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

13 June 2017 [shall come into force on 17 June 2017];

17 December 2019 [shall come into force on 21 December 2019];

8 June 2021 [shall come into force on 19 September 2021].

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. 451

Adopted 14 June 2011

**Regulations Regarding the Safety Requirements for the Passenger Ships Engaged in Domestic Voyages**

*Issued pursuant to*

*Section 11, Paragraph four of the Maritime Administration and Marine Safety Law*

**I. General Provisions**

1. The Regulation prescribes the safety requirements which shall be applied to the passenger ships engaged in domestic voyages.

2. The following terms are used in this Regulation:

2.1. passenger ship – a ship which carries more than 12 passengers;

2.2. ro-ro passenger ship – a passenger ship having ro-ro cargo spaces or special category spaces, as defined in Regulation II-2/A/2 contained in Annex I to Commission Delegated Regulation (EU) 2020/411 of 19 November 2019 amending Directive 2009/45/EC of the European Parliament and the Council on safety rules and standards for passenger ships, as regards the safety requirements for passenger ships engaged on domestic voyages (hereinafter – Delegated Regulation 2020/411);

2.3. high-speed passenger ship – a high-speed craft (as laid down in Regulation X/1 of the International Convention for the Safety of Life at Sea, 1974, as amended (hereinafter – the SOLAS Convention)) which carries more than 12 passengers. Passenger ships of Class B, C, or D (as laid down in Chapter II of this Regulation) shall not be regarded to be high-speed passenger ships if:

2.3.1. their displacement corresponding to the design waterline is less than 500 m3;

2.3.2. their maximum speed (as laid down in paragraph 1.4.30 of the International High-Speed Craft Safety Code (hereinafter – the High-Speed Craft Code of 1994) included in Resolution MSC 36(63) of 20 May 1994 of the International Maritime Organisation (hereinafter – the IMO) or in paragraph 1.4.38 of the International Code for High-Speed Craft Safety (hereinafter – the High-Speed Craft Code of 2000) included in the Resolution MSC 97(73) of 5 December 2000 (their latest wording)) is less than 20 knots;

2.4. new ship – a ship the keel of which was laid or which was at a similar stage of construction on or after 1 July 1998. A similar stage of construction means the stage at which:

2.4.1. construction identifiable with a specific ship begins;

2.4.2. assembly of that ship has been commenced comprising at least 50 tonnes or 1 % of the estimated mass of all structural material – whichever is less;

2.5. existing ship – a ship which is not a new ship;

2.6. age – the age of the ship expressed in terms of the number of years after the date of its delivery;

2.7. passenger – every person on board a ship other than:

2.7.1. the master of the ship and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship;

2.7.2. a child under one year of age;

2.8. length of a ship – 96 % of the total length on a water line (at 85 % of the least moulded depth) and measured from the top of the keel, or the length from the fore side of the stem to the axis of the rudder stock on that waterline – whichever is greater. In ships designed with a rake of keel it is necessary that the waterline on which this length is measured shall be parallel to the designed waterline;

2.9. bow height – the bow height defined in Regulation 39 of the 1966 International Convention on Load Lines (hereinafter – the International Convention on Load Lines);

2.10. ship with a full deck – a ship that is provided with a complete deck, exposed to weather and sea. The ship is fitted with autonomous watertight closing/opening appliances. The complete deck may be a watertight deck or equivalent structure consisting of a watertight deck completely covered by watertight closing appliances of adequate strength;

2.11. international voyage – a voyage by sea from a port of Latvia to a port outside Latvia, or conversely;

2.12. domestic voyage – a voyage in trading areas from a port of Latvia to the same or another port within Latvia (i.e. voyage between the ports of the same country);

2.13. trading area – an area which is determined in accordance with Sub-paragraph 9.1 of this Regulation. For the application of the provisions on radiocommunication, the definitions of trading areas shall comply with the provisions of Regulation IV/2 of the SOLAS Convention;

2.14. port area – an area other than a trading area, as defined by the Republic of Latvia, extending to the outermost permanent harbour works forming an integral part of the harbour system, or to the limits defined by natural geographical features protecting an estuary or similar sheltered area;

2.15. [17 December 2019];

2.16. administration of the flag State – the competent authorities of the State whose flag the ship is entitled to fly;

2.17. port State – a State to or from whose port or ports a ship flying a flag other than the flag of that State is carrying out domestic voyages;

2.18. significant wave height – the average height of the highest third of wave heights observed over a given period;

2.19. persons with reduced mobility – persons who have difficulties when using public transport, including elderly persons, disabled persons, persons with sensory impairments and wheelchair users, pregnant women and persons accompanying children up to seven years of age;

2.20. repairs and alterations of a major character – any conversion to a passenger ship or any changes, except for the case if it is intended solely to achieve a higher survivability level as a result of which the following is substantially altered:

2.20.1. the dimensions of a ship (for example, lengthening of a ship by adding new midbody);

2.20.2. the passenger-carrying capacity of a ship (for example, vehicle deck converted to passenger accommodation);

2.20.3. increases a ship’s service life (for example, renewal of passenger accommodation on one entire deck);

2.21. recognised organisation – an organisation recognised in accordance with Council Directive 391/2009 of 23 April 2009 on common rules and standards for organisations authorised to carry out ship inspections and surveys;

2.22. equivalent material – aluminium alloy or any non-combustible material which, by itself or due to insulation provided, maintains structural and integrity properties equivalent to steel at the end of the applicable exposure to the standard fire test;

2.23. standard fire test – a standard fire test prescribed in the International Code for Application of Fire Test Procedures (FTP Code) contained in IMO Resolution MSC.307(88) of 3 December 2010.

[*17 December 2019; 8 June 2021*]

3. The Regulation shall apply to the following passenger ships, regardless of their flag, when engaged in domestic voyages:

3.1. new passenger ships the length of which is 24 metres and above;

3.2. existing passenger ships the length of which is 24 metres and above;

3.3. high-speed passenger ships.

