

APPROVED

The General Director of the State Enterprise
Klaipėda State Seaport Authority
Order No V-236 of 27 December 2022

RULES FOR THE APPLICATION OF THE KLAIPĖDA STATE SEAPORT DUES

CHAPTER I GENERAL PROVISIONS

1. The Rules for the Application of Klaipėda State Seaport Dues (hereinafter referred to as the 'Rules') establish the procedure for the application, calculation and payment of Klaipėda State Seaport (hereinafter referred to as the 'Port') charges, the procedure for the registration of the homogeneous cargo flow and the registration of shipping lines.

2. The Rules have been drawn up in accordance with the Law of the Klaipėda State Seaport of the Republic of Lithuania and the Description of the Klaipėda State Seaport Fee Types, List of Maximum Amounts of the Fees and the Principles of their Application (hereinafter referred to as 'Description') approved by the Government of the Republic of Lithuania on 5 March 2008 by Resolution No

3. Klaipėda Port is subject to the Klaipėda Port charges set out in the Regulations:

3.1. ship's charge;

3.2. quay charge;

3.3. tonnage charge;

3.4. sanitation charge;

3.5. passenger charge;

3.6. port waters dues.

4. Terms used in the Rules:

4.1. **Stevedoring operation** is the unloading, loading, securing and documenting of cargo from a vessel.

4.2. **Shipping line** (hereinafter referred to as the 'line') means the activity of vessels operated by a single operator of a shipping line and periodically calling at the Port of Klaipėda, when registered in accordance with the procedure set out in these Rules.

4.3. **Shipping line operator (manager)** – a legal or natural person of the Republic of Lithuania or of a foreign state performing the functions of the management of a shipping line and representing the interests of the shipping line in the ports connected by that shipping line.

4.4. **Liner** – a ship that has been granted liner status by the Port Authority by being included in the list of ships of the shipping line.

4.5. **Shipping Rules** – the current version of the Klaipėda State Seaport Shipping Rules approved by the Order of the Minister of Transport and Communications of the Republic of Lithuania of 10 September 2008 No 3-327 On the Approval of the Klaipėda State Seaport Shipping Rules.

4.6. A **'homogeneous cargo flow'** means the continuous carriage of homogeneous cargo by one producer or carrier (hereinafter referred to as a 'homogeneous cargo stream operator') by ships to/from specific ports.

4.7. **Port Authority** – Public limited liability company Klaipėda State Seaport Authority.

4.8. Other terms used in the Rules shall be understood as defined in the Convention on Facilitation of International Maritime Navigation (FAL Convention) of 1965, the Inland Waterways Transport Code of the Republic of Lithuania, the Law on the Klaipėda State Seaport, the Law on Merchant Shipping of the Republic of Lithuania, the Law on Safe Navigation of the Republic of Lithuania, the Law on the Fundamentals of Transport Activity of the Republic of Lithuania, the Law on Fisheries of the Republic of Lithuania, the Law on Liquefied Natural Gas Terminal of the Republic of Lithuania, and the Law on Protection of the Marine Environment of the Republic of Lithuania.

CHAPTER II

PROCEDURE FOR THE CALCULATION AND PAYMENT OF THE KLAIPĖDA STATE SEAPORT DUES

5. The rates of the Klaipėda Port dues applicable to a specific vessel shall be calculated by the State Enterprise Klaipėda State Seaport Authority (hereinafter referred to as the “Port Authority”).

6. The master of the vessel or another person authorised by the master of the vessel or by the owner (possessor) of the vessel shall be obliged to submit, either through the vessel agent or directly, a vessel declaration or an intermediate vessel declaration to the Port Authority to be completed in accordance with the Klaipėda State Seaport Shipping Rules approved by the Order No 3-327 of the Minister of Transport and Communications of the Republic of Lithuania of 10 September 2008 “On the Approval of the Klaipėda State Seaport Shipping Rules” (hereinafter referred to as the “Shipping Rules”) or a copy of the registration certificate of inland waterways vessel (inland waterways vehicle).

7. Data needed to calculate the Klaipėda Port dues:

7.1. the maximum length of the vessel in linear metres (L);

7.2. the maximum draught of the vessel (up to the summer waterline) in metres (T);

7.3. the gross tonnage of the vessel in units (GT);

7.4. the summer deadweight of the vessel (DWT);

7.5. the volume of liquefied natural gas in cubic metres (m³).

8. The accuracy of the data provided shall be the responsibility of the person providing the data.

9. The Klaipėda Port dues shall be paid to the account of the Port Authority in accordance with the value added tax invoice submitted by the Port Authority (hereinafter referred to as the “VAT invoice”). The owner (possessor) of the vessel sailing only in the internal waters of the Republic of Lithuania, the internal waters of the sea area, the territorial sea or the exclusive economic zone of the Republic of Lithuania in the Baltic Sea, or a person authorised by the owner (possessor) of such vessel or the vessel agent shall be issued VAT invoices by the Port Authority for the Klaipėda Port dues on a monthly basis, while the owner (possessor) of the vessel operating on international routes or a person authorised by the owner (possessor) of such vessel or the vessel agent shall be issued such invoices for each call and/or departing.

