



**Waste management plan of ROSTOCK PORT GmbH  
for ship-generated wastes at Rostock seaport and the  
passenger terminal in Warnemünde/Neuer Strom**

In force from 1 January 2026



# Waste management plan of ROSTOCK PORT GmbH for ship-generated wastes for Rostock sea-port and the passenger quay in Warnemünde/Neuer Strom

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**Waste management plan of ROSTOCK PORT GmbH for ship-generated wastes  
for Rostock seaport and the passenger quay in 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 12 August 2022.

**1. Preface**

The revised 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 2019/883 of the European Parliament and of the Council of 17 April 2019 on port reception facilities for the unloading of ship-generated wastes into national law. As far as possible, EU Directive 2019/883 represents an adjustment to the MARPOL Convention in order to prevent the introduction of wastes into marine waters even more consistently.

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 according to § 3 of the SchAbfEntG M-V. As the port operator, ROSTOCK PORT levies a flat-rate fee for the disposal of ship-generated wastes on all port users according to § 8 of the SchAbfEntG M-V irrespective of whether they actually use the port reception facility or not. The flat-rate fee covers the direct and indirect costs of disposal including the cost of receiving the waste as per Annex V of the MARPOL Convention and of passively fished wastes if their unloaded volumes in each case do not exceed the maximum specific storage capacity notified according to § 6 paragraph 1 of the SchAbfEntG M-V. The costs of waste discharge and disposal are to be assumed by the charterers / shipping companies / owners of the ships (individually or jointly referred to as “port users”). The port user may name a third party liable to pay. The port user and the third party shall always be joint and several debtors.

According § 3 of the SchAbfEntG M-V, the SchAbfEntG M-V shall apply to all ships regardless of their size and of the flag under which they sail. Exemptions from this principle are provided for in § 3 paragraph 1 No 1 and No 2 of the SchAbfEntG M-V.

As the port operator, ROSTOCK PORT has to make sure as per § 4 of the SchAbfEntG M-V that the ships usually calling at the port of Rostock are provided with sufficient port reception facilities for ship-generated wastes. According to § 5 of the SchAbf-EntG M-V ROSTOCK PORT is obliged to prepare a waste management plan which is to be approved by the responsible Agency for Agriculture and Environment and to be updated at least every five years or after a significant change in the port operation has taken place.

## 2. Definitions as per § 2 SchAbfEntG M-V

**2.1. Ship:** All kinds of sea-going watercraft used in the marine environment, also fishing vessels, sports boats, hydrofoil boats, hovercraft, submersible craft and floating appliances.

**2.2 MARPOL Convention:** International Convention of 1973 for the prevention of marine pollution by ships.

**2.3. Ship-generated wastes:** All wastes including cargo residues occurring during the operation of a ship or during loading, discharging or cleaning and falling under the scope of Annexes I, II, IV, V and VI of the MARPOL Convention, as well as passively fished wastes. Wastes within the meaning of the SchAbfEntG M-V are all substances or items that their owner gets rid of, wants to or has to get rid of.

**2.4. Cargo residue:** Residues of cargo on board that are left on deck, in cargo holds or tanks after loading or discharging including leftovers and overflows in a wet or dry state resulting from loading or discharging and including the **washing water** resulting from cleaning but without the cargo dust remaining on deck after sweeping and without the dust on the outside of the ship.

**2.5. Passively fished wastes:** Wastes collected in nets during fishing activities.

**2.6. Port reception facilities:** Every fixed, floating or mobile appliance capable of performing the service of receiving ship-generated wastes.

**2.7. Fishing vessel:** Ship used for catching fish or other living marine resources which is equipped and used commercially for the purpose.

**2.8. Sports boat:** Any kind of ship with a hull length of at least 2.5 metres independently of its type of propulsion meant to be used for sports or recreational purposes and not used for commerce.

**2.9. Port:** Place or geographical area including the anchorage within the sphere of responsibility of the port which is laid out and equipped suitably and mainly serves to take in ships.

**2.10. Sufficient storage capacity:** The existence of sufficient capacity to store the ship's waste on board ship including such wastes as will most likely occur on the way from the time of leaving port until the arrival at the next port.

**2.11. Liner service:** Traffic based on a list of departure and arrival times that is open to the public or planned for specific ports or for repeating journeys that constitute a recognisable timetable.

