

## **Waste management plan of ROSTOCK PORT GmbH for the area of Rostock seaport and the passenger quay Warnemünde/Neuer Strom**

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**Waste management plan of ROSTOCK PORT GmbH for the area of  
Rostock seaport and the passenger quay Warnemünde/Neuer Strom**

in accordance with the law governing the disposal of ship-generated wastes and cargo residues in the federal state of Mecklenburg-Vorpommern (Schiffsabfallentsorgungsgesetz – SchAbfEntG M-V) of 16 December 2003, last amended on 03 August 2018.

**1 Preface**

The law governing the disposal of ship-generated wastes and cargo residues in the federal state of Mecklenburg-Vorpommern (SchAbfEntG M-V) serves to transpose Directive 2000/59/EC on port receiving facilities for ship-generated wastes (amended by Directive 2007/71/EC). This Directive was transposed into national law by means of the a/m SchAbfEntG M-V. The SchAbfEntG M-V obligates the operators of ports to prepare waste management plans.

In the interest of protecting the marine environment, all ships are required to dispose of their wastes and cargo residues in each port of call. The costs of waste discharge and disposal are to be assumed by the shipping companies, owners or charterers of ships. The port operators<sup>1</sup> are to levy a fee that the ships are required to pay, also in cases in which no disposal of waste in the port occurs. This fee independent of usage is intended to be a stimulus for the disposal of waste in the ports and to make the illegal disposal of waste at sea economically unattractive.

This law, SchAbfEntG M-V applies to all ships regardless of their size and of the flag under which they sail. Exempted from this law are warships, fleet auxiliaries, pilot vessels and other vessels belonging to an organ of sovereign power or being operated by it or on its behalf, insofar as they are not being used for commercial purposes (§ 3 para. 1 SchAbfEntG M-V).

Fishing vessels and recreational vessels with a permit for up to 12 passengers are given special treatment insofar as, according to § 6 para. 2 of SchAbfEntG M-V, the vessels' masters are not required to notify the responsible authority and according to § 9 para. 2 SchAbfEntG M-V are not subject to the flat-rate waste disposal fee. Should port reception facilities be used by fishing vessels and recreational vessels with a permit for up to 12 passengers, fees are to be levied.

The port operators must make sure that sufficient disposal facilities are available at the respective port for ship-generated wastes and cargo residues to allow for proper disposal. To ensure this the port operators are obliged to prepare waste management plans which are to be approved by the responsible State Agency for Agriculture and Environment and to be updated at least every three years or after a significant change in the port operation.

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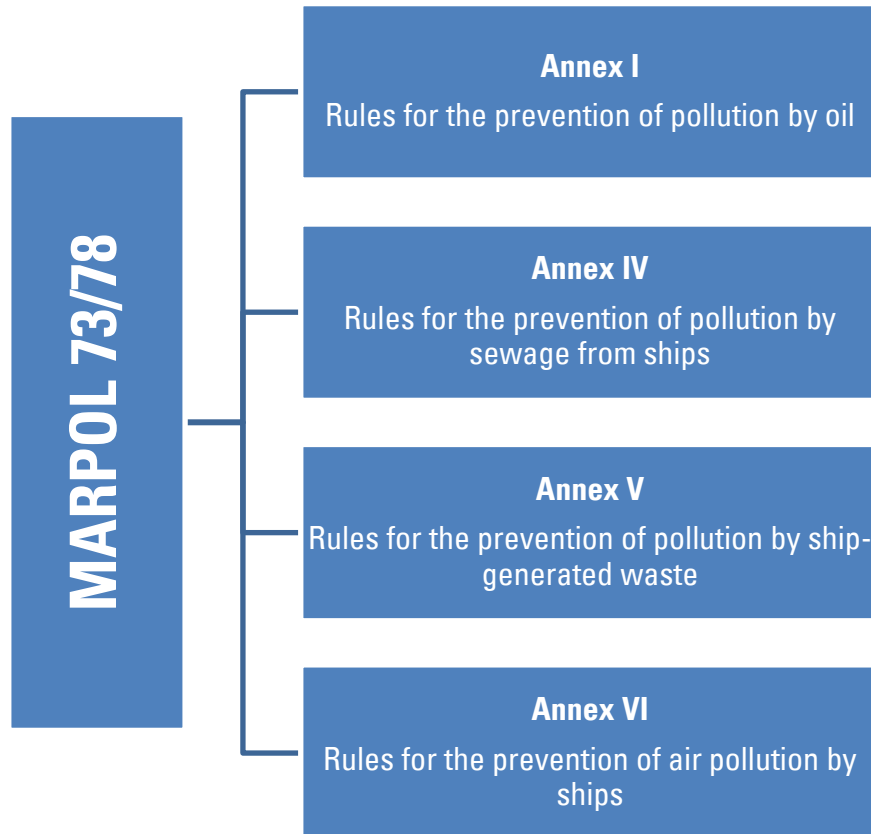
<sup>1</sup> The port operator is understood as the legal body or person possessing an operating permit for the port

## 2 General information on the port

1. **Port:** Rostock seaport and passenger terminal Warnemünde/Neuer Strom  
The present waste management plan is applicable in the port area of ROSTOCK PORT GmbH.  
Postal address: ROSTOCK PORT GmbH  
Ost-West-Strasse 32, 18147 Rostock  
Phone: +49(0)381 350 0  
Fax: +49(0)381 350 5515
  
2. **Person** responsible for the implementation of the waste management plan (waste management officer of ROSTOCK PORT GmbH):  
Mr. Sievert  
Phone: +49(0)381 350 5524  
Fax: +49(0)381 350 5535
  
3. The **Notification of waste disposal** in accordance with § 6 SchAbfEntG M-V is to be made with the Port and Shipping Authority of Rostock via the National Single Window (NSW) or alternatively by means of the notification form for ship's wastes and cargo residues (Appendix 1): (see Appendix 1 for notification form):  
Phone: +49(0)381 381 8704  
Fax: +49(0)381 381 8735
  
4. **Certificates of exemption** regarding the obligatory notification, waste disposal and fees (e.g. for vessels in regular service) are granted upon application by the Port and Shipping Authority Rostock:  
Postal address: Hafen- und Seemannsamt Rostock  
Ost-West-Strasse 8, 18147 Rostock  
Phone: +49(0)381 381 8704  
Fax: +49(0)381 381 8735
  
5. **Certificates of exemption in individual cases** regarding complete or partial exemption from the obligation to dispose of waste, granted on the basis of the **Notification of ship-generated waste and cargo residues liable for disposal** (see Appendix 1 for notification form) of the Port and Shipping Authority Rostock:  
Phone: +49(0)381 381 8704  
Fax: +49(0)381 381 8735

### 3 Ship-generated wastes

The elements of the Directive on port reception facilities for ship-generated wastes originate from the stipulations of the international MARPOL Convention 73/78 and regulate the collection and handing-over of **ship-generated wastes** in port. The SchAbfEntG MV covers all wastes generated during the operation of the ship which fall under the scope of Annexes I, IV, V and VI of MARPOL.