10. A person providing vessel agent services at the Klaipėda Port shall be obliged to enter into an agreement with the Port Authority on the procedure for payment of the Klaipėda Port dues drafted by the Port Authority.

11. The owner (possessor) of the vessel sailing only in the internal waters of the Republic of Lithuania, the internal waters of the sea area, the territorial sea or the exclusive economic zone of the Republic of Lithuania in the Baltic Sea, who does not use the services of a vessel agent, shall be obliged to enter into an agreement with the Port Authority on the procedure for payment of the Klaipėda Port dues drafted by the Port Authority.

12. The owner (possessor) of the vessel operating on international routes, who does not use the services of a vessel agent, shall be obliged to pay all dues imposed by the Klaipėda Port before the vessel leaves the Klaipėda Port.

13. The Klaipėda Port dues, except for the passenger dues and the tonnage dues for a vessel intended for the carriage of cargo and equipped in such a way that it can be entered and exited by road and/or rail vehicles and can carry no more than 12 passengers (hereinafter referred to as the “ro-ro vessel”), a ro-pax vessel and a vessel on which the containers are loaded/unloaded by crane (hereinafter referred to as the “container vessel”), as well as the tonnage dues for a liquefied natural gas tanker with a gross tonnage (hereinafter referred to as the “GT”) of less than 25,000 units, shall be calculated as followed:

13.1. for a seagoing vessel – according to the GT specified in the International Tonnage Certificate, calculated in accordance with the International Convention on Tonnage Measurement of Ships of 1969; if the vessel does not hold the International Tonnage Certificate, the relevant due shall be calculated according to the length of the vessel in linear metres (L), as indicated in the vessel declaration or in the vessel intermediate declaration; for the purpose of reduction of the rates of the

Klaipėda Port dues in the cases provided for in the Rules, both the maximum draught of the vessel (up to the summer waterline) in metres (T) and the summer deadweight of the vessel (hereinafter referred to as “the DWT”) shall be used;

13.2. for an inland waterways vessel registered with the Register of Inland Waterways Vessels of the Republic of Lithuania – on the basis of the GT of the vessel specified in the registration certificate of inland waterways vehicle (hereinafter referred to as the “registration certificate”); if the registration certificate does not specify the GT of the vessel, the Klaipėda Port dues shall be calculated only on the basis of the length of the vessel (L) specified in the registration certificate; if the vessel does not hold the registration certificate or has been de-registered from the Register of Inland Waterways Vessels, the relevant due shall be calculated on the basis of the length of the vessel in linear metres (L);

13.3. for a cruise vessel – on the basis of the GT of the vessel; for the calculation of vessel, berth, sanitary and port waters dues for a cruise vessel with a GT of more than 50,000 units, the maximum GT of 50,000 units shall be applied;

13.4. for a liquefied natural gas tanker with a GT of less than 25,000 units, the tonnage due shall be calculated on the basis of the volume of liquefied natural gas filled up in cubic metres (m³);

13.5. for a container vessel – on the basis of the GT of the vessel; for the calculation of vessel, berth, sanitary and port waters dues for a container vessel with a GT of more than 60,000 units, the maximum GT of 60,000 units shall be applied.

14. If the shipping company fails to pay the Klaipėda Port dues and fines calculated for that vessel, the master of the Klaipėda Port shall be entitled not to allow the vessel to leave the Klaipėda Port until the payment of the Klaipėda Port dues and fines or the provision of a security for the fulfilment of the obligations in the manner prescribed by the laws of the Republic of Lithuania.

15. The owner (possessor) of the vessel, a person authorised by the owner (possessor) of the vessel or the vessel agent, who fails to pay the Klaipėda Port dues in accordance with the established procedure and terms, shall be liable under the procedure laid down in the legislation of the Republic of Lithuania.

16. The Klaipėda Port dues shall be calculated in euros. If the owner (possessor) of the vessel, a person authorised by the owner (possessor) of the vessel or the vessel agent pays the dues in US dollars, the amount due shall be calculated in accordance with the exchange rate between the euro and the US dollar as adopted by the Bank of Lithuania on the day of invoicing for bookkeeping purposes, as appropriate.

17. When calculating the Klaipėda Port dues, not the whole day shall be counted as the whole day from the first hour of berthing at the Klaipėda Port (when the vessel is at the Klaipėda Port for 25 hours, it shall be deemed to have been at the Klaipėda Port for 2 days), not the whole hour from minute 31 shall be counted as the whole hour (when the vessel is at the Klaipėda Port for 31 minutes, it shall be deemed to have been at the Klaipėda Port for 1 hour). This provision shall not apply to vessels referred to in Clause 29 of the Rules.

18. When the liner is replaced by another due to the vessel repairs or a change in the volume of cargo (for a period of at least one month, with prior notification to the Port Authority), the calls of the replaced vessel and the replacement vessel shall be cumulated over the calendar year.

19. If the rate of the due may be reduced in accordance with the procedure laid down in Clauses 24, 28, 32, 35 and 39 of the Rules, it shall be calculated in the order of the rate of the due already reduced.

