardous cargo handling operations the vessel shall hoist a code flag Bravo and shall show a red light, when dark.

195. Gas, chemical/oil product tankers shall perform their bunkering either prior to, or after cargo operations. No other ships may moor alongside gas chemical/oil product tankers during cargo handling operations.

196. A berth operator, regardless of the location of fire, shall allow the use of the water supply systems and fire-fighting resources, available at the berth.

197. A berth operator shall provide cargo placement in such a way as to ensure access to cargo and fire-fighting equipment. Evacuation routes shall be free.

11.6. Dangerous and Polluting Cargo Handling and Storage Conditions at the Port

198. All legal and natural persons, handling hazardous and polluting cargo at the port, shall comply with the Maritime Administration and Marine Safety Law, the Law on the Movement of Dangerous Goods and provisions of the laws and regulations on hazardous and polluting cargo handling and control in ports.

199. The Port Police Port Internal Security Service Port Control Unit inspectors shall control safe transportation and storage of hazardous and polluting cargo. Upon request of the Port Police Port Internal Security Service Port Control Unit inspector a berth operator shall promptly provide information on all hazardous and polluting cargo at the terminal. A berth operator shall eliminate all the deficiencies, identified by the Port Police Port Internal Security Service Port Control Unit inspector within the prescribed period.

200. Prior to the hazardous and polluting cargo handling and storage a terminal shall submit to the Authority a technological scheme of hazardous cargo transportation and hazardous cargo storage space description.

12. Dues and Charges Collected at the Port

201. The upper limits of the port dues and service tariffs shall be approved by the Authority in compliance with the Law on Ports. The Authority, 45 days before any amendments to the port dues become effective, shall ensure the availability of the amendments thereof on the web site of the Authority www.rop.lv.

202. Vessels, visiting the port, shall pay fees for navigational services, which shall be received by the Maritime Administration of Latvia in compliance with the Law on Ports and the laws and regulations of the state stock company

“Latvian Maritime Administration” in regards of the paid service price list.

203. A ship agent shall ensure payment of the port dues and service fees to the Authority, merchants and Latvian Maritime Administration, as well as shall provide the dues and fees collection from ship-owners in compliance with the approved tariffs and payment procedures, stipulated at the Freeport.

13. Hydro-technical Structures and Equipment Operation

204. Berth operators once a year shall submit to the Harbour Master data on soundings within a 35 m wide lane alongside the berth.

205. Berth operators of berths handling dry bulk cargo, scrap metal, pulpwood or similar cargo berth users every 6 months shall submit to the Harbour Master the acts on the underwater mooring lane inspection, carried out by divers.

206. Technical inspection of hydro-technical structures, owned or managed by a natural or legal person, shall be performed once a year.

207. If necessary, the Harbour Master shall require extraordinary soundings, the water area inspection involving the hard-ground bottom trawl and/or divers.

208. A vessel shall not propel a vessel's screw, while at berth, unless she is engaged in mooring or unmooring operations.

209. Should any action of a vessel cause a damage to a berth or any other port structure, equipment or facility, the representatives of the Authority and the berth operator together with the Master shall perform an initial site inspection and shall draw up a statement of the case. Assessment of the relevant repair costs shall be made by the berth operator expert and shall be presented to the shipowner as a claim for damages. The vessel shall not leave the port unless she possesses a shipowner's or a shipowner insurance company's loss reimbursement guarantee letter.

210. Losses caused by a vessel to a berth or other port structure, navigational aids or equipment shall be covered by the shipowner.

14. Responsibility for Violation of the Port Regulations

211. The laws and regulations related to the operations within the port territory, issued by the State Border Guard, Customs and other governmental institutions, shall be approved by the Authority.

212. In case of non-compliance with the requirements of the present Regulations, a person shall be held administratively liable or criminally responsible according to the procedure, stipulated by the relevant applicable laws. Administrative liability or criminal responsibility shall not exempt a person from obligation to compensate for damage in compliance with the civil procedure.

213. The Authority shall not be responsible for the other legal or natural person's act or omission results and shall be entitled to claim for compensation of any loss caused to the port in compliance with the provisions of the laws and regulations of the Republic of Latvia.

214. An individual without the appropriate power of attorney (licenses), and legal entities without a valid contract with the Authority, shall be prohibited to carry out any kind of activity in the Freeport, as well as to perform any port-related duties in the Freeport.

15. Additional Conditions

215. In addition to the Republic of Latvia and international laws and regulations referred to in the present Regulations, vessels, merchants, organizations, legal and natural persons located or carrying out commercial activities in the port shall abide by the following regulatory enactments:

215.1. IMO Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas, IMO Circular MSC.1/Circ.1216);

215.2. IMO Code of Safe Practice for Cargo Stowage and Securing, IMO Resolution A.714 (17));

215.3. International Cargo Handling Coordination Association's publication - ICHCA Safe Operation of Ro-ro Terminals, 1997;

215.4. IMO Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code), IMO Resolution A.862 (20));

215.5. IMO/ ILO/ UN ECE Guidelines for Packing of Cargo Transport Units (CTUs), 1997
MSC/Circ.787);

215.6. Dangerous Goods and Port Environment: Practical Guidelines for Ports on Environmental Issues (IAPH guidelines));

215.7. ICS /OCIMF/ IAPH International Safety Guide for Oil Tankers & Terminals - ISGOTT);

215.8. Liquefied Gas Handling Principles on Ships and in Terminals - SIGTTO;

215.9. International Code for the Safe Carriage of Grain in Bulk, IMO Resolution MSC.23 (59);

215.10. Code of Safe Practice for Ships Carrying Timber Deck Cargoes, as amended, IMO Resolution A.1048 (27);

215.11. ICHCA Safe Working on Container Ships, 1998;

215.12. International Ship and Port Facility (ISPS) Code.

16. Final Provisions

216. Clause 34 and sub-clause 108.1 of the present Regulations shall enter into force on January 1, 2018.

217. With coming into force of the present Regulations, the Riga City Council binding Regulations N0.42 "Freeport of Riga Regulations" shall be repealed.

