



## PORT AND QUAY TARIF

effective as of 1 February, 2021

## TABLE OF CONTENTS

<b>I. GENERAL PROVISIONS</b>	<b>2</b>	<b>V. TANK SHIPS</b>	<b>8</b>
1. Area of application	2	20. Port dues	8
2. Conclusion of contract, types of fees, mode of payment and due date	2	21. Demurrage charges	8
3. Base of assessment	3	22. Ship to ship handling	8
4. Exemptions	3	23. Security surcharge	8
5. Disclosure requirement	4	<b>VI. OTHER VESSELS</b>	<b>9</b>
6. Security regulations	4	24. Port dues	9
7. Validity	4	25. Demurrage charges	9
<b>II. FERRY AND RORO-SHIPS</b>	<b>5</b>	26. Quay dues	10
8. Port dues	5	27. Security surcharge	10
9. Demurrage charges	5	<b>VII. DISPOSAL OF SHIP GENERATED WASTE</b>	<b>11</b>
10. Quay dues	5	<b>VIII. MOORING FEES</b>	<b>12</b>
11. Security surcharge	5	<b>ANNEX</b>	
<b>III. CRUISE LINERS</b>	<b>6</b>	Annex 1 Port map	13
12. Port dues	6	Annex 1a Berths and parameters	14
13. Demurrage charges	6	Annex 2 Ship registration form	15
14. Quay dues	6	Annex 3 Notice of ship departure form	16
15. Security surcharge	6	Annex 4 Registration form for waste disposal	17
<b>IV. CONTAINER VESSELS</b>	<b>7</b>	Annex 5 Registration form for inadequacies in waste disposal	18
16. Port dues	7	Annex 6 Overview of the disposal of ship generated waste	20
17. Demurrage charges	7	<b>CONTACT</b>	<b>22</b>
18. Quay dues	7		
19. Security surcharge	7		

## I. GENERAL PROVISIONS

### 1. Area of application

For the use of the port of Fährhafen Sassnitz GmbH (Mukran Port), charges are levied in accordance with this port tariff.

The chargeable port area comprises all water and land areas belonging to Fährhafen Sassnitz GmbH, including the structures located thereon, within the port boundary marked in **Annex 1**.

Separate charges shall be agreed for services not listed in this port tariff.

In addition to the provisions of this port tariff, the General Terms and Conditions of Fährhafen Sassnitz GmbH, as amended from time to time, must be observed when using the port facilities of Fährhafen Sassnitz GmbH.

### 2. Conclusion of contract, types of fees, mode of payment and due date

The use of the port facilities listed in item 1 paragraph 2 constitutes a contract with Fährhafen Sassnitz GmbH. The provisions of this port tariff thus become effective for the respective user.

Owners or users of watercrafts and other floating bodies are jointly and severally liable for the fees.

For all other charges, the party liable to pay is,

- whoever has caused the service to be rendered or for whose benefit it is rendered,
- whoever has assumed payment of the charges by a declaration, or
- whoever is liable for the tax debt of another person by operation of law.

According to this port tariff, the following charges are levied by Fährhafen Sassnitz GmbH:

- a) port dues,
- b) demurrage charges,
- c) quay dues,
- d) ISPS gate charge,
- e) security surcharge,
- f) ship disposal charge
- g) mooring fee

The amounts of the aforementioned fees is set out in sections II to VII of this port tariff.

The entitlement to the fee arises with the performance of the services and use of the facilities in accordance with section 1. This does not apply if the facilities subject to the fee are rented out.

The fees shall become due upon receipt of the invoice. From the 15th day after the due date, interest on arrears shall be charged at a rate of 8% p.a. above the respective base rate of the German Central Bank (Deutsche Bundesbank).

An additional fee of € 5.00 per invoice shall be charged for the reissue and dispatch of invoices due to incorrect information provided by the client.

The means of payment shall be the EURO.

The place of jurisdiction is Stralsund.

### 3. Base of assessment

Port dues are calculated per call which is defined as arrival and departure.

Seagoing vessels are calculated according to gross tonnage (GT) in accordance with the international ship's tonnage certificate.

In the case of double tonnage certificates, the largest tonnage result is the basis for the calculation.

In the case of open container ships, the reduced GT is not taken into account.

Inland vessels, with the exception of inland tankers, are calculated according to the maximum deadweight tonnage as shown on the calibration certificate.

Unmeasured vessels, crew transfer vessels, workboats or other floating bodies are calculated according to the base area, which is obtained by multiplying the greatest length by the greatest width (in each case rounded up to full meters) of the vessel in square meters.

Partial units of measurement shall be charged in full.

The fee rates of this tariff are net amounts. In the case of services subject to turnover tax, turnover tax will be charged in addition in accordance with the applicable turnover tax law.

The fees are due upon receipt of the invoice. From the 15th day after the due date, the respectively valid interest on arrears above the respective discount rate of the German Central Bank (Deutsche Bundesbank).

An additional fee of € 5.00 per invoice shall be charged for the reissue and dispatch of invoices due to incorrect information provided by the Client.