20. For the purposes of the Rules, the calendar year shall be defined as the period from 1 January to 31 December.

CHAPTER III VESSEL DUES

21. The following vessel due shall be charged for each call of a vessel at the Klaipėda Port (for an inland waterways vessel – for the use of the Klaipėda Port):

- 21.1. a cruise vessel – EUR 0.284 per GT unit;
- 21.2. a liner:
 - 21.2.1. a vessel intended for the carriage of cargoes (hereinafter referred to as the “cargo liner”) – EUR 0.804 per GT unit;
 - 21.2.2. a ro-pax vessel (hereinafter referred to as the “ro-pax liner”) – EUR 0.194 per GT unit;
 - 21.2.3. a ro-ro vessel (hereinafter referred to as the “ro-ro liner”) and a container vessel (hereinafter referred to as the “container liner”) – EUR 0.424 per GT unit;
 - 21.2.4. a ro-pax liner or a ro-ro liner calling at the Klaipėda Port at least once a week – EUR 0.05 per GT unit;
- 21.3. a cargo vessel intended for the carriage of liquid and bulk cargoes (hereinafter referred to as the “tanker”) which is capable of carrying insulated ballast in special tanks and which is designed, constructed with installed equipment and used as an insulated ballast tanker, including double-hulled tankers or tankers of alternative construction which comply with the requirements of the International Convention on Tonnage Measurement of Ships of 1969, and which are covered by the International Tonnage Certificate – EUR 0.715 per GT unit;
- 21.4. not ro-ro liner (hereinafter referred to as the “tramp ro-ro vessel”), not ro-pax liner (hereinafter referred to as the “tramp ro-pax vessel”) or not container liner (hereinafter referred to as the “tramp container vessel”) – EUR 0.454 per GT unit;
- 21.5. not ro-ro liner, not ro-pax liner or not ro-ro and ro-pax liner (hereinafter referred to as the “tramp vessel”) other than those referred to in Sub-clauses 21.1, 21.3, 21.4, 21.6 and 21.8 to 21.12 of the Rules – EUR 0.835 per GT unit;
- 21.6. a tramp vessel, a vessel which registration certificate specifies the type of vessel as “tugboat” (irrespective of the register with which it is registered) and which tows (pushes) other vessels (hereinafter referred to as the “tugboat”), and a fishing vessel with a GT of less than 1,000 units – EUR 0.18 per GT unit;
- 21.7. an inland waterways vessels sailing on international routes:
 - 21.7.1. an inland waterways vessel which registration certificate specifies the type of vessel as “barge”, “floating crane” or “pontoon” – EUR 0.23 per GT unit;
 - 21.7.2. another inland waterways vessel other than those referred to in Clause 21.7.1 of the Rules – EUR 0.32 per GT unit;
 - 21.7.3. an inland waterways vessel which registration certificate does not specify the GT – EUR 0.98 per linear metre (L), as specified in the vessel registration certificate;
- 21.8. a vessel with a GT of more than 1,000 units not engaged in stevedoring operations and calls to replenish stores, to change crew or to shelter from storms – EUR 0.454 per GT unit;
- 21.9. a vessel with a GT of more than 1,000 units calls from another port not for the purposes of stevedoring operations, but only for repair – EUR 0.394 per GT unit;
- 21.10. a special purpose vessel for the carriage of motor vehicles (hereinafter referred to as the “car carrier”) with several enclosed decks, holding a class certificate – EUR 0.284 per GT unit;
- 21.11. a vessel under construction or being dismantled that holds the International Tonnage Certificate – EUR 0.394 per GT unit;
- 21.12. a vessel under construction or being dismantled that does not hold the International Tonnage Certificate – EUR 10.10 per linear metre (L), as specified in the vessel registration certificate.
- 22. For a vessel staying in the Klaipėda Port for more than 1 month, an extended vessel due shall be charged for each additional month:
 - 22.1. a vessel under repair – 0.128 per GT unit;
 - 22.2. a vessel under construction or being dismantled that holds the International Tonnage Certificate – EUR 0.09 per GT unit;
 - 22.3. a vessel under construction or being dismantled that does not hold the International Tonnage Certificate – EUR 3.23 per linear metre (L), as specified in the vessel registration certificate;
 - 22.4. a tramp vessel, a tugboat or a fishing vessel with a GT of less than 1,000 units – EUR 0.12;

22.5. another vessel not referred to in Sub-clauses 22.1 to 22.4 of the Rules – EUR 0.23 per GT unit.

23. For a vessel sailing only in the internal waters of the Republic of Lithuania, the internal waters of the sea area, the territorial sea or the exclusive economic zone of the Republic of Lithuania in the Baltic Sea (except for tugboats sailing outside the Klaipėda Port waters), the vessel dues shall be charged per year:

23.1. a seagoing vessel and an inland passenger ferry carrying cargoes and passengers according to a publicly announced timetable within the limits of the Klaipėda Port waters – EUR 1.09 per GT unit;

23.2. an inland waterways vessel which registration certificate specifies the type of vessel as “barge”, “floating crane” or “pontoon” – EUR 1.03 per GT unit;

23.3. another inland waterways vessel not referred to in Sub-clauses 22.1 and 23.2 of the Rules – EUR 2.10 per GT unit;

23.4. an inland waterways vessel which registration certificate does not specify the GT – EUR 6.28 per linear metre (L), as specified in the vessel registration certificate.

