

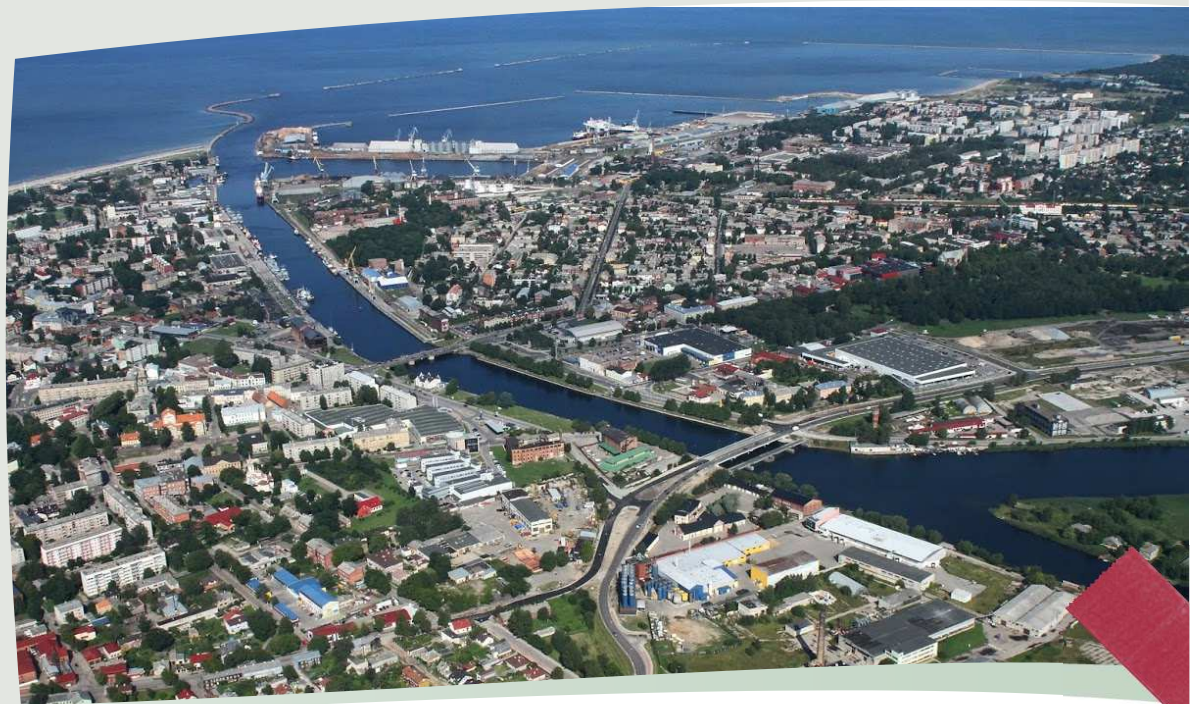
«Liepaja – an effective industrial and regional transit center»



Liepāja Special Economic Zone:

Liepāja Special Economic Zone was established in 1997 with the aim of developing trade, industry, and shipping and international freight flow via Latvia.

Liepāja Special Economic Zone will exist until 31st December, 2035.

