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Management Possibilities for End-of-Life and Derelict Fishing Gear (EOL/DFG) in Small Ports of Latvia: Situation Analysis and Selection of Two Pilot Sites

KURZEME PLANNING REGION

EE-LV00152 COREEL

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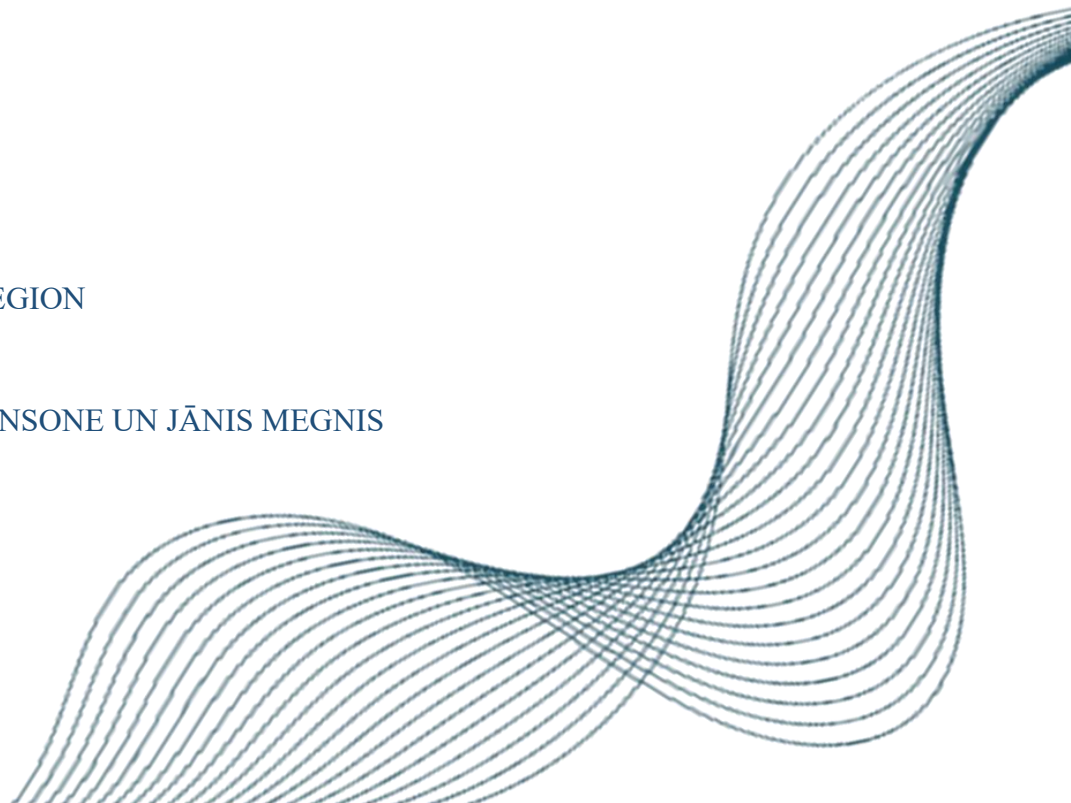

Summary

The fisheries sector in Latvia's coastal regions holds not only economic, but also significant social and cultural value. It forms the backbone of coastal community identity while providing employment and food resources. However, the sector today faces increasingly serious challenges—climate change, depletion of biological resources, and growing environmental requirements set by the European Union. These challenges highlight the need to adopt a comprehensive, ecosystem-based management approach that prioritizes environmental protection and sustainable resource use . (Berkes et al., 2000; WCED, 1987).

One of the most pressing threats to marine ecosystem sustainability is the uncontrolled release of fishing gear into the environment. End-of-life (EOL) and derelict fishing gear (DFG), including nets, traps, and bait containers, accumulate in marine and coastal ecosystems, leading to so-called "ghost fishing." This contributes to microplastic pollution and a decline in biodiversity (Ocean Conservancy & GGGI, 2022; FAO, 2020; HELCOM, 2023).

This issue also affects the Baltic Sea region, including Latvia, where discarded fishing gear accumulates along the coast, but the necessary infrastructure for its proper collection and management is still lacking. In the Gulf of Riga and other parts of the Latvian coast, much of this gear remains invisible, stored in open or closed company warehouses, not immediately contributing to visual degradation. However, there is a substantial risk that such stockpiles could cause environmental harm if companies cease operations or shift focus, leaving sites unmanaged.

Currently, the abandonment or loss of active fishing gear in coastal waters (up to 20 meters deep) is relatively rare. Nonetheless, a considerable volume of ghost nets remains from the 1970s–1980s, especially entangled on shipwrecks in deeper areas of the Gulf of Riga (beyond 20 meters). These primarily consist of bottom trawls made of nylon, lost due to limited navigation and fish-finding technologies at the time. Abandoned passive fishing gear—such as traps and set nets—can still be found anchored to the seabed and often remain there without being washed ashore, even during storms.

This situation is further underscored by Directive (EU) 2019/904 of the European Parliament and of the Council, which requires fishing gear producers to assume extended responsibility for the management of their products starting in 2025. This includes the obligation to establish systems for the collection and recycling of fishing gear and to ensure the necessary financial support.

Within the framework of the COREEL project (Collection and Recycling of End-of-Life and Lost Fishing Gear), opportunities are being assessed to develop a systematic and efficient approach for the management of EOL/DFG fishing gear in Latvia's small ports. The aim of this study is to assess the readiness of ports to implement appropriate infrastructure and to identify two pilot locations most suitable for project implementation. A multi-criteria approach was employed to achieve this goal, combining both quantitative and qualitative indicators—such as fishing activity intensity, existing infrastructure, logistical accessibility, the extent of historical pollution, and local community engagement.

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1. Overview of the Fisheries Sector in Latvia

The fisheries sector in Latvia forms a structured system that includes coastal fishing, fishing in the Gulf of Riga and the Baltic Sea, distant-water commercial fishing, as well as small-scale subsistence and recreational fishing. It plays a significant role both in the national economy and in the identity of local communities—providing food resources, employment opportunities, and cultural-historical continuity (Rural Support Network, 2024; Ministry of Agriculture, 2025).

The segmentation of fisheries in Latvia is based on several criteria—vessel length, type of fishing gear used, and the fishing zone. This approach enables targeted resource management, differentiated quota allocation, and more effective analysis of the environmental impact of fishing activities (Ministry of Agriculture, 2025).

1.1. Fleet Structure and Segments

As of December 31, 2024, the Latvian fishing fleet—comprising all vessels and boats registered in the country for commercial fishing—consisted of 663 units, with a total engine power of 38,750 kW and a gross tonnage (GT) of 21,701. The majority—619 units, or 93.4%—operate in coastal fisheries, with vessel lengths not exceeding 12 meters. These vessels primarily use passive fishing gear such as traps, gillnets, and pots. Although coastal fishing is seasonal, it holds significant socio-economic importance by providing jobs in small coastal settlements and helping preserve historical fishing traditions (Rural Support Network, 2024; Ministry of Agriculture, 2025).

It should be noted that industrial fishing also takes place in coastal waters, particularly beyond the 20-meter isobath. This zone is used by larger vessels (over 12 meters in length) equipped with active fishing gear, such as trawls. This spatial overlap means that coastal and industrial fisheries are not mutually exclusive segments—the primary differences lie in vessel specifications and fishing methods.

Distant-water fishing involves only a small number of vessels; however, they account for more than half of the fleet's total engine power and gross tonnage, thus significantly shaping the overall structure of the sector (Ministry of Agriculture, 2025).

Table 1. **Fisheries Segments in Latvia: Main Characteristics and Functional Role**

Segment	Vessel Length	Main Fishing Gear	Fishing Area	Description / Role
Coastal Fisheries	≤12 m	Traps, gillnets, fyke nets	Coastal waters of the Baltic Sea and the Gulf of Riga (up to 20 m isobath)	Traditional and seasonal; important for local employment and preservation of cultural heritage
Industrial Fisheries (Small-Scale)	12–24 m	Trawls	Baltic Sea and Gulf of Riga (beyond the 20 m isobath)	Industrial-scale fishing oriented toward export; significant economic impact
Industrial Fisheries (Large-Scale)	>24 m	Trawls, bottom trawls	Baltic Sea, the Arctic Ocean, and the Atlantic Ocean	Industrial-scale fishing oriented toward export; significant economic impact
Inland Fisheries	Various	Nets, traps, fishing rods	Lakes, rivers	Often recreational or for subsistence; also includes some commercial fishing activities
Recreational / Sport Fisheries	-	Rods, spinning gear, fish traps	Coastal and inland waters	High number of participants; notable impact on fish stocks; monitoring is required

Source: Ministry of Agriculture, 2024

1.2. Fleet Development Trends (2015–2024)

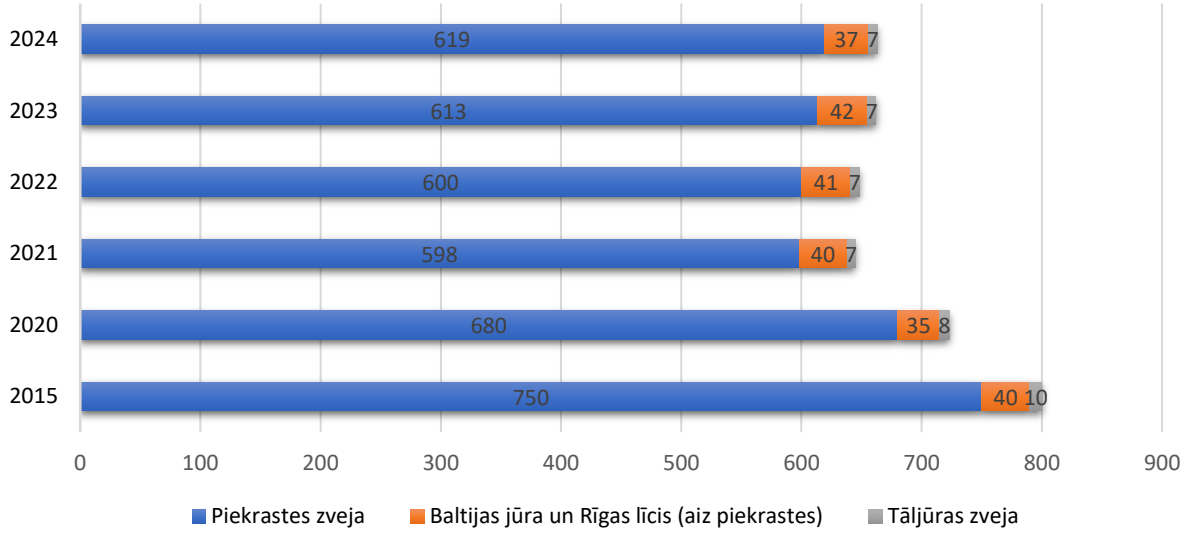
Over the past ten years, Latvia's fisheries sector has undergone significant structural changes, shaped by European Union policy directions as well as economic and environmental factors. Between 2015 and 2024, the total number of fishing vessels and boats decreased from 800 to 663, indicating a long-term downward trend and consolidation within the sector (Ministry of Agriculture, 2024).