24. The rate of the vessel due shall be reduced:

24.1. for a cruise vessel:

24.1.1. for the second and third calls in a calendar year – 20 percent;

24.1.2. from the fourth call in a calendar year – 50 percent;

24.2. for a liner:

24.2.1. for the ninth to twenty-seventh calls in a calendar year – 25 percent;

24.2.2. from the twenty-eighth call in a calendar year – 50 percent;

24.3. for a vessel engaged in the carriage of uniform cargoes on a regular basis or a tramp vessel:

24.3.1. for the fourteenth to twenty-eighth calls in a calendar year – 10 percent;

24.3.2. from the twenty-ninth call in a calendar year – 20 percent;

24.4. for a vessel returning from sea trials and after leaving during a storm – 60 percent;

24.5. for a vessel which, due to insufficient depth of the Klaipėda Port, is unable to call at or leave the Klaipėda Port fully loaded, the due shall be reduced in accordance with the formula $(T - T(m)) / T \times 100$ percent), where T is the maximum draught of the vessel (up to the summer waterline) in metres and T(m) is the maximum draught of the vessel in the Klaipėda Port allowed in metres;

24.6. for a vessel powered by liquefied natural gas called at the Klaipėda Port not for the purpose of stevedoring operations, but only to fill up the fuel tanks with liquefied natural gas for its own use – 70 percent.

25. If the amount of the due is reduced in accordance with Sub-clause 24.2 of the Rules, the provisions of Sub-clause 24.3 shall not apply.

CHAPTER IV BERTH DUES

26. The following berth dues shall be charged for berthing a vessel:

26.1. each time a vessel calls to carry out stevedoring operations:

26.1.1. a cargo liner, a tramp vessel and a fishing vessel – EUR 0.158 per GT unit;

26.1.2. a ro-pax liner, a ro-ro liner and a container liner – EUR 0.07 per GT unit;

26.1.3. a ro-pax liner or a ro-ro liner which calls at least once a week at the Klaipėda Port – EUR 0.03 per GT unit;

26.1.4. a tramp ro-pax vessel, a tramp ro-ro vessel and a tramp container vessel – EUR 0.09 per GT unit;

26.1.5. a car carrier holding a class certificate – EUR 0.078 per GT unit;

26.2. when not engaged in stevedoring operations, for a day and with the permission of the Port Authority:

26.2.1. a cruise vessel – EUR 0.01 per GT unit;

- 26.2.2. a cargo liner, a ro-pax liner, a ro-ro liner and a container liner – EUR 0.01 per GT unit;
- 26.2.3. a tramp vessel, a tugboat and a fishing vessel – EUR 0.01 per GT unit;
- 26.2.4. a vessel under repair – EUR 0.007 per GT unit;
- 26.2.5. a vessel under construction, being dismantled, which holds the International Tonnage Certificate – EUR 0.007 per GT unit;
- 26.2.6. a vessel under construction, being dismantled, which does not hold the International Tonnage Certificate – EUR 0.24 per linear metre (L);
- 26.3. a vessel sailing only in the internal waters of the Republic of Lithuania, the internal waters of the sea area, the territorial sea or the exclusive economic zone of the Republic of Lithuania in the Baltic Sea (except for tugboats sailing outside the Klaipėda Port waters) per day:
- 26.3.1. a seagoing vessel, an inland passenger ferry carrying cargoes and passengers according to a publicly announced timetable within the Klaipėda Port waters – EUR 0.004 per GT unit;
- 26.3.2. an inland waterways vessel – EUR 0.01 per GT unit;
- 26.3.3. an inland waterways vessel which registration certificate does not specify the GT – EUR 0.01 per linear metre (L), as specified in the vessel registration certificate.
- 26.4. a floating liquefied natural gas storage tank berthing for more than one month shall be subject to an extended berth dues for each additional month – EUR 0.22 per GT unit.
27. After the completion of stevedoring operations or after the termination of stevedoring operations and without its resumption, no due shall be charged for the first 4 hours of berthing, and if the vessel remains in berth for more than 4 hours after the completion of stevedoring operations for reasons attributable to the possessor of the vessel, payment shall be made in accordance with the provisions of Sub-clause 26.2 of the Rules.
28. The rate of the berth dues shall be reduced:
- 28.1. when a vessel is being moored by:
- 28.1.1. the hull or stern of the second vessel in the row at the berth – 50 percent;
- 28.1.2. the hulls of the third vessel and further vessels in the row – 65 percent;
- 28.2. a cruise vessel:
- 28.2.1. for the second and third calls in a calendar year – 20 percent;
- 28.2.2. from the fourth call in a calendar year – 50 percent;
- 28.3. when a vessel powered by liquefied natural gas calls at the Klaipėda Port not for the purpose of stevedoring operations, but only to fill up the fuel tanks with liquefied natural gas for its own use – 70 percent.
29. For a vessel sailing only in the internal waters of the Republic of Lithuania, the internal waters of the sea area, the territorial sea or the exclusive economic zone of the Republic of Lithuania in the Baltic Sea (except for tugboats sailing outside the Klaipėda Port waters), the berth dues shall be calculated for the time actually spent at the berth (hours are converted into days – the number of hours actually spent at the berth by the vessel in the current month shall be added up and divided by 24 hours).