Riga City Council Chairman N.Ushakovs

Annex 1

to the Riga City Council

Binding Regulations No.255 of May 2, 2017

The Freeport of Riga Regulations

Particulars of the Freeport of Riga ship fairways, data on berths and berths specialization

1. KUĢU CEĻI

Particulars of Shipping Fairways

	KuĢu ceļa	Kuģa	Rīkojuma
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Nr. No.	Kuģu ceļš Shipping Fairways	platums, metros Fairway Breadth, in meters	Kuģa maksimālā iegrime (pie "0" ūdenslīmeņa), metros Max. vessel's Draught (at "0" water level) meters	vislielākais garums, metros VsIs' LOA, in meters	datums, Nr. Date&No of the Standing Order
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					

Kuģu pieļaujamās ieegrimes norādītas metros pie "0" ūdenslīmeņa atbilstoši BAS-77.

Ship's draft indicated at "0" water level in accordance with BAS-77.

Ostas kapteinis

(Harbour Master, the Freeport of Riga)

_____ (vārds, uzvārds)

(name, surname)

_____ 2016

2. DATI PAR PIESTĀTNĒM

Data on Berths

No.Nr.	Ostas rajons Port area	Piestātnes Berth's		Kuģa maksimālā Vessel's max		Ostas kapteiņa rīkojuma datums Nr. Date&No of the Harbour Master Standing Order	Piezīmes Remarks
		Nosaukums Name	Garums metros Length, in meters	Iegrime pie piestātnes Draft at the berth	Garums pie piestātnes LOA at the berth		
1.							
2.							
3.							
4.							
5.							
6.							
7.							

Ostas kapteinis

(Harbour Master, the Freeport of Riga)

(vārds, uzvārds)

(name, surname)

_____ 2016

3. PIESTĀTŅU SPECIALIZĀCIJA

Specialization of the berth

Nr.	Piestātnes specializācija Specialization of the berth	Piestātnes nosaukums Name of the berth
1.		
2.		
3.		
4.		
5.		
6.		
7.		

8.		
----	--	--

Piestātnes specializācijai ir operatīvs raksturs un jāvadās no Pārvaldes pēdējā paziņojuma.

Specialization of the berth has operational purpose and the Authority's latest notification shall prevail.

Ostas kapteinis

(Harbour Master, the Freeport of Riga)

(vārds, uzvārds)

(name, surname)

_____ 2016

Riga City Council Chairman N.Ushakovs

Annex 2

to the Riga City Council

Binding Regulations No.255 of May 2, 2017

The Freeport of Riga Regulations

A Permit

For Shipping in the Port Water Area

Riga ____ 20__

No. _____

In compliance with the Riga City Council Binding Regulations No.____ of ____ 20____ “Freeport of Riga Regulations” and with the Minutes of the Freeport of Riga Harbour Master Commission Decision (Minutes),

the vessel _____ Master _____

(name of the vessel)

(Master name, last name)

shall be allowed to navigate the relevant vessel in the Port of Riga without the use of pilotage services. The permit is valid until ____ 20 ____ .

Exemption from the obligation to use piloting services can be canceled without prior notice in accordance with the Harbour Master’s standing order.

Harbour Master _____

(Name, last name)

(signature)

Place for STAMP

Riga City Council Chairman N.Ushakovs

Annex 3

to the Riga City Council

Binding Regulations No.255 of May 2, 2017

The Freeport of Riga Regulations

Knowledge Evaluation Test Minutes

for receiving a permit for navigation in the port water area

Riga __ _____ 20__

No. _____

I. Details of the tested person:

Name, last name: _____; identification code: _____;

position: _____;

education: _____

(education facility name, the year of graduation, No. of Diploma, qualification)

Competence certificate No.: _____; issue date: _____;

qualification: _____; experience in ship navigator position: _____
years;

operating as a vessel Master: _____ years; vessel type _____.

II. Data on a vessel:

Vessel name: _____; call signal: _____; vessel type: _____;

length: _____ m; breadth: _____ m; GT: _____; vessel owner: _____.

III. Knowledge test (passed/not passed):

No.	Test subject	Assessment*
1.	Language skills (Latvian and / or English).	
2.	Practical navigation	
3.	Navigation and pilot chart	
4.	Knowledge of port regulations	

Note:

* Knowledge test is deemed to be settled if the assessment in all test subjects is "passed".

IV. Commission Decision:

To exempt from pilot services in the Freeport of Riga water area for one (1) year in regards of a specific vessel, issuing a permit for navigation in the port water area.

Commission Chairman: Harbour Master _____

Commission members: _____

I have read the Minutes, I undertake to comply with the provisions of the Freeport of Riga Regulations and the COLREG Convention.