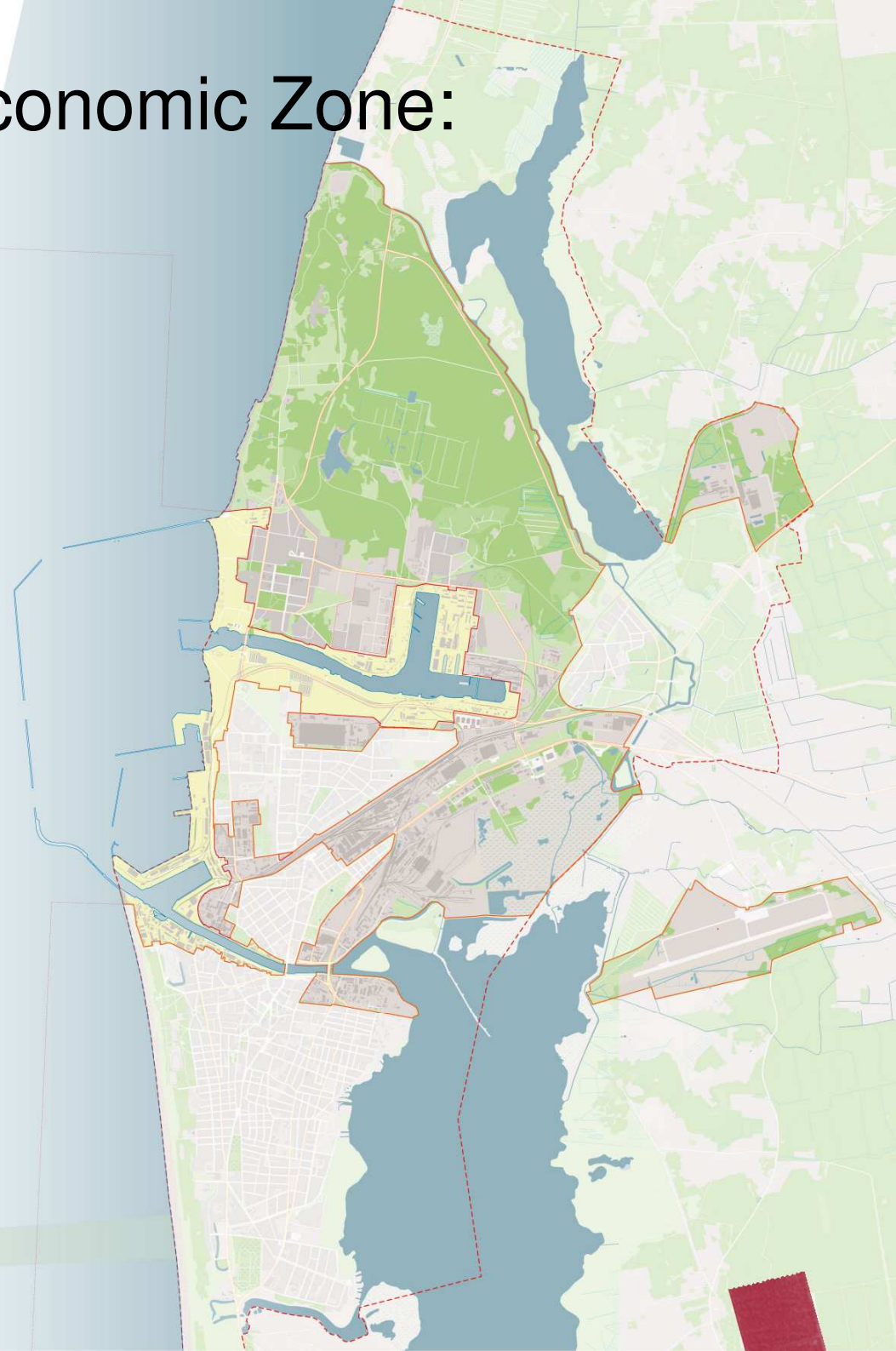




Liepaja Special Economic Zone: territory

Special Economic Zone occupies virtually all the non-residential territory of the city, comprising 3 979 ha or about 65% of the total territory. The main territories of the Liepaja SEZ are:

- Port with total area - 1 182 ha,
- Industrial area of the city - 543 ha,
- International airport - 251 ha,
- Former military base “Karosta” - 1 763 ha.





Liepaja Special Economic Zone: business incentives

The enterprises, which have acquired the status of a Free Zone enterprise, enjoy the right to indirect tax reductions as follows:

- 0% VAT rate on deliveries of goods and services in the special economic zone and free zone,
- Exemption of customs duties and excise tax on oil products in the Free Zone.