### 4. Exemptions

The following vessels shall be exempt from payment of the fees under this port tariff:

- a) vessels of the Federal Armed Forces,
- b) vessels used for sovereign or research tasks of the Federal Government, the Federal State of Mecklenburg-Vorpommern or the town of Sassnitz,
- c) foreign government vessels flying their state flag and used only for state purposes, if reciprocity is guaranteed,
- d) pilot vessels, fire-fighting boats and sea rescue vessels, if they are used for their actual task,
- e) tenders and launches belonging to vessels and appliances subject to payment of dues or exempted under this Regulation, when used for their intended purpose
- f) vessels calling at the port as a port of refuge or for the purpose of medical assistance for as long as the emergency continues, as well as vessels providing assistance to vessels in distress.

Watercrafts may be exempted from paying demurrage if they are unable to leave the port for special weather-related reasons and present a certificate from the port authority valid for the relevant period.

## 5. Disclosure requirement

Vessel masters shall submit all data of their vehicles and cargo required for the calculation of charges to the operator of the traffic control center in writing analogous to the forms listed in **Annex 2** and **Annex 3** in due time before arrival or departure from the port.

At the request of Fährhafen Sassnitz GmbH, the ship, cargo and transport documents must be presented. If Fährhafen Sassnitz GmbH is not provided with the data required for calculating the charges or if such data is incomplete, or if inspection of the ship's, cargo's and transport documents is refused, the data required for calculating the charges shall be estimated by Fährhafen Sassnitz GmbH at the expense of the party liable to pay.

After receipt of the ship's registration in accordance with paragraph 1, a berth will be assigned by Fährhafen Sassnitz GmbH.

The parties obliged to notify may be represented by agents (e.g. shipbrokers), but remain responsible for the complete and correct notification.

All billing-relevant documents are to be transmitted to the operator of the traffic control centre by the time the ships leave the port.

## 6. Security regulations

All security measures at the port facilities and terminals in accordance with the statutory security requirements (ISPS Code) are carried out exclusively by Fährhafen Sassnitz GmbH or a third party commissioned by it. A security fee is charged for incoming and outgoing maritime traffic in regular operation (security level 1).

The security charge applies to all vessels over 500 GT for which harbour dues are charged.

Separate contractual arrangements are made for ferry and RoRo vessels in regular liner service.

If an increased security risk (security level 2 and 3) is declared by the competent authorities, the measures specified in the security plan of the Sassnitz ferry port shall be implemented. The calculation for this is made on the basis of the actual expenditure.

Unauthorized persons are not permitted to enter the secured port area.

Any access to the ISPS area must be registered in advance with the port security (TRAFFIC CONTROL) by email, stating the full name and reason for the visit. If the pre-registration is missing or incomplete, access to the ISPS area may be denied.

Access for registered visitors will only be granted after personal registration at the port entrance control (TRAFFIC CONTROL) and a security briefing.

## 7. Validity

The provisions of this Port Tariff of Fährhafen Sassnitz GmbH shall enter into force with effect from 1 February, 2021 and shall remain valid until revoked.

At the same time, the Port Tariff of Fährhafen Sassnitz GmbH dated 1 June, 2018 shall cease to apply.

## II. FERRIES AND RORO VESSELS

### 8. Port dues

**The port dues are:**

For ferry, RailRo and RoRo vessels in regular scheduled service

<i>1.-29. ship call, per GT</i>	<i>0,15 €</i>
<i>from 30 ship call, per GT</i>	<i>0,10 €</i>

### 9. Demurrage charges

A demurrage fee is payable for watercraft and other floating objects that occupy a berth outside of loading and unloading operations.

**The ship's demurrage is:**

For ferries, RailRo and RoRo vessels in regular scheduled service that use a berth for more than 2 hours before/after the start/end of unloading or loading or the setting down or picking up of passengers

<i>for each 24-hour period or part thereof, per GT</i>	<i>0,09 €</i>
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### 10. Quay dues

The Quay dues are payable for the use of the quay facilities for the handling of goods, cargo units plus their cargo and passengers.

**The quay dues for goods and vehicle cargo are:**

- a) for each railway wagon, truck, truck trailer, trailer, bus and other rolling commercial vehicle over 6 m in length, in the calendar year

<i>up to 10,000 units</i>	<i>4,50 €</i>
<i>10,001-25,000 units</i>	<i>4,00 €</i>
<i>25,001-35,000 units</i>	<i>3,50 €</i>
<i>from 35,001 units</i>	<i>2,00 €</i>

- b) for each car, car trailer, camper van and other vehicles up to 6 m in length, in the calendar year

<i>up to 3000 units</i>	<i>3,00 €</i>
<i>3,001 t-6,000 units</i>	<i>2,50 €</i>
<i>from 6,001 units</i>	<i>2,00 €</i>

- c) for goods on the means of transport listed under a)

<i>including tare weight per t</i>	<i>1,15 €</i>
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**The quay dues for passengers is:**

<i>for each passenger</i>	<i>0,90 €</i>
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### 11. Security surcharge

The security surcharge is levied for watercraft over 500 GT in regular operation (security level 1).

