

Regulations Regarding the Free Port of Ventspils

Issued pursuant to Section 6, Paragraph 1¹ of the Law on Ports

1. General Provisions

1. This Regulation sets out the operation of the Free Port of Ventspils (hereinafter – the Free Port).
2. The following terms are used in this Regulation:
 - 2.1. Port Authority – joint stock company “Ventas osta” or the Free Port Authority of Ventspils according to the allocation of functions specified in the laws and regulations regarding the Free Port Authority of Ventspils;
 - 2.2. auxiliary vessels – vessels which perform servicing functions in the Free Port – tugboats, barges, floating cranes, bunkering vessels, vessels for polluted water and waste collection, divers’ and other vessels that are registered in the Port of Ventspils or that are owned or leased by the Port Authority or the free port merchants (merchants that have entered into a contract with the Free Port Authority based on Section 18 of the Law on Ports);
 - 2.3. maximum draught – the maximum permitted draught of a vessel;
 - 2.4. emergency conditions – conditions posing an actual threat to a vessel, its crew or passengers, cargo or the surrounding environment;
 - 2.5. ship agent – a legal entity authorised by the vessel owner, charterer, vessel operator, Master or other legal or private entities responsible for the vessel, and which has contractual obligations with the Free Port Authority;
 - 2.6. berth or terminal operator – a lessee or holder of a berth or terminal. In the absence thereof, the obligations of the operator shall be undertaken by the owner of the berth and (or) terminal;
 - 2.7. Venta River navigation channel – the Venta River from the outer harbour to the By-pass Bridge across the Venta River;
 - 2.8. outer harbour – the port aquatorium area between the Northern and Southern breakwater and the imaginary 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;
 - 2.9. cargo vapour emission control system – the system referred to in Sub-paragraph 1.2.13 of the Circular No. 585 of the Maritime Safety Committee of the International Maritime Organisation, Standards for Vapour Emission Control Systems.
3. All vessels moored in the Free Port shall hoist the flag of the Republic of Latvia, according to the laws and regulations regarding the procedures for the use of the national flag of Latvia, and the flag of the state of registry of the vessel.

2. Borders of the Free Port

4. The borders of the Free Port shall be determined on the basis of the laws and regulations regarding the determining of borders of the Port of Ventspils and shall include the following:

4.1. aquatorium with:

4.1.1. the outer roads bordering the lines connecting the points with the following coordinates:

4.1.1.1. $57^{\circ} 20.9' N 021^{\circ} 29.3' E$;

4.1.1.2. $57^{\circ} 25.4' N 021^{\circ} 22.6' E$;

4.1.1.3. $57^{\circ} 32.3' N 021^{\circ} 30.3' E$;

4.1.1.4. $57^{\circ} 26.3' N 021^{\circ} 36.0' E$;

4.1.2. outer harbour;

4.1.3. 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 NE point of land plot on 9 Pīlādžu Street on the left bank of the Venta River;

4.2. 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 NE point of land plot on 9 Pīlādžu Street on the left bank of the Venta River.

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

3. Vessel Dimensions

6. Maximum draught levels in the Free Port:

6.1. on the shipping lanes (passes):

6.1.1. Ventspils – on the Western shipping lane from buoy A (Alpha) to the port entrance – 15.0 m;

6.1.2. Ventspils – on the Northern shipping lane from buoy B (Bravo) to the split-point at buoys 3 and 4 – 12.5 m;

6.2. the outer harbour – 15.0 m;

6.3. the Venta River navigation channels from the turning basin of outer harbour to the imaginary line connecting Berths 12 and 13B – 14.2 m; from the imaginary line between Berths 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.

7. The Free Port aquatorium has two turning basins:

7.1. outer harbour turning basin for ships the length of which does not exceed 275 m and draught of which does not exceed 15.0 m;

7.2. the Venta River turning basin, located between Berths 5 and 16 for ships the length of which does not exceed 240 m and draught of which does not exceed 13.2 m.

8. The Free Port Harbour Master shall determine the permitted draught of a vessel at the berths (Annex 1).

9. According to fluctuations in water level or due to other reasons the Free Port Harbour Master may determine different maximum draught levels referred to in Paragraphs 6, 7, 8, 10, and 11 of this Regulation or the maximum length or breadth of a vessel.

10. Vessels of the following dimensions can be moored at the berths of the Free Port:

10.1. berths 1, 2 and 4 – maximum length of a vessel (hereinafter – L) 230 m, maximum breadth of a vessel (hereinafter – B) 32.5 m;

10.2. berths 3, 4A and 7A – L 240 m, B 32.5 m;

10.3. berth 5 – L 170 m, B 26.0 m;

10.4. berths 8 and 9 – L 200 m, B 32.5 m;

10.5. berth 10 – L 230 m, B 32.5 m;

10.6. berth 11 – L 205 m, B 32.5 m;

10.7. berth 12 – L 240m, B 32.5m;

10.8. berth 13 – L 70 m, B 20.0 m;

10.9. berth 14 – L 150 m, B 20.0 m;

10.10. berths 15 and 16 – L 240 m, B 32.5 m;

10.11. berth 16A – L 140 m, B 25.0 m;

10.12. berth 17 – L 200 m, B 28.0 m;

10.13. berths 26 and 26A – L 125 m, B 20.0 m;

10.14. berths 26B and 26C – L 225 m, B 32.5 m;

10.15. berth 27 – L 80 m, B 15.0 m;

10.16. berth 28 – L 275 m, B 50 m;

10.17. berths 30 and 31 – L 228 m, B 33 m;

10.18. berths 32 and 33 – L 275 m, B 50 m;

10.19. berth 34 – L 165 m, B 26.0 m;

10.20. berth 35A – L 195 m, B 32.0 m;

10.21. berth 36 – L 250 m, B 47.0 m;

10.22. berths 50 and 51 – L 130 m, B 25.0 m;

10.23. berth 53 – L 105 m, B 18.0 m;

10.24. maximum dimensions of vessels accommodated by other berths in possession of the Port Authority are determined by the Port Authority;

10.25. maximum dimensions of vessels accommodated by privately-owned berths are determined by the respective owner based on vessel dimensions indicated in the technical documentation of the berths.