**2.12. Regular calls at a port:** Repeated journeys of one and the same ship according to a uniform pattern between certain ports or a sequence of journeys to and from the same port without intermediate stops.

**2.13. Frequent calls at a port:** A ship calling at a certain port at least once every two weeks.

**2.14. Port operator:** The natural or corporate entity responsible for the port infrastructure acc. to the Law on Waterborne Transport and Port Security (*Wasserverkehrs- und Hafensicherheitsgesetz*) of 10 July 2008 (Official Gazette of Mecklenburg-Vorpommern / *GVOBl. M-V* p. 296), last amended by Section 1 of the law on 3 August 2018 (*GVOBl. M-V* p. 274), as amended.

**2.15. Operator of the port reception facility:** The natural or corporate entity having legal or actual power of control over the port reception facility.

**2.16. Shipping agent:** The natural or corporate entity performing the tasks of a local representative of the operator of a ship.

**2.17. SafeSeaNet:** System of the European Union for the exchange of information for the safety of maritime traffic.

**2.18. GISIS:** The global ship information system established by the International Maritime Organization (IMO).

**2.19. Operator of a ship:** The natural or corporate entity having legal or actual power of control over the ship.

**2.20. Standard disposal:** This covers all ship-generated wastes that fall under the flat-rate disposal fee and that do not exceed the quantitative restrictions listed in the Waste Management Plan.

**2.21. 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 or wastes acc. to Annex V of the MARPOL Convention and passively fished wastes, as far as their respective unloaded volume exceeds the maximum specific storage capacity notified in each case according to § 8 paragraph 1 numeral 3 of the SchAbfEntG M-V.

**2.22. Ship-generated wastes especially expensive to dispose of:** Ship-generated wastes not covered by the above numerals 2.20 and 2.21.

- Cargo residues
- Wastes from exhaust gas scrubbing according to Annex VI to the MARPOL Convention

**2.23. Special expenditure:**

- 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
- empty runs

**2.24. Direct costs:** Direct operating costs resulting from the actual unloading of the ship-generated wastes.

**2.25. Indirect costs:** Indirect administrative costs resulting from the administration of the system at the port.

### **3. General information on the port**

#### **3.1 Port:** Rostock overseas port and passenger terminal in Warnemünde/Neuer Strom

The present waste management plan applies on the port territory 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

Home page: <https://www.rostock-port.de>

#### **3.2 Person responsible for the implementation of the waste management plan (waste management officer) at ROSTOCK PORT GmbH:**

Phone: +49(0)381 350 5250

Fax: +49(0)381 350 5255

E-Mail: [prf@rostock-port.de](mailto:prf@rostock-port.de)

#### **3.3 The Notification of waste disposal** in accordance with § 6 SchAbfEntG M-V is to be made electronically via the input interface of the National Single Window (NSW):

Contact: Hafen- und Seemannsamt (Port and Shipping Authority)  
of the Hanseatic and University City of Rostock  
Ost-West-Strasse 8, 18147 Rostock

Phone: +49(0)381 381 8700

#### **3.4 Certificates of exemption** regarding the obligatory notification and waste disposal obligation (e.g. for vessels in regular service) are granted upon application by the Port and Shipping Authority of the Hanseatic and University City of Rostock:

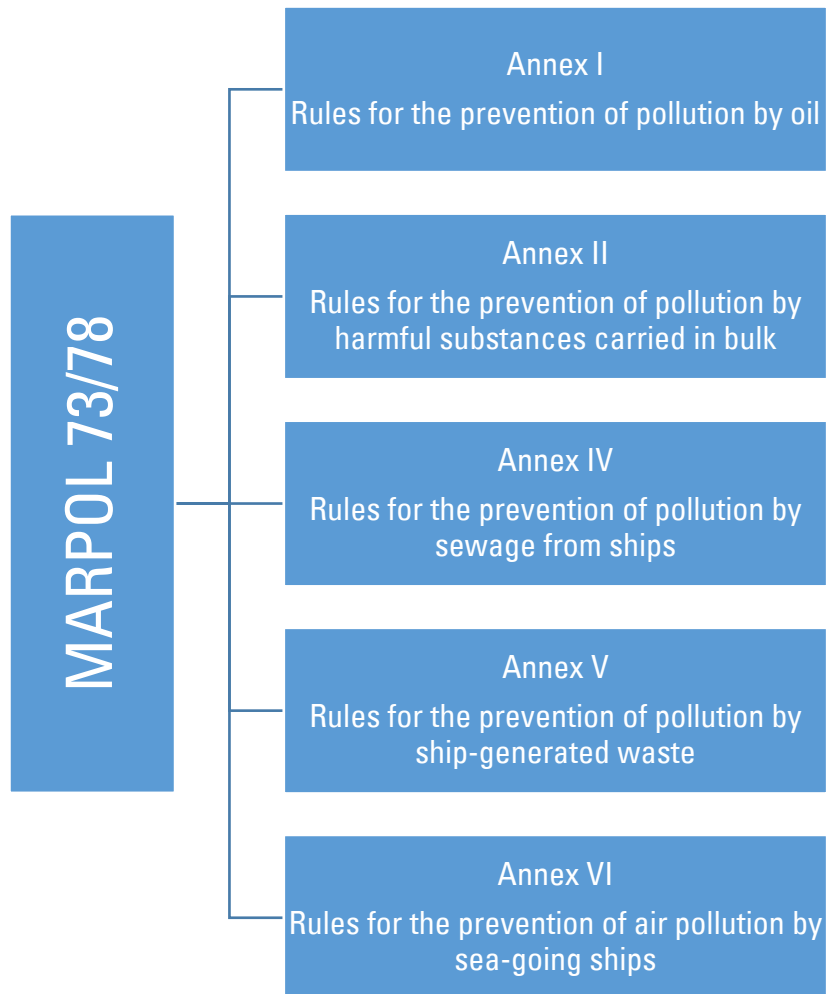
Contact: Hafen- und Seemannsamt (Port and Shipping Authority)  
of the Hanseatic and University City of Rostock

E-Mail: [schiffsabfall@rostock.de](mailto:schiffsabfall@rostock.de)

#### 4. 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, II, IV, V and VI of MARPOL.

##### 4.1. Overview of MARPOL Annexes





## **4.2. Assessment of the need for port reception facilities (cf. Annex 1 to the SchAbfEntG M-V)**

According to § 4 of the SchAbfEntG M-V ROSTOCK PORT has to provide reception facilities that are suitable for taking in the types and amounts of ship-generated wastes and cargo residue usually occurring on the ships calling at the port.

ROSTOCK PORT does not provide its own port reception facilities, the port reception facilities are provided by the contractually bound waste disposal companies in accordance with the registered disposal quantities per ship call.

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. Based on the evaluation of waste amounts so far one may expect the following amounts of ship-generated waste to be deposited by ships at Rostock overseas port and at the passenger terminal in Warnemünde/Neuer Strom:

### **4.2.1. Non-hazardous ship-generated waste**

#### **Commercial waste similar to household refuse**

It is forbidden to discharge or introduce commercial waste similar to household refuse into the sea (plastic and other commercial waste akin to household refuse, such as paper, cardboard, glass, cans etc.). Not all ships have an incineration plant in which these wastes can be incinerated at sea. It is not allowed to operate on-board waste incineration plants while in port. Thus ROSTOCK PORT has to provide a reception facility for commercial waste similar to household waste.

The expected amounts are as follows:

|   |                        |
|---|------------------------|
| at Rostock overseas port                            | approx. 92 t per year  |
| at the Passenger terminal in Warnemünde/Neuer Strom | approx. 853 t per year |

#### **Residues from on-board waste incineration**

Some ships are equipped with on-board waste incineration plants which may only be operated at sea. The incineration produces ashes and slag as industrial waste. These are considered waste which may not be discharged into the sea. The incineration residue is collected on board and must be handed over for disposal at a port. Since ships with their own waste incineration plants call at Rostock overseas port and at the cruise terminal in Rostock, suitable reception facilities have to be provided.

The expected amounts are as follows:

|   |                       |
|---|-----------------------|
| at Rostock overseas port                            | approx. 0 t per year  |
| at the Passenger terminal in Warnemünde/Neuer Strom | approx. 55 t per year |

**Ship's waste water** Annex IV of the MARPOL Convention provides for the prevention and/or restriction of the pollution of the ocean by ship's waste water. According to it, discharging ship's waste water at sea is prohibited on principle. Exceptions are only permitted according to Regulation 11 of Annex IV of the MARPOL Convention.