The most notable decline has been observed in the coastal fisheries segment, where the number of vessels fell from 750 to 619—a drop of over 17%. This has primarily been driven by

rising operational costs, fluctuations in the availability of fish stocks, and market consolidation. Smaller, seasonally active enterprises often struggle to compete with larger and more technologically equipped operators, resulting in their exit from the industry (Rural Support Network, 2024).

In contrast to this trend, industrial fisheries—across both small and large vessel segments—have remained stable. These operations, thanks to their higher added value, investments in technology, and adaptability to market changes, account for the majority of the total catch volume.

Figure 1. **Distribution of Vessels and Boats in Latvian Fisheries (2015–2024)**



Source: Ministry of Agriculture: Annual Reports on the Latvian Fishing Fleet (2021–2024)

This development dynamic reflects an ongoing restructuring of the sector, characterized by a reduction in the number of vessels alongside a concentration of production capacity, technological equipment, and economic efficiency. The Latvian fishing fleet is gradually shifting from a numerous, locally distributed structure to fewer, but more powerful and efficient units.

Such a segmented and differentiated fisheries model forms the foundation for sustainable sector management. It enables the targeted implementation of the core principles of the European Union's Common Fisheries Policy (Regulation (EU) No 1380/2013)—namely, resource

conservation, ecosystem protection, and responsible governance in the public interest (European Parliament and Council, 2013).

1.3. Trends in Fishing Permit Issuance

Structural changes in Latvia's fisheries are reflected not only in the declining number of vessels but also in the trends related to the issuance of fishing permits. According to data compiled by the Ministry of Agriculture, the number of subsistence fishing permits dropped from 941 in 2020 to 668 in 2024—a decrease of 29% (MoA, 2020; MoA, 2024). This decline indicates both the increasing influence of regulatory frameworks and a reduced willingness among fishers to continue small-scale economic activity.

In contrast, permit dynamics in coastal commercial fishing have remained relatively stable overall. However, a significant increase was recorded in 2023—from 152 to 406 permits. This spike was most likely caused by changes in registration or reporting procedures rather than by an actual increase in fishing activity.

Table 2. **Number of Subsistence and Coastal Commercial Fishing Permits in Latvia**

Year	Subsistence Fishing	Coastal Commercial Fishing
2020	941	164
2021	915	158
2022	880	152
2023	795	406
2024	668	394

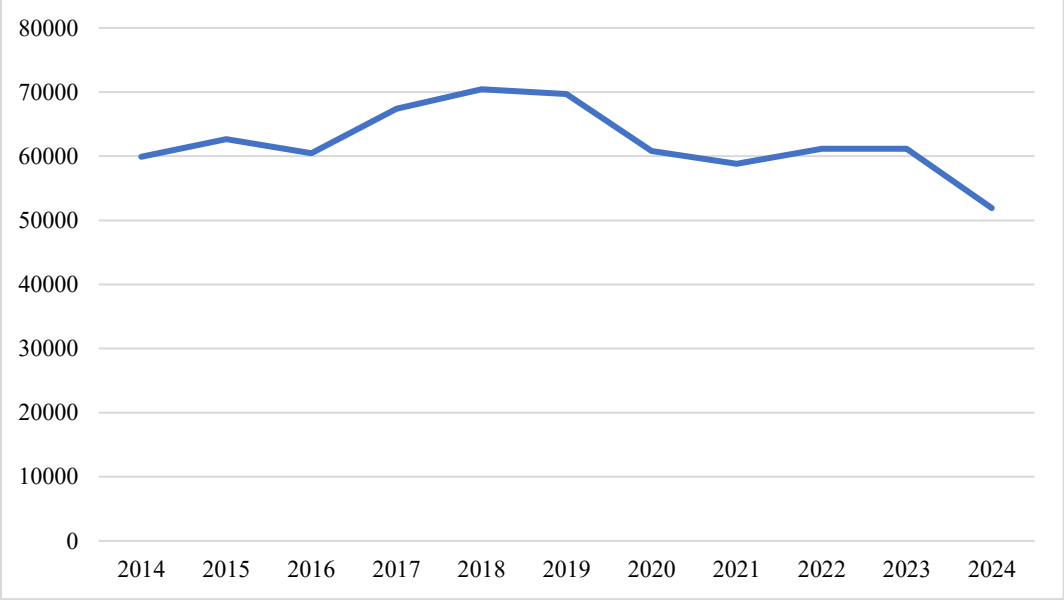
Source: Ministry of Agriculture, 2024

The data indicate a gradual transition towards a more professional and structured fisheries sector, characterized by targeted and economically justified fishing practices. Simultaneously, they underscore the need for a clear, accessible, and user-oriented regulatory framework, along with support mechanisms for small-scale fishers who play a vital role in the local economy and social fabric.

1.4. Fluctuations in Catch Volumes

Over the past eleven years, fish catch volumes in Latvia have shown significant fluctuations, reflecting the sector's vulnerability to both natural processes and economic and political conditions. Between 2014 and 2024, the total catch volume varied from as low as 51,900 tonnes to as high as 70,431 tonnes. The lowest volume was recorded in 2024 — 51,900 tonnes — while the highest was in 2018, with 70,431 tonnes caught. Following the peak in 2018, catch volumes have generally exhibited a downward trend, particularly in recent years — from 61,167 tonnes in 2022 to 51,900 tonnes in 2024 — marking the sharpest decline in the past decade.

Figure 2. **Changes in Catch Volumes in the Baltic Sea and the Gulf of Riga (2014–2024)**



Source: Latvian Fisheries Handbook, 2024; Official Statistics Portal, 2025

This dynamic highlights the high sensitivity of the fisheries sector to biological fluctuations in fish populations, the impacts of climate change on ecosystems, as well as the regulatory environment, including the EU quota policy. Economic factors—such as fuel and equipment costs, availability of human resources, and market demand—are also playing an increasingly important role.

Although a slight stabilization was observed in certain years (e.g., 2022 and 2023), the significant decline in 2024 indicates that the sector is facing new challenges. This underscores the critical importance of developing and implementing sustainable and adaptive fishing strategies to preserve both biodiversity and the long-term economic viability of the industry.

Summary

Latvia's fisheries sector is currently undergoing a process of structural and functional transformation. With a decreasing number of vessels and licenses, the sector is shifting toward a smaller but more technologically advanced and purposefully organized fleet. The coastal and subsistence fishing segments are experiencing a gradual decline, while the capacity of industrial fishing remains stable.

Fluctuations in catch volumes, the influence of the regulatory environment, and economic factors (such as demand, fuel prices, and quotas) continue to shape the development trajectory of the sector. At the same time, the need to balance fishing efficiency with sustainable resource use and the viability of local communities remains essential.

The following analysis will examine the role of small ports in supporting fisheries infrastructure and their potential in implementing circular economy elements, such as systems for collecting end-of-life and derelict fishing gear (EOL/DFG).

2. Small Ports in Latvia: Potential for Implementing EOL/DFG Collection Infrastructure

Small ports in Latvia play a vital role in coastal, Gulf of Riga, and Baltic Sea commercial and subsistence fisheries. They serve as bases for fishing vessels and boats, provide facilities for landing fresh catches, storing fishing gear, and—in most cases—also offer processing, cold storage, and product distribution for local or export markets. Based on this functionality, small ports can be considered suitable locations for the development of infrastructure for the collection of End-of-Life (EOL) and Derelict Fishing Gear (DFG).

Along the Latvian coastline, including the Gulf of Riga, seven small ports have been identified: Salacgrīva (including the adjacent Kuiviži fishing port), Skulte, Jūrmala, Engure, Mērsrags, Roja, and Pāvilosta.

Figure 4. **Small Ports in Latvia**

From these ports, six were selected for detailed study and evaluation within the project framework—Engure, Mērsrags, Pāvilosta, Roja, Salacgrīva (including Kuiviži), and Skulte. The port of Jūrmala was not included among the selected pilot sites due to its low fishing activity and insufficient infrastructure.

The selection was based on the ports' significance in the fisheries sector, geographic location, available data on catch volumes, and infrastructure capacity. A multifactor analysis was used, based on the following criteria:

- availability of existing infrastructure for the collection and management of fishing gear;
- availability and possible placement of containers;
- cooperation mechanisms with waste management operators;
- fishing intensity indicators;
- overall suitability of the port for implementing an EOL/DFG collection system.

Data were collected through a combination of qualitative and quantitative methods, including surveys and interviews conducted in March 2025 with fishermen and port representatives. This approach enables the identification of two pilot sites where the implementation of a targeted EOL/DFG collection system could begin in the future, thus promoting sustainable resource management and improving marine environmental quality along the Latvian coastline.

2.1. A Regional Approach to Addressing the EOL/DFG Challenge

To assess the suitability of Latvia's small ports for the implementation of End-of-Life and Derelict Fishing Gear (EOL/DFG) collection infrastructure, a comparative evaluation of six ports was carried out within the project framework. The assessment was based on a multifactor methodology aimed at analyzing each port's capacity, level of fishing activity, infrastructure condition, and compliance with regulatory requirements—including the availability of designated waste containers.

2.2. Fishing Vessel Activity

One of the key indicators reflecting the significance of ports within the regional fisheries and fish processing system is the intensity of fishing vessel activity. This intensity can be assessed by analyzing the volume of freshly landed fish, the frequency of vessel visits, and the technical capacity of ports to support such operations.

The higher the landing volumes and the more frequent the vessel traffic, the more active the fishing operations are—resulting in increased gear turnover and, accordingly, a growing need for systematic and targeted End-of-Life (EOL) fishing gear management. These indicators also indirectly reflect the potential scale of EOL/DFG flows and their impact on the port environment and infrastructure.