11. Vessels are allowed to pass through or under the Venta bridge or raised Venta bridge at average perennial sea level:

11.1. when the bridge is down: below the span of the bridge between the permissive light and maximum windage sign, if their maximum dimensions do not exceed:

L 50.0 m, B 28.0 m, maximum draught of a vessel (hereinafter – d) 3.0 m, windage height 6.5 m.

Sailing under the movable span of the bridge is forbidden;

11.2. 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.

4. Vessel Traffic Service and Shore-Based Radar Services

12. Vessel traffic in the Free Port is controlled by the Vessel Traffic Service which is a division of the Free Port Harbour Master Office. Any movement of vessels in the Free Port aquatorium without the permission of the Vessel Traffic Service is strictly forbidden.

13. Prior to entering the Free Port aquatorium, a vessel shall establish very high frequency (VHF) radio contact with the Vessel Traffic Service and after receipt of the permission referred to in Paragraph 13 of this Regulation shall follow further instructions of the Vessel Traffic Service.

14. Vessels shall follow all instructions of the Vessel Traffic Service. If such instructions are not acceptable or enforceable by a vessel, it shall inform of its capacities and shall coordinate further actions. In case of failure to start sailing after 20 minutes, the permission shall be requested repeatedly.

15. The Vessel Traffic Service and the Shore-Based Radar Service operates 24 hours. Vessels shall use Channels 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.

16. The Vessel Traffic Service shall organise the traffic of vessels in order of their approach to outer road or readiness to sail. The traffic of vessels in the Free Port, bypassing the waiting line, shall be organised in the following sequence:

16.1. vessels in the state of emergency and vessels on salvage missions;

16.2. vessels of state authorities of the Republic of Latvia on duty;

16.3. passenger and cargo–passenger vessels;

16.4. liners;

16.5. tankers with cargo;

16.6. vessels carrying dangerous cargo (Class 1, 2, 3, 4, 5, 6, 7, 8, 9 according to the International Maritime Dangerous Goods Code (hereinafter – IMDG Code)).

17. The main tasks of the Vessel Traffic Service are as follows:
- 17.1. to organise safe traffic of vessels in the Free Port aquatorium;
 - 17.2. to register data necessary for vessel traffic and to control the veracity of the data entered into the automatic vessel identification system;
 - 17.3. to provide the Master of a vessel and pilot with SBRS data;
 - 17.4. to provide vessels with navigation and hydro-meteorological information;
 - 17.5. to specify anchorage of the vessels in the designated areas;
 - 17.6. to coordinate all emergency and rescue operations in the Free Port;
 - 17.7. to grant permission for the start of underwater work in the Free Port aquatorium or order to cease such works;
 - 17.8. to coordinate work of dredgers and their sailing to and from the work-site.
18. Vessels anchored in outer roads or at berths of the Free Port can draw down boats only with permission of the Vessel Traffic Service, except for the cases related to rescue of people. After use boats have to be lifted back.
19. Irrespective of weather conditions the use of SBRS services is compulsory to:
- 19.1. vessels longer than 150 m;
 - 19.2. vessels with draught exceeding 11.5 m;
 - 19.3. cargo loaded tankers.
20. The use of SBRS services is compulsory to vessels the length of which exceeds 70 m if:
- 20.1. visibility is limited to two nautical miles;
 - 20.2. wind speed exceeds 8 m/s.
21. SBRS services do not supersede the Master's obligation to navigate the vessel. Information received by the Master of a vessel is of recommendatory nature only.
22. 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 an unlimited period of time.

5. Pilotage

23. When entering or leaving the port or re-anchoring by berth, pilotage is compulsory to all vessels, the length of which exceeds 70 m, as well as tankers and vessels which use tugboats irrespective of their length. This requirement does not apply to the auxiliary vessels of the port.
24. Vessels shall embark or disembark the pilot on board at light buoys A (Alpha) or B (Bravo). In difficult hydro-meteorological conditions when embarkation or disembarkation of the pilot at light buoys is impossible this location may be changed upon prior consent of the Master.
25. Possible exemptions from the requirements concerning pilotage shall be determined by the Free Port Master who may authorise coasters, regular traffic and liner vessels to enter or leave the Free

Port, as well as to sail in the Free Port aquatorium without the pilot, if the Masters of such vessels after passing the appropriate test have received from the Free Port Harbour Master a certificate of exemption from the obligation to use pilotage services.

6. Tugboat Services

26. The necessary number of tugboats for vessels entering or leaving the Free Port or for re-mooring is determined by the Master and coordinated with the pilot, taking into account the manoeuvrability of a vessel, actual weather conditions and mooring or unmooring sites, as well as taking into account the best seagoing practices.

27. Tugboat crew is trained to handle emergency situations and is capable of providing support for fire extinction on vessels and along the coastal area.