### 4 System of charges for ship-generated wastes

#### 4.1 Description of the system of charges

Regardless of the actual usage of the port reception facilities, all ships are required to pay a flat-rate waste disposal fee for ship-generated wastes. The fee also covers the staff and material expenses necessary for its levying and administration. Fishing vessels as well as recreational boats with a permit for up to 12 passengers are exempt from this fee.

If waste disposal is not obligatory for a vessel as per § 3 para. 1 SchAbfEntG M-V the disposal shall be at the expense of the vessel in case the port reception facilities are resorted to.

The obligation to pay the fee is incurred when entering the port area. The fee is due immediately.

The payment of the mandatory fee entails the entitlement to transfer the occurring costs of removal and disposal of ship's wastes generated during regular ship operation (cf. also the overview of individual waste types covered by the flat-rate fee in Appendix 3 of this waste management plan).

The ship's command is entitled to dispose of only a partial amount of the existing ship-generated wastes if they provide proof that a partial emptying of the waste store gives enough specific storage capacity for the journey to the next discharge port (§ 7 para. 2 SchAbfEntG M-V).

The charges are calculated in such a way as to cover all costs incurred in the standard removal and disposal of ship-generated wastes at the port. Any additional revenues or revenue shortfalls are balanced in the calculation of charges within three years.

The amount of the charges is scaled by means of a correction factor depending on the ship type according to the classification certificate and the ship size. The minimum charge is a fixed amount of €100.00 or €250.00 for bulk carriers per port call.

Passenger boats, excursion watercraft and sports watercraft with a permit for up to 12 passengers are exempted from the payment of a minimum charge.

At every port call the vessel subject to the fee is entitled to dispose of ship's waste once during the lay time while observing the quantitative restrictions or quotas (standard disposal). The desired disposal has to be notified by the ship/broker in writing and in compliance with the deadlines laid down in § 6 para. 1 SchAbfEntG M-V. Subsequent additional orders of disposal services shall be at the expense of the party responsible (ship/broker). This shall apply regardless of the determined quotas already having been used up during the first disposal (standard disposal).

Vessels claiming a long-term, contractually allocated berth at Rostock seaport or at the passenger quay Warnemünde/Neuer Strom for daily shuttle service between building sites in the Baltic Sea and their permanent berth shall pay the flat-rate disposal fee for every 5-day period begun, but at least the fixed amount of €100.00 or €250.00 for bulk carriers.

#### **4.2 Basis for fee calculation**

The basis for calculating the fee is the gross register tonnage which generally applies to all sea-going ships and seaworthy floating bodies according to the international tonnage certificate (1969).

If no gross register tonnage is at hand the fee is calculated according to the base area of the watercraft. In doing so the result of the greatest length (rounded up to full meters) multiplied by the greatest width (rounded up to half meters) is used as a basis.

The fees levied are a component of the current version of the document, 'Regulations for the use of the harbour accessible to public transport of ROSTOCK PORT GmbH and of the passenger quay at Warnemünde/Neuer Strom', as amended.

### 4.3 Separate fee

ROSTOCK PORT GmbH will charge a separate fee to the ship for the disposal of ship-generated wastes exceeding the standard disposal (ship-generated wastes not covered by the flat-rate fee, cargo residue and waste caused by the cargo), for ship-generated wastes especially expensive to dispose of and for special expenditure (§ 10 p. 2 and § 11 para. 3 SchAbfEntG M-V).

### 4.4 Correction factors

#### 4.4.1 Correction factors till 31/12/2019

Correction factor by type of ship according to the classification certificate:

Table 1

	Type of ship	Correction Factor
A	Tankers	0.20 minimum charge €30.00 maximum charge €70.00
B	Cruise ships	0.50
C	Combined Passenger-Cargo Ferries, Ro/Ro-Cargo Vessels, Cargo Ferries, Auto Carriers	1.25 minimum charge €100.00 maximum charge €400.00
D	General Cargo Vessels and all other vessel types with own propulsion not listed under A, B, C or E	1.20 minimum charge €70.00 maximum charge €400.00
E	Bulk Carriers	0.40 minimum charge €200.00 maximum charge €400.00

**Example 1:** A tanker of 12,000 GRT enters Rostock seaport.  
Upon entering the port, the following flat-rate waste disposal fee is due:

Table 2

GRT	Base charge	Sub-total	Correction factor dependent on ship type as per table	Waste disposal fee
12,000	0.026 €	€312.00	0.20	€62.40

**Example 2:** A tanker of 2,100 GRT enters Rostock seaport.  
Upon entering the port, the following flat-rate waste disposal fee is due:

Table 3

GRT	Base charge	Sub-total	Correction factor dependent on ship type as per table	Waste disposal fee
2,100	€0.026	€54.60	0.20	€30.00 (minimum charge)

**Example 3:** A general cargo ship of 15,000 GRT enters Rostock seaport.  
Upon entering the port, the following flat-rate waste disposal fee is due:

Table 4

GRT	Base charge	Sub-total	Correction factor dependent on ship type as per table	Waste disposal fee
15,000	€0.026	€390.00	1.20	€400.00 (maximum charge)

#### 4.4.2 Correction factors from 01/01/2020

Correction factor by type of ship according to the classification certificate:

Table 5

	Type of ship	Correction Factor
A	Tankers	0.60 minimum charge €100.00 maximum charge €470.00
B	Cruise ships	0.90
C	Combined Passenger-Cargo Ferries, Ro/Ro-Cargo Vessels, Cargo Ferries, Auto Carriers	1.25 minimum charge €100.00 maximum charge €470.00
D	General Cargo Vessels and all other vessel types with own propulsion not listed under A, B, C or E	1.55 minimum charge €100.00 maximum charge €470.00
E	Bulk Carriers	0.80 minimum charge €250.00 maximum charge €470.00

