

PORT FEES AND CHARGES IN THE PORT OF LIEPAJA

Approved by the Liepaja SEZ Board Decision No 94, dated 31.10.2016.

DEFINITIONS

State service ships – navy and coast guard vessels, customs, hydrography, research and rescue ships.

Harbor Fleet Vessels – vessels, rendering services in the port – tugboats, barges, floating cranes, bunkering vessels, which provide bunkering services in the water area of the Port of Liepaja, bilge water, faeces and garbagecollectors etc., which are registered in the Port of Liepaja, and / or leased or owned by the Liepaja Special Economic Zone Authority (hereinafter referred to as the Authority), or performing their duties, based on an agreement with the Authority.

Fish industry ships – ships, which trade in fishing or fish processing.

Fish industry cargoes – all types of fish and sea products, fishing-tackle, nets, tare and auxiliary materials.

Coaster – vessel flying National Flag of Latvia, which performs shipments or sails in ballast between Latvian ports.

Passenger ship – a vessel having Passenger Ship Safety Certificate.

Cargo – passenger ship – a ship having Cargo and Passenger Ship Safety Certificate.

RO-RO- vessel – a ship for horizontal loading/discharge.

Liner vessel – a ship owned by one owner or charterer, which calls at the port of Liepaja at least once a month, with the ports of call along the route, according to a schedule of at least next 3 months, subject to prior coordination, and which is published in the official State bulletin “Latvijas Vestnesis”.

Liner status is granted by the LSEZ Board and it becomes valid from the fourth call at the port during one year. Liner status and relevant rebates on port dues remain in force if the vessel is replaced by another one on the same route. In case the schedule is interrupted for one month, the liner status shall be renewed following the procedures mentioned above.

Cruise vessel – passenger vessel, which calls at the port with the aim of tourism.

Container vessel – vessel, which is built or rebuilt for container carriage.

Refrigerator ship – vessel having respective description in its Class Certificate.

Small ship – a vessel of less than 200 GT.

Tugboat in attendance – a tug immediately ready and available for pulling or pushing operations with or without serving the tow.

Re-mooring with the use of a tugboat – shifting of vessel on the roads for cargo operations, except for shifting to/from Karosta Canal berths to/from other parts of port.

Extraordinary circumstances – actual threat to the safety of the crew and passengers, cargo, vessel and/or the environment.

Laytime – usage of the berth without performing cargo operations for more than 10 consecutive days after the conclusion of a contract with berth operating company for the use of such a berth, duly approved by the Authority.

Test voyage – vessel’s passage to outer roads after repairs and return to the place of repairs, which has been agreed with Port Traffic Control.

Ballast water – water filled in ballast tanks or other similar containers to ensure ship’s seaworthiness.

Bilge water – water contaminated with oil and oil products, which accumulates in engine rooms, pumping stations etc.

Faeces – water from toilets, cambouse etc.

Dangerous waste – in accordance with the Regulations No 302 of the Cabinet of Ministers of the Republic of Latvia, dated 19.04.2011. „Regulations Concerning the Classifier of Pollutants and the Qualities Which Make Pollutants Hazardous”

Noxious liquid substances – as defined in Annex 2 to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78).

Abbreviations used:

GT – vessel’s gross tonnage measurement unit.

LSEZ - Liepaja Special Economic Zone.

DW – “dead weight” – the vessel’s maximum cargo carrying capacity.

I. GENERAL PROVISIONS

- 1.1. Port fees and services are divided according to Article 14. of the Republic of Latvia “Law on Ports”.
- 1.2. At the port of Liepaja following fees are established:
 - 1.2.1. Port fees:
 - canal fee,
 - pilotage fee,
 - small ship’s fee,
 - passenger fee,
 - wharfage fee,
 - sanitary fee,
 - tonnage fee.
 - 1.2.2. Navigation fee: state fee for sea navigation services.
- 1.3. In the port of Liepaja upper tariff limits have been set for the following services:
 - 1.3.1. mooring charges,
 - 1.3.2. charge for acceptance of garbage and dirty water,
 - 1.3.3. charge for use of port tugboats and other floating craft,
 - 1.3.4. charge for fire-fighters’ services,
 - 1.3.5. water supply.
- 1.4. The service providers may apply discount rates to the services, specified in Section 1.3.
- 1.5. Port fees and charges are calculated based on vessel’s gross tonnage (GT), which is denoted in the ship’s original tonnage Certificate, in conformity with 1969 International Convention on Ship Measuring.
- 1.6. Port fees and charges tariff rates for services are set in Euro. Monetary unit 1 EUR=100 cents.
- 1.7. The set port fees shall be paid prior to vessel’s sailing from the port. In case the port fees are not paid, the Port Authority may arrest the vessel, departing from the port in compliance with the procedures, specified by the Law.
- 1.8. The following vessels are exempt from port fees other than pilot fee:
 - 1.8.1. state service ships,