28. At least one tugboat is necessary for:

28.1. all vessels with hazardous cargo on board and tankers the length of which exceeds 70 m;

28.2. dry bulk cargo vessels with one bow thruster and the length of which exceeds 140 m;

28.3. dry bulk cargo vessels with two bow thrusters (i.e., front and rear bow thruster) and the length of which exceeds 160 m;

28.4. vessels sailing through the Venta bridge without a bow thruster.

29. At least two tugboats are necessary for:

29.1. tankers and dry bulk cargo vessels with a bow thruster and the length of which exceeds 185 m, but does not exceed 200 m;

29.2. tankers and dry bulk carriers without a bow thruster and the length of which exceeds 140 m, but does not exceed 185 m;

29.3. all vessels the length of which exceeds 185 m and ready to leave the port.

30. At least three tugboats are necessary for vessels the length of which exceeds 200 m:

31. Tugboat services need not be used:

31.1. cargo-passenger and passenger vessels with at least two bow thrusters;

31.2. auxiliary vessels.

32. Fee for tugboat services does not depend on the number thereof, except for the case when an hourly fee rate is applied for each tugboat used.

33. Irrespective of the towing type, in the Free Port aquatorium each tugboat may tow (push) only one vessel.

34. In order for a tugboat with a towed object, except for a tugboat with towed barges, to leave the Free Port, the following documents must be submitted at the Free Port Harbour Master Office:

34.1. voyage route book and diagram;

34.2. a single voyage permit issued by VAS "Latvijas Jūras administrācija" (hereinafter – the Maritime Administration of Latvia) or an authorised vessel classification agency thereof.

7. Anchoring of Vessels

35. The following anchorages are provided in the Free Port aquatorium and in close proximity thereof (Annex 2):

35.1. V1 (Victor 1) intended for tankers carrying gas and chemical cargo and vessels on quarantine, and is limited within lines connecting the following coordinates:

35.1.1. 57° 29.74' N 021° 28.48' E;

35.1.2. 57° 31.52' N 021° 30.28' E;

35.1.3. 57° 30.79' N 021° 31.60' E;

35.1.4. 57° 29.11' N 021° 29.78' E;

35.2. V2 (Victor 2) intended for all vessels with a permit issued by the Vessel Traffic Service and is limited within lines connecting the following coordinates:

35.2.1. 57° 30.19' N 021° 20.90' E;

35.2.2. 57° 31.51' N 021° 22.42' E;

35.2.3. 57° 31.21' N 021° 23.32' E;

35.2.4. 57° 29.58' N 021° 22.67' E;

35.3. V3 (Victor 3) intended 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) and is limited within lines connecting the following coordinates:

35.3.1. 57° 26.99' N 021° 28.58' E;

35.3.2. 57° 28.07' N 021° 27.03' E;

35.3.3. 57° 29.39' N 021° 28.70' E;

35.3.4. 57° 27.89' N 021° 30.68' E;

35.4. V4 (Victor 4) intended for dry bulk cargo vessels with draught less than 5 m and is limited within lines connecting the following coordinates:

35.4.1. 57° 26.29' N 021° 31.00' E;

35.4.2. 57° 27.82' N 021° 31.00' E;

35.4.3. 57° 27.82' N 021° 33.58' E;

35.4.4. 57° 26.29' N 021° 33.58' E;

35.5. V5 (Victor 5) intended for dry bulk cargo vessels with draught between 5 m and 10 m and is limited within lines connecting the following coordinates:

35.5.1. 57° 26.05' N 021° 26.98' E;

35.5.2. 57° 26.64' N 021° 24.73' E;

35.5.3. 57° 27.97' N 021° 26.28' E;

35.5.4. 57° 26.18' N 021° 28.71' E.

36. When anchorage is completed Master shall communicate Vessel Traffic Service anchorage coordinates or bearings and distance between the vessel and the Northern breakwater.
37. Anchoring on shipping lanes (passes), in outer harbour and the Venta River navigation channels is forbidden.
38. During the night-time, the deck of an anchored vessel must be appropriately illuminated.

8. Vessel Traffic

39. Two-way simultaneous traffic of vessels longer than 70 m on shipping lanes (passes), outer harbour and the Venta River channels is forbidden.

40. Vessels in outer harbour not exceeding the length of 235 m, as well as vessels the traffic of which is planned at the berths of the river channel not exceeding the length of 185 m are allowed to arrive at or depart from the port if wind speed is below 14 m/s or visibility is not less than two nautical miles.

41. Vessels in the river channel exceeding the length of 185 M, as well as vessels in outer harbour exceeding the length of 235 m are allowed to arrive at or depart from the port if wind speed is below 8 m/s or visibility is not less than two nautical miles. If wind speed is below 14 m/s permission to arrive at or depart from the port is given by the Free Port Harbour Master or its authorised person and coordinated with the Master of a vessel. During the night-time the pilot must coordinate the arrival or departure of vessels with the Master of a vessel.

42. If visibility in the Free Port is less than 0.5 nautical miles or wind speed rises above 14 m/s, traffic of vessels in the Free Port aquatorium is stopped. In some cases when wind speed is above 14m/s, the Free Port Harbour Master may grant permission for traffic of vessels in exceptional cases.

43. If wind speed is above 14 m/s arrival or departure of passenger and cargo-passenger vessels shall be mutually coordinated between the Master of a vessel and the Free Port Harbour Master.

44. Vessels sailing and towed in outer harbour and on the Venta River navigation channel must be ready to drop the anchor.

45. Sailing ships and yachts are allowed to arrive at and depart from the Free Port or sail in the Venta River navigation channel only by using the engine. Vessels sailing with hydrofoil are allowed to arrive at or depart from the Free Port only with fully submerged hydrofoil. Without permission of the Port Authority, yachts, sports and recreational vessels are allowed to moor only to the New Fishery Harbour.