The waste water from toilets is called black water (sewage). Grey water is the water discharged from kitchens, pantries, laundries, ship's galleys, bathrooms and showers.

Laid-up vessels (ships and all other watercraft independently of their build taking up a berth and leaving it without discharging or loading cargo or without passengers disembarking or embarking) collect their waste water in sewage tanks.

The content of the sewage tanks has to be delivered to a reception facility as per Regulation 10 of Annex IV of the MARPOL Convention.

The amounts to be expected are as follows:

|   |  |
|---|--|
| at Rostock overseas port                            | approx. 340 m <sup>3</sup> per year    |
| at the Passenger terminal in Warnemünde/Neuer Strom | approx. 35,538 m <sup>3</sup> per year |

#### **4.2.2. Dangerous wastes from ship operation**

It is forbidden to discharge or dispose of dangerous wastes regularly arising during the operation of a ship (absorbed, vacuumed or filtered materials with harmful impurities, packaging waste with harmful adhesions, paint and solvent residues, batteries and fluorescent tubes, wastes containing asbestos, pyrotechnics as well as pharmaceutical preparations and used electric appliances) into the sea.

ROSTOCK PORT therefore has to keep a reception facility available for these ship's wastes.

The amounts to be expected are as follows:

|   |                       |
|---|-----------------------|
| at Rostock overseas port                            | approx. 26 t per year |
| at the Passenger terminal in Warnemünde/Neuer Strom | approx. 27 t per year |

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

Kitchen and food waste from means of transport operating internationally may only be discharged into the Baltic Sea (special area) if statutory regulations are adhered to, meaning that they have to be crushed or ground on board before disposal. Not all ships have a crushing plant on board. Also, some ships only have limited storage space available on board and for reasons of hygiene it is only possible to store these wastes for limited time periods. Even if ships have a waste incineration plant on board these may not be operated while in port. Due to these reasons it is to be expected that ships will deliver kitchen and food waste from means of transport operating internationally at Rostock overseas port and Rostock cruise terminal while in port.

ROSTOCK PORT therefore has to keep a reception facility available where ships can hand in kitchen and food waste from means of transport operating internationally.

The amounts to be expected are as follows:

|   |  |
|---|--|
| at Rostock overseas port                        |  |
| container                                       | approx. 4 t per year                   |
| other containers                                | approx. 1077 other containers per year |
| at the Passenger quay in Warnemünde/Neuer Strom |  |
| container                                       | approx. 424 t per year                 |
| other containers                                | approx. 18 other containers per year   |

**Edible oil / edible fat from means of transport operating internationally**

The same statutory rules apply to edible oil / edible fat from means of transport operating internationally as to kitchen and food waste from means of transport operating internationally. ROSTOCK PORT therefore has to keep a reception facility available for these ship's wastes.

Edible oil / edible fat from means of transport operating internationally fall under the scope of MARPOL Annex V. There is however the peculiarity that the proper disposal of kitchen and food wastes as well as edible oil and edible fat 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.

ROSTOCK PORT therefore has to keep a reception facility available for these ship's wastes.

The amounts to be expected are as follows:

at Rostock overseas port

other containers approx. 0 other containers per year

at the Passenger terminal in Warnemünde/Neuer Strom

other containers approx. 35 other containers per year

**Residual oils: (oil sludges, bilge oils)**

Residual oils (bilge oils from the engine room, oil sludge from the treatment of the heavy fuel oil used as fuel) regularly arise on all ships. These residual oils must not be discharged into the sea and have to be taken to a reception facility. ROSTOCK PORT therefore has to keep a reception facility available for these ship's wastes.

The amounts to be expected are as follows:

- at Rostock overseas port approx. 1001 m³ per year
- at the Passenger terminal in Warnemünde/Neuer Strom approx. 869 m³ per year

### Residues from exhaust gas cleaning

Since 01.01.2015 a limit value of 0.10 % for the sulphur content of marine fuel applies in the German North Sea and Baltic Sea. Alternatively it is possible to use fuels with a higher sulphur content if exhaust gas cleaning plants, so-called scrubbers, are in operation. If exhaust gas cleaning systems are used within German territorial waters (including the German exclusive economic zone) the discharge conditions according to § 13 paragraph 7 of the See-Umweltverhaltensverordnung (SeeUmwVerhV) (*Ordinance on ecological behaviour in marine shipping*) apply to the discharge of washing water.

