

Ventspils Free Port Rules

I General

1. These Rules (hereinafter the Rules) of Ventspils Free Port (hereinafter the Free Port) set out the operation and shipping safety requirements applicable in Ventspils Free Port.
2. The Rules are binding to all legal or private entities located or operating in Ventspils Free Port
3. The following terms are used in the Rules:
 - 3.1. vessel – any means of navigation/crafts designed for use at sea/on rivers, etc.;
 - 3.2. auxiliary fleet – vessels delivering services in the Free Port, including tugboats, barges, floating cranes, bunkering vessels, vessels for polluted water collection, diver’s and other vessels that are registered in Ventspils and/or by Ventspils Free Port Authority and/or vessels rented/owned by the Free Port enterprises (*enterprises having concluded agreements for operation in the Free Port with the Free Port Authority based on Article 18 of the Law on Ports*);
 - 3.3. maximum draught – the maximum acceptable draught of a vessel based on the average perennial sea level;
 - 3.4. emergency conditions – actual threat to the crew of the vessel, the safety of passengers, cargo and/or the vessel and the environment.
 - 3.5. ship agent – a legal entity authorized by the ship owner, freighter, operator, Master or other legal or private entities responsible for the vessel, and having agreement with the Free Port Authority;
 - 3.6. berth and/or terminal operator – a lessee or manager of a berth and/or terminal; in cases when there are no lease or management agreements, the obligations described in the Rules must be fulfilled by the respective berth and/or terminal owner;
 - 3.7. Venta River shipping channels – Venta River from outer harbour to the By-pass Bridge across the Venta River;
 - 3.8. outer harbour – the port water area between the Northern and Southern breakwater and the line connecting the tips of the Northern and Southern breakwater and crossing the Venta River as an extension of the line along Berth 27 towards the western tip of Berth 25A.
4. The following abbreviations are used in the Rules:
 - 4.1. GT – gross tonnage;
 - 4.2. L – maximum length of vessel;
 - 4.3. B – maximum width of vessel
 - 4.4. d – maximum draught of vessel;

- 4.5. IMDG code – International Maritime Dangerous Goods Code, which provides the following classification:
 - 4.5.1. Class 1 – explosives and articles thereof;
 - 4.5.2. Class 2 – gases;
 - 4.5.3. Class 3 – flammable liquids;
 - 4.5.4. Class 4 – flammable solids; substances liable to spontaneous combustion; substances which, in contact with water, emit flammable gases;
 - 4.5.5. Class 5 – oxidizing substances and organic peroxides;
 - 4.5.6. Class 6 – toxic and infectious substances;
 - 4.5.7. Class 7 – radioactive materials;
 - 4.5.8. Class 8 – corrosive substances;
 - 4.5.9. Class 9 - miscellaneous dangerous substances and articles;
- 4.6. SOLAS 74 – 1974 International Convention on Safety of Life at Sea and its amending protocols of 1978 and 1988;
- 4.7. MARPOL 73/78 – International Convention on Prevention of Oil Pollution from Vessels and its amending protocol of 1978;
- 4.8. Helsinki Convention – the environmental protection of the Baltic Sea Region convention of 1992;
- 4.9. COLREG 72 – Convention on International Regulations for Prevention of Vessel Collision;
- 4.10. ISGOTT – International Oil Tanker and Terminal Safety Handbook;
- 4.11. VHF – Very High Frequency Waves;
- 4.12. national SSN system – vessel traffic monitoring and information exchange system.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016.)

5. According to legislation of the Republic of Latvia all vessels moored in the Free Port shall hoist the flag of their state of registry and the flag of the Republic of Latvia.

II Borders of the Free Port

6. The boundaries of the Free Port are set in line with the Cabinet of Ministers Regulation 'On the Boundaries of the Port of Ventspils', which include
 - 6.1. the port water area with:
 - 6.1.1. the outer roads bordering the lines connecting the points with the following coordinates:
 - 6.1.1.1. 57° 20.9' N 021° 29.3' E
 - 6.1.1.2. 57° 25.4' N 021° 22.6' E
 - 6.1.1.3. 57° 32.3' N 021° 30.3' E
 - 6.1.1.4. 57° 26.3' N 021° 36.0' E

(See Latvian Maritime Administration Hydrographical Agency Map 2257 (INT 1 163)).
 - 6.1.2. (See Latvian Maritime Administration Hydrographical Agency Map 2257 (INT 1 163)).
 - 6.1.3. The Venta River from the outer harbour to the line crossing the Venta River from Kustes ditch on the right bank, protruding further along the axis of the Venta riverbed towards South up to a SE point of land plot on 9 Pīlādžu Street on the left bank of the Venta River
 - 6.2. land territory on both banks of the Venta River from an entrance to the Free Port to Kustes ditch on the right bank of the Venta River to SE point of land plot on 9 Pīlādžu Street on the left bank of the Venta River.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016.)

7. Free Port Authority governs Free Port territory and berths that are owned either by the state, municipality or the Authority.

III Vessel dimensions

8. Maximum draught in the Free Port:
 - 8.1. on the shipping lanes:
 - 8.1.1. Ventspils – on the Western shipping lane from buoy A (Alpha) to the port entrance – 15.0m;
 - 8.1.2. Ventspils – on the Northern shipping lane from buoy B (Bravo) to the split-point at buoys 3 and 4 – 12.5 m;
 - 8.2. the outer harbour – 15.0 m;
 - 8.3. Venta River shipping channels from the turning basin of outer harbour to the line connecting Berth 12 and 13B – 14.2 m; from the line between Berth 12 and 13B via the Venta bridge to the imaginary line connecting Berths 51 and 62 – 7.4 m; to the by-pass bridge – 4.0 m.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016.)

9. Free Port has 2 turning basins in port water area:
 - 9.1. Outer harbour turning basin for ships with LOA up to 275 m and draught of up to 15.0 m;
 - 9.2. Venta River turning basin, located between Berth 5 and 16 for ships with LOA up to 240 m and draught of up to 13.2 m.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 24 January 2014.)

10. Water level fluctuations and other similar instances entitle Harbour Master to apply different maximum ship draught, length or width limits than in Article 8, 9, 11 and 12, and Appendix 2.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016.)