46. All vessels not exceeding the length of 70 m and with draught less than 4 m, except tankers carrying gas and chemical cargo, upon arrival at or departure from the port must:

46.1. give way to other vessels moving along the shipping lane (pass);

46.2. arrival at or departure from the Free Port may be permitted by the Vessel Traffic Service through Northern and Southern sectors, without using shipping lanes (passes):

46.2.1. Northern sector has boundaries with the coastline and lines connecting the following coordinates:

46.2.1.1. 57° 24.8' N 021° 31.2' E;

46.2.1.2. 57° 29.2' N 021° 34.1' E;

46.2.2. Southern sector has boundaries with the coastline and lines connecting the following coordinates:

46.2.2.1. 57° 24.7' N 021° 31.1' E;

46.2.2.2. 57° 25.8' N 021° 23.4' E.

47. Vessels arriving at or departing from the Free Port are not permitted to have a list more than 3° and pitch difference exceeding default threshold specified in the technical information of the vessel.

9. Mooring Operations

48. Mooring to any berth of the Free Port without a permit issued by its owner or operator is forbidden. A representative of the operator, who is responsible for readiness to accept a vessel and specifies the exact mooring site of the vessel, must be present at the berth upon mooring. The number of mooring lines and their deployment is determined by the Master of a vessel, informing the pilot thereof. Vessels with capacity (deadweight) exceeding 5000 tonnes shall place no more than two mooring lines on the same bollard.

49. Vessel must align itself to berth prior to contact.

50. Transportation of cranes and railcars and other works at the berth are prohibited during mooring and unmooring of vessels. Unauthorised persons are not allowed at the berth in the mooring area of a vessel.

51. Simultaneous mooring and unmooring of vessels at two berths next to each other is forbidden.

52. 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 laid down in this Paragraph do not apply to auxiliary vessels.

53. If a vessel is longer than 120 m and distance to the berth of destination exceeds 100 m, shifting of a vessel it within the berth or between berths that are on the same line must be performed under the assistance of a pilot. The use of tugboats in such cases is carried out in accordance with the procedures laid down in Chapter 6 of this Regulation.

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

10. Stay of Vessels at Berths

55. When staying at the berth, vessels must be equipped with safe and well-illuminated gangways and safety nets underneath them. A life buoy must be always in reach.

56. When staying at the berth, vessels can connect to shore communications only under the permission of a berth operator.

57. Vessels berthed must have well-illuminated deck during the night-time, whereas navigation lights must be off.

58. The main engine of a vessel may be dismantled (for repair) only with permission of the Free Port Harbour Master.

59. Upon request of the Port Authority, the Free Port Harbour Master or berth operator, a vessel must leave the berth for another appointed berth or leave the Free Port at any time.

60. Due to traffic safety considerations all tankers shall be berthed with their bows outwards. All tankers in the Free Port aquatorium and terminals servicing them shall comply with the laws and regulations regarding the movement and control of dangerous and polluting cargoes in ports.

61. Due to traffic safety considerations coal carriers accommodated by Berth 28 shall be berthed with their bows outwards. The Free Port Harbour Master may permit otherwise.

62. 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.

63. When staying at the berth, vessels with cooling ducts rising above the berth level shall be equipped with protective shields. Removal of ballast water must comply with the International Convention for the Prevention of Pollution from Ships (1973) as modified by the Protocol of 1978 (hereinafter – MARPOL73/78) and discharge must take place opposite to the berth.

11. Cargo and Passenger Operations

64. Free Port berths are specially equipped to service specific cargo types:

64.1. liquid cargo berths – 11, 30, 31, 32, 33, 34, 35A and 36;

64.2. liquefied gas and chemical cargo berths – 34 and 36;

64.3. 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 and 53;

64.4. passenger and passenger-cargo operation berths – 16, 16A, 17, 18, 19, 20, 21 and 22;

64.5. berths for auxiliary vessels – 5, 9A, 21, 22, 37 and 37A.

65. Performance of cargo, passenger or any other operations intended for auxiliary vessel berths are allowed under permission of the Port Authority.

66. 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 requirement applies also to vessels loading or unloading packaged dangerous goods (Class 1, 4, 7 according to IMDG code).

67. Passenger and ship-supply operations, including bunkering, when anchored shall commence under permission of the Free Port Harbour Master.

68. Cargo operations shall be stopped if the movement of a tanker alongside the berth under impact of high wind speed exceeds 2 m. Cargo operations involving liquid ammonia and liquid chemicals shall stop when wind speed rises above 15 m/s or more. Cargo operations involving cargoes of Class 1, 2, 3, 4 according to IMDG Code during storm are forbidden.

69. If a vessel berthed at the Free Port causes oil or chemical substance spillage (leak) on board or off board:

69.1. all operations shall be halted immediately;

69.2. the Master of a vessel or coast crew member shall immediately report spillage to berth or terminal operator and Free Port Harbour Master Office that coordinates the mitigation of pollution in the port, except the roadstead. Collection of spillage and mitigation of pollution on roadstead is coordinated by the Coast Guard Service of the Navy Flotilla of the National Armed Forces.

70. Liquid ammonia may be transhipped only in vessels fully equipped to carry liquid ammonia prior to arrival at the port in accordance with the laws and regulations regarding the movement and control of dangerous and polluting cargoes in ports and equipped with emergency cargo pump deactivation mechanism which can be connected to the coast cables and protects shore equipment from possible hydraulic thrust during the closure of vessels high-speed valve.