Liepaja Special Economic Zone: performance results

Number of enterprises (2016): 38

Investments (2014): 5.4 million EUR
including investments in modern technologies – 2.50 million EUR
investments in construction – 2.54 million EUR

Investments (1997 – 2014): 221.14 million EUR
including investments in modern technologies – 113.3 million EUR
investments in construction – 107.84 million EUR

Net turnover: (2014): 148.59 million EUR
including export: 93.02 million EUR

Number of concluded long term lease agreements: 176

Employees: 2 052



Liepāja Special Economic Zone: Liepāja Port

The Port of Liepāja is multifunctional and non-freezing port on the coast of the Baltic Sea, as well as the 3rd Latvia's largest port.

In the territory of the port are 16 cargo handling terminals, 17 ship agencies, freight forwarders, customs brokers and other companies, providing a diversity of value added activities and full range of cargo handling and storage services.

Regular RO-PAX service over routes Liepāja – Travemünde (Germany) and Liepāja – Nyneshamn (Sweden) are provided.

In addition, there are 2 ship building and repair companies and 2 fish processing companies.

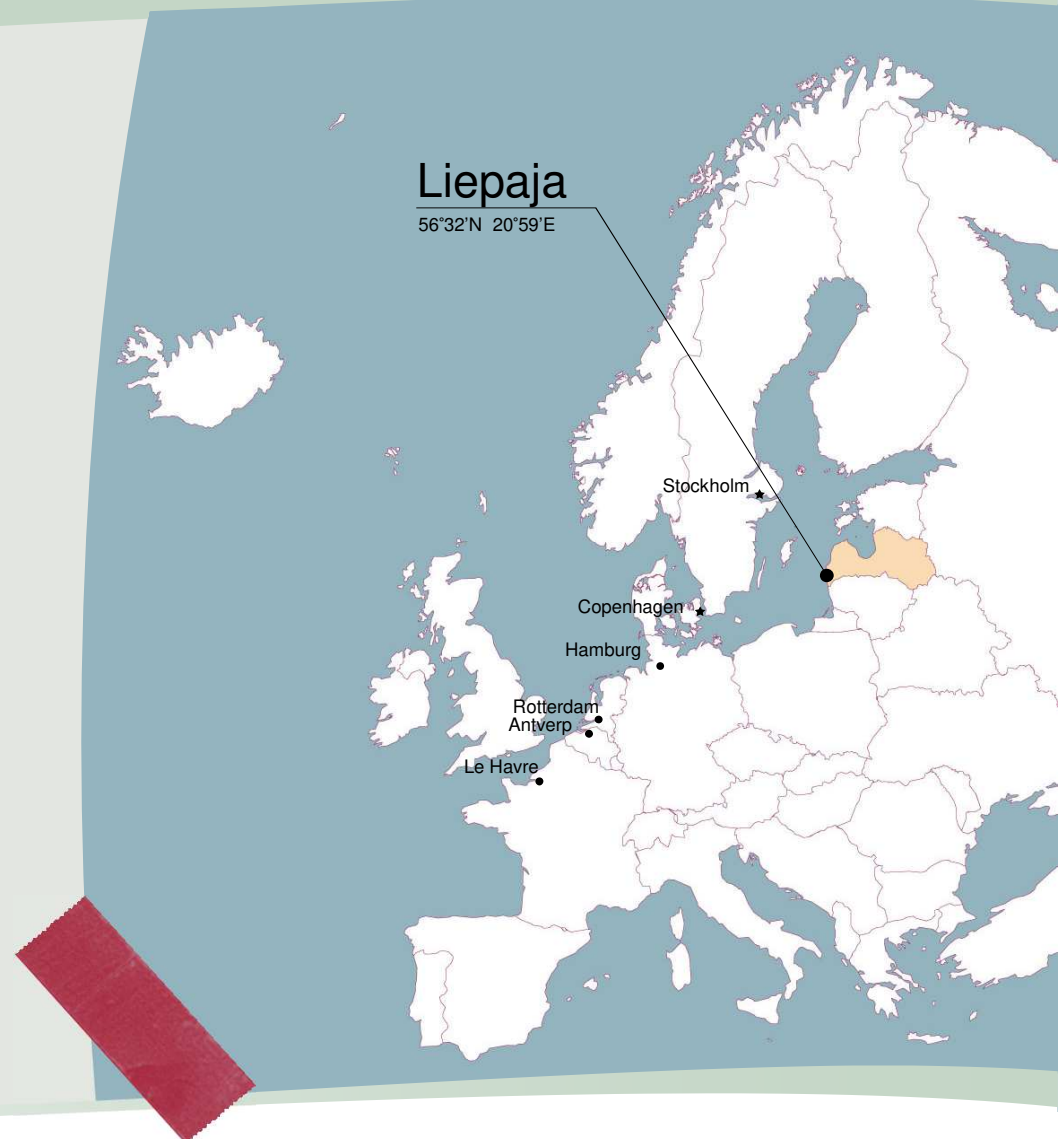




The Port of Liepaja: geographical location

Distance from Liepaja to major European ports:

- Stockholm - 216 n.m / 16 h
- Copenhagen - 325 n.m. / 26 h
- Hamburg - 493 n.m. / 36 h
- Antwerp - 1 024 n.m. / 80 h
- London - 1 025 n.m. / 70 h
- Rotterdam - 1 173 n.m. / 72 h
- Le Havre - 1 231 n.m. / 85 h