[*17 December 2019*]

4. The conformity of the ships referred to in Paragraph 3 of this Regulation with the safety requirements laid down in this Regulation shall be ensured by the Maritime Safety Inspectorate of the Maritime Administration of Latvia (hereinafter – the Maritime Safety Inspectorate) or a classification society (recognised organisation).

5. The Maritime Safety Inspectorate or a classification society (recognised organisation) shall verify whether the ships referred to in Paragraph 3 of this Regulation which are flying a flag of such State other than the European Union Member State, upon starting domestic voyages, conform to the requirements of this Regulation.

6. The Regulation shall not apply to:

6.1. the following passenger ships:

6.1.1. ships of war or troopships;

6.1.2. sailing vessels the movement of which is ensured by sails even if a mechanical engine is installed on them to be used as auxiliary equipment and in emergency situations;

6.1.3. ships not propelled by mechanical means;

6.1.4. vessels constructed in material other than steel or equivalent and not covered by the requirements laid down for high-speed passenger ships (the High-Speed Craft Code of 1994 or the High-Speed Craft Code of 2000) or the requirements laid down for dynamically supported craft (IMO Resolution A.373 (X) of 14 November 1977);

6.1.5. wooden ships of primitive build;

6.1.6. traditional ships which are historical passenger ships of any type designed before 1965 or replicas thereof built predominantly with the original materials, including the ships intended for facilitation and promotion of traditional crafts and navigation which all together serve as functioning cultural monuments which are used according to the traditional shipping principles and methods;

6.1.7. pleasure yachts unless they are used for commercial purposes regardless of the type of means of propulsion;

6.1.8. ships exclusively engaged in port areas;

6.1.9. ships servicing offshore facilities which are used in order to carry and embark employees of industrial sector who are not carrying out the work having significant meaning in relation to the ship operation;

6.1.10. tenders which are boats carried by a ship which are used to carry more than 12 passengers from a standing passenger ship to a shore and back;

6.2. the following high-speed passenger ships:

6.2.1. ships of war or troopships;

6.2.2. recreational craft unless they are used for commercial purposes regardless of the type of means of propulsion;

6.2.3. ships exclusively engaged in port areas;

6.2.4. watercrafts servicing offshore facilities which are used in order to carry and embark employees of industrial sector who are not carrying out the work on such watercraft having significant meaning in relation to operation of the watercraft.

[*17 December 2019*]

**II. Categories of Trading Areas and Ship Classes**

[*17 December 2019*]

7. Trading areas shall be divided into the following categories:

7.1. Category A trading area – a sea area which is located outside the Category B, C, and D trading areas;

7.2. Category B trading area – a sea area the geographical coordinates of which are not more than 20 nautical miles from the coastline at none of points corresponding to the medium tide height but which is outside the Category C and D trading areas;

7.3. Category C trading area – a sea area the geographical coordinates of which are not more than five nautical miles from the coastline at any point corresponding to the medium tide height but which is outside the Category D trading area (if any). Moreover, the probability that waves can exceed the significant wave height – 2.5 metres is smaller than 10 % over a one-year period in respect of the ships of all-year-round operation, or over a specific period for operation in respect of seasonal operation (for example, summer period operation);

7.4. Category D trading area – a sea area the geographical coordinates of which are not more than three nautical miles from the coastline at any point corresponding to the medium tide height. Moreover, the probability that waves can exceed the significant wave height – 1.5 metre is smaller than 10 % over a one-year period in respect of the ships of all-year-round operation, or over a specific period for operation in respect of seasonal operation (for example, summer period operation).

[*17 December 2019*]

8. Passenger ships shall be divided into the following classes, taking into account the trading area where they may navigate:

8.1. Class A passenger ship – a passenger ship engaged in domestic voyages in the Category A, B, C, and D trading areas;

8.2. Class B passenger ship – a passenger ship engaged in domestic voyages in the Category B, C, and D trading areas;

8.3. Class C passenger ship – a passenger ship engaged in domestic voyages in the Category C and D trading areas;

8.4. Class D passenger ship – a passenger ship engaged in domestic voyages in the Category D trading area.

[*17 December 2019*]

8.1 The ship classes specified in Section 1 of the High-Speed Craft Code of 1994 (Sub-paragraphs 1.4.10 and 1.4.11) or Section 1 of the High-Speed Craft Code of 2000 (Sub-paragraphs 1.4.12 and 1.4.13) shall be applied to high-speed passenger ships.

[*17 December 2019*]

9. The Maritime Administration of Latvia shall:

9.1. establish and update the list of trading areas under the jurisdiction of the Republic of Latvia;

9.2. determine the internal border of the trading area which is the nearest to the coastline;

9.3. publish the list of trading areas on the website www.lja.lv;

9.4. communicate the location of the list of trading areas to the European Commission and when changes have been made to the list.

[*17 December 2019*]

**III. Application of Provisions**

10. The Maritime Safety Inspectorate or a classification society (recognised organisation) shall recognise the High-Speed Craft Safety Certificates and Permits to Operate issued by another European Union Member State for high-speed passenger ships engaged in domestic voyages, or the Passenger Ship Safety Certificates referred to in Chapter VII of this Regulation for passenger ships engaged in domestic voyages.

11. The Maritime Safety Inspectorate shall inspect a foreign passenger ship or high-speed passenger ship engaged in domestic voyages, and the documentation thereof in accordance with the laws and regulations regarding port State control.

12. All shipborne marine equipment specified in the laws and regulations regarding shipborne marine equipment and conforming to the requirements thereof shall be considered as corresponding to the requirements of this Regulation.