- 1.8.2. ships of educational establishments, unless they are involved in commercial activity,
- 1.8.3. hospital and charity mission ships,
- 1.8.4. Liepaja harbour fleet ships,
- 1.8.5. vessels which call at the port because of extraordinary circumstances and do not perform cargo operations afterwards,
- 1.8.6. Yachts and other vessels, which call at the port with the aim of tourism..
- 1.9. Vessels with gross tonnage less than 200 GT shall pay small ships fee and are exempt from other port fees.
- 1.10. For such movements, which are not directly related to the provision of services to the Port, i.e. bunkering of vessels in the Port of Liepaja, the harbor fleet vessels, which perform cargo operations by exporting or importing cargoes, shall be subject to the tonnage, canal and wharfage fee payment in compliance with such tariffs, which are applied to vessels, performing cargo operations.
- 1.11. Cabotage vessels, except for bunkering vessels, fishing industry ships and ships with fishing industry cargoes, lighters and tugboats with a barge shall be subject to a 50% rebate on all port fees, excluding sanitary and pilot fees. This provision shall not be applied to the ships with less than 200 GT.
- 1.12. Surcharge on tariffs is applied to sanitary services and operations involving the use of tugboat services:
 - 1.12.1. on Saturdays, Sundays, national holidays from 06.00 to 22.00 by 25%,
 - 1.12.2. on Saturdays, Sundays, national holidays from 22.00 to 06.00 by 50%,
 - 1.12.3. on weekdays from 22.00 to 06.00 by 25%,
 - 1.12.4. In case performance of the services starts before the above referred days and lasts beyond such days, the services charge shall be calculated for the day, to which most part of the services refer.
- 1.13. If more than one kind of tariff reductions is applicable to the ship, then first the prescribed reduction on the basic tariff is applied, and each of the following ones is calculated from the previous result obtained.
- 1.14. When calculated on hour tariff basis, the time is rounded off to 0.5 hours, whereby the time less than 30 minutes shall be counted as 30 minutes, but the time, which is between 30 minutes and one hour counts as 1 hour.
- 1.15. For vessels, which call at the port towing barges of other floating craft without an engine or the engine is not working, port fees are calculated on the basis of total GT of the tugboat and barge or other floating craft.
- 1.16. If the GT, which is used for isolated ballast (double-deck, double-side and /or special side tanks), is denoted separately in the Tonnage certificate, then port fees are calculated taking into account the diminished GT denoted in the Tonnage Certificate.
- 1.17. The Board of the Liepaja SEZ Authority has approved the port dues and the upper limits of tariffs for services, which are provided in the Port, in accordance with the Law on Ports. The port dues are distributed in accordance with the procedures and amounts, stipulated by the Law on Ports.
- 1.18. The CEO of the Liepaja SEZ shall be entitled to grant special discount rates to the port dues for certain vessels in the events, which have not been provided for by these Regulations, and are not related to regular cargo transshipments. Prior to granting special discount rates for certain vessels, the Liepaja SEZ CEO shall evaluate the usefulness of such discount rates, based on economic substantiation, by respecting the principle of equality.

II. PORT FEES

2. TONNAGE FEE

- 2.1. Tonnage fee for each arrival or departure of the vessel is – 0.25 EUR /GT.
- 2.2. Applicable rebates to:
- 2.2.1. all RO-RO type cargo, cargo- passenger, passenger, refrigerator ships, container vessels, in case the container cargo on board exceeds 50% of vessel's total cargo volume (tons) - 30%
 - 2.2.2. liner vessels:
 - cargo - 20%
 - container - 30%
 - RO-RO - 60%
 - cargo- passenger, passenger - 80%
 - 2.2.3. starting from the 7th call in the calendar year:
 - cargo, tugboats with a barge - 10 %
 - RO-RO, container - 25%
 - cargo- passenger, passenger - 55 %
 - 2.2.4. starting from the 2nd call in a Latvian port during one voyage - 50%
 - 2.2.5. if the amount of cargo on board on arrival/departure does not exceed 50% from full deadweight (summer DW) - 30 %
- 2.3. For a tugboat together with a barge, or towing another floating craft without an engine, the times of call are counted according the cargo carrier.
- 2.4. Exempt from tonnage fees are:
- 2.4.1. vessels referred to in Section 1.8. and cruise ships,
 - 2.4.2. vessels, which call at the port due to repairs, bunkering or supply of other materials, for sanitary services, and/or which do not perform cargo operations.

