



**ROSTOCK**  
**PORT**

Hafen-Entwicklungsgesellschaft  
Rostock mbH

***Regulations and Harbour Charges for Cruise Passenger ships 2010***

**for the use of the harbour accessible to public transport of the Hafen-Entwicklungsgesellschaft Rostock mbH and of the passenger quay at Warnemünde / Neuer Strom**

**valid from 01.01.2010**

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## **Section 1: General Provisions**

### **§ 1 Scope of applicability**

- (1) Port dues are levied for the use of the publicly accessible harbour of Hafen-Entwicklungsgesellschaft Rostock mbH and the passenger quay at Warnemünde / Neuer Strom according to this schedule.

The Hanseatic City of Rostock is the owner of the municipal facility “publicly accessible harbour and passenger quay at Warnemünde / Neuer Strom”. The city of Rostock has contracted the company Hafen-Entwicklungsgesellschaft Rostock mbH to manage the municipal facility “publicly accessible harbour and passenger quay at Warnemünde / Neuer Strom” and has empowered it to levy charges for the use of the municipal facility “publicly accessible harbour and passenger quay at Warnemünde / Neuer Strom”.

- (2) The port area subject to the levying of fees comprises:

- a) the port basins and water surfaces according to section 6 of this document.
- b) the loading and unloading areas and the berths as well as the land areas directly contiguous to these including the buildings erected on these areas that are under the responsibility of Hafen-Entwicklungsgesellschaft Rostock mbH.

The boundaries of the port area according to this schedule are determined from the currently applicable bulletin of the Port Authority of Rostock for the Rostock Seaport and Warnemünde in accordance with § 1 Par. 3 of the Port Ordinance of the Federal State of Mecklenburg-Vorpommern.

### **§ 2 Contractual Agreement**

- (1) With the usage of the port and its facilities as described in § 1 Par. 2. a contract with Hafen-Entwicklungsgesellschaft Rostock mbH comes into being. Parties to the contract are Hafen-Entwicklungsgesellschaft Rostock mbH and the charterer / operator / shipowner / owner / equipper of the floating object (hereinafter referred to individually or collectively as “harbour user”). The harbour user is entitled to name a third party obliged to pay. The harbour user and the third party are always liable as joint and several debtors.

- (2) With the usage of the port and its facilities as described in § 1 Par. 2. the user agrees to these conditions.

### **§ 3 Definition of Terminology**

- (1) A **regular scheduled** service in the context of this document exists when

- a) the arrivals at and departures from the port are carried out in a defined area according to a published timetable with specified arrival and departure times, irrespective of prevailing load volume,
- b) the time-table has been approved,

- c) the ports of call are listed by name,
- d) ships used in regular scheduled service are listed by name,
- e) the shipping company carries out load bookings for all kinds of general cargo in a multitude of individual shipments at every scheduled port or port group under scheduled conditions and terms and transports these goods.

A scheduled service for passenger vessels exists when regular, uninterrupted passenger traffic takes place within the area of the port of Rostock.

(2) **Tramp service** refers to port calls by vessels not falling under the definition of regularly scheduled service

(3) **Lay-ups** are ships and other watercrafts that make use of a berth, without loading or discharging cargo, or without taking on or letting off passengers. The use of a berth is subject to special application with and approval by Hafen-Entwicklungsgesellschaft Rostock mbH.

(4) **Waiting areas**

If a ship occupies a berth, but is not undergoing loading or discharging, this berth is considered to be a waiting area.

(5) **Recognized traditional ships**

Vessels that are recognized as such in accordance with the safety regulations for traditional ships of the German Federal Ministry for Transport, Building, and Urban Affairs or in accordance with the "London MoU 2005".

(6) **Oil, chemical, and gas tankers**

Ships are designated as double-hulled tankers if a recognized certificate issued by the responsible ship safety authority shows that the ship possesses a double hull. The double hull must comply with rule 19 of the revised appendix 1 to the protocol of 1978 to the International Convention of 1973 for the prevention of marine pollution by ships, Resolution MPE.C.52 (32) of 6. March 1992. Ships below the IOPP limits must possess a similar proof of a double hull by an equivalent certificate.