**IV. Safety Requirements**

13. The safety requirements with regard to new and existing passenger ships of Classes A, B, C, and D:

13.1. the construction of the hull, main and auxiliary machinery, electrical and automatic plants shall correspond to the classification requirements in accordance with Chapter II-1, Part A-1, Regulation 3-1 of the SOLAS Convention;

13.2. the provisions of Chapter IV of the SOLAS Convention (also the amendments of 1988 in respect of the Global Maritime Distress and Safety System (hereinafter – the GMDSS)), and also the provisions of Chapter V and VI, as amended, shall be applied;

13.3. [17 December 2019].

[*17 December 2019*]

14. The safety requirements for new passenger ships:

14.1. general requirements:

14.1.1. new passenger ships of Class A shall correspond to the requirements of the SOLAS Convention and the relevant requirements of this Regulation. If the interpretation of the SOLAS Convention is left to the discretion of the administrations of the flag State of the Member States, the requirements laid down in Annex I to Delegated Regulation 2020/411 shall be applied;

14.1.2. new passenger ships of Classes B, C, and D shall correspond to the relevant requirements of this Regulation;

14.1.3. repairs and modifications of a major character and installation of the equipment related thereto shall take place in conformity with the requirements referred to in Sub-paragraphs 14.1.1 and 14.1.2 of this Regulation;

14.2. the requirements for the load line:

14.2.1. new passenger ships of Classes A, B, C, and D shall correspond to the International Convention on Load Lines;

14.2.2. regardless of the provisions of Sub-paragraph 14.2.1 of this Regulation, new passenger ships of Class D are exempted from the minimum bow height requirement laid down in the International Convention on Load Lines;

14.2.3. new passenger ships of Classes A, B, C, and D shall have a full deck.

[*17 December 2019; 8 June 2021*]

15. The safety requirements for existing passenger ships:

15.1. existing passenger ships of Class A shall correspond to the requirements of the SOLAS Convention and the relevant requirements of this Regulation. If the interpretation of the SOLAS Convention is left to the discretion of the administrations of the flag State of the Member States, the requirements laid down in Annex I to Delegated Regulation 2020/411 shall be applied;

15.2. existing passenger ships of Classes B, C, and D shall correspond to the relevant requirements of this Regulation;

15.3. repairs and modifications of a major character and installation of the equipment related thereto shall take place in conformity with the requirements referred to in Sub-paragraph 14.1 of this Regulation.

[*8 June 2021*]

15.1 Before the existing passenger ships of Classes C and D commence regular domestic voyages in the port State, the Maritime Safety Inspectorate shall agree with the port State on the safety requirements.

[*17 December 2019*]

16. The safety requirements for high-speed passenger ships:

16.1. high-speed passenger ships constructed or subjected to repairs or modifications of a major character on or after 1 January 1996 shall correspond to the requirements of Regulation X/2 and 3 of the SOLAS Convention, except for cases when:

16.1.1. their keel was laid or they were at a similar stage of construction not later than in June 1998;

16.1.2. their delivery and commissioning has taken place not later than in December 1998;

16.1.3. they fully conform to the requirements of the Code of Safety for Dynamically Supported Craft (hereinafter – the DSC Code) contained in IMO Assembly Resolution A.373(X) of 14 November 1977;

16.2. high-speed passenger ships constructed before 1 January 1996 and conforming to the requirements of the High-Speed Craft Code shall continue operation certified under that Code. High-speed passenger ships constructed before 1 January 1996 and not conforming to the requirements of the High-Speed Craft Code may not be engaged in domestic voyages unless they were already in operation in domestic voyages on 4 June 1998. Such ships shall conform to the requirements of the DSC Code;

16.3. the construction, and also maintenance and classification of high-speed passenger ships and their equipment shall conform to Chapter II-1, Part A-1, Regulation 3-1 of the SOLAS Convention.

17. All ro-ro passenger ships of Class C the keel of which was laid or which were at a similar stage of construction on or after 1 October 2004 and all ro-ro passenger ships of Classes A and B shall conform to the laws and regulations regarding special stability requirements for ro-ro passenger ships.

[*17 December 2019*]

18. The safety requirements for passenger ships in respect of the persons with reduced mobility:

18.1. to enable persons with reduced mobility to have safe access to all passenger ships of Classes A, B, C, and D and to all high-speed passenger ships used for public transport the keel of which was laid or which were at a similar stage of construction on or after 1 October 2004, the requirements referred to in Annex III to Delegated Regulation 2020/411 shall be applied;

18.2. when applying the requirements laid down in Annex III to Delegated Regulation 2020/411, the Maritime Safety Inspectorate shall cooperate with the organisations representing persons with reduced mobility;

18.3. when modifying the passenger ships of Classes A, B, C, and D and high-speed passenger ships used for public transport the keel of which was laid or which were at a similar stage of construction before 1 October 2004, the requirements referred to in Annex III to Delegated Regulation shall be applied.

[*8 June 2021*]

**V. Additional Safety Requirements, Equivalents, Exemptions, and Safeguard Measures**

19. If the Maritime Safety Inspectorate considers that the safety requirements laid down in Chapter IV of this Regulation should be improved in certain situations due to specific local circumstances, it may determine additional safety requirements in accordance with the procedure referred to in Paragraph 22 of this Regulation. Additional safety requirements which are laid down for the ship in accordance with this Paragraph shall be indicated in the Passenger Ship Safety Certificate or High-Speed Craft Safety Certificate.

[*17 December 2019*]

20. The Maritime Safety Inspectorate may, in accordance with Paragraph 22 of this Regulation, allow to take equivalent measures for the measures referred to in this Regulation, provided that they ensure the level of safety that is corresponding to the requirements of this Regulation or higher level of safety. The equivalent safety measures which are permitted for the ship in accordance with this Paragraph shall be indicated in the Passenger Ship Safety Certificate or High-Speed Craft Safety Certificate.

