Text consolidated by Valsts valodas centrs (State Language Centre) with amending regulations of:

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1 March 2016 [shall come into force on 4 March 2016];

5 July 2016 [shall come into force on 8 July 2016];

28 January 2021 [shall come into force on 4 February 2021];

3 May 2022 [shall come into force on 7 May 2022];

16 August 2022 [shall come into force on 1 January 2023].

If a whole or part of a paragraph has been amended, the date of the amending regulation appears in square brackets at the end of the paragraph. If a whole paragraph or sub-paragraph has been deleted, the date of the deletion appears in square brackets beside the deleted paragraph or sub-paragraph.

Republic of Latvia

Cabinet

Regulation No. 1171

Adopted 21 December 2010

**Regulations Regarding the Procedures for Using Latvian Waters and Navigation Regime Therein**

*Issued pursuant to*

*Section 7, Paragraph two of the Maritime Administration and Marine Safety Law and Section 19.1, Paragraph six, Clause 1 of the Marine Environment Protection and Management Law*

[*1 March 2016*]

**I. General Provisions**

1. The Regulation prescribes the procedures for utilisation of Latvian waters, navigation regime therein, also the territories where diving is prohibited and restricted.

[*1 March 2016*]

2. The Regulation shall be applied to ships, except for warships, and other vessels located in Latvian waters.

[*16 August 2022*]

3. For the purpose of this Regulation:

3.1. dangerous goods are goods conforming to the definition of dangerous goods specified in the Law on the Movement of Dangerous Goods;

3.2. polluting goods are:

3.2.1. oil products defined in Annex I to the International Convention for the Prevention of Pollution from Ships of 1973 and the 1978 Protocol thereto (hereinafter – the MARPOL Convention);

3.2.2. noxious liquid substances defined in Annex II to the MARPOL Convention;

3.2.3. harmful substances defined in Annex III to the MARPOL Convention;

3.3. ship in need of assistance is, without prejudice to the requirements of the International Convention on Maritime Search and Rescue of 1979 concerning the rescue of persons, a ship in a situation that could give rise to its loss or an environmental or navigational hazard.

[*2 August 2011*]

4. When navigating in Latvian waters, the following insurance documents or documents of another financial security shall be required for a ship (except for the case referred to in Section 56.1, Paragraph six of the Maritime Code):

4.1. regarding insurance of civil legal liability of the ship owner for losses caused by oil pollution (if the ship carries more than 2000 tonnes of oil or oil products);

4.2. regarding insurance of civil legal liability of the ship owner for losses caused by ship fuel pollution (if gross tonnage of the ship exceeds 1000 tonnes);

4.3. regarding insurance of the ship against maritime claims (if gross tonnage of the ship is 300 or more).

[*31 January 2012*]

5. Ships of gross tonnage 300 and upwards and all passenger ships shall be equipped with the Automatic Identification System (AIS) which meets the technical and performance standards indicated in Chapter V of the International Convention for the Safety of Life at Sea of 1974 (hereinafter – the SOLAS convention), and ensure that Automatic Identification System (AIS) is maintained in operation at all times.

[*31 January 2012*]

5.1 Ships to which Regulation 19-1,Chapter V of the SOLAS Convention applies, shall be equipped with equipment of the Long Range Identification and Tracking (LRIT) system, which meets the technical and performance standards of Chapter V of the SOLAS Convention, and ensure that Long Range Identification and Tracking (LRIT) system is maintained in operation at all times.

[*31 January 2012*]

5.2 The requirements referred to in Paragraph 5 of this Regulation shall not be applied to passenger ships with a length of less than 15 metres or gross tonnage less than 300, not engaged in international voyages.

[*31 January 2012*]

6. Cargo ships of 3000 gross tonnage and upwards, built on or after 1 July 2002, ro-ro passenger ships and passenger ships, except for passenger ships of Class B, C and D engaged in domestic voyages, shall be fitted with a voyage data recorder (VDR) which meets the technical and performance standards of Chapter V of the SOLAS Convention.

[*31 January 2012*]

6.1 Cargo ships of 3000 gross tonnage and upwards, built before 1 July 2002, shall be fitted with a voyage data recorder (VDR) or with a simplified voyage data recorder (S-VDR) which meets the technical and performance standards of Chapter V of the SOLAS Convention.

[*31 January 2012*]

6.2 The ships referred to in Paragraphs 6 and 6.1 of this Regulation shall ensure that the voyage data recorder (VDR) or the simplified voyage data recorder (S-VDR) is maintained in operation at all times, and if a marine casualty has occurred shall store records of equipment regarding the time of the casualty, as well as ensure access thereto in accordance with the laws and regulations regarding the procedures for investigating a marine casualty.

[*31 January 2012*]

**II. Restrictions of the Navigation Regime and Provision of Notification**

7. Due to maritime safety considerations (including due to military training) the State joint-stock company “Maritime Administration of Latvia” (hereinafter – the Maritime Administration) may temporarily restrict or prohibit navigation in particular areas of Latvian waters. A public person or a private individual, due to activities of which navigation in particular areas of Latvian waters must be temporarily restricted or prohibited, shall submit an application to the Maritime Administration (Annex 1) and information confirming the necessity of restriction or prohibition. The Maritime Administration shall evaluate the information submitted, compile it, take a relevant decision and in fulfilling the functions of the national coordinator shall:

7.1. promulgate such information in the NAVTEX system (system for the broadcast and automatic receipt of maritime safety information operating on the 518 kHz frequency, using narrow-band direct-printing telegraphy);

7.2. notify such information to the Maritime Rescue and Coordination Centre (MRCC) of the Coast Guard Service of the Naval Forces of the National Armed Forces in Riga (hereinafter – the Coordination Centre). The Coordination Centre shall include the abovementioned information in the transmission of the maritime safety and navigation information specified in Paragraph 24 of this Regulation in very high frequency band;

7.3. publish such information in the publication “Notices to Mariners” of the subsequent month if the relevant information regarding danger to safety has been received one month in advance.