**Example 1:** A tanker of 12,000 GRT enters Rostock seaport.  
Upon entering the port, the following flat-rate waste disposal fee is due:

Table 6

GRT	Base charge	Sub-total	Correction factor dependent on ship type as per table	Waste disposal fee
12,000	0.026 €	€312.00	0.60	€187.20

**Example 2:** A tanker of 2,100 GRT enters Rostock seaport.  
Upon entering the port, the following flat-rate waste disposal fee is due:

Table 7

GRT	Base charge	Sub-total	Correction factor dependent on ship type as per table	Waste disposal fee
2,100	€0.026	€54.60	0.60	€100.00 (minimum charge)

**Example 3:** A general cargo ship of 15,000 GRT enters Rostock seaport.  
Upon entering the port, the following flat-rate waste disposal fee is due:

Table 8

GRT	Base charge	Sub-total	Correction factor dependent on ship type as per table	Waste disposal fee
15,000	€0.026	€390.00	1.55	€470.00 (maximum charge)

#### 4.5 Rendering of account for ship-generated wastes

##### a) Standard disposal

This covers all ship-generated wastes that fall under the flat-rate disposal fee (cf. attached Appendix 3 of the Waste Management Plan of ROSTOCK PORT GmbH) and that do not exceed the quantitative restrictions listed in the Waste Management Plan.



**b) Ship-generated wastes exceeding standard disposal**

Ship-generated wastes that exceed the quantitative restrictions laid down in the Waste Management Plan of ROSTOCK PORT GmbH.

The invoicing is done directly between ROSTOCK PORT GmbH and the responsible party/polluter (ship/broker) according to the published price sheet of ROSTOCK PORT GmbH (Appendices 5 and 6).

**c) Ship-generated wastes especially expensive to dispose of**

Disposal of ship-generated wastes not covered by the above items a) and b) is performed only after written confirmation of offer by the responsible party/polluter (ship/broker). Being particularly expensive to dispose of these ship-generated wastes are invoiced separately by ROSTOCK PORT GmbH to the responsible party/polluter (ship/broker).

If the responsible party/polluter (ship/broker) does not transmit any information about the type, condition, concentration values and material composition of the ship-generated wastes to be disposed of beforehand and this information is necessary for a disposal of the ship's waste according to the law the disposal company will carry out an analysis for notification purposes. This also covers costs of analyses that have accrued due to incorrect notifications by the person responsible/polluter (ship).

The invoicing for kitchen and food wastes from means of transport in international operation is performed directly between the company SecAnim GmbH and the responsible party/polluter (ship/broker) according to the list of charges for the safe disposal of dead animal bodies, parts of and products from animal bodies and for domestic animals, pets and lab animals in the state of Mecklenburg-Vorpommern (cf. Appendix 4).

Residues of exhaust gas cleaning shall be invoiced according to the price sheet (Appendices 5 and 6) to the responsible party/polluter (ship/broker)

**d) Special expenditure**

The items listed below will be invoiced separately by ROSTOCK PORT GmbH as special expenditure to the person responsible/polluter (ship/broker). ROSTOCK PORT GmbH is at liberty to bill the special expenditure in the invoice for ship-generated wastes especially expensive to dispose of. The invoicing will be performed directly between ROSTOCK PORT GmbH and the person responsible/polluter (ship/broker) according to the published price sheet of ROSTOCK PORT GmbH (Appendices 5 and 6).

- sorting costs and/or empty runs caused by the wrong kinds of waste being thrown into the respective waste bins designated for certain types of waste or by wastes disposed in the bins by outsiders,
- waiting times caused by insufficient pumping capacity of the ship or by delay of the ship
- down times caused by the ship,
- expenditures due to incorrect or incomplete notifications by the ship's command causing the waste and its characteristics to deviate from the information given or causing the waste to deviate from the conditions agreed

- additional costs accruing for instance for the use of buffer containers when disposing of large amounts of waste water

#### **4.6 Exemption from the regulations governing obligatory notification, from the duty to discharge ship's waste and the payment of the flat-rate fee**

The owners of ships, the shipping companies or the charterers of ships that operate in regular line service according to a regular time-table and that enter the port at least twice a month may apply for exemption from the regulations governing

- the obligation of notification of waste delivery (§ 6 para. 1 SchAbfEntG M-V),
- from the obligation to discharge ship's waste (§ 7 SchAbfEntG M-V) and
- from the payment of the flat-rate waste disposal fee (§ 9 SchAbfEntG M-V)

with the Port Authority if sufficient proof has been given that the disposal of ship-generated wastes occurs in a proper manner. The same applies to vessels providing services for the maritime shipping industry or those that have been assigned a permanent berth by the responsible authority for more than 60 successive days per year (§ 12 SchAbfEntG M-V).

#### **4.7 Reduction of the flat-rate waste disposal fee**

For ships

- calling at several ports in close succession **and**
- which have properly delivered their ship's wastes in the last port called **and**
- which have been granted an exemption by the Port and Shipping Authority in accordance with § 7 para. 2 SchAbfEntG M-V, the base fee per port call will be reduced to half the amount per GRT (§ 11 para. 3 SchAbfEntG M-V) after the filing of a written application.

#### **4.8 Composition of the base fee**

The base fee relating to the size of the ship in the area of Rostock seaport is made up of:

- |  |         |
|--|---------|
| • the share for the disposal of pumpable ship's wastes | 37.80 % |
| • the share for the disposal of ship's waste           | 42.20 % |
| • the share for the administration cost                | 20.00 % |

The base fee relating to the size of the ship in the area of the passenger quay Warnemünde/Neuer Strom is made up of:

- |   |         |
|---|---------|
| • the share for the disposal of pumpable ship's waste | 26.80 % |
| • the share for the disposal of ship's waste          | 53.20 % |
| • the share for the administration cost               | 20.00 % |

## 5. Definitions

### 5.1 Ship-generated wastes

Ship-generated wastes are all wastes including sewage as well as residues other than cargo residues, which are generated during operation of the ship and which fall under the scope of Annexes I, IV, V and VI of MARPOL 73/78, as well as cargo-associated wastes as defined in the implementation guidelines of Annex V of MARPOL 73/78 (German Transport Gazette (VkBli.) 1991, p. 504 number 1.7.5), as amended by the announcement of 25 October 2001 (VkBli. 2001, p. 485).

#### 5.1.1 Solid wastes

The removal of such wastes takes place by means of portable receptacles (discharge bins or containers). The waste bins/containers are provided by the waste disposal company. The efforts of the ships' crews to separate garbage by categories are supported by offering a separate disposal of different wastes.