[*17 December 2019*]

21. In accordance with Paragraph 22 of this Regulation, the Maritime Safety Inspectorate may exempt a ship from conformity with individual requirements of this Regulation under certain operating conditions (for example, in case of smaller significant wave height, the ship is engaged in voyages during a specific period of the year, a ship is engaged in voyages only during daylight time or under suitable climatic or weather conditions, or restricted trip duration, or proximity of rescue services), provided that such exemption does not reduce the general level of safety. The exemption shall be applied only as long as the ship is operating under the specified conditions. The exemption which is granted to the ship in accordance with this Paragraph shall be indicated in the Passenger Ship Safety Certificate or High-Speed Craft Safety Certificate.

[*17 December 2019*]

22. If the Maritime Safety Inspectorate has intended to determine additional safety requirements, to permit equivalent safety measures, or to grant exemption from conformity with individual requirements, it shall notify the European Commission thereof by submitting the information on the determination of intended additional safety requirements, permission of equivalent safety measures, or granting of exemption accordingly (including the information which confirms the maintenance of the appropriate safety level). If the European Commission does not support it, the Maritime Safety Inspectorate shall comply with the instructions of the European Commission. If the European Commission requests to amend the determined additional safety requirements, the conditions for the permission of equivalent safety measures, or the conditions for granting an exemption, the Maritime Safety Inspectorate shall make relevant amendments and submit the information repeatedly to the European Commission and other European Union Member States.

[*17 December 2019*]

23. Additional safety requirements, equivalent safety measures, or exemption from conformity with individual requirements shall be applied to all passenger ships of the same Class if they operate under the same conditions, without discrimination with regard to their flag or to the nationality or the place of establishment of their operator.

24. If a passenger ship conforming to the requirements of this Regulation endangers life of people, property, or the environment, the Maritime Safety Inspectorate may suspend the operation of such ship or additional safety measures may be determined until such time when the threats are removed. The Maritime Safety Inspectorate shall, without delay, inform the European Commission and other European Union Member States of suspending the operation of the ship or determining additional safety measures, providing a justification.

**VI. Ship Surveys**

25. The Maritime Safety Inspection or a classification society (recognised organisation) shall carry out the following surveys for all passenger ships of Latvia:

25.1. a survey before the ship is put into service;

25.2. a periodical survey once every 12 months;

25.3. additional surveys (as the occasion arises).

[*17 December 2019*]

26. [17 December 2019]

27. The Maritime Safety Inspectorate or a classification society (recognised organisation) shall perform the surveys specified in the High-Speed Craft Code for the high-speed passenger ships which, in accordance with Paragraph 16 of this Regulation, conform to the High-Speed Craft Code. The Maritime Safety Inspectorate or a classification society (recognised organisation) shall perform the surveys specified in the DSC Code for the high-speed passenger ships which, in accordance with Paragraph 16, conform to the requirements of the DSC Code.

28. The Maritime Safety Inspectorate or a classification society (recognised organisation) shall follow the procedures and guidelines for the performance of surveys in issuing the Passenger Ship Safety Certificate specified in IMO Resolution A.997(25) of 29 November 2007, or the procedures designed to achieve the same goal.

**VII. Certificates**

29. After the initial survey referred to in Sub-paragraph 25.1 of this Regulation the Maritime Safety Inspectorate or a classification society (recognised organisation) shall issue a Passenger Ship Safety Certificate (Annex 3) to all passenger ships which are registered with the Latvian Ship Register and conform to the requirements of this Regulation.

[*17 December 2019*]

30. The Passenger Ship Safety Certificate shall be issued for a period not exceeding 12 months. The period of validity of such certificate may be extended by the Maritime Safety Inspectorate or a classification society (recognised organisation) for a period of up to one month. If an extension has been granted, the new period of validity of such certificate shall start from the day which has been indicated in the certificate as the expiry date of the period of validity before granting the extension. A renewed Passenger Ship Safety Certificate shall be issued after the periodical survey referred to in Sub-paragraph 25.2 of this Regulation has been carried out.

[*17 December 2019*]

31. For high-speed passenger ships registered in the Latvian Ship Register conforming to the requirements of the High-Speed Craft Code, the Maritime Safety Inspectorate or a classification society (recognised organisation) shall issue a High-Speed Craft Safety Certificate and a Permit to Operate High-Speed Craft in accordance with the provisions of the High-Speed Craft Code. For high-speed passenger ships conforming to the requirements of the DSC Code, the Maritime Safety Inspectorate or a classification society (recognised organisation) shall issue a DSC Construction and Equipment Certificate and a DSC Permit to Operate in accordance with the provisions of the DSC Code.

32. Before issuing the Permit to Operate for high-speed passenger ships engaged in domestic voyages in a port State, the Maritime Safety Inspectorate or a classification society (recognised organisation) shall agree with the port State on any operational circumstances related to operation of the ships in that State and the abovementioned circumstances shall be indicated on the Permit to Operate.

[*17 December 2019*]

**VIII. Closing Provisions**

[*17 December 2019*]

33. Cabinet Regulation No. 146 of 14 February 2006, Regulations Regarding Safety Requirements for Passenger Ships (*Latvijas Vēstnesis*, 2006, No. 40), is repealed.

34. If ships are built of equivalent material before 20 December 2017, their conformity with the requirements of this Regulation shall be ensured starting from 23 December 2025.

[*17 December 2019*]

**Informative Reference to the European Union Directives**

[*13 June 2017; 17 December 2019*]

The Regulation contains legal norms arising from:

1) Directive 2009/45/EC of the European Parliament and of the Council of 6 May 2009 on safety rules and standards for passenger ships (Recast);

2) Commission Directive 2010/36/EU of 1 June 2010 amending Directive 2009/45/EC of the European Parliament and of the Council on safety rules and standards for passenger ships;

3) Commission Directive (EU) 2016/844 of 27 May 2016 amending Directive 2009/45/EC of the European Parliament and of the Council on safety rules and standards for passenger ships;

4) Directive (EU) 2017/2108 of the European Parliament and of the Council of 15 November 2017 amending Directive 2009/45/EC on safety rules and standards for passenger ships.