11. Ships of the following dimensions are moored at the Berths of the Free Port:
 - 11.1. Berth 1, 2, 4 - L 230 m, B 32.5 m;
 - 11.2. Berth 3, 4A, 7A - L 240 m, B 32.5 m;
 - 11.3. Berth 5 - L 170 m, B 26.0 m;
 - 11.4. Berth 8, 9 - L 200 m, B 32.5 m;
 - 11.5. Berth 10 - L 230 m, B 32.5 m;
 - 11.6. Berth 11 - L 205 m, B 32.5 m;

11.6 ¹	Berth 12	- L 240 m, B 32.5 m;	
11.7.	Berth 13	- L 70 m, B 20.0 m;	
11.8.	Berth 14	- L 150 m, B 20.0 m;	
11.9.	Berth 15, 16	- L 240 m, B 32.5 m;	
11.10.	Berth 16 A	- L 140 m, B 25.0 m;	
11.11.	Berth 17	- L 200 m, B 28.0 m;	
11.12.	Berth 26, 26A	- L 125 m, B 20.0 m;	
11.13.	Berth 26 B/C	- L 225 m, B 32.5 m;	
11.14.	Berth 27	- L 80 m, B 15.0 m;	
11.15.	Berth 28	- L 275 m, B 50.0 m;	
11.16.	Berth 30, 31 m, B 50.0 m;	- L 228 m, B 33.0 m;	11.17. Berth 32, 33 - L 275
11.18.	Berth 34	- L 165 m, B 26.0 m;	
11.19.	Berth 35A	- L 195 m, B 32.0 m;	
11.20.	Berth 36	- L 250 m, B 47.0 m;	
11.201	Berth 50, 51	- L 130 m, B 25.0 m;	
11.202	Berth 53	- L 105 m, B 18.0 m;	

11.21. maximum dimensions of vessels accommodated by other berths managed by the Free Port Authority are provided by the Free Port Authority;

11.22. maximum dimensions of vessels accommodated by privately-owned berths are provided by the respective owner based on vessel dimensions indicated in the berth's technical documentation.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016; No 4 of 24 January 2014.)

12. Ships are allowed to pass through or under the Venta bridge at average perennial sea level: 12.1. when the bridge is down: below the span of the bridge between the permissive light and maximum windage sign, if their maximum dimensions are:

L-50.0 m, B-28.0 m, d-3.0 m, windage height 6,5 m.

Sailing under the movable span of the bridge is forbidden.

12.2. when the bridge is up: vessels of the following maximum dimension are allowed to sail through the opened bridge:

L-130.0 m, B-25.0 m, d-7.4 m, any windage height.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016.)

IV Vessel Traffic Service and Shore-Based Radar Services

13. Vessel traffic in the Free Port is controlled by the Vessel Traffic Service, a division of the Free Port Harbour Master's Office. Sailing of ships in the Free Port without the permission of the Vessel Traffic Service is strictly forbidden.

14. Prior to entering the Free Port all vessels shall establish radio contact with the Vessel Traffic Service and when the Article 13 permission is granted vessels' shall follow further instructions of the Vessel Traffic Service.
15. Vessels shall follow all instructions of the Vessel Traffic Service. A vessel must report any/all problems with the execution of VTS instructions and ask for further instructions in such cases. In case of failure to start sailing after 20 minutes of the first permission, requests for permission to enter shall be repeated.
16. The Vessel Traffic Service and the Shore-Based Radar Service operates 24 hours. Vessels shall use Channel 9 and 16 in the VHF frequency. Call-signal Ventspils Vessel Traffic. The Vessel Traffic Service may identify a different channel for further communication after the initial contact.
17. The Vessel Traffic Service serves vessels in order of their approach to outer road or readiness to sail. The right to obtain service is granted first to:
 - 17.1. Vessels in danger and vessels on salvage missions.
 - 17.2. Vessels of state authorities of the Republic of Latvia on duty;
 - 17.3. Passenger and passenger - cargo vessels;
 - 17.4. Liners;
 - 17.5. Tankers with cargo;
 - 17.6. Vessels carrying dangerous cargo (Class 1, 2, 3, 4, 5, 6, 7, 8, 9 according to IMDG code).
18. The main tasks of the Vessel Traffic Service are to:
 - 18.1. provide safe traffic of vessels in the Free Port;
 - 18.2. register data necessary for vessel traffic and verify data entered into the automatic vessel identification system;
 - 18.3. provide vessel's Master and pilot with SBRS data;
 - 18.4. provide vessels with navigation and hydro-meteorological information;
 - 18.5. specify anchorage of the vessels in the designated port water areas;
 - 18.6. supervise all salvage emergency/operations in/from the Free Port;
 - 18.7. grant permission for underwater work in the Free Port water area or order to cease such works;
 - 18.8. coordinate work of dredgers in the Free Port and their sailing to and from the work-site.
19. Vessels anchored in roadstead or at berths of the Free Port can draw down boats only with permission of the Vessel Traffic Service, except cases when life of a person is at danger. After employment boats have to be lifted back.
20. Irrespective of weather conditions the use of SBRS services is compulsory to:
 - 20.1. vessels longer than 150m;
 - 20.2. vessels with draught over 11.5m;
 - 20.3. cargo loaded tankers.
21. The use of SBRS services is compulsory to vessels over 70 m length if:
 - 21.1. visibility is limited to 2 nautical miles;
 - 21.2. wind speed exceeds 8m/sec.
22. SBRS services do not supersede the Master's obligation to navigate the vessel. Information received by vessel's Master is of recommendatory nature only.

23. The Vessel Traffic Service informs the Master about the beginning and the end of SBRS assisted pilotage. SBRS can service only one vessel at a time, providing parallel consultations to other vessels. Audiovisual information is stored for 48 hours; however, in case of necessity data may be stored for non-limited time period.

V Pilotage

24. When entering or leaving the port or re-anchoring by berth, pilotage is compulsory to all vessels, the length of which exceeds 70m, as well as tankers independent of their length. This requirement does not apply to the auxiliary fleet vessels of the port.
25. Vessels shall embark/disembark pilot on board at light buoys A (Alpha) or B (Bravo). In difficult hydro-meteorological conditions when embarkation or disembarkation of pilot at light buoys is impossible this location may be changed upon prior consent of the Master.
26. All exemptions from the provisions on pilot assistance are approved by the Free Port Harbour Master who may issues a certificate of exemption from the obligation to use pilotage services to coasters, regular traffic and liner vessels when entering or leaving the Free Port and sailing in the waters of the Free Port, if the Masters of such vessels pass the appropriate test.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016.)

VI Tugboat services

27. The necessary number of tugboats for vessels entering or leaving the Free Port or sailing in the water area (for re-mooring) is coordinated between the Master and the pilot according to the best seagoing practices and depending on the manoeuvrability of a vessel, actual weather conditions, mooring and unmooring sites.
28. At least one tugboat must be used by:
 - 28.1. all vessels with hazardous cargo on board and tankers with non-degassed tanks with the LOA of more than 70 m;
 - 28.2. dry bulk cargo vessels with one bow thruster and LOA above 140 m;
 - 28.3. dry bulk cargo vessels with two bow thrusters, i.e. front and rear bow thruster, and LOA above 160 m;
 - 28.4. cargo and bunkering vessels sailing through the Venta bridge, if their draught do not exceed 7.2 m.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016.)