I agree/disagree

with the Commission decision:

(name, last name of the tested person) (signature)

Riga City Council Chairman N.Ushakovs

Annex 4

to the Riga City Council

Binding Regulations No.255 of May 2, 2017

Freeport of Riga Regulations

Chart of Recommendations for the Use of the Tugboat Services:

Tankers and dry bulk carriers		
Vessel DW (t)	Number of tugboats	Tugboat minimal capacity (Bollard Pull) (t)
1,000-20,000	1	20-60
20,000-70,000	2	60-110
70,000-120,000	3	110-140
over 120,000	4	Over 140
Container carriers and general cargo carriers		
Vessel max length (LOA), m	Number of tugboats	Tugboat minimal capacity (Bollard Pull) (t)
Up to 120	1	20

120-170	2	20-100
170-250	3	100-160

If the vessel is equipped with a steering correction equipment, the recommended number of tugboats or capacity (power) can be changed.

Riga City Council Chairman N.Ushakovs

Explanatory Memorandum

to the Riga City Council

Binding Regulations No.255 of May 2, 2017

The Freeport of Riga Regulations

1. Binding Regulations summary:

The Freeport of Riga Regulations shall stipulate the internal procedures and navigation safety requirements at the Freeport of Riga in compliance with the first part of Section 6 of the Law on Ports.

2. Justification for the Binding Regulations necessity.

Riga City Council Binding Regulations No.42 "The Freeport of Riga Regulations" (hereinafter - Regulations No.42) were adopted on March 7, 2006, and due to their adoption the "Freeport of Riga Regulations" of May 10, 2004, issued by the Ministry of Transport expired. Since their entry into force no amendments have been introduced into the Regulations No.

42. During this period, the international regulations, as well as the institutions' functions and names have changed significantly. Reviewing the Regulations No.42, it was concluded that new terms, which are used in other Latvian Republic laws and regulations as well as in international laws and regulations, shall be introduced into the Regulations No. 42. For these reasons, the Regulations' No.42 review was started, and it was concluded that the amendments refer to the majority of the Regulations' No. 42 provisions, so issuance of new Regulations was considered to be more practical. Structural changes have also been made in the Regulations so that they can be better perceived by the user, and large attachments were removed. The following are the most significant changes in comparison with the provisions of No.42:

The text of the Regulations No.42 sub-section "3.1. Procedure for Providing Information on Arrival and Departure of Vessels" and "3.2. Documents to be completed" is completely revised due to the fact that on 12 May 2012 the Cabinet of Ministers Regulations No. 339 "Regulations on the Port Formalities" entered into force. These Regulations prescribe the procedure for the formalities related to a ship's arrival to and departure from the port and to passenger ships' passenger registration, so there is no need for information repetition. The Cabinet of Ministers Regulations No.592 of August 9, 2005 "Procedure of Notification of Dangerous and Polluting Goods on Board Ships", specified in the cl.15 of the Regulations No.42 and the Cabinet of Ministers Regulations No. 892 of November 22, 2005 "On Port Formalities for Arriving and Departing Vessels", specified in the cl.18, have become invalid.

The text of the Regulations No.42 section "XI. Harbor Master" (Section 4 of the present Regulations) is formulated more precisely in accordance with the applicable laws and functions, specified for public institutions (for example, the Transport Accident and Incident Investigation Bureau). The procedure related to reporting of maritime accidents is formulated more precisely.

The sub-section of the Regulations No.42 "3.3. Communication within the port" (sub-section 6.2 in the present Regulations) is formulated more precisely by deleting Regulations' No.42 Annex 2 "The Office Telephone Numbers for the Freeport of Riga Authority and the Riga City Services". Further on the port and the city's services contact information shall be approved by the Authority and shall be published on the Web site www.rop.lv. The Regulations' No. 42 Annex 3 "Particulars of the Freeport of Riga Ship Fairways, The Freeport of Riga Inner Roads, Turning Basins and Anchorage, Data on Berths" was deleted. The present Regulations prescribe that the Harbour Master shall establish the maximum permissible vessel particulars within the port fairways, in some port areas, at berths, and shall define berth specialization, and the Authority shall publish this information on the Freeport's Web site www.rop.lv. Publishing operational information on the Freeport's Web site, it can be rapidly changed and it is accessible to users. The Regulations' No.42 Sub-section "3.6. Ice Navigation" (Section 6 of the present Regulations) is formulated more precisely. This section contained requirements which have become invalid, for example, the Regulations No.38 of 14 December 2001 "Winter Navigation Provision Procedure in Latvian Waters", issued by the Ministry of Transport.

The Regulations' No.42 Section "V. Environmental Protection Regulations for the Port" (Section 8 of the present Regulations) is formulated more precisely in accordance with the applicable laws and regulations; the hazardous and polluting goods handling within the port territory, coordinating operation with the Port police specified functions.

3. Information on the Binding Regulations' impact on the municipal budget

No impact will be provided,

4. Information on the Binding Regulations' impact on the business environment in the municipality's territory.

No impact will be provided,

5. Information on the Binding Regulations' impact on administrative procedures

No impact will be provided,

6. Information on consultations with private persons.

Consultations have not taken place.