The operation of exhaust gas cleaning systems may be commercially preferable since fuels with a higher sulphur content are more cost-competitive than gas oil for shipping with a maximum sulphur content of 0.10 %.

There are wet and dry exhaust gas scrubbing plants.

- Frequently the so-called wet scrubbers are used. In this case the sea water is first pumped on board and sprayed into the exhaust gas flow. The water absorbs the harmful substances (such as sulphur oxides) from the exhaust gas and turns into scrubber sludge. This scrubber sludge must be stored in a separate tank on board and then delivered to an adequate reception facility in port. Scrubber sludge contains sulphates, particles, ash and heavy metals.
- Alternatively there are also dry scrubber systems. These use lime granulate, all of which has to be disposed of in port.

Since it is not allowed to discharge these residues into the sea, a port reception facility has to be kept in readiness for them according to Regulation 17 of Annex VI of the MARPOL Convention.

No such wastes were so far delivered at Rostock overseas port. It is not possible to estimate the amounts that might arise.

It is to be expected that approx. 55 m<sup>3</sup> per year will be handed in at the Passenger terminal in Warnemünde/Neuer Strom.

#### **4.2.3. Cargo residues**

##### **Washing water**

Washing water arises during the washing of cargo holds that have been swept clean or vacuumed clean or of stripped cargo tanks. Ballast water and precipitation water from cargo holds or cargo tanks that are subject to other rules with regard to waste treatment is also counted as washing water.

The washing water has to be discharged at Rostock overseas port if:

- the next port of call is in the Baltic Sea (special area) and if the hold needs to be cleaned before taking in the next cargo or
- if the next port of call is unknown and the ship will go upon the road or
- if the pre-washing of the cargo holds before the departure of the ship is a statutory requirement.

On the basis of Regulation 34 of Annex I to the MARPOL Convention it is forbidden to discharge oil and mixtures containing oil from the area of the cargo tank (including pump room) of **oil tankers** within the special area (North Sea and Baltic Sea). ROSTOCK PORT is keeping a reception facility for washing water from the cleaning of cargo tanks for mineral oil products in readiness. So far, no such washing water was handed in at Rostock overseas port (the tanks in question are only cleaned for a change of product, before dock periods and in case of a ship going upon the road).

The handling of harmful liquid substances carried in bulk is provided for in Annex II to the MARPOL Convention.

A pre-washing of the cargo tank or hold may be required (e.g. for discharged cargoes of categories X to Z as per MARPOL II) before the ship leaves the port of discharge.

At the time of writing the following products considered liquid bulk cargoes as per Annex II to the MARPOL Convention are being discharged at Rostock overseas port:

- Biodiesel (Category X as per MARPOL II)
- Rapeseed oil (Category Y as per MARPOL II)

The anticipated amounts of wash water from the rapeseed oil cargo at Rostock overseas port are approx. 176 m³ per year.

Cargo residues not carried in tankers are provided for in Annex V to the MARPOL Convention.

One has to differentiate between residues of solid bulk cargoes, waste caused by the cargo as a result of cleaning the holds in which general cargo was previously carried and washing water arising during the cleaning of cargo holds in which solid bulk cargoes were carried before.

It is not allowed to discharge washing water into the sea which arises during the cleaning of cargo holds in which solid **bulk cargoes** were carried if the cargo is rated as dangerous for the marine environment. Discharging washing water into the Baltic Sea (special area) is only allowed if both the port of discharge and the next port of call are located in the special area and if neither of these ports has a reception facility. It is therefore to be expected that ships unloading bulk cargoes at Rostock overseas port will hand in the hold washing water of those cargoes. It is therefore necessary to provide a reception option for the hold washing water of the bulk goods listed below. No reception facility is necessary for the hold washing water of other bulk cargoes which are not handled at Rostock overseas port.