29. At least two tugboats must be used by:
 - 29.1. tankers and dry bulk carriers with a bow thruster and LOA between 185 m and 200 m.
 - 29.2. tankers and dry bulk carriers without a bow thruster and LOA between 140 m and 185 m.
 - 29.3. all vessels with LOA above 185 m ready to leave the port and moored with bow facing the port entrance.

- 29.4. cargo and bunkering vessels sailing through the Venta bridge if their draught is between 7.2 and 7.4 m.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016.)

30. At least three tugboats must be used by:
- 30.1. tankers with a bow thruster and LOA between 200 m and 250 m.
 - 30.2. tankers without a bow thruster and LOA between 185 m and 250 m.
 - 30.3. dry bulk carriers without a bow thruster and LOA between 185 m and 230 m.
 - 30.4. dry bulk carriers with a bow thruster and LOA between 200 m and 230 m.
31. At least four tugboats must be used by tankers with LOA above 250 m and dry bulk carriers with LOA above 230 m when:
- 31.1. entering the port;
 - 31.2. re-mooring from one berth to another;
 - 31.3. turning a vessel.
32. If the weather conditions are good, Harbour Master may permit the use of 3 tugboats in cases described under the Article 31.
33. The following vessels are permitted not to use the tugboat services:
- 33.1. cargo-passenger and passenger vessels with at least two bow thrusters;
 - 33.2. auxiliary fleet vessels.
34. Tugboat service charge is not dependant on the number of tugboats employed, except cases when tugboats are employed based on hourly charge.
35. Each tugboat, independent of the type of haulage, can haul only one vessel.
36. Tugboats and hauled objects leaving the port, except tugboats hauling barges, must submit Free Port Harbour Master's Office the following documents:
- 36.1. Voyage Plan;
 - 36.2. Latvian Maritime Administration or its authorized vessel classification agency's issued Voyage Permit.

VII Anchoring of vessels

37. The following anchorages are provided on the Free Port outer roads:
- 37.1. V1 (Victor 1) - within lines connecting the following coordinates:
 - 37.1.1. 57°29.74'N 021°28.48'E; 37.1.2. 57°31.52'N 021°30.28'E; 37.1.3. 57°30.79'N 021°31.60'E;
 - 37.1.4. 57°29.11'N 021°29.78'E;NB! The anchorage is provided for tankers carrying gas and chemical cargo and vessels on quarantine.
 - 37.2. V2 (Victor 2) - within lines connecting the following coordinates:

- 37.2.1. 57°30.19'N 021°20.90'E; 37.2.2.
57°31.51'N 021°22.42'E; 37.2.3.
57°31.21'N 021°23.32'E;
37.2.4. 57°29.58'N 021°22.67'E;
NB! The anchorage is provided for all vessels, Harbour Master's permit required.
- 37.3. V3 (Victor 3) - within lines connecting the following coordinates:
37.3.1. 57°26.99'N 021°28.58'E; 37.3.2.
57°28.07'N 021°27.03'E; 37.3.3.
57°29.39'N 021°28.70'E;
37.3.4. 57°27.89'N 021°30.68'E;
NB! The anchorage is provided for oil and petroleum tankers and dry bulk cargo vessels carrying dangerous cargo (Class 1, 2, 3, 4, 5, 6, 7, 8, 9 according to IMDG code).
- 37.4. V4 (Victor 4) - within lines connecting the following coordinates:
37.4.1. 57°26.29'N 021°31.00'E; 37.4.2.
57°27.82'N 021°31.00'E; 37.4.3.
57°27.82'N 021°33.58'E;
37.4.4. 57°26.29'N 021°33.58'E;
NB! The anchorage is provided for dry bulk cargo vessels with draught under 5m.
- 37.5. V5 (Victor 5) - within lines connecting the following coordinates:
37.5.1. 57°26.05'N 021°26.98'E; 37.5.2.
57°26.64'N 021°24.73'E; 37.5.3.
57°27.97'N 021°26.28'E;
37.5.4. 57°26.18'N 021°28.71'E;
NB! The anchorage is provided for dry bulk cargo vessels with draught between 5m and 10 m.
(See Latvian Maritime Administration Hydrographical Agency Map 2257 (INT 1 163)).
38. When anchorage is completed Master shall communicate Vessel Traffic Service anchorage coordinates or bearings and distance between the vessel and the Northern breakwater
39. Anchoring on shipping lanes, in outer harbour and the Venta River shipping channels is forbidden.
40. During the night-time, anchored vessel's deck must be appropriately illuminated.

VIII Vessel Traffic

41. Two-way traffic of vessels longer than 70m on shipping lanes, outer harbour and the Venta River channels is strictly forbidden.
42. Tankers carrying gas and chemicals, dry bulk cargo vessels not exceeding length of 185m, oil and petroleum tankers not exceeding length of 235m are allowed to call the Free Port only if wind speed is below 14m/ sec. and/or visibility is not less than 2 nautical miles.
43. Tankers carrying gases and chemicals, dry bulk cargo vessels exceeding length of 185m, oil and petroleum tankers exceeding length of 235m are allowed to call the Free Port only if wind speed is

- below 8m/ sec. and/or visibility is not less than 2 nautical miles. When wind speed is below 14m/sec. permission to call or leave port is given by Harbour Master or its authorized personnel and coordinated with the vessel's Master. During the night-time pilots must coordinate movement of vessels calling or leaving the port with the vessel's Master.
44. When visibility in the Free Port is less than 0.5 nautical miles and/or wind speed rises above 14m/sec sailing in the Free Port is stopped. In some cases when wind speed is above 14m/sec. Harbour Master may grant exceptional permission to sail in or out of the Free Port.
 45. When wind speed is above 14m/sec. passenger and cargo-passenger vessel Master shall coordinate sailing in or out of the Port with Harbour Master.
 46. Vessels sailing and hauled in outer harbour and on the Venta River shipping channels must be ready to drop the anchor at all times.
 47. Sailing ships and yachts entering or leaving the Free Port or sailing the Venta River shipping channels must use the engine. Vessels sailing with hydrofoil are allowed to call or clear the Free Port only with fully submerged hydrofoil.
 48. All vessels not exceeding length of 70m and with draught less than 4m, except tankers, vessels carrying gases and chemical cargo, and sailing in or out of the port must:
 - 48.1. give way to other vessels moving along shipping lane;
 - 48.2. enter or leave the Free Port with Vessel Traffic Service permission through Northern and Southern sectors, not shipping lanes:
 - 48.2.1. Northern sector has boundaries with coastline and lines that connect:
 - 48.2.1.1. 57° 24.8' N 021° 31.2' E;
 - 48.2.1.2. 57° 29.2' N 021° 34.1' E;
 - 48.2.2. Southern sector has boundaries with coastline and lines that connect:
 - 48.2.2.1. 57° 24.7' N 021° 31.1' E;
 - 48.2.2.2. 57° 25.8' N 021° 23.4' E;

(See Latvian Maritime Administration Hydrographical Agency Map 2257 (INT 1 163)).
 49. Vessels entering or leaving the Free Port are not permitted to have a list more than 3° and pitch difference exceeding default threshold identified in the vessel's technical information.

