

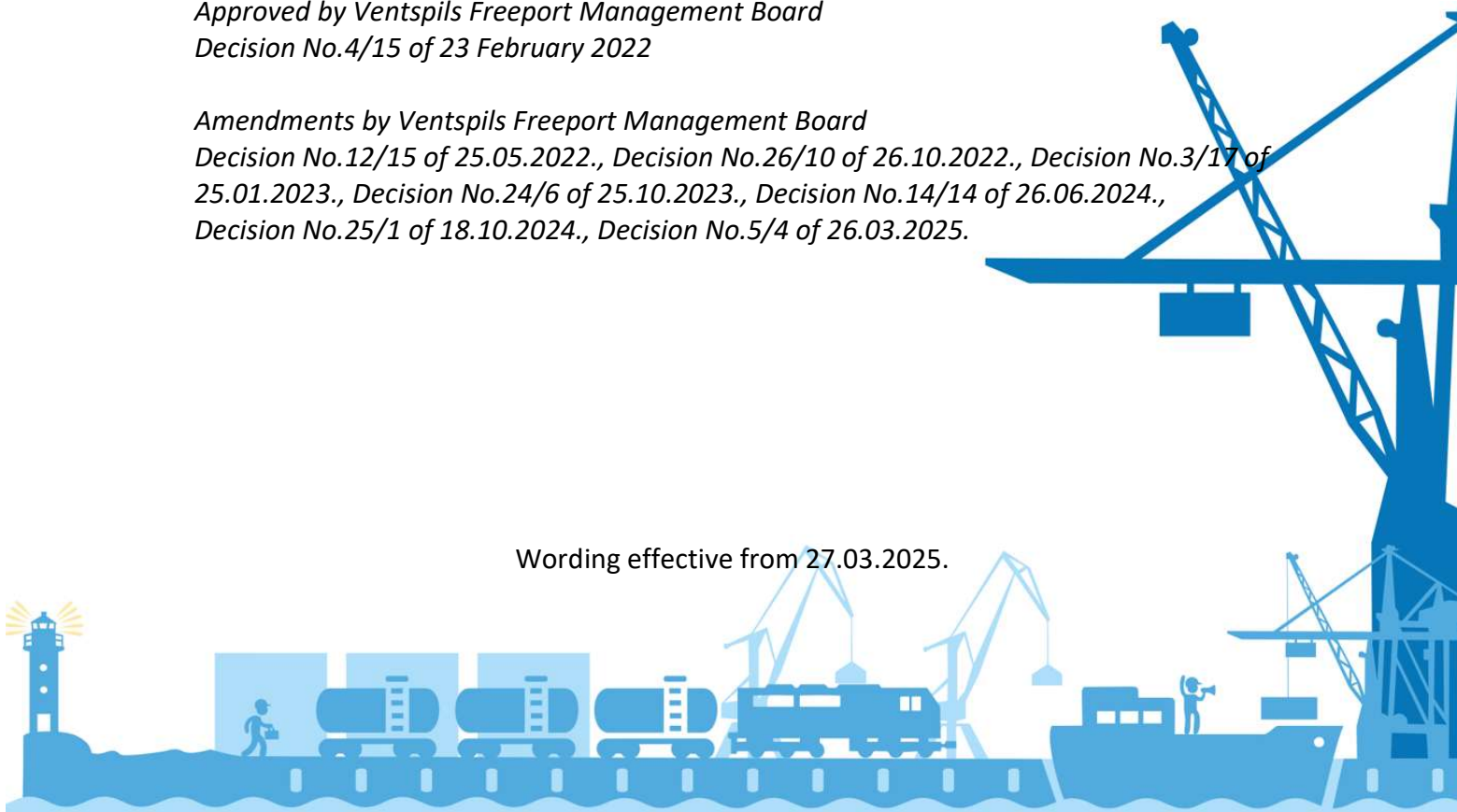


## Ventspils Freeport fees and charges

*Approved by Ventspils Freeport Management Board  
Decision No.4/15 of 23 February 2022*

*Amendments by Ventspils Freeport Management Board  
Decision No.12/15 of 25.05.2022., Decision No.26/10 of 26.10.2022., Decision No.3/17 of  
25.01.2023., Decision No.24/6 of 25.10.2023., Decision No.14/14 of 26.06.2024.,  
Decision No.25/1 of 18.10.2024., Decision No.5/4 of 26.03.2025.*

Wording effective from 27.03.2025.