The Port of Liepaja: general information

Port territory - 1 182 ha

- Dry land - 372 ha
- Water basin - 810 ha

Number of berths, total - 80

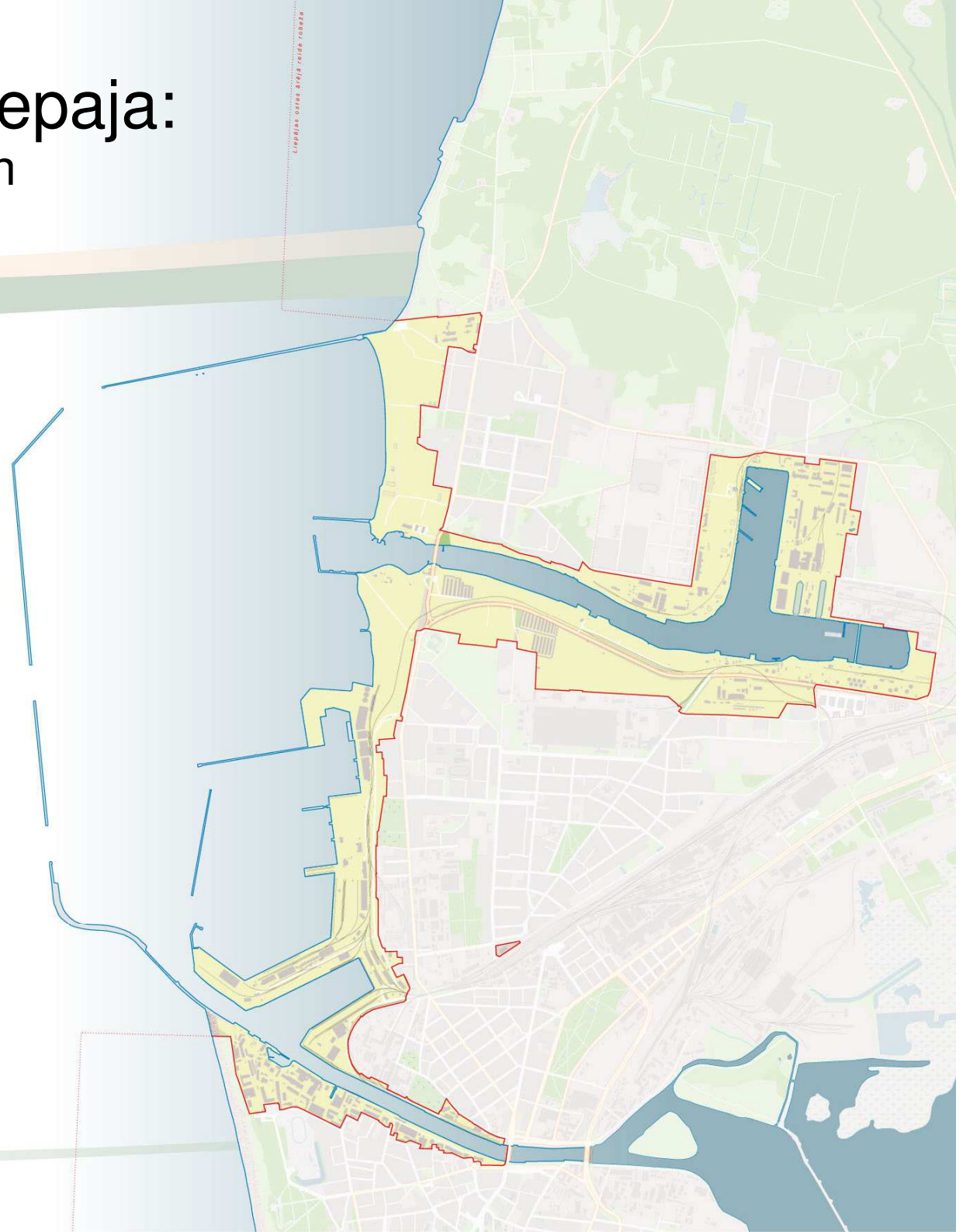
Length of berths, total - 10 000 m

Maximum draught of ships - 10.8 m

Maximum breadth of ships - 35 m

Maximum length of ships - 240 m

Cargo handling capacity - 9.2
million tons per year





The Port of Liepaja: berths

Specialization of berths:

Berths of dry cargo and general cargo - 5 500 m;

Berths for liquid cargo - 1 300 m;

Berths for fishing vessels and vessels
of port fleet - 1 500 m;

Berth for ship building and repair - 1 200 m;

Berths for pleasure boats and yachts - 550 m.





The Port of Liepaja: storage



The port provides for covered and closed storage of all kinds of cargo:

- Open cargo storage - 440 000 m²;
- Warehouses - 100 000 m²;
- Silos - 74 400 m³;
- Cold storage - 25 200 m³;
- Liquid cargo reservoirs - 75 000 m³.



The Port of Liepaja: equipment

Modern cargo handling equipment is at the disposal of port enterprises:

- Portal cranes (up to 40 t);
- Mobile cranes (up to 63 t);
- Loaders (up to 25 t);
- Other terminal equipment (up to 25 t).





The Port of Liepaja: yacht center

Yacht center of Liepaja is still located in its historical place - at the eastern part of Commercial canal - and have guests from all over the world.

Incoming yachts are provided with berthing place, water and electricity supply, guarding of berth. For the convenience of guests, there are provided sanitary facilities – WC, shower, laundry. Yacht center provide 24 hour a day agency services.