Prime Minister V. Dombrovskis

Minister for Transport U. Augulis

**According to the wording submitted by the Ministry of Transport**

**Annex 1**

Cabinet Regulation No. 451

14 June 2011

**Safety Requirements with Regard to Passenger Ships Engaged in Domestic Voyages**

[8 June 2021]

**Annex 2**

Cabinet Regulation No. 451

14 June 2011

**Guidelines for the Safety Requirements for Passenger Ships and High-Speed Passenger Ships for Persons with Reduced Mobility**

[8 June 2021]

**According to the wording submitted by the Ministry of Transport**

**Annex 3**

Cabinet Regulation No. 451

14 June 2011

[*8 June 2021*]

**PASAŽIERU KUĢA DROŠĪBAS APLIECĪBA**

***PASSENGER SHIP SAFETY CERTIFICATE***

(Šo apliecību papildina ar aprīkojuma sarakstu(1))

(*This Certificate shall be supplemented by a Record of Equipment*(1))

|  |  |
| --- | --- |
| (papildinātais mazais Latvijas valsts ģerbonis) | **LATVIJAS REPUBLIKA*****REPUBLIC OF LATVIA*** |

**Izsniegta saskaņā ar Ministru kabineta 2011. gada 14. jūnija noteikumiem Nr. 451**

**"Noteikumi par drošības prasībām vietējos reisos iesaistītiem pasažieru kuģiem"**

***Issued under the provisions of the Cabinet Regulation No. 451 of 14 June 2011, Regulations on Safety Requirements for Passenger Ships Engaged on Domestic Voyages***

**un apliecinot turpmāk minētā kuģa atbilstību Eiropas Parlamenta un Padomes Direktīvai 2009/45/EK par pasažieru kuģu drošības noteikumiem un standartiem**

***and confirming compliance of the vessel hereafter with Directive 2009/45/EC of the European Parliament and of the Council on safety rules and standards for passenger ships***

pēc Latvijas Republikas valdības pilnvarojuma

*under the authority of the Government of the Republic of Latvia*

izdevējs

*by*

|  |
| --- |
|  |
| (Kompetentās iestādes vai saskaņā ar Direktīvu 2009/15/EK atzītās organizācijas pilns oficiālais nosaukums/*Full official designation of the competent authority or organisation recognised under Directive 2009/15/EC*) |

|  |
| --- |
| **Kuģa dati*****Particulars of ship*** |
| Kuģa vārds:*Name of ship*: |  |
| Pieraksta osta:*Port of registry*: |  |
| Identifikācijas numurs vai burti:*Distinctive numbers or letters*: |  |
| IMO numurs(2):*IMO number*(2): |  |
| Garums:*Length*: |  |
| Pasažieru skaits:*Number of passengers*: |  |
| Bruto tilpība:*Gross tonnage*: |  |
| Ķīļa ielikšanas datums vai datums, kurā kuģis atradās līdzīgā būvniecības stadijā:*Date on which the keel was laid or the ship was at a similar stage of construction*: |  |
| Sākotnējās apskates datums:*Date of initial survey*: |  |
| Jūras rajoni, kuros kuģim atļauts kuģot (SOLAS IV/2. noteikums)*Sea Areas in which the ship is certified to operate (SOLAS Regulation IV/2)* | A1/A2/A3/A4(3) |
| Kuģa klase saskaņā ar atļauto kuģošanas rajonu, ievērojot šādus ierobežojumus vai papildu prasības(4):*Class of ship in accordance with the sea area in which the ship is certified to operate, subject to following restrictions or additional requirements*(4): | A/B/C/D(3) |

(1) A klases kuģiem, kam ir derīgs SOLAS pasažieru kuģu drošības sertifikāts, var nepiemērot šo papildinājumu.

*Class A ships holding a valid SOLAS Passenger Ship Safety Certificate may be waived from this supplement.*

(2) IMO kuģa identifikācijas numurs, ja tāds ir, kas piešķirts saskaņā ar Rezolūciju A.1078(28).

*IMO ship identification number in accordance with resolution A.1078(28), if any.*

(3) Izsvītrot lieko.

*Delete as appropriate.*

(4) Ierakstīt jebkādus ierobežojumus, kas piemērojami vai nu dēļ kuģošanas maršruta, darbības rajona vai ierobežota darbības laika, vai jebkādas papildu prasības dēļ īpašiem vietējiem apstākļiem saskaņā ar Direktīvas 2009/45/EK 9. panta 1. punktu.

*Record any restriction applicable by reason of either the route, area of operation or restricted period of operation or any additional requirement due to specific local circumstances as per Article 9(1) of Directive 2009/45/EC.*

Sākotnējā(1)/Periodiskā(1) apskate

*Initial*(1)*/Periodical*(1) *survey*

Ar šo tiek apliecināts,

*This is to certify,*

1. ka kuģis ir apskatīts saskaņā ar Direktīvas 2009/45/EK 12. pantu,

*that the ship has been surveyed in accordance with Article 12 of Directive 2009/45/EC,*

2. ka apskatē ir konstatēts, ka kuģis pilnībā atbilst Direktīvas 2009/45/EK prasībām, un

*that the survey showed that the ship fully complies with the requirements of Directive 2009/45/EC, and*

3. ka kuģis saskaņā ar pilnvarām, ko piešķir Direktīvas 2009/45/EK 9. panta 2. un 3. punkts, ir atbrīvots no un/vai tam ir atļauti ekvivalenti attiecībā uz šādām direktīvas prasībām:

*that the ship is, under the authority conferred by Articles 9(2) and (3) of Directive 2009/45/EC, exempted from and/or granted equivalency to the following requirements of the directive:*

|  |
| --- |
|  |
|  |

Nosacījumi, ar kādiem ir piešķirts atbrīvojums un/vai atļauts ekvivalents:

