The Saeima\(^1\) has adopted and the President has proclaimed the following Law:

**Law On Carriage by Road**

### Chapter I

#### General Provisions

**Section 1. Terms Used in this Law**

The following terms are used in this Law:

1) **authorisation for the conduct of regular carriage of passengers for reward** (hereinafter – authorisation) – a document certifying the right of a carrier to perform regular carriage of passengers for reward in a relevant journey along a route according to an approved timetable;

2) **bus** – a road transport vehicle intended for the carriage of passengers (nine and more people, excluding the driver);

3) **bus station** – a line structure, which includes special buildings, platforms and territories which are intended for servicing passengers and road transport vehicles in routes;

4) **carriage by road** – movement of any road transport vehicle along a road, carrying passengers or goods;

5) **road transport operations manager** – a natural person authorised by a carrier who manages transport operations;

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\(^1\) The Parliament of the Republic of Latvia
6) **road transport vehicle** – a transport vehicle with an engine (except tractors and self-propelled machines), that is used for the carriage of passengers or goods along railless roads. Trailers and semi-trailers shall be considered to be part of a road transport vehicle;

7) **driver** – a person who lawfully drives a road transport vehicle;

8) **perishable goods** – agricultural and fish products, as well as other goods during the carriage of which a special temperature regime must be observed and which must be carried by specialised road transport vehicles;

9) **baggage** – objects, which a passenger carries with himself or herself or sends by means of a road transport vehicle;

10) **bulk goods** – goods which consists of loose mass and is carried without wrapping (sand, grain and other similar goods);

11) **dangerous goods** – goods considered to be dangerous for the purposes of the Law On the Movement of Dangerous Goods;

12) **forwarder** – a merchant who, according to a contract entered into with a consignor, organises carriage of goods and provides services related to such carriage;

13) **hired vehicle** – any vehicle which for a charge and for a certain period of time is transferred for the use of an merchant who is engaged in carriage for reward or performs own-account carriage according to a contract entered into with a person offering such vehicles;

14) **cabotage** – short-term national carriages of passengers or goods for reward by means of road transport vehicles which are performed in another country without registering an undertaking, branch or representation office therein;

15) **combined transport** – carriage of goods if a commercial vehicle, trailer or semitrailer with or without a tractor unit or in the combination thereof, or 20 feet or larger containers in the initial (final) stage of a journey using a motor road, but in the remaining stages, a railway, an inland waterway or maritime route, if any of the sections of the road, except the motor way, exceeds the distance of 100 kilometres in a straight line. Within the framework of combined transport, the initial (final) stage of the journey shall be performed along a motor way between the place of loading (unloading) the goods and the nearest railway station appropriate for loading (unloading) the goods or within a radius not exceeding a distance of 150 kilometres in a straight line from an inland water port or sea port where the goods is loaded (unloaded);

16) **goods** – a thing (products, goods, bundles, containers and other objects) registered for carriage;

17) **possessor of goods** – a person who acts with goods in his or her own name on a lawful basis, irrespective of whether the goods is his or her property;

18) **timetable** – the regime for the performance of carriage, which specifies the movement, stopping and parking in a journey (journeys) along the route of a bus (road transport vehicle), as well as the time for the performance of carriage and dates of performance;

18\textsuperscript{1}) **licence card** – a document of a particular form which is issued to the carrier in relation to each road transport vehicle and which certifies that a carrier, as the owner or holder of the road transport vehicle, has received a special authorisation (licence) in accordance with the procedures laid down in regulations for the performance of carriage for reward;

19) **structure of the lines** – a special object (bus station, stop, control centre, resting zones for drivers, and similar), which is intended for the organisation of movements and servicing of passengers in routes;

20) **route** – a previously selected way of movement of a road transport vehicle between two points of destination of the movement;

21) **consignor** – a person who hands over goods for carriage. A consignor and consignee may be the same person;

22) **passenger** – a person who, in accordance with a contract (ticket) or on another lawful basis, utilises a road transport vehicle for a journey and carriage of baggage, as well as utilises other services provided by the carrier;
23) **occasional carriage of passengers** – carriage of passengers which does not comply with the definition of regular carriage (including special regular carriage) in which such groups of passengers are carried who have been formed upon initiative of a commissioning party or a carrier himself or herself. Such carriage shall lose the status of occasional carriage and obtain the status of regular carriage, if carriage of passengers is performed with certain regularity, following the same or similar route of regular carriage of passengers and functionally services the same passengers who are admitted or let out in line structures or in lanes provided for the public transport;

24) **regular carriage of passengers** – carriage of passengers by suitable vehicles according to certain timetables on a regular basis following certain routes for a previously determined fare and payment for the carriage of baggage, as well as carriage of passengers, in which passengers are admitted or let out in line structures;

25) **special regular carriage of passengers** – regular carriage of passengers in which passengers of certain categories are carried;

26) **carriage of passengers and goods for reward** (hereinafter – carriage of passengers and goods) – carriage of passengers and goods for a charge in the form of a professional activity;

27) **own-account carriage** – carriage, which is performed free of charge by vehicles that are in the possession of or leased by a merchant, agricultural or fishing farm, co-operative society of agricultural services, State or local government institution, association or foundation (hereinafter – performer of own-account carriage), which are driven by the performer of own-account carriage himself or herself or his or her employee in order to carry persons or goods that are his or her property, for the needs of the performer of own-account carriage, or that he or she has bought, leased, rented, acquired, manufactured, processed or repaired. Own-account carriage shall only be an ancillary activity of the performer of own-account carriage;

28) **carrier** – a merchant, agricultural or fishing farm, which undertakes a carriage obligation on the basis of an order or contract with a consignor, passenger or on another lawful basis;

29) **consignee** – a person to whom goods is to be issued at the place of destination, in accordance with a contract of carriage;

291) **international route** – a route that crosses the Latvian State border;

30) **international carriage** – carriage within the performance of which it is necessary to cross the Latvian State border;

31) **liquid goods** – oil and oil products, spirit, vegetable oil, animal fats and other goods which is carried in sealed containers;

32) **direct mixed traffic** – carriage of passengers or goods which is performed by road transport and other transport by several carriers and for which a single transport document is drawn up for the whole itinerary;

33) **freight forwarding services** – a complex of services and works related to the carriage, receipt and storage of the goods which is performed for a charge.


**Section 2. Operation of this Law**

This Law governs legal relations between a carrier who performs carriage of passengers and goods by road transport vehicles as a professional activity and a consignor, consignee or passengers.
Section 3. Laws and Regulations Governing Legal Relations within Carriage by Road

(1) Legal relations, which arise when performing carriage of goods and passengers by road transport are governed by this Law, the Civil Law, other laws and regulations, as well as by international agreements which are binding on Latvia.

(2) If international agreements ratified by the Saeima, which are binding on Latvia, include provisions contrary to those included in this Law, the provisions of the international agreements shall apply.

Section 4. Management and Control of the Field of Carriage by Road

(1) Public administration in the field of carriage by road, in accordance with the requirements of this Law and other laws and regulations, shall be implemented by the Ministry of Transport, the Ministry of the Interior, the Ministry of Finance, the Ministry of Welfare, local governments and institutions subordinate to such ministries and local governments, according to the competence thereof, including within the scope of administration tasks delegated by the person and institution.

(2) The Ministry of Transport, the Ministry of the Interior and institutions subordinate thereto shall, according to their competence, perform State supervision over compliance with laws and other regulatory enactments in the field of carriage by road, issue documents specified in the laws and regulations relating to carriage by road, co-operate with the competent authorities of other countries in the field of carriage by road, as well as fulfil other tasks specified in laws and regulations.