Yacht center is certified by Blue flag – world's most popular eco certificate.





The Port of Liepāja: ship building and repair

In the Port of Liepāja, there are 2 ship building and repair companies - AS «TOSMARE SHIPYARD» Jsc. un SIA «LIEPAJA SHIPYARD» Ltd.

«**TOSMARE SHIPYARD**» main type of activities are ship and boat building and repair, as well as repair of special devices.

«**LIEPAJA SHIPYARD**» is specialising in repair of marine and industrial diesel engines, as well as in production of certain types of engines.





The Port of Liepaja: innovative solutions in 2015



Grain cargo handling was finished in open sea:

“Liepaja Bulk Terminal” LSEZ Ltd. did an experiment with cargo handling in open sea. Specially equipped vessel and suitable for this procedure was used for the loading process. Such a solution will help to serve bigger panamax type vessels in the future.



Producing food chips in the port:

“Laskana” LSEZ Ltd. In cooperation with “Ekers Stivdors LP” LSEZ Ltd., produced and exported to Turkey high quality wood chips (32.5 thous.t.), which was produced on the sight from the birch pulpwood.



Transshipment of military equipment and machinery:

“Terrabalt” LSEZ Ltd. attracted project and oversized cargoes, including NATO military equipment. With «Stena Line» ferry boat from Germany were received 178 military equipment units, which were further sent via railway.