IX Mooring operations

50. Mooring to any berth of the Free Port without a permit issued by its owner or operator is forbidden. Mooring operations are supervised by the berth operator's representative who indicates the exact place of mooring. The number of mooring lines and their deployment is coordinated between the ship's Master and pilot. Vessels with capacity (deadweight) exceeding 5 000 tons shall place no more than two mooring lines on the same bollard.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016.)

51. Vessel must align itself to berth prior to contact.
52. Deployment/transportation of cranes and railcars and other works at the berth are prohibited during mooring and unmooring of vessels. An unauthorized personnel is not allowed on the berth during vessel's approach.
53. Simultaneous mooring and unmooring of vessels at two berths next to each other is prohibited.
54. Shifting of vessels from one berth to another or to the roadstead is permitted only in presence of the Master or Chief Mate on board. Deviation from this provision during emergencies is allowed. These requirements do not apply to auxiliary fleet.
55. If a vessel is longer than 120m and distance to the berth of destination exceeds 100m, remooring (shifting) it within the berth or between berths that are on the same line must be performed under the assistance of a pilot and tugboat. The use of tugboats in such cases is stipulated by Section VI of the Rules.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016.)

56. Mooring of vessels side-by-side must be coordinated with the respective vessel and it is allowed exclusively under permission of Harbour Master. Auxiliary fleet vessels do not require such Harbour Master's permission.

X Vessels' Stay at Berth

57. When staying at the berth, vessels must be equipped with safe and well-illuminated gangways with safety nets underneath them. A life buoy must be always in reach.
58. When staying at the berth, vessels can connect to shore communications only under the permission of an operator.
59. Vessels berthed must have well-illuminated deck during the night-time, navigation lights must be off.
60. Vessel's main engine may be dismantled (for repair) only with permission of the Free Port Harbour Master.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016.)

61. Free Port Authority, Harbour Master or berth operator may request vessel to leave the berth for another appointed berth or leave the Free Port at any time.
62. Due to traffic safety considerations all tankers shall be berthed with their bows outwards. All tankers in the Free Port and terminals servicing them shall comply with ISGOTT recommendations.
63. Due to traffic safety considerations coal carriers accommodated by Berth 28 shall be berthed with their bows outwards. Harbour Master may permit otherwise.

64. Tankers and dry bulk cargo vessels carrying dangerous cargo (Class 1, 4, 7 according to IMDG code) must be ready to leave the Free Port at all times.
65. All vessels equipped with cooling ducts rising above berth level shall have protective shields, removal of ballast water must comply with MARPOL73/78 requirements and discharge must take place opposite to the berth.

XI Cargo and passenger operations

66. Free Port berths are specially equipped to service different types of goods:
 - 66.1. liquid cargo berths – 11, 30, 31, 32, 33, 34, 35A and 36;
 - 66.2. liquefied gas and chemical cargo berths - 34, 36;
 - 66.3. dry bulk cargo berths – 1, 2, 3, 4, 4A, 5, 7A, 8, 9, 10, 12, 13, 14, 15, 16, 16A, 26, 26A, 26B, 26C, 28, 38, 50, 51, 52, 53;
 - 66.4. passenger, passenger-cargo operation berths – 16, 16A, 17, 18, 19, 20, 21 and 22;
 - 66.5. berths for the auxiliary fleet – 5, 9A, 21, 22, 37 and 37A.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016.)

67. Cargo, passenger and other operations by auxiliary fleet berths are allowed under permission of Free Port Authority.
68. Vessels loading or unloading hazardous and dangerous liquid cargoes or being bunkered shall hoist signal flag “Bravo” during the day and switch on the red signal-lights, visible over horizon, during the night-time. This rule applies also to vessels loading or unloading packaged dangerous goods (Class 1, 4, 7 according to IMDG code).
69. Passenger and ship-supply operations, including bunkering, when anchored shall commence under permission of the Free Port Harbour Master.
70. Operations shall be stopped if vessels movement alongside the Berth under impact of high wind speed exceeds 2m. Liquid ammonia and liquid chemical substance reloading shall stop when wind speed rises above 15 m/sec or more. Reloading of IMDG Class 1, 2, 3, 4 cargo during storm is forbidden.
71. If a vessel berthed in Ventspils Free Port causes oil or chemical substance spillage (leak) on board or off board:
 - 71.1. all operations shall be halted immediately;
 - 71.2. vessel Master and/or coast crew member shall immediately report spillage (leak) to berth or terminal operator and Free Port Harbour Masters Office that supervises spillage collection works and mitigation of pollution in the port, except the roadstead. Collection of spillage and mitigation of pollution on roadstead is coordinated by the Coast Guards of the Latvian Armed Force Navy.
72. Liquid ammonia may be transhipped only to vessels fully equipped to carry liquid ammonia prior to entering the port according to Society of International Gas Tanker and Terminal Operators (SIGTTO) guidelines on liquefied gas handling on vessels and at terminals and specially equipped with

compatible equipment that protects shore equipment (coast cables) from possible hydraulic thrust during the closure of vessels high-speed valve.

73. All cargo loading operations on tankers shall be stopped during mooring and unmooring of bunkering ship. Bunkers funnel shall not be positioned against vessels deck.
74. Cargo operations on vessels loading or unloading oil, petroleum products, liquid chemicals and dry bulk cargo are performed only after execution of all ship/shore safety checklist requirements and processing of the check list.

XII Limitations and Restrictions of Navigation

75. The draught of a vessel shall not exceed the maximum draught allowed on the shipping lane and at the berths when entering or leaving the Free Port (Annex 2). Harbour Master is entitled to impose reduced maximum draught or other requirements due to force majeure conditions and other forces that have impact on shipping lane parameters or shipping conditions. Ventspils Free Port Authority is entitled to modify requirements of Annex 2.
76. The relative speed of vessel sailing the Venta River channel shall not exceed 5 knots.
77. Small vessels with the engine power of up to 55 kW and/or 80 GT shall not hamper the traffic of other vessels in the Free Port water area. Recreation and fishing ships are forbidden from being in the outer harbour to the north of the Northern guideline without a permit issued by the Vessel Traffic Service.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016.)