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## 1. Definitions

1.1. Freeport Authority - Ventspils Freeport Authority

1.2. Vessel definitions:

1.2.1. tanker – a vessel primarily designed for the carriage of liquid cargo, incl. liquefied cargo;

1.2.2. dry cargo ship – a vessel primarily designed for the carriage of dry bulk and general cargo;

1.2.3. container ship – a vessel primarily designed for the carriage of containers;

1.2.4. Passenger vessel (incl. cruise) – a vessel carrying 12 or more passengers and holding a passenger vessel safety certificate;

1.2.5. Cargo - passenger vessel (Ro-Pax) – a vessel having cargo and passenger vessel safety certificates;

1.2.6. Ro-Ro vessel – a vessel with such a type indicated on the vessel's classification certificate and is intended for the carriage of wheeled cargo (cars, lorries, tractor units, trailers, special platforms, etc.) embarking or disembarking from the ship;

1.2.7. Fishing vessel – a vessel used for the commercial catching of fish and other marine resources;

1.2.8. Small ship – a vessel with the gross tonnage of which according to the tonnage certificate is less than 200 GT;

1.2.9. Auxiliary fleet of Ventspils Port – vessels performing service functions in the port, such as tugboats, barges, floating cranes, bunkering vessels (with the exception of cases where bunkering vessels do not carry out bunkering operations during a port visit, but carry out cargo operations), dredgers, sewage, bilge water and waste collection vessels, diving vessels, etc., which are registered in Ventspils or are leased or owned by the Freeport Authority or Freeport companies;

*(Wording of paragraph 1.2.9. effective from 01.01.2024.)*

1.2.10. Vessels with special allowances:

1.2.10.1. public service vessels – military and coastguard vessels, customs vessels, hydrographic vessels, etc;

1.2.10.2. scientific research vessels;

1.2.10.3. search and rescue ships;

1.2.10.4. training vessels used for training purposes

1.2.10.5. hospital ships;

1.2.10.6. vessels on charity missions, if they have a certificate issued by the Ministry of Welfare of the Republic of Latvia;

1.2.10.7. yachts;

1.2.11. Liner vessel – a vessel operating in liner traffic, where the vessel visits the port of Ventspils 12 or more times a year. Liner traffic status is granted by the Freeport Authority through a contract with the liner operator;

1.2.12. Stand-by tugboat – a tugboat waiting on stand-by for immediate for towing and/or pushing operations.

- 1.3. Definitions of removed waste:
  - 1.3.1. Sewage water – water from toilets, galleys, etc.;
  - 1.3.2. Bilge water – water accumulating in engine rooms, pump rooms, etc.;
  - 1.3.3. Ballast water – water from ballast and cargo tanks for ship stability;
  - 1.3.4. Cleaning water of the cargo tanks and/or holds – polluted water resulting from the cleaning of cargo tanks and/or holds. These waters must not be considered as ballast water or other polluted waters;
  - 1.3.5. Solid oil and oil product residues - waste polluted with oil or oil products resulting from the cleaning of tanker cargo tanks or ship fuel tanks;
  - 1.3.6. Household waste – waste arising from the maintenance of the galley and the sanitary condition of the vessel, but not waste arising from cargo operations;
  - 1.3.7. Tariffs set by the waste operator – tariffs set by third-party service providers for the reception of dry waste from ships.
- 1.4. State of emergency – a real threat to the safety of the crew, passengers, cargo and/or the vessel and the environment.
- 1.5. Freeport company - a commercial company entered into the Commercial Register of the Register of Enterprises of the Republic of Latvia, which in accordance with Section 18(1) of the Law on Ports, has entered into an agreement with the Freeport Authority to carry out commercial activities in the Freeport of Ventspils.
- 1.6. Gross tonnage of the vessel – the tonnage of the vessel expressed in gross tonnes (GT), as stated in the tonnage certificate.
- 1.7. Special permission of the Harbour Master not to use pilots – a certificate issued by the Ventspils Freeport Harbour Master on exemption from the obligation to use pilotage services in accordance with the laws and regulations (Cabinet of Ministers Regulations "Ventspils Freeport Regulations" and "Regulations on Pilots").

## **2. General conditions**

- 2.1. Port fees and service charges are apportioned as set out in the Law on Ports.
- 2.2. Ventspils Freeport has the following port fees:
  - 2.2.1. tonnage fee;
  - 2.2.2. canal fee;
  - 2.2.3. berth fee;
  - 2.2.4. passenger fee;
  - 2.2.5. pilotage fee;
  - 2.2.6. sanitary fee.