**The security charge per port call is:**

<i>per GT</i>	<i>0,10 €</i>
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### III. CRUISE LINERS

#### 12. Port dues

The port fee per call, per GT is:

0 – 35,000 GT

<i>1 up to 4 calls per year</i>	<i>0,30 €</i>
<i>5 up to 8 calls per year</i>	<i>0,27 €</i>
<i>more than 8 calls per year</i>	<i>0,24 €</i>

More than 35,000 BRZ

<i>1 up to 2 calls per year</i>	<i>0,34 €</i>
<i>3 up to 4 calls per year</i>	<i>0,30 €</i>
<i>5 up to 8 calls per year</i>	<i>0,28 €</i>
<i>more than 8 calls per year</i>	<i>0,25 €</i>

#### 13. Demurrage charges

The ship's demurrage fee is:

<i>The first 24 h</i>	<i>free</i>
<i>after 24 h</i>	<i>on request</i>

#### 14. Quay dues

The Quay dues are payable for the use of the quay and terminal facilities by passengers.

The quay dues amount to:

<i>per passenger</i>	<i>1,20 €</i>
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#### 15. Security surcharge

The security surcharge shall apply to all watercrafts with more than 500 GT under normal operation conditions (security level 1).

The security surcharge per each call is:

<i>per GT</i>	<i>0,10 €</i>
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## IV. CONTAINER VESSELS

### 16. Port dues

The port dues, per GT is:

<i>up to 1,500 GT</i>	<i>0,14 €</i>
<i>1,501 up to 3,500 GT</i>	<i>0,22 €</i>
<i>more than 3,500 GT</i>	<i>0,27 €</i>

### 17. Demurrage charges

Watercrafts and other floating bodies which make use of a berth outside of loading and unloading work must pay demurrage charges.

For each 24-hour period or part thereof:

- a) for container vessels which make use of a berth for more than 12 hours before starting or 6 hours after finishing unloading or loading work

<i>per GT</i>	<i>0,11 €</i>
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- b) for container vessels which make use of a berth for more than 12 hours without loading or unloading

<i>per GT</i>	<i>0,12 €</i>
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### 18. Quay dues

The quay dues are payable for the use of the quay facilities for the handling of containers and the goods contained therein.

The quay dues are:

- a) for each transshipment, per unit

<i>20´ container</i>	<i>3,00 €</i>
<i>40´ container</i>	<i>5,00 €</i>

- b) for goods inside the containers including tare weight per metric ton

<i>solid and liquid bulk cargo</i>	<i>0,30 €</i>
<i>general cargo</i>	<i>1,00 €</i>
<i>hazardous goods accord. to IMDG code</i>	<i>4,00 €</i>

### 19. Security surcharge

The security surcharge shall apply to all watercrafts with more than 500 GT under normal operation conditions (security level 1).

The security surcharge per each call is:

<i>per GT</i>	<i>0,10 €</i>
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## V. TANK SHIPS

### 20. Port dues

The port dues amount to the following for each call in the port:

<i>per GT</i>	<i>0,25 €</i>
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### 21. Demurrage charges

Watercrafts which make use of a berth outside of loading and unloading work must pay demurrage.

The ship's demurrage is:

For cargo ships which make use of a berth for more than 12 hours before starting or 6 hours after finishing unloading or loading work, for each 24-hour period or part thereof, per GT

<i>up to 500 GT</i>	<i>0,09 €</i>
<i>more than 500 GT</i>	<i>0,11 €</i>

### 22. Quay dues

The quay dues are payable for the use of quay facilities for the handling of liquid, unpackaged goods by ship.

The quay dues are:

<i>liquid, as far as pumpable, unpackaged, no dangerous goods according to IMDG-code</i>	<i>0,25 €/t</i>
<i>liquid, as far as pumpable, unpackaged, dangerous goods according to IMDG-code</i>	<i>4,00 €/t</i>

### 23. Ship to ship handling

The dues must be paid for ship to ship handling.

The fee for each transshipment from ship to ship is:

<i>liquid goods, per t</i>	<i>0,25 €</i>
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### 24. Security surcharge

The security surcharge shall apply to all watercrafts with more than 500 GT under normal operation conditions (security level 1).

The security surcharge amounts to as following:

<i>per GT</i>	<i>0,10 €</i>
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## VI. OTHER VESSELS

### 25. Port dues

The port dues amount to the following per each call in the port:

- a) for all cargo ships and other measured watercraft not otherwise mentioned, per GT

<i>up to 1500 GT</i>	<i>0,14 €</i>
<i>1501 up to 3500 GT</i>	<i>0,22 €</i>
<i>more than 3500 GT</i>	<i>0,27 €</i>
<i>for bulk carrier (Handysize/Panamax)</i>	<i>upon request</i>

- b) for fishing vessels

<i>per GT</i>	<i>0,28 €</i>
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- c) or newly built ships (sea trials) with a lay time of up to 3 calendar days

<i>per GT</i>	<i>0,30 €</i>
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- d) for inland water vessels

<i>per metric ton</i>	<i>0,12 €</i>
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- e) unmeasured watercrafts according to base area (max. length x max. breadth)

<i>per m<sup>2</sup></i>	<i>0,25 €</i>
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- f) for ships temporarily out of service

<i>per GT</i>	<i>upon request</i>
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- g) for watercrafts with lay time of max. three hours for the purpose of customs formalities, change of crew or provisioning.

<i>per GT</i>	<i>0,06 €</i>
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### 26. Demurrage charges

Watercrafts and other floating bodies which make use of a berth outside of loading and unloading work must pay demurrage.