(3) Control of carriage by road shall be implemented by the Ministry of the Interior, the Ministry of Finance, local governments and institutions subordinate to such ministries and local governments, according to the competence thereof, carriers, as well as other persons and institutions specified in laws and regulations.

(4) The Cabinet shall determine the procedures for organising and implementing control of carriage by road.

[16 December 2010]

Section 5. Road Transport Administration

[29 October 1998]

Section 5.1 Road Transport Administration

(1) Upon implementation of the requirements of the laws and regulations of passenger and goods carriage by road, the Road Transport Administration shall, according to its competence, and in accordance with the international and European Union requirements ensure:

1) the quality and development of activities related to carriage by road;
2) the development and administration of an informative database of the road transport sector;
3) the information necessary for the performance of the functions of State administration in the road transport sector;
4) the activities specified in international intergovernmental and inter-ministry agreements;
5) the participation of Latvia in the meetings of joint commissions established within the scope of the operation of international carriage by road agreements, the Group on Road Transport of the International Transport Forum (ITF) and other international organisations related to the road transport sector;
6) the issuance, cancellation and temporary suspending of cards for the digital control device (tachograph) for recording working and rest time of the driver of a vehicle in accordance with the procedures stipulated by the Cabinet;

6') the fulfilment of the function of the competent authority of the digital tachograph system of the European Union Member State;

7) the issuance of authorisations for international carriage of passengers and goods by road transport;

8) the issuance of European Community licences, certified true copies of European Community licences and driver attestations for international carriage of passengers and goods, their cancellation or temporary suspending in accordance with the procedures stipulated by the Cabinet;


10) reviewing of passenger complaints, which have not been settled in accordance with Article 27 of Regulation (EU) No 181/2011.

(2) The Cabinet shall issue regulations regarding approval of the price list of such services, which are provided by the Road Transport Administration upon fulfilment of the State administration tasks delegated thereto.


Section 5.2 Road Transport Inspectorate
[16 December 2010]

Section 5.3 State Police

The State Police shall perform the supervision and control of carriage by road in order to ensure carriage by road conforming with the laws and regulations of the Republic of Latvia and international regulatory enactments binding to the Republic of Latvia.

[16 December 2010]

Section 5.4 Operation of Individual Contested or Appealed Administrative Acts

Contesting or appeal shall not suspend the operation or execution of the following administrative acts:

1) a decision to issue, cancel or temporarily suspend a card for the digital control device (tachograph) for recording working and rest time of the driver of a vehicle;

2) a decision to issue, cancel or temporarily suspend a European Community licence for carriage of passengers by bus and coach for reward or carriage of goods by road transport for reward in the territory of the European Union;

3) a decision to issue, cancel or temporarily suspend a copy of the European Community licence for carriage of passengers by bus and coach for reward or carriage of goods by road transport for reward in the territory of the European Union;

4) a decision to issue, cancel or temporarily suspend an authorisation for international carriage of passengers or goods by road transport;

5) a decision to issue, cancel or temporarily suspend a special authorisation (licence) for carriage of passengers by bus and coach for reward or carriage of goods by goods vehicle for reward;

6) a decision to issue, cancel or temporarily suspend a licence card for carriage of passengers by bus and coach for reward or carriage of goods by goods vehicle for reward.
Chapter II  
Goods Carriage by Road Transport

Section 6. Licensing of Goods Carriage

(1) Carriage of goods may be performed only if the road transport operations manager has a certificate of professional competence in the relevant field of carriage and the carrier has obtained a special authorisation (licence) issued by the Road Transport Administration.  
(2) A special authorisation (licence) shall grant a carrier the right to perform carriage of goods only by the road transport vehicles which are in the possession thereof or – in accordance with the procedures stipulated by the Cabinet – with the road transport vehicles which are in the possession of other persons.  
(3) A carrier who performs carriage of goods by goods vehicles in the territory of Latvia and international carriage of goods by goods vehicles, the total permissible laden weight of which does not exceed 3.5 tons, excluding trailers, shall receive a licence card in relation to each road transport vehicle for a time period not exceeding one year.  
(4) The procedures issuing, cancelling and temporary suspending of special authorisations (licences) and licence cards in relation to road transport vehicles for carriage of goods, professional competence certificates and authorisations for the international carriage of goods shall be determined by the Cabinet.  
(5) A State fee, the amount and payment procedures of which shall be determined by the Cabinet, shall be paid for the issuance of a special authorisation (licence) for carriage of goods by goods vehicles for reward.

Section 6.1 Requirements in Relation to the Professional Competence of Drivers Performing Carriage of Goods

(1) It shall be permitted to perform carriage of goods by goods vehicles, the laden weight of which exceeds 3.5 tons, to drivers who have the professional knowledge necessary for the performance of such carriage. The professional knowledge obtained shall be certified by a relevant entry in the driver's licence of the driver of the vehicle or in the qualification card of the driver.  
(2) The drivers driving the following vehicles are exempt from the requirement laid down in Paragraph one of this Section:  
   1) vehicles, the maximum authorised speed of which does not exceed 45 kilometres per hour;  
   2) vehicles, which are used or controlled by national armed forces, civil defence service, fire-fighting service or forces for maintaining public order;  
   3) vehicles, for which driving tests are performed for the purposes of technical development, repair or service, or rebuilt vehicles, which have not been put into service yet;  
   4) vehicles, which are used in emergency situations or which are provided for the performance of rescue tasks;  
   5) vehicles, which are used in driving lessons, training any person who wishes to obtain the right to drive;  
   6) vehicles, which are used for non-commercial carriage of goods;  
   7) vehicles, with which materials or equipment used by the driver during his or her working hours are transported, if driving a vehicle is not the main field of operation of the driver.
(3) The knowledge necessary for drivers for the performance of carriage of goods, as well as the procedures for initial and periodic training shall be determined by the Cabinet.

[22 June 2006; 7 February 2013]

Section 7. Goods Carriage Contracts

(1) Carriage of goods by road transport shall be performed according to a contract on the basis of which the carrier undertakes to deliver goods entrusted by the consignor to the place of destination and to the issue thereof to the consignee, but the consignor undertakes to pay for the goods carriage.
(2) It is prohibited for the parties to include such provisions in the carriage contract the implementation of which may cause violations of the work and resting regime of the driver, as well as of the road-traffic regulations.
(3) If the goods carriage contract is entered into with a forwarder and the forwarder acts in his or her own name, the duties and liability of a consignor in accordance with this Law shall apply to the forwarder when specifying the price of the carriage in the contract.

[2 December 2004]

Section 8. Entering into a Goods Carriage Contract

(1) A goods carriage contract may be entered into orally or in writing for the carriage of individual goods or for the performance of the carriage of goods within a particular period of time.
(2) An oral agreement shall be considered to be entered into from the moment when the goods is entrusted for carriage.
(3) The following are only to be entered into in writing:
   1) goods carriage contracts for the implementation of which direct mixed traffic is intended to be utilised;
   2) international agreements of carriage of goods;
   3) contracts for the carriage of dangerous goods;
   4) contracts in all cases when so required by the consignor.
(4) Acceptance of orders by drawing up a consignment note of a particular form (hereinafter – consignment note) shall be treated as entering into a written contract.