CHAPTER V TONNAGE DUES

30. The following tonnage dues shall be charged for the use of the Klaipėda Port for stevedoring operations:
- 30.1. for loading or unloading a tanker:
- 30.1.1. a tanker carrying oil and petroleum products – EUR 0.43 per GT unit;
- 30.1.2. a floating liquefied natural gas storage tank – EUR 0.64 per GT unit;
- 30.1.3. a liquefied natural gas tanker with a GT of less than 25,000 units which fills up liquefied natural gas from a floating liquefied natural gas storage tank, a liquefied natural gas distribution station or another liquefied natural gas tanker with a GT of less than 25,000 – EUR 0.73 per cubic metre of liquefied natural gas;
- 30.2. for the loading or unloading of a cargo vessel with a GT:
- 30.2.1. up to 3,500 units – EUR 0.43 per GT unit;

- 30.2.2. over 3,501 units – EUR 0.64 per GT unit;
- 30.3. for a vehicle loaded onto / unloaded from a ro-pax liner or a tramp ro-pax vessel and/or a ro-ro liner or a tramp ro-ro vessel:
- 30.3.1. for a vehicle with a maximum of 12 seats, including the driver's seat – EUR 3.48 per unit;
- 30.3.2. for a vehicle with more than 12 seats, including the driver's seat – EUR 5.79 per unit;
- 30.3.3. for any cargo vehicle, a roltrailer (laden or unladen), a container (laden or unladen) on a wheeled chassis in the course of stevedoring operations, and a laden railway wagon – EUR 5.79 per unit;
- 30.3.4. for any unladen cargo vehicle – EUR 2.03 per unit (no tonnage due shall be charged on a roltrailer, which is part of the vessel's cargo-handling equipment and owned by the vessel);
- 30.4. for a container loaded onto / unloaded from a container liner or a tramp container vessel and/or a ro-ro liner or a tramp ro-ro vessel, calculated on the basis of a 20-foot equivalent container (hereinafter referred to as the "TEU"):
- 30.4.1. laden – EUR 5.79 per TEU;
- 30.4.2. unladen – EUR 2.03 per TEU;
- 30.5. for the use of a floating liquefied natural gas storage tank to carry out stevedoring operations at the Klaipėda Port for more than one month, an extended tonnage dues shall be charged for each additional month – EUR 0.64 per GT unit;
- 30.6. for the round-trip transfer of a vehicle on an inland passenger ferry carrying cargoes and passengers according to a publicly announced timetable within the Klaipėda Port waters:
- 30.6.1. for a passenger car, its trailers, semi-trailers, a light commercial vehicle (gross weight up to 3.5 t), a caravan, which are of class M₁, O₁, O₂, N₁, category O, special purpose SE in accordance with the requirements for categories and classes of motor vehicles and their trailers according to their construction approved by the Order of the Director of the Lithuanian Transport Safety Administration – EUR 2.52 per unit;
- 30.6.2. for a bus up to 5 t, a caravan (class M₂, category M, special purpose SA) – EUR 5 per unit;
- 30.6.3. for a cargo vehicle over 3.5 t and up to 12 t, a cargo trailer (classes N₂, O₃) – EUR 5.7 per unit;
- 30.6.4. for a bus over 5 t, a cargo vehicle over 12 t, a cargo trailer over 10 t (classes M₃, N₃, O₄) – EUR 8.10 per unit.
31. The company operating inland waterways ferries shall submit to the Port Authority, once a month, a certificate on the number of vehicles transported from Klaipėda to Smiltynė.
32. The rate of the tonnage dues shall be reduced:
- 32.1. for vessels referred to in Sub-clauses 30.1.1, 30.1.2 and 30.2 of the Rules:
- 32.1.1. if less than 80 % of the DWT is loaded or unloaded – 20 percent;
- 32.1.2. if less than 40 % of the DWT is loaded or unloaded – 40 percent;
- 32.2. when loading the cargoes referred to in Clause 30.4 of the Rules:
- 32.2.1. laden containers of more than 800 TEU on a single vessel – 50 percent;
- 32.2.2. unladen containers of more than 800 TEU on a single vessel – 50 percent;
- 32.3. for container distribution activities (for containers arriving at the Klaipėda Port by vessel, without any work other than the storage of the container before the shipment, and for containers shipped or to be shipped by vessel (transshipment) – 100 percent;
- 32.4. for the quantity of cargo loaded (if less than 75 units of the cargo vehicle listed in Sub-clause 30.3.3 of the Rules are loaded onto or unloaded from a single vessel in the course of stevedoring operations) – 50 percent.
33. The tonnage dues for vessels referred to in Sub-clauses 30.1.1, 30.1.2 and 30.2 of the Rules, which are loaded and unloaded at the Klaipėda Port, shall be calculated separately for loading and unloading in accordance with the procedure set out in Clauses 30 and 32 of the Rules.