The demurrage charges amount to the following for each 24-hour period or part thereof:

- a) for cargo ships and other measured watercrafts which make use of a berth for more than 12 hours before starting or six hours after finishing unloading or loading work

for each 24-hour period or part thereof, per GT

<i>up to 500 GT</i>	<i>0,09 €</i>
<i>more than 500 GT</i>	<i>0,11 €</i>

- b) for unmeasured vessels which make use of a berth for more than 12 hours by base area

<i>per m<sup>2</sup></i>	<i>0,12 €</i>
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- c) lay-ups

<i>per GT</i>	<i>on request</i>
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## 27. Quay dues

The quay dues must be paid for using the wharfage during ship handling of goods.

**The quay dues amount to as following:**

for each handling

<i>Bulk goods</i>	
• <i>if they are loose, can be poured or gripped</i>	0,26€/t
• <i>liquid goods if they can be pumped, unpacked and are not hazardous goods according to the IMDG Code</i>	0,25€/t
<i>General cargo, bagged cargo, bale goods and goods on pallets</i>	
• <i>Stowage factor &lt; 1 m<sup>3</sup>/t</i>	0,60 €
• <i>Stowage factor 1-5 m<sup>3</sup>/t</i>	0,90 €
• <i>Stowage factor &gt; 5 m<sup>3</sup>/t</i>	1,40 €
<i>Timber products</i>	
<i>logs, lumber</i>	0,25 €/rm
	0,30 €/fm/m <sup>3</sup>
• <i>sawn timber</i>	0,35€/m <sup>3</sup>
• <i>Wood chips and pellets</i>	0,40 €/t
• <i>Paper (rolls) and cellulose (bales)</i>	0,65 €/t
<i>Metal products</i>	
• <i>metals, sectional steel and other rolling mill products</i>	0,60 €/t
• <i>iron and steel scrap</i>	0,50 €/t
<i>Project cargo</i>	3,50 €/t
<i>Other cargo</i>	1,00 €/t
<i>Fish</i>	1,10 €/t
<i>Hazardous goods according to the IMDG Code</i>	4,00 €/t

## 28. Security surcharge

The security surcharge shall apply to all watercrafts with more than 500 GT and unmeasured watercrafts under normal operation conditions (security level 1).

**The security surcharge amounts to as following:**

<i>per GT</i>	0,10 €
<i>per m<sup>2</sup></i>	0,08 €

## VII. DISPOSAL OF SHIP GENERATED WASTE

In accordance with the Act on the Disposal of Ship Waste and Cargo Residues in the State of Mecklenburg-Vorpommern of 16 December 2003 (Ship Waste Disposal Act), all watercraft calling at Mukran Port are required to pay a lump sum for disposal.

Watercraft presenting an exemption granted by the competent authority in accordance with § 12 of the Ship Waste Disposal Act are exempt from paying the disposal fee.

### The disposal fees amount to:

- a) basic fee for all vessels that are neither discounted nor exempt:

	<i>0,026€/GT</i>
<i>per port call</i>	<i>125,00 € minimum fee</i>
<i>per waste notification</i>	<i>19,75 €</i>

- b) basic fee for vessels calling at several ports in quick succession, which have properly disposed of their waste in the port previously visited and which have been issued an individual exemption in compliance with § 7 Paragraph 2 of the Law on the Disposal of Ship's Waste and Cargo Residues by the responsible authorities:

<i>per port call</i>	<i>0,013 €/GT</i>
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- c) for ships and other watercrafts making use of a berth for more than five days, the following fees must be paid in addition to items a) and b) for each five-day period or part thereof:

<i>per GT</i>	<i>0,007 €</i>
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- d) for crew transfer vessels

<i>per port call</i>	<i>6,00 €/vessel</i>
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The calculation of the disposal charge in accordance with points a) and b) shall be made taking into account the type of ship and the size of the ship measured by GT in accordance with the following tables:

- tanker und bulk carriers

<i>GT</i>	<i>Correction factor</i>
<i>&lt; 2.000</i>	<i>1,0</i>
<i>2.000 – 19.999</i>	<i>0,8</i>
<i>20.000 – 39.999</i>	<i>0,7</i>
<i>&gt; = 40.000</i>	<i>0,6</i>

- combined passenger-cargo ferries, RoRo cargo ships, cargo ferries, car carriers

<i>GT</i>	<i>Correction factor</i>
<i>&lt; 20.000</i>	<i>1,0</i>
<i>&gt; = 20.000</i>	<i>1,3</i>

- passenger vessels

<i>GT</i>	<i>Correction factor</i>
<i>&lt; 35,000</i>	<i>1,0</i>
<i>&gt; = 35,000</i>	<i>1,5</i>

- general cargo ships and all other self-propelled watercraft not mentioned above

<i>GT</i>	<i>Correction factor</i>
<i>&lt; 20.000</i>	<i>1,3</i>
<i>&gt; = 20.000</i>	<i>1,8</i>

The Port Authority must be notified of any planned disposal of ship's waste at Mukran Port 24 hours before the ship enters the port. (**according to Form Annex 4**).

In the event of inadequacies in the disposal of ship-generated waste at Mukran Port, the Port Authority must also be informed (**in accordance with Form Annex 5**).

It is specified which disposal of ship's waste is carried out at Mukran Port, which is covered by the disposal flat rate or which costs are to be borne by the polluter (ship) itself. (**see Annex 6: Overview of the disposal of ship-generated waste**). All waste listed in Annex 6 is to be sorted accordingly and separated by type of waste and made available for disposal by the ship.