[2 December 2004]

Section 9. Content of a Consignment Note

(1) Unless otherwise provided for in other laws and regulations, a consignment note shall be drawn up in at least three copies and they shall be signed by a consignor and the carrier. The first copy of a consignment note shall be issued to a consignor; the second – to a consignee, but the third copy of the consignment note shall be kept by the carrier.
(2) The consignment note shall be prepared by a consignor. If a consignor or carrier wishes so, the consignment note may be drawn up for each road transport vehicle or each type of goods or separately for each part (batch) of the goods.
(3) A consignment note shall include the following information:
   1) the place and date of issue of the consignment note;
   2) the name (or given name and surname) and address of the consignor;
   3) the name (or given name and surname) and address of the carrier;
   4) the place and date of the receipt of the goods and the place of delivery;
   5) the name (or given name and surname) and address of the consignee;
6) the accepted designation for the characterisation of the goods and the type of packaging thereof, if dangerous goods are being transported – the generally accepted designation thereof;

7) the number of goods units, their special marking and numbering;

8) the gross weight of the goods or the amount of the goods in other units of measurement;

9) payments related to the carriage of the goods (cost of carriage, supplementary payments, customs fees and taxes), as well as other payments from the moment of entering into a goods carriage contract until the transferring of the goods;

10) instructions which must be complied with when drawing up customs documents regarding the export of goods and objects across the State border under customs control and when complying with the requirements of other inspection bodies;

11) [2 December 2004].

(4) If necessary, the consignment note shall also specify:

1) a prohibition to perform reloading;

2) payments which must be settled by the consignor;

3) payments which must be settled upon the transferring of the goods;

4) the value of the goods, the delivery of which the consignor is specially interested in;

5) the consignor’s instructions for the carrier regarding insurance of the goods;

6) a co-ordinated time period within which the carriage must be performed;

7) the documents transferred to the carrier.

(5) Any other necessary information may be referred to in the consignment note.

(6) The consignment note shall be endorsed, if the consignment note indicates so directly.

(7) The failure to draw up a consignment note or loss thereof shall not affect the validity of the contract if the parties do not object to the implementation of the contract.

[2 December 2004]

Section 10. Supplementary Documents Prepared by the Consignor

A consignor shall attach to the consignment note or transfer for the disposal of the carrier, documents and information necessary for compliance with the requirements of customs and other controlling institutions.

Section 11. Duties of a Carrier when Transferring a Road Transport Vehicle

(1) A carrier shall transfer a road transport vehicle at a previously co-ordinated time which shall be in good technical condition, suitable for the carriage of the relevant type of goods and comply with sanitary requirements.

(2) The suitability of the road transport vehicle for the carriage of a relevant type of goods (commercial readiness) shall be determined by a consignor.

(3) If deficiencies in the road transport vehicles, which may affect the safekeeping of goods, are disclosed during carriage, a consignor is entitled to refuse the loading of the goods into such road transport vehicles.

Section 12. Duties of a Consignor and Carrier upon Receipt and Transferring Goods for Carriage

(1) A consignor has a duty to transfer goods for carriage in such tare or packaging which is necessary for the safekeeping of the goods.

(2) The goods must be grouped and the necessary documents must be prepared for each consignee separately.
(3) When accepting goods for carriage, a carrier shall, upon the request of a consignor, present to him or her documents confirming the right of carriage. A carrier must verify whether the goods has been loaded into and fixed in a road transport vehicle in compliance with the requirements of traffic safety and the operation of the road transport vehicle. If the carrier, upon performance of an external inspection, has determined that the goods has been loaded and fixed incorrectly and the safekeeping thereof is threatened, his or her duty shall be to notify the consignor thereof. Upon request of the carrier, the consignor must eliminate the deficiencies determined during loading and fixing of the goods. Regulations for the placement and fixing of goods shall be issued by the Cabinet.

(4) If a consignor refuses to eliminate the deficiencies determined when loading and fixing goods or if the goods fails to comply with the provisions of Paragraph one of this Section, the carrier is entitled to refuse the carriage of such goods and to consider the goods not to be transferred for carriage. A note in the transport documentation of the goods shall be made regarding thereof.

(5) Regulations regarding the carriage of dangerous goods shall be issued by the Cabinet.

(6) A carrier of dangerous goods – a natural person or a person appointed by the head of an undertaking who supervises the operations of the carriage of dangerous goods at the carrier’s undertaking shall require a certificate certifying the professional qualification of a safety adviser (counsellor) for the carriage of dangerous goods. The functions of the safety adviser (counsellor) for the carriage of dangerous goods shall be determined by the Cabinet.


Section 13. Loss of Goods

(1) A consignor and consignee have the right to consider goods to be lost and to seek compensation for the lost goods if it has not been transferred within 30 days after the moment of transferring in the co-ordinated goods transport contract or in cases where the contract does not specify the moment of transferring the goods – within 60 days from registration of the goods for carriage.

(2) If the goods, for the loss of or shortage in which the carrier has paid a reimbursement, is subsequently found, the consignee has the right to receive such goods if he or she repays the received reimbursement to the carrier.

Section 14. Registration of the Completion of Carriage

The procedures for registering the performance of regular (continuing) carriage contracts shall be determined by the parties by common accord.

Section 15. Allocation of Loading and Unloading Duties, as well as Duties of Cleaning up a Road Transport Vehicle

(1) The devices and ancillary materials necessary for loading and unloading goods shall be allocated and installed by a consignor, but removed by a consignee, unless otherwise specified in the contract.

(2) Resources for covering and fixing the goods shall be allocated by the carrier, unless otherwise specified in the contract.

(3) A carrier shall transfer to a consignee all devices which belong to the consignor together with the goods or deliver back to him or her in accordance with the consignor’s instruction in the consignment note.

(4) Accounts for the abovementioned operations are performed according to the procedures specified in the contract.
(5) Goods shall be loaded into, fixed, covered and fastened in a road transport vehicle by the consignor, but the coverings and fastenings shall be removed and the goods shall be unloaded by the consignee.

(6) A carrier, upon agreement with a consignor or consignee, may undertake loading and unloading of goods. The contract shall specify the provisions for providing ancillary services.

(7) After unloading goods, a consignee shall, with his or her own resources, put in order the road transport vehicles and containers by cleaning out the remains of the goods, but after the transportation of animals, birds and perishable goods and similar goods they shall be washed and, where necessary, disinfected.

(8) In cases specified in the contract washing and disinfecting of road transport vehicles and containers shall be performed by a consignor. The consignor shall make a note in the consignment note regarding the performed sanitary technical treatment.

Section 16. Duties and Rights to Act with Goods

(1) A consignor has the right to request that a carrier discontinues carriage, changes the place of delivery of goods or transfers the goods to a consignee who is not specified in the consignment note.

(2) A consignor shall lose the rights specified in Paragraph one of this Section from the moment the second, third and fourth copies of the consignment note are transferred to the consignee. From that moment the carrier must comply with the instructions of the consignee. The consignor shall also lose the rights specified in Paragraph one of this Section in cases where the goods has been lost or has failed to arrive within the specified time period, as well as from the moment the right to bring an action in person has arisen for the consignee concerning the loss of the goods.

(3) If upon implementation of his or her right to act with the goods, the consignee provides an instruction to transfer the goods over to another person, such a person is not entitled to re-route the goods.

(4) The right to act with goods shall be implemented in compliance with the following rules:

1) the consignor has to submit to the carrier the first copy of the consignment note in which new instructions and procedures for the reimbursement of expenses and losses which may be incurred when complying with such instructions shall be entered;

2) the fulfilment of such instructions must be possible at the moment the person who has to comply therewith receives the right to act with the goods;

3) the fulfilment of the instructions may not impede the performance of a normal course of work in the carrier’s undertaking and to cause losses to other consignors and consignees;

4) division of goods may not be permitted if it has one consignment note or the goods is not to be divided.

(5) If a consignor fails to fulfil the given instructions due to the reasons referred to in Paragraph four, Clauses 2 and 3 of this Section he or she must notify the person who has given the instructions thereof without delay.

(6) A carrier who has failed to fulfil the instructions given in accordance with the procedures laid down in this Section or has fulfilled them without requesting that the first copy of the consignment note be issued to him or her shall be liable to the person who has the right to submit a claim regarding the losses caused.