Riga City Council Chairman N.Ushakovs



1. OSTAS KUĢU CEĻI
1. Particulars of Ships Channels

Nr. No.	Kuģu ceļš Ship channel	Kuģu ceļa platums, metros <i>Channel Breadth, in meters</i>	Kuģa maks. iegrime, metros <i>Max. vessels draught, in meters</i>	Kuģa maks. garums, metros <i>Max vessels length, in meters</i>	Piezīmes <i>Remarks</i>
1.	no bojas "B" līdz piestātnei ZO-18 <i>from Buoy "B" up to berth ZO-18</i>	100	15.0	260/300*	*Pasažieru kuģiem ar attiecīgo iegrimi
2.	no piestātnes ZO-18 līdz piestātnei KRS-4 <i>from berth ZO-18 up to berth KRS-4</i>	100	14.5	260/300*	
3.	no piestātnes KRS-4 līdz piestātnei KS-29 <i>from berth KRS-4 up to berth KS-29</i>	100	13.2	260/300*	
4.	no piestātnes KS-29 līdz piestātnei EO-14 <i>from berth KS-29 up to berth EO-14</i>	100	12.3	260/300*	
5.	no EO-14 līdz ieejai Eksportostas kausā <i>from EO-14 up to mouth of Eksportosta</i>	120	10.0	230/300*	
6.	no ieejas Eksportostas kausa līdz piestātnei MK-4 <i>from the mouth of Eksportosta up to berth MK-4</i>	120	8.6	300*	
7.	Milgrāvja caurtekā līdz Sarkandaugavas caurtekai <i>Milgravis Channel up to Sarkandaugava Channel</i>	80	9.0/7.1	190/230	
8.	no Sarkandaugavas caurtekas līdz piestātnei JM-26/RKR-7 <i>Milgravis Channel up to Berth JM-26/RKR-7</i>	-	9.0/7.1	185/230	
9.	Sarkandaugavas caurtekā līdz piestātnei SD-3; <i>Sarkandaugava Channel up to Berth SD-3;</i>	90	9.0	190	

1. Kuģu maks. iegrimis norādītas metros pie "0" ūdens līmeņa atbilstoši Baltijas 1977.gada normālo augstuma sistēmai.
2. Ūdens līmeņa svārstību (izmaiņu) gadījumos, kuģa iespējamā iegrimis jāsaparņo ar KSVC. Nepieciešamības gadījumā galīgo lēmumu pieņem ostas kapteinis.
3. Ja straumes ātrums Daugavā pārsniedz 1,5 mezglus, konkrētu kuģu ievēšana/izvešana Eksportostas baseinā, Pīlmuīžas baseinā, Krēmeru ielīcī, Zvejas ostas un Daugavgrīvas baseinā vai tā apgrīšana, var tikt ierobežota, ņemot vērā kuģa gabarītus un laika apstākļus.
4. Norādītajām kuģu iegrimēm piestātnēs RKR-3, 4, 5, 6, 6A, 7, 8, 9, MKR-6, 7, 8 un DG-1, 2 ir informatīvs raksturs.
5. Izmaiņas šajā pielikumā drīkst veikt tikai ar ostas kapteiņa rīkojumu (ostas kapteiņa rīkojuma veidā).



A. Šmits

2. DATI PAR PIESTĀTNĒM

Nr.	Ostas rajons	Piestātnes		Kuģa maksimālā		Piezīmes
		numurs	garums, metros	iegrime pie piestātnes, metros	garums pie piestātnes metros	
1	2	3	4	5	6	7
1.	MUITAS KRASTMALA	MK-3	240	8.6	210	1. Kuģi, kura iegrimē pārsniedz 7.9m taurot piestātnē MK-3 izmantojot ne vairāk kā 160m no piestātnes MK-4. 2. Piestātnē MK-3/MK-4 ir atļauts taurot kuģi ar maks. garumu līdz 300m.
2.		MK-4	222	7.9	190	
3.	JŪRAS PASAŽIERU STACIJA	JPS-1	132	7.6	110	Piestātnē JPS-1/JPS-2 ir atļauts taurot kuģi ar maks. garumu līdz 280m.
4.		JPS-2	217	6.9	180	
5.	ANDREJOSTA	AO-1	64.6	3.0	30	Kuģa taurošanu iepriekš saskaņo ar Rīgas brīvostas pārvaldi.
6.		AO-2	135	4.0	80	
7.	ANDREJSALA	AS-3	120	7.8	100	Piestātnē AS-3/AS-4 ir atļauts taurot <u>tikai pasažieru un Ro-Ro</u> tipa kuģus ar maks. garumu līdz 180m. Šis nosacījums stājas spēkā 2019.gada 11.martā plkst. 00:01.
8.		AS-4	119	7.8	100	
9.		AS-5	144	7.6	150	
10.	EKSPORTOSTAS DAMBIS	ED	170	-	-	Dambja krastmala var tikt izmantota, dažādu ostas palīgflotes peldošo līdzekļu izvietošanai, netraucējot kuģu kustībai pie EO-6/8 piestātnēm.
11.	EKSPORTOSTA	EO-6	240	10.1	200	1. Piestātnē EO-6 ir atļauts taurot <u>tikai pasažieru un Ro-Ro</u> tipa kuģus. 2. Piestātnē EO-6/EO-7 ir atļauts taurot kuģi ar maks. garumu līdz 230m un iegrimi 9.2m. 3. Ja pie piestātnēm EO-7 vai EO-8 atrodas kuģi vai peldlīdzekļi, kuģa ievēšanu/izvešanu iepriekš saskaņo ar ostas kapteini. 4. Piezīmju 1.punktā noteiktais ierobežojums stājas spēkā 2019.gada 11.martā plkst. 00:01.
12.		EO-7	190	9.2	170	1. Piestātnē EO-7/EO-8 ir atļauts taurot kuģi ar maks. garumu līdz 230m ar iegrimi 9.1m. 2. Taurojot kuģi piestātnē EO-7/EO-8 pie 6m platiem pontoniem, iegrimē 10.0m. 3. Piestātnēs EO-7 un EO-8 nav pieļaujama ogļu kravu kraušana un/vai uzglabāšana. 4. Piestātnēs EO-7 un EO-8 nav pieļaujamas beramkravu un lejamkravu operācijas un nav pieļaujamas tādas ar ostas darbību saistītas funkcijas kā atklāta sauszemes beramkravu un lejamkravu kraušana un uzglabāšana. 5. Piezīmju 3. un 4. punktā noteiktie ierobežojumi stājas spēkā 2019.gada 11.martā plkst. 00:01.
13.		EO-8	188.5	9.1	170	1. Piestātnē EO-9/EO-10 ir atļauts taurot kuģi ar maks. garumu līdz 170m. 2. Piestātnēs EO-9 un EO-10 nav pieļaujama ogļu kravu kraušana vai uzglabāšana. 3. Piestātnēs EO-9 un EO-10 nav pieļaujamas
14.		EO-9	130	6.9	120	