71. All cargo operations on tankers shall be stopped during mooring and unmooring of a bunkering vessel. Bunkering vessel funnel shall not be positioned against vessels deck.

72. Cargo operations involving vessels loading or unloading dangerous and polluting cargoes and fry bulk cargoes shall be performed only after execution of all ship/shore safety checklist requirements and the checklist has been drawn up in conformity with the laws and regulations regarding the movement and control of dangerous and polluting cargoes in ports or the laws and regulations regarding safe loading of bulk cargo vessels.

12. Limitations and Restrictions of Navigation

73. The draught of a vessel, upon arrival at or departure from the port, shall not exceed the maximum draught allowed on the shipping lane (pass) and at the berths shall not exceed the maximum draught levels referred to in Paragraphs 6 and 8 of this Regulation. The Free Port Harbour Master is entitled to impose reduced maximum draught or to impose other requirements due to force majeure conditions or other forces that have impact on shipping lane parameters or shipping conditions.

74. The relative speed of vessel sailing the Venta River channel shall not exceed five knots.

75. Small vessels with the engine power of up to 55 kW or capacity up to 80 GT shall not hamper the traffic of other vessels in the Free Port aquatorium. Recreation and fishing vessels are forbidden from being in the outer harbour to the north of the Northern guideline without a permit issued by the Vessel Traffic Service.

76. Upon arrival at or departure from the port of tankers with non-degassed tanks or loaded tankers, traffic of other vessels in outer harbour and shipping lanes is forbidden.

77. 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:

77.1. between Berths 5 and 17;

77.2. between Berth 12 and the plot of land with the address Sarkanmuižas dambis 35, Ventspils;

77.3. under the Venta bridge.

78. Vessels exceeding the length of 30 m are not allowed to overtake other vessels on Venta River channel and outer harbour lanes.

79. Vessels are not permitted to enter and anchor in danger zones, i.e., 50 m from anchored chemical and gas cargo carriers. This requirement does not apply to auxiliary vessels servicing vessels berthed by chemical and gas transshipment berths.

80. Vessels berthed in the Free Port are not allowed to conduct main engine propeller test-runs for a time period longer one minute. This restriction does not apply to vessels having propellers with adjustable blades in 'zero' position.

81. Vessels lying at berth are prohibited to turn their jibs and cranes overboard if they are not used for loading operations.

82. Sailing in the Free Port may be forbidden during an intensive ice-drift.

83. Transportation of passengers and supply operations (including fuel supply operations) in the outer harbour of the Free Port must be coordinated with the State Border Guard, the Customs Authority of the State Revenue Service and the Free Port Harbour Master Office.

13. Detention and Arrest of Vessels

84. A vessel shall be prohibited from departing from the port, if the Free Port Harbour Master has received a court decision on arrest of a vessel or the decision on detention of a vessel taken by the Maritime Administration of Latvia or another authority specified in laws and regulations.

85. A vessel may be detained by the Harbour Master for a period not exceeding 72 hours or three working days (depending on which period sets in first), if the vessel is involved in collision at sea, has caused damage of port facilities, has caused pollution or in the event of other maritime claims specified in the Maritime Code on condition that prompt receipt of a court decision on arrest of a vessel is not possible.

14. Vessel Formalities and Reporting Procedures

86. A vessel, upon arrival at or departure from the port, in accordance with the laws and regulations regarding port formalities and the Convention on Facilitation of International Maritime Traffic (FAL Convention) shall submit documents at the Free Port Harbour Master Office, using the International Freight Logistics and Port Information System (SKLOIS).

87. Shipping agent must e-mail or fax a request for arrival, departure or re-mooring a vessel in the Free Port to the Vessel Traffic Service.

88. The personnel of the Free Port Harbour Master Office is entitled to verify the compliance of the vessel with the provisions laid down in this Chapter.

15. Border Control Areas, Customs and Sanitary Regime

89. Control of individuals and vessels in the Free Port, according to competence, is performed by the State Border Guard and the Food and Veterinary Service in compliance with the control technology of the border crossing point of the Port of Ventspils. Customs control is performed by the officials of the Customs Authority of the State Revenue Service.

90. Sanitary regime at the Free Port shall be determined by the laws and regulations of the Republic of Latvia regarding the protection of public health.

91. In order to prevent or minimise threats to public health, the Health Inspectorate, according to the competence thereof, shall monitor and control compliance with the laws and regulations in the field of epidemiological safety and environmental health, in the field of safe drinking water, in the field of trade and professional use of chemical substances and chemical products, as well as shall assess the implementation of laws and regulations and potential hazard to public health in the Free Port.

92. The Health Inspectorate shall conduct the hygienic assessment of a vessel in accordance with the International Health Regulations.

93. The berth user shall be responsible for maintaining the sanitary and hygienic condition of the berth according to laws and regulations.

94. Water from the Free Port aquatorium or aquatoriums of other berths shall not be used for drinking.

95. A vessel may receive drinking water from the Free Port or water supply systems of other berths where water quality conforms to the laws and regulations regarding mandatory harmlessness and quality requirements for drinking water.

96. If the supply of drinking water to a vessel is ensured from the water supply system of the berth that is not connected to the water supply system of a centralised water supply merchant, the berth owner, lessee or user has the obligation to ensure the quality monitoring of drinking water in accordance with the laws and regulations regarding mandatory harmlessness and quality requirements for drinking water, providing a certificate on drinking water quality to the vessel management.