Ships are designated as **tankers with separate water ballast tanks** if the international tonnage certificate (1969) in accordance with the law of 22 Jan. 1975 concerning the International Convention on Tonnage Measurement of Ships shows that the ship is equipped with separate water ballast tanks. The separate water ballast tanks must comply with rule 18 of the revised appendix 1 to the protocol of 1978 to the International Convention of 1973 for the prevention of marine pollution by ships (Federal Law Gazette 1982 II.S 2).

**Other tankers** are ships that neither have a double-hull nor separate ballast tanks.

(7) **Stow and roll cargo** is rolled onto or off of the ship, e.g. by means of trailer, etc., and conventionally stowed on/in the ship.

(8) **Truck-to-truck transport** is a process in which cargo is brought onto the ship's own lifts by means of industrial truck, is raised/lowered to the desired stowage level and is stowed by means of industrial truck.

#### **§ 4 Types of charges**

(1) For the use of the port as described in §1. port dues, wharfage fees, waste disposal fees, demurring charges and security charges are to be levied according to these terms.

**a) Port dues**

Port dues are payable for all watercraft using the port area described in § 1.

**b) Wharfage fees**

Wharfage fees as specified in section 2 are to be paid for the use of the infrastructural quay facilities and buildings by watercraft for each load / load unit transported over the quay and for each passenger. The wharfage fees are also to be paid if the loading or unloading does not occur directly between ship and land, but through the use of an additional vehicle.

**c) Demurrage fees**

Demurrage fees as specified in section 2 payable upon first mooring for watercrafts and other floating devices occupying a berth.

**d) Waste disposal fees**

Waste disposal fees as specified in section 2 are to be paid for watercraft which enter the port area as described in § 1, irrespective of actual utilization of the port's waste collection facilities based on the ships' waste disposal law of Mecklenburg-Vorpommern. Ships submitting an exemption conferred by the responsible authority according to § 12 of the ships' waste disposal law of Mecklenburg-Vorpommern in its currently applicable version are exempted from payment of the charge. The waste management plan of Hafen-Entwicklungsgesellschaft Rostock mbH governs means of waste disposal and procedures.

**e) Security charges**

For security measures and procedures within the scope of the ISPS code and the ordinance (EG) 725/2004 carried out at the port facilities operated by Hafen-Entwicklungsgesellschaft Rostock mbH, security charges are to be paid for security level 1 in accordance with section 2 of this document.

Hafen-Entwicklungsgesellschaft Rostock mbH carries out land-side controls and procedures for safeguarding against unauthorized entry and manipulation of cargo.

Safeguarding measures according to danger levels II and III are implemented according to the danger prevention plan and calculated according to the actual expense involved.

- (2) Charges for services specially arranged with Hafen-Entwicklungsgesellschaft Rostock such as mooringmen services, disposal of ship's water, electricity supply and telephone connection etc. are determined in section 4 of this document.
- (3) Charges incurred through the use of services of a cargo handling company are not subject of these terms.

## **§ 5 Terms of Payment**

- (1) The obligation of payment of fees arises with the use of the port and its facilities. Debtor of the fees is the harbour user or the payer designated by the harbour user. Numerous payers are liable as joint and several debtor. Payment is due upon receipt of invoice.
- (2) Should payment not be made within 15 days, interest will be charged at a rate of eight percent above the base interest rate in accordance with § 288 clause 2 of the German Civil Code (BGB).
- (3) Unless otherwise individually specified, the fees are net amounts. If the services provided are subject to VAT, this tax will be levied on top of these net amounts according to the valid rate of VAT.