At Rostock overseas port the cargo residues arising during the discharging of bulk goods are taken over by the consignee; these residual amounts do not constitute waste. The cargo holds of ships are swept clean or shovel-cleaned by the cargo handling company.

The following bulk cargoes are currently discharged at Rostock overseas port:

- building materials (gypsum, lime, sand/gravel, split gravel, stones, loose cement)
- fertilizer (lime, CAN, peat, Yara Axan, Yara Sulfan)
- ores (iron ore, olivine)
- feedstuffs (feed barley, rapeseed meal, sugar-beet pallets)
- grain (brewer's barley, barley, malt, rapeseed, rye, wheat)
- coal
- other dry bulk cargoes (dolomite)

A discharge option for these washing waters is to be provided. No reception facility is necessary for the hold washing water of other bulk cargoes which do not usually occur at Rostock overseas port. If however a ship inquires about the discharge of such washing waters, ROSTOCK PORT can check the possibility of their disposal.

It is to be expected that approx. 0 m³ per year will be handed in at Rostock overseas port.

A mix of wastes associated with the cargo may arise when cleaning cargo holds in which **general cargo** was carried before. These wastes from cargo hold cleaning are composed of:

- wood with and without harmful adhesions,
- mixed packaging,
- packaging with residues of harmful substances,
- absorbent material with harmful impurities,
- load securing material that has become unusable and
- non-hazardous dirt.

If such cargo-associated wastes arise they are usually swept up in the cargo hold, filled into large flexible containers such as big bags and placed on deck of the ship ready for disposal. Since it is not allowed to discharge these wastes into the sea, reception facilities for the wastes mentioned have to be provided at Rostock overseas port.

It is to be expected that approx. 0 m<sup>3</sup> per year will be handed in at Rostock overseas port.

Load residues of solid bulk cargoes may however occur if the cargo holds were not swept clean in another port of discharge but rather were cleaned on the journey to Rostock. Rostock overseas port is not obliged to provide reception facilities for residues of bulk cargoes that are not usually handled at Rostock overseas port. If however a ship inquires about the discharge of such cargo residues ROSTOCK PORT can check the possibility of their disposal.

It is to be expected that approx. 5 m<sup>3</sup> per year will be handed in at Rostock overseas port

#### **4.2.4. Sediment from ballast water tanks**

The International Ballast Water Convention came into force on 8 September 2017. According to it, all ships concerned must be fitted with ballast water treatment plants until 2024. The ballast water treatment plants may use both physical procedures such as irradiation with UV light but also chemicals such as ozone or chlorine to destroy the organisms contained in the ballast water. A mechanical pre-cleaning, for instance with filters, is often installed up stream of the actual treatment system in addition.

Rostock overseas port must provide reception facilities for sediments cleaned from ballast tanks during ship repairs.

It is to be expected that approx. 0 m<sup>3</sup> per year will be handed in at Rostock overseas port.

#### **4.2.5. Passively fished wastes**

According to EU Directive 2019/883 and the SchAbfEntG M-V, passively fished wastes fall under the category of ship-generated wastes. These are wastes that are collected in nets during fishing activities.

So far no passively fished wastes have occurred at Rostock overseas port and at the Passenger quay in Warnemünde/Neuer Strom.

#### **4.2.6. Waste from offshore wind farms and grey water**

Wastes from offshore wind farms do not fall under the SchAbfEntG M-V. These wastes are not generated during ship operation.

### **5. System of charges for the disposal of ship-generated wastes as per § 8 of the AbfEntG M-V**

The system of charges for the disposal of ship-generated wastes is divided into standard disposal, ship-generated wastes exceeding standard disposal, wastes requiring special disposal and special expenditures.

#### **5.1. Standard disposal**

##### **5.1.1. General remarks**

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 (standard disposal), with the exception of

- Ship-generated wastes as per MARPOL 73/78, Annexes I and IV, as far as their discharged volume in each case exceeds the quotas mentioned in numeral 6.4

- Cargo residues,
- Wastes from exhaust gas cleaning systems as per Annex VI of the MARPOL Convention and
- Wastes as per Annex V of the MARPOL Convention and passively fished wastes as far as their discharged volume in each case exceeds the maximum specific storage capacity notified according to § 6 paragraph 1 of the SchAbfEntG M-V.

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 port user 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.