CHAPTER VI

SANITARY DUES

34. The following sanitary dues shall be charged when a vessel is staying at the Klaipėda Port:
- 34.1. not more than 10 days (inclusive) – EUR 0,032 per GT unit;
 - 34.2. from 11 days for each day – EUR 0.003 per GT unit;
 - 34.3. the dues for a vessel under repairs shall be charged in accordance with the rates established in Sub-clauses 34.1 and 34.2 of the Rules, but shall not exceed EUR 280;
 - 34.4. for a vessel being dismantled:
 - 34.4.1. which holds the International Tonnage Certificate, the dues shall be charged in accordance with the rates established in Sub-clauses 34.1 and 34.2 of the Rules, up to a maximum of EUR 280;
 - 34.4.2. which does not hold International Tonnage Certificate, EUR 2.78 per linear metre (L) shall be charged (for each subsequent month), up to a maximum of EUR 280;
 - 34.5. for a ro-pax vessel (for each call, staying at the Klaipėda Port for no more than 10 days (inclusive)) – Eur 0.06 per GT unit;
 - 34.6. for a cruise vessel (for each call, staying at the Klaipėda Port for no more than 10 days (inclusive)) – EUR 0.12 per GT unit;
 - 34.7. for a vessel sailing only in the internal waters of the Republic of Lithuania, the internal waters of the sea area, the territorial sea or the exclusive economic zone of the Republic of Lithuania in the Baltic Sea, per year:
 - 34.7.1. a seagoing vessel – EUR 0.93 per GT unit;
 - 34.7.2. a inland waterways vessel – EUR 0.93 per GT unit;
 - 34.7.3. an inland waterways vessel which registration certificate does not specify the GT – EUR 2.78 per linear metre (L), as specified in the vessel registration certificate.
35. For vessels with an on-board waste treatment system installed, operated and recognised by international certificates (with documentary evidence), as well as with other modern waste management systems that reduce the amount of waste, and with the reuse and sorting of waste, the sanitary due shall be reduced by 20%.
36. All types of vessel waste shall be handed over with the payment of the sanitary due, as specified in the International Convention for the Prevention of Pollution from Ships (MARPOL Convention) and in the Regulations for Handling Ship-generated Waste and Ship's Remains of Ships approved by the Order No 3-414/346 of the Minister of Transport and Communications of the Republic of Lithuania and the Minister of the Environment of the Republic of Lithuania of 9 July 2003 "On the Approval of Regulations for Handling Ship-generated Waste and Ship's Remains of Ships".

CHAPTER VII PASSENGER DUES

37. For each passenger arriving at and departing from the Klaipėda Port, as indicated in the vessels' passenger list, with the exception of passengers under 7 years of age, and passengers travelling by vessel sailing only in the internal waters of the Republic of Lithuania, the internal waters of the sea area, the territorial sea or the exclusive economic zone of the Republic of Lithuania in the Baltic Sea, the passenger due of EUR 1 shall be charged.

CHAPTER VIII PORT WATERS DUES

38. The following port waters dues shall be charged for the use of the Klaipėda Port waters:
- 38.1. for each use of the Klaipėda Port waters by a vessel from the receiving buoy to the berth or back, except for the vessels referred to in Sub-clauses 38.2 of the Rules – EUR 0.022 per GT unit;

38.2. for each use of the Klaipėda Port waters by a tanker carrying oil or petroleum products and by a liquefied natural gas tanker with a GT of less than 25,000 units from the receiving buoy to the berth or back – EUR 0.020 per GT unit;

38.3. for each use of the Klaipėda Port waters for the purpose of remooring a vessel, except for the vessels referred to in Sub-clauses 38.4 and 38.5 of the Rules – EUR 0.015 per GT unit;

38.4. for each use of the Klaipėda Port waters for the purpose of remooring an inland waterways vessel or a non-self-propelled floating structure – EUR 0.08 per GT unit;

38.5. for each use of the Klaipėda Port waters for the purpose of remooring an inland waterways vessel or a non-self-propelled floating structure which registration certificate does not specify the GT (for each pilotage/mooring at the Klaipėda Port) – EUR 0,29 per linear metre (L).

39. The port waters dues shall be reduced to cruise vessels:

39.1. for the second and third calls in a calendar year – 20 percent;

39.2. from the fourth call in a calendar year – 50 percent.

CHAPTER IX

EXCEPTIONS FROM THE APPLICATION OF THE KLAIPĖDA PORT DUES

40. Vessel, berth, tonnage, sanitary and passenger dues shall not be charged for:

40.1. vessels performing the functions of the National Defence, State Border Guard and Police of the Republic of Lithuania, ensuring safe navigation at the Klaipėda Port;

40.2. rescue vessels and specialised fire-fighting vessels registered in the Republic of Lithuania;

40.3. hydrographic, training, scientific research and environmental protection vessels registered in the Republic of Lithuania;

40.4. vessels used to provide medical aid;

40.5. sport vessels registered in the Republic of Lithuania;

40.6. vessels used by the Port Authority;

40.7. vessels working for the Port Authority and carrying out work in connection with projects carried out by the Port Authority, if provided for in the works contract;

40.8. vessels with a length not exceeding 8 metres that are registered in the Republic of Lithuania and having registered a fixed-term departure in the Port Authority in accordance with the Navigation Rules, and sailing only in the internal waters of the Republic of Lithuania, in the internal waters of the sea area, in the territorial sea or in the exclusive economic zone of the Republic of Lithuania in the Baltic Sea;

40.9. traditional vessels holding a Document of Compliance in the form set out in Annex I to the Memorandum of Understanding on the mutual recognition of certificates for the safe operation of traditional ships in European waters and of certificates of competency for crews on traditional ships, setting out the specific requirements of traditional ships.