## VIII. MOORING FEES

A fee for mooring and unmooring is payable for surveyed watercrafts.

**The mooring fee for surveyed watercrafts is:**

per individual operation, per GT

GT	Mooring/unmooring	
	7AM – 7PM	7PM–7AM
1 – 500	35,- €	44,- €
501 – 2,000	56,- €	70,- €
2,001 – 5,000	92,- €	115,- €
5,001 – 7,500	129,- €	161,- €
7,501 – 10,000	180,- €	225,- €
10,001 – 15,000	232,- €	290,- €
>15,000 for each 1,000 gross tonnage plus	16,- €	20,- €

GT	Moving	
	7AM – 7PM	7PM-7AM
1 – 500	42,- €	52,- €
501 – 2,000	67,- €	84,- €
2,001 – 5,000	114,- €	143,- €
5,001 – 7,500	155,- €	194,- €
7,501 – 10,000	216,- €	270,- €
10,001 – 15,000	278,- €	348,- €
>15,000 for each 1,000 gross tonnage plus	21,- €	26,- €

Mooring services are generally to be used. Exceptions for smaller vessels require prior agreement, but do not release them from the payment of the fee for mooring and unmooring.

Notwithstanding the preceding sentence, tankers covered by paragraph V and moored alongside other vessels or floating bodies for the purpose of bunkering are exempt from the mooring charge. Furthermore, the exemption described in this paragraph shall only apply if the bunkering vessel can be sea worthily, professionally and safely moored and unmoored to the ship or floating craft to be bunkered.

**For non-measured watercrafts, the fee for mooring and unmooring per individual operation is as follows:**

- a) Mooring and unmooring by base area (max. length x max. width), per m<sup>2</sup>

7AM – 7PM	0,015 €
7PM–7AM	0,02 €

- b) Moving by base area (max. length x max. width), per m<sup>2</sup>

7AM – 7PM	0,02 €
7PM–7AM	0,026 €

Port map



## Berths and Parameters

Berth no.	Purpose	Length	Navigation depth	Height of quay at SL
1	Conventional	145 m	6,00 m	2,50 m
1a	Conventional	125 m	6,00 m	2,50 m
2	Conventional	85 m	6,30 m	2,55 m
2a	Conventional Self-fendering required	77 m	5,00 m	2,55 m
3	Multipurpose from corner 3/3a to corner 3/4a	100 m	9,00 m	3,00 m
		70 m	8,00 m	3,00 m
		30 m	7,00 m	3,00 m
3a	Multipurpose from corner 3/3a to corner 3a/2	190 m	9,50 m	3,00 m
		30 m	7,00 m	3,00 m
4	RailRo (broad gauge), conventional	217 m	8,50 m	5,87 m
4a	Conventional	45 m	6,00 m	3,00 m
5	RailRo (broad gauge),	217 m	8,50 m*	5,87 m
5a	conventional	80 m	8,50 m	3,50 m
6	Conventional	248 m	9,50 m	3,50 m
7	Multipurpose RoRo	242 m	9,50 m	3,50 m
7a	RailRo (standard gauge)	70 m	4,50 m	3,50 m
8	Conventional	190 m	9,50 m	3,50 m
9	RoRo/conventional	175 m	9,50 m	3,50 m
10	Multipurpose/conventional	123 m	11,50 m	3,50 m
10a	Multipurpose/conventional	110 m	10,50 m	
11	Conventional	163 m	8,00 - 9,50 m	3,50 m
NM	Berths Nord mole (under construction)	471 m	6,20 - 9,00 m	
DP	Dolphin berths	on request	on request	on request

Data for permissible draughts are referred to water gauge level 5.00 m.

The maximum permissible draught at approach channel is 10.50 m.



D-18546 Sassnitz / Neu Mukran  
 Email: operator@sassnitz.de

### Schiffsanmeldung / Notice of Arrival

<b>Schiffsname / Ship's Name:</b>
<b>IMO - Nummer:</b>

<b>Rufzeichen / Call Sign:</b>	<b>BRZ / Gross Tonnage:</b>
<b>Heimathafen / Home Port:</b>	<b>NRZ / Net Tonnage:</b>
<b>Flagge / Flag:</b>	<b>TDW / Deadweight:</b>
<b>Abgangshafen / Port of Origin:</b>	<b>Länge / Length over all:</b>
<b>Abgangsland / Country of Origin:</b>	<b>Breite / Breadth extreme:</b>
<b>Laden / Loading</b> <input type="checkbox"/>	<b>Löschen / Discharging</b> <input type="checkbox"/>
<b>Ladungsart / Kind of Cargo:</b>	<b>Tiefgang / Draught:</b>
<b>Menge / Quantity:</b>	<b>Tiefg. Max. / Draught max.:</b>
<b>ETA Datum / Date:</b>	<b>ETA Ortszeit / Local time:</b>

<b>Empfangsterminal / Receiving terminal:</b>
<b>Verantwortung Endreinigung / Responsibility for final cleaning:</b>