Smits

15.		EO-10	150	6.9	130	beramkravu un lejamkravu operācijas un nav pieļaujamas tādas ar ostas darbību saistītas funkcijas kā atklāta sauszemes beramkravu un lejamkravu kraušana un uzglabāšana. 4. Piezīmju 2. un 3. punktā noteiktie ierobežojumi stājas spēkā 2019.gada 11.martā plkst. 00:01.
16.		EO-11	140	6.9	120	1. Piestātnē EO-11/EO-12 ir atļauts tauvot kuģi ar maks. garumu līdz 170m. 2. Piestātnēs EO-11 un EO-12 nav pieļaujama ogļu kravu pārkraušana un/vai uzglabāšana.
17.		EO-12	159	6.9	130	3. Piezīmju 2. punktā noteiktais ierobežojums stājas spēkā 2019.gada 11.martā plkst. 00:01.
18.		EO-14	210	12.3	200	1. Piestātnē EO-14/EO-15 ir atļauts tauvot kuģi ar maks. garumu līdz 260m. 2. Kuģa, kuru nepieciešams apgriezt pirms kravas izkraušanas vai pēc kravas iekraušanas, maks. iegrime ir ierobežota līdz 12.0m.
19.		EO-15	212	12.3	200	3. Piestātnēs EO-14 un EO-15 nav pieļaujama ogļu kravu pārkraušana un/vai uzglabāšana. 4. Piezīmju 3. punktā noteiktais ierobežojums stājas spēkā 2019.gada 11.martā plkst. 00:01.
20.		PM-16	145	10.0	125	1. Piestātnē PM-16/PM-17 ir atļauts tauvot kuģi ar maks. garumu līdz 230m. 2. Ja pie piestātnēm PM-19 vai PM-20 vai PM-21 atrodas kuģi vai peldlīdzekļi, kuģa ievēšanu/izvešanu iepriekš saskaņo ar ostas kapteini.
21.	PĪLMUIŽAS BASEINS	PM-17	145	10.0	125	3. Piestātnēs PM-16 un PM-17 nav pieļaujama ogļu kravu pārkraušana un/vai uzglabāšana. 4. Piezīmju 3. punktā noteiktais ierobežojums stājas spēkā 2019.gada 11.martā plkst. 00:01.
22.		PM-18	103	8.5	80	1. Piestātnē PM-18 nav pieļaujama ogļu kravu pārkraušana un/vai uzglabāšana. 2. Piezīmju 1. punktā noteiktais ierobežojums stājas spēkā 2019.gada 11.martā plkst. 00:01.
23.		PM-19	172	10.0	150	1. Piestātnē PM-19/PM-20 ir atļauts tauvot kuģi ar maks. garumu līdz 200m, iepriekš saskaņojot ar piestātnes PM-20 lietotāju. 2. Ja pie piestātnēm PM-16 vai PM-17 vai PM-20 atrodas kuģi vai peldlīdzekļi, kuģa ievēšanu/izvešanu iepriekš saskaņo ar ostas kapteini. 3. Kuģi tauvot ar kreiso bortu. 4. Piestātnē PM-19 nav pieļaujama ogļu kravu pārkraušana un/vai uzglabāšana. 5. Piezīmju 4. punktā noteiktais ierobežojums stājas spēkā 2019.gada 11.martā plkst. 00:01.
24.	PĪLMUIŽAS BASEINS	PM-20	217.75	10.2	180	1. Piestātnē PM-20/PM-19 ir atļauts tauvot kuģi ar maks. garumu līdz 230m, iepriekš saskaņojot ar piestātnes PM-19 lietotāju. 2. Ja pie piestātnēm PM-16 vai PM-17 vai PM-19 vai PM-21 atrodas kuģi vai peldlīdzekļi, kuģa ievēšanu/izvešanu iepriekš saskaņo ar ostas kapteini. 3. Piestātnē PM-20 nav pieļaujama ogļu kravu pārkraušana un/vai uzglabāšana. 4. Piezīmju 3. punktā noteiktais ierobežojums stājas spēkā 2019.gada 11.martā plkst. 00:01.