97. If any evidence of threats to public health is discovered aboard or in the territory of the Free Port, the Master of a vessel, owner, operator, shipping agent or Port Authority shall take immediate action in accordance with the laws and regulations regarding the procedures for the implementation of measures for the protection of public health and port formalities, and the laws and regulations regarding international health protection rules.

16. Environmental Protection

98. All vessels, as well as legal and private entities operating or located in the territory of the Free Port shall comply with the requirements of MARPOL 73/78 and the Convention on the Protection of the Marine Environment of the Baltic Sea Area (Helsinki Convention) and also other international and national laws and regulations regarding environmental protection transposing the requirements of the above conventions.

99. It is prohibited in the Free Port aquatorium to:

- 99.1. discharge waste water from cleaning of deck or cargo holds;
- 99.2. discharge any garbage, cargo residue and cargo separations;
- 99.3. pollute water area with the paints, when painting a vessel;
- 99.4. use waste incinerators;
- 99.5. discharge waste water in port waters. Waste water discharge valves have to be closed and sealed;
- 99.6. apply dispersants for the purpose of cleaning the water surface from oil and similar products which dissolve or submerge floating oil and similar products.

100. Acceptance and management of waste generated by vessels at the port shall be ensured in accordance with the laws and regulations regarding the acceptance of waste generated by vessels and polluted water and the Waste Management Plan for Waste Generated by Vessels in the Free Port of Ventspils. A relevant fee shall be charged for this service.

101. Regular line vessels (passenger, cargo-passenger, fishing vessels) or vessels servicing routes shorter than 24 h may be exempt from disposal of waste at the port. In such case the Master of a vessel shall submit to the Free Port Harbour Master Office an application and the following information:

- 101.1. the port in which the vessel disposes of waste;
- 101.2. the route length;
- 101.3. the volume of the waste storage tanks or containers.

102. Vessels carrying explosives and articles thereof (Class 1 according to IMDG Code), gas (Class 2 according to IMDG Code) and radioactive substances (Class 7 according to IMDG Code) may arrive at the Free Port only with the permission of Port Authority and the respective environmental protection authority.

103. During cargo handling operations, the following environmental protection requirements shall be complied with by the operator:

103.1. upon loading on a vessel oil products or hazardous chemical substances and mixtures thereof with steam pressure (according to Raid method) equal to or exceeding 27.6 kilopascals (at 37.8 °C), or heavy fuel, crude oil or benzol, if the total turnover of such products, substances and mixtures specified in the permit for polluting activity in the ownership or possession of the operator in the respective port area is equal to or exceeds 200 000 tonnes, the cargo vapour emission control systems shall be used. Volatile organic compounds (hereinafter – VOC) emissions from cargo vapour emission control system shall not exceed 10 g/Nm³;

103.2. if the vessel referred to in Sub-paragraph 103.1 of this Regulation lacks the necessary equipment to connect to the cargo vapour emission control system, the operator shall take other measures to ensure that VOC emissions do not exceed 10 g/Nm³ and odour concentration – 5 ouE/m³ on the border of the terminal territory, as well as shall comply with the requirements on performance of a monitoring referred to in Sub-paragraph 103.3 of this Regulation;

103.3. the terminal operator, which reloads the substances and mixtures thereof referred to in Sub-paragraph 103.1 of this Regulation, shall establish an odour monitoring system, providing online data transmission to the Free Port Harbour Master Office and the State Revenue Service;

103.4. the port control shall assess the monitoring results referred to in Sub-paragraph 103.3 of this Regulation, and, if VOC emissions exceed 10 g/Nm³ or odour concentration – 5 ouE/m³ on the border of the terminal territory, the terminal operator shall be requested to take immediate measures, including the reduction of loading intensity. The terminal operator shall take the necessary measures immediately, including the reduction of loading intensity in order to comply with these norms;

103.5. prior to commencing loading works of each tanker, the terminal operator shall send electronically the following information to the port control: name of the vessel, berth number, copy of safety data sheet of the chemical substance or mixture and volume of loading;

103.6. the terminal operator discharging of heavy fuel from wagon tanks on the elevated railway structures shall comply with the following requirements:

103.6.1. the odour caused by the operation cannot exceed odour concentration of 5 ouE/m³ on the border of the terminal territory;

103.6.2. use of wagon tank covers;

103.6.3. coast reservoirs, where the “floating roof” technology is not used, are connected to the cargo vapour emission control system which ensures that VOC emissions do not exceed 10 g/Nm³, as well as shall comply with the requirements referred to in Sub-paragraph 103.3 of this Regulation;

103.6.4. discharge of wagon tank cargo into open tanks is forbidden.

104. Only toilets with closed storage tank or biological treatment systems can be used by vessels while anchored in the Free Port.

105. Industrial fishing in the Free Port aquatorium is forbidden, angling is regulated by the laws and regulations governing the respective field. Swimming in the outer harbour and the Venta River navigation channel is forbidden.

106. Berth and terminal operators must obtain A, B or C category permit of the State Environmental Service for their economic activity.

107. Oil and chemical substance reloading terminal, berth or group of berths require an action plan for pollution incidents approved by the State Environmental Service. The user of the terminal, berth or berths shall be responsible for compliance with the requirements.

108. If wind speed reaches 10 m/s or more, loading of bulk cargo causing dust shall be stopped, if the berth is not equipped with a closed uploading and unloading system.

17. Fir Safety Regime

109. Fire safety at each berth or terminal of the Free Port is the responsibility of berth or terminal operators.

110. Fire safety of a vessel in the Free Port aquatorium is the responsibility of the Master of a vessel, The Master of a vessel shall ensure compliance with requirements laid down in the International Convention for the Safety of Life at Sea (1974) and its Protocol of 1988 with amendments (SOLAS).