#### 5.1.2 Liquid/pumpable wastes

Except for residues from exhaust gas cleaning<sup>2</sup> (MARPOL 73/78 Annex VI) disposals of oily residues as per MARPOL 73/78 Annex I from the engine area are covered by the flat-rate fee.

With the payment of the flat-rate fee the ship types A, C, D and E mentioned in this waste management plan under numeral 4.4 in table 1 are entitled to disposal of:

up to	20,000 GRT	max.	2 m <sup>3</sup>	
from 20,001 to 70,000 GRT		max.	5 m <sup>3</sup>	
over	70,000 GRT	max.	7.5 m <sup>3</sup>	of waste.

For the ship type B (cruise vessels) mentioned in numeral 4.4 table 1 the flat-rate fee covers:

up to	70,000 GRT	max.	5 m <sup>3</sup>	
over	70,000 GRT	max.	7.5 m <sup>3</sup>	of waste per port call.

The maximum amount of waste to be disposed of in a standard disposal represents the sum of all pumpable ship's wastes.

The disposal of residues from exhaust gas cleaning<sup>2</sup> (MARPOL 73/78 Annex VI) as ship's waste especially expensive to dispose of shall be invoiced to the responsible party/polluter (ship/broker).

The disposal of oily residues as per MARPOL 73/78 Annex I from the cargo area and of residues from exhaust gas cleaning<sup>2</sup> (MARPOL 73/78 Annex VI) shall be performed through the waste disposal companies bound by contract to the port operator and shall be invoiced separately by ROSTOCK PORT GmbH. The costs exceeding the standard

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<sup>2</sup> Residues from exhaust gas cleaning are solid or liquid residues produced in procedures for reducing pollutant emission as per Annex VI of the MARPOL Agreement.

disposal (e.g. larger amounts, ordering of additional disposal services, insufficient pumping capacity, waiting times, empty runs) shall be charged to the ship by ROSTOCK PORT GmbH (§ 11 para. 3 SchAbfEntG M-V).

Removal of such wastes takes place by means of a tank truck. The tank truck is positioned on the quay at the level of the disposal nozzle of the ship. In order to facilitate a smooth disposal of liquid wastes at the berths, the ship is to warm these media to make them pumpable at ambient temperature before dispensing of the pumpable waste. Any additional costs incurred through non-compliance with this stipulation may be charged to the ship's command.

The pumping is to be done by the ship. The ships must deliver the following minimum transfer rate:

for ships  $\leq 500$  GRT = 1 m<sup>3</sup> per hour

for ships > 500 GRT = 2 m<sup>3</sup> per hour

Based on the total permissible waste volumes and pumping capacity the total time taken for pumpable waste disposal should be:

up to 20,000 GRT and 2 m<sup>3</sup> a max. pumping time of 60 minutes

from 20,001 to 70,000 GRT and 5 m<sup>3</sup> a max. pumping time of 150 minutes

over 70,000 GRT and 7.5 m<sup>3</sup> a max. pumping time of 225 minutes

The time required for preparation and post-processing should not exceed 30 minutes in total.

Suitable precautions are to be taken in order to prevent the pollution of water or land spaces at the port. A simultaneous bunkering and disposal of pumpable ship-generated wastes may only occur with the permission of the Port and Shipping Authority.

Type of connection nozzle required on the ship = Standardized connecting flange in accordance with MARPOL I

#### **5.1.2.1 Special features of the disposal of pumpable ship's waste at berths 03 and 04 at the oil port**

Since vehicles with a total weight above 3.5 tons may not use the middle jetty at berth 03 and 04 the disposal of pumpable ship's waste at berths 03 and 04 at the oil port is performed via a fixed disposal line DN 100.

The pump vehicle is connected to the fixed disposal line on shore. The pump vehicle driver performs the connection and monitors the disposal on shore. A second worker is necessary at the other end of the fixed disposal line (platform at berth 03 and 04) to perform the connection between the ship and the fixed disposal line by means of flexible hoses to be found on site. This worker must stay on site for the entire duration of the disposal in order to monitor the process and take action immediately if necessary.

Due to the fixed disposal line at berths 03 and 04 at the oil port the disposal of pumpable ship's waste can not be assured at ambient temperatures below 0°C.

### **5.1.2.2 Special features of the disposal of pumpable ship's waste at berth 05 at the oil port**

As of 15/03/2010 the jetty at berth 05 at the oil port is permanently closed for motor vehicles of all kinds.

It is thus necessary to lay an extended hose connection from the transfer station of the vessel to the disposal vehicle.

### **5.1.2.3 Special features of the disposal of pumpable ship's waste at berths 05 and 06 at the oil port**

When transferring pumpable waste at berths 05 and 06 of the oil port, bigger problems may occur whenever the tankers only have an aft connection nozzle for the disposal since the line to be produced may not be routed unsupported across the water of the port basin between the suction vehicle and the ship.

In order to comply with the statutory duty of ROSTOCK PORT GmbH to enable also such tankers to dispose of their waste at the port of Rostock it is necessary in the a/m cases to run an additional hose connection from the transfer station along the ship's deck to the disposal vehicle.

### **5.1.3 Kitchen and food waste from a means of transport operating internationally**

Kitchen and food wastes from a means of transport operating internationally fall under the scope of MARPOL Annex V. There is however the peculiarity that the proper disposal of such kitchen and food wastes from means of transport operating internationally is subject to the provisions of the Act on the Disposal of Animal By-Products (TierNebG). The entity whose duty it is to dispose of this type of waste under the a/m Act is the public body responsible according to federal state law (§ 2 para. 1 TierNebG). Under § 3 para. 2 of the Act the responsible authority may transfer the duty to remove, collect, transport, store, treat, process or dispose of the food waste, to a third party. In the year 1998 the company SecAnim GmbH, Malchin branch, formerly SARIA Bio Industries was assigned the duty to dispose of material of the categories 1 and 2 as per § 3 para. 2 of the Act on the Disposal of Animal By-Products (TierNebG) for the whole catchment area of Mecklenburg-Vorpommern.

The Notification of a need for waste disposal is to be made to the Port and Shipping Authority of Rostock via the National Single Window (NSW) or alternatively by means of the notification form for ships' wastes and cargo residues (Appendix 1). The port operator will pass on the information from the Port and Shipping Authority to the company SecAnim GmbH.