<input type="checkbox"/> Frachtschiff / Freighter	<input type="checkbox"/> RoRo-Schiff / Ro-ro ship	<input type="checkbox"/> Installationsschiff / Installation vessel
<input type="checkbox"/> Containerschiff / Container ship	<input type="checkbox"/> Autotransporter / Car Carrier	<input type="checkbox"/> Offshore Service Schiff / OSV
<input type="checkbox"/> Passagierschiff / Cruise vessel	<input type="checkbox"/> Fischereifahrzeug / Fishing vessel	<input type="checkbox"/> Arbeits-/ Hub-Plattform / Jack-Up Platform
<input type="checkbox"/> Tanker / Tanker	<input type="checkbox"/> Saugbagger / Hopper Dredger	<input type="checkbox"/> Schwimmkran / Sheerleg
<input type="checkbox"/> Werfterprobung / Yard new building	<input type="checkbox"/> Sonstiges Fahrzeug / Others	<input type="checkbox"/> Schleppverband / Towage
<input type="checkbox"/> Katamaranfähre / Catamaran ferry	<input type="checkbox"/> Offshore- Einsatz / Offshore Operations	<input type="checkbox"/> Crew Transfer Schiff / CTV

#### Auftraggeber, Schiffsmakler / Customer, Shipping Agency

<b>Firma Company:</b>		
<b>Postanschrift / Adresse</b>		
<b>Telefon / Phone:</b>	<b>Fax:</b>	<b>Email:</b>
<b>Datum / Date:</b>	<b>Ansprechpartner / Contact person:</b>	
<b>Im Auftrag von / On behalf of:</b>		

<b>Bemerkungen / Remarks:</b>
<b>Unterschrift / Signature</b>





D-18546 Sassnitz / Neu Mukran  
Email: operator@sassnitz.de

## Schiffsabmeldung / Notice of Departure

<b>Schiffsname / Ship's Name:</b>
<b>IMO - Nummer:</b>

<b>Rufzeichen / Call Sign:</b>	<b>BRZ / Gross Tonnage:</b>
<b>Bestimmungshafen / Port of Destination:</b>	<b>Tiefgang / Draught:</b>
<b>Bestimmungsland / Country of Destination:</b>	<b>Breite / Breadth extreme:</b>
<b>Laden / Loading</b> <input type="checkbox"/>	<b>Löschen / Discharging</b> <input type="checkbox"/>
<b>Ladungsart / Kind of Cargo:</b>	<b>Menge / Quantity (BL):</b>
<b>Liegeplatz / Berth # :</b>	
<b>Endreinigung Liegeplatz / Final cleaning of berth</b>	
<b>Beauftragt / Ordered</b> <input type="checkbox"/>	<b>Abgeschlossen / Completed</b> <input type="checkbox"/>

<b>Ankunft</b> Datum / Date	<b>Arrival</b> Ortszeit / Local time
<b>Lade- / Löschbeginn</b> Datum / Date	<b>Start of Loading / Discharging</b> Ortszeit / Local time
<b>Lade- / Löschende</b> Datum / Date	<b>End of Loading / Discharging</b> Ortszeit / Local time
<b>Abfahrt</b> Datum / Date	<b>Departure</b> Ortszeit / Local time

### Rechnungsempfänger / Recipient of Invoice

<b>Hafengeld / Port Charges on Vessel:</b>	
<b>Kaibenutzungsgeld / Quay Charges:</b>	
<b>Umschlagentgelt / Handling Charges:</b>	
<b>Datum / Date:</b>	<b>Ansprechpartner / Contact person:</b>

### Bermerkungen / Remarks:

	<b>Unterschrift / Signature</b>
--	---------------------------------

**Meldung gemäß § 6 Abs. 1 des Schiffsabfallentsorgungsgesetzes Mecklenburg- Vorpommern**  
*Notification of Waste delivery as referred to in § 6,1 Schiffsabfallentsorgungsgesetz*  
*(law for waste disposal in ports)*

<b>Anlaufhafen:</b> Port:.....	<b>Vorheriger Anlaufhafen:</b> Last port of call:.....
<b>Schiffsname:</b> Ship's name:.....	<b>Nächster Anlaufhafen:</b> Next port of call:.....
<b>Rufzeichen/ IMO Nr.:</b> Call sign/ IMO- Nr:.....	<b>Flaggenstaat:</b> Flag state:.....
<b>Geschätzte Anlaufzeit(Datum/Uhrzeit):</b> Estimated date/time of arrival:.....	<b>Geschätzte Auslaufzeit (Datum/Uhrzeit):</b> Estimated date/time of departure:.....
<b>Letzte Entsorgung am:</b> Final disposal:.....	<b>Letzter Hafen, in dem Schiffsabfälle entsorgt wurden:</b> Last port where ship waste was disposed of:.....