78. Sailing of tankers with non-degassed tanks or loaded tankers and other vessels in outer harbour and shipping lanes is forbidden.
79. Vessels are not allowed to drop anchor less than 100 m from underwater cable, sewage and water supply pipeline areas. These areas are separated by warning signs that are illuminated during the night-time. Owners of respective communication lines are responsible for maintenance of such signs. Venta River channel has three cable areas:
 - 79.1. between Berth 5 and 17;
 - 79.2. between Berth 12 and the plot of land, with the address Sarkanmuižas dambis 35, Ventspils;
 - 79.3. under the Venta bridge.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016.)

80. Vessels exceeding 30 m length are not allowed to overtake other vessels on Venta River channel and outer harbour lanes.
81. Vessels are not permitted to enter and anchor in danger zones, i.e. 50 m from anchored chemical and gas carriers. This requirement does not apply to auxiliary fleet vessels servicing vessels berthed by chemical and gas transshipment berths.

82. Vessels berthed in the Free Port are not allowed to conduct main engine propeller test-runs for a time period longer 1 (one) minute. Restriction does not apply to vessels having propellers with adjustable blades in 'zero' position.
83. Vessels lying at berth are prohibited to turn their jibs and cranes overboard if they are not used for loading operations.
84. Sailing in the Free Port water area may be disrupted during an intensive ice-drift.
85. Transportation of passengers and supply operations (including fuel supply operations) in the outer harbour of the Free Port must be permitted by the State Border Service, the Customs Authority of the State Revenue Service, and be applied for at the Free Port Master Service.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016.)

XIII Detention and Arrest of Vessels

86. The Harbour Master can arrest vessel following the decision of the Court or upon detention request of Latvian Maritime Administration or any other legally entitled state authority.
87. The arrest of vessel is performed according to International Convention on Unification of Laws Concerning Maritime Vessel Arrest of 1952 and the International Convention on the Arrest of Ships of 1999. Any vessel involved in collision at sea, damage of port facilities or polluting of environment may be detained by the Harbour Master until the according decision of the Court.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016.)

XIV Procedures and Reporting

88. Before entering or leaving the Free Port vessels shall use the national SSN system to submit Harbour Master all documents required by the Cabinet of Ministers Regulation on clearance procedures pertaining to vessels entering or leaving a port and Convention on Facilitation of International Maritime Traffic (FAL Convention).
89. Shipping agent must e-mail and/or fax a request for entering/leaving or re-mooring a vessel in the Free Port to the Vessel Traffic Service.
90. Harbour Master's Office officials are entitled to verify the vessel's compliance with these requirements.

XV Customs, Border Control and Sanitary Regime

91. Border control of individuals and vessels is performed by the State Border Guard Service, Customs Office of the State Revenue Service, Food and Veterinary Service, Coast Guard Service of the Latvian Armed Force Navy in scope of their responsibilities.

92. Sanitary control in the Free Port is carried out by the Kurzeme Office of the State Health Inspectorate and Sanitary Border Inspection of the State Food and Veterinary Service. Requirements of these services falling within their responsibility are compulsory to all vessels and legal and private entities operating in the Free Port. The Master shall via his agent inform Kurzeme Office of the State Health Inspectorate about inappropriate sanitary and epidemiological conditions on board of the ship or sick crewmembers not later than 24 hours prior to arrival of the vessel.
93. Water from the Free Port water area is not for drinking. Drinking water is supplied to vessel from water pumps on berth.

XVI Environmental Protection

94. All vessels, legal and private entities located or operating in the Free Port shall comply with the requirements of MARPOL 73/78 and the Helsinki Convention and other national/international laws and regulations on environment protection transposing the requirements of the above conventions.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016.)

95. It is prohibited in the Free Port water area to:
 - 95.1. discharge waste water from cleaning of deck or cargo holds;
 - 95.2. discharge any garbage, cargo residue and cargo separations;
 - 95.3. pollute water area with the paints, when painting vessel;
 - 95.4. use waste incinerators;
 - 95.5. discharge waste water in port waters. Waste water discharge valves have to be closed and sealed;
 - 95.6. apply dispersants dissolving or submerging floating oils and similar products.
96. Prior to departure vessels must discharge all waste generated on board of a vessel and not dischargeable in the Baltic Sea under MARPOL 73/78 and the Helsinki Convention to specific Free Port facilities. Subject to the requirements of MARPOL 73/78 and Cabinet Regulation No 455 'On the acceptance procedure for ship-produced waste and contaminated water; on the development procedure for a ship-produced waste management plan' requirements vessels must discharge all cargo residue to specific Free Port facilities before leaving the port.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016.)

97. Dry waste shall be separated according to ship's sewage plan.
98. Regular line vessels (passenger, cargo-passenger) or vessels servicing routes shorter than 24h are not subject to requirements of the Article 95 of the Rules. In such cases Master is liable to inform the Free Port Authority about:
 - 98.1. the port in which the vessel hands on garbage;
 - 98.2. the route length;
 - 98.3. the volume of the storage tanks or containers.

99. Vessels carrying explosives and articles thereof (Class 1 in the IMDG Code), gas (Class 2 in the IMDG Code) and radioactive substances (Class 7 in the IMDG Code) may enter the Free Port only with the permission of Free Port Authority and environmental protection authorities.
100. During cargo handling operations, the following environmental protection requirements shall be complied with:
- 100.1. When loading on a vessel oil products or chemical substances with steam pressure (according to Raid method) is equal to or exceeding 27.6 kilopascals (at 37.8C), or heavy fuel, crude oil or benzol, cargo vapour emission control systems (pursuant to the definition determined in Clause 1.2.13 of the International Maritime Organization Shipping Safety Committee Circular No. 585 "Standards for Vapour Emission Control Systems"), which complies with the solution of the best available technical method, shall be used. If a vessel shall not be equipped properly for the connection to the abovementioned systems, requirements laid down in Sub-clause 100.5 of these Regulations shall be complied with.
- 100.2. Volatile organic compounds (hereinafter referred to as VOC) emissions from cargo vapour emission control system shall not exceed 10 g/Nm³, and the terminal operator shall perform adequate monitoring, providing online data transmission to the Freeport Harbour Master office.
- 100.3. The terminal operator, which handles the substances specified in Sub-clause 100.1 of these Regulations, shall establish odour monitoring system, providing online data transmission to the Freeport Harbour Master office. Port Control shall assess the data received from VOC emissions and odour monitoring, and, if VOC limit specified in Sub-clause 100.2 or odour concentration 5 ou_E/m³ on the border of the terminal territory shall be exceeded, port control shall demand the terminal operator to take the necessary measures, including reduction of loading intensity. Prior to commencement of loading works of each tanker, terminal operator shall send electronically the following information to the Harbour Master – name of the vessel, berth No., copy of safety data sheet of the chemical substance or mixture and volume of loading.
- 100.4. The terminal operator, which performs discharging of heavy fuel from wagon tanks on the elevated railway structures, shall be obliged to provide that the odour indications caused thereby are not exceeding 5 ou_E/m³ on the border of the terminal territory.
- 100.5. If, during cargo handling operations, VOC emission shall exceed the limit specified in Sub-clause 100.2 or odour concentration shall exceed 5 ou_E/m³ on the border of the terminal territory, the terminal operator shall immediately take the necessary measures to comply with the norms, including reduction of loading intensity."