## **§ 6 Base for the calculation of fees for Port dues and Demurrage fees**

- (1) In general the base for the calculation of fees for all sea-going vessels and floating objects is the registered tonnage according to the valid international ship tonnage certificate (1969). For ships with no international tonnage certificate, an estimation can be carried out by Hafen-Entwicklungsgesellschaft Rostock mbH. Calculation basis for inland watercraft is the calibrated ton as per gangers certificate.
- (2) In the case of the calculation of fees as a function of the area of the vessel, the result is obtained by multiplying the greatest length (rounded up to full meter) by the greatest width (rounded up to half meter).  
For pleasure crafts in Warnemünde that are neither subject to register tonnage surveying nor are used for commercial purposes for the transport of passengers or goods, the calculation of fees is based on running meter.
- (3) In the case of the calculation of fees as a function of time, the full amount of the fee is to be rendered for each time unit begun.

## **§ 7 Exemption from payment of fees**

(1) Exempt from the payment of port charges are:

- a) Vessels of the federal navy for a time period of 24 hours,
- b) Vessels being used for sovereign or research work of the nation, federal state or the city of Rostock for a time period of 24 hours,
- c) Foreign state vessels running their national flag and being used for state purposes for a time period of 24 hours,
- d) Pilot boats, fire extinguisher boats, rescue boats, and ice-breakers when deployed for their proper purposes for a time period of 24 hours,
- e) Vessels putting into the port by official invitation of the Federal Government and the Land of Mecklenburg-Vorpommern for a time period of 24 hours,
- f) Recognized traditional ships for a time period of 4 hours,
- g) Vessels putting into port for the purpose of medical aid or in an emergency as well as vessels which assist such vessels in distress for a time period of 48 hours,
- h) Vessels putting into port for the limited purpose of taking on of provisions, bunker fuel or equipment items for a time period of 4 hours,
- i) Tugs for a time period of 4 hours.

For the above mentioned watercrafts that occupy a berth longer than the exemption period specified, the exemption from payment becomes invalid retroactively for the entire time period.

(2) All watercrafts listed in Para. 1 are exempt from wharfage fees independent of duration.

(3) Watercraft needing a berth due to special weather conditions (e.g. high winds or ice) may be exempt from the payment of demurrage fees beyond the planned and confirmed demurrage period, for a period of time approved by the Port Authority of Rostock.

## **§ 8 Ship registration, notice of departure and obligation to provide information**

(1) Every ship wishing to enter the port is required to submit a written notification of entry to the port in due time before entering the port to Hafen-Entwicklungsgesellschaft Rostock mbH. The corresponding form is to be used for this registration under the terms of section 3 of this document. If the ship is carrying waste, the waste code number is to be entered on the notification form in accordance with the waste index act (AVV).

(2) After successful registration of the ship, a berth is assigned by Hafen-Entwicklungsgesellschaft Rostock mbH in written form.

(3) The processing of the ship itself is to be arranged with the respective cargo handling company.

Should the case arise that several ships are simultaneously scheduled for the same berth or same type of cargo, the calling up of the ships and the order in which they are processed

is to be arranged by the representatives of the ship with the respective cargo handling companies and subsequently submitted in written form in due time to the dispatcher of Hafen-Entwicklungsgesellschaft Rostock mbH.

- (4) Ships in regular scheduled service that follow a time-table approved by Hafen-Entwicklungsgesellschaft Rostock mbH are exempted from the registration procedure. Changes to the time-table must be approved by Hafen-Entwicklungsgesellschaft Rostock mbH in due time before their taking effect.
- (5) Before leaving the port, the masters of the watercraft or their representatives are required to submit the notice of departure of the ship on their own initiative to Hafen-Entwicklungsgesellschaft Rostock mbH using the proper form according to section 3 of this document. Likewise, they are required to submit the necessary documents for the calculation of the fees such as the ship's papers, bill of lading and transport papers. If no papers are submitted, the necessary information for the calculation of the charges will be estimated.
- (6) The captain of a ship entering the port or the ship's representative appointed by him is required to submit the notification of request for waste disposal, should it be desired, to the Port Authority Rostock in due time before entering the port. Hafen-Entwicklungsgesellschaft Rostock mbH maintains a waste management plan that is applicable to all users of such services.
- (7) The parties obliged to give notice of registration for entry to and departure from the port as well as to provide the required information may be represented by agents commissioned by them to do so. The masters of the watercraft, however, maintain responsibility for the completeness and accuracy of the information.