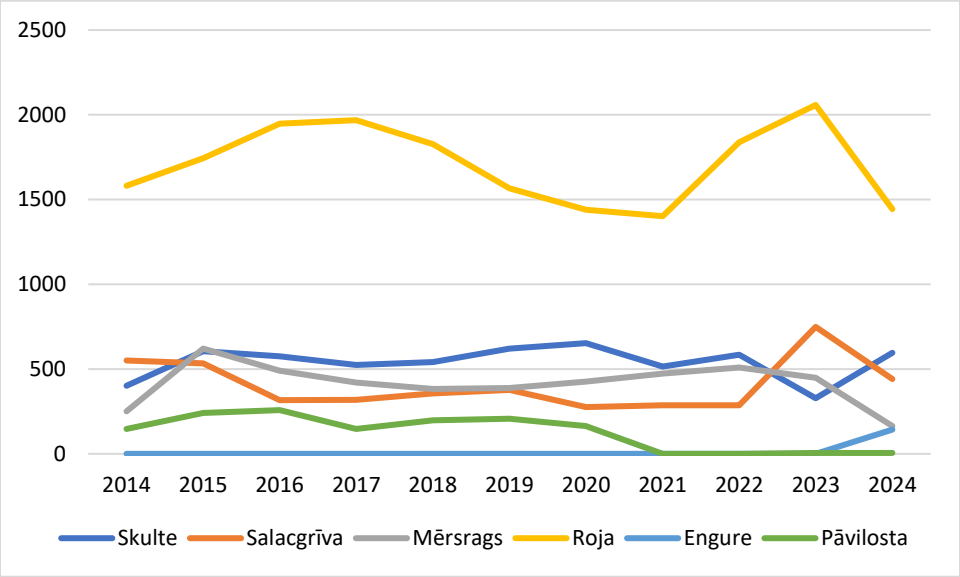
Table 3. **Landed Fish Volume in Tonnes (Latvian and Foreign Vessels)**

Port	2022	2023	2024
Engure	0.074	0.075	1.55
Mersrags	3359.915	3225.211	2853.829
Pavilosta	0	0.8772	0.299
Roja	14252.337	15133.004	12595.109
Salacgriva (t.sk. Kuivizi)	3074.511	3603.992	1393.3
Skulte	7276.495	7831.752	7281.627

Source: *Ministry of Agriculture, 2025*

The data illustrate a marked disparity in fishing activity across small ports in Latvia. Roja, Skulte, and Salacgrīva (including Kuiviži) consistently record the highest landed volumes, confirming their central role in the coastal fisheries sector. In contrast, ports like Engure and Pāvilosta show minimal landing activity, indicating lower fishing pressure and a potentially reduced need for large-scale EOL/DFG management solutions.

Figure 5. **Fishing Vessel Visits to Small Ports**



Source: Ministry of Agriculture, 2025

The frequency of fishing vessel visits reinforces the landing data, with Roja, Skulte, and Salacgrīva emerging as the most active small ports. High vessel turnover in these locations signals greater gear circulation and highlights their strategic importance for implementing EOL/DFG collection and management systems.

Based on data from the Ministry of Agriculture (2025) and interviews conducted within the COREEL project, Roja port emerges as the leading small fishing port in Latvia in both quantitative and qualitative terms, followed by the ports of Salacgrīva, Skulte, and Mērsrags. Roja reports the highest frequency of fish landings and vessel arrivals, clearly confirming its strategic importance in the coastal fisheries segment.

Such high fishing intensity directly correlates with a potentially significant flow of End-of-Life (EOL) and Derelict Fishing Gear (DFG). Therefore, these ports are identified as priority locations for establishing specialized infrastructure for the collection, sorting, and processing of fishing gear. They would serve as regional hubs in the implementation of a sustainable fishing gear management system.

2.3. Assessment of Port Infrastructure and Management Systems

The development of an effective End-of-Life and Derelict Fishing Gear (EOL/DFG) management system is not possible without adequate port infrastructure and regulation-based waste management planning. Latvian legislation stipulates that all ports, including small ports, must develop ship-generated waste management plans, update them regularly, and ensure that waste is received in accordance with circular economy and environmental protection principles.

At the same time, discrepancies are observed in practice between regulatory requirements, ship waste management plans approved by the State Environmental Service, and the actual situation. Under current regulations, these plans do not include a specific approach for the identification, collection, and further handling—disposal or recycling—of End-of-Life fishing gear. This creates a structural gap between the established policy and its implementation capacity, particularly in light of the Extended Producer Responsibility (EPR) provisions entering into force in 2025.

To assess port readiness to carry out EOL/DFG management functions, five key parameters were analyzed: plan validity and update status, presence of specialized infrastructure, cooperation with waste management operators, and public accessibility of the plans. The results are summarized in the comparative table below.

Table 4. **Status of Waste Management Plans and DFG/EOL Infrastructure in Small Ports (2025)**

Port	Year of Plan Development	Last Update	Validity Period	Infrastructure for Receiving Passively Retrieved DFG/EOL Gear	Waste Management Service Provider	Public Availability of Plan
Engure	2016	2023	5 years	Yes	SIA "Piejūra"	https://www.engure.lv/_files/ugd/0f6358_4883f75d85884421b624344dbb82f76b.pdf
Mersrags	2019	2023	5 years	Yes	SIA "Piejūra"	https://mersragsport.lv/wp-content/uploads/2017/07/ATKRITUMU-

Port	Year of Plan Development	Last Update	Validity Period	Infrastructure for Receiving Passively Retrieved DFG/EOL Gear	Waste Management Service Provider	Public Availability of Plan
						APSAIMNIEKOSANAS-PLANS-2023.pdf
Pavilosta	2014	2023	5 years	Yes	SIA "Pāvilostas komunālais uzņēmums"	http://pavilostaport.lv/?page_id=1622
Roja	2023	2023	5 years	Yes	SIA "Piejūra"	https://www.rojaport.lv/par-mums/dokumenti
Salacgriva (including the affiliated Kuivizi fishing port)	2021	2023	5 years	Yes	SIA "ZAAO"	https://salacgrivaport.lv/content/Atkritumu_apsaimnieko%C5%A1anas_pl%C4%81ns.pdf

The analysis reveals that all small ports have formally complied with current legal requirements to ensure the collection and handover of passively retrieved marine waste—including EOL/DFG fishing gear—to waste management service providers for disposal or recycling.

However, none of the small ports currently possess specialized infrastructure or dedicated systems for the collection and treatment of end-of-life fishing gear, primarily because such provisions are not mandated by existing regulations and no dedicated funding mechanisms have been identified for this purpose.

At the same time, the ports' general accessibility and their established cooperation models with local waste management providers are assessed positively. These elements form an important foundation for the development of an integrated approach that combines regulatory compliance, practical solutions, and active municipal involvement.

2.4. Overview of Regulatory Requirements

The capacity of small ports to ensure the effective collection and management of end-of-life and abandoned fishing gear (EOL/DFG) is closely linked to the existing regulatory framework. In Latvia, waste management in ports is governed by several national laws and Cabinet of Ministers regulations, which impose obligations on port authorities to develop waste reception and handling plans, organize waste collection, and regularly update these plans.

Below is a summary of the key regulatory acts that define the requirements for small ports in the context of DFG/EOL collection and management.

Table 5. **Overview of the Regulatory Framework for Small Ports**

Area	Requirements	Regulatory Act
Waste Management	Must be organized in accordance with national and municipal regulations	Waste Management Law (2010)
Reception of Ship-Generated Waste	Port waste reception plans must be developed and regularly updated	Cabinet Regulation No193 (2022) – likumi.lv
Duties of Port Authorities	Environmental oversight, organization of waste reception	Port Law, amendments2024 – likumi.lv
Plan Updates	At least once every 5 years	Cabinet Regulation No. 193 (2022)

Although the regulatory framework establishes general requirements for the management of ship-generated waste, the actual situation reveals significant shortcomings in the practical implementation of this system. Interview data from the State Environmental Service (SES), operating under the Ministry of Environmental Protection and Regional Development, show that compliance with the requirements of Cabinet Regulation No. 193 (2022) and the MARPOL Convention is fragmented in the case of fishing vessels.

According to the SES, oversight of waste disposal by fishing vessels is conducted using the THETIS-EU risk assessment system. Since small fishing vessels are most often classified as

low-risk units, they are not subject to regular inspections. Waste disposal controls are carried out only in exceptional cases—such as upon receiving complaints or observing pollution incidents.

Additionally, the SES emphasizes that while ports are required to ensure the management of ship-generated waste, they are not directly mandated to provide dedicated containers for collecting fishing gear. At the same time, the service acknowledges that fishing activity and practical demand in ports are the key factors justifying the need for such infrastructure. This position highlights a gap between the general nature of regulatory requirements and the practical necessity for specific solutions in fishing gear management.

2.5. Multi-Factor Evaluation and Selection of Pilot Project Sites

To justify the selection of the most suitable small ports for the implementation of infrastructure for the collection of end-of-life and derelict fishing gear (EOL/DFG), a comparative multi-factor evaluation was conducted within the framework of the project. The assessment of each port was based on five main criteria:

- Fishing activity – evaluates the intensity of fishing in the port based on the number of vessels, volume of landings, and diversity of fishing segments;
- Historical accumulation of EOL/DFG – indicates whether abandoned or end-of-life fishing gear has been historically identified within the port area;
- Condition and availability of existing infrastructure – refers to the suitability of quays, yards, and technical facilities for collection and management operations;
- Transport access – describes the quality of land access, proximity to main roads, and the feasibility of waste and material removal;
- Engagement and support from local institutions – assesses the involvement of municipalities and port authorities, their willingness to cooperate, and responsiveness to the project.

Each criterion was evaluated on a four-point scale (1–4), where 4 represents the highest possible score. The maximum total score for a single port was 20. This approach enabled both

quantitative and qualitative comparison of the ports' readiness levels, providing a clear and objective basis for selecting pilot project sites.

Table 6. **Small Ports by Multi-Factor Evaluation (Maximum Score: 20)**

Port	Fishing Activity	Historical EOL	Infrastructure	Logistics	Institutional Support	Total
Engure	1	1	2	4	4	12
Mērsrags	3	2	4	4	4	17
Pāvilosta	1	1	2	4	4	12
Roja	4	4	4	4	4	20
Salacgrīva	3	4	4	4	4	19
Skulte	3	2	4	4	4	17

The analysis clearly demonstrates that Roja Port, with the maximum score of 20, is the most suitable location for implementing the pilot project. It is closely followed by Salacgrīva (including Kuiviži Fishing Port) with 19 points. Both ports exhibit high fishing activity, well-developed infrastructure, favorable geographical positioning, and strong engagement from local municipalities and port authorities.

Mērsrags and Skulte, each scoring 17 points, are identified as promising locations for future system expansion. These ports demonstrate sufficient fishing activity and existing infrastructure that would allow for the implementation of EOL/DFG management measures without significant additional investment.

Despite limited fishing intensity and lower infrastructure scores, Engure and Pāvilosta show potential for development. In both ports, good logistical accessibility and institutional responsiveness are positive indicators that could support the establishment of specialized management functions in the future.

A more detailed assessment of each port is provided in Annex 1.

Figure 6. **Roja Port – Candidate Site for the Implementation of the DFG/EOL System**

Figure 7. **Salacgrīva (Kuiviži) – DFG/EOL Pilot Site Candidate**

Panoramic observations and local-scale interviews confirm that Roja and Salacgrīva ports possess the necessary infrastructure to initiate a specialized system for the collection, sorting, and further management of fishing gear. Therefore, these ports are justifiably designated as priority locations for the implementation of the pilot project.