[*31 January 2012; 28 January 2021*]

8. In accordance with the requirements of Regulation 9, Chapter V of the SOLAS Convention, the Maritime Administration shall publish information regarding navigation regime in Latvian waters in the first issue “Shipping regulations” of the publication “Notices to Mariners” of the current year, including:

8.1. regarding general provisions of the navigation regime;

8.2. regarding vessel traffic services;

8.3. regarding marine casualties;

8.4. regarding safety of navigation;

8.5. regarding shipping routes and fairways;

8.6. regarding anchorage areas;

8.7. regarding former mined areas, opened for navigation, explosives dumping grounds and other dangerous areas;

8.8. regarding areas where navigation is temporarily prohibited;

8.9. regarding laws and regulations that determine the navigation regime.

9. In case of alterations to the information indicated in Paragraph 8 of this Regulation which may affect the safety of navigation, the Maritime Administration shall publish them in the subsequent issue of the publication “Notices to Mariners”.

**III. Measures in the Event of Bad Weather**

10. If the Coast Guard Service of the Naval Forces of the National Armed Forces (hereinafter – the Coast Guard) or the harbour master’s service of the relevant port deems that, in the event of bad weather, there is a serious threat of pollution of Latvian waters or seacoast of Latvia, or that the safety of human life is in danger:

10.1. the relevant service shall, where possible, inform the master of a ship which is in the territorial sea of Latvia or in the aquatorium of the relevant port, and intends to enter or leave that port, of the weather conditions and of the danger they may present to his or her ship, the cargo, the crew and the passengers;

10.2. the relevant service may take, without prejudice to the duty of assistance to ships in distress in accordance with national and international legal acts, any other measures, including a recommendation or a prohibition either for a particular ship or for ships in general to enter or leave the port in the areas affected by bad weather until it has been established that there is no longer a risk to human life or to the marine environment;

10.3. the relevant services shall take measures to limit as much as possible or, if necessary, prohibit bunkering of ships in Latvian waters.

[*28 January 2021*]

11. The master of the ship shall inform the ship owner of the measures or recommendations referred to in Sub-paragraphs 10.2 and 10.3 of this Regulation, however, they shall not prejudice the decision of the master on the basis of his or her professional judgment corresponding to the SOLAS Convention. Where the decision taken by the master is not in accordance with the abovementioned recommendations, he or she shall inform the Coast Guard or the harbour master’s service of the relevant port of the reasons for his or her decision.

12. The measures referred to in Paragraph 10 of this Regulation shall be based upon weather forecast provided by the Latvian Environment, Geology and Meteorology Centre.

**IV. Measures in the Event of Risks Posed by the Presence of Ice**

12.1 The winter navigation period shall last from 15 December to 15 April.

[*31 January 2012*]

13. The procedures for winter navigation in ice conditions in Latvian ports and port access fairways shall be determined in accordance with the Law on Ports and regulations of the relevant ports.

[*16 August 2022*]

14. If the authority of the relevant port considers, in view of ice conditions, that there is a serious threat to human life at sea or to navigation in Latvian waters and coastal area:

14.1. it shall inform the masters of ships which are in the relevant area of the port, as well as entering or leaving port, regarding the ice conditions and the recommended routes;

14.2. it may, without prejudice to the duty of assistance to ships in need of assistance in accordance with national and international legal acts, request that a ship which intends to enter or leave a port or to leave an anchorage area provides documents that ship’s hull strength and power requirements correspond to the ice conditions in the area concerned.

15. The Riga Free Port Authority shall, taking into account the actual ice conditions and the potential threat to human life, as well as in order to protect Latvian navigable waters and the coastal area in Irbe Strait and the Gulf of Riga, as much as possible ensure the services of an icebreaker in Irbe Strait and the Gulf of Riga.

16. The measures specified in Paragraph 14 of this Regulation shall be based upon the actual ice conditions and the weather forecast provided by the Latvian Environment, Geology and Meteorology Centre.

**V. Measures Relating to Marine Casualties or Incidents**

17. The master or owner of a ship navigating in Latvian waters, or an authorised person thereof shall, without delay, inform the Coast Guard and the Coordination Centre regarding:

17.1. any marine casualty or incident which affects the safety of the ship or compromises shipping safety;

17.2. any situation liable to lead to pollution of Latvian waters or shore (for example, discharge of dangerous or polluting substances into the sea);

17.3. any slick of polluting substances, as well as containers or packages seen drifting at sea.

18. A report on a marine casualty or incident shall include the following information:

18.1. the ship’s name and flag;

18.2. the IMO number;

18.3. a description of the casualty;

18.4. the place of the casualty (geographic position of the ship);

18.5. the port of departure and the port of destination;

18.6. the date and time of the casualty;

18.7. the address where information may be obtained on the dangerous and polluting goods carried on board;

18.8. the number of persons on board (crew and passengers);

18.9. the number of the people seriously injured or deceased;

18.10. the consequences of the casualty in relation to individual persons, property, marine or coastal environment;

18.11. data on another ship involved in the casualty (if such information has been ascertained), as well as the information referred to in the International Maritime Organization Resolution A.851(20) entitled “General principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants”.

19. Where, following a marine casualty or incident involving a ship in Latvian waters has occurred, the Coast Guard or the harbour master’s service of the relevant port deems that it is necessary to avert, lessen or remove a serious and imminent threat to the coastline of Latvia or interests related thereto, the safety of other ships and their crews and passengers or of persons on shore or to protect the marine environment, the relevant service may without delay, but not later than within 24 hours after the marine casualty or incident:

19.1. restrict the movement of the ship or direct it to follow a specific course. This requirement does not affect the master’s responsibility for the safe handling of his ship;

19.2. give official notice to the master of the ship to put an end to the threat to the environment or safety of navigation;

19.3. if necessary, send an evaluation team on board the ship to assess the degree of risk, help the master to remedy the situation and keep the Coordination Centre or the vessel traffic service of the relevant port informed thereof;

19.4. instruct the master of the ship to proceed to a place of refuge in the event of imminent danger, or, if necessary, cause the ship to be piloted or towed.