## **§ 9 Readiness to shift**

- (1) A ship not being processed (e.g. lay-ups or vessels on a waiting area) is obligated to undergo shifting at any time at its own expense.
- (2) Should a ship in regular scheduled service be delayed, e.g. resulting from a delayed approach or delays in the processing of the ship, and the berth is required by another approaching ship according to schedule, the delayed ship is required to leave the berth at its own expense and move to a waiting point.  
If the subsequently scheduled ship is processed at another berth, any additional costs incurred are to be paid by the delayed ship.

## **§ 10 Use of the quayside roads and berths by cargo handling companies**

- (1) The cargo handling companies are granted access to the quayside roads for the purpose of their cargo handling activities in accordance with the port usage regulations of the Hanseatic City of Rostock.
- (2) The storage of goods intended for export or goods for import is permissible for a maximum time period of 72 hours free of charge.
- (3) The use of the quayside roads and the quay area within 20 m of the quay edge is only permissible with written confirmation from Hafen-Entwicklungsgesellschaft Rostock mbH. If the use of the quayside roads and above mentioned quay surface exceeds the time period of free usage, a fee of € 3.45 for each meter of quayside road / quay surface will be charged per day.
- (4) Upon completion of cargo handling activities, the cargo handling companies are obligated to adequately clean the quay roads and berth within two work days. Hafen-Entwicklungsgesellschaft Rostock mbH reserves the right to carry out any required cleaning at the cost of the cargo handling company.
- (5) Use for any other purposes is subject to special agreement.

## **§ 11 Limitation of liability**

- (1) The port is used at one's own risk. Hafen-Entwicklungsgesellschaft Rostock mbH as well as its employees, representatives, and vicarious agents are only liable – subject to § 11 Para. 2 and 3 - for damages caused by port facilities, the violation of traffic safety obligations or damages which can be attributed to Hafen-Entwicklungsgesellschaft Rostock mbH in any other way - regardless of the legal nature of the claim asserted and independent of the type of breach of obligation - if the damages are due to intent or gross negligence.
- (2) In the event of breach of material contract or key obligations, Hafen-Entwicklungsgesellschaft Rostock mbH shall be liable up to the amount of the foreseeable damage. Claims of the harbour user arising from damage compensation claims of third parties, claims for lost profits as well as compensation claims for other pecuniary damages or indirect and consequential damages are excluded.
- (3) The above-mentioned liability limitations and exclusions do not apply to damages caused by loss of life, injuries to body or health. Furthermore, they do not apply to claims for material damages insofar as these are covered by third-party liability insurance taken up by Hafen-Entwicklungsgesellschaft Rostock mbH.
- (4) Hafen-Entwicklungsgesellschaft Rostock mbH is not liable for damages caused by an act of God or natural disaster.

## **§ 12 Data Protection**

Upon using the port, the user declares his acceptance for Hafen-Entwicklungsgesellschaft Rostock mbH to save all data received in connection with the contractual relationship, in particular the data for the calculation of port dues, and to use these data for statistical and planning purposes. Hafen-Entwicklungsgesellschaft Rostock mbH will not provide non-anonymous data to third parties unless prior consent of the user is given.

## **§ 13 Final provisions**

(1) These terms are effective as of 1 January 2010 and are applicable until their nullification.

(2) Any other terms are nullified by the coming into effect of these terms.

Rostock, September 2009

Hafen-Entwicklungsgesellschaft Rostock mbH

## Section 2: Port dues

### I. Port dues

1. Port dues for each port call per RT are	
- for the 1 <sup>st</sup> to 4 <sup>th</sup> port call	€ 0.100
- for the 5 <sup>th</sup> to 7 <sup>th</sup> port call	€ 0.070
- from the 8 <sup>th</sup> port call on	€ 0.050

2. Port calls are separately counted and calculated for each cruise brand per calendar year, even if the ships belong to one economic unit or other similar cooperation system operated by more than one cruise brand.