2.6. Fishermen's Experience and Visual Evidence: The Issue of Accumulated Fishing Gear in Ports

To complement the multi-factor evaluation with practical insights from industry stakeholders, qualitative interviews were conducted with coastal fishermen in Roja and Salacgrīva (Kuiviži) ports as part of the COREEL project. The data obtained through these interviews provide a more detailed understanding of the scale of end-of-life fishing gear accumulation, existing infrastructure shortcomings, and fishermen's perspectives on necessary solutions.

Fishermen unanimously confirmed the lack of dedicated containers or designated storage areas for discarded fishing gear within the ports. As a result, gear is often stored for extended periods on private company premises—both in enclosed warehouses and open yards. This type of storage not only complicates site management but also poses significant environmental and safety risks within port areas.

Figure 8. **End-of-Life Fishing Gear Deposit at a Company Site in Roja**

Source: COREEL Interview, 2025

Figure 9. **End-of-Life Fishing Gear Deposit in Salacgrīva (Kuiviži)**

Source: COREEL Interview, 2025

The interview with a representative of the State Environmental Service (hereinafter – SES) confirmed that the institution does not possess systematic data on the handover of fishing gear in ports. It was stated that such cases are extremely rare: “Fishing gear is handed over in ports very rarely (less than one case over several years) or not at all.” This indicates that even in ports where theoretical reception options exist, their practical use is minimal. This situation significantly limits the effectiveness of an EOL/DFG collection system.

SES also provided information on how illegal fishing cases are handled. If abandoned gear is discovered without an identified owner, it is physically cut up and disposed of as household waste. If an owner can be identified, the gear is confiscated and handed over to the State Revenue Service. In neither scenario is recycling applied, highlighting a considerable opportunity for improvement through cooperation with material recycling companies.

Information provided by fishermen indicates that significant volumes of fishing gear accumulate in several coastal ports—ranging from 2 to even 8 tonnes per company. Storage on company premises is done out of necessity due to the lack of centralized collection and sorting infrastructure. Currently, ports do not offer dedicated containers or suitable areas for the handover or temporary storage of fishing gear.

Interviewed fishermen repeatedly emphasized their willingness to cooperate—provided that the collection procedure is clearly defined, easily accessible, and practically implementable. They stressed that without the involvement of local municipalities and port authorities, it will be impossible to establish an effective system. Therefore, implementing a sustainable fishing gear management system requires a comprehensive approach: setting up dedicated collection points in ports, organizing logistics routes for gear transportation, and building partnerships with recycling companies to promote the reuse of materials.

2.7. Justification for the Selection of Pilot Project Sites

The selection of pilot project sites was carried out by integrating the multi-factor quantitative assessment (see Section 2.5) with the results of interviews conducted with fishermen, in order to ensure the practical relevance, local engagement, and feasibility of implementation. This combined approach made it possible to identify ports where the availability of infrastructure, the intensity of fishing activity, and the attitude toward sustainable management solutions are in optimal balance.

Key Selection Criteria:

- Existing infrastructure for the collection, storage, and recycling of fishing gear – assessed whether the port already has suitable areas, covered storage spaces, warehouses, or the possibility to place containers that would enable the effective launch of EOL/DFG management without major capital investment. The higher the level of infrastructure readiness, the more realistically a pilot site can be established in the short term;
- Number and activity of fishermen – evaluated the number of active fishing units operating from the port, the seasonality of their work, and the diversity of fishing

segments. A higher proportion and volume of fishing activity indicates a practical need for an organized fishing gear management system;

- Willingness to cooperate – based on direct interviews with local fishermen, port authorities, and municipal representatives, the assessment focused on their attitude toward sustainable fishing gear management and their readiness to actively participate in the pilot project implementation;
- Problems with the accumulation of end-of-life fishing gear – identified locations where inappropriate storage, long-term accumulation, or environmental risks related to fishing gear were observed in or around the port. Such locations are considered priorities for intervention and change;
- Territorial balance across pilot sites – during the selection process, the geographical distribution of the candidate pilot sites was taken into account to ensure the system's applicability across various coastal regions and to support experience sharing throughout the Latvian coastline.

The following have been identified as priority pilot project sites:

- Roja Port – received the highest score in the multi-factor analysis; it demonstrates high fishing activity and a positive attitude from fishermen toward the initiative.
- Salacgrīva Port (Kuiviži) – the second-highest rated location; its port capacity and logistics, combined with strong engagement from local fishermen, make it particularly well-suited for project implementation.

The following sites have been identified as the next most suitable locations:

- Skulte and Mērsrags – have adequate infrastructure and a moderate level of activity, making them viable candidates for future system expansion.
- Engure and Pāvilosta – less active but suitable for small-scale pilot testing or as control sites to complement the evaluation.

This approach to site selection ensures not only data-driven decision-making, but also a sustainable development strategy grounded in local experience and stakeholder engagement.

Conclusions and Recommendations

Conclusions

The evaluation results confirm that Latvia's small ports have significant potential to serve as regional hubs for the collection, storage, and processing of End-of-Life and Derelict Fishing Gear (EOL/DFG). By combining a multi-factor quantitative assessment with qualitative insights from fishermen interviews, the following key conclusions have been drawn:

- Fishing activity: The highest intensity of fishing operations was recorded in the ports of Roja, Salacgrīva (Kuiviži), Skulte, and Mērsrags.
- Volume of EOL fishing gear: The largest accumulation of end-of-life fishing gear—both in enclosed and open storage areas—was observed in Roja and Salacgrīva.
- Infrastructure readiness: All analyzed ports have available infrastructure for the collection and storage of EOL/DFG; Roja, Salacgrīva (Kuiviži), Mērsrags, and Skulte also possess equipment for gear processing and handling.
- Waste management plans: All ports have valid and legally compliant waste management plans, which include provisions for the handling of passively collected EOL/DFG.
- Stakeholder and institutional engagement: A positive attitude toward the system's implementation was observed in all ports. However, additional support from national and EU-level institutions is required—particularly in terms of financing and recycling capacity.

These conclusions confirm that the fisheries sector in Latvia stands on the threshold of significant sustainability and structural transformation. The implementation of an end-of-life fishing gear (EOL/DFG) management system in small ports represents both a practical and strategic step toward applying circular economy principles and improving the quality of the marine environment.

Recommendations

Pilot Site Implementation Launch:

- Launch pilot site establishment in Roja and Salacgrīva (Kuiviži) ports, where high fishing intensity, significant accumulations of End-of-Life (EOL) gear, and available technical infrastructure provide favorable conditions.

  • Deploy DFG/EOL collection containers, establish a regular collection schedule, and ensure ongoing monitoring and data recording.

  • Promote cooperation with waste management and recycling companies to ensure effective handling of the DFG/EOL flow and support a circular economy approach.

Infrastructure and Cooperation Strengthening

- Develop the technical capacity of ports for the collection, processing, and storage of End-of-Life (EOL) and Derelict Fishing Gear (DFG).
- Expand cooperation with regional and cross-border partners (e.g., Estonia and Lithuania), building on best practice examples.
- Improve logistics solutions to ensure the efficiency of the recycling chain for collected materials.

Public Awareness and Engagement

- Organize targeted educational activities for fishermen and port authorities on procedures for managing End-of-Life (EOL) fishing gear.
- Launch awareness campaigns in coastal communities—especially those located in protected natural areas—to reduce environmental risks and enhance public understanding.

Strategic Development and Funding

- Develop a regional action plan for DFG/EOL management to coordinate efforts among ports, local governments, and stakeholders.
- Attract national and EU funding to support the establishment of infrastructure, data exchange platforms, and monitoring mechanisms.

- Ensure alignment with EU Directive 2019/904, which will introduce Extended Producer Responsibility (EPR) for fishing gear starting in 2025.

Regional Context: Kurzeme Planning Region

- Recommend the inclusion of Roja and Salacgrīva (Kuiviži) ports as priority pilot sites within the regional coordination system.

  • Establish a cooperation mechanism among ports, waste management operators, and environmental governance institutions (MoEPRD, MoA).

  • Organize regional public awareness events on DFG/EOL management solutions.

This assessment reinforces the importance of evidence-based governance, demonstrating how environmental protection, public participation, and technical infrastructure can work in harmony. Sustainable fishing gear management is not merely an environmental issue—it represents a strategic approach to ensuring sustainable, competitive, and socially responsible coastal development in Latvia.

Summary

The assessment was carried out within the framework of the COREEL project, which aims to reduce marine pollution and promote sustainable waste management in the Baltic Sea region. Given the significance of the fishing sector in Latvia, six small ports were evaluated: Engure, Mērsrags, Pāvilosta, Roja, Salacgrīva (Kuiviži), and Skulte.

The analysis followed a unified set of criteria, including fishing activity levels, the presence of End-of-Life (EOL) and Derelict Fishing Gear (DFG) deposits, the availability of infrastructure, the development of waste management systems, technical capacity, and support from local communities.

The situation assessment identified Roja and Salacgrīva (Kuiviži) ports as the most suitable sites for launching pilot projects focused on collecting and managing EOL/DFG fishing gear. In parallel, the evaluation provided concrete recommendations for improving port technical capacity and strengthening cooperation with waste management operators.