25.		PM-21	349.13	12.3	230	<p>1. Piestātnē PM-21 ir atļauts tauvot kuģi ar maks. garumu līdz 260m.</p> <p>2. Kuģiem, kuru maks. garums pārsniedz 230m, pieļaujamo iegrimi iepriekš saskaņo ar ostas kapteini.</p> <p>3. Piestātnē PM-21 nav pieļaujama ogļu kravu pārkraušana un/vai uzglabāšana.</p> <p>4. Piezīmju 3. punktā noteiktais ierobežojums stājas spēkā 2019.gada 11.martā plkst. 00:01.</p>
26.	KUNDZIŅSALA	KS-28	140	12.0	230	<p>1. Tankkuģi balastā, tauvot ar labo bortu.</p> <p>2. Tautu padošanas metodi uz krastu iepriekš saskaņo ar ostas kapteini.</p>
27.		KS-29/30	330	13.1	230	<p>1. Piestātnē KS-29/30 ir atļauts tauvot kuģi ar maks. DW=60000t.</p> <p>2. Kuģis, kura maks. garums pārsniedz 200m, bet iegrimē nepārsniedz 12.0m, un, kurš nāk pēc kravas, tauvo ar labo bortu, bet kuģis, kura iegrimē pārsniedz 12.0m, kurš nāk uz izkraušanas - ar kreiso bortu.</p>
28.		KS-32	150	11.7	130	Piestātnē KS-32/KS-33/KS-34 ir atļauts tauvot kuģi ar maks. garumu līdz 250m .
29.		KS-33	150	11.7	130	
30.		KS-34	149	11.7	130	
31.		KS-36	210	7.6	123	<p>1. Piestātnē KS-36 ir atļauts tauvot kuģi, kas aprīkots ar priekšgala sānskrūvi vai kuģi ar divām dzenskrūvēm.</p> <p>2. Velkoņa palīdzība ir obligāta, ja vēja ātrums pārsniedz 10m/s un/vai straumes ātrums Daugavā ir 1,5mezgli un vairāk.</p> <p>3. Piestātnē KS-36 ir atļauts tauvot kuģi ar maks. DW=8000t.</p> <p>4. Piestātnē KS-36 ir atļauts tauvot kuģi ar maks. platumu līdz 16.5m.</p> <p>5. Tauvot ar kreiso bortu.</p>
32.		KS-36A	119.4	13.2	195	Piestātnē KS-36A ir atļauts tauvot kuģi ar maks. DW=58000t .
33.	SARKAN-DAUGAVA	SD-3	150	9.0	140	Piestātnē SD-3 ir atļauts tauvot kuģi ar maks. garumu līdz 190m . Kuģa, kura maks. garums pārsniedz 140m , ieviešanas/izvešanas nosacījumus iepriekš saskaņo ar ostas kapteini.
34.		SD-4	135	7.8	110	-
35.		SD-5	220	9.0	170	-
36.	DAUDERSALA	DS-9	105	5.0	90	Piestātnē DS-9/DS-10 ir atļauts tauvot kuģi ar maks. garumu līdz 130m .
37.		DS-10	100	5.0	90	
38.		DS-11	85	3.5	63	-
39.		DS-12	150	3.0	100	-
40.	JAUNMĪLGRĀVIS	JM-15	181	9.0	170	<p>1. Atļauts tauvot kuģi ar maks. platumu līdz 30m.</p> <p>2. Kuģi tauvo pie liellaivu "PUP-1", "EVA" borta.</p>
41.		JM-15A	193	7.5	120	<p>1. Tauvot ar kreiso bortu.</p> <p>2. Velkoņa pakalpojumi ir obligāti, ja vēja ātrums pārsniedz 10m/s.</p> <p>3. Kuģa priekšgala pārkare pār liellaivu "ALTONA" ne vairāk kā 10m.</p> <p>4. Kuģi tauvo pie liellaivas "ALTONA" borta.</p>
42.		JM-16	146	8.9	150	<p>1. Kuģi nedrīkst novietot aiz piestātnes DR gala.</p> <p>2. Kuģi tauvo pie trim 6m platiem pontoniem.</p>
43.		JM-17	125	5.4	100	-