### II. Wharfage fees

Wharfage fees are to be paid as follows for each entry and exit of passengers:

Number of entries and exits	until 31.12.2010	from 01.01.2011
up to 5,000 entries or exits	€ 3.20	€ 3.50
up to 10,000 entries or exits	€ 3.00	€ 3.20
up to 15,000 entries or exits	€ 2.80	€ 2.80
up to 20,000 entries or exits	€ 2.60	€ 2.60
over 20,000 entries or exits	€ 2.40	€ 2.40

The entries and exits of passengers are counted separately for each shipper calendar year.

In the case of the binding registration for port call, the number of port calls made by the ship up to 31 March of the respective calendar year – stating the expected number of passengers for the calendar year – the calculation and assignment of the scaled price as of the first port call of the year occurs in relation to the specified total number of passengers for the respective year listed in the registration.

If no registration exists by 31 March of the year, the scaled prices will be applied only upon exceeding the specified limits. Reimbursement of wharfage fees will not take place.

### III. Demurrage fees

The demurrage fees are payable after an initial 24-hour period has expired

- for each additional 24-hour period begun	per RT 0.10
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### IV. Waste disposal fees

The charges for waste disposal are:

1. Base fee for all ships, not receiving reductions or exemptions	€ 0.026/RT per port call
2. Base fee for ships calling at several ports in rapid succession and that have carried out proper disposal of waste at the last port of call and those which have been conferred a single case exemption by the responsible port authority according to § 7 par. 2 of the ships' waste disposal law.	€ 0.013/RT per port call
3. For ships and other watercraft occupying a berth for more than 5 days, fees in addition to those listed in points 1 and 2 are to be rendered - for each 5-day demurrage period begun	€ 0.007/RT
4. The calculation of waste disposal fees according to points 1 and 2 occurs as under consideration of a correction factor of 0.9.	

## V. Security fees

1. The basis for the levying of charges for terminal security is each 24-hour demurrage period begun, regardless of the size of the ship.	
2. In regular operation (danger level 1), security fees are calculated for each entry and exit per day	€ 850.00/ship
3. The prices listed below for luggage screening devices, operating personnel, etc. are to be understood as offers for security services in accordance with ISPS code.	
a) Luggage screening devices per day	€ 700.00 /device
b) Hand baggage screening devices per day	€ 500.00 /device
c) Service personnel for luggage screening	€ 40.00 / per hour begun
d) Service personnel for the first hand baggage screening device provided	€ 100.00 / per hour begun
e) Service personnel for each additional hand baggage screening device provided	€ 60.00 / per hour begun

## VI. Miscellaneous

When making use of mooring/unmooring services, the waiting time differs from the rules in section 4. A. 5.2 and 5.4 and amounts to 60 minutes.

### Section 3: Form for notice of ship registration and notice of departure

#### Section 3: Form for notice of ship registration and notice of departure

shipbroker

vessel's name	call sign	gross tonnage	net tonnage	tlw
remarks	flag	LOA	breadth	draught max.
<b>NOTICE OF ARRIVAL</b>				
date of arrival	time of arrival	berth	time of departure	
	coming from	state	date of departure	berth
cargo	quantity	state	going to	state
dangerous goods	draught inbound	quantity	cargo	quantity
compulsory pilotage	compulsory mooring service	draught inbound	dangerous goods	draught outward
yes no	yes no	yes no	mooring company	permission WSA
			begin of discharging	begin of loading
			end of discharging	end of loading
shipbroker	Rostock,	shipbroker		Rostock,

## Section 4: Charges for additional services

### A. Mooring Ordinance

#### Terms and Conditions for the use of the mooringmen services of Hafen-Entwicklungsgesellschaft Rostock mbH for the Rostock Seaport and the passenger quay at Warnemünde/Neuer Strom

Hafen-Entwicklungsgesellschaft Rostock mbH is the approved provider of moorer's services in accordance with § 6 of the port ordinance of 13 January 2004 from the Port Authority of Rostock.