19.1 In the case ship is towed under a towage or salvage agreement, the measures taken by the relevant service in accordance with Sub-paragraphs 19.1 and 19.4 of this Regulation may be also addressed to the assistance, salvage and towage companies involved.

[*31 January 2012*]

20. The master of a ship to which provisions of the International Safety Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code) are applicable shall inform the shipping company of any marine casualty or incident, and the company shall contact the Coordination Centre or the vessel traffic service of the relevant port. If necessary, the shipping company shall co-operate with the referred to services in issues related to the marine casualty or incident.

**VI. Radio Communications and Notification of Marine Safety Information**

21. The Coast Guard shall ensure the functioning of the coastal communications network of the Global Maritime Distress and Safety System (GMDSS) within the frequencies specified by the abovementioned safety system.

22. The Coordination Centre shall carry out the functions of the Maritime Assistance Service (MAS) in accordance with the requirements of the International Maritime Organisation Resolution A.950(23) of 5 December 2003 “Maritime Assistance Services”.

23. Ships shall maintain radio communications within the frequencies specified by the Global Maritime Distress and Safety System and general radio communication frequencies, including very high frequency Channel 16.

24. The Maritime Administration shall prepare and the Coordination Centre shall notify ships of the current marine safety and navigation information on the very high frequency of the radio communications network of the GMDSS. Concurrently with the marine safety and navigation information the Coordination Centre shall notify the notice submitted by the Ministry of Environmental Protection and Regional Development or the State Environmental Service on the areas where ships should not uptake ballast water, and also notify weather reports and gale warnings prepared by the Latvian Environment, Geology and Meteorology Centre, but during the ice navigation period – also the operational information on ice conditions.

[*28 January 2021*]

**VI.1 Transmission of Information concerning Certain Ships**

[*31 January 2012*]

24.1 The Coast Guard shall, using the Maritime Information and Exchange System of the European Union (the SafeSeaNet system of the European Union), exchange information related to a maritime casualty or incident with the competent authority of another European Union Member State as soon as possible. Exchange of the relevant information shall take place with the competent authority of such European Union Member State which is along the planned route of the ship or which is the flag state of the ship, or which has been or may be affected by the maritime casualty or incident that has occurred. Information related to the maritime casualty or incident shall be reports on:

24.11. a ship which was involved in any maritime casualty or incident during a voyage which affects the safety of the ship or compromises shipping safety (SITREP);

24.12. any situation that may lead to pollution of waters or shore of a European Union Member State (for example, discharge of dangerous or polluting substances into the sea) (POLREP);

24.13. any slick of polluting substances, and also containers or packages seen drifting at sea (POLREP, LOST AND FOUND OBJECTS);

24.14. a ship which has not fulfilled the reporting requirements in accordance with the laws and regulations in the field of vessel traffic monitoring and information systems of the European Union, including the reporting requirements referred to in Paragraph 17 of this Regulation (FAILED NOTIFICATION);

24.15. a ship which has not complied with the procedures laid down in the laws and regulations regarding maritime administration and marine safety in the zone where vessel traffic management systems are operating (VTS RULES INFRINGEMENT);

24.16. the information provided by pilots or officials of the port authority in accordance with the procedures laid down in the laws and regulations regarding port State control that the ship has apparent deficiencies which might render navigation unsafe or might endanger the marine environment (PILOT OR PORT);

24.17. a ship in relation to which there is evidence or assumptions regarding deliberate oil discharges or other violations of the MARPOL Convention in the waters of Latvia (POLREP);

24.18. a ship for which a refusal of access has been imposed in the port of a European Union Member State or which, after a port State control inspection, has been sent to the repair yard of ships (BANNED SHIP);

24.19. a ship which does not have the documents referred to in Paragraph 4 of this Regulation (INSURANCE FAILURE);

24.110. a ship which has not delivered waste or notified of waste delivery (WASTE);

24.111. another situation which is related to safety of the ship, safety of navigation, and threats to the marine environment (OTHERS).

[*28 January 2021*]

24.2 The Coast Guard shall notify to the Maritime Administration the information referred to in Paragraph 24.1 of this Regulation which has been received from the competent authority of another European Union Member State.

24.3 The maritime administration authority shall, as soon as possible, notify the Coast Guard of the information detected within the scope of its competence and referred to in Paragraph 24.1 of this Regulation which should be notified to another competent authority of a European Union Member State.

[*28 January 2021*]

**VII. Cargo, Passenger and Supply Operations of Ships**

25. Cargo, passenger and supply operations for ships at sea shall be allowed only in anchorage areas specified in the first issue “Shipping regulations” of the current year of the publication “Notices to Mariners”, or in place specified by the harbour master of the relevant port. Such restrictions shall not apply to ship to ship transfer of fish or fish production in the Baltic Sea and the Gulf of Riga.

26. In order to carry out passenger and supply operations (also operations of fuel supply) in anchorage areas located within the boundaries of a port, a permit of the harbour master of the relevant port shall be obtained. The master of the ship shall notify the vessel traffic management service of the port regarding commencement, discontinuation or termination of the announced operations.

27. If a ship to ship cargo transfer operation is intended at sea, the owners, operators, charterers or the agents of the ships involved in the operation shall, not later than 48 hours prior to the planned operation, submit to the harbour master of the nearest port an application of a specific form (Annex 2) which has been coordinated with the Coast Guard, the State Environmental Service, the relevant customs authority, and the Maritime Safety Department of the Maritime Administration.

[*31 January 2012; 28 January 2021*]

28. After co-ordination of the application referred to in Paragraph 27 of this Regulation and prior to the commencement of the cargo transfer operation, the owners, operators, charterers of the ships or the agents thereof shall pay for navigation services according to the tariffs in effect, which have been specified in accordance with the laws and regulations regarding ports.

29. Before cargo, passenger and supply operations from ship to ship are commenced at sea, inspectors of the Maritime Safety Department of the Maritime Administration have the right to inspect the ships involved according to the port State control.