*Conditions on which the exemption and/or equivalency are granted:*

|  |
| --- |
|  |
|  |
|  |

|  |  |
| --- | --- |
|  |  |
| 4. ka kuģis atbilst II-1 nodaļas G daļai, izmantojot*that the ship complies with Part G of Chapter II-1 using* |  |

kā degvielu/Neattiecas(1)

*as fuel/N.A.*(1)

5. ka ir piešķirtas šādas apakšnodalījumu kravas zīmes:

*that the following subdivision load lines have been assigned*:

|  |  |  |
| --- | --- | --- |
| Piešķirtās un kuģa vidusdaļā uz sāniem atzīmētās apakšnodalījumu kravas zīmes (SOLAS II-1/18)(2)*Subdivision load lines assigned and marked on the ship’s sides amidships (SOLAS II-1/18)*(2) | Brīvsānu augstums (mm)*Freeboard (in mm)* | Piezīmes attiecībā uz alternatīvas ekspluatācijas nosacījumiem*Remarks with regard to alternative service conditions* |
| P.1 |  |  |
| P.2 |  |  |
| P.3 |  |  |

|  |  |
| --- | --- |
|  |  |
| Šī apliecība ir derīga līdz |  |
| *This certificate is valid until* | (Nākamās periodiskās apskates datums/ *Date of the next periodical survey*) |

saskaņā ar Direktīvas 2009/45/EK 13. panta 2. punktu.

*in accordance with Article 13.2 of Directive 2009/45/EC.*

|  |  |  |  |
| --- | --- | --- | --- |
| Vieta |  | Datums |  |
| *Place* |  | *Date* |  |
|  |
| (Paraksts un/vai izdevējiestādes zīmogs/ *Signature and/or seal of issuing authority*) |

Ja parakstīta, pievieno šādu rindkopu:

*If signed the following paragraph to be added:*

Apakšā parakstījusies persona apliecina, ka karoga valsts to ir pilnvarojusi izdot šo pasažieru kuģa drošības apliecību.

*The undersigned declares that he is duly authorised by the said Flag State to issue this Passenger Ship Safety Certificate.*

|  |
| --- |
|  |
| (Paraksts/ *Signature*) |

(1) Izsvītrot lieko.

*Delete as appropriate.*

(2) Attiecībā uz kuģiem, kas būvēti saskaņā ar I pielikuma 1. iedaļas II-1 nodaļas B-2. daļas prasībām, jāizmanto piemērojamie apakšnodalījumu kravas zīmju apzīmējumi "C1, C2 un C3" (noteikums II-1/B/11). Arābu ciparus, kas seko burtam "C", var aizvietot ar romiešu cipariem vai burtiem, ja karoga valsts administrācija uzskata to par vajadzīgu, lai nošķirtu tos no starptautiskajiem apakšnodalījumu kravas zīmju apzīmējumiem.

*For ships built in accordance with the requirements of Annex I, Section 1, Chapter II-1, Part B-2, the applicable subdivision load line notations "C1, C2 and C3" should be used (regulation II-1/B/11). The Arabic numerals following the letter ‘C’ may be replaced by Roman numerals or letters if the Administration of the Flag State consider this necessary to distinguish them from the international subdivision load line notation.*

**Apliecinājums apliecības derīguma pagarinājumam uz vienu mēnesi saskaņā ar 13.panta 2.punktu**

***Endorsement to extend the validity of the certificate one month in accordance with Article 13.2***

Šī apliecība saskaņā ar Eiropas Parlamenta un Padomes Direktīvas 2009/45/EK 13. panta 2. punktu ir uzskatāma

*This certificate shall, in accordance with Article 13.2 of Directive 2009/45/EC of the European Parliament and of the Council, be accepted*

|  |  |
| --- | --- |
| par derīgu līdz |  |
| *as valid until* |  |

|  |  |  |  |
| --- | --- | --- | --- |
| Vieta |  | Datums |  |
| *Place* |  | *Date* |  |
|  |
| (Paraksts un/vai izdevējiestādes zīmogs/ *Signature and/or seal of issuing authority*) |

**PASAŽIERU KUĢA DROŠĪBAS APLIECĪBAS APRĪKOJUMA SARAKSTS**

***RECORD OF EQUIPMENT FOR THE PASSENGER SHIP SAFETY CERTIFICATE***

Šis saraksts ir pastāvīgi pievienots pasažieru kuģa drošības apliecībai

*This Record shall be permanently attached to the Passenger Ship Safety Certificate*

APRĪKOJUMA SARAKSTS – EIROPAS PARLAMENTA UN PADOMES DIREKTĪVAS 2009/45/EK PRASĪBU IZPILDEI

*RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE PROVISIONS OF DIRECTIVE 2009/45/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL*

**1. Kuģa dati**

***Particulars of ship***

|  |  |
| --- | --- |
| Kuģa vārds:*Name of ship*: |  |
| Identifikācijas numurs vai burti:*Distinctive number or letters*: |  |
| Kuģis sertificēts pārvadāt šādu skaitu pasažieru:*Number of passengers for which certified*: |  |
| Minimālais personu skaits ar nepieciešamo kvalifikāciju radioaparatūras ekspluatācijai:*Minimum number of persons with required qualifications to operate the radio installations*: |  |