#### 1. General provisions

- 1.1. A contract for mooringmen services between the ship's command or its authorised representative and Hafen-Entwicklungsgesellschaft Rostock mbH comes into existence with the registration for moorer's services. The commissioning party is also the invoice recipient.
- 1.2. In order to facilitate the mooringmen services, the orderer of the mooringmen services is to ensure that the ship is prepared at the ordered time and that no cargo handling activities are carried out on the ship in question or on any cargo in the direct vicinity of the quay during the execution of the mooring procedures (mooring, unmooring, shifting).
- 1.3. The request for mooringmen services is to be made via the operational service of Hafen-Entwicklungsgesellschaft Rostock mbH .

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Dispatcher	Tel.	+49 381 350 5080
		+49 381 350 5086/87/88 (24 Std.)
	Fax	+49 381 350 5085
		dispatcher@rostock-port.de
		disposition@rostock-port.de

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#### 2. Mooring

- 2.1. The binding request for mooringmen services is to be made at least 24 hours before the intended use of the services. If circumstances arise requiring the rescheduling of orders for moorer's services, this may be done within the specified 24 hour period up to 2 hours prior to ship's arrival without incurring additional charges.
- 2.2. The registration for moving of ships lying in the roads to a waiting area is to occur in the ship's agency service. The binding information on the specific call-up time from the road is to be given at least three hours prior to arrival at port.

- 2.3. If the mooringmen services are to be carried out for a ship categorized as exempt by the Port Authority of Rostock, the registration is to occur at least two hours prior to arrival at port. If this deadline is not kept, the mooring at the desired time can not be guaranteed.
- 2.4. The mooring of self-loading / self discharging cargo vessels (particularly timber) may be refused if the required 2 m distance to the quay's edge as stipulated in the Port Usage Ordinance is not kept.

### 3. Unmooring

- 3.1. The order for unmooring of a ship is to occur in the same manner as that for mooring. Likewise, an estimation of the expected time of unmooring is to be given by the ship's command or its authorized representative. The specific time of the order of the unmoorer's services is possible up to 2 hours before the ordered time without incurring a penalty (surcharge). When ordering unmooring services, the time for the start of unmooring is to be provided, not the time of the planned departure.
- 3.2. If the registration for unmooring occurs on short notice, i.e. less than two hours before the ship's departure, the execution of the services is subject to the availability of Hafen-Entwicklungsgesellschaft Rostock mbH. If the order can be filled on such short notice, a surcharge in accordance with point 5.9 will be levied.

### 4. Shifting

- 4.1. Shifting is to be registered for at least two hours prior to the planned time of shifting.
- 4.2. There are 4 types of shifting:

**Shifting from berth to berth or pollard to pollard**– moorer's services obligatory (large and small shifting)

**Shifting without ship movement**– moorer's services obligatory  
(different line allocation on the existing pollard in order to optimize the positioning of ships at the berths)

**Shifting in the lines** – no moorer on site  
(the ship receives a longer fore or aft line, subject to availability, and shifts independently after progression of the loading/discharging process)

**Shifting on the quay** within one harbour basin; watercraft with a RT less than 2,000 – no obligation for a moorer

## 5. Fees

5.1. The following charges (in Euros, €) will be levied for carrying out mooringmen services by Hafen-Entwicklungsgesellschaft mbH