30. In performing oil product transfer operations, both ships involved in the transfer operation shall fill in a safety checklist in accordance with the requirements of Regulation 41 of Annex I to the MARPOL Convention and comply with the requirements specified in the laws and regulations regarding maritime administration and marine safety.

[*31 January 2012*]

31. The Maritime Safety Department of the Maritime Administration, the Coast Guard and the State Environmental Service have the right to appoint inspectors to supervise cargo transfer operations of dangerous and polluting goods on board and who, according to the competence specified in the laws and regulations regarding maritime administration and marine safety, have the right to suspend cargo transfer operations if it becomes dangerous due to the weather conditions or the requirements referred to in Paragraph 30 of this Regulation are not complied with.

[*28 January 2021*]

32. The presence of the representatives of the services referred to in Paragraph 31 of this Regulation on board during the transfer of dangerous and polluting goods shall not relieve the masters of ships, owners, operators or charterers of ships from the responsibility for the safety of the ships involved and the pollution of the marine environment.

**VIII. Provision of Places of Refuge for Ships in Need of Assistance**

33. If a ship requires a compulsory stop or anchoring in Latvian waters, the master, owner, operator or charterer of the ship or agent thereof shall notify the Coordination Centre about it without delay.

34. The Coordination Centre shall draw up a plan for provision of refuge for ships in need of assistance in Latvian waters. The abovementioned plan shall include the following information:

34.1. the authorities responsible for receiving and handling alerts;

34.2. the competent authority responsible for assessing the situation and taking a decision on acceptance of a ship in the place of refuge selected;

34.3. the coastline of Latvia and all elements (including environmental, economic and social factors and natural conditions) facilitating a prior assessment and rapid decision regarding the place of refuge for a ship;

34.4. the assessment procedures in order to ascertain whether a ship should be accepted in a place of refuge;

34.5. the resources and equipment suitable for assistance, rescue and combating pollution;

34.6. procedures for international coordination and decision-making;

34.7. the financial guarantee and liability procedures in place for ships accommodated in a place of refuge.

35. The Ministry of Defence, the Ministry of Transport, the Ministry of the Interior and the Ministry of Health shall enter into an interdepartmental agreement regarding provision of places of refuge for ships in need of assistance. The Ministry of Defence shall publish the following information in the official gazette *Latvijas Vēstnesis*:

35.1. the main technical parameters and contact information of the places of refuge;

35.2. a list of tugs, oil collectors and other ships of auxiliary fleet, as well as other technical means and equipment used in rescue operations, the main technical parameters and contact information;

35.3. commercial companies of ship repair which may provide services to a ship in a critical situation, the main technical parameters and contact information thereof;

35.4. the main technical parameters and contact information of the technical means at the disposal of the State Fire and Rescue Service;

35.5. the contact information of the State Emergency Medical Service and such medical institutions the aid of which may be required in relation to the critical situation of the ship;

35.6. the authorities responsible for receiving and handling alerts and contact information.

36. The Coordination Centre, on the basis of a preliminary assessment of situation in accordance with the plan referred to in Paragraph34 of this Regulation, shall take a decision regarding acceptance of a ship in a place of refuge. The Coordination Centre shall ensure granting of a place of refuge (Annex 3) to the ship if it deems that granting of such refuge is the best possible action in order to ensure the protection of human life and the environment.

37. The Coordination Centre shall, upon request of neighbouring countries, provide them the relevant information included in the plan referred to in Paragraph 34 of this Regulation.

38. In implementing the procedures provided for in the plan referred to in Paragraph 34 of this Regulation, the Coordination Centre shall ensure the availability of the necessary information to the parties involved in the procedures.

39. Upon request of the Coordination Centre, the persons who receive information in accordance with Paragraphs 37 and 38 of this Regulation shall observe the confidentiality obligations in relation to the information received.

40. A ship which, due to a critical situation, has been granted a place of refuge in Latvian waters shall pay all expenditure related thereto, including the port fee and the fee for services, as well as for the losses caused to the port, the environment and third persons.

41. The master of the ship, owner or operator of the ship shall be responsible for the safety of the ship which has been granted a place of refuge in Latvian waters due to a critical situation.

**IX. Co-ordination of Research and Retrieval of Ship Wrecks and Other Activities to be Performed in Latvian Waters**

42. A person who wishes to perform research of ship wrecks and other property sunken in Latvian waters shall receive a permit of the National Cultural Heritage Board. The abovementioned permit, after co-ordination with the Coast Guard, the State Environmental Service and the Maritime Administration, shall be issued for scientific or archaeological purposes only.

[*28 January 2021*]

42.1 If the research activities referred to in Paragraph 42 of this Regulation include diving in restricted areas, in addition a relevant permit shall be obtained in accordance with the laws and regulations regarding the procedures by which a permit for diving in restricted areas of sea is issued to a natural person and procedures by which the State fee shall be paid for the issuance of a permit.

[*1 March 2016*]

43. In order to receive the co-ordination specified in the laws and regulations regarding maritime administration and marine safety for retrieval of property sunken in Latvian waters, the owner of the sunken property, another public person or private individual who has the right to handle the relevant property shall submit the following information to the Maritime Administration:

43.1. the coordinates of the location of the sunken property;

43.2. the type of research or retrieval work and the mechanical or technical auxiliary facilities or ships involved therein.

44. The information indicated in Paragraph 43 of this Regulation shall be submitted to the Maritime Administration also if it is necessary to co-ordinate other activities exercised in Latvian waters, if it is requested by the laws and regulations regarding the protection and management of the marine environment.

45. The Maritime Administration shall record ship wrecks dangerous for navigation, marking their location in nautical charts.

**IX.1 Territories where Diving is Restricted and Prohibited**

[*1 March 2016*]

45.1 The territories where diving is prohibited are specified in Annex 4 to this Regulation.

45.2 The territories where diving is restricted are specified in Annex 5 to this Regulation.

**IX.2 Traffic and Safety**

[*5 July 2016*]

45.3 The requirements of this Chapter shall apply to the traffic in marine waters.

45.4 It is prohibited to use unregistered ship or another vessel in the maritime traffic regardless of which State’s nationality markings it uses, except when the ship or vessel shall not be registered or a voluntary registration is intended in accordance with the requirements of the legal acts of the relevant State.