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Annex 1. Survey on Waste Reception Facilities in Latvian Fishing Ports

Survey on Port Reception Facilities (PRF) at the Latvian Fishing Harbours		
1.	**Location**	Latvia
	Area	Talsu region
	Address	Roja, Ostas Str. 1
	Coordinates	57°30'24.5" N ; 22°48'04.8" E See:https://www.google.com/maps/@57.4923516,22.7851968,11.6z?entry=ttu&g_ep=EgoyMDI1MDMwNC4wIKXMDSoASAFQAw%3D%3D
2.	**Owner of the harbour**	
	Name	**Roja port authority**
	Registry code/number	LV 90000338814
	Land/harbour basin ownership	Owner in accordance with the Law on Ports of the Republic of Latvia Roja port authority
3.	**CONTACT DETAILS:**	
	Harbour master (or any other main contact person)	Port manager Janis Megnis
	Phone	+371-29-238127
	E-mail	rojaport@apollo.lv
	Web page	www.rojaport.lv
	VHF canal/frequency	12/ 16 Emergencies
4.	**Map / Harbour overview / Layout (attached)**	See: https://www.rojaport.lv/docs/1518/kartes/roja2023_Piestatnu%20shema.pdf
5.	**Pictures** (attached) *(basin, quays, floating pontoons, buildings, harbour office, slips, crane, if possible aerophoto)*	See: https://www.rojaport.lv/infrastruktura
6.	**WASTE MANAGEMENT; Previous developement**	
	Time of Construction/completion/renovation of main buildings/facilities;	
	Financial support received (For PRF)	
	Does the harbour have a development plan/ waist management plan	Port development plan yes. Waist management plan yes. https://www.rojaport.lv/par-mums/dokumenti
	Current status of Port Reception Facilities; Development plans	Valid
	Waste Management company in charge/servicing the harbour	SIA "Waste Management Company "Piejūra""/ SIA "Oil Recovery"
	Contact person of the waste management	Harbour master

7.	**Mooring and communications on pier/quay**	
	availability of electricity	Yes
	availability of water	Yes
	discharge of black water/pump-out station on quay	Yes
8.	**Containers**	
	available quantity	10 Incl. Domestic waste/ paper and plastic mix/ glass/ Oil rags. 1 place for storage fished waste
	Security: lockable containers	No. Teritory of port is guarded
	Mobility: equipped with wheels for easy relocation within the port	Yes
	Has the harbour participated in Fishing for Litter or other DFG removal activities; year	No
9.	**Depht**	
	Min depht close to quay	5,0 m – 3,0 m
	Min depht fairwy / channel	5,0 m – 3,0 m
10.	**Max dimensions of the vessel**	
	lenght	115 m
	width	20 m
	hull depth	5,0 m
11.	**CAPACITY to host/receive vessels**	
	The total number of places for mooring	Yachts 50, fishing vesels 10 – 20 depends on length, 2 cargo vesels length up to 115 m
	Guest places	Available
	Berth/mooring place cost for renting	In accordance with the Roja Port Fees and Port Service Thresholdsfees https://www.rojaport.lv/docs/1518/dokumenti/Rojas%20ostas%20maksas%20ar%20grozijumiem%20no%2022.05.2023.pdf Berth costs for yachts and motor boats: length from 6m to 12 m 30 EUR/ per day from 3rd day 25 EUR per day; length from 12 m to 20 m 35 EUR / per day from 3rd day 30 EUR/ per day; length more than 20 m and katamarans 45 EUR / per day from 3rd day 40 EUR/ per day Cauculation algoritm https://www.rojaport.lv/jahtam
12.	**FASTENING**	
	pollar, buoy, shipboard, other	Shipboard/ pollar
	What type of quay structures	Reinforced concrete/ Floating pontoons
13.	**NAVIGATION/SAFETY/EMERGENCY SERVICES**	

	Basin area	
	Wind and wave conditions / are harbour structures fit / designed for giving shelter	Designed for giving shelter
	Navigation season	All year
	pilot and technical support	Pilot un tug sevice
	oil / pollution recovery	Yes
14.	**DISTANCE FROM THE PUBLIC ROAD**	
	Distance (m)	100 m
	asphalt surfacing or other	Asphalt
15.	**MAIN FUNCTIONS OF THE HARBOUR** *(fishery, pleasure craft/recreational boating, tourism; transport of goods, ferry terminal; service of the state owned craft)***:**	Transport of goods, fishery, pleasure craft/recreational boating, tourism
16.	**Statistics about visitors:**	
	How many guest boats	On 2024: Transport vessels calls 16; Fishing vessels calls 1444; Gest yachts 155 calls
	Tourist percentage %	
	How many permanent vessels	Fishing vessels 8; Yachts 10
17.	**Customs/Pasport control**	Yes
18.	**SANITARY**	
	WC	Yes
	Shower	Yes
	Sauna	
19.	**ADDITIONAL SERVICES** *(distance)***:**	
	Pharmacy	Aprox. 100 m
	Electricity	In port
	Pump-out	In port
	BBQ Resting area	Aprox. 100 m
	Hospital	Doctorate 500 m; regional hospitam 36 km
	Information kiosk	Aprox. 100 m
	Internet/WiFi	Available in yacht port
	Household Waste	In port
	Bike rental	No
	Drinking water	In port
	Fuel	On order

	Caravan services	No
	Grocery	Aprox. 200 m
	Crane	In port
	Playground	Aprox. 300 m
	Accommodation	Aprox. 200 m
	Boat supplies	In port
	ATM / Bank office	ATM 200 m
	Parking lots for visitors	In a range 200 m
	Laundry	In port
	Postal office	Aprox. 1 km
	Ferry terminal	No
	Harbour office	In port
	Slip	Yes.
	ship storage site	No
	Bathing place	
	Workshop	In port
	112 rescue phone	
	Restaurant	200 m
	Lighting / Illumination	Yes
	Security services / night watchman	No
	Water supply	In port
	Public transport	300 m
	Other	
20.	**STRATGICAL LOCATION (close to the city, tourism location, landmark, nature, atractions, speciality etc.)**	Yes
21.	**ENVIRONMENTAL ASPECTS (Blue flag etc)**	
	Blue Flag harbour; other environmental standards	No
22.	**WP2 workshop: possibility to organize in port, preferably in a separate area**	
	Equipment: fishing net roller for pressure washing and dismantling nets, ropes, and wire.	Yes
	Facility: enclosed space for sorting and pre-processing (weather protection)	Yes
	Logistics: forklift available for moving big bags/pallets with EOL/DFG	Yes

Survey on Port Reception Facilities (PRF) at the Latvian Fishing Harbours		
1.	**Location**	Latvia
	Area	Dienvidkurzemes region
	Address	Dzintaru Str 2A, Pavilosta
	Coordinates	56°53.5'N, 21°10'E
2.	**Owner of the harbour**	
	Name	**Pavilostas port authority**
	Registry code/number	Reģ. Nr. 90000392079
	Land/harbour basin ownership	Owner in accordance with the Law on Ports of the Republic of Latvia Pavilostas port authority
3.	**CONTACT DETAILS:**	
	Harbour master (or any other main contact person)	Port manager Artis Rimma
	Phone	+371 29463351
	E-mail	info@pavilostaport.lv
	Web page	http://pavilostaport.lv/
	VHF canal/frequency	12/ 16 Emergencies
4.	**Map / Harbour overview / Layout (attached)**	http://pavilostaport.lv/?page_id=104
5.	**Pictures** (attached) *(basin, quays, floating pontoons, buildings, harbour office, slips, crane, if possible aerophoto)*	Web online: http://pavilostaport.lv/?page_id=241 Yachts quays: http://pavilostaport.lv/?page_id=15 Fishing quays: http://pavilostaport.lv/?page_id=88
6.	**WASTE MANAGEMENT; Previous developement**	
	Time of Construction/completion/renovation of main buildings/facilities;	
	Financial support received (For PRF)	
	Does the harbour have a development plan/ waist management plan	Port development plan yes. Waist management plan yes http://pavilostaport.lv/?page_id=1622
	Current status of Port Reception Facilities; Development plans	Valid
	Waste Management company in charge/servicing the harbour	SIA „ECO BALTIA VIDE"/ SIA "eSYS"/ SIA Grobiņas Namserviss.
	Contact person of the waste management	Port manager Artis Rimma +371 29463351
7.	**Mooring and communications on pier/quay**	
	availability of electricity	Yes
	availability of water	Yes

	discharge of black water/pump-out station on quay	Yes
8.	**Containers**	
	available quantity	Conteiners: 2 Domestic/1 Glass/ 1 Paper Plastic Mix/ 1 Oil rags. 1 place for storage fished waste
	Security: lockable containers	No. Area is monitored, including video surveillance.
	Mobility: equipped with wheels for easy relocation within the port	Yes
	Has the harbour participated in Fishing for Litter or other DFG removal activities; year	No
9.	**Depht**	
	Min depht close to quay	2,5 m – 3,0 m
	Min depht fairwy / channel	3,0 m
10.	**Max dimensions of the vessel**	
	lenght	25 m
	width	5 m
	hull depth	2,5 m
11.	**CAPACITY to host/receive vessels**	
	The total number of places for mooring	Yachts and motor boats 30
	Guest places	Available
	Berth/mooring place cost for renting	In accordance with the Pavilosta Port Service Fees http://pavilostaport.lv/wp-content/uploads/Tarifi_2024.pdf Berth costs for yachts and motor boats: length up to 8 m 15 EUR per day; length from 8 m to 12 m 25 EUR/ per day; length from 12 m and more 30 EUR / per day
12.	**FASTENING**	
	pollar, buoy, shipboard, other	Shipboard/ pollar
	What type of quay structures	Reinforced concrete/ Floating pontoons
13.	**NAVIGATION/SAFETY/EMERGENCY SERVICES**	
	Basin area	
	Wind and wave conditions / are harbour structures fit / designed for giving shelter	Designed for giving shelter
	Navigation season	Seasonal for yachts, all year for fishing boats
	pilot and technical support	
	oil / pollution recovery	
14.	**DISTANCE FROM THE PUBLIC ROAD**	

	Distance (m)	50 m
	asphalt surfacing or other	Asphalt
15.	**MAIN FUNCTIONS OF THE HARBOUR** *(fishery, pleasure craft/recreational boating, tourism; transport of goods, ferry terminal; service of the state owned craft)***:**	Leasure craft/recreational boating, tourism, coastal fishing
16.	**Statistics about visitors:**	
	How many guest boats	On 2024: Gest yachts 190 calls
	Tourist percentage %	
	How many permanent vessels	Yachts 10; coastal fishing boats 9
17.	**Customs/Pasport control**	No
18.	**SANITARY**	
	WC	Yes
	Shower	Yes
	Sauna	Yes
19.	**ADDITIONAL SERVICES** *(distance)***:**	
	Pharmacy	Aprox. 100 m
	Electricity	In port
	Pump-out	In port
	BBQ Resting area	In port
	Hospital	Doctorate in area; regional hospitam 55 km
	Information kiosk	In port
	Internet/WiFi	Available in yacht port
	Household Waste	In port
	Bike rental	Available in area
	Drinking water	In port
	Fuel	In port
	Caravan services	Yes
	Grocery	Aprox. 200 m
	Crane	Yes
	Playground	Aprox. 300 m
	Accommodation	Available in area
	Boat supplies	In port
	ATM / Bank office	ATM 200 m
	Parking lots for visitors	In a range 200 m
	Laundry	In port
	Postal office	Aprox. 200 m

	Ferry terminal	No
	Harbour office	In port
	Slip	Yes.
	ship storage site	Yes
	Bathing place	
	Workshop	In port
	112 rescue phone	
	Restaurant	100 m
	Lighting / Illumination	Yes
	Security services / night watchman	No
	Water supply	In port
	Public transport	200 m
	Other	
20.	**STRATGICAL LOCATION (close to the city, tourism location, landmark, nature, atractions, speciality etc.)**	Yes
21.	**ENVIRONMENTAL ASPECTS (Blue flag etc)**	
	Blue Flag harbour; other environmental standards	No
22.	**WP2 workshop: possibility to organize in port, preferably in a separate area**	
	Equipment: fishing net roller for pressure washing and dismantling nets, ropes, and wire.	Yes
	Facility: enclosed space for sorting and pre-processing (weather protection)	Yes
	Logistics: forklift available for moving big bags/pallets with EOL/DFG	No