3. CANAL FEE

- 3.1. Canal fee for each use of canal, when vessel arrives or departs from the port:
- 3.1.1. RO-RO, cargo-passenger, passenger - 0.13 EUR/GT,
 - 3.1.2. container - 0.20 EUR/GT,
 - 3.1.3. other vessels - 0.26 EUR/GT.
- 3.2. Starting with the 7th call in the calendar year:
- 3.2.1. passenger, cargo-passenger - 0.02 EUR/GT,
 - 3.2.2. RO-RO - 0.10 EUR/GT,
 - 3.2.3. container - 0.15 EUR/GT,
 - 3.2.4. cargo vessels - 0.22 EUR/GT.
- 3.3. For the vessels, navigating in the Karosta Canal, the canal charge tariff shall be increased by 0.02 EUR/ BT
- 3.4. Applicable rebates to:
- 3.4.1. RO-RO, cargo-passenger, passenger, refrigerator ships, container vessels, in case the container cargo on board exceeds 50 % of vessel's total cargo volume (tons) - 30 %
 - 3.4.2. vessels on liner service
 - 3.4.2.1. container - 25%

- 3.4.2.2. RO-RO - 50%
- 3.4.2.3. cargo-passenger, passenger - 75 %
- 3.4.3. JSC "Tosmares Kuģu būvētava" newly built vessels and with the repair purpose - 50%
- 3.4.4. with call purpose repair in ship repair yards - 50%
- 3.5. Exempt from canal:
 - 3.5.1. vessels referred to in Section 1.8. and cruise vessels,
 - 3.5.2. vessels, calling at the port for bunkering purposes, ship supply, change of the crew with no cargo operations performed and not staying in the port for more than 48 hours.
 - 3.5.3. on completion of repairs at the Port of Liepāja, when making a test voyage.

4. SANITARY FEE

- 4.1. Sanitary fees are collected for the total time vessel spends at the port, depending on laytime:
 - 4.1.1. up to 10 days - 0.06 EUR/GT,
 - 4.1.2. 11- 30 days - 0.08 EUR/GT.
- 4.2. In the event, that a vessel stays in the port for more than 30 days, the sanitary fee of 0.003 EUR/BT shall be charged for each consecutive day.
- 4.3. Rebate for all the vessels, which have international certificates for prevention of pollution of the sea by oil, faeces and garbage - 25 %
- 4.4. The following are exempt from the sanitary fee:
 - 4.4.1. vessels referred to in Section 1.8.,
 - 4.4.2. barges without crew,
 - 4.4.3. cargo- passenger, passenger vessels on the line, cruise ships, provided an agreement is concluded with the Port authority on using the sanitary services at another port,
 - 4.4.4. vessels under repair in the shipyards.
- 4.5. Vessels exempt from sanitary fee shall pay for discharge of polluted waters and garbage according tariffs provided in Section 13.
- 4.6. Sanitary fee covers acceptance of the following waste during the entire period of ship's laytime:
 - 4.6.1. faeces,
 - 4.6.2. confluent water,
 - 4.6.3. solid waste, except dangerous waste.
- 4.7. Acceptance of ballast water and water for washing the tanks polluted with oil is not included in the sanitary fee.
- 4.8. Disposal of noxious liquid substances and acceptance tariffs thereof shall be negotiated separately with the service provider.
- 4.9. Solid waste which is accumulated as a result of cargo operations is accepted for a separate fee according the tariffs provided in Section 14.5.

5. PILOTAGE FEE

- 5.1 Pilotage fee is levied on all vessels calling at the port in accordance with the procedure for use of pilots as provided in port regulations.
- 5.2 Pilotage fee includes also payment for the floating craft, which is used for delivering the pilot to the ship and from the ship to the port or to another vessel.