[*16 August 2022*]

45.5The ship or another vessel used for the performance of State service duties shall be marked and, in so far as it does not interfere with the performance of service duties, equipped with stationary flashing lights and a raised flag of the State.

[*16 August 2022*]

45.6The operator of the vessel has an obligation to:

45.61. ensure that the persons who are under 12 years of age are wearing a lifejacket of an appropriate size during carriage;

45.62. stop the vessel at the request of the competent authority as well as present the documents certifying the operator’s qualification and the registration of the vessel if, in accordance with the laws and regulations, the operator must have a document certifying the qualification and the vessel must be registered.

[*16 August 2022*]

45.7The operator of the vessel is prohibited from:

45.71. navigating in bathing sites and in their vicinity and endangering the safety of swimmers;

45.72. handling the vessel:

45.72.1. if the alcohol concentration in the blood exceeds 0.5 per mil;

45.72.2. under the influence of narcotic, psychotropic, toxic or other intoxicating substances or also medicaments that reduce the speed of reaction and attention;

45.72.3. being sick or tired to the extent that it may influence the ability of the vessel’s operator to work and water traffic safety;

45.73. using alcoholic beverages, narcotic, psychotropic or other intoxicating substances following the marine casualty, also after the vessel has been stopped at the request of the competent authority until the test that establishes the influence of alcoholic beverages or narcotic, psychotropic or other intoxicating substances, or until release from such a test;

45.74. using a registered vessel without carrying valid documents certifying the registration;

45.75. handling the vessel without a valid document certifying the operator’s qualification in accordance with the qualification requirements specified in laws and regulations regarding traffic of vessels in inland waters and procedures for training, certification, and registration of recreational craft operators;

45.76. handling the vessel if no relevant qualification for handling the vessel has been obtained but it is provided for in laws and regulations;

45.77. exceeding the load capacity of the vessel or the number of persons allowed to be transported.

[*16 August 2022*]

45.8 A person, when using personal watercraft, windsurfing, water skiing or doing other similar water sports, shall wear a lifejacket.

45.9The operator of the vessel is prohibited from using a vessel which is not in technical order or is not equipped with the equipment and life-saving appliances in accordance with the following regulatory regulation:

45.91. for the operator of a recreational craft – in accordance with the laws and regulations regarding the safety of a recreational craft (if the requirements of these laws and regulations apply to the recreational craft);

45.92. for the operator of a vessel, including the operator of a recreational craft, to which the laws and regulations regarding the safety of a recreational craft do not apply:

45.92.1. for navigation in a 3000 metre wide zone seaward from the sea coast line in the coastal zone of the Gulf of Riga and the Baltic Sea of the Republic of Latvia – in accordance with the regulations regarding vessels traffic within internal waters;

45.92.2. for navigation beyond the trading area referred to in Sub-paragraph 45.92.1 of this Regulation – in accordance with Annex 6 to this Regulation.

[*16 August 2022*]

**X. Closing Provision**

46. Cabinet Regulation No. 508 of 12 July 2005, Procedures for the Use of Latvian Waters and the Shipping Regime Thereof (*Latvijas Vēstnesis*, 2005, No. 111; 2008, No. 72), is repealed.

**Informative Reference to the European Union Directives**

[*31 January 2012; 28 January 2021*]

This Regulation contains legal norms arising from:

1) Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC;

2) Directive 2009/17/EC of the European Parliament and of the Council of 23 April 2009 amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system;

3) Commission Directive 2011/15/EU of 23 February 2011 amending Directive 2002/59/EC of the European Parliament and of the Council establishing a Community vessel traffic monitoring and information system;

4) Commission Directive 2014/100/EU of 28 October 2014 amending Directive 2002/59/EC of the European Parliament and of the Council establishing a Community vessel traffic monitoring and information system.

Prime Minister, Minister for Regional Development and Local Government V. Dombrovskis

Acting for the Minister for Transport, Minister for Education and Science R. Broks

**Annex 1**

Cabinet Regulation No. 1171

21 December 2010

[*31 January 2012*]

**APPLICATION**

**for Restriction or Prohibition of the Navigation Regime**

|  |  |
| --- | --- |
| 1. Information regarding the applicant: |  |
| 1.1. name of the economic operator/given name, surname of the natural person |  |
| 1.2. registration number/personal identity number |  |
| 1.3. legal address/address of the declared place of residence |  |
| 1.4. telephone number |  |
| 1.5. fax number |  |
| 1.6. e-mail address |  |
| 2. I request, due to |  |
|  | (the type of activities to be performed) |
|  |  |
|  |  |
| to temporarily restrict or prohibit navigation (underline as appropriate) in sea aquatorium because of maritime safety considerations |
|  |
| (the location of activities to be performed in WGS 84 coordinates) |
| 3. It is planned to perform the activities |  |
|  | (from dd.mm.yyyy until dd.mm.yyyy) |
|  |  |
| 4. In activities will be involved |  |
|  | (ship’s name and call sign, |
|  |
| IMO number, MMSI number\*) |
| 5. Communications to be used during activities |  |
|  | (radio communication channels, other types of communication) |
| 6. Additional restrictions or conditions |  |
|  |  |
| 7. Appended to the application |  |
| 8. Applicant |  |
|  | (given name, surname, signature of the representative of economic operator or natural person) |

9. Date

Notes.

1. \* Nine digit ship radio station identification number (MMSI number).

2. The application and the documents to be appended thereto or their copies shall be submitted in a paper or electronic document form in accordance with the laws and regulations regarding the drawing up of electronic documents.