Survey on Port Reception Facilities (PRF) at the Latvian Fishing Harbours		
1.	**Location**	Latvia
	Area	Talsu region
	Address	Roja, Ostas Str. 1
	Coordinates	57°30'24.5″ N ; 22°48'04.8″ E See:https://www.google.com/maps/@57.4923516,22.7851968,11.6z?entry=ttu&g_ep=EgoyMDI1MDMwNC4wIKXMDSoASAFQAw%3D%3D
2.	**Owner of the harbour**	
	Name	**Roja port authority**
	Registry code/number	LV 90000338814
	Land/harbour basin ownership	Owner in accordance with the Law on Ports of the Republic of Latvia Roja port authority
3.	**CONTACT DETAILS:**	
	Harbour master (or any other main contact person)	Port manager Janis Megnis
	Phone	+371-29-238127
	E-mail	rojaport@apollo.lv
	Web page	www.rojaport.lv
	VHF canal/frequency	12/ 16 Emergencies
4.	**Map / Harbour overview / Layout (attached)**	See: https://www.rojaport.lv/docs/1518/kartes/roja2023_Piestatnu%20shema.pdf
5.	**Pictures** (attached) *(basin, quays, floating pontoons, buildings, harbour office, slips, crane, if possible aerophoto)*	See: https://www.rojaport.lv/infrastruktura
6.	**WASTE MANAGEMENT; Previous developement**	
	Time of Construction/completion/renovation of main buildings/facilities;	
	Financial support received (For PRF)	
	Does the harbour have a development plan/ waist management plan	Port development plan yes. Waist management plan yes. https://www.rojaport.lv/par-mums/dokumenti
	Current status of Port Reception Facilities; Development plans	Valid
	Waste Management company in charge/servicing the harbour	SIA "Waste Management Company "Piejūra""/ SIA "Oil Recovery"
	Contact person of the waste management	Harbour master

7.	**Mooring and communications on pier/quay**	
	availability of electricity	Yes
	availability of water	Yes
	discharge of black water/pump-out station on quay	Yes
8.	**Containers**	
	available quantity	10 Incl. Domestic waste/ paper and plastic mix/ glass/ Oil rags. 1 place for storage fished waste
	Security: lockable containers	No. Teritory of port is guarded
	Mobility: equipped with wheels for easy relocation within the port	Yes
	Has the harbour participated in Fishing for Litter or other DFG removal activities; year	No
9.	**Depht**	
	Min depht close to quay	5,0 m – 3,0 m
	Min depht fairwy / channel	5,0 m – 3,0 m
10.	**Max dimensions of the vessel**	
	lenght	115 m
	width	20 m
	hull depth	5,0 m
11.	**CAPACITY to host/receive vessels**	
	The total number of places for mooring	Yachts 50, fishing vesels 10 – 20 depends on length, 2 cargo vesels length up to 115 m
	Guest places	Available
	Berth/mooring place cost for renting	In accordance with the Roja Port Fees and Port Service Thresholdsfees https://www.rojaport.lv/docs/1518/dokumenti/Rojas%20ostas%20maksas%20ar%20grozijumiem%20no%2022.05.2023.pdf Berth costs for yachts and motor boats: length from 6m to 12 m 30 EUR/ per day from 3rd day 25 EUR per day; length from 12 m to 20 m 35 EUR / per day from 3rd day 30 EUR/ per day; length more than 20 m and katamarans 45 EUR / per day from 3rd day 40 EUR/ per day Cauculation algoritm https://www.rojaport.lv/jahtam
12.	**FASTENING**	
	pollar, buoy, shipboard, other	Shipboard/ pollar
	What type of quay structures	Reinforced concrete/ Floating pontoons
13.	**NAVIGATION/SAFETY/EMERGENCY SERVICES**	

	Basin area	
	Wind and wave conditions / are harbour structures fit / designed for giving shelter	Designed for giving shelter
	Navigation season	All year
	pilot and technical support	Pilot un tug sevice
	oil / pollution recovery	Yes
14.	**DISTANCE FROM THE PUBLIC ROAD**	
	Distance (m)	100 m
	asphalt surfacing or other	Asphalt
15.	**MAIN FUNCTIONS OF THE HARBOUR** *(fishery, pleasure craft/recreational boating, tourism; transport of goods, ferry terminal; service of the state owned craft)***:**	Transport of goods, fishery, pleasure craft/recreational boating, tourism
16.	**Statistics about visitors:**	
	How many guest boats	On 2024: Transport vessels calls 16; Fishing vessels calls 1444; Gest yachts 155 calls
	Tourist percentage %	
	How many permanent vessels	Fishing vessels 8; Yachts 10
17.	**Customs/Pasport control**	Yes
18.	**SANITARY**	
	WC	Yes
	Shower	Yes
	Sauna	
19.	**ADDITIONAL SERVICES** *(distance)***:**	
	Pharmacy	Aprox. 100 m
	Electricity	In port
	Pump-out	In port
	BBQ Resting area	Aprox. 100 m
	Hospital	Doctorate 500 m; regional hospitam 36 km
	Information kiosk	Aprox. 100 m
	Internet/WiFi	Available in yacht port
	Household Waste	In port
	Bike rental	No
	Drinking water	In port
	Fuel	On order

	Caravan services	No
	Grocery	Aprox. 200 m
	Crane	In port
	Playground	Aprox. 300 m
	Accommodation	Aprox. 200 m
	Boat supplies	In port
	ATM / Bank office	ATM 200 m
	Parking lots for visitors	In a range 200 m
	Laundry	In port
	Postal office	Aprox. 1 km
	Ferry terminal	No
	Harbour office	In port
	Slip	Yes.
	ship storage site	No
	Bathing place	
	Workshop	In port
	112 rescue phone	
	Restaurant	200 m
	Lighting / Illumination	Yes
	Security services / night watchman	No
	Water supply	In port
	Public transport	300 m
	Other	
20.	**STRATGICAL LOCATION (close to the city, tourism location, landmark, nature, atractions, speciality etc.)**	Yes
21.	**ENVIRONMENTAL ASPECTS (Blue flag etc)**	
	Blue Flag harbour; other environmental standards	No
22.	**WP2 workshop: possibility to organize in port, preferably in a separate area**	
	Equipment: fishing net roller for pressure washing and dismantling nets, ropes, and wire.	Yes
	Facility: enclosed space for sorting and pre-processing (weather protection)	Yes
	Logistics: forklift available for moving big bags/pallets with EOL/DFG	Yes

Survey on Port Reception Facilities (PRF) at the Latvian Fishing Harbours		
1.	**Location**	Latvia
	Area	Talsu region
	Address	Mersrags, Lielā Str. 62
	Coordinates	57°20'04.5″ N 23°07'35.7″ E See: https://mersragsport.lv/atrasanas-vieta/
2.	**Owner of the harbour**	
	Name	Mersrags port authority
	Registry code/number	LV 90000433945
	Land/harbour basin ownership	Owner in accordance with the Law on Ports of the Republic of Latvia Mersrags port authority
3.	**CONTACT DETAILS:**	
	Harbour master (or any other main contact person)	Port manager Janis Budreika
	Phone	(+371- 63- 235696
	E-mail	info@mersragsport.lv
	Web page	https://mersragsport.lv
	VHF canal/frequency	12/ 16 Emergencies
4.	**Map / Harbour overview / Layout (attached)**	See: https://mersragsport.lv/infrastruktura/
5.	**Pictures** (attached) *(basin, quays, floating pontoons, buildings, harbour office, slips, crane, if possible aerophoto)*	
6.	**WASTE MANAGEMENT; Previous developement**	
	Time of Construction/completion/renovation of main buildings/facilities;	
	Financial support received (For PRF)	
	Does the harbour have a development plan/ waist management plan	Port development plan yes. https://mersragsport.lv/wp-content/uploads/2017/07/MO-attistibas-programma-2021.-2025.gadam_.pdf Waist management plan yes. https://mersragsport.lv/wp-content/uploads/2017/07/ATKRITUMU-APSAIMNIEKOSANAS-PLANS-2023.pdf
	Current status of Port Reception Facilities; Development plans	Valid
	Waste Management company in charge/servicing the harbour	SIA "Waste Management Company "Piejūra""/ SIA "Oil Recovery"
	Contact person of the waste management	Harbour master

7.	**Mooring and communications on pier/quay**	
	availability of electricity	Yes
	availability of water	Yes
	discharge of black water/pump-out station on quay	Yes
8.	**Containers**	
	available quantity	9 Incl. Domestic waste/ paper plastic mix/ glass/ Oil rags. 1 place for storage fished waste
	Security: lockable containers	No. Teritory of port is guarded
	Mobility: equipped with wheels for easy relocation within the port	Yes
	Has the harbour participated in Fishing for Litter or other DFG removal activities; year	No
9.	**Depht**	
	Min depht close to quay	8,0 m – 3,0 m
	Min depht fairwy / channel	8,0 m – 3,0 m
10.	**Max dimensions of the vessel**	
	lenght	130 m
	width	16 m
	hull depth	6,5 m
11.	**CAPACITY to host/receive vessels**	
	The total number of places for mooring	Yachts 20, fishing vesels 3 -5 depends on length, 3 cargo vesels length up to 130 m
	Guest places	Available
	Berth/mooring place cost for renting	In accordance with the Mersrags Port Fees and Port Service Thresholdsfees https://mersragsport.lv/wp-content/uploads/2017/07/ostas_maksas_2023.pdf
12.	**FASTENING**	
	pollar, buoy, shipboard, other	Shipboard/ pollar
	What type of quay structures	Reinforced concrete/ Floating pontoons
13.	**NAVIGATION/SAFETY/EMERGENCY SERVICES**	
	Basin area	
	Wind and wave conditions / are harbour structures fit / designed for giving shelter	Designed for giving shelter