(Amended in accordance with the Ventspils City Council Binding Regulations No 8 of 21 October 2016)

101. Only toilets with closed storage tank or biological treatment systems can be used while anchored in the Free Port.
102. Industrial fishing in the Free Port water area is strictly forbidden, angling is regulated by respective legal acts. Swimming in the outer harbour and the Venta River shipping channels is forbidden.
103. Operators of berths and terminals must obtain A, B or C category permit of Ventspils Regional Environmental Board of the State Environmental Service for their operation.

XVII Fire Safety Rules

104. Fire safety of berths and/or terminals of the Free Port is responsibility of berth and/or terminal operators.
105. The Master of a vessel accommodated by the Free Port bears full responsibility for fire safety on board and shall ensure compliance with requirements of SOLAS 74 in this regard.
106. In case of fire on board of a vessel or at berth or terminal, watchmen aboard or other persons discovering the fire shall:
 - 106.1. raise the alarm;
 - 106.2. notify berth or terminal operator and Harbour Master's Office;
 - 106.3. call terminal and municipal fire fighting service (phone: 112);
 - 106.4. start the fire extinguishing using all available means.
107. Operator of the berth or terminal shall supervise the fire fighting operation until arrival of the municipal fire brigade. The Master shall supervise the fire fighting operations on board of a vessel.
108. For fire safety reasons vessels have to be ready to leave the danger area at all times.
109. Bunkering services and supply of lubricants is performed by companies duly contracted by the Free Port Authority and having coordinated these services with berth and terminal operator.
110. Bunkering operations must be carried out considering that:
 - 110.1. simultaneous bunkering and cargo or ballast operations is permitted to:
 - 110.1.1. dry cargo vessels - at any berth, from any bunkering vessel;
 - 110.1.2. oil and petroleum tankers - from shore-based system or bunkering vessel;
 - 110.2. gas and chemical carriers - by bunkers only before or after cargo operations; and
 - 110.3. Bunkering from tank-cars is allowed at Berth 1, 2, 3, 4, 4A, 5, 8, 9, 10, 12, 13, 13B, 14, 15, 16, 16A, 17, 18, 25, 25B, 26, 26A, 26B, 26C, 37, 38, 50, 51, 52, 53.
 - 110.4. Bunkering of international sailing ship race competitors and naval training vessels from bunkering vessels and tank- cars is allowed at Berth 19, 20, 21, 22, 23 and 24.

(Amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016.)

111. Tank car must be equipped with spillage collectors fit for collecting at least 50 kilograms of petroleum products.
112. On-board hot works (electric welding, gas welding, metal cutting and other works involving open fire) require Harbour Master's and berth operator's authorisation to be obtained by the Master.
113. Any hot works are prohibited:
 - 113.1. on vessels anchored in liquid cargo area;
 - 113.2. on vessels carrying dangerous goods (Class 1, 2, 3, 4, 5, 6, 7, 8, 9, according to the IMDG code);
 - 113.3. on berth if any vessel is berthed;

XVIII Safety of Facilities and Equipment

114. Works in areas where underwater cables, communications and hydro-technical structures are located shall be coordinated with the Free Port Authority or Free Port Harbour Master.
115. When repair works on vessel are completed, vessel is allowed to test their main engines and connect propellers only with prior consent of berth operator and Free Port Harbour Master. Such tests must not create inconveniences to other vessels sailing or anchored in the Free Port.

XIX Dredging works

116. All dredging works in the Free Port require authorisation of the Free Port Authority and other institutions provided in the legislation of the Republic of Latvia.
117. Dredgers and sludge carriers working in the Free Port water area shall make way to other vessels arriving to or departing from the Free Port.
118. Dredgers working in the Free Port water area shall hoist the signs or apply light signals in accordance with the requirements of the COLREG – 72.
119. In cases when two vessels are approaching the dredger from both sides, the vessel departing from the Free Port has upper hand.
120. During dredging, the dredger shall constantly inform the Vessel Traffic Service about the set-up of ropes and anchors. Dredger shall be ready to slack or pull in her ropes to clear the passage for other vessels at all times.

XX Port Security Monitoring Rules

121. According to International Ship and Port Facility Security (ISPS) Code security arrangements for ships, ports and facilities subject to restricted access are ensured by the operators of respective berth and/or terminal. Application of the ISPS requirements in the Free Port is stipulated by the Free Port Authority that also ensures the conformity of access control to restricted areas of the port terminals with Free Port Security Plan.
122. Persons and vehicles shall enter and leave the restricted areas of the Free Port only through special security checkpoints. Terminal security checkpoints are installed and maintained by respective operators.
123. All persons in the restricted Free Port area must carry a valid ID at all times. Upon request ID shall be presented to port security officer, facility safety officer, facility security officer, border guard, customs or port control officer. If the internal rules of the restricted access area require, security pass or ID shall be visibly attached to clothing.

XXI Port Dues

124. Port dues are established by the Free Port Authority. Service charge thresholds are also stipulated by the Free Port Authority.
125. The following fees and charges are levied in the Free Port:
- 125.1. port fees:
- 125.1.1. tonnage fee;
 - 125.1.2. channel fee;
 - 125.1.3. cargo fee;
 - 125.1.4. pilotage fee;
 - 125.1.5. sanitary fee; 125.1.6. small vessels' fee;
- 125.2. service charges:
- 125.2.1. mooring and unmooring charge;
 - 125.2.2. tugboat charge;
 - 125.2.3. fire fighting charge;
 - 125.2.4. drinking water supply charge;
 - 125.2.5. auxiliary craft charge;
 - 125.2.6. polluted ballast water removal charge;
 - 125.2.7. cargo tank cleaning water removal charge;
 - 125.2.8. charge for removal of solid residues of oil and petroleum products, if they have originated from vessels' cargo or holds;
 - 125.2.9. other charges for different services.
126. Vessels calling the Free Port shall pay Latvian Maritime Administration navigation fee based on invoices issued thereby.
127. Before leaving the Free Port, all vessels shall pay all fees and service charges, except cases when agreement between the Free Port Authority and ship agent provides otherwise.