**2. Glābšanas līdzekļu dati**

***Details of life-saving appliances***

|  |  |  |
| --- | --- | --- |
| 1. | Kopējais personu skaits, kurām nodrošināti glābšanas līdzekļi*Total number of persons for which life-saving appliances are provided* |  |
|  | **Glābšanas laivas un glābējlaivas*****Lifeboats and rescue boats*** | Kreisais borts*Port side* | Labais borts*Starboard side* |
| 2. | Glābšanas laivu kopējais skaits*Total number of lifeboats* |  |  |
| 2.1. | Kopējais personu skaits, ko tajās var uzņemt*Total number of persons accommodated by them* |  |  |
| 2.2. | LSA kodeksa 4.5 glābšanas laivu kopējais skaits*Total number of lifeboats LSA Code 4.5* |  |  |
| 2.3. | LSA kodeksa 4.6 glābšanas laivu kopējais skaits*Total number of lifeboats LSA Code 4.6* |  |  |
| 2.4. | Citu glābšanas laivu kopējais skaits*Total number of other lifeboats* |  |  |
| **3.** | **Iepriekš norādītajā kopējā glābšanas laivu skaitā ietilpstošo motorizēto glābšanas laivu skaits*****Number of motor lifeboats included in the total lifeboats shown above*** |  |  |
| 3.1. | Glābšanas laivu skaits, kuras aprīkotas ar meklēšanas gaismām*Number of life boats fitted with search lights* |  |  |
| **4.** | **Glābējlaivu skaits*****Number of rescue boats*** |  |  |
| 4.1. | Iepriekš norādītajā kopējā glābšanas laivu skaitā ietilpstošais laivu skaits*Number of boats which are included in the total lifeboats shown above* |  |  |
| 4.2. | Laivu skaits, kas ir ātrgaitas glābējlaivas*Number of boats which are fast rescue boats* |  |  |
| **5.** | **Glābšanas plosti*****Life rafts*** | Kreisais borts*Port side* | Labais borts*Starboard side* |
| 5.1. | Glābšanas plostu skaits, kuriem nepieciešamas apstiprinātas nolaišanas iekārtas*Number of liferafts for which approved launching appliances are required* |  |  |
| 5.1.1. | Kopējais personu skaits, ko tajos var uzņemt*Number of persons accommodated by them* |  |  |
| 5.2. | Glābšanas plostu skaits, kuriem nav nepieciešamas apstiprinātas nolaišanas iekārtas*Number of liferafts for which approved launching appliances are not required* |  |  |
| 5.2.1. | Kopējais personu skaits, ko tajos var uzņemt*Number of persons accommodated by them* |  |  |
| **6.** | **Jūras evakuācijas sistēmu** (MES) skaits*Number of* ***Marine Evacuation Systems*** *(MES)* |  |  |
| 6.1 | Glābšanas plostu skaits, ko tās var apkalpot*Number of liferafts served by them* |  |  |
| 6.2. | Personu skaits, ko tajās var uzņemt*Number of persons accommodated by them* |  |  |
| **7.** | **Individuālie glābšanas līdzekļi*****Personal life saving appliances*** |  |
| 8. | Glābšanas riņķu skaits*Number of lifebuoys* |  |
| 9.1. | Pieaugušo glābšanas vestu skaits*Number of adult life jackets* |  |
| 9.2. | Bērnu glābšanas vestu skaits*Number of child life jackets* |  |
| 9.3. | Zīdaiņu glābšanas vestu skaits*Number of infant life jackets* |  |
| 10.1. | Hidrotērpu skaits*Number of immersion suits* |  |
| 10.2. | Hidrotērpu skaits, kas atbilst glābšanas vestēm noteiktajām prasībām*Number of immersion suits complying with the requirements for lifejackets* |  |
| 11. | Aizsargtērpu skaits*Number of anti-exposure suits* |  |
| 12. | Siltuma aizsarglīdzekļu skaits (1)*Number of thermal protective aids* (1) |  |
| **13.** | **Radiotehniskie glābšanas līdzekļi*****Radio life-saving appliances*** |  |
| 13.1. | Radiolokācijas transponderu skaits*Number of radar transponders* |  |
| 13.2. | Divpusēju UĪV radiotelefona iekārtu skaits*Number of two-way VHF radio telephone apparatus* |  |
| **14.** | **Pirotehnika*****Pyrotechnics*** |  |
| 14.1. | Līnmetējs*Line throwing appliance* |  |
| 14.2. | Briesmu signālugunis*Distress flares* |  |
| (1) Izņemot tos, kas iekļauti glābšanas laivu, glābšanas plostu un glābējlaivu aprīkojumā, lai nodrošinātu atbilstību LSA kodeksam.*Excluding those that are included in the lifeboat, liferaft, and rescue boat equipment in order to comply with the LSA code.* |

**3. Radiotehnisko līdzekļu dati**

***Details of radio facilities***

|  |  |  |
| --- | --- | --- |
| **1.** | **Primārās sistēmas*****Primary systems*** |  |
| **1.1.** | **UĪV radioiekārta*****VHF radio installation*** |  |
| 1.1.1. | DSC kodētājs*DSC encoder* |  |
| 1.1.2. | DSC dežūruztvērējs*DSC watch receiver* |  |
| 1.1.3. | Radiotelefonija*Radiotelephony* |  |
| **1.2.** | **Vidējas frekvences radioiekārta*****MF radio installation*** |  |
| 1.2.1. | DSC kodētājs*DSC encoder* |  |
| 1.2.2. | DSC dežūruztvērējs*DSC watch receiver* |  |
| 1.2.3. | Radiotelefonija*Radiotelephony* |  |
| **1.3.** | **Vidējas/augstas frekvences radioiekārta*****MF/HF radio installation*** |  |
| 1.3.1. | DSC kodētājs*DSC encoder* |  |
| 1.3.2. | DSC dežūruztvērējs*DSC watch receiver* |  |
| 1.3.3. | Radiotelefonija*Radiotelephony* |  |
| 1.3.4. | Tiešās izdrukas radiotelekss*Direct printing radio telegraphy* |  |
| 1.4. | Atzīta mobilā satelītu dienesta kuģu Zemes stacija*Recognized mobile satellite service ships earth station* |  |
| **2.** | **Trauksmes izziņošanas sekundārie līdzekļi*****Secondary means of alerting*** |  |
| **3.** | **Līdzekļi kuģošanas drošības informācijas saņemšanai*****Facilities for reception of maritime safety information*** |  |
| 3.1. | NAVTEX uztvērējs*NAVTEX receiver* |  |
| 3.2. | EGC uztvērējs*EGC receiver* |  |
| 3.3. | Augstas frekvences tiešās izdrukas radioteleksa uztvērējs*HF direct-printing radiotelegraph receiver* |  |
| **4.** | **Satelītu EPIRB*****Satellite EPIRB*** |  |
| 4.1. | COSPAS-SARSAT*COSPAS-SARSAT* |  |
| 4.2. | INMARSAT*INMARSAT* |  |
| **5.** | **UĪV EPIRB*****VHF EPIRB*** |  |
| 6. | Kuģa meklēšanas un glābšanas ierīce*Ship’s search and rescue device* |  |
| 6.1. | Meklēšanas un glābšanas transponders (SART)*Radar search and rescue transponder (SART)* |  |
| 6.2. | AIS meklēšanas un glābšanas raidītājs (AIS-SART)*AIS search and rescue transmitter (AIS-SART)* |  |