111. In case of fire aboard or at berth or terminal, watchmen aboard or another person discovering the fire shall:

111.1. raise the alarm;

111.2. notify immediately the State Fire-Fighting and Rescue Service by calling 112;

111.3. inform the berth or terminal operator, the Free Port Harbour Master Office and call the fire-fighting service of the terminal;

111.4. start the fire extinguishing using all available means, if possible, without endangering human health and life.

112. The berth or terminal operator shall supervise the fire-fighting operations at the berth or terminal until the arrival of the fire-fighting unit. The Master of a vessel shall supervise the fire-fighting operations on board of a vessel.

113. In fire breaks out in the territory of the Free Port, for fire safety reasons vessels have to be ready to leave the danger area.

114. Bunkering services and supply of lubricants is performed by companies duly contracted by the Port Authority regarding the performance of the respective commercial activities in the Free Port and having coordinated these services with the berth and terminal operator.

115. Bunkering operations must be carried out considering that:

115.1. simultaneous bunkering and cargo or ballast operations is permitted to:

115.1.1. dry cargo vessels – at any berth, from any bunkering vessel;

115.1.2. oil and petroleum tankers – from shore-based system or bunkering vessel;

115.2. gas and chemical carriers – by bunkers only before or after cargo operations;

115.3. bunkering from tank-cars is allowed at berths 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 and 53;

115.4. bunkering of international sailing ship race competitors and naval training vessels from bunkering vessels and tank-cars is allowed at berths 19, 20, 21, 22, 23 and 24.

116. A tank-car must be equipped with spillage collectors fit for collecting at least 50 kilograms of petroleum products.

117. On-board hot works (electric welding, gas welding, metal cutting or other works involving open fire) require that the Master of a vessel receives permission from the Free Port Harbour Master Office and the respective berth operator.

118. Any hot works are forbidden:

118.1. on vessels anchored in liquid cargo area;

118.2. on vessels carrying dangerous goods (Class 1, 2, 3, 4, 5, 6, 7, 8, 9 according to IMDG Code);

118.3. on berth if any vessel is berthed.

18. Safety of Facilities and Equipment

119. Works in areas where underwater cables, communications and hydro-technical structures are located shall be coordinated with the Port Authority and the Free Port Harbour Master.

120. When repair works on vessel are completed, the vessel is allowed to test the main engines and connect propellers only with prior consent of berth operator and Free Port Harbour Master Office. Such tests must not create inconveniences to other vessels in the Free Port.

19. Dredging Works

121. All dredging works in the Free Port require permission of the Port Authority and authorities provided in the laws and regulations of the Republic of Latvia.

122. Dredgers and sludge carriers working in the Free Port aquatorium shall make way to other vessels arriving to or departing from the Free Port.

123. Dredgers working in the Free Port aquatorium shall hoist the signs or apply light signals in accordance with the requirements of the Convention on the International Regulations for Preventing Collisions at Sea (1972) (COLREG-72).

124. In cases when two vessels are approaching the dredger from both sides, the vessel departing from the Free Port has upper hand.

125. During dredging, the dredger shall constantly inform the Vessel Traffic Service about the set-up of ropes and anchors. A dredger shall be ready to slack or pull in its ropes to clear the passage for other vessels.

20. Basic Principles for Port Security Supervision

126. According to the requirements laid down in the International Ship and Port Facility Security (ISPS) Code, the protection of vessels, port and port equipment for ships, ports and facilities subject to restricted access are ensured by the berth or terminal operator. The Port Authority shall determine the application of the referred to requirements and shall control the operation of terminals in the restricted access territory of the Free Port in compliance with the Free Port Facility Security Plan.

127. Persons and vehicles may enter and leave the restricted areas of the Free Port only through special security checkpoints. Security checkpoints in each terminal are ensured by the operator.

128. All persons in the restricted territory of the Free Port 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.

21. Port Fees

129. Port fees are determined and service charge thresholds are approved by the Port Authority.

130. The following fees are determined in the Free Port:

130.1. port fees;

130.1.1. tonnage fee;

130.1.2. canal fee;

130.1.3. cargo fee;

130.1.4. pilotage fee;

130.1.5. sanitary fee;

130.1.6. small ship fee;

130.2. fee for the following services:

130.2.1. mooring operations;

130.2.2. tugboat use;

130.2.3. fire-fighting services;

130.2.4. fresh water supply;

130.2.5. use of port floating facilities;

130.2.6. polluted ballast acceptance;

130.2.7. cargo tank cleaning water acceptance;

130.2.8. removal of solid residues of oil and petroleum products, if they have originated from the cargo of vessels or holds.

131. Vessels arriving at the Free Port shall pay the Maritime Administration of Latvia a navigation fee based on invoices issued by the Maritime Administration of Latvia.

132. 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.

22. Free Port Harbour Master

133. The Free Port Harbour Master is entitled to order a vessel to return to the Free Port and to detain the vessel until clarification of circumstances, if the vessel left the berth without the permission of the Free Port Harbour Master.

134. Until the arrival of the State Fire-Fighting and Rescue Service, the response operations, rescue of people, initial investigation of a maritime accident, obtaining of statements and documents at the Free Port aquatorium and port shall be ensured by the Free Port Harbour Master. After arrival, the

State Fire-Fighting and Rescue Service shall take over rescue works, coordinating such works with the Free Port Harbour Master.

135. If a vessel in the Free Port poses a threat to the Free Port structures, navigation equipment, other vessels, surrounding environment, people or does not comply with these regulations, the Free Port Harbour Master may expel the vessel from the Free Port. Fees related to expelling a vessel from the port shall be covered by the owner of the vessel.