	Navigation season	All year
	pilot and technical support	Pilot un tug sevice
	oil / pollution recovery	Yes
14.	**DISTANCE FROM THE PUBLIC ROAD**	
	Distance (m)	100 m
	asphalt surfacing or other	Asphalt
15.	**MAIN FUNCTIONS OF THE HARBOUR** *(fishery, pleasure craft/recreational boating, tourism; transport of goods, ferry terminal; service of the state owned craft)***:**	Transport of goods, fishery, pleasure craft/recreational boating, tourism
16.	**Statistics about visitors:**	
	How many guest boats	On 2024: Transport vessels calls164 ; Fishing vessels calls 355; Gest yachts calls are not listed
	Tourist percentage %	
	How many permanent vessels	Fishing vessels 2; Yachts 10
17.	**Customs/Pasport control**	Yes
18.	**SANITARY**	
	WC	Yes
	Shower	Yes
	Sauna	
19.	**ADDITIONAL SERVICES** *(distance)***:**	
	Pharmacy	Aprox. 100 m
	Electricity	In port
	Pump-out	In port
	BBQ Resting area	Aprox. 100 m
	Hospital	Doctorate 500 m; regional hospitam 36 km
	Information kiosk	Aprox. 100 m
	Internet/WiFi	Available in yacht port
	Household Waste	In port
	Bike rental	No
	Drinking water	In port
	Fuel	On order
	Caravan services	No
	Grocery	Aprox. 200 m
	Crane	In port

	Playground	Aprox. 300 m
	Accommodation	Aprox. 200 m
	Boat supplies	In port
	ATM / Bank office	ATM 200 m
	Parking lots for visitors	In a range 200 m
	Laundry	In port
	Postal office	Aprox. 1 km
	Ferry terminal	No
	Harbour office	In port
	Slip	No
	ship storage site	Yes
	Bathing place	
	Workshop	In port
	112 rescue phone	
	Restaurant	800 m
	Lighting / Illumination	Yes
	Security services / night watchman	Yes
	Water supply	In port
	Public transport	300 m
	Other	
20.	**STRATGICAL LOCATION (close to the city, tourism location, landmark, nature, atractions, speciality etc.)**	Yes
21.	**ENVIRONMENTAL ASPECTS (Blue flag etc)**	
	Blue Flag harbour; other environmental standards	No
22.	**WP2 workshop: possibility to organize in port, preferably in a separate area**	
	Equipment: fishing net roller for pressure washing and dismantling nets, ropes, and wire.	Yes
	Facility: enclosed space for sorting and pre-processing (weather protection)	Yes
	Logistics: forklift available for moving big bags/pallets with EOL/DFG	Yes

Survey on Port Reception Facilities (PRF) at the Latvian Fishing Harbours		
1.	**Location**	Latvia
	Area	Tukuma region
	Address	Jūras 60B, Engure
	Coordinates	57°09'43.0" N; 23°13'54.7" E
2.	**Owner of the harbour**	
	Name	**Engure port authority**
	Registry code/number	Reģ. Nr. 90001567066
	Land/harbour basin ownership	Owner in accordance with the Law on Ports of the Republic of Latvia Engure port authority
3.	**CONTACT DETAILS:**	
	Harbour master (or any other main contact person)	Port manager Janis Megnis
	Phone	+371-29-238127
	E-mail	rojaport@apollo.lv
	Web page	https://www.engure.lv/osta
	VHF canal/frequency	12/ 16 Emergencies
4.	**Map / Harbour overview / Layout (attached)**	
5.	**Pictures** (attached) *(basin, quays, floating pontoons, buildings, harbour office, slips, crane, if possible aerophoto)*	
6.	**WASTE MANAGEMENT; Previous developement**	
	Time of Construction/completion/renovation of main buildings/facilities;	
	Financial support received (For PRF)	
	Does the harbour have a development plan/ waist management plan	Port development plan yes. Waist management plan yes
	Current status of Port Reception Facilities; Development plans	Valid https://www.engure.lv/_files/ugd/0f6358_4883f75d85884421b624344dbb82f76b.pdf
	Waste Management company in charge/servicing the harbour	SIA "Waste Management Company "Piejūra""/ AS "BAO"
	Contact person of the waste management	Harbour master: +371- 29172323, e-pasts: marineengure@gmail.com
7.	**Mooring and communications on pier/quay**	
	availability of electricity	Yes
	availability of water	Yes

	discharge of black water/pump-out station on quay	Yes
8.	**Containers**	
	available quantity	4 Conteiners: Inc. Domestic/ Glass/ Paper plastic Mix/ Oil rags. 1 place for storage fished waste
	Security: lockable containers	No. During the season the area is monitored, including video surveillance.
	Mobility: equipped with wheels for easy relocation within the port	Yes
	Has the harbour participated in Fishing for Litter or other DFG removal activities; year	No
9.	**Depht**	
	Min depht close to quay	2,5 m – 3,0 m
	Min depht fairwy / channel	3,0 m
10.	**Max dimensions of the vessel**	
	lenght	25 m
	width	5 m
	hull depth	2,5 m
11.	**CAPACITY to host/receive vessels**	
	The total number of places for mooring	Yachts and motor boats 60
	Guest places	Available
	Berth/mooring place cost for renting	In accordance with the Engure Port Service Fees https://www.engure.lv/_files/ugd/0f6358_92260c86c91c42b6808d81c75814e73b.pdf Berth costs for yachts and motor boats: length from 6m to 12 m 30 EUR/ per day from 3rd day 25 EUR per day; length from 12 m to 20 m 35 EUR / per day from 3rd day 30 EUR/ per day; length more than 20 m and katamarans 45 EUR / per day from 3rd day 40 EUR/ per day
12.	**FASTENING**	
	pollar, buoy, shipboard, other	Shipboard/ pollar
	What type of quay structures	Reinforced concrete/ Floating pontoons
13.	**NAVIGATION/SAFETY/EMERGENCY SERVICES**	
	Basin area	
	Wind and wave conditions / are harbour structures fit / designed for giving shelter	Designed for giving shelter
	Navigation season	Seasonal

	pilot and technical support	
	oil / pollution recovery	
14.	**DISTANCE FROM THE PUBLIC ROAD**	
	Distance (m)	100 m
	asphalt surfacing or other	Asphalt
15.	**MAIN FUNCTIONS OF THE HARBOUR** *(fishery, pleasure craft/recreational boating, tourism; transport of goods, ferry terminal; service of the state owned craft)***:**	Leasure craft/recreational boating, tourism, coastal fishing
16.	**Statistics about visitors:**	
	How many guest boats	On 2024: Gest yachts 143 calls
	Tourist percentage %	
	How many permanent vessels	Yachts 35; coastal fishing boats 6
17.	**Customs/Pasport control**	No
18.	**SANITARY**	
	WC	Yes
	Shower	Yes
	Sauna	Yes
19.	**ADDITIONAL SERVICES** *(distance)***:**	
	Pharmacy	Aprox. 100 m
	Electricity	In port
	Pump-out	In port
	BBQ Resting area	In port
	Hospital	Doctorate 500 m; regional hospitam 36 km
	Information kiosk	Aprox. 500 m
	Internet/WiFi	Available in yacht port
	Household Waste	In port
	Bike rental	Available in area
	Drinking water	In port
	Fuel	In port
	Caravan services	Yes
	Grocery	Aprox. 200 m
	Crane	No
	Playground	Aprox. 300 m
	Accommodation	Available in area

	Boat supplies	In port
	ATM / Bank office	ATM 200 m
	Parking lots for visitors	In a range 200 m
	Laundry	In port
	Postal office	Aprox. 200 m
	Ferry terminal	No
	Harbour office	In port
	Slip	Yes.
	ship storage site	Yes
	Bathing place	
	Workshop	In port
	112 rescue phone	
	Restaurant	200 m
	Lighting / Illumination	Yes
	Security services / night watchman	No
	Water supply	In port
	Public transport	200 m
	Other	
20.	**STRATGICAL LOCATION (close to the city, tourism location, landmark, nature, atractions, speciality etc.)**	Yes
21.	**ENVIRONMENTAL ASPECTS (Blue flag etc)**	
	Blue Flag harbour; other environmental standards	No
22.	**WP2 workshop: possibility to organize in port, preferably in a separate area**	
	Equipment: fishing net roller for pressure washing and dismantling nets, ropes, and wire.	No
	Facility: enclosed space for sorting and pre-processing (weather protection)	No
	Logistics: forklift available for moving big bags/pallets with EOL/DFG	No
Survey on Port Reception Facilities (PRF) at the Latvian Fishing Harbours		
1.	**Location**	Latvia
	Area	Limbažu region
	Address	Salacgriva, Ostas Str. 6

	Coordinates	Salacgriva port 57°45'16.8″ N; 24°20'24.7″ E; Kuiviži marina 57°47'19.1″ N; 24°20'33.3″ E
2.	**Owner of the harbour**	
	Name	**Salacgriva port authority**
	Registry code/number	LV 90000462446
	Land/harbour basin ownership	Owner in accordance with the Law on Ports of the Republic of Latvia Salacgriva port authority
3.	**CONTACT DETAILS:**	
	Harbour master (or any other main contact person)	Port manager Ivo Istenais
	Phone	+371 64071111, +371 29262429
	E-mail	port@salacgrivaport.lv
	Web page	www.salacgrivaport.lv
	VHF canal/frequency	12/ 16 Emergencies
4.	**Map / Harbour overview / Layout (attached)**	Salacgriva port: https://salacgrivaport.lv/ostas/salacgrivas-osta/sadala Kuiviži marina: https://salacgrivaport.lv/ostas/kuivizu-osta/tehniskie-dati
5.	**Pictures** (attached) *(basin, quays, floating pontoons, buildings, harbour office, slips, crane, if possible aerophoto)*	Salacgriva port: https://salacgrivaport.lv/lv/galerija/salacgriva Kuiviži marina: https://salacgrivaport.lv/lv/galerija/kuivizi
6.	**WASTE MANAGEMENT; Previous developement**	
	Time of Construction/completion/renovation of main buildings/facilities;	
	Financial support received (For PRF)	
	Does the harbour have a development plan/ waist management plan	Port development plan yes. https://salacgrivaport.lv/content/Programma/2020/Salacgr%C4%ABvas%20ostas%20att%C4%ABst%C4%ABbas%20programma%20periodam%20l%C4%ABdz%202025%20%20gadam%2014%2012%202015%20_gala%20variants.pdf Waist management plan yes. https://salacgrivaport.lv/content/Atkritumu_apsaimnieko%C5%A1anas_pl%C4%81ns.pdf
	Current status of Port Reception Facilities; Development plans	Valid
	Waste Management company in charge/servicing the harbour	SIA "Lautus" / SIA "Oil Recovery"/ SIA "ZAAO"
	Contact person of the waste management	Harbour master : +371 29256812, +371 26168869; kapteinis@salacgrivaport.lv
7.	**Mooring and communications on pier/quay**	
	availability of electricity	Yes
	availability of water	Yes

	discharge of black water/pump-out station on quay	Yes
8.	**Containers**	
	available quantity	12 Salacgriva/ 9 Kuivizi incl Domestic/ paper and plastic mix/ glass/ oil rags. 1 place for storage fished waste
	Security: lockable containers	No. Teritory of port is guarded
	Mobility: equipped with wheels for easy relocation within the port	Yes
	Has the harbour participated in Fishing for Litter or other DFG removal activities; year	No
9.	**Depht**	
	Min depht close to quay	6,5 m – 3,0 m
	Min depht fairwy / channel	6,5 m – 3,0 m
10.	**Max dimensions of the vessel**	
	lenght	115 m
	width	20 m
	hull depth	5,6 m
11.	**CAPACITY to host/receive vessels**	
	The total number of places for mooring	Salacgriva port: Yachts 40, fishing vesels 10 – 20 depends on length and draft, 4 cargo vesels length up to 115 m Kuiviži marina: Yachts 35; Fishing vesels 2-4 depends on length and draft
	Guest places	Available
	Berth/mooring place cost for renting	In accordance with the Salacgriva Port Fees and Port Service Thresholdsfees https://salacgrivaport.lv/content/ostas_maksas_tarifi_2023.pdf https://salacgrivaport.lv/ostas/salacgrivas-osta/jahtu-osta Berth costs for yachts and motor boats up to 10 m 30 EUR/ per day from 6rd day 24 EUR ; length from 10 m to 20 m 35 EUR / per day from 6rd day 28 EUR/ per day; length more than 20 m and katamarans 40 EUR / per day from 6rd day 32 EUR/ per day Kuiviži marina: https://www.kapteinuosta.lv/jahtklubs Berth costs for yachts and motor boats 22 EUR per day
12.	**FASTENING**	
	pollar, buoy, shipboard, other	Shipboard/ pollar
	What type of quay structures	Reinforced concrete/ Floating pontoons
13.	**NAVIGATION/SAFETY/EMERGENCY SERVICES**	
	Basin area	