By paying the fee the party liable to pay obtains the right to the assumption of the disposal cost of ship-generated wastes generated during regular ship operation (cf. attached Annex 1 to the waste management plan of ROSTOCK PORT).

The port user 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).

At every port call the ship subject to the fee is entitled to dispose of ship's waste during the lay time while observing the quantitative restrictions or quotas (standard disposal). The desired disposal has to be notified by the port user or ship's agent in writing and in compliance with the deadlines laid down in § 6 para. 1 SchAbfEntG M-V.

The following distinctions are to be made with regard to ships contractually bound to a berth at Rostock overseas port or at the Passenger terminal in Warnemünde/Neuer Strom:

- When exceeding the maximum specific storage capacity as per § 6 para. 1 SchAbfEntG M-V, laid-up ships have to pay a separate fee which will be charged to the ship by ROSTOCK PORT as per § 8 para. 1 numeral 3 SchAbfEntG M-V.
- Ships using a long-term berth for daily shuttle services in the Baltic Sea shall pay the daily flat-rate disposal fee for repeated port calls in one day, at least however the fixed amount of €240.00 or 400.00 for bulk carriers.

### 5.1.2. Calculation of the fee for standard disposal

The flat-rate disposal fee for standard disposals is calculated as follows:

- **Gross tonnage (GT)**

The basis for calculating the fee is the gross tonnage (GT) which generally applies to all sea-going ships and seaworthy floating bodies according to the international tonnage certificate (1969). If no gross tonnage measurement 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.

- **Correction factors**

Apart from the GT the following correction factors apply:

Correction factors **from 01.01.2026** by ship type according to the Classification Certificate:

Table 1

|     | Type of ship   | Correction factor  |
|-----|--|--|
| A   | Tankers  | 1.20<br>minimum charge €240.00<br>maximum charge €700.00 |
| B   | Cruise ships   | 2.95   |
| C   | Combined Passenger-Cargo Ferries, Ro/Ro Cargo Ships, Cargo Ferries, Auto Carriers                    | 0.50<br>minimum charge €50.00<br>maximum charge €100.00  |
| D   | General Cargo Ships<br>and all other ship types with own propulsion<br>not listed under A, B, C or E | 2.00<br>minimum charge €240.00<br>maximum charge €700.00 |
| E   | Bulk Carriers  | 2.40<br>minimum charge €400.00<br>maximum charge €700.00 |
| F   | Sports Watercraft  | 1.00<br>minimum charge €50.00<br>maximum charge €200.00  |
| A-F | Surcharges on Saturdays, Sundays and public holidays   | +20 %  |
| A-F | Surcharges for weekdays before 7 a.m. and after 6 p.m.   | +20 %  |

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

Table 2

| GT     | Base charge | Sub-total | Correction factor dependent on ship type<br>as per table | Waste disposal fee |
|--------|-------------|-----------|--|--------------------|
| 12,000 | €0.026      | €312.00   | 1.20   | €374.40            |

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

Table 3

| GT    | Base charge | Sub-total | Correction factor dependent on ship type<br>as per table | Waste disposal fee          |
|-------|-------------|-----------|--|-----------------------------|
| 2,100 | €0.026      | €54.60    | 1.20   | €240.00<br>(minimum charge) |



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

Table 4

| GT     | Base charge | Sub-total | Correction factor dependent on ship type<br>as per table | Waste disposal fee           |
|--------|-------------|-----------|--|------------------------------|
| 15,000 | €0.026      | €390.00   | 2.00   | 700.00 €<br>(maximum charge) |

- **Calculation of the flat-rate disposal fee:**

Gross tonnage (GT) x €0.026 (base charge) = sub-total

Sub-total x correction factor = fee for standard disposal

If the result falls below or exceeds the minimum or maximum charges mentioned in the tables above, the minimum or maximum charges shall apply.

The fee to be paid is derived from the '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.

**Surcharges** due to disposal services outside of regular operating hours **are not paid for by the flat-rate disposal fee.**

If the port user / ship's agent causes disposal services to be performed on Saturdays, Sundays and public holidays as well as on weekdays before 7 a.m. or after 6 p.m. the surcharges levied by the disposal companies according to Annexes 2 and 3 attached to the Waste Management Plan will be charged on to the port user by ROSTOCK PORT. The flat-rate fee will then increase accordingly.