- 2.3. Ventspils Freeport has set the following fees and charges for port services, which are subject to certain threshold levels:
  - 2.3.1. a charge for acceptance of waste water and bilge water;
  - 2.3.2. a charge for accepting polluted ballast;
  - 2.3.3. a charge for accepting water from cleaning cargo tanks;
  - 2.3.4. a charge for accepting solid waste polluted with oil or oil products for disposal.
  - 2.3.5. a charge for mooring;
  - 2.3.6. a charge for the use of tugboats;
  - 2.3.7. a charge for fire-fighting services;
  - 2.3.8. a charge for supply of drinking water from the berth;
  - 2.3.9. a charge for using the port's craft.
- 2.4. Ventspils Freeport has such a charge for port services, which has a fixed tariff rate:
  - 2.4.1. a charge for opening of drawbridge.
- 2.5. In addition to the set fees and charges, there may be other charges for services provided by the Freeport.
- 2.6. In certain cases, the Freeport Authority may reduce port fees and service charges.
- 2.7. If the tanker's tonnage certificate shows separately the gross tonnage used for insulated ballast (double bottom, double hull and/or special side tanks), the port fees and service charges shall be calculated by reducing the total gross tonnage accordingly.
- 2.8. If several rate reductions can be applied to a vessel, only one, the largest reduction from the basic rate, shall be applied to the calculation of each set fee and charge.
- 2.9. If the port is visited by a tugboat and a barge, the port fees and charges are calculated on the total GT of the tugboat and the barge.
- 2.10. If a berth in the Freeport of Ventspils is built with private funds and is therefore privately owned, the owner of the berth and the Freeport of Ventspils Management Board shall determine the amount and payment procedure of the port fees and service charges by agreement before construction commences.
- 2.11. Procedure and rules for payment of port fees and charges for services received by the Freeport Authority:
  - 2.11.1. For vessels with a ship agent in the Port of Ventspils, payment of port fees and service charges shall be made in accordance with the procedure laid down in the agreements between the Freeport Authority and the ship agent;

- 2.11.2. For small ships and fishing vessels under 1,000 GT not using the services of a ship agent, payments shall be made quarterly, no later than 15 days after the end of the quarter.
- 2.11.3. For other vessels by mutual agreement between the Freeport Authority and the vessel.
- 2.11.4. In case of non-payment of port fees and service charges, the Harbour Master has the right to prevent the vessel from leaving the port.

### 3. Tonnage Fee

- 3.1. Tonnage fee is charged at the following rates:
  - 3.1.1. for tankers, separately for each entry and exit of the vessel, irrespective of the gross tonnage, EUR 0.30/GT;
  - 3.1.2. for dry cargo vessels, separately for each entry into and exit from the port, irrespective of the gross tonnage, EUR 0.22/GT;
  - 3.1.3. for container, ro-ro, ro-pax and passenger ships, for each port call at the following rates:
    - 3.1.3.1. EUR 0.0071/GT;
    - 3.1.3.2. 1 load unit (lorry with/without a trailer, a trailer, mafi trailer, separately loaded TEU, etc.) = EUR 2;
    - 3.1.3.3. 1 private car = EUR 1
  - 3.1.4. Small ships and fishing vessels up to 1,000 GT separately for each entry and exit EUR 0.045/GT.
- 3.2. The tonnage fee for vessels referred to in clauses 3.1.1 and 3.1.2 shall be reduced by 50% in the following cases:
  - 3.2.1. When a vessel enters a port, if the vessel enters in ballast or if the imported cargo is not discharged in port, or if the weight of the imported cargo discharged in port does not exceed 50% of the vessel's deadweight;
  - 3.2.2. When the vessel leaves port, if the vessel is in ballast or if the cargo exported is not loaded in port, or if the weight of the cargo exported loaded in port does not exceed 50% of the ship's deadweight.
- 3.3. Exempt from the tonnage fees:
  - 3.3.1. vessels calling at a port for fuel, water, products, other supplies or repairs, but not carrying out cargo operations, or calling under emergency circumstances;
  - 3.3.2. dry cargo vessels and tankers that leave the port on an outer roadstead, do not load/unload cargo there and return to the port without leaving the external road. The exemption applies only to movements to/from the outer roadstead, not to the initial entry or final exit from the port;
  - 3.3.3. Vessels with special allowances;
  - 3.3.4. Vessels of the Ventspils Port fleet and vessels owned or leased by the Freeport Authority.