### **5.1.4 Dangerous wastes**

The duty to dispose of waste also covers the proper disposal of **dangerous wastes**. Dangerous ship's wastes are subject to the obligation to furnish evidence and keep a register under the German Closed Substance Cycle and Waste Management Act (KrWG). When the dangerous ship's waste is handed over from the vessel to the disposal company the latter becomes liable to furnish evidence as the owner of the dangerous ship's waste and acts as the producer in the procedure of providing evidence.

### 5.1.5 Waste from offshore wind farms and grey water

**Waste from offshore wind farms** and **grey water** do not fall under the SchAbfEntG M-V. Waste from offshore wind farms is not generated during ship operation. Grey water (for instance waste water from kitchens, laundries, ship's galleys and showers) is not ship's waste water as long as it is not mixed with black water.

### 5.2 Volume of ship's waste

Starting from May 2004 there is experience with the disposal behaviour of ships under the conditions of the Ship's Waste Disposal Act of Mecklenburg-Vorpommern.

The following amounts of ship's wastes were registered in the years 2014 to 2018:

	Seaport area					passenger quay Warnemünde/Neuer Strom				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
<b>Pumpable ship's waste</b>	1.152 ts	1.850 ts	1.713 ts	1.778 ts	1.251 ts	532 ts	1.128 ts	1.006 ts	765 ts	641 ts
<b>Wastes similar to household refuse</b> (without category 1 material)	314 ts	333 ts	262 ts	277 ts	177 ts	614 ts	746 ts	748 ts	781 ts	726 ts
<b>Dangerous ship's wastes</b> (without pumpable ship's waste)	35 ts	34 ts	23 ts	24 ts	19 ts	12 ts	9 ts	13 ts	2 ts	3 ts

There are no statistical surveys on cargo residues/wastes associated with cargo that are to be disposed of, ship's waste exceeding standard disposal or for ship's waste particularly expensive to dispose of.

### 5.3 Disposal of ship's waste

#### 5.3.1 Transfer of ship's waste

Under § 7 para. 1 of the SchAbfEntG M-V every ship is obligated to dispose of all ship's wastes present on board in one of the port reception facilities before leaving port. The costs of collection and disposal are offset by a flat-rate fee due upon entering the port area. Thus a fee calculation independent of use is applied for the purposes of the HELCOM Agreement (cf. also the overview of the individual wastes covered by the flat-rate fee in Appendix 3).

At every port call the vessel subject to the fee is entitled to dispose of ship's waste once during the lay time while observing the quantitative restrictions or quotas (standard disposal). The desired disposal has to be notified by the ship/broker in writing and in compliance with the deadlines laid down in § 6 para. 1 SchAbfEntG M-V. Subsequent additional orders of disposal services shall be at the expense of the party responsible (ship/broker). This shall apply regardless of the determined quotas already having been used up during the first disposal (standard disposal).

The disposal of ship's wastes is performed by the waste disposal companies bound to the port operator by contract on demand. The Notification of a need for waste disposal is to be made to the Port and Shipping Authority of Rostock via the National Single Window (NSW) or alternatively by means of the notification form for ships' wastes and cargo residues (Appendix 1).

In the notification form for ship-generated wastes and cargo residues the items "Other" are each to be defined by providing detailed information about the type and correct amount of the waste to be disposed of.

The disposal of the ship-generated wastes/cargo residues is supposed to be performed during the usual regular working hours at the port (7:00am to 6:00pm) if the ship's lay time permits this and if the discharging is possible without causing unreasonable delays. If, contrary to the aforesaid stipulation, waste disposal activities are conducted outside the usual regular working hours at the port, additional costs (surcharges) will accrue.

If the responsible party/polluter (ship/broker) wishes for a special time for disposal he may notify the port operator of this in writing (preferably by email) in good time before the ship's arrival in port. There is no claim to this requested disposal time being adhered to.

The port operator commissions the contractually bound disposal company with regard to the intended disposal. The disposal is then carried out by the respective waste disposal company.

Additional expenditure caused by incorrectly notified waste amounts for disposal will be charged to the responsible party/polluter (ship/broker).

The ship's command is to make the waste to be disposed of ready and to arrange on-board operations in such a way that the disposal can be begun and carried out without delay. Ship-generated waste that is to be removed from tanks must be pumpable at ambient temperature. The ship's command is to supervise the disposal procedure and, if necessary, to assist by providing manpower.

Any waiting or down time or any empty runs caused by the ship are to be paid for by the ship.

For **wastes similar to household refuse** generated during the time in port, all ships will be provided with waste receptacles (discharge bins or containers) by the waste disposal company shortly before entering the port. The filled receptacles will be picked up by the waste disposal company before or after the ship leaves the port. The number of receptacles will be agreed with the ship's command by the waste disposal company.

Standard disposal for the vessel types mentioned under numeral 4.4 in table 1 as type A, C, D and E includes.

Table 9

Vessel size (GRT)	ship's waste similar to household refuse	absorbent and filter materials (incl. oil filters not otherwise mentioned, wiping cloths, protective clothing contaminated by dangerous substances)	for additional ship's wastes that come within the scope of the standard disposal as per Appendix 3:
< 6,000	1 x 1.1 m <sup>3</sup> receptacle	1 x 0.24 m <sup>3</sup> receptacle	claim to provision of <u>one</u> further receptacle (the smallest bin in the chosen category in each case)
6,000 to 10,000	2 x 1.1 m <sup>3</sup> receptacle		
> 10,000	3 x 1.1 m <sup>3</sup> receptacle		

Standard disposal for Cruise ships under numeral 4.4 in table 1 as type B includes.

Table 10

Vessel size (GRT)	ship's waste similar to household refuse	absorbent and filter materials (incl. oil filters not otherwise mentioned, wiping cloths, protective clothing contaminated by dangerous substances)	for additional ship's wastes that come within the scope of the standard disposal as per Appendix 3:
< 40,000	1 x 34 m <sup>3</sup> container	1 x 1.1 m <sup>3</sup> receptacle	claim to provision of <u>one</u> further receptacle (the smallest bin in the chosen category in each case)
40,001 to 100,000	2 x 34 m <sup>3</sup> container		
> 100,000	3 x 34 m <sup>3</sup> container		

The ship's crew has to render assistance during handing over and take-over of the receptacles.

Mixing ship's waste with chemicals, paint residues, cleaning agents or other dangerous wastes is not permissible. Especially the mixing of biological waste with other wastes is strictly prohibited. The ship's command can be invoiced for extra costs that arise through non-compliance with this regulation.