Section 17. Determination of the Amount, Labelling and Packaging of Goods

(1) Upon transferring and accepting goods for carriage which is carried without tare, as well as bulk, liquid goods and goods in containers, a consignor must determine and show in the consignment note the weight of such goods.
(2) Goods in tare and piece goods shall be accepted for carriage in compliance with a consignment note showing the weight and number of units of the goods. The consignor shall determine the weight and number of units of the goods in tare and piece goods before they are transferred for carriage. The total weight of the goods shall be determined by weighing the goods or calculating its weight in compliance with the number of the goods units according to the calculating table or standard. The weight of individual goods may be determined by calculating it on the basis of the volume proportion or notionally.

(3) The goods services of rail terminals, ports (quaysides) and airports shall transfer the goods to the carrier, examining the weight or number of units of the goods, as well as the state of the goods. The goods in tare and piece goods shall be transferred, examining only the weight and state of damaged goods units.

(4) When carrying goods in closed road transport vehicles and trailers, the weight of the goods in separate sections of the road transport vehicle, containers and tanks which have been sealed by a consignor shall be determined by a consignor, unless otherwise provided for in the contract.

(5) The weight of goods in the consignment note shall be entered by a consignor, specifying the type of specification thereof.

(6) Loaded closed road transport vehicles and trailers, separate road transport vehicle sections, containers and tanks which are to be delivered to one consignee, as well as small piece-goods which are in boxes, tins and other tare, must be sealed by a consignor.

[1 December 2005]

Section 18. Transfer of Goods to a Consignee at the Place of Destination

(1) Goods by weight and goods units shall be transferred to a consignee in accordance with the same procedures by which it was accepted from a consignor.

(2) Upon transferring goods, the presence of a carrier shall not be necessary upon the examination of the weight, state and number of goods units of the goods, provided that the goods has been delivered in closed road transport vehicles, trailers, separate sections of a road transport vehicle, containers and tanks with the undamaged seals of a consignor.

(3) Upon transferring goods, a carrier must participate in the examination of the weight, state and number of goods units of the goods if:

1) the goods has been delivered in a damaged or open load bin of a road transport vehicle or in a load bin in working order, but with damaged seals;

2) perishable goods has not been delivered within the specified time period for carriage or the temperature regime has not been complied with in the carriage thereof.

(4) The carrier shall transfer goods in tare and piece goods, examining only the weight and state of the damaged goods units. If damage to the tare or other circumstances have been determined which may affect the state of a goods, the carrier, together with the consignee, must examine the damaged units of the goods by opening thereof.

(5) If the consignor does not have truck scales and there are no signs of a shortage in goods, the delivered goods without tare and bulk goods shall be transferred without weighing.

(6) At the place of destination the carrier shall transfer goods to the consignee indicated in the consignment note or specified by the contract.

(7) A carrier and consignee shall verify the transfer and receipt of goods with a signature and seal (stamp) on each copy of the consignment note, the third of which shall be transferred to the consignee, but the rest shall remain with the carrier.

(8) If upon examination of the weight, the number of units or state of a goods, a shortage in goods, spoilage or damage of goods are determined, the carrier and consignee must specify the amount of the weight shortage, spoilage or damage and a note thereof must be made in the consignment note or a deed must be drawn up if there is not a consignment note.

(9) If expert-examination is required, the carrier shall, upon his or her own initiative or upon request of the consignee, invite experts.
Section 19. Right of a Consignee to Refuse to Accept Goods

(1) A consignee has the right to refuse to accept goods fully or partly only if it has become completely or partly unusable for the specified purpose, as well as if the goods is not addressed to him or her.
(2) The impossibility to utilise goods must be proven by a consignee, unless otherwise provided for in the contract.
(3) While a carrier has not received relevant instructions from a consignor as regards to how the goods should be handled, the consignee may change his or her decision and accept the goods.

Section 20. Liability of a Consignee for Unfounded Refusal to Accept Goods

A consignee who has unfoundedly refused to accept goods, referring to the spoilage thereof as a reason for it, shall be liable for the damage of the goods which has occurred after the refusal to accept it.

Section 21. Duties of Consignor and Consignee if a Consignee Refuses to Accept Goods

If a consignee refuses to accept goods from a carrier, the carrier may re-route the goods to another consignee. A consignee must make an entry in the consignment note regarding the refusal to accept the goods and specify the reasons for the refusal.

Section 22. Duties of a Consignor and Carrier when Re-routing Goods

(1) If circumstances have arisen which impede the transfer of goods at the specified place, a carrier shall, without delay, request instructions from a consignor.
(2) A consignor shall, within the time period specified in the contract, give instructions to a carrier regarding the new place of delivery of goods or regarding the possible realisation of such goods.
(3) A consignor shall reimburse to a carrier all expenses related to the carriage, re-routing and realisation of goods.
(4) If re-routing of goods takes place on the way, an entry regarding thereof must be made in all copies of the consignment note.
(5) If it is impossible for a carrier to deliver goods to the new place, he or she may refuse from such carriage, informing a consignor about it. In such a case, the carrier shall return the goods to its consignor.

Section 23. Rights of a Carrier to Act with Unaccepted Goods

(1) A carrier, without waiting for instructions from a consignor, may sell the goods which has not been accepted by the consignee if:
   1) such necessity is caused by the state of the goods or the spoilage thereof;
   2) expenses for the storage are disproportionate compared to the usual value of the goods;
   3) no instructions from the consignor or a person authorised thereby have been received within the specified time period.
(2) A carrier shall return to the consignor the amount which has been received from the sold goods, having deducted the distribution expenses beforehand therefrom. If income from distribution of goods exceeds the value of the goods specified by the consignor and the distribution expenses the carrier has the right to keep the difference.
(3) If a consignee refuses to accept the delivered goods or such goods may not be transferred due to other reasons, a carrier may unload it at the expense of a consignor, the carriage shall be considered as completed after unloading. In such a case the carrier may entrust the storage of goods to a third person and then he or she shall be responsible only for the choice of such a third person. The carrier may also deliver back such goods at the expense of the consignor.

Section 24. Payments for Carriage of Goods

Payments for the carriage of goods shall be settled by the consignor or consignee in accordance with the contract, on the basis of the carrier’s invoices. The invoice for the carriage performed shall be submitted and paid in accordance with the procedures specified in the contract.

Section 25. Liability of a Consignor

(1) A consignor must compensate for losses caused in relation with the fulfilment of the duties (failure to fulfil the duties) of the consignor specified in the contract of carriage and regulatory enactments, as well as pay a penalty if the parties have agreed upon such.
(2) If, without informing a carrier, such goods has been transferred for carriage, the carriage of which is prohibited or upon the carriage of which special precautionary measures must be taken, as well as if the name of the goods or its special features have been indicated incorrectly the consignor must compensate for losses incurred and pay the penalty if the parties have agreed upon such.

Section 26. Liability of Carrier

(1) A carrier shall be liable for complete or partial loss, shortage, spoilage or damage of goods caused from the moment the goods is accepted until the moment when the goods is transferred, as well as for late delivery.
(2) A carrier shall not be liable for loss, shortage, spoilage or damage of goods if he or she proves that it has happened due to the following reasons:
   1) due to the fault of a consignor (consignee);
   2) due to lack of tare or packaging which upon acceptance of the goods for carriage could not be noticed from the external appearance or because such tare has been utilised which fails to comply with the special features or standards of the goods (except the cases where there are signs that damage to the tare have been caused on the way);
   3) if goods has been transferred for carriage without specifying in the transport documents the particular characteristics of the goods for which special safety rules must be complied with or relevant measures must be taken in order to ensure safe-keeping of the goods in the carrying or storing thereof.
(3) A carrier shall be liable for the failure to keep goods safe if a consignee or another person who is authorised to submit claims proves that the failure to keep the goods safe has occurred due to the fault of the carrier in cases where:
   1) the goods has been received in an undamaged road transport vehicle (container) with undamaged seals of the consignor, but piece goods – with undamaged protection signs, printed matter and consignor’s seals;
   2) the goods has not been kept safe due to natural circumstances independent of the carrier (corrosion, desiccation, natural putrefaction, goods damaged by various vermin and rodents, etc);
   3) the goods has been carried accompanied by a consignor or the representative of a consignee;
   4) the shortage in goods does not exceed standards with respect to natural losses.
A carrier must compensate for losses incurred in relation to the performance of the duties (failure to perform the duties) of the carrier specified in the contract of carriage and regulatory enactments, as well as pay a penalty if the parties have agreed upon such.