Entsorgen Sie/ Are you desposing  
**Den gesamten**  **einen Teil des**  **keinen**  **Abfall(s)? (Bitte ankreuzen)**  
*all some non of your waste? (Tick appropriate box)*

**Bei Entsorgung des gesamten Abfalls bitte die zweite Spalte entsprechend ausfüllen. In allen anderen Fällen sind alle Spalten auszufüllen.**

*If delivering all waste please complete column 2. In all other cases, please complete all columns.*

Nr.	1	2	3	4	5
	Abfallart	Zu entsorgender Abfall	Maximale Lagerkapazität	An Bord verbleibender Abfall	Geschätzte Abfallmenge, die zwischen Meldung und nächstem Anlaufhafen anfällt
	Type of waste	Waste to be disposed, m <sup>3</sup>	Max. storage capacity on to board, m <sup>3</sup>	Amount of waste remaining on board, m <sup>3</sup>	Estimated quantity up to next port of call, m <sup>3</sup>
1.	Rückstandsöle / Waste oils				
1.1	Schlamm / sludge				
1.2	Bilgenwasser / bilgewater				
1.3	Sonstige (Angaben) / others (specify)				
2.	Müll / garbage				
2.1.	Hausmüll / mixed garbage				
2.2.	Kunststoff / plastics				
2.3.	Sonstige / others				
3.	Ladungsbedingte Abfälle / cargo-related waste (please specify)				
4.	Ladungsrückstände / cargo residues (please specify)				

**Hafen, in dem der verbleibende Abfall entsorgt wird:**  
 Port where remaining waste will be disposed:.....

**Diese Angaben können für die Zwecke der Hafenstaatkontrolle und anderer Überprüfungen verwendet werden.** *This information may be used for Port State Control and other inspection purposes.*

**Ich bestätige, dass die vorstehenden Angaben genau und zutreffend sind.**  
*I confirm that the above details are accurate and correct.*

**Datum, Uhrzeit**  
 Date, time.....

**Unterschrift**  
 Signature.....

Bitte senden Sie das ausgefüllte Formular an das Hafen- und Seemannsamt  
 Please send the completed form to the Port Authority Fax +49(0)38392/ 55313

**Vordruck zur Meldung über  
Unzulänglichkeiten von Auffanganlagen in Häfen<sup>1</sup>  
Ölhaltige Rückstände, Schädliche Flüssigkeiten und Schiffsmüll**

Schiffsführer, die Schwierigkeiten bei der Abgabe von Rückständen an eine Auffanganlage hatten, sollten die folgenden Angaben zusammen mit ergänzenden Unterlagen an das Bundesamt für Seeschifffahrt und Hydrographie, Referat N2- Postfach 30 12 20, 2000 Hamburg 36, senden.

**FORMAT FOR REPORTING ALLEGED  
INADEQUACY OF PORT RECEPTION FACILITIES<sup>2</sup>  
OILY WASTE, NOXIOUS LIQUID SUBSTANCES (NSL), GARBAGE**

*Shipmasters who have experienced difficulties in delivering residues to a reception facility should send the following information together with supplementary documentation to the Federal Maritime and Hydrographic Agency, Division N2- P.O. Box 30 12 20, 2000 Hamburg 36.*

**1. Schiffsdaten  
Ship's particulars**

Name des Schiffes.....  
Name of ship

Eigentümer oder Betreiber.....  
Owner or operator

Unterscheidungssignal.....  
Distinctive number or letters

Registerhafen.....  
Port of registry

Schiffstyp.....Öltanker.....Chemikalien-tanker.....Passagierschiff  
Type of ship oil tanker chemical tanker passenger ship  
..... Frachtschiff.....sonstige(genaue Angaben).....  
cargo ship or other (specify)

**2. Angaben zum Hafen  
Port particulars**

Land.....  
Country

Name des Hafens oder Gebietes.....  
Name of Port or Area

<sup>1</sup> Beschlossen auf der 27. Sitzung des IMO- Ausschusses für den Meeresumweltschutz (Anlage 6 zu MEPC 27/16) am 17. März 1989

<sup>2</sup> Adopted at the twenty- seventh session of the IMO Marine Environment Protection Committee (MEPC 27/16 Annex 6) on 17 March 1989

Name des Liegeplatzes,  
Piers, Terminals.....  
Location/ Terminal Name  
(e.g. berth/ terminal/ jetty)

Name des Betreibers der Auffanganlage (wenn bekannt).....  
Name of company operating reception facility (if applicable)  
.....Löschhafen.....Ladehafen.....Werft  
Unloading port, Loading port, Shipyard

Datum des Vorfalles.....  
Date of incident

**3 Art und Menge der an die Anlage abzugebenden Rückstände  
Type and amount of waste for discharge to facility**

**3.1 Ölhaltige Rückstände  
Oily waste**

Art der ölhaltigen Rückstände  
Type of oily waste  
.....Bilgenwasser,.....Ölschlämme und Rückstände aus dem  
bilge water, Separator, sludge from fuel oil purifier.  
..... Ölschlämme und Rückstände nach.....Ballastwasser,  
der Tankreinigung, ballast water  
scale and sludge from tanker cleaning  
.....Tankwaschwasser oder.....sonstige (genaue Angaben).....  
tank washings or other (specify)

Menge der an die Auffanganlage abzugebenden  
ölhaltigen Rückstände.....m<sup>3</sup>  
Amount of waste for discharge to facility

**3.2. Schädliche Flüssigkeiten  
Noxious liquid substances (NLS)**

Art der an die Auffanganlagen abzugebenden Rückstände bzw. Wassergemische, die nach dem Vorwaschen schädliche Flüssigkeiten  
Type of NLS residue / water mixture for discharge to facility from prewash

der Stoffgruppe .....A,.....B,.....C oder  
of a Category or

sonstige (genaue Angaben).....  
Other (specify)

PORT AND QUAY TARIFF

Der Stoff ist als fest..... oder zähflüssig..... zu bezeichnen  
*Substance is designated as solidifying or high viscosity*

Name der in den Rückständen bzw. dem Gemisch enthaltenen schädlichen Flüssigkeiten  
*Name of the noxious liquid substance involved*

.....