23. Communications

136. All vessels located in the Free Port aquatorium must ensure continuous radio communications by using the following VHF channels, if the vessel:

136.1. is anchored on the outer roads – Channel 9 and 16;

136.2. is sailing the Free Port aquatorium – Channel 9 or any other channel designated by the Vessel Traffic Service;

136.3. is anchored at a berth having no telephone connection – Channel 9 and 16.

137. There are the following licensed VHF radio stations operating within the area of the territory of the Free Port:

No.	Service	Call signal	Channels
137.1.	Vessel Traffic Service	"Ventspils Vessel Traffic"	9, 14, 16, 67
137.2.	Port Control	"Ventspils Port Control"	9, 14, 16, 67
137.3.	Tugboats	"Ventspils Radio 6"	9, 14
137.4.	Boatmen	"Raita-4"	9, 14
137.5.	Emergency Rescue Service	"Coast Guard"	9, 16
137.6.	Border Guard	"Tornis7"	9, 16

24. Closing Provisions

138. The introduction of the requirements laid down in Sub-paragraphs 103.2 and 103.6 of this Regulation shall be ensured by the terminal operator by 31 December 2021.

139. Until the moment when the law by which the management model of Latvian ports is changed according to the principles of good governance comes into force, the Port Authority shall perform the port authority functions referred to in this Regulation according to the allocation of functions specified in the Law on Ports and Cabinet regulations adopted pursuant to Paragraph 15, Sub-paragraph 5 of Transitional Provisions of the Law on Ports.

Prime Minister *A. K. Kariņš*

Minister for Transport *T. Linkaits*

Berths and Operators

I. Ventspils Port

Berth No.	Berth length (m)	Depth (m)	Maximum draught* (m)	Operator (lessee)
1				
2				
...				

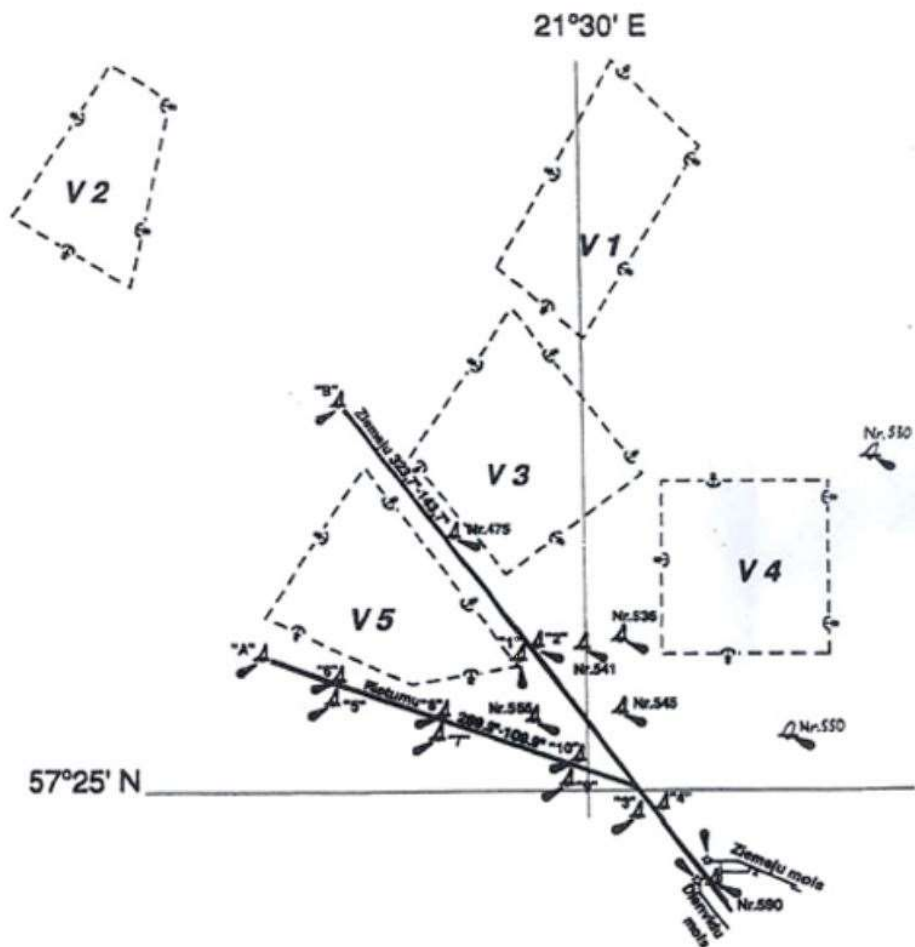
II. New Fishery Harbour of Ventspils Port

Berth No.	Berth length (m)	Depth (m)	Maximum draught* (m)	Operator (lessee)
1				
2				
...				

Note. * All maximum levels of draught at berths are subject to change and therefore it is necessary to take into consideration the final notification on the maximum level of draught issued by the Free Port Harbour Master.

Minister for Transport *T. Linkaits*

Ventspils Free Port Outer Harbour Anchoring Area Diagram*



Ventspils Free Port outer harbour anchoring areas are intended for:

- 1) V1 – tankers carrying gas and chemical cargo and vessels on quarantine;
- 2) V2 – all vessels only based on the permit issued by the Vessel Traffic Service;
- 3) V3 – 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);
- 4) V4 – dry bulk cargo vessels with draught under 5 m;
- 5) V5 – dry bulk cargo vessels with draught between 5 m and 10 m.