44.		JM-20	60	4.0	80	-
45.		JM-22	125	9.0	105	1. Piestātnē JM-22/JM-23 ir atļauts taivot kuģi ar maks. garumu līdz 200m.
46.		JM-23	130.5	9.0	115	2. Kuģi, kas nāk uz izkraušanu, un kura garums pārsniedz 120m, taivot ar labo bortu, bet kuģi, kurš nāk uz iekraušanu – ar kreiso bortu.
47.		JM-25	38.41	5.5	90	-
48.		JM-26	100.16	9.0	185	Kuģi taivot ar kreiso bortu.
49.		JM-27	58.5	7.8	135	Ja pie piestātnes JM-26 atrodas tankkuģis, kuģu ievēšana/izvēšana var tikt ierobežota.
50.		JM-29	153	6.3	120	Kuģa tauvošanu piestātnē var ierobežot, ja: a) piestātnē JM-27 ir pietauvots kuģis; b) vēja ātrums pārsniedz 10m/s.
51.	RĪGAS KUĢU BŪVĒTAVA	RKR-2	-	-	-	1. AS "RĪGAS KUĢU BŪVĒTAVA" jūrmieciņas speciālista apkalpojamās piestātnes. 2. Kuģot tikai gaišajā diennakts laikā.
52.		RKR-3	70	4.5	-	
53.		RKR-4	320	5.0	-	
54.		RKR-5	265.7	4.0	-	
55.		RKR-6A	104.5	4.9	-	
56.		RKR-6	388	6.2	-	
57.		RKR-7	530	7.1	-	
58.		RKR-8	184.78	5.1	-	
59.		RKR-9	247.55	4.8	-	
60.		VM-3	60	5.2	100	-
61.	VECMĪLGRĀVIS	VM-4	154.45	9.7	140	1. Piestātnē VM-4/VM-5 ir atļauts taivot kuģi ar maks. garumu līdz 200m. 2. Kuģa, kura maks. garums pārsniedz 140m, tauvošana iepriekš jāaskaņo ar piestātnes VM-5 lietotāju.
62.		VM-5	50/81	9.7/9.0	110	RBP piestātnē
63.	MANGAĻU KUĢU REMONTA RŪPNĪCA	MKR-1	153	9.9	125	Piestātnē MKR-1/MKR-2 ir atļauts taivot kuģi ar maks. garumu līdz 190m.
64.		MKR-2	55/45	9.9/6.5	90	Piestātnē MKR-2/MKR-3 ir atļauts taivot kuģi ar maks. garumu līdz 120m.
65.		MKR-3	100	5.5	90	Piestātnē MKR-4/MKR-5 ir atļauts taivot kuģi ar maks. garumu līdz 145m.
66.		MKR-4	114	5.5	100	
67.		MKR-5	115	6.0	100	1. SIA "MANGALI SHIPYARD" jūrmieciņas speciālista apkalpojamās piestātnes. 2. Kuģot tikai gaišajā diennakts laikā.
68.		MKR-6	184.3	4.0	-	
69.		MKR-7	191.8	4.0	-	
70.		MKR-8	190.55	5.5	-	-
71.	ZVEJAS OSTA	ZO-1	207.25	9.7	175	Piestātnē ZO-1 ir atļauts taivot kuģi ar maks. DW=25000t.
72.		ZO-2	261.2	11.5	210	Piestātnē ZO-2 ir atļauts taivot kuģi ar maks. DW=30000t.
73.		ZO-3	95	7.0	120	1. Kuģi netaivot tuvāk kā 10m no piestātnes ZO-3 stūra. 2. Piestātnē ZO-3/ZO-4 ir atļauts taivot kuģi ar maks. garumu līdz 120m.
74.		ZO-4	100	7.3		3. Piestātnē ZO-4/ZO-5 ir atļauts taivot kuģi ar maks. garumu līdz 135m.
75.		ZO-5	100	7.3	135	4. Piestātnē ZO-5/ZO-6 ir atļauts taivot kuģi ar maks. garumu līdz 135m. 5. Piestātnē ZO-6/ZO-7 ir atļauts taivot kuģi ar maks. garumu līdz 135m.
76.		ZO-6	100	7.3		6. ZO baseinā ir atļauts taivot kuģi ar maks. garumu līdz 180m un maks. platumu 30m. Kuģa, kura maks. garums pārsniedz 135m.

77.		ZO-7	100	7.3		ievešanas/izvešanas nosacījumus iepriekš saskaņo ar ostas kapteini.
78.		ZO-8	99.8	6.0	80	-
79.		ZO-9	110	6.6	90	-
80.		ZO-10	120	6.8	100	-
81.		ZO-11	105.3	5.4	90	Aizliegts izmest enkuru.
82.		ZO-12	230	12.0	225	Pie papildus fenderu konstrukcijām ZO-12 : kuģa iegrime līdz 13.0m .
83.		ZO-14	148.1	5.6	105	1. Atbilstoši 2010.gada 21.decembra MK noteikumiem Nr.1171 "Noteikumi par Latvijas ūdeņu izmantošanas kārtību un kuģošanas režīmu tajos" piestātne ZO-14 ir iekļauta patvērumu vietas sarakstā. 2. Aizliegts izmest enkuru.
84.		ZO-15	142.8	6.7	70	-
85.		ZO-18	273	15.0	250	-
86.		ZO-17	80	7.0	120	1. Kuģi tauvo pie peldoša pontona. 2. Atļauts tauvot kuģi, ja pie piestātnes ZO-17 neatrodas citi peldlīdzekļi.
87.		ZO-19	100	14.5	235	1. Kuģa bunkurēšana kravas operāciju laikā ir aizliegta. 2. Piestātnē ZO-19 ir atļauts tauvot kuģi ar maks. DW=82000t .
88.	AUDUPE	AU-1	195	4.0	80	Kravas kuģa ievešanas/izvešanas nosacījumus iepriekš saskaņo ar ostas kapteini
89.		MS-2	100	14.5	235	1. Piestātnes MS-2 upes pusē ir atļauts tauvot kuģi ar maks. DW=82000t . 2. Kuģa tauvu nogādei uz krastu izmantot "Upe" tipa velkoņus. 3. Piestātnes MS-2 krasta pusē ir atļauts tauvot liellaivu MS-2 ar maks. DW=15650t .
90.	MANGAĻSALA	MS-10	229	6.0	120	
91.		MS-11	118.93	6.0	120	Kuģa, kuru garums pārsniedz norādīto, ievešanas/izvešanas nosacījumus iepriekš saskaņo ar ostas kapteini.
92.		MS-12	141.3	6.5	120	
93.		MS-13	188	6.5	120	
94.		RD-1	158.6	6.8	120	Kuģa, kuru garums pārsniedz norādīto, ievešanas/izvešanas nosacījumus iepriekš saskaņo ar ostas kapteini.
95.		RD-2	152.1	6.8	120	
96.	ROŅU DĪKIS	RD-3	145	6.8	120	Kuģa, kuru garums pārsniedz norādīto, ievešanas/izvešanas nosacījumus iepriekš saskaņo ar ostas kapteini.
97.		ĶPS-16	162	4.5	120	Īslaicīga, piespiedu (ārkārtējos gadījumos) - rezerves stāvvieta, bez aprikojuma
98.		VL-13	151.5	4.0	100	-
99.	VOLERI	VL-14	65	4.0	40	-
100.		KR-21	140.35	5.6	115	-
101.		KR-22	71.3	4.5	50	-
102.	KRĒMĒRI	KR-24	105.3	6.9	90	1. Piestātnē KR-24/KR-25 ir atļauts tauvot kuģi ar maks. garumu līdz 140m . 2. Piestātnē KR-24/KR-25 , tauvojot kuģi pie diviem 16m platiem peldošiem celtniem, ir atļauts tauvot kuģi ar maks. garumu līdz 230m un iegrimī 10.5m . Kuģa maks. DW=49000t .
103.		KR-25	101.3	6.9	90	
104.	LEJAS PODRAGS	LP-27	147.2	6.6	130	Kuģi netauvot tālāk par 10 m aiz piestātnes ZR gala.
105.	DAUGAVGRĪVA	DG-1	203	10.8	225	1. Kuģot tikai gaišajā diennakts laikā, pie redzamības $\geq 2.0j.j.$, straume ≤ 1.0 mezglu, vēja