- 5.3 Pilotage fee shall be calculated with the rate 0.19 EUR/ GT for every pilot service provided according to port regulations.
- 5.4 Rebates:
- 5.4.1 if the vessel does not employ the pilot in accordance with the port regulations -50%
 - 5.4.2 if the vessel is piloted from the sea or outer roadstead to inner roadstead -50%
 - 5.4.3 if the vessel is piloted from inner roadstead to outer roadstead or the sea -50%
 - 5.4.4 for the vessels on the liner service - 30%
 - 5.4.5 if the vessel is moored to another berth or anchorage by decree of the Harbor Master due to the unfavorable weather conditions - 50%
 - 5.4.6 in the event, that, for the purpose of performing cargo operations, the vessel is shifted to another berth within the same region of the Port (Free Port, Winter Harbor, City Canal, Karosta Canal, including the Tosmare water area) - 50%
 - 5.4.7 in the event, that, for the purpose of performing cargo operations, the vessel is shifted to another berth in another region of the Port (Free Port, Winter Harbor, City Canal, Karosta Canal, including the Tosmare water area) -25%
 - 5.4.8 in the event, that the vessel is unmoored from the JSC "Tosmare Shipyard" berth, and taken in or out of the dock and moored at the JSC "Tosmare Shipyard" berth - 50%
- 5.5 Surcharge on tariff rate shall be applied:
- 5.5.1 in the event, that the vessel from the sea or from the outer roads is taken into or out of the dock, or is taken out from the dock to the outer docks or to the sea - 25%
 - 5.5.2 If the vessel is piloted in / out of the port by the shore radar - 25%
- 5.6 In the event that the pilot is piloting several vessels simultaneously, the pilot fee shall be collected from each vessel in full amount (based on the bill, signed by the Master or ship's agent, or radio-telegraphic confirmation from the Master of each vessel).
- 5.7 Additional fee shall be collected:
- 5.7.1 For ordering a pilot and subsequent canceling - 50% from the calculated pilotage fees,
 - 5.7.2 For detaining the pilot due to the fault of the vessel - 100 EUR/hour. The charge shall be exacted by the time, the pilot returns to the Port of Liepaja.

6 WHARFAGE

- 6.1 The wharfage fee is set as follows:
- 6.1.1 for vessels calls, which perform passenger and/or cargo operations - 0.19 EUR/GT for each call,
 - 6.1.2 for vessels without cargo operations charge for the berth is - 0.05 EUR/GT per day or part of the day,
 - 6.1.3 ships, which are not performing cargo operations, shall be subject to the following wharfage fee (under the condition, that it has not been exempted under the request of the berth operator or owner due to such circumstances which are dependant on the ship's owner, charterer on the crew) -0.05 EUR/GT per hour,
 - 6.1.4 for vessels in laytime (over 10 days) - 0.02 EUR/ GT per hour, but not less than 10 EUR per day,
 - 6.1.5 During the laytime (for more than 10 days), if they are moored along a non-equipped berth - 0,01 EUR/GT per day, or for part thereof, however, not less than EUR 5 per day.
- 6.2 Rebates applicable to:

- 6.2.1 RO-RO, refrigerator ships, container vessels, in case the container cargo on board exceeds 50% of vessel's total cargo volume (tons) - 30%
- 6.2.2 vessels on liner service - 25%
- 6.2.3 passenger, cargo-passenger ships - 50%
- 6.2.4 rebates do not apply to ships in laytime.
- 6.3 The following are exempt from wharfage fee:
 - 6.3.1 vessels referred to in Section 1.8. and cruise ships,
 - 6.3.2 vessels, which call at the port due to extraordinary circumstances and stay at the port for no more than 3 days starting from the day of arrival

7. PASSENGER FEE

- 7.1 Passenger fee of 1 EUR shall be charged for each passenger arriving to the port by sea, or for a passenger sailing from Liepaja, provided the ship is moored to a berth where passenger service is ensured.
- 7.2 Rebate for each cruise ship passenger is - 30%.

8. SMALL SHIP'S FEE

- 8.1. The small ships due shall be calculated separately for each arrival or departure, based on the rate of 0.06 EUR/GT.
- 8.2. Rebates:
 - 8.2.1. vessels with the total number of calls within a month's time exceeds 20 times, are subject to the rebate of 25% for the respective month.
 - 8.2.2. vessels, permanently mooring at the berths of the JSC „Kursa” - 25%
- 8.3. In cases when a ship has occupied a berth unwarranted and has not vacated it after a claim of the berth owner, leaseholder or manager, extra payment is charged - 0.10 EUR/BT a day