41. Warships of foreign states shall be exempted from the Klaipėda Port dues in accordance with the Republic of Lithuania Law on International Operations, Military Exercises and other Military Co-operation Events, the Regulations on Entry and Stay of Warships and Government Ships of Foreign States in Klaipėda State Seaport, the Regulations on Submission and Examination of Applications for Mooring of Lithuanian Navy Warships and Approval of the List of Berths Situated in the Non-military Territory of the Port Reserved for Priority Mooring and Stay of Lithuanian Navy Warships on Duty and for Warships of Foreign States, approved by the Resolution No 277 of the Government of the Republic of Lithuania of 26 March 2006 “On the Approval of Regulations on Entry and Stay of Warships and Government Ships of Foreign States in Klaipėda State Seaport, Regulations on Submission and Examination of Applications for Mooring of Lithuanian Navy Warships and Approval of the List of Berths Situated in the Non-military Territory of the Port Reserved for Priority Mooring and Stay of Lithuanian Navy Warships on Duty and for Warships of Foreign States”.

42. Vessels which are not subject to the obligatory pilotage at the Klaipėda Port waters and such pilotage has not been carried out in accordance with the requirements of Article 20¹(1) of the Law on Safe Navigation, shall not be subject to the port waters dues.

43. The tonnage dues shall not be charged for vessels registered in the Republic of Lithuania carrying cargoes in the internal waters of the Republic of Lithuania, in the internal waters of the sea area, in the territorial sea or in the exclusive economic zone of the Republic of Lithuania in the Baltic Sea, with the exception of the inland waterways passenger ferries transporting cargoes and passengers in accordance with a publicly announced timetable within the Klaipėda Port waters.

44. Vessels under construction shall not be subject to the sanitary dues.

45. Vessel and berth dues shall not be charged for liquefied natural gas tankers with a GT of less than 25,000 units which fills up liquefied natural gas at the Klaipėda Port or have filled up it at the Klaipėda Port at the time of previous call at the Klaipėda Port from a floating liquefied natural gas storage tank, a liquefied natural gas distribution station or another liquefied natural gas tanker with a GT of less than 25,000 units. If liquefied natural gas carriers with a GT of less than 25,000 units do not fill up liquefied natural gas at the Klaipėda Port, documents proving that they do not carry in liquefied natural gas filled up elsewhere shall be submitted to the Port Authority.

46. Applications for exemption from the Klaipėda Port dues and documents confirming the grounds for exemption shall be submitted in writing (preferably in electronic form) to the Port Authority. The Port Authority, having received the application, shall examine it within 10 working days from the date of receipt of the application and shall inform the owner (possessor) of the vessel or the applicant in writing (preferably in electronic form) within 2 working days of the decision adopted. By decision of the Port Authority, the following persons may be exempted from the Klaipėda Port dues:

46.1. vessels carrying in only charity and/or sponsorship items to the beneficiaries defined in the Law on Charity and Sponsorship of the Republic of Lithuania and vessels carrying out only state charity and/or sponsorship items of the Republic of Lithuania – from the vessel, berth, tonnage, sanitary and passenger dues;

46.2. foreign vessels arriving at the Klaipėda Port to carry out non-commercial activities (visits on the occasion of various holidays, cooperation, sightseeing, Klaipėda Port development and establishment of new contacts, etc.) – from the vessel, berth, tonnage, sanitary and passenger dues;

46.3. vessels registered in the Republic of Lithuania, sailing in the internal waters of the Republic of Lithuania, in the internal waters of the sea area, in the territorial sea or in the exclusive economic zone of the Republic of Lithuania in the Baltic Sea, which hand over their vessel waste to a company providing vessel waste collection services, having concluded an appropriate contract with such a company (a copy of the contract shall be submitted to the Port Authority before the adoption of the decision) – from the sanitary dues;

46.4. vessels that sail on a schedule and make frequent and regular calls (at least once every two weeks) at the Klaipėda Port, have entered into a contract to ensure that vessel waste is delivered and fees are paid at one of the ports on the vessel's route – from the sanitary dues. In this case, the owner (possessor) of the vessel shall submit to the Port Authority additional documents (service contracts, vessel sailing schedule, documents indicating exemptions provided in other ports) proving that the owner (possessor) of the vessel will deliver and treat the vessel waste at its own expense;

46.5. vessels carrying out repatriation and/or evacuation of people with or without means of transport according to a separate order of the state authorities of the Republic of Lithuania – from all Klaipėda Port dues.

47. If the departure of the vessel is delayed not by the decision of the owner (possessor) but by the decision of the master of the Klaipėda Port due to bad weather conditions, the vessel shall be exempted from the berth fee for the further period of the vessel's berth, until such time as the weather conditions improve and the vessel will be allowed to leave the port.

48. All types of docks, which are used for direct functions – vessel construction and repair works (according to the dock handover certificate submitted to the Port Authority by the vessel

construction and repair companies, indicating the beginning of the works), which have become a part of the Klaipėda Port superstructure, shall be exempted from the vessel, berth and sanitary dues.