Section 27. Extent of a Carrier’s Liability for Failure to Observe Contractual Obligations

1. A carrier shall compensate for losses incurred as a result of failure to observe contractual obligations in the following amounts:
   1) for loss of or a shortage in goods – the normal value of the goods lost or the shortage;
   2) for spoilage or damage of the goods – the amount by which the value of the goods has decreased;
   3) for loss of such goods which has been transferred for carriage with a previously declared value – in the amount of the declared value if the carrier fails to prove that the value has been less.

2. Upon compensation for the determined loss incurred in relation to the loss, shortage, spoilage or damage of the goods to be carried, a carrier shall also compensate the cost of carriage paid for the carriage of the lost, missing, spoiled or damaged goods if such cost is not included in the price of the goods, as well as compensate for losses incurred and the lost profits.

3. Unless the contract provides otherwise, the value of goods shall be determined at the place and time of registration of the goods in compliance with the price in the commodity exchange or, if there is no such, in compliance with the relevant market price or, in case there is neither the commodity exchange price nor market price, in compliance with the normal value of the goods of the same type and quality.

4. If there is disagreement between a carrier and a consignor, the value of goods shall be determined by an expert selected by the carrier and consignor (consignee).

Section 28. Liability of a Forwarder

A forwarder shall, in accordance with law or the contract, compensate a consignor for losses incurred due to the fault of the forwarder in relation to the failure to perform freight forward services or unlawful actions during the performance of such services.

Chapter III
Carriage of Passengers and Baggage

Section 29. Road Transport Vehicles for Carriage of Passengers

1. Carriage of passengers shall be performed by road transport vehicles (buses, cars, etc) intended for such a purpose.

2. A passenger taxi means a car intended for the carriage of passengers upon an individual order and is equipped with a device, which shows the payment for the service and readings of which are used in registration of income.

3. [2 December 2004]
   [9 May 2002; 2 December 2004; 4 April 2007]

Section 29.1 Types of Regular Carriage of Passengers
[14 June 2007]

Section 29.2 Subsidising of Regular Carriage of Passengers
[14 June 2007]
Section 30. Licensing for the Carriage of Passengers

(1) Carriage of passengers by bus and coach may be performed only if the road transport operations manager has a certificate of professional competence in the relevant field of carriage and a carrier has received a special authorisation (licence) issued by the Road Transport Administration for international carriage or carriage within the borders of the State or an authorisation (licence) issued by a city council for carriage within the borders of the administrative territory of the relevant city.

(2) A special authorisation (licence) shall grant a carrier the right to perform carriage of passengers only by the road transport vehicles which are in the possession thereof or – in accordance with the procedures stipulated by the Cabinet – by the road transport vehicles which are in the possession of other persons.

(3) A carrier who performs carriage of passengers by bus and coach in the territory of Latvia shall receive a licence card in relation to each road transport vehicle for a time period not exceeding one year.

(4) A special authorisation (licence) issued by the Road Transport Administration shall give a carrier the right to perform carriage of passengers by bus and coach also in the administrative territories of cities.

(5) The procedures for issuing, cancelling and temporarily suspending special authorisations (licences) and licence cards in relation to road transport vehicles for carriage of passengers by bus and coach, professional competence certificates and authorisations for the international carriage of passengers, as well as the procedures for organising and performing international carriage of passengers, and opening, changing and closing routes shall be determined by the Cabinet.

(51) The provisions referred to in Paragraph five of this Section in relation to the issuance, cancellation or temporary suspending of special authorisations (licences) and licence cards shall not be applied, if in accordance with Paragraph one of this Section the relevant special authorisations (licences) and in accordance with Paragraph three of this Section licence cards for carriage of passengers by bus and coach are issued by a city council. The procedures, by which special authorisations (licences) and licence cards shall be issued, cancelled or temporarily suspended in relation to road transport vehicles for carriage of passengers by bus and coach in the borders of the administrative territory of a city, shall be determined by the council of the relevant city.

(6) A State fee, the amount and payment procedures of which shall be determined by the Cabinet, shall be paid for the issuance of a special authorisation (licence) for carriage of passengers by bus and coach for reward.


Section 30.1 Requirements in Relation to the Professional Competence of Drivers Performing Carriage of Passengers

(1) It shall be permitted to perform carriage of passengers by bus and coach to drivers who have the professional knowledge necessary for the performance of such carriage. The professional knowledge obtained shall be certified by a relevant entry in the driver's licence of the driver of the vehicle or in the qualification card of the driver.

(2) The drivers driving the following vehicles are exempt from the requirement laid down in Paragraph one of this Section:

1) vehicles, the maximum authorised speed of which does not exceed 45 kilometres per hour;

2) vehicles, which are used or controlled by national armed forces, civil defence service, fire-fighting service or forces for maintaining public order;
3) vehicles, for which driving tests are performed for the purposes of technical development, repair or service, or rebuilt vehicles, which have not been put into service yet;
4) vehicles, which are used in emergency situations or which are provided for the performance of rescue tasks;
5) vehicles, which are used in driving lessons, training any person who wishes to obtain the right to drive;
6) vehicles, which are used for non-commercial carriage of passengers.

(3) The knowledge necessary for drivers for the performance of carriage of passengers, as well as the procedures for initial and periodic training shall be determined by the Cabinet.

[22 June 2006; 7 February 2013]

Section 31. Classification of Routes of Regular Carriage of Passengers
[14 June 2007]

Section 32. Opening, Changing and Closing Regular Routes
[14 June 2007]

Section 32.1 Opening, Changing and Closing International Routes

(1) International routes shall be opened, changed and closed by the Road Transport Administration. International routes shall be opened and changed by issuing relevant authorisations.
(2) A carrier shall publicly notify of changes in international routes not later than ten days before commencing carriage in the changed routes, but not later than ten days before sale of the relevant tickets is commenced.

[14 June 2007; 12 May 2011 / Amendment to Paragraph one regarding substitution of the words “Ministry of Transport” with the words “Road Transport Administration” shall come into force on 30 September 2011. See Paragraph 27 of Transitional Provisions]

Section 33. Equipping of Routes

(1) Routes shall be equipped with line structures.
(2) Installation of line structures (except a bus station), their improvement and maintenance in cities shall be performed by the relevant local governments, in rural areas – by the owners of roads.
(3) Building of bus stations and improvement and maintenance of the territories thereof shall be performed by the owner or possessor thereof. Location and number of bus stations shall be determined by the relevant local government.
(4) [29 October 1998]
(5) The procedures for registering bus stations and the services to be mandatorily provided in bus stations shall be determined by the Cabinet.
(6) The procedures by which buses enter and park in the territory of a bus station shall be determined by the Cabinet.

[29 October 1998; 30 September 1999; 2 December 2004; 14 June 2007]

Section 34. Timetables of those Road Transport Vehicles which Perform Regular Carriage of Passengers

(1) Regular carriage of passengers may be performed only according to an approved timetable. The timetables of those road transport vehicles which perform regular carriage of passengers shall be co-ordinated with timetables of other modes of transport.
(2) The timetables for international routes shall be approved by the Road Transport Administration.