## 4. Canal fee

- 4.1. The canal fee is calculated separately for each entry and exit at a rate of EUR 0.50 per GT;  
*(Wording of paragraph 4.1. effective from 01.01.2024.)*
- 4.2. The canal fee is reduced by 40% for dry cargo vessels up to 10,000 GT:
- 4.2.1. When a vessel enters a port, if the vessel enters in ballast or if the imported cargo is not discharged in port, or if the weight of the imported cargo discharged in port does not exceed 50% of the vessel's deadweight;
  - 4.2.2. When the vessel leaves port, if the vessel is in ballast or if the cargo exported is not loaded in port, or if the weight of the cargo exported loaded in port does not exceed 50% of the ship's deadweight.  
*(Wording of paragraph 4.2. effective from 01.01.2025.)*
- 4.3. The following are exempt from the canal fee:
- 4.3.1. vessels calling at a port for fuel, water, products, other supplies or repairs, but not carrying out cargo operations, or calling under emergency circumstances;
  - 4.3.2. container ships, ro-ro and ro-pax ships with a liner status, and passenger ships;
  - 4.3.3. dry cargo vessels and tankers that leave the port on an outer roadstead, do not load/unload cargo there and return to the port without leaving the external road. The exemption applies only to movements to/from the outer roadstead, not to the initial entry or final exit from the port;
  - 4.3.4. vessels with special allowances;
  - 4.3.5. Vessels of the Ventspils Port fleet and vessels owned or leased by the Freeport Authority;
  - 4.3.6. small ships and fishing vessels up to 1,000 GT.

## 5. Berth fee

- 5.1. The fee for the use of a berth or berths shall be as follows:
- 5.1.1. If the vessel does not carry out cargo and/or passenger operations during the port call, the following rates apply:
    - 5.1.1.1. Up to 10 days - 0.05 EUR/GT per day or proportionally for part of the day.
    - 5.1.1.2. Starting from the 11th day - 0.02 EUR/GT per day or proportionally for part of the day.
  - 5.1.2. If the vessel carries out cargo and/or passenger operations during the port visit, a rate of EUR 0.10 per GT per port visit shall apply.  
*(Wording of paragraph 5.1. effective from 27.03.2025.)*

- 5.2. Berth fee is reduced by 65% for container ships, ro-ro and ro-pax ships with the liner status, as well as passenger ships.

*(Wording of paragraph 5.2. effective from 01.01.2024.)*

- 5.3. The following are exempt from berth fee:

5.3.1. vessels calling at the port due to emergency circumstances;

5.3.2. vessels with special allowances;

5.3.3. vessels of the Ventspils Port fleet and vessels owned or leased by the Freeport Authority;

5.3.4. small ships and fishing vessels up to 1,000 GT.

*(Wording of paragraph 5.3. effective from 01.01.2024.)*

- 5.4. No berth fee is charged for vessels using privately owned berths.

*(Wording of paragraph 5.4. effective from 01.01.2024.)*

## **6. Passenger fee**

- 6.1. The passenger fee is calculated for ro-pax and inter-port passenger vessels according to the passenger manifest of the vessel at the rate of EUR 0.50 per passenger arriving in and/or departing from the port.

## **7. Pilotage fee**

- 7.1. The pilotage fee is calculated separately for each vessel entering and leaving the port at the rate of EUR 0.13 per GT.

*(Wording of paragraph 7.1. effective from 01.01.2024.)*

- 7.2. A pilotage fee is charged:

7.2.1. for bringing the vessel into port from the outer roadstead until the mooring operations are completed;

7.2.2. for bringing the vessel to an outer roadstead, starting from the vessel's unmooring;

7.2.3. for moving the vessel from one berth to another, from unmooring to completion of the mooring operations;

7.2.4. the use of a pilot for deviation calculation work.

- 7.3. The pilotage fee is reduced:

7.3.1. 100% for container, ro-ro, cargo-passenger, passenger ships with a liner status, if the vessel is not using a pilot under special permission of the Harbour Master;

7.3.2. 100% for auxiliary fleet of Ventspils Port, vessels with special allowances, small vessels and fishing vessels up to 1,000 GT, if the vessel does not use a



pilot in accordance with the Port Regulations or under special permission of the Harbour Master;

- 7.3.3. 50% for all other vessels, unless the vessel is using a pilot under special permission of the Harbour Master.