**4. Metodes, ko izmanto, lai nodrošinātu radiotehnisko līdzekļu pieejamību**

(SOLAS IV/ 15.6. un 15.7. noteikums)

***Methods used to ensure availability of radio facilities***

*(SOLAS IV/ 15.6 and 15.7)*

|  |  |  |
| --- | --- | --- |
| 7.1. | Aprīkojuma dublēšana*Duplication of equipment* |  |
| 7.2. | Apkope krastā*Shore based maintenance* |  |
| 7.3. | Apkopes iespējas jūrā*At-sea maintenance capability* |  |

**5. Navigācijas sistēmu un iekārtu dati**

***Details of navigational systems and equipment***

|  |  |  |
| --- | --- | --- |
| 1.1. | Standarta magnētiskais kompass (2)*Standard magnetic compass* (2) |  |
| 1.2. | Rezerves magnētiskais kompass (2)*Spare magnetic compass* (2) |  |
| 1.3. | Žirokompass (2)*Gyro compass* (2) |  |
| 1.4. | Žirokompasa kursa repīters (2)*Gyro compass heading repeater* (2) |  |
| 1.5. | Žirokompasa peilēšanas repīters (2)*Gyro compass bearing repeater* (2) |  |
| 1.6. | Kursa vai maršruta kontroles sistēma (2)*Heading or track control system* (2) |  |
| 1.7. | Pelorus vai kompasa peilēšanas iekārta (2)*Pelorus or compass bearing device* (2) |  |
| 1.8. | Kursa un peilējuma korekcijas līdzekļi (2)Means of correcting headings and bearings (2) |  |
| 1.9. | Kursa nodošanas ierīce (THD) (2)Transmitting heading device (THD) (2) |  |
| 2.1. | Jūras navigācijas kartes/Elektroniskā karšu attēlošanas un informācijas sistēma (ECDIS) (1)*Nautical charts/Electronic chart display and information system (ECDIS)* (1) |  |
| 2.2. | ECDIS dublējošā sistēma*Back-up arrangements for ECDIS* |  |
| 2.3. | Navigācijas publikācijas*Nautical publications* |  |
| 2.4. | Elektronisko navigācijas publikāciju dublējošā sistēma*Back-up arrangements for electronic nautical publications* |  |
| 3.1. | Globālās navigācijas satelītu sistēmas uztvērējs/zemes radionavigācijas sistēma/daudzsistēmu kuģa radionavigācijas uztvērējs (1), (2)*Receiver for a global navigation satellite system/terrestrial radio navigation system/multi-system shipborne radionavigation receiver* (1), (2) |  |
| 3.2. | 9 GHz radars (2)*9 GHz radar* (2) |  |
| 3.3. | Otrs radars (3 GHz/9 GHz) (1), (2)*Second radar (3 GHz/9 GHz)* (1), (2) |  |
| 3.4. | Automātiskā radiolokācijas informācijas apstrādes aparatūra (ARPA) (2)*Automatic radar plotting aid (ARPA)* (2) |  |
| 3.5. | Automātiskā sekošanas iekārta (2)*Automatic tracking aid* (2) |  |
| 3.6. | Otra automātiskā sekošanas iekārta (2)*Second automatic tracking aid* (2) |  |
| 3.7. | Elektroniskais ploters (2)*Electronic plotting aid* (2) |  |
| 4.1. | Automātiskā identifikācijas sistēma (AIS)*Automatic identification system (AIS)* |  |
| 4.2. | Tālās darbības identifikācijas un sekošanas sistēma (LRIT)*Long-range identification and tracking system (LRIT)* |  |
| 5. | Reisa datu reģistrācijas iekārta/Vienkāršota reisa datu reģistrācijas iekārta (VDR/S-VDR) (1)*Voyage data recorder/Simplified voyage data recorder (VDR/S-VDR)* (1) |  |
| 6.1. | Ātruma un attāluma mērīšanas iekārta (caur ūdeni) (2)*Speed and distance measuring device (through the water)* (2) |  |
| 6.2. | Ātruma un attāluma mērīšanas iekārta (attiecībā pret grunti uz priekšu un kuģa dvarsā) (2)*Speed and distance measuring device (over the ground in the forward and the athwartship direction)* (2) |  |
| 7. | Eholote (2)*Echo-sounding device* (2) |  |
| 8.1. | Stūres, dzenskrūves, vilces, dzenskrūves soļa un ekspluatācijas režīma indikatori (2)*Rudder, propeller, thrust, pitch and operational mode indicators* (2) |  |
| 8.2. | Pagriešanās ātruma indikators (2)*Rate-of-turn indicator* (2) |  |
| (1) Izsvītrot lieko.*Delete as appropriate.*(2) Saskaņā ar *SOLAS*V/19 šīs prasības izpildei ir atļauts izmantot citus līdzekļus. Citu līdzekļu izmantošanas gadījumā tie jānorāda.*Alternative means of meeting this requirement are permitted under SOLAS V/19. In case of other means, they shall be specified.* |