(3) Information in stops regarding movement of buses in international routes shall be ensured by the carrier after co-ordination with the owner of the road.
[13 March 1997; 9 May 2002; 1 December 2005; 14 June 2007; 12 May 2011 / Amendment to Paragraph two regarding substitution of the words “Ministry of Transport” with the words “Road Transport Administration” shall come into force on 30 September 2011. See Paragraph 27 of Transitional Provisions]

Section 34.¹ Domestic Occasional Carriage of Passengers and Domestic Special Regular Carriage of Passengers

The procedures, by which domestic occasional carriage of passengers and domestic special regular carriage of passengers shall be performed, and the procedures, by which payment shall be made for domestic occasional carriage of passengers and domestic special regular carriage of passengers in the territory of Latvia, shall be determined by the Cabinet.
[23 April 2015]

Section 35. Carriage by Passenger Taxis

(1) Carriage of passengers by a passenger taxi shall be performed only if the carrier has received a special authorisation (licence) issued by the local government. It shall confirm the licensing provisions and the layout of passenger taxi parking, as well as determine the distinctive sign of the local government and its layout on the outside of the taxi bodywork.
(2) The special authorisation (licence) grants the right to perform carriage by passenger taxis only in the relevant administrative territory, as well as to transport a passenger to any place outside such a territory.
(3) [13 December 2007]
(4) [1 December 2005]
(5) Only a person whose length of service as a driver of Category B vehicle has the right to drive a Category B vehicle in carriage of passengers by a taxi for reward.
(6) The procedures for performing carriage of passengers by passenger taxis shall be determined by the Cabinet.
(7) The special authorisation (licence) gives the carrier the right to perform carriage of passengers with a vehicle owned by such carrier. The cases when a carrier may perform carriage of passengers with a vehicle owned by another person, as well as the procedures for performing such carriage shall be determined by the Cabinet.
(8) The local government has the right to determine that carriers have a duty to ensure the possibility to perform non-cash payments with bank payment cards in taxis when settling the account for the services provided.

Section 36. Contract regarding Carriage of Passengers and Baggage

According to a contract regarding carriage of passengers by a road transport vehicle, a carrier shall undertake to transport a passenger to a relevant stop (place) for a relevant charge and, if the passenger has transferred baggage – to deliver it to the relevant stop and to issue such to a person entitled to receive the baggage, but the passenger shall undertake to pay for the journey and carriage of the baggage, unless otherwise provided for in laws and regulations.
[13 March 1997]
Section 37. Form of Carriage of Passengers Contract

(1) The existence of a regular carriage of passengers contract shall be certified by a ticket or another travel document; the registration of baggage for carriage shall be certified by a baggage ticket.

(2) A contract regarding carriage of passengers on an order shall be entered into in writing in compliance with a form specified by a carrier.

(3) A contract regarding carriage of passengers by passenger taxis shall be entered into orally, in accordance with the Cabinet regulations regarding the procedures for performing carriage of passengers by taxis. In settling the account with a passenger, the passenger taxi driver shall issue a cash ticket in accordance with the laws and regulations regarding carriage of passengers by taxis.

[14 June 2007]

Section 38. Specimens of Tickets and Other Travel Documents and Mandatory Requisites

[14 June 2007]

Section 38.1 Ticket Samples and Mandatory Requisites in Regular International Carriage of Passengers

(1) Mandatory requisites of tickets in regular international carriage of passengers between Latvia and states, which are not European Union Member States, shall be determined by the Cabinet.

(2) The carrier, which performs regular international carriage of passengers between Latvia and states, which are not European Union Member States, shall submit the relevant ticket samples for co-ordination to the Road Transport Administration.


[13 December 2007; 12 May 2011 / Amendment to Paragraph two regarding substitution of the words “to the Ministry of Transport” with the words “to the Road Transport Administration” shall come into force from 30 September 2011. See Paragraph 27 of Transitional Provisions]

Section 39. Fare for travel (Tariffs)

(1) [14 June 2007]

(2) [14 June 2007]

(3) A fare for travel (tariffs) for regular carriage of passengers in international routes shall be determined by a carrier in accordance with international agreements and in co-operation with a partner undertaking of the other party.

(4) [14 June 2007]

(5) The maximum fee (tariffs) for carriage of passengers and luggage by a taxi shall be determined by the local government, which issues special authorisations (licences) for such carriage.
(5) The fee (tariffs) determined by the carrier for services of carriage of passengers and luggage by a passenger taxi shall be indicated on the bodywork of the relevant vehicle in accordance with the procedures stipulated by the Cabinet.

(6) A fare for travel in occasional carriage of passengers shall be determined upon mutual agreement between a carrier and the commissioning party.


Section 40. Duties and Liability of a Carrier

(1) A carrier has a duty to ensure a passenger a place indicated in the ticket in a road transport vehicle of regular passenger carriage, as well as a safe journey and safe-keeping and delivery of the transferred baggage to the place of destination.

(2) A carrier must compensate a passenger the value of the ticket in accordance with the procedures and in the amount referred to in the passenger carriage regulations in the cases provided for in Section 43, Paragraph three of this Law.

(3) A carrier has a duty to compensate direct losses (excluding lost profits) incurred, if the arrival or departure of a road transport vehicle of regular carriage of passengers (in accordance with the requirements of laws and regulations) fails to comply with the timetable, as well as if a journey in an international route for which a passenger obtained a ticket has been cancelled.

(4) If baggage is damaged or lost a carrier must draw up a relevant deed regarding it and compensate a passenger for losses.

(5) If baggage for which a carrier has paid the relevant compensation is found afterwards, a passenger has the right to request the issue of such baggage, provided that he or she reimburses the received compensation (taking into account the state of the found baggage).

(6) A carrier shall be liable for losses caused in the course of carriage if a passenger has died or has become crippled, or some other health impairment or damage to his or her property has been caused and the carrier fails to prove that the loss has been incurred due to force majeure, with the intention of the victim himself or herself, or due to the gross negligence of the victim. A carrier shall be liable for losses caused during embarkation or disembarkation of passengers and loading or unloading of baggage if the carrier is determined to be at fault.

(7) In performing carriage of passengers, to which Regulation (EU) No 181/2011 applies, the obligations and liability of the carrier in relation to the rights of bus passengers shall be additionally determined by the abovementioned Regulation.

(8) In applying Regulation (EU) No 181/2011, the maximum sum of compensation in relation to death of or bodily harm to a passengers or losing or damage to baggage on a case-by-case basis shall be no less than the sum indicated in Article 7(2) of Regulation (EU) No 181/2011.

[13 March 1997; 14 June 2007; 7 February 2013]

Section 41. Liability of a Passenger for the Violation of Transport Regulations and Causing of Losses

(1) A passenger must observe the passenger carriage regulations.

(2) A passenger shall be liable, in accordance with the procedures laid down in laws and regulations, for violating carriage regulations and for causing losses to a carrier.

(3) A passenger shall pay a fine for travelling without a ticket in the amount specified in laws and regulations. Payment of the fine shall not release the passenger from the fare for travel.

(4) If a passenger carries things for which carriage is prohibited in the relevant road transport vehicle, he or she must pay a fine in the amount specified in laws and regulations.
Section 42. Rights of Carriers

(1) A carrier has the right not to admit into a road transport vehicle, remove therefrom, as well as to transfer to the police a passenger who violates the provisions for carriage or fails to comply with the public order.
(2) A carrier has the right to refuse to carry baggage which fails to comply with the provisions for carriage.