XXII Harbour Master's Office

128. The instructions of the Harbour Master on navigation safety are compulsory to all vessels, organizations, enterprises (companies) and legal, private entities of the Free Port.
129. If a vessel leaves the Free Port without sailing permit, the Harbour Master is entitled to return the vessel to the Free Port and detain her until matter is cleared.
130. Free Port Harbour Master supervises the mitigation and ensures prevention of any accidents in the Free Port water area executes initial investigation, collects evidence and other documents.
131. Harbour Master is entitled to prosecute administrative violations.

XXIII Communications

132. All vessels anchored in the Free Port water area shall have permanent radio contact using the following VHF channels:
- 132.1. vessels anchored on the outer roads – Channel 9 and 16;

132.2. vessels sailing the Free Port waters - Channel 9 or any other channel designated by the Vessel Traffic Service;

132.3. vessels anchored at berths having no telephone connection – Channel 9 and 16.

133. There are following licensed VHF radio stations in the Free Port:

No.	Service	Call signal	Channel
1.	Vessels Traffic Service	"Ventspils Vessel Traffic"	9,16,67
2.	Port State Control	"Ventspils Port Control"	9,16,30
3.	Tugboats	"Ventspils Radio 6"	9,33
4.	Ventbunkers	"Ventspils 93"	37
5.	Ventamonjaks	"Ventspils 91"	67
6.	Shipping Support Service	"Ventspils Radio 20"	9,29
7.	Boatmen	"Raita 4", "Raita" 5	9,30
8.	Emergency Rescue Service	"Coast Guards"	9,16,63
9.	Border Guard Service	"Tower 7"	9,11,16
10.	Customs	"Ventspils Customs"	12
11.	Marine and Inland Water Administration	"Ventspils Radio 19"	35

XXIV Liability for Violation of Rules

134. Any legal or private entity located or operating in the Free Port territory bears full responsibility for compliance with these Rules and other related legislation applicable. Free Port Authority is responsible for enforcement of these rules.

135. In cases when vessel anchored in the Free Port endangers Free Port structures, navigation equipment, other vessels, environment and people or violates these rules, Harbour Master may ordered to leave the Free Port. Ship-owner shall pay all expenses connected with such expulsion.

136. Free Port Authority bears no responsibility for conduct, misconduct or negligence on the part of other legal or private entities in the Free Port and is entitled to indemnify all losses incurred thereby.

XXV Final Provisions

137. Rules come to force the next day after the publishing in the Official Journal of the Republic of Latvia.

138. These Rules repeal the Binding Regulation 5 of Ventspils City Council Ventspils Free Port Rules of 21 November 2005.

139. The terminal operator shall provide compliance with the requirements specified in Sub-clause 100.1, 100.2, 100.3 and 100.4 of these regulations on 31 May 2018, at the very latest.

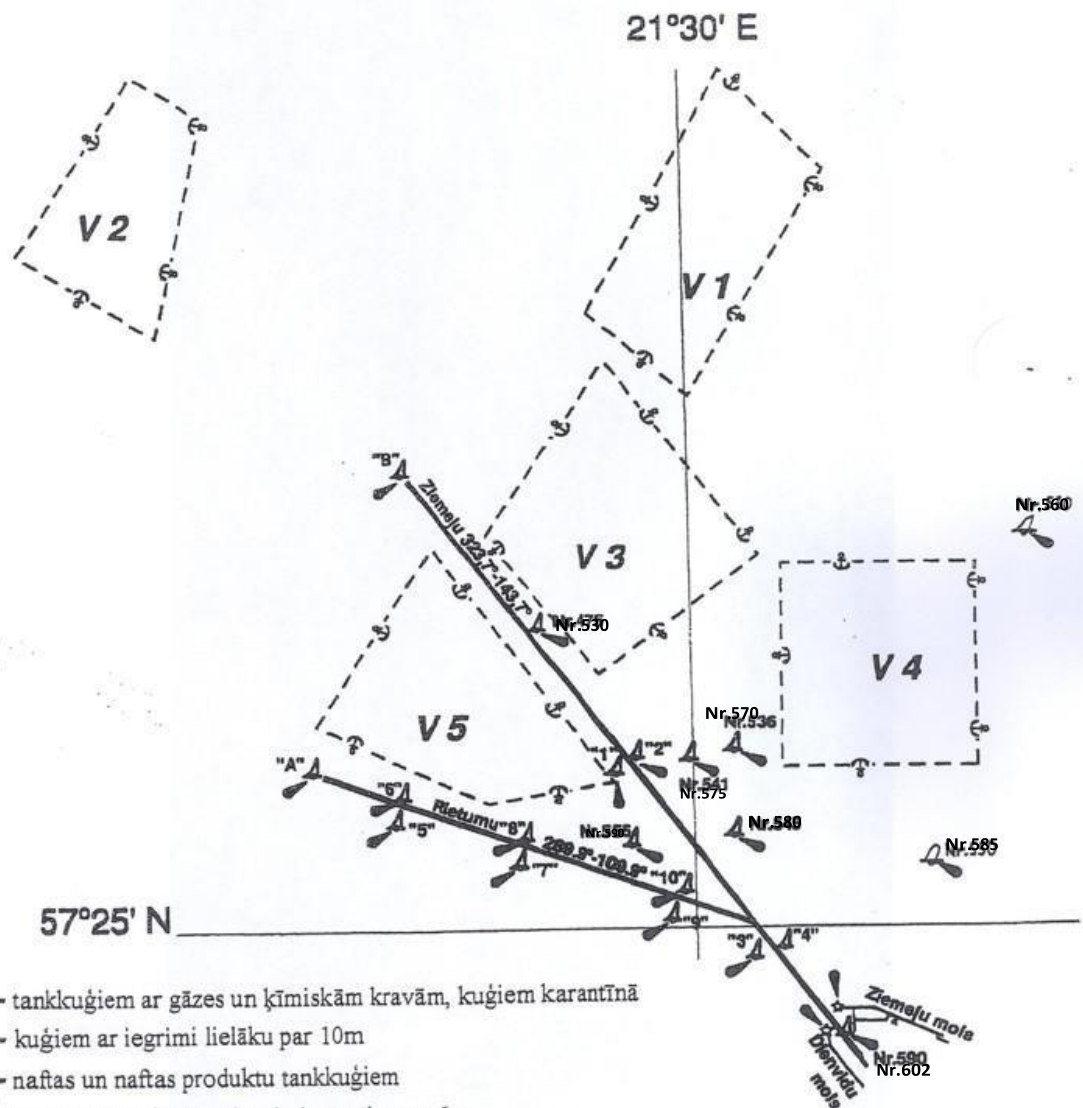
(Amended in accordance with the Ventspils City Council Binding Regulations No 8 of 21 October 2016)

J. Vītoliņš
Deputy Chairman for Infrastructure
Council

Ventspils City

Ventspils Free Port outer harbour anchoring area diagram

(Annex name amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016.)