**Annex 2**

Cabinet Regulation No. 1171

21 December 2010

[*31 January 2012*]

**Annex 3**

Cabinet Regulation No. 1171

21 December 2010

**Places of Refuge in Latvian Waters**

|  |  |  |  |
| --- | --- | --- | --- |
| No. | Name and responsible authority of the place of refuge | Geographical coordinates | Main restrictions of the place of refuge |
| maximum draught, length of ships | unfavourable wind direction | distance from densely populated area |
| 1. | Port of LiepajaLiepaja Port Authority | 56º 32´ N20º 59´ E | Berth No. 439.5–200 m | W | 0.3–1.0 km |
| 2. | Liepaja anchorage area L3Liepaja Port Authority | 56º 32´ N20º 46´ E | 18 m | S–W–N | 15 km |
| 3. | Port of RigaRiga Freeport Authority | 57º 03´ N24º 04´ E | Berth ZO145.6–105 m | NW(in entrance) | 0.5 km |
| 4. | Anchorage area of the Port of RigaRiga Freeport Authority | 57º 07´ N23º 52´ E | 25 mIn Irbe Strait 15 m | NW–NE | 11.0 km |
| 5. | Port of VentspilsVentspils Free Port Authority | 57º 24´ N21º 32´ E | Berth No. 3712.5–200 m | N–NW | 0.3 km |
| 6. | Anchorage area of the port of Ventspils V2Ventspils Free Port Authority | 57º 31´ N21º 22´ E | 20 m | S–W–N | 16.0 km |
| 7. | Anchorage “The Lee of Kolka”Coast Guard(Shall not be provided in case of leakage of oil) | 57º 42´ N22º 45´ E | 30 mIn Irbe Strait 15 m | NE–E–SE | 40.0 km |

Note.

The MRCC shall determine a specific place of refuge on the basis of the information received, comprehensive analysis of the situation and risk assessment.

Acting for the Minister for Transport, Minister for Education and Science R. Broks

**Annex 4**

Cabinet Regulation No. 1171

21 December 2010

**The Areas where Diving is Prohibited**

[*3 May 2022*]

Prohibited area No. 1:

|  |  |
| --- | --- |
| No. | WGS-84 |
| Latitude | Longitude |
| 1. | 57° 15.000' N | 21° 13.200' E |
| 2. | 57° 15.000' N | 21° 18.700' E |
| 3. | 57° 12.000' N | 21° 18.700' E |
| 4. | 57° 12.991' N | 21° 13.057' E |
| 5. | 57° 13.770' N | 21° 12.436' E |

Prohibited area No. 2:

|  |  |  |
| --- | --- | --- |
| 1. | 56° 34.220' N | 20° 58.274' E |
| 2. | 56° 34.220' N | 21° 00.383' E |
| The border is along the shoreline of the sea |
| 3. | 56° 33.465' N | 20° 59.972' E |
| 4. | 56° 33.231' N | 20° 58.274' E |

Prohibited area No. 3:

|  |  |  |
| --- | --- | --- |
| 1. | 56° 27.750' N | 20° 38.000' E |
| 2. | 56° 27.750' N | 20° 43.200' E |
| 3. | 56° 24.800' N | 20° 43.200' E |
| 4. | 56° 24.800' N | 20° 38.000' E |

Prohibited area No. 4:

|  |  |  |
| --- | --- | --- |
| 1. | 56° 27.194' N | 20° 54.170' E |
| 2. | 56° 27.194' N | 20° 55.978' E |
| 3. | 56° 26.194' N | 20° 55.978' E |
| 4. | 56° 26.194' N | 20° 54.170' E |

Prohibited area No. 5:

|  |  |  |
| --- | --- | --- |
| 1. | 56° 33.710' N | 20° 40.240' E |
| 2. | 56° 33.710' N | 20° 42.030' E |
| 3. | 56° 32.710' N | 20° 42.030' E |
| 4. | 56° 32.710' N | 20° 40.240' E |

Prohibited area No. 6:

|  |  |  |
| --- | --- | --- |
| 1. | 57° 32.844' N | 21° 16.129' E |
| 2. | 57° 32.753' N | 21° 17.629' E |
| 3. | 57° 32.029' N | 21° 18.491' E |
| 4. | 57° 31.167' N | 21° 18.229' E |
| 5. | 57° 30.680' N | 21° 17.177' E |
| 6. | 57° 30.795' N | 21° 15.550' E |
| 7. | 57° 31.366' N | 21° 14.788' E |
| 8. | 57° 32.286' N | 21° 14.953' E |



**Annex 5**

Cabinet Regulation No. 1171

21 December 2010

**The Areas where Diving is Restricted**

[*3 May 2022*]

Restricted area No. 1:

|  |  |
| --- | --- |
| No. | WGS-84 |
| Latitude | Longitude |
| 1. | 56° 50.989' N | 20° 59.166' E |
| 2. | 56° 50.719' N | 21° 01.092' E |
| 3. | 56° 49.587' N | 21° 01.372' E |
| 4. | 56° 49.069' N | 20° 59.353' E |
| 5. | 56° 50.000' N | 20° 57.933' E |

Restricted area No. 2:

|  |  |  |
| --- | --- | --- |
| 1. | 56° 54.690' N | 21° 08.413' E |
| 2. | 56° 53.960' N | 21° 10.170' E |
| 3. | 56° 52.839' N | 21° 09.363' E |
| 4. | 56° 52.971' N | 21° 07.151' E |
| 5. | 56° 54.122' N | 21° 06.768' E |

Restricted area No. 3:

|  |  |  |
| --- | --- | --- |
| 1. | 56° 57.696' N | 21° 16.067' E |
| 2. | 56° 57.222' N | 21° 17.381' E |
| The border is along the shoreline of the sea |
| 3. | 56° 55.690' N | 21° 15.620' E |
| 4. | 56° 56.271' N | 21° 14.144' E |
| 5. | 56° 57.251' N | 21° 14.294' E |

Restricted area No. 4:

|  |  |  |
| --- | --- | --- |
| 1. | 57° 02.861' N | 21° 23.587' E |
| 2. | 57° 02.787' N | 21° 24.458' E |
| The border is along the shoreline of the sea |
| 3. | 56° 59.141' N | 21° 21.301' E |
| 4. | 56° 59.687' N | 21° 20.340' E |
| 5. | 57° 00.495' N | 21° 20.400' E |
| 6. | 57° 02.514' N | 21° 22.356' E |