Dangerous wastes (e.g. cleaning materials contaminated with oil, batteries, fluorescent tubes, chemicals) will be collected separately by the waste disposal company.

Should a case occur in which extremely large amounts of waste are notified the port operator may charge the ship's command separately for the amount exceeding the average amount.

The same applies in the case of ship-generated wastes that are not covered by the flat-rate fee as described in the overview attached in Appendix 3. Even though the obligation to dispose of the waste before leaving the port applies also to those wastes the port operator will charge the ship's command separately for the extra costs associated with the disposal of such wastes.

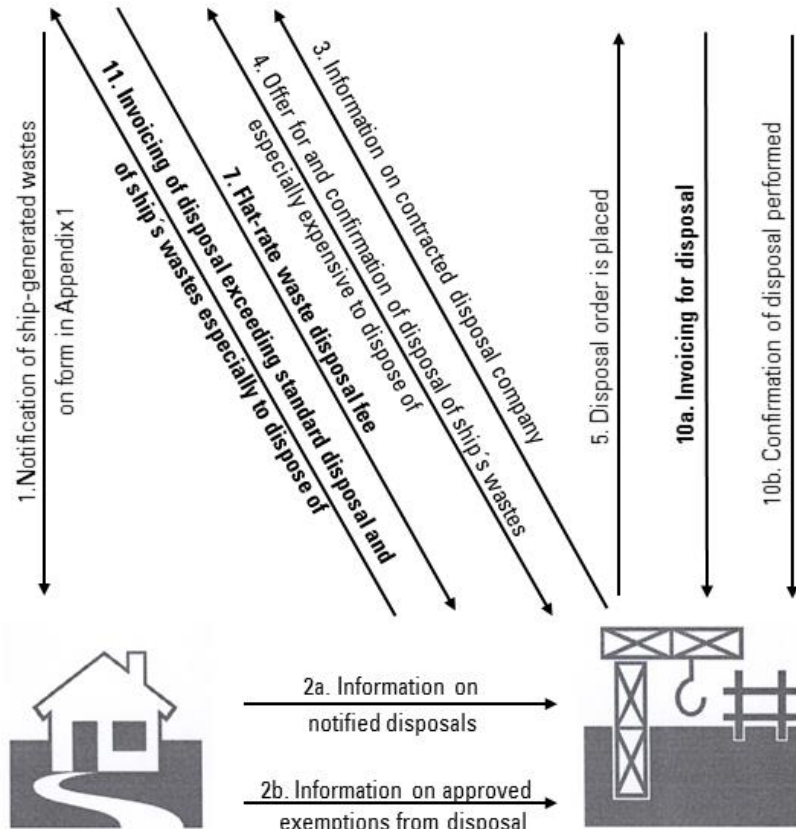
### 5.3.2 Procedure for the disposal of ship-generated wastes

- a) In accordance with SchAbfEntG M-V, the captain of a ship entering the port is obligated to provide all necessary information for the unloading of the ship's waste in due time before entering the port. The individual details of this notification are specified in § 6 SchAbfEntG M-V. The recipient of the notification is the Port and Shipping Authority of Rostock. This notification can be made directly or via an agent/broker commissioned to do so. The Notification of a need for waste disposal is to be made to the Port and Shipping Authority of Rostock via the National Single Window (NSW) or alternatively by means of the notification form for ships' wastes and cargo residues (Appendix 1).
- b) The Port and Shipping Authority of Rostock forwards this information to the port operator.
- c) The Port and Shipping Authority of Rostock informs the waste management officer of the port operator about any permitted exemptions from disposal in individual cases according to § 12 SchAbfEntG M-V.



- d)** The disposal demand is forwarded and an order issued by the port operator to the contracted disposal company (the port operator shall inform the ship's command or the agent/broker commissioned by them about the disposal company he has contracted).
- e)** The captain/master or the agent/broker commissioned by them has to agree the date and scope of waste disposal with the disposal company.
- f)** Unloading of the ship's waste
- g)** Confirmation of the performed unloading by the disposal company to
- the port operator and
  - the captain/master of the ship or the agent/broker commissioned by them (use the usual forms "Arbeitsbescheinigung" or "Certificate of Work" of the disposal company)
- h)** Invoicing by the disposal company to the port operator