Section 43. Rights of Passengers

(1) A passenger has the right to utilise a road transport vehicle of a carrier for travelling in accordance with a contract (ticket) or other document attesting to the right to travel and to utilise the services related to carriage.
(2) A passenger has the right to carry baggage with him or her if the sizes and characteristics thereof comply with the provisions for carriage.
(3) A passenger has the right to refuse from travelling and to return the previously bought ticket in accordance with the procedures laid down the provisions for carriage of passengers.
(4) A passenger has the right to request compensation for the direct losses in accordance with Section 40, Paragraph three of this Law from a carrier.
(5) In performing carriage of passengers, to which Regulation (EU) No 181/2011 applies, the rights of bus passengers shall be additionally determined by the abovementioned Regulation.

[7 February 2013]

Chapter IV
Claims, Requirements and Mandatory Insurance

Section 44. Procedures for Submission of Claims

(1) A consignor (consignee, passenger) must submit a claim prior to bringing an action against a carrier in relation to a breach of the contract of carriage:
   1) for carriage of goods – to the carrier or forwarder who has accepted the goods for carriage (in accordance with Section 2236 of the Civil Law);
   2) for carriage of passengers and baggage – to the carrier who performs such carriage.
(2) An application for a claim must be accompanied by documents certifying it.
(3) A claim submitted for loss, shortage, spoilage or damage of goods, in addition to the abovementioned documents, must be accompanied by such documents which certify the amount and value of the sent goods, as well as a copy of the original of the consignment note, unless otherwise provided by the contract.

Section 45. Time Periods for Submission and Examination of Claims

(1) Claims may be submitted to the carrier within a period of six months.
(2) The commencement of the time limit referred to shall begin:
   1) from the date of the transfer of goods or baggage (or the day on which it was to be transferred) – if the claims are submitted in relation with the compensation for loss, shortage, spoilage, damage or late delivery of the goods or baggage to be carried together with passengers;
   2) four months following the registration of goods for carriage – if claims are submitted for the compensation of the value of the lost goods in the direct mixed traffic;
   3) from the date on which the event which is the basis for submission of the claim has taken place – in all other cases.
(3) A carrier must examine claims and notify the submitter thereof regarding recognition or rejection of the claim within the following time periods from the date of receipt of the claim:
   1) within a month – if the claim is submitted in relation to carriage in direct traffic;
   2) within three months – if a claim has been submitted in relation to carriage in direct mixed traffic.
(4) If a carrier rejects a claim in whole or in part he or she shall send to the submitter his or her reasoned decision together with the documents attached to the claim.
(5) If a carrier accepts a claim in whole (for the whole amount) the documents attached to the claim shall not be returned.
(6) In performing carriage of passengers, to which Regulation (EU) No 181/2011 applies, the time periods for bringing and examining claims shall be determined in accordance with Article 27 of the abovementioned Regulation.
[7 February 2013]

Section 46. Bringing an Action in Court

(1) Consignors, consignees and passengers may bring an action in court against a carrier only if the carrier refuses to accept claims in whole or in part or if a reply has not been received from the carrier within the time period specified in Section 45, Paragraph three of this Law.
(2) The abovementioned action may be brought in a court according to the location of the carrier within three years after receipt of the reply or after expiration of the time period intended for the reply.
(3) Carriers may bring an action against consignors, consignees or passengers in court within three years from the date on which the infringement of right took place which was the basis for the bringing of the action.

Section 47. Subrogation Action of Carrier

A carrier who has paid compensation for losses has the right to bring a subrogation action against other carriers who have participated in the carriage. Liability among carriers shall be divided as follows:
   1) if loss has been incurred due to the fault of one carrier, he or she shall be liable for the compensation thereof, irrespective of whether the compensation has been paid by himself or herself or by another carrier;
   2) if loss has been incurred due to the fault of two or several carriers, each of them shall pay a sum proportional to the part of his or her liability;
   3) where such part is impossible to be determined, each carrier shall be liable in proportion with the part of the payment for carriage due to him or her;
   4) if it is impossible to determine which carrier is liable for the loss, the amount to be compensated shall be divided among all carriers proportionally, in the amount specified in Clause 3 of this Section.

Section 48. Mandatory Insurance Related to Carriage by Road Transport Vehicles

(1) Natural persons and legal persons who perform carriage by road transport vehicles in the territory of Latvia shall insure the civil liability for the loss incurred in a road traffic accident.
(2) Owners of goods who transfer dangerous goods for carriage in the territory of Latvia shall insure their civil liability for losses which in relation to the carriage may be incurred to a carrier, third persons and property thereof, as well as to the environment.
(3) Natural persons and legal persons performing international carriage by road shall insure their civil liability for the potential losses in relation with the carriage, in compliance with the provisions of international agreements.
Chapter V
Peculiarities of Certain Types of Carriage

Section 49. Speed Limitation Devices in the Carriage of Passengers and Goods

(1) [2 December 2004]
(2) The requirements for the equipping of certain categories of vehicles with speed limitation
devices and the procedures for the use of such devices shall be determined by the Cabinet.
[2 December 2004]

Section 50. Combined transport

(1) Tax (fee) rebates shall be applied to carriers whose (heavy) goods vehicles are involved in
combined transport in compliance with tax laws.
(2) In cases provided for in international agreements the combined international carriage shall
not require the authorisation provided for in Section 6 of this Law.
(3) The procedures for performing combined transport for reward, combined own-account
carriage or combined transport by a hired vehicle, as well as the requirements for the
accompanying document of goods of the combined transport shall be determined by the
Cabinet.

Section 51. Own-account Carriage

(1) International own-account carriage shall be performed in accordance with international
agreements, drawing up documents conforming to such a type of carriage.
(2) The procedures for performing own-account carriage of passengers and goods shall be
determined by the Cabinet.

Section 52. Cabotage

Cabotage in the territory of Latvia is prohibited by a vehicle registered in such state,
which is not a European Union Member State, except in the cases where they are performed in
compliance with the international agreements ratified by the Saeima and each relevant carriage
has an authorisation of the Road Transport Administration issued thereto.
[12 May 2011]

Transitional Provisions

1. With the coming into force of this Law, Cabinet Regulation No. 41, On Carriage by Road
Transport, issued in accordance with Article 81 of the Constitution (Latvijas Republikas
Saeimas un Ministru Kabineta Ziņotājs, 1994, No. 4), is repealed.

2. Section 29, Paragraph five of this Law shall come into force on 1 July 1996.

3. Provisions of Section 48 of this Law shall come into force concurrently with laws regulating
the relevant type of insurance.
[13 March 1997]

4. [13 March 1997]
5. The provisions of Section 6, Paragraph one and Section 30, Paragraph one of this Law come into force:

   1) on 1 October 2001 – in relation to merchants who after the coming in force of this Law for the first time receive special authorisations (licences) of international carriage of the Ministry of Transport;

   2) on 1 October 2002 – in relation to merchants who perform carriage within the borders of the State.

[10 May 2001]

6. Special authorisations (licences) of the Ministry of Transport or republic city council (district council) issued before the time period referred to in Paragraph 5 of the Transitional Provisions shall remain in force without the requirement regarding the obtaining of the certificate of the professional qualifications until expiration of the special authorisation (licence), except the case where another road transport operations manager (administrator) is hired.

[10 May 2001]

7. Section 12, Paragraph six of this Law shall come into force on 1 January 2002.

[10 May 2001]

8. [4 April 2007]

9. Until the day when the relevant Cabinet regulations come into force, but not longer than until 1 April 2005, the following Cabinet regulations shall be applicable insofar as they are not in contradiction with this Law:

   1) Cabinet Regulation No. 320 of 19 September 2000, Procedures for Issue of Authorisations for International Carriage of Goods by Road;

   2) Cabinet Regulation No. 547 of 23 December 2002, Procedures for Issue of Certificates of Professional Competence of Carriage of Passengers and Goods by Road;


   4) Ministry of Transport Regulation No. 23 of 13 July 1999, Procedures for Registration of Bus Stations and List of Mandatory Services;

   5) Ministry of Transport Regulation No.45 of 28 December 1999, Regulations on Mandatory Requisites of Other Travel Documents.