Restricted area No. 5:

|  |  |  |
| --- | --- | --- |
| 1. | 57° 05.073' N | 21° 25.069' E |
| The border is along the shoreline of the sea |
| 2. | 57° 03.091' N | 21° 24.647' E |
| 3. | 57° 03.440' N | 21° 23.400' E |
| 4. | 57° 04.278' N | 21° 22.997' E |
| 5. | 57° 04.940' N | 21° 23.847' E |

Restricted area No. 6:

|  |  |  |
| --- | --- | --- |
| 1. | 57° 20.664' N | 21° 17.406' E |
| 2. | 57° 20.391' N | 21° 18.969' E |
| 3. | 57° 19.725' N | 21° 19.530' E |
| 4. | 57° 18.954' N | 21° 19.026' E |
| 5. | 57° 18.241' N | 21° 15.809' E |
| 6. | 57° 18.568' N | 21° 14.127' E |
| 7. | 57° 19.484' N | 21° 13.731' E |
| 8. | 57° 20.091' N | 21° 14.591' E |

Restricted area No. 7:

|  |  |  |
| --- | --- | --- |
| 1. | 57° 26.175' N | 21° 19.363' E |
| 2. | 57° 25.498' N | 21° 21.116' E |
| 3. | 57° 24.347' N | 21° 20.391' E |
| 4. | 57° 24.471' N | 21° 18.055' E |
| 5. | 57° 25.676' N | 21° 17.760' E |

Restricted area No. 8:

|  |  |  |
| --- | --- | --- |
| 1. | 57° 29.533' N | 21° 16.914' E |
| 2. | 57° 28.795' N | 21° 18.583' E |
| 3. | 57° 27.672' N | 21° 17.719' E |
| 4. | 57° 27.831' N | 21° 15.483' E |
| 5. | 57° 28.984' N | 21° 15.136' E |

Restricted area No. 9:

|  |  |  |
| --- | --- | --- |
| 1. | 57° 39.803' N | 21° 30.547' E |
| 2. | 57° 39.035' N | 21° 32.358' E |
| 3. | 57° 37.926' N | 21° 31.427' E |
| 4. | 57° 38.091' N | 21° 29.246' E |
| 5. | 57° 39.274' N | 21° 28.904' E |

Restricted area No. 10:

|  |  |  |
| --- | --- | --- |
| 1. | 57° 43.559' N | 21° 55.462' E |
| 2. | 57° 42.853' N | 21° 57.200' E |
| 3. | 57° 41.857' N | 21° 56.735' E |
| 4. | 57° 41.710' N | 21° 54.449' E |
| 5. | 57° 42.744' N | 21° 53.582' E |

Restricted area No. 11:

|  |  |  |
| --- | --- | --- |
| 1. | 57° 42.348' N | 22° 06.349' E |
| 2. | 57° 42.375' N | 22° 08.293' E |
| 3. | 57° 40.583' N | 22° 11.129' E |
| 4. | 57° 39.912' N | 22° 11.649' E |
| 5. | 57° 39.294' N | 22° 11.298' E |
| The border is along the shoreline of the sea |
| 6. | 57° 38.505' N | 22° 08.338' E |
| 7. | 57° 39.089' N | 22° 07.415' E |
| 8. | 57° 41.336' N | 22° 05.525' E |

Restricted area No. 12:

|  |  |  |
| --- | --- | --- |
| 1. | 57° 50.494' N | 22° 41.000' E |
| 2. | 57° 49.810' N | 22° 42.311' E |
| 3. | 57° 48.872' N | 22° 41.922' E |
| 4. | 57° 47.231' N | 22° 38.791' E |
| 5. | 57° 47.243' N | 22° 37.096' E |
| 6. | 57° 47.996' N | 22° 36.111' E |
| 7. | 57° 48.749' N | 22° 36.504' E |
| 8. | 57° 50.224' N | 22° 39.171' E |

Restricted area No. 13:

|  |  |  |
| --- | --- | --- |
| 1. | 57° 45.933' N | 22° 35.608' E |
| 2. | 57° 45.750' N | 22° 37.103' E |
| 3. | 57° 45.127' N | 22° 37.865' E |
| 4. | 57° 44.433' N | 22° 37.650' E |
| 5. | 57° 43.979' N | 22° 36.586' E |
| 6. | 57° 44.037' N | 22° 35.221' E |
| The border is along the shoreline of the sea |
| 7. | 57° 45.373' N | 22° 34.282' E |

Restricted area No. 14:

|  |  |  |
| --- | --- | --- |
| 1. | 57° 21.275' N | 23° 08.659' E |
| 2. | 57° 20.625' N | 23° 10.560' E |
| 3. | 57° 19.548' N | 23° 10.081' E |
| 4. | 57° 19.309' N | 23° 08.413' E |
| The border is along the shoreline of the sea |
| 5. | 57° 21.052' N | 23° 07.655' E |

Restricted area No. 15:

|  |  |  |
| --- | --- | --- |
| 1. | 57° 11.464' N | 24° 14.422' E |
| 2. | 57° 10.743' N | 24° 16.187' E |
| 3. | 57° 09.627' N | 24° 15.349' E |
| 4. | 57° 09.743' N | 24° 13.123' E |
| 5. | 57° 10.946' N | 24° 12.757' E |

Restricted area No. 16:

|  |  |  |
| --- | --- | --- |
| 1. | 57° 17.554' N | 24° 21.854' E |
| 2. | 57° 17.400' N | 24° 23.703' E |
| 3. | 57° 16.594' N | 24° 24.379' E |
| 4. | 57° 14.695' N | 24° 23.612' E |
| 5. | 57° 14.155' N | 24° 22.287' E |
| 6. | 57° 14.431' N | 24° 20.658' E |
| 7. | 57° 15.159' N | 24° 20.119' E |
| 8. | 57° 16.910' N | 24° 20.771' E |