The Port of Liepāja:

cargo terminals



Dry bulk cargoes:

- agricultural products (grain, seeds, fodder)
- building materials (cement)
- biofuel (wood pellets, wood chips)



General cargoes:

- RO – RO cargoes
- timber
- non-ferrous metal and ferrous metal



Liquid cargoes:

- crude oil
- oil products
- chemical cargoes



The Port of Liepaja: liner traffic

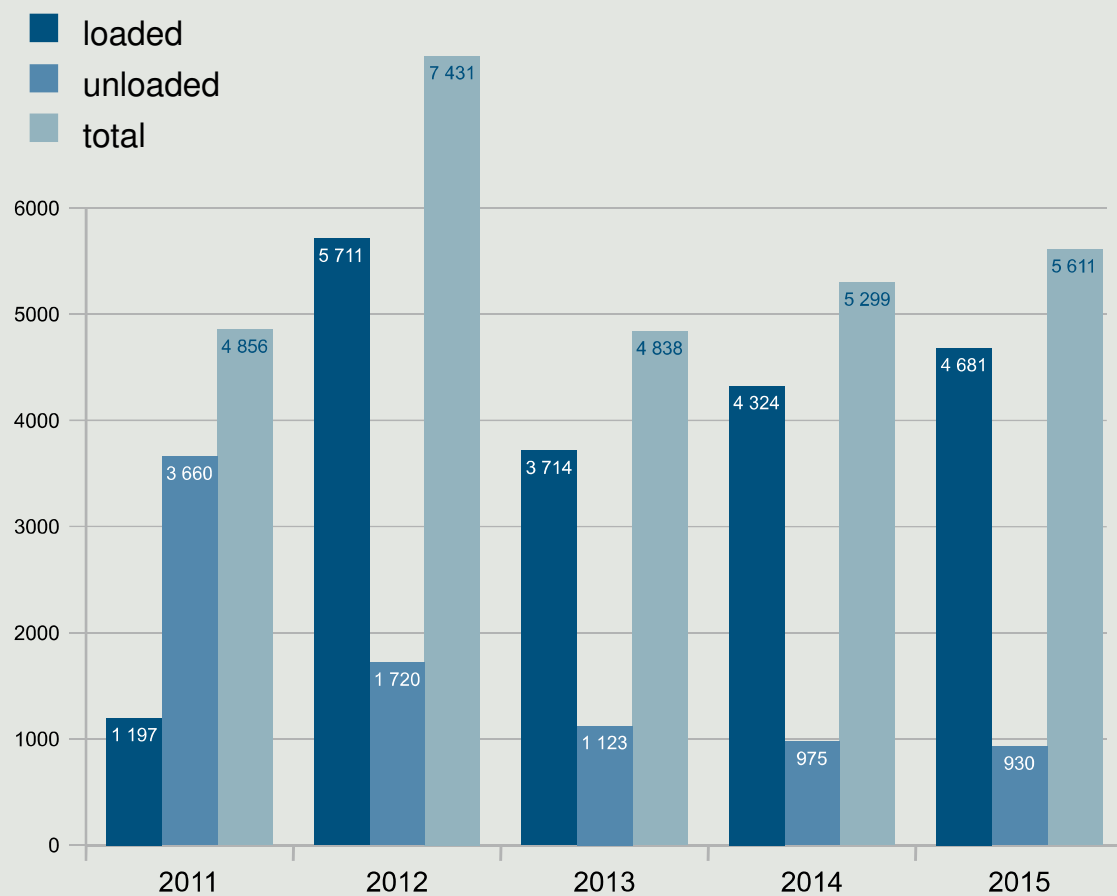
Regular Ro-Pax service over routes Liepaja – Travemünde (Germany) – Liepaja and Liepaja – Nynäshamn (Sweden) – Liepaja are ensured by Swedish operator Stena Line.