						ātrums ≤ 8m/s, viļņu augstums ≤ 1.0m. 2. Tauvojot kuģi piestātnē DG-1 pie 8m platiem pontoniem, iegrimē 12.0m .	
106.		DG-2	116.4	5.5	80	Kuģot tikai gaišajā diennakts laikā.	
107.		DG-19	150	5.5	-	1. SIA "BOLDERĀJAS KUĢU REMONTA RŪPNĪCA" jūrniecības speciālista apkalpojamās piestātnes	
108.		DG-20	160.8	5.5	-	2. Kuģot tikai gaišajā diennakts laikā.	
109.		DG-54	219	4.8	110	-	
110.		DG-55	147	5.7	120	-	
111.		DG-55A	74.8	6.4	100	Kuģi, kura iegrimē pārsniedz 5.7m tauvot piestātnē DG-55A , izmantojot ne vairāk kā 50m no piestātnes DG-55 .	
112.		DG-56	111.6	6.5	120	-	
113.	KRIEVU SALA	KRS-1	166	13.2	140	Piestātnē KRS-1/KRS-2 ir atļauts tauvot kuģi ar maks. garumu līdz 230m .	
114.		KRS-2	167.3	13.2	140		
115.		KRS-3	249.81	12.4	225	Kuģa, kura maks. garums pārsniedz norādīto, tauvošanu piestātnē iepriekš saskaņo ar ostas kapteini.	
116.		KRS-4	263	14.5	235		
117.		KRS-5	262	14.5	235		
118.			KRS-6	327	14.5	260	-
119.			KRS-7	328.52	14.5	260	-
120.	VARMAS	VARMA	69.39	7.2	87	-	
121.	LOČU	LOČU	72	3.5	25	-	



3. PIESTĀTŅU SPECIALIZĀCIJA

Nr.	Piestātnes specializācija	Piestātnes numurs
1.	Lejamkravas	KS-28 JM-15, JM-15A, JM-16, JM-26, JM-27, JM-29, JM-20 SD-5 ZO-17, ZO-18
2.	Ģenerālkraavas un beramkravas izņemot akmeņogles	EO-11, EO-12, EO-14, EO-15 DG-1, DG-2, DG-54, DG-55, DG-55A, DG-56, DS-9, DS-10 JM-17, JM-22, JM-23, JM-25, JM-29 KRS-1, KRS-2, KRS-3, KRS-4, KRS-5, KRS-6, KRS-7 KS-29, KS-30, KR-21, KR-24, KR-25 MKR-1, MKR-2, MKR-3, MS-2, MS-10, MS-11, MS-12, MS-13 PM-16, PM-17, PM-18, PM-19, PM-20, PM-21 RD-1, RD-2, RD-3, SD-3, SD-4, VM-3, VM-4 ZO-1, ZO-2, ZO-3, ZO-4, ZO-5, ZO-6, ZO-7, ZO-8, ZO-9, ZO-10, ZO-11, ZO-12, ZO-19
3.	Beramkravas - ogles	KRS-4, KRS-5, KRS-6, KRS-7, ZO-19, MS-2, DG-1, DG-2
4.	Beramkravas (minerālmēsli)	KS-36, KS-36A, ZO-9, ZO-10, ZO-11, ZO-12
5.	Pasažieri, Ro-Ro	JPS-1, JPS-2, EO-6, EO-7, EO-8, EO-9, EO-10 MK-3, MK-4, AS-3, AS-4, AS-5 MKR-1, KS-32
6.	Konteineri	KS-32, KS-33, KS-34 ZO-1, ZO-2, EO-14, EO-15
7.	Sašķidrīnātā gāze	LP-27
8.	Kuģu remonts	RKR-3, RKR-4, RKR-5, RKR-6, RKR-6A, RKR-7, RKR-8, RKR-9 DG-19, DG-20 VL-13 MKR-4, MKR-5, MKR-6, MKR-7, MKR-8
9.	Palīgflotes kuģu piestātnes	Loču, Varma, VM-5
10.	Īslaicīgas, piespiedu (ārkārtējos gadījumos) - rezerves stāvvietas, bez aprīkojuma	KR-22, RKR-2, AU-1 ED, DS-11, DS-12 ZO-14, ĶPS-16, ZO-15, AO-1, AO-2
11.	VARAM piestātne	VL-14

Piestātņu specializācijai ir informatīvs raksturs.