Restricted area No. 17:

|  |  |  |
| --- | --- | --- |
| 1. | 57° 19.990' N | 24° 22.508' E |
| 2. | 57° 19.201' N | 24° 24.007' E |
| 3. | 57° 18.111' N | 24° 23.013' E |
| 4. | 57° 18.366' N | 24° 20.782' E |
| 5. | 57° 19.421' N | 24° 20.519' E |

Restricted area No. 18:

|  |  |  |
| --- | --- | --- |
| 1. | 57° 28.733' N | 24° 21.286' E |
| 2. | 57° 28.026' N | 24° 23.029' E |
| 3. | 57° 26.902' N | 24° 22.279' E |
| 4. | 57° 27.006' N | 24° 19.992' E |
| 5. | 57° 28.233' N | 24° 19.652' E |

Restricted area No. 19:

|  |  |  |
| --- | --- | --- |
| 1. | 57° 39.111' N | 24° 20.493' E |
| 2. | 57° 38.420' N | 24° 22.256' E |
| 3. | 57° 37.289' N | 24° 21.536' E |
| 4. | 57° 37.401' N | 24° 19.180' E |
| 5. | 57° 38.604' N | 24° 18.866' E |

Restricted area No. 20:

|  |  |  |
| --- | --- | --- |
| 1. | 57° 41.921' N | 24° 19.288' E |
| 2. | 57° 41.167' N | 24° 21.095' E |
| 3. | 57° 40.054' N | 24° 20.207' E |
| 4. | 57° 40.281' N | 24° 17.862' E |
| 5. | 57° 41.279' N | 24° 17.548' E |

Restricted area No. 21:

|  |  |  |
| --- | --- | --- |
| 1. | 57° 46.282' N | 24° 18.715' E |
| 2. | 57° 45.573' N | 24° 20.461' E |
| 3. | 57° 44.452' N | 24° 19.681' E |
| 4. | 57° 44.554' N | 24° 17.380' E |
| 5. | 57° 45.697' N | 24° 16.950' E |



**Annex 6**

Cabinet Regulation No. 1171

21 December 2010

[*16 August 2022*]

**Vessel Equipment and Life-saving Appliances**

|  |  |  |
| --- | --- | --- |
| No. | Equipment name | Vessel |
| unit of measurement | rowing boat1) | motorboat and specialised vessel | cutter |
| 1. | **Life-saving Appliances** |
| 1.1. | lifebuoy2)(ring- or horseshoe-shaped) | units | 1 | 1 | 1 |
| 1.2. | lifejacket3) | units | corresponds to the number of persons in the relevant vessel | corresponds to the number of persons in the relevant vessel | corresponds to the number of persons in the relevant vessel |
| 1.3. | pyrotechnic signalling devices |
| 1.3.1. | red hand flares (alternative light-signalling devices fulfilling equivalent functions suitable for use in the marine environment may be used) | units | – | – | 4 |
| 1.3.2. | orange smoke signal | units | – | – | 2 |
| 2. | **Fire Extinguishing Equipment** |
| 2.1. | fire extinguisher | units | – | 14) | 15)+14) |
| 2.2. | bucket (fitted with a line) | units | 1 | 1 | 1 |
| 3. | **Navigation equipment** |
| 3.1. | compass | units | – | – | 1 |
| 3.2. | passive radar reflector (radar reflector without a source of power)6) | units | 1 | 1 | 1 |
| 3.3. | adequate nautical charts and publications which are necessary to plan a voyage and during it, and instruments of a deck officer6) | set | – | – | 1 |
| 3.4. | navigation lights, signals, and signs in accordance with the requirements of the Convention on the International Regulations for Preventing Collisions at Sea (COLREG), 1972. | set | 1 | 1 | 1 |
| **4.** | **Bilge pumping aids** |
| 4.1. | bilge water pump | units | – | – | 1 |
| 4.2. | bucket, shovel or hand water pump | units | 1 | 1 | 1 |
| **5.** | **Other equipment** |
| 5.1. | anchor with a chain or cable | units | 1 | 1 | 1 |
| 5.2. | first aid kit | units | 1 | 1 | 1 |
| 5.3. | waterproof electric torch | units | 1 | 1 | 1 |
| 5.4. | knife7) | units | 1 | 1 | 1 |
| 5.5. | oars | units | 1 (at least) | 1 (at least) | 1 (at least) |
| 6. | **Communications equipment** |
| 6.1. | Personal Locator Beacon – PLB)8) | units | 1 (at least) | 1 (at least) | 1 (at least) |
| 6.2. | very high frequency radio station9) | units | - | 1 | 1 |

Notes.

1)Not applicable (except for the requirement referred to in Sub-paragraphs 1.2 and 6.1 of this Annex) to the following types of rowing boats:

canoe;

kayak;

SUP;

academic (sports) rowing boat.

2)Lifebuoy is industrially manufactured and intended to hold a person afloat.

3) The lifejacket shall meet the following requirements:

it has CE conformity marking;

it has tapes of retro-reflective elements;

its buoyancy, if it is intended for a person whose weight is 32 kg and more, is not less than 150 N;

it conforms to the weight of a child and the dimension of the body if it is intended for a child;

an inspection shall be carried out for inflatable lifejackets once every 12 months or as specified by the manufacturer according to the requirements stipulated by the manufacturer.

4)Multifunctional fire extinguisher with a minimum volume of 3.0 l of foam or 2 kg of dry powder (Class 5A/34B fire extinguishing capability).

5)Multifunctional fire extinguisher with a minimum volume of 7.0 l of foam or 3.8 kg of dry powder (Class 13A/113B fire extinguishing capability) or a smaller extinguisher if it is able to ensure the same fire extinguishing capability.

6)The conditions shall be applied at the discretion of the shipowner.

7)A strong, sharp knife with which it is possible, for example, to untie knots or cut ropes.

8)Intended for use in the marine environment.

9)Ensures transmission and reception of distress and safety alerts on the frequency 156.800 MHz (channel 16).