[2 December 2004]

10. [1 December 2005]

11. Amendments to Section 1, Clause 5, Section 6, Paragraph one and Section 30, Paragraph one of this Law regarding deletion of the word “(administrator)” (in respective case) shall come into force concurrently with relevant amendments to the Law On the Regulated Professions and the Recognition of Professional Qualification.

[5 May 2005]

12. The conditions of Section 6.¹ of this Law shall be applied, from 10 September 2009, in relation to such drivers who, starting from the abovementioned date, have obtained the right to drive vehicles of Category C1, C1E, C and CE. In relation to such drivers who have obtained the right to drive vehicles of such categories before 10 September 2009, the norms of Section 6.¹ of this Law shall be applied from 10 September 2014.

[22 June 2006]
13. The conditions of Section 30.1 of this Law shall be applied, from 10 September 2008, in relation to such drivers who, starting from the abovementioned date, have obtained the right to drive vehicles of Category D1, D1E, D and DE. In relation to such drivers who have obtained the right to drive vehicles of such categories before 10 September 2008, the norms of Section 30.1 of this Law shall be applied from 10 September 2013.

[22 June 2006]

14. The Cabinet shall, by 1 July 2007, issue the regulations referred to in Section 5.1, Paragraph two of this Law regarding approval of the price list of such services, which are provided by the Road Transport Administration in fulfilling the State administration tasks delegated thereto. Until the day of the coming into force of the relevant regulations, but not later than by 1 July 2006, Cabinet Regulation No. 1039 of 19 December 2006, Regulations Regarding the Price List of Paid Services Provided by the State Limited Liability Company “Road Transport Administration”, shall be applied insofar as it is not in contradiction with this Law.

[4 April 2007]

15. Section 5.2, Paragraph three of this Law shall come into force on 1 July 2007. The Cabinet shall issue the regulations referred to in Section 5.2, Paragraph three of this Law by 1 July 2007.

[4 April 2007]

16. Section 35, Paragraph five of this Law, which determines the minimum length of service of the driver of a vehicle of Category B necessary for the performance of carriage by a passenger taxi for reward, shall come into force from 1 July 2007.

[4 April 2007]

17. Section 35, Paragraph five of this Law shall not apply to such drivers of vehicles who until the day of the coming into force thereof in accordance with laws and regulations, in driving a vehicle of Category B, have performed carriage by a passenger taxi for reward being employed by such carrier (merchant), which is engaged in carriage by passenger taxis, or as registered performers of individual work.

[4 April 2007]

18. Section 39, Paragraph 5.1 of this Law shall come into force on 1 August 2007. The Cabinet shall, by 1 August 2007, determine the procedures referred to in Section 39, Paragraph 5.1 of this Law, by which the fee (tariffs) specified by the carrier for services of carriage of passengers and baggage by a passenger taxi is indicated on the outside on the taxi bodywork.

[4 April 2007]

19. The amendments to this Law regarding deletion of Sections 29.1, 29.2, 31, and 32, Section 37, Paragraph four and Section 38 and regarding supplementation of this Law with Section 1, Clause 29.1 and Section 32.1, as well as rewording of Section 34, Paragraphs two and three shall come into force from 1 January 2008.

[4 June 2007; 13 December 2007]

20. The Cabinet shall, by 31 December 2007, issue the regulations referred to in Section 33, Paragraph five of this Law governing the procedures for registering bus stations and the services to be mandatorily provided in bus stations. Until the day of coming into force of the relevant regulations, but not later than until 31 December 2007 Cabinet Regulation No. 665 of 6 September 2005, Procedures for the Registration of Bus Stations, shall be applicable, insofar as it is not in contradiction with this Law.

[14 June 2007]
21. [13 December 2007]

22. The amendment to Section 5.1, Paragraph one of this Law regarding the supplementation thereof with Clause 8 shall come into force on 1 March 2008. Until the day of coming into force of the relevant norm the Cabinet shall issue Cabinet regulations corresponding thereto. [13 December 2007]

23. Until the day when the regulations referred to in Section 35, Paragraph six and Section 37, Paragraph three of this Law shall come into force regarding the procedures, by which carriage of passengers by passenger taxis shall be performed, but not later than by 1 June 2008 Cabinet Regulation No. 814 of 27 November 2007, Regulations Regarding Carriage of Passengers by Taxis, shall be applicable, insofar as it is not in contradiction with this Law. [13 December 2007]

24. The Cabinet shall, by 1 April 2008, issue the regulations referred to in Section 38.1 of this Law regarding mandatory requisites of tickets in international carriage of passengers between Latvia and the states, which are not European Union Member States. Until the day of coming into force of such regulations the relevant ticket requisites shall be determined by the carrier. [13 December 2007]

25. A special authorisation (licence) issued by the district council for carriage of passengers by bus and coach in the former district territory shall be valid until expiry of its term of validity, but not longer than until 31 December 2011. [6 November 2008]

26. A special authorisation (licence) issued by the district council for carriage of passengers by taxis in the former district territory shall be valid until expiry of its term of validity, but not longer than until 31 December 2011. [6 November 2008]

27. Amendments to Section 32.1, Paragraph one, Section 34, Paragraph two and Section 38.1, Paragraph two of this Law regarding substitution of the words “Ministry of Transport” (in the respective case) with the words “Road Transport Administration” (in the respective case) shall come into force from 30 September 2011. The authorisations issued until 30 September 2011 for regular international carriage of passengers shall be valid until expiry of the term of validity indicated therein. [12 May 2011]

28. Section 35, Paragraph seven of this Law shall come into force on 1 September 2011. Until the day of coming into force of the relevant norm the Cabinet shall issue regulations corresponding thereto. [12 May 2011]

29. The amendment to this Law regarding rewording of the second sentence of Section 37, Paragraph three shall come into force from 1 February 2012. [12 May 2011]

30. The Cabinet shall, by 1 November 2011, issue the regulations referred to in Section 6, Paragraph five and Section 30, Paragraph three of this Law governing the amount of the State fee for the issuance of a special authorisation (licence) for carriage of goods by goods vehicles for reward and the State fee for the issuance of a special authorisation (licence) for carriage of
passengers for reward, and the payment procedures. Until the day of coming into force of the
relevant regulations, but not later than until 1 November 2011, the Cabinet Regulation No. 826
of 1 November 2005, Regulations Regarding the State Fee for the Issuance of a Special
Authorisation (Licence) for the Performance of Carriage by Road Transport for Reward, shall
be applied, insofar as it is not in contradiction with this Law.
[12 May 2011]

and of the Council of 16 February 2011 concerning the rights of passengers in bus and coach
transport and amending Regulation (EC) No 2006/2004 until 28 February 2017 exemption from
the application of the abovementioned Regulation is determined in Latvia in relation to regular
inland carriage of passengers by bus, except Articles 4(2), 9, 10(1), 16(1)(b), 16(2), 17(1) and
(2), 24, 25, 26, 27, and 28 thereof.
[7 February 2013]

**Informative Reference to the European Union Directive**

[4 April 2007]

This Law contains legal norms arising from:
on the initial qualification and periodic training of drivers of certain road vehicles for the
carriage of goods or passengers, amending Council Regulation (EEC) No 3820/85 and Council
2006 on the use of vehicles hired without drivers for the carriage of goods by road.

This Law has been adopted by the *Saeima* on 23 August 1995.

President          G. Ulmanis

Rīga, 12 September 1995