III. MAXIMUM LIMITS OF CHARGE TARIFFS FOR PAID SERVICES

9. TUGBOAT ASSISTANCE

- 9.1. Depending on the type of operation the charge is based either on 1 GT of the ship or hourly rate for one hour of tugboat services.
- 9.2. Charge for the use of tugboats, irrespective of their number, mooring / unmooring operations, is collected for each operation:
 - 9.2.1. mooring of unmooring, including entering or departure from the docks - 0.27 EUR/GT,
 - 9.2.2. shifting from one berth to another - 0.34 EUR/GT,
 - 9.2.3. shifting alongside the same berth - 0.27 EUR/GT.
- 9.3. When several tugboats are used, the money for the above services shall be divided proportionally in respect to work time and the capacities of the tugboats.
- 9.4. Rebate of 25 % is applied on the use of tugboats and mooring/unmooring:
 - 9.4.1. for passenger operations,
 - 9.4.2. liner vessels,

- 9.4.3. vessels referred to in Section 1.8.;
- 9.4.4. The rebate may be applied on the basis of only one of the above Sections.
- 9.5. The rate shall be increased:
- 9.5.1. If the vessel is taken from the sea our outer roads into the dock, or taken out of the dock into the outer roads or the sea – 50%,
- 9.5.2. If the vessel is taken from the sea our outer roads into the dock by using the dock winch or a tugboat, owned by the Tosmare Shipyard. – 25%.
- 9.6. Rates per hour shall be applied in following cases:
- 9.6.1. if operations are not related with mooring/unmooring,
- 9.6.2. when towing vessels with main engines out of order, including works related to mooring and unmooring of these vessels,
- 9.6.3. when RO-RO type vessels, cargo-passenger, passenger ships operate on a line.
- 9.7. In cases when rates per working hour are applied, they are applied for all operations within one move (order).
- 9.8. Rates per working hour depend on the capacity of the tugboat:
- 9.8.1. 600 -1000 HP - 340 EUR/ hour,
- 9.8.2. 1001 -1500 HP - 450 EUR/ hour,
- 9.8.3. 1501- 2300 HP - 530 EUR/ hour,
- 9.8.4. 2301 - 2500 HP - 590 EUR/ hour,
- 9.8.5. 2501 - 3500 HP - 730 EUR/ hour,
- 9.8.6. Over 3500 HP - 790 EUR/ hour.
- 9.9. Rebates on use of rate per hour:
- 9.9.1. if the tugboat is used “in attendance” - 50%
- 9.9.2. if the tugboat is used for transportation of people, materials or supplies to or from vessel – 25%
- 9.9.3. for mooring/unmooring in accordance with Section 9.4.
- 9.10. Time from sailing of tugboat off its base until returning back to it shall be counted as paid work time.
- 9.11. Time to be paid for tugboat services upon mooring/unmooring operations of RO-RO, cargo-passenger and passenger vessels, which work on line, shall be counted for the time actually used for mooring/unmooring services. The time spent by the tugboat to reach the ship to be assisted and passage back, as well as delay time due to settlement of port formalities shall not be included into the time for towing and mooring/unmooring.
- 9.12. The minimum time to be used for calculations for mooring/unmooring and shifting for RO-RO type vessels, cargo-passenger and passenger vessels, which work on liner service is one hour. In other cases the time for the use of tugboat shall be rounded up to 0.5 hours, time less than 30 minutes to count as 0.5 hours, and time over 30 minutes to count as 1.0 hour. The time actually used shall be registered in the tugboat receipt, which shall be signed by the person ordering the services.
- 9.13. Additional charge shall be collected for:
- 9.14. For call of the tugboat and further refusal – 50% from the charge of the ordered operation, which shall be calculated in accordance with the tariffs, specified in Section 9.2. In the event, that the charge of the ordered operation is calculated by applying the time rate, the charge for calling the tugboat with further refusal to use it, shall be calculated as 50% from the one hour operation of the tugboats, required for the particular operation.
- 9.15. The number of tugboats and their capacities necessary for mooring, shifting and towing operations is stipulated by the Port Regulations.

- 9.16. Maximum tariff rates for the chargeable period, which is spent by the tugboat to proceed from / to the place where the respective service is rendered from/ to the permanent berth of mooring:
- 9.16.1. From the berth of the JSC „Tosmare Shipyard” – 45 minutes;
 - 9.16.2. from/to inner roads – 20 minutes;
 - 9.16.3. from/ to outer roads – 45 minutes.
- 9.17. The Port of Liepaja is permanently serviced by the following tug boats:
- 9.17.1. “TAK 1” (engine power – 2000 HP);
 - 9.17.2. “TAK 7” (engine power – 4130 HP);
 - 9.17.3. “Klints” (engine power - 2600HP);
 - 9.17.4. “Namejs” (engine power - 1600 HP).
- 9.18. In the event of insufficient capacity of the tug boats, mentioned in Section 9.16, to provide services to a particular vessel:
- 9.18.1. the charge for mobilization and demobilization of an additional tug boat - 7400 EUR,
 - 9.18.2. the charge for the use of additionally mobilized tugboat for mooring/ unmooring operations – 620 EUR/ hour,
 - 9.18.3. the charge for the lay time of additionally mobilized tugboat – 470 EUR/ hour.