*(Wording of paragraph 7.3. effective from 01.04.2023.)*

- 7.4. Pilotage fees for the use of a pilot outside the port area (sea pilotage) shall be charged at the rate of EUR 0.002 per 1 nautical mile.
- 7.5. The cost of sea pilotage services does not include the cost of travel (transport, daily subsistence allowance, rent of accommodation) for the pilotage staff. The costs of the pilotage staff shall be borne additionally by the shipowner.
- 7.6. If a pilot provides the services referred to in Clause 7.4 in addition to those referred to in Clause 7.2, the pilotage fee referred to in Clause 7.4 shall be added to the fee referred to in Clause 7.2.
- 7.7. 50% of the pilotage fee due for the services provided will be charged for a pilotage call followed by a refusal.

## **8. Sanitary fee and charges for removal of polluted waste**

*(Wording of section 8. effective from 01.01.2023.)*

- 8.1. The sanitary fee shall be received by the Freeport Authority, which shall ensure the reception of the following waste throughout the vessel's lay-time:
- 8.1.1. Waste water;
  - 8.1.2. Bilge water;
  - 8.1.3. Household waste;
  - 8.1.4. Passively fished waste.
- 8.2. All vessels are charged sanitary fee according to their berthing time in port at the following rates:
- 8.2.1. Up to 3 days - EUR 0.075/GT;
  - 8.2.2. From 4 to 10 days - EUR 0.095/GT;
  - 8.2.3. From 11 to 30 days - EUR 0.10/GT;
  - 8.2.4. Over 30 days - EUR 0.14/GT.
- (Wording of paragraph 8.2. effective from 01.01.2024.)*
- 8.3. If the dry cargo vessel or tanker is equipped with an incinerator and has submitted documents certifying this to the Freeport Authority, the sanitary fee is reduced by 50%.
- 8.4. The sanitary fee is reduced by 50% for container, ro-ro, cargo-passenger, and passenger ships.

- 8.5. Fishing vessels of up to 1000 GT pay a sanitary fee of EUR 0,01 per GT for every port visit. Fishing vessels hand over polluted water on arrival at the receiving vessel.
- 8.6. State services, harbour fleets, small vessels, barges without crew are exempted from paying the sanitary fee and payment is made in accordance with the following:
- 8.6.1. dry waste is removed according to a tariff set by the waste manager;
  - 8.6.2. waste water and bilge water shall be transferred at a rate of EUR 38.00/m<sup>3</sup> per volume transferred plus EUR 300 per hour for the time spent by the receiving vessel at the vessel to be serviced;
  - 8.6.3. for small vessels arriving to the polluted water collection vessel and transferring the bilge or waste water, the applicable rate is EUR 48.00/m<sup>3</sup>.
  - 8.6.4. yachts are exempted from paying the sanitary fee and pay a daily fee of EUR 2.07 for the collection of ship waste.

*(Wording of paragraph 8.6. effective from 01.04.2023.)*

- 8.7. The charge for the disposal of solid waste polluted with oil or oil products is EUR 2 250/tonne.
- 8.8. Removal of polluted ballast water and water from cleaning cargo tanks as follows:
- 8.8.1. For the removed volume, the acceptance tariff is EUR 38.00/m<sup>3</sup>;
  - 8.8.2. For the work of the receiving vessel, at a rate of EUR 300 per hour for the time spent by the receiving vessel with the vessel to be serviced.

*(Wording of paragraph 8.8. effective from 01.04.2023.)*

## **9. Charge for mooring work**

- 9.1. The mooring charge shall be charged according to the gross tonnage of the vessel separately for each mooring operation at the following rates:
- 9.1.1. For vessels up to 2,000 GT - EUR 120;
  - 9.1.2. For vessels from 2,001 GT to 5,000 GT: EUR 140;
  - 9.1.3. For vessels from 5,001 to 10,000 GT: EUR 190;
  - 9.1.4. For vessels from 10,001 to 20,000 GT: EUR 270;
  - 9.1.5. For vessels from 20,001 to 40,000 GT: EUR 370;
  - 9.1.6. For vessels Over 40,001 GT - EUR 490.
- 9.2. The mooring charge is reduced by 50% for container, ro-ro, cargo-passenger and passenger vessels with a liner status.