- V1- tankkuģiem ar gāzes un ķīmiskām kravām, kuģiem karantīnā
- V2- kuģiem ar iegrīmi lielāku par 10m
- V3- naftas un naftas produktu tankkuģiem
- V4- sauskraavu kuģiem ar iegrīmi mazāku par 5m
- V5- sauskraavu kuģiem ar iegrīmi lielāku par 5m, bet mazāku par 10 m

V1 – the anchorage for tankers carrying gas and chemical cargo while on quarantine.

V2 – the anchorage for all vessels, Harbour Master's permit required;

V3 – the anchorage for oil and petroleum tankers and dry bulk cargo vessels carrying dangerous cargo (Class 1, 2, 3, 4, 5, 6, 7, 8, 9 according to IMDG code);

V4 – the anchorage for dry bulk cargo vessels with draught under 5m;

V5 – the anchorage for dry bulk cargo vessels with draught between 5m and 10 m.

(See Latvian Maritime Administration Hydrographical Agency Map 2257 (INT 1 163)).

J. Vītolņš

Deputy Chairman for Infrastructure
Ventspils City Council

Annex 2
Binding Regulation 9
of Ventspils City Council

(Appendix amended in accordance with the Ventspils City Council Binding Regulations No 4 of 10 June 2016 and 24 January 2014.)

Berths and Operators

Berth No.	Berth length (m)	Depth (m)	Maximum draught * (m)	Operator (lessee)
1	204	10.2/12.5	9.9/11.5	Ventspils Commercial Port Plc.
2	85	10.2	9.9	Ventspils Commercial Port Plc.
(1+2)	204 + 85	10.2/12.0	9.9/11.5	Ventspils Commercial Port Plc.
3	174	15.5	14.1	Ventspils Commercial Port Plc.
(2+3)	96 + 174	15.5	14.1	Ventspils Commercial Port Plc.
4	295	14.5	14.1	Kālija parks Plc.
4A	356	15.5	14.1	Kālija parks Plc.
5	413	6.0 - 8.0	5.0 - 7.6	Ostas Flote Lc. Ventspils Commercial Port Plc.
6	151	Shore reinforcement		Ventspils Grain Terminal Plc.
7	150	Shore reinforcement		Ventspils Grain Terminal Plc.
7A	288	14.5	14.1	Ventspils Grain Terminal Plc.
8	150	9.7	9.2	Ventspils Commercial Port Plc.
9	150	9.7/10.5	9.3/10.2	Ventspils Commercial Port Plc.
(8+9)	34 + 150	9.7/10.5	9.3/10.2	Ventspils Commercial Port Plc.
9A	78	8.8	8.4	Ventspils Commercial Port Plc.
10	287	12.5	11.8	Ventspils Commercial Port Plc.
11	294	11.0	9.5	Overseas Estates Llc.
12	321	14.5	14.2	Eurohome Latvija Llc.
13	97	6.5	6.2	Ventspils Free Port Authority
13A	Not built			
13B	164	5.5	5.2	Vērgi Llc.
14	140	14.5	14.2	Noord Natie Ventspils Terminals Llc.
15	299	14.5	14.2	Noord Natie Ventspils Terminals Llc.
16	256	14.2	13.2	Noord Natie Ventspils Terminals Llc.
16A	139	14.2	13.2	Noord Natie Ventspils Terminals Llc.
17	40	7.0	6.1	Noord Natie Ventspils Terminals Llc.
18	100	7.0	6.1	Ventspils Free Port Authority
19	86	7.0	6.5	Ventspils Free Port Authority
(17+18+19)	226	7.0	6.1	Noord Natie Ventspils Terminals Llc./ Ventspils Free Port Authority

20	251	7.0	6.4	Ventspils Free Port Authority
21	250	7.0	6.4	Ventspils Free Port Authority
22	160	7.0	5.8	Ventspils Free Port Authority
23	360	5.0 - 7.0	4.0 - 4.9	Coast Guards
24	55	6.5	5.1	Ventspils Free Port Authority
25	261	6.5	5.0	Ventspils Free Port Authority
25A	24	4.1	3.6	Ventspils Free Port Authority
25B (WP)	110	5.5	4.4	Ventspils Free Port Authority
25B (EP)	42	5.0	4.0	Ventspils Free Port Authority
26	183	14.2	13.0	Ventspils Free Port Authority
26A	151	12.9	12.5	Ventspils Free Port Authority
26B	55	12.5	11.7	Ventspils Commercial Port Plc.
26C	288	10.2	9.8	Ventspils Commercial Port Plc.
27	95	6.0	5.3	Ventspils Free Port Authority
28	358	16.0	15.0	Baltic Coal Terminal Plc.
29	358	9.0	8.0	Baltic Coal Terminal Plc.
30	344	13.5	12.5	Ventbunkers Plc.
31	344	13.5	12.5	Ventbunkers Plc.
32	360	17.0	15.0	Ventbunkers Plc.
33	360	17.0	15.0	Ventbunkers Plc.
34	190	9.5	9.0	Ventamonjaks serviss Llc.
35	Not built			
35A	230	13.5	12.5	Ventamonjaks serviss Llc.
36	296	14.2	13.5	Ventamonjaks serviss Llc.
37	107	15.0	13.5	Ventspils Free Port Authority
37A	78	6.0	5.5	Ventspils Free Port Authority
38	172	5.8 - 7.7	5.0 - 7.2	Baltic Waterfront Technopark Llc.
39	Not built			
40	80	5.7	5.0	Ventdok Llc.
40A	60	-5.6	-5.3	
50	150	-8	-7.4	Ventplac Llc.
51	150	-8	-7.4	Ventplac Llc.
52	119	3.0	2.5	Ventspils Free Port Authority
53	160	4.5	4.0	HBSI Production Llc.
60	Not built			
61	90	3.0	2.7	Ventspils Free Port Authority
62	203	5.0	4.5	BMGS Plc.
63	Not built			

New Fishery Harbour

Berth No.	Berth length (m)	Depth (m)	Maximum draught * (m)	Operator (lessee)
1	200	4.5	4.0	Ventdok Llc.
2	230	4.5	2.9	New Yacht Marina Llc.
3	107	4.5	2.8	New Yacht Marina Llc.
4	100	4.5	3.9	New Yacht Marina Llc.
5	100	4.5	3.9	New Yacht Marina Llc.
6	107	4.5	3.5	New Yacht Marina Llc.
7	230	4.5	3.8	New Yacht Marina Llc.

*NB! All maximum levels of draught at berth are indicative and must be clarified with the Free Port Harbour Master who holds the updated draught limitations.

Forward slash in berth depth and allowable draught means that vessels are berthed on pontoons (6 m).

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