CHAPTER X RECORDING OF HOMOGENEOUS FREIGHT FLOWS

49. An application for registration of a homogeneous cargo stream may be submitted by the operator of the homogeneous cargo stream or by a person authorised by the operator to provide ship agency services by submitting the following documents required for the application for registration. The documents (certified copies thereof) shall be submitted to the Port Authority by e-mail or by means of the Port Vessel Management Information System (LUVIS) or, failing that, delivered to the Port Authority's head office.

50. Documents and information required to register a homogeneous cargo flow:

50.1. Application for registration of a homogeneous cargo flow, which must include:

50.1.1. name of the cargo flow;

50.1.2. the specific port or ports to or from which the goods will be transported;

50.1.3. the operator of a homogeneous cargo flow;

50.1.4. ship agent for a homogeneous cargo flow.

50.2. Authorisation in the case of a request from an authorised person of a homogeneous cargo flow operator. The authorisation must specify the functions that the authorised person may perform in relation to the registration of the movement.

51. All documents relating to the registration of a flow must either be original, i.e. signed with a physical or electronic signature, or certified copies of these documents and must be provided.

52. The Port Authority must examine the application for registration of a homogeneous cargo flow within 10 calendar days from the date of receipt of all the necessary documents by the Port Authority. If all the documents and data referred to in this chapter of the Rules are not submitted, the homogeneous cargo flow shall not be registered.

53. A consignment shall be registered by order of the General Director or his delegate, specifying the name of the consignment, the port or ports to or from which the consignment is to be transported, the operator of the consignment and the ship's agent.

54. Arrivals necessary for the application of reductions of toll rates in the cases referred to in the Rules to vessels regularly carrying homogeneous cargoes to and from the Port of Klaipėda shall be calculated after the registration of the flow of homogeneous cargoes.

CHAPTER XI REGISTRATION OF SHIPPING LINES

55. An application for registration of a shipping line may be made by the operator of the shipping line, or by a person authorised by the operator to provide ship agency services, by submitting the following documents required for the application for registration. The documents (certified copies thereof) shall be submitted to the Port Authority by e-mail or by means of the Port Vessel Management Information System (LUVIS) or, failing that, delivered to the office of the Port Authority.

56. Documents and information required to register a shipping line:

56.1. an application for registration of a shipping line, which must include details of:

56.1.1. the shipping line operator;

56.1.2. the shipping line agent;

56.1.3. a list of the vessels that will carry cargo and/or passengers on the shipping line, giving

the main details of the vessels (name, IMO number, GT and number of passengers);

56.2. a copy of the contract between the liner operator and the terminal where the liner is to be received;

56.3. a copy of the contract between the liner operator and the stevedoring company carrying out the stevedoring work on the liner (if this work is not carried out by the terminal);

56.4. a copy of the contract between the liner operator and a company registered in the Republic of Lithuania providing ship agency services; the contract shall not be submitted if the liner operator is a company providing ship agency services which are certified in accordance with the procedure laid down by the Minister of Transport and Communications.

57. When the operator of the shipping line or their authorised representative submits the documents for registration of the shipping line, the Port Authority shall examine the application within ten (10) calendar days, register the line or provide a reasoned written reply for refusal to do so.

58. A shipping line shall be registered by order of the Director-General of the Port Authority or their delegate, specifying the operator of the shipping line, the agent of the vessels and the list of vessels in the line. The line shall be registered for the period of validity of the contracts submitted, but not exceeding three (3) years. If during the period of validity of the line, the validity of any of the contracts submitted for the registration of the line is terminated, the shipping line agent shall immediately inform the Port Authority of the change in these circumstances. On the basis of this information, the validity of the order for the registration of the shipping line in question shall be cancelled as from the date of cancellation of the contract(s).

59. The registration of the shipping line entitles the vessels sailing under the line and listed in the Annex to the Order – the list of vessels – to receive the amount of harbour dues set out in the Rules for the Application of Port Dues in the Klaipėda State Sea Port. The arrivals necessary for the application of the reductions of the toll rates for liner vessels in the cases referred to in the Rules shall be calculated after the registration of the shipping line and the entry of the vessel in the list of vessels of the line.

60. The operator of the shipping line or their authorised representative, in order to replace a ship listed in the Annex to the Shipping Line Registration Order – List of Ships – by another ship or to add a new ship to the list, shall submit an application to the Port Authority, due to a change in ship repairs or changes in the volume of cargoes, indicating the reasons for the replacement of the ship with another ship (addition of a new ship) and the basic data of the ship (ship's name, IMO number (GT), passenger capacity).

61. The Port Authority shall examine the submitted documents within three (3) working days and either enter the vessel in the list of ships of the line by amending the order of registration of the shipping line, or provide the applicant with a reasoned written refusal to do so.

CHAPTER XII FINAL PROVISIONS

62. The Rules and amendments thereto shall be published on the website of the Port Authority [at www.portofklaipeda.lt](http://www.portofklaipeda.lt). The Rules must be reviewed and, if necessary (required), amended when the Government of the Republic of Lithuania amends the Schedule of the types of Klaipėda State Seaport charges, the list of their maximum amounts and the principles of their application approved by a resolution of the Lithuanian Government, or on any other grounds.

63. The accuracy of the information, data and documents, and information contained in the applications referred to in the Regulations and the information submitted with the applications shall be the responsibility of the person submitting such applications.