## **10. Charge for using tugboats**

- 10.1. The use of tugboats, irrespective of their number, for mooring operations shall be charged at the following rates per operation:

- 10.1.1. mooring or unmooring - EUR 0.34/GT;
- 10.1.2. mooring from one berth to another - EUR 0.43/GT;
- 10.1.3. remooring within one berth - EUR 0.34/GT.

*(Wording of paragraph 10.1. effective from 01.09.2024.)*

10.2. The charge for using tugboats is reduced by 25% from the basic rate for the following vessels:

- 10.2.1. for vessels with special allowances;
- 10.2.2. Vessels of the Ventspils Port fleet and vessels owned or leased by the Freeport Authority;
- 10.2.3. vessels calling at a port due to emergency circumstances;
- 10.2.4. for vessels using tugboats on "stand-by" basis, which must be indicated on the pilot's ticket.

10.3. The following basic rate increases apply to tugboat services:

- 10.3.1. on Saturdays, Sundays, public holidays from 06.00 to 22.00 by 20%;
- 10.3.2. on Saturdays, Sundays, public holidays from 22.00 to 06.00 by 40%;
- 10.3.3. on weekdays from 22:00 to 06:00 by 20%;
- 10.3.4. if the period of service begins before the occurrence of those days or ends after the expiry of those days, the service is calculated for the day to which the greater part of the period of service relates.

10.4. If tugboats are used for work other than mooring, serving ro-ro or cargo-passenger ships which have been granted the status of a liner or passenger ships, the following hourly rates shall apply:

- 10.4.1. with engine power up to 2,500 hp - EUR 540 per hour;
- 10.4.2. with engine power greater than 2,500 hp - EUR 945 per hour.

The hourly rates for tugboats shall be increased or decreased in accordance with the provisions of clauses 10.2 and 10.3.

*(Wording of paragraph 10.4. effective from 01.09.2024.)*

10.5. The use of tugboats is governed by the Freeport of Ventspils Regulations.

10.6. If more than one tugboat is used for towage, the money for the above services shall be apportioned between the tugboats in proportion to the time worked and the capacity of the tugboats.

10.7. The time for using tugboats is rounded up to 0.5 hours, with less than 30 minutes counting as 0.5 hours and more than 30 minutes as 1.0 hour. The time actually worked is shown on the tugboat receipt, signed by the person ordering the operation.

10.8. An additional fee shall be charged for a tugboat call followed by a refusal - 50% of the operation fee applied for, calculated in accordance with the tariffs set out in

Clause 10.1. In the event that the cost of the requested operation is calculated on a time basis, the cost of calling a tugboat followed by a refusal shall be calculated as 50% of the cost per hour of the tugboats involved in the operation.

10.9. Tugboats must be ordered no later than 3 hours before the start of the planned work.

*(Wording of paragraph 10.9. effective from 01.09.2024.)*

## **11. Other charges for port services**

11.1. The charge for opening the drawbridge is charged at EUR 50.00 per lift. If several vessels use the same bridge lift, the charge for opening the drawbridge is charged from each vessel.

11.2. Charge for fire-fighting services is charged as follows:

11.2.1. Fire-fighters on duty on or near the vessel shall be paid at the rate of EUR 9.35 per hour for the entire duration of the vessel's lay-time;

11.2.2. Tugboat - fire-fighter duty by the vessel shall be charged at the rate of EUR 300 per hour for the time spent on duty by the vessel.

11.3. The charge for the delivery of fresh water from the berth is EUR 3.00/tonne.

*(Wording of paragraph 11.3. effective from 01.01.2024.)*

11.4. Charges for the use of the Freeport Authority's craft, which is not related to the exercise of the basic functions of the craft, the following hourly rates shall be set for the time spent from departure to return to the berth:

11.4.1. use of the polluted water receiving vessels Venta and Užava EUR 300/hour;

11.4.2. use of the diving boat Neptūns EUR 200/hour;

11.4.3. use of the pilot boats Ronis and Kaija EUR 250/hour.

## **12. Final provisions**

12.1. Ventspils Freeport fees and charges shall enter into force on 1 May 2022.

12.2. Ventspils Freeport fees and charges approved by the Ventspils Freeport Board Decision No. 3/11 of 22 February 2008 shall become null and void upon entry into force of the Ventspils Freeport fees and charges.

I. Strautmane, Chairperson of the Freeport of Ventspils Board