10. USE OF THE PORT FLOATING CRAFTS

- 10.1. Charge for one working hour, depending on the type of the vessel:
- 10.1.1. Use of the harbor patrol boat for the maintenance of the water area of the port and for other works – 150 EUR/ hr,
 - 10.1.2. Use of the pilot boat for the haulage of passengers from or to vessels in the outer roads of the port – 250 EUR/hr,
 - 10.1.3. Use of the hydrography boat for the haulage of passengers from or to vessels in the outer roads of the port and for other works -300 EUR/hr.

11. FIRE-FIGHTERS’ SERVICES

- 11.1. The fee for tug fire fighters’ services is set in accordance with Section 9.8.
- 11.1.1. Rebate for stand-by services of the vessel without fire fighting operations - 50%,

12. MOORING- UNMOORING (WITHOUT TUGBOAT ASSISTANCE)

- 12.1. The charge for mooring/unmooring shall be collected separately for each operation - mooring, unmooring, or shifting:
- 12.1.1. up to 600 GT 40 EUR
 - 12.1.2. 601 – 1400 GT 50 EUR
 - 12.1.3. 1401 – 2700 GT 60 EUR
 - 12.1.4. 2701 – 4000 GT 70 EUR
 - 12.1.5. 4001 – 5500 GT 80 EUR
 - 12.1.6. 5501 - 8000 GT 100 EUR
 - 12.1.7. 8001 – 11000 GT 120 EUR
 - 12.1.8. 11001 - 15000 GT 130 EUR

- 12.1.9. 15001 – 20000 GT 140 EUR
- 12.1.10. 20001 – 40000 GT 150 EUR
- 12.1.11. over 40000 GT 200 EUR

- 12.2. Shifting of a vessel from one berth to another is considered as 2 operations.
- 12.3. Shifting of vessel alongside one berth is considered as one operation.
- 12.4. Decline of port mooring and unmooring services may be permitted only upon Harbour Master's approval.

13. SUPPLY OF FRESH WATER

- 13.1. Water supply from shore - 5.0 EUR/ t
- 13.2. Fresh water supply by tugboat to the vessel – 5.0 EUR/ t + 165 EUR per hour for the ship or 150 EUR per hour of tank truck, which renders the service.

14. DISCHARGE OF DIRTY WATERS AND GARBAGE

- 14.1. Ships which have been liberated from the sanitary charge according to the paragraph 4.4, or deliver the polluted water or solid waste that is not delivered under the sanitary charge, pay off the actually received services according to the following rate:
 - 14.1.1. collection of faeces: - 15 EUR /t + 120 EUR per hour for the ship or 200 EUR per hour of tank truck, which renders the service,
 - 14.1.2. collection of confluent waters: - 15 EUR/t + 120 EUR per hour for the ship or 200 EUR per hour of tank truck, which renders the service,
 - 14.1.3. solid waste, which has not accumulated as a result of cargo operations, except for hazardous waste: - 30 EUR/ m³
- 14.2. Collection of ballast water polluted with oil and oil products, and collection of waste accruing from the separation of oil products - 15 EUR/t + 120 EUR per hour for the ship or 200 EUR per hour of tank truck, which renders the service.
- 14.3. Polluted waters and waste accruing from the separation of oil products, which contain admixture of noxious liquid substances, are collected for a charge negotiated with service provider.
- 14.4. Fee for services of solid waste and oil collectors is - 200 EUR/per hour of the ship, which renders the service.
- 14.5. Solid waste, except for dangerous waste accumulated as a result of cargo operations, shall be collected at the same berth where the vessel lies, and charge for the collection is based on following rates:
 - 14.5.1. when collected from the quay - 20 EUR/ m³
 - 14.5.2. when collected from the ship - 30 EUR/ m³
- 14.6. Surcharge on the tariffs is applied to work at night hours, on Saturdays, Sundays and holidays as provided in Section 1.12.