RT-Group	Mooring	Unmooring	Shifting up to 90 meter	Shifting over 90 meter
up to 1000	38.00	32.00	55.00	69.00
1,001 – 2,000	53.00	45.00	79.00	98.00
2,001 – 3,500	77.00	68.00	116.00	145.00
3,501 – 5,000	93.00	84.00	145.00	177.00
5,001 – 7,500	126.00	116.00	194.00	242.00
7,501 – 10,000	168.00	156.00	260.00	324.00
10,001 – 12,500	194.00	184.00	302.00	378.00
12,501 – 15,000	233.00	222.00	365.00	455.00
15,001 – 17,500	271.00	258.00	423.00	529.00
17,501 – 20,000	314.50	302.00	492.00	616.00
20,001 – 25,000	350.00	336.00	592.00	686.00
25,001 – 30,000	439.00	424.00	688.00	863.00
30,001 – 35,000	474.00	455.00	740.00	928.00
35,001 – 40,000	506.00	486.00	793.00	992.00
40,001 – 45,000	540.00	518.00	844.00	1,057.00
45,001 – 50,000	573.00	548.00	896.00	1,121.00
50,001 – 60,000	641.00	612.00	1,000.00	1,253.00
from 60,001	771.00	740.00	1,208.00	1,511.00

5.2. Waiting times of 30 minutes for mooringmen services carried out are included in the charges mentioned in the table under point 5.1. In the case of additional waiting time, a surcharge of € 17.50 for each 30-minute period begun per worker is levied; the minimum charge is € 30.00.

5.3. For shifting without movement of the ship a charge of € 20.00 per 30-minute period begun per worker is levied.

- 5.4. If the services are not begun and carried out after a waiting time of 30 minutes after the ordered time, the claim to the carrying out of the ordered services is no longer valid at this time. The waiting time is to be paid for according to the stipulations of point 5.5. A renewed order for the services must be placed with Hafen-Entwicklungsgesellschaft Rostock mbH.
- 5.5. If mooringmen are ordered and subsequently dismissed without having performed their services, a charge of € 20.00 per worker per half hour period begun is to be rendered.
- 5.6. Should difficulties in the performance of mooringmen services arise for which Hafen-Entwicklungsgesellschaft mbH cannot be held responsible (e.g. resulting from snow or ice), a surcharge not exceeding 50 % of the normal rate is levied according to the additional workload involved. The orderer of the services will be informed as to the amount of the surcharge before or upon performing the moorer's services.
- 5.7. If mooringmen services are cancelled within 2 hours of the originally ordered time, a charge of € 75,00 per hour per worker is to be rendered.
- 5.8. If the orderer of the services placed the order within the stipulated minimum timeframe of 2 hours and a different time point is desired by Hafen-Entwicklungsgesellschaft Rostock mbH due to operational reasons, a price reduction of 10% from the charges listed in point 5.1 will be granted. The agreement of the orderer of the services is necessary in this case.
- 5.9. Mooring and unmooring as well as shifting services must be ordered at least 2 hours prior to the desired time of carrying out such services. If these services are to be carried out within less than 2 hours time, the agent/ship operator must check with the dispatcher to see if the necessary personnel is available. If moorers/unmoorers are not available due to other jobs, the order will be scheduled for the next available time at no extra charge. If the customer insists on the immediate fulfillment of the order, a surcharge of 25% will be levied on top of the normally applicable charges. The dispatcher will inform the customer of this at the time of ordering the services.
- 5.10. A surcharge of 50 % over the charges listed in point 5.1 is levied
- workdays from 8:00 p.m. to 6:00 a.m.
  - Sundays and public holidays.

## **6. Discounts**

The following reductions from the charges mentioned in point 5.1 (including surcharges) are granted for regular scheduled services:

- |   |      |
|---|------|
| - over 60 port calls per calendar year for the respective service | 50 % |
| - over 180 calls per calendar year for the respective service     | 75 % |

- ships entering the port for the purpose of medical aid or as a port of refuge, as well as ships assisting such ships in distress and neither loading nor discharging during this time 50%

The discount is granted retroactively from the 1<sup>st</sup> port call of the calendar year.

A port call consists of a ship's entrance (mooring) and a ship's exit (unmooring).

## B. Ship's water

0 – 50m <sup>3</sup>	€ 4,00/m <sup>3</sup> minimum € 15.00
> 51m <sup>3</sup>	€ 3.20/m <sup>3</sup>
Surcharge weekdays from 8:00 p.m. to 07:30 a.m. and Saturdays	50% maximum € 53.00
Surcharge Sundays and public holidays	100% maximum € 88.00

The prices are net prices and are subject to the current legal rate of VAT.