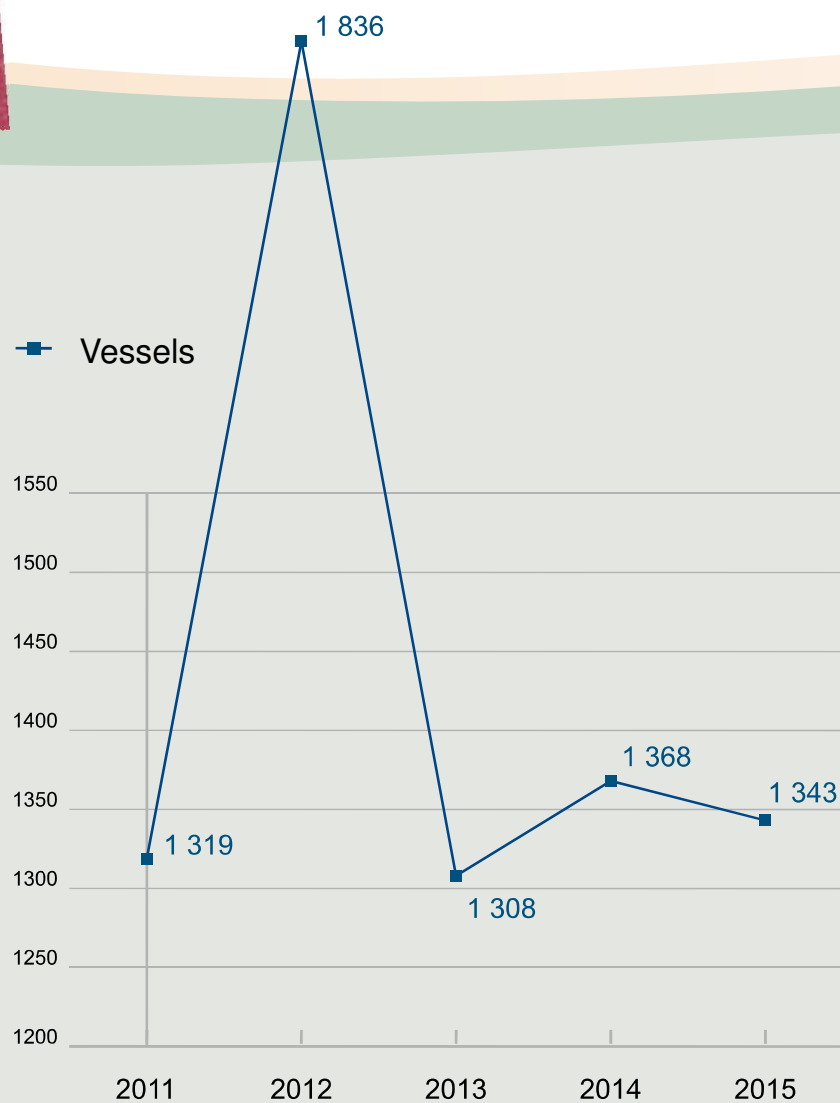
The Port of Liepaja:

cargo turnover, thous. tons



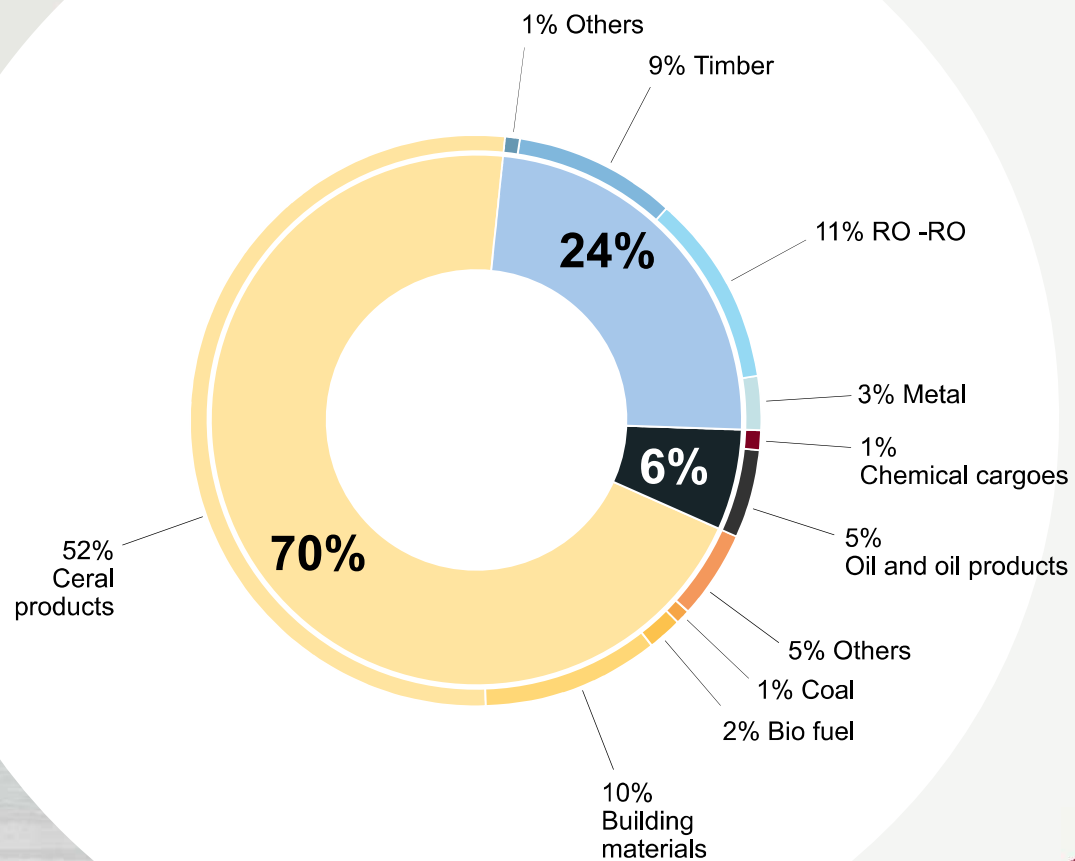
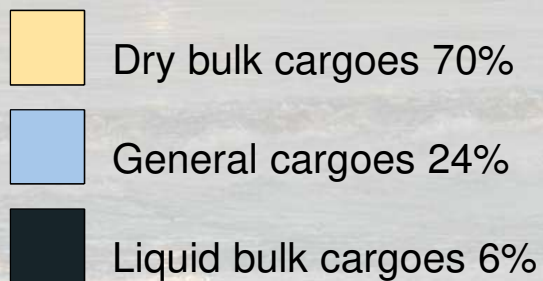


The Port of Liepaja: vessel turnover





The Port of Liepaja: cargo structure





Development projects: project „Dredging of the port of Liepaja”

Execution of the Project commenced on April 9, 2009 and Project completed on on August 31, 2015.

Implementation of the Project „Dredging of the port of Liepaja” included dredging of the port of Liepaja water area – port’s fairway and Freeport basin up to the water depth of 12.5 and 12.0 metres accordingly, Winter Harbour and Pilot channel to the water depth of 7.0 metres, installation of new navigational equipment – signs and buoys, as well as modernization of port’s Vessels Traffic Service Centre equipment.

Total costs of the Project are EUR 55 275 404.81, including eligible costs – EUR 45 003 140.90, EUR 33 725 158.11 out of which is co-financed by the European Union Cohesion Fund.





Development projects:

project „Clean – up of the historically polluted place Liepaja port Karosta channel, 1st phase”

Execution of the Project commenced on December 20, 2014, and Project completed on December 30, 2015.

Implementation of the Project „Clean – up of the historically polluted place Liepaja port Karosta channel, 1st phase” foresees removing of technogenic inclusions from the polluted sediments located at the bottom of the channel and determining of most appropriate polluted sediments clean – up method by excavating not less than 50 000 m³ of polluted material.

Total costs of the Project are EUR 9 600 498.45, including eligible costs – EUR 9 440 491.63, EUR 8 024 417.89 out of which is co-financed by the European Union Cohesion Fund.





Thank You for attention!



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