	Wind and wave conditions / are harbour structures fit / designed for giving shelter	Designed for giving shelter
	Navigation season	Salacgriva port all year; Kuiviži marina seasonal
	pilot and technical support	Pilot un tug sevice
	oil / pollution recovery	Yes
14.	**DISTANCE FROM THE PUBLIC ROAD**	
	Distance (m)	300 m
	asphalt surfacing or other	Asphalt
15.	**MAIN FUNCTIONS OF THE HARBOUR** *(fishery, pleasure craft/recreational boating, tourism; transport of goods, ferry terminal; service of the state owned craft)***:**	Transport of goods, fishery, pleasure craft/recreational boating, tourism
16.	**Statistics about visitors:**	
	How many guest boats	On 2024: Transport vessels calls 177 ; Fishing vessels calls 441 ; Gest yachts calls 153
	Tourist percentage %	
	How many permanent vessels	Fishing vessels 2 ; Yachts 9
17.	**Customs/Pasport control**	Yes
18.	**SANITARY**	
	WC	Yes
	Shower	Yes
	Sauna	Yes
19.	**ADDITIONAL SERVICES** *(distance)***:**	
	Pharmacy	Aprox. 300 m
	Electricity	In port
	Pump-out	In port
	BBQ Resting area	Aprox. 100 m
	Hospital	Doctorate 500 m; regional hospital aptox. 50 km
	Information kiosk	Aprox. 100 m
	Internet/WiFi	Available in yacht port
	Household Waste	In port
	Bike rental	No
	Drinking water	In port
	Fuel	On order
	Caravan services	Aivailable in Kuiviži marina:
	Grocery	Aprox. 200 m

	Crane	In port
	Playground	Aprox. 300 m
	Accommodation	Available in area
	Boat supplies	In port
	ATM / Bank office	ATM 300 m
	Parking lots for visitors	In a range 200 m
	Laundry	In port
	Postal office	Aprox. 1 km
	Ferry terminal	No
	Harbour office	In port
	Slip	No
	ship storage site	No
	Bathing place	
	Workshop	In port
	112 rescue phone	
	Restaurant	200 m
	Lighting / Illumination	Yes
	Security services / night watchman	No
	Water supply	In port
	Public transport	300 m
	Other	
20.	**STRATGICAL LOCATION (close to the city, tourism location, landmark, nature, atractions, speciality etc.)**	Yes
21.	**ENVIRONMENTAL ASPECTS (Blue flag etc)**	
	Blue Flag harbour; other environmental standards	No
22.	**WP2 workshop: possibility to organize in port, preferably in a separate area**	
	Equipment: fishing net roller for pressure washing and dismantling nets, ropes, and wire.	Yes
	Facility: enclosed space for sorting and pre-processing (weather protection)	Yes
	Logistics: forklift available for moving big bags/pallets with EOL/DFG	Yes

Survey on Port Reception Facilities (PRF) at the Latvian Fishing Harbours		
1.	**Location**	Latvia
	Area	Saulkrastu region
	Address	Zvejniekciems, Upes Str. 41
	Coordinates	57°19'N 024°26'E
2.	**Owner of the harbour**	
	Name	**Skulte port authority**
	Registry code/number	LV 90000462022
	Land/harbour basin ownership	Owner in accordance with the Law on Ports of the Republic of Latvia Skulte port authority
3.	**CONTACT DETAILS:**	
	Harbour master (or any other main contact person)	Port manager Igors Akulovs
	Phone	+371 67955267
	E-mail	skulte@skulteport.lv
	Web page	www.skulteport.lv
	VHF canal/frequency	12/ 16 Emergencies
4.	**Map / Harbour overview / Layout (attached)**	https://www.google.com/maps/@57.3173916,24.4084404,358m/data=!3m1!1e3?entry=ttu&g_ep=EgoyMDI1MDMxMi4wIKXMDSoASAFQAw%3D%3D
5.	**Pictures** (attached) *(basin, quays, floating pontoons, buildings, harbour office, slips, crane, if possible aerophoto)*	https://skulteport.lv/osta/galerija
6.	**WASTE MANAGEMENT; Previous developement**	
	Time of Construction/completion/renovation of main buildings/facilities;	
	Financial support received (For PRF)	
	Does the harbour have a development plan/ waist management plan	Port development plan yes. https://skulteport.lv/wp-content/uploads/2023/08/AP_Skultes_osta-2023.pdf Waist management plan yes. https://skulteport.lv/wp-content/uploads/2023/08/Atkritumu-apsmainiekosanas-plans-2023-2028_Skulte-MK193-09.06_apstiprinats.pdf
	Current status of Port Reception Facilities; Development plans	Valid
	Waste Management company in charge/servicing the harbour	SIA "Oil Recovery"/ SIA "ZAAO"
	Contact person of the waste management	Harbour master : +371 29262891; skulte@skulteport.lv

7.	**Mooring and communications on pier/quay**	
	availability of electricity	Yes
	availability of water	Yes
	discharge of black water/pump-out station on quay	Yes
8.	**Containers**	
	available quantity	8 incl Domestic/ paper plastic mix/ glass/ oil rags. 1 place for storage fished waste
	Security: lockable containers	No. Teritory of port is guarded
	Mobility: equipped with wheels for easy relocation within the port	Yes
	Has the harbour participated in Fishing for Litter or other DFG removal activities; year	No
9.	**Depht**	
	Min depht close to quay	8,25 m – 4,0 m
	Min depht fairwy / channel	8,25 m – 4,0 m
10.	**Max dimensions of the vessel**	
	lenght	140 m
	width	19 m
	hull depth	7 m
11.	**CAPACITY to host/receive vessels**	
	The total number of places for mooring	Yachts 15, fishing vesels 10 – 20 depends on length and draft, 4 cargo vesels length up to 140 m
	Guest places	Available
	Berth/mooring place cost for renting	In accordance with the Skulte Port Fees and Port Service Thresholdsfees https://skulteport.lv/wp-content/uploads/2022/03/Skultes_Ostas_Maksas-no_14_03_2022.pdf https://skulteport.lv/uznemumi-skultes-osta/serviss/jahtu-serviss Berth costs for yachts and motor boats 1,5 EUR/ 24 hours per each meter of boat
12.	**FASTENING**	
	pollar, buoy, shipboard, other	Shipboard/ pollar
	What type of quay structures	Reinforced concrete/ Floating pontoons
13.	**NAVIGATION/SAFETY/EMERGENCY SERVICES**	
	Basin area	

	Wind and wave conditions / are harbour structures fit / designed for giving shelter	Designed for giving shelter
	Navigation season	For cargo vesels all year; yachts and motor boats seasonal
	pilot and technical support	Pilot un tug sevice
	oil / pollution recovery	Yes
14.	**DISTANCE FROM THE PUBLIC ROAD**	
	Distance (m)	1000 m
	asphalt surfacing or other	Asphalt
15.	**MAIN FUNCTIONS OF THE HARBOUR** *(fishery, pleasure craft/recreational boating, tourism; transport of goods, ferry terminal; service of the state owned craft)***:**	Transport of goods, fishery, pleasure craft/recreational boating, tourism
16.	**Statistics about visitors:**	
	How many guest boats	On 2024: Transport vessels calls373 ; Fishing vessels calls 597 ; Gest yachts 49 calls
	Tourist percentage %	
	How many permanent vessels	Fishing vessels 2 ; Yachts 5
17.	**Customs/Pasport control**	Yes
18.	**SANITARY**	
	WC	Yes
	Shower	Yes
	Sauna	
19.	**ADDITIONAL SERVICES** *(distance)***:**	
	Pharmacy	Aprox. 300 m
	Electricity	In port
	Pump-out	In port
	BBQ Resting area	Aprox. 100 m
	Hospital	Doctorate 500 m; regional hospital aptox. 50 km
	Information kiosk	Aprox. 100 m
	Internet/WiFi	Available in yacht port
	Household Waste	In port
	Bike rental	No
	Drinking water	In port
	Fuel	On order
	Caravan services	Aivailable in Kuiviži marina:

	Grocery	Aprox. 200 m
	Crane	In port
	Playground	Aprox. 300 m
	Accommodation	Available in area
	Boat supplies	In port
	ATM / Bank office	ATM 300 m
	Parking lots for visitors	In a range 200 m
	Laundry	In port
	Postal office	Aprox. 1 km
	Ferry terminal	No
	Harbour office	In port
	Slip	Yes
	ship storage site	For yachts and motor boats
	Bathing place	
	Workshop	In port
	112 rescue phone	
	Restaurant	200 m
	Lighting / Illumination	Yes
	Security services / night watchman	No
	Water supply	In port
	Public transport	300 m
	Other	
20.	**STRATGICAL LOCATION (close to the city, tourism location, landmark, nature, atractions, speciality etc.)**	Yes
21.	**ENVIRONMENTAL ASPECTS (Blue flag etc)**	
	Blue Flag harbour; other environmental standards	No
22.	**WP2 workshop: possibility to organize in port, preferably in a separate area**	
	Equipment: fishing net roller for pressure washing and dismantling nets, ropes, and wire.	Yes
	Facility: enclosed space for sorting and pre-processing (weather protection)	Yes
	Logistics: forklift available for moving big bags/pallets with EOL/DFG	Yes