Menge der an die Auffanganlage abzugebenden Rückstände bzw.

Gemische, die schädliche Flüssigkeiten enthalten,.....m<sup>3</sup>  
*Amount of NLS residue/ water mixture for discharge to facility*

**3.3 Müll  
 Garbage**

Art und Menge des an die Anlage abzugebenden Mülls  
*Type and amount of garbage for discharge to facility*

Küchenabfälle.....m<sup>3</sup>  
*Food waste*

Müll im Zusammenhang mit der Schiffsladung.....m<sup>3</sup>  
*cargo associated waste*

Müll aus der Unterhaltung und Instandsetzung.....m<sup>3</sup>  
*maintenance waste*

oder sonstiger (genaue Angaben).....m<sup>3</sup>  
*or other (specify)*

**4. Art und Menge der Schiffsabfälle, die von der Auffanganlage nicht angenommen wurde  
 Type and amount of waste not accepted by the facility**

.....  
 .....  
 .....

**5. Besondere Probleme die auftraten  
 Special problems encountered**

.....Annahme verweigert,.....übermäßige Verzögerung,.....ungeeignete Lage  
*reception denied, undue delay, inconvenient*

der Anlage(n),.....Benutzung der Anlage technisch nicht möglich,.....sonstige  
*location of facilities, use of facility not technically possible, other*

Nähere Angaben zu den oben genannten Problemen  
*Specify particulars of problems identified above*

.....  
 .....  
 .....  
 .....

**6. Anmerkungen:** (z.B. Einzelheiten über Anfragen zur Benutzung der Auffanganlage, Angaben der Hafengebörden oder Betreiber der Anlage(n) als Begründung hinsichtlich der unter Punkt 4 gemachten Angaben und Namen der Vertreter der Hafengebörde, die hinsichtlich dieser Schwierigkeiten angesprochen wurden)

*Remarks:* (e.g. details of request made for use of reception facility, information received from port authorities or operators of reception facilities giving reasons concerning point 4 and names of port officials contacted in respect of this difficulty)

.....  
 .....  
 .....  
 .....

.....  
 Datum der Ausfertigung  
*Date of completion of form*

.....  
 Unterschrift des Kapitäns  
*Signature of Master*

## Overview of the disposal of ship-generated waste

Type of waste		Duty of acceptance	Is covered by the flat rate waste disposal fee	Notes
Oily residues	Waste oil	yes	yes	at the maximum per ship's call <b>1,5 m<sup>3</sup>*</b>
	Bilge water	yes	yes	at the maximum per ship's call <b>1,5 m<sup>3</sup>*</b>
	Separator sludge	yes	yes	at the maximum per ship's call <b>1,5 m<sup>3</sup>*</b>
	Tank washing water	yes	<b>no</b>	
	Ballast water and -sludge	yes	<b>no</b>	
	Oily workshop waste	yes	yes	oil filters, oily cleaning rags, oil cans etc. at the maximum per ship's call <b>1 m<sup>3</sup></b>
Waste water	Grey water	yes	yes	not registered under Marpol e.g. water from showers, washing water at the maximum per ship's call <b>5 m<sup>3</sup></b>
	Black water	yes	yes	Waste water from toilets at the maximum per ship's call <b>5 m<sup>3</sup></b>
Waste products	Recyclables (Paper, glass, lightweight packaging)	yes	yes	Packaging material for daily use <b>2 m<sup>3</sup></b> at the maximum per ship's call <b>1 m<sup>3</sup></b>
	Food waste	yes	yes	
	Ash residues	yes	yes	
	Waste mixed with chemicals, paint residues, cleaning detergents or any other waste mixed with hazardous residues	yes	yes	Sorting costs will be charged extra
	Packaging with residues	yes	yes	
	Fluorescent lamps, batteries, paint residues	yes	yes	
	Insulation material (polystyrene, glass wool etc.) Electric appliances (refrigerators, TV-sets, radar etc.)	yes	<b>no</b>	

PORT AND QUAY TARIFF

Type of waste		Duty of acceptance	Is covered by the flat rate waste disposal fee	Notes
Waste/Scrap	Machine components, scrap	yes	yes	Single components not more than 50 kg
	Residues, leavings generated by not commonly executed cleaning and repair works	yes	no	
	Any other not extra listed waste generated by the ship	yes	no	
Load related waste (Waste material which was used onboard for stowing and transhipping)	Dunnage, casings, packaging material, palettes, wires and steel ropes for lashing	yes	yes	
Waste from offshore industry projects		yes	no	Upon Request
<b>Cargo residues</b>				
cargo residues on board in holds or tanks after completion of the unloading and cleaning procedures, as well as the spillages and overflows caused during loading or unloading		yes	no	

\* The following exempted amount applies for oily residues:

- 1,5 m<sup>3</sup> waste oil
- or 1,5 m<sup>3</sup> bilge water
- or 1,5 m<sup>3</sup> separator sludge
- or 1.0 m<sup>3</sup> operating fluid

## CONTACT

### MANAGING DIRECTOR

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**Fährhafen Sassnitz GmbH, Im Fährhafen 20, 18546 Sassnitz / Neu Mukran, Deutschland**