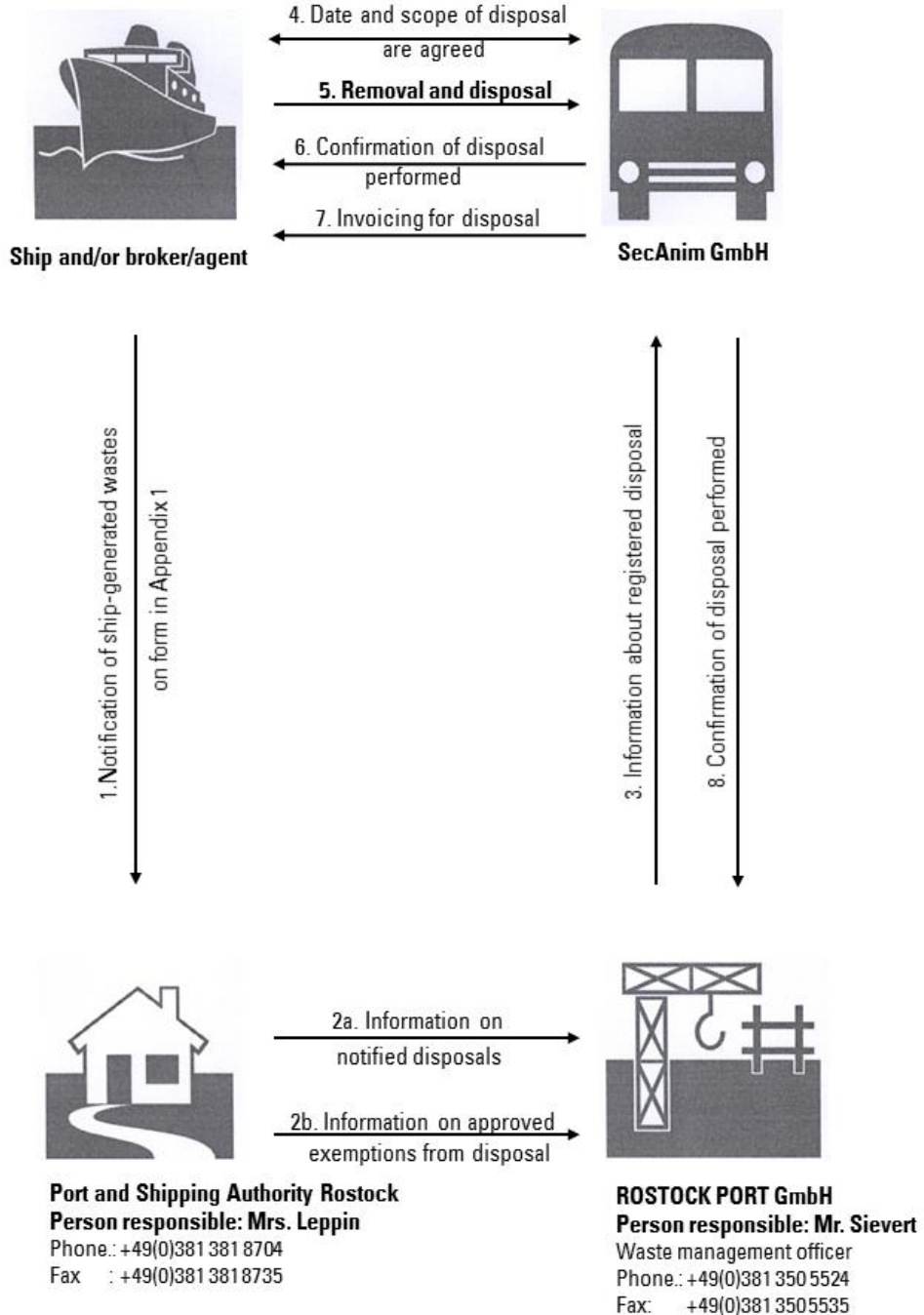
## Disposal of ship-generated wastes



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## Disposal of catering waste from a means of transport operating internationally



## **6. Cargo residues and wastes connected with the cargo**

### **6.1 Definitions**

#### **6.1.1 Cargo residues**

**Cargo residues** are understood to be the residues left in holds or tanks after completion of the on-board unloading and cleaning procedures as well as leftovers and spills caused during the loading or unloading.

#### **6.1.2 Wastes connected with the cargo**

Wastes connected with the cargo are substances that have become waste due to their use on board for cargo stowing or handling purposes (e.g. dunnage, lining, casing or packaging material, pallets, wire and steel straps for lashing etc.).

### **6.2 Disposal of cargo residues and wastes connected with the cargo**

#### **6.2.1 Transfer of cargo residues and wastes connected with the cargo**

The port cargo handling company receiving the cargo is obligated to unload the cargo holds of the ship clean swept in case of solid cargoes and in case of liquid cargoes to strip the cargo residues from the ship's tank(s).

As per § 8 para. 1 SchAbfEntG M-V this obligation does not apply if a ship regularly transports the same or similar cargo and cleaning or degassing of the holds is not necessary for purposes of the ship's operation or for cargo managing purposes.

The disposal of cargo residues/wastes connected with the cargo is performed upon demand by the disposal companies contracted by the port operator.

The intended disposal is notified to the Port and Shipping Authority of Rostock by the ship's command. The Notification of a need for waste disposal is to be made to the Port and Shipping Authority of Rostock via the National Single Window (NSW) or alternatively by means of the notification form for ships' wastes and cargo residues (Appendix 1).

Exact information on the categories "wastes connected with the cargo" and "cargo residues" is to be provided in the notification form for ship's waste and cargo residues by entering details of the type and correct amount. The port operator commissions the contracted disposal company with regard to the intended disposal. The disposal is then performed by the respective disposal companies.

The disposal of the ship-generated wastes/cargo residues is supposed to be performed during the usual regular working hours at the port (7:00am to 6:00pm) if the ship's lay time permits this and if the discharging is possible without causing unreasonable delays. If, contrary to the aforesaid stipulation, waste disposal activities are conducted outside the usual regular working hours at the port, additional costs (surcharges) will accrue.

If the responsible party/polluter wishes for a special time for disposal he may notify the port operator of this in

riting (preferably by email) in good time before the ship's arrival in port. There is however no claim to this requested disposal time being adhered to.

The ship's command is to make the waste to be disposed of ready and to arrange on-board operations in such a way that the disposal can be begun and carried out without delay. Ship-generated waste that is to be removed from tanks must be pumpable at ambient temperature. The ship's command is to supervise the disposal procedure and, if necessary, to assist by providing manpower.

Any waiting or down time or any empty runs caused by the ship are to be paid for by the ship.

## **6.2.2 Rendering of account for cargo residues and wastes connected with the cargo**

### **a) Ship's waste especially expensive to dispose of**

Cargo residues and wastes connected with the cargo are only disposed of after written confirmation of offer by the responsible party/polluter (ship/broker). Being particularly expensive to dispose of the cargo residues and wastes connected with the cargo are invoiced separately by ROSTOCK PORT GmbH to the responsible parties/polluters (ship/broker).

If the responsible party/polluter (ship/broker) does not transmit beforehand any information about the type, condition, concentration values and material composition of the ship-generated wastes to be disposed of and this is necessary for a disposal of the ship's waste according to the law the disposal company will carry out an analysis for notification purposes. This also covers the costs of analyses that have accrued due to incorrect notifications by the person responsible/polluter (ship/broker).