### Contact

Dispatcher	Tel.	+49 381 350 5080
		+49 381 350 5086/87/88 (24 hr.)
	Fax	+49 381 350 5085

## C. Electricity supply - Warnemünde / Telephone service

### Contact

Dispatcher	Tel.	+49 381 350 5080
		+49 381 350 5086/87/88 (24 hr.)
	Fax	+49 381 350 5085

## D. ELECTRICITY SUPPLY - ÜBERSEEHAFEN

Elektro- und Industrietechnik HARO GmbH	Tel.	+49 381 6700100
	Fax	+49 381 6700101

## **Section 5: Contact information**

### **Pilotage**

#### **Lotsenbrüderschaft Wismar- Rostock- Stralsund**

Tel. +49 (0) 381 206 0380

Fax +49 (0) 381 206 0301

info@rostockpilot.de [www.wismar-rostock-stralsund-pilots.de](http://www.wismar-rostock-stralsund-pilots.de)

### **Tug service**

#### **Schlepper ARGE MV (Schlepper Arbeitsgemeinschaft Mecklenburg Vorpommern)**

#### **Bugsier-, Reederei-, Bergungsgesellschaft mbH & Co. Hamburg, NL Rostock**

Tel. +49 (0) 381 491 0937

+49 (0) 171 336 2109

Fax +49 (0) 381 491 0938

info@bugsier.de

[www.bugsier.de](http://www.bugsier.de)

#### **BBB Schlepp- und Hafendienst GmbH**

Tel. +49 (0) 381 548 3135

+49 (0) 172 380 9115

Fax +49 (0) 381 548 3150

frank.herzer@bbb-rostock.de

[www.bbb-rostock.de](http://www.bbb-rostock.de)

#### **Fairplay Towage- Fairplay Schleppdampfschiffs- Reederei Richard Borchard GmbH**

Tel. +49 (0) 381 548 3135

+49 (0) 172 380 9115

Fax +49 (0) 381 548 3150

frank.herzer@fairplay-towage.com

[www.fairplay-towage.com](http://www.fairplay-towage.com)

## **Port Authorities**

### **Port Authority of Rostock**

Tel. +49 (0) 381 381 8710

Fax +49 (0) 381 381 8735  
+49 (0) 674 0291

VHF Channel 10 Call: ROSTOCK PORT  
port.authority@rostock.de

## **Port Security**

### **Port Security Officer**

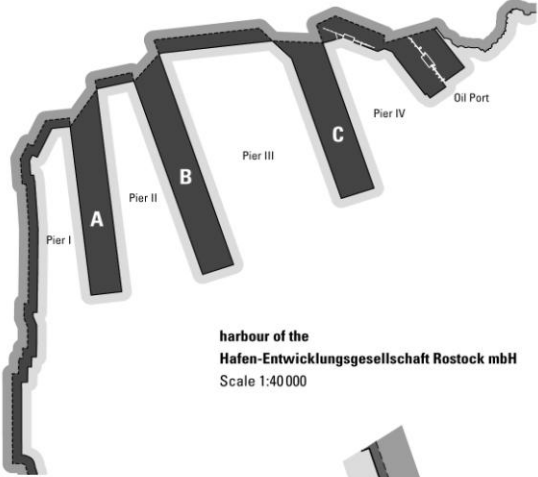
Tel. + (0) 381 350 3500

Fax + (0= 381 350 3505

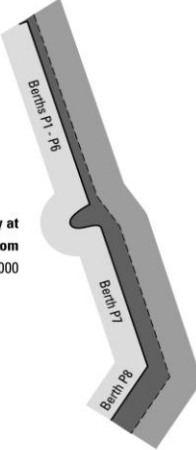
port.security@rostock-port.de

**Section 6: Port boundaries**

**Section 6: Port boundaries**



**passenger quay at Warnemünde/Neuer Strom**  
Scale 1:20 000



harbour waters