### **b) Special expenditure**

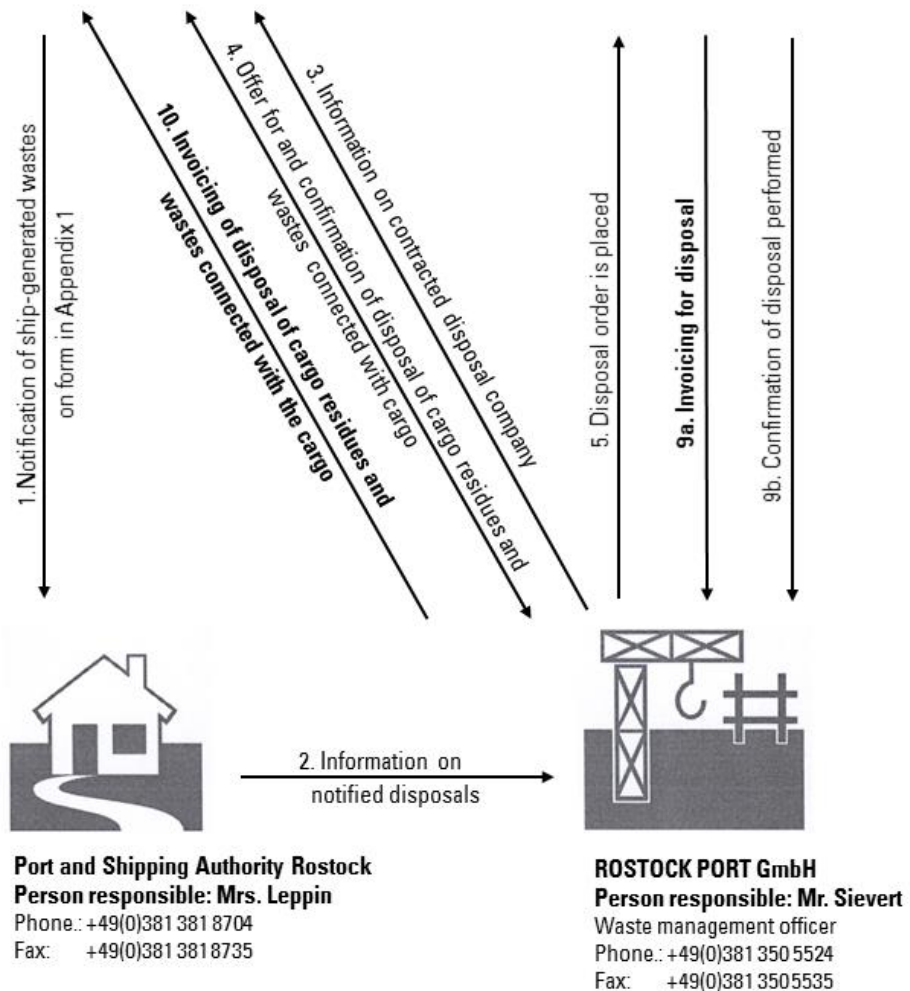
The items listed below will be invoiced separately by ROSTOCK PORT GmbH as special expenditure to the person responsible/polluter (ship/broker). ROSTOCK PORT GmbH is at liberty to bill the special expenditure in the invoice for ship-generated wastes especially expensive to dispose of. The invoicing will be performed directly between ROSTOCK PORT GmbH and the responsible party/polluter (ship/broker) according to the published price sheet of ROSTOCK PORT GmbH (Appendices 5 and 6).

- sorting costs and/or empty runs caused by the wrong kinds of waste being thrown into the respective waste bins designated for specific kinds of waste or by wastes disposed in the bins by outsiders,
- waiting times caused by insufficient pumping capacity of the ship or by delay of the ship,
- down times caused by the ship,
- expenditures due to incorrect or incomplete notifications by the ship's command causing the waste and its characteristics to deviate from the information given or causing the waste to deviate from the conditions agreed
- additional costs accruing for instance for the use of buffer containers when disposing of large amounts of waste water

### 6.2.3 Procedure of disposal of cargo residues and wastes connected with the cargo

- a) In accordance with SchAbfEntG M-V, the captain of a ship entering the port is obligated to provide all necessary information for the unloading of cargo residues in due time before entering the port. The individual details of this notification are specified in § 6 SchAbfEntG M-V. The recipient of the notification is the Port and Shipping Authority. This notification can be made directly or via an agent/broker commissioned to do so. The intended disposal shall be notified by the ship's command to the Port and Shipping Authority of Rostock. The notification of a need for waste disposal is to be made to the Port and Shipping Authority of Rostock via the National Single Window (NSW) or alternatively by means of the notification form for ships' wastes and cargo residues (Appendix 1).
- b) The Port and Shipping Authority of Rostock forwards this information to the waste management officer of the port operator.
- c) The Port and Shipping Authority Rostock informs the waste management officer of the port operator about any permitted exemptions from disposal in individual cases according to § 7 para. 2 SchAbfEntG M-V. In this context cargo residues and wastes connected with the cargo are **not** part of an exceptional permission from the Port and Shipping Authority.
- d) The disposal demand is forwarded and an order issued by the port operator to the respective contracted disposal company (the port operator shall inform the ship's command or the agent/broker commissioned by them about the disposal company he has contracted).
- e) The captain/master or the agent/broker commissioned by them agrees the date and scope of waste disposal with the disposal company.
- f) Disposal of cargo residues and/or wastes connected with the cargo
- g) Confirmation of the performed unloading by the disposal company to
  - the port operator and
  - the captain/master of the ship or the agent/broker commissioned by them (use the usual forms "Arbeitsbescheinigung" or "Certificate of Work" of the disposal company)
- h) Invoicing by the disposal company to the port operator
- i) The port operator passes on the charge to the captain/master of the ship or an agent/broker commissioned by them.

## Disposal of cargo residues and wastes connected with the cargo



**7. Procedure for reporting alleged inadequacies involving waste removal and disposal**

Ship's masters who have encountered problems in discharging ship-generated waste at the port should report these problems to the Port and Shipping Authority as the responsible office in the interest of improving the waste disposal system. The form in Appendix 2 may be used for this purpose.<sup>3</sup>

In the case of reported inadequacies, the Port and Shipping Authority informs the waste management officer of ROSTOCK PORT GmbH and forwards this notification of inadequacy to the State Office of Agriculture and Environment for Central Mecklenburg.

**8. Procedure for ongoing consultation among the port users, the contracted waste disposal companies, the port operator and other stakeholders**

At this point in time it is not deemed necessary to stipulate for specialized procedures of coordination. Should questions or problems arise, the respective user of the port, the waste disposal company and the waste management officer of ROSTOCK PORT GmbH are to be in immediate and direct contact with each other.

**9. Description of the procedures for the recording and evaluation of the amounts of ship generated wastes and cargo residues collected**

All necessary data is recorded and evaluated statistically by ROSTOCK PORT GmbH. This includes:

- the ship-generated wastes actually disposed of (based on the certificates of work made out by the waste disposal company)
- the costs billed for by the waste disposal company
- the income generated by the flat-rate waste disposal fee.

**10. Final provisions**

The waste management plan comes into force on 01/01/2020.

Simultaneously with it coming into force the version of the waste management plan dated 01/01/2019 expires.

Rostock this 01/01/2020

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**ROSTOCK PORT GmbH**

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<sup>3</sup> Form for reporting inadequacies of port reception facilities, agreed upon at the 53rd session of the IMO marine environment protection committee (MEPC.1/Circ.469/Rev.1) in July 2005, published in Verkehrsblatt issue 21/2010, No. 150 p. 532.