**5.2. Ship-generated wastes exceeding standard disposal and amounts exceeding the maximum storage capacity of ships as per notification form on ship-generated wastes and cargo residues** (not paid for by the flat-rate disposal fee)

The invoicing with regard to ship-generated wastes exceeding standard disposal is done directly between the port operator and the port user on the basis of the costs invoiced by the disposal companies (cf. attached Annexes 2, 3 and 4 of the Waste Management Plan of ROSTOCK PORT), plus an administrative overheads fee of €90.00 per invoice charged to the port user by ROSTOCK PORT.

As far as the port user causes disposal services to be performed on Saturdays, Sundays and public holidays as well as on weekdays before 7 a.m. or after 6 p.m., any surcharges levied by the disposal companies according to Annexes 2 and 3 plus an administrative overheads fee of €90.00 per invoice charged to the port user by ROSTOCK PORT.

**5.3. Ship-generated wastes especially expensive to dispose of** (not paid for by the flat-rate disposal fee)

The disposal of ship-generated wastes not listed under the above numerals 5.1 and 5.2 will only be performed after written confirmation of offer by the port user. The invoicing will be done directly between ROSTOCK PORT and the port user on the basis of the costs invoiced by the disposal companies plus an administrative overheads fee of €90.00 per invoice charged to the port user by ROSTOCK PORT.

As far as the port user causes disposal services to be performed on Saturdays, Sundays and public holidays as well as on weekdays before 7 a.m. or after 6 p.m., any surcharges levied by the disposal companies according to Annexes 2 and 3 plus an administrative overheads fee of €90.00 per invoice charged to the port user by ROSTOCK PORT.

If the Annexes I, II and V of the MARPOL Convention require a **pre-washing of the cargo tank or cargo hold** before the ship leaves the port the port operator has to be notified in good time, **at least 72 hours before the planned disposal** about the type, amount to be disposed of, condition, concentration values and materials composition of the load residues to be disposed of, including any detergents that may have been added for the washing, for the information of the disposal company in order to facilitate a correct disposal.

If the port user does not transmit information about the type, condition, concentration values and materials composition of the ship-generated wastes to be disposed of or if he transmits faulty information while this is necessary to dispose of the ship-generated wastes in conformity with the law, the disposal company will carry out an analysis for notification purposes at the expense of the responsible party/polluter.

#### **5.4. Special expenditure** (not paid for by the flat-rate disposal fee)

If the port user causes special expenditures, any special expenditures invoiced by the disposal companies acc. to Annexes 2 and 3 plus an administrative overheads fee of €90.00 per invoice charged to the port user by ROSTOCK PORT.

As far as the port user causes disposal services to be performed on Saturdays, Sundays and public holidays as well as on weekdays before 7 a.m. or after 6 p.m., any surcharges levied by the disposal companies according to Annexes 2 and 3 plus an administrative overheads fee of €90.00 per invoice charged to the port user by ROSTOCK PORT.

#### **5.5. Exemptions**

The responsible port authority (port and shipping authority of the Hanseatic and University City of Rostock) may grant a partial or full exemption from the **obligation to notify in advance** as per § 6 SchAbfEntG M-V, from the **obligation to discharge ship's waste** as per § 7 SchAbfEntG M-V and from the **obligation to pay the flat-rate disposal fee** as per § 8 SchAbfEntG M-V at this port to a ship that is or will be heading for a port under its jurisdiction upon application by the port user if

- the ship is employed in liner service in the course of which a port is called at frequently and regularly,
- the unloading of all ship-generated wastes and the payment of a fee for their disposal on the basis of an agreement between the port user and the operator of a port along the trade route of the ship is assured and if this agreement
  - is proved by a signed contract with said port operator or waste disposal company and by waste disposal certificates,
  - has been notified to all port operators along the trade route of the ship and
  - has been accepted by the operator of the port where the unloading and payment take place and which may be a port of the European Union or another port which has suitable facilities available according to information notified electronically to the SafeSeaNet and to GISIS and

- if the exemption has no adverse effects on maritime safety, on the health, working and living conditions on board or on the marine environment.

An exemption does not release the port user from the duty to unload all ship-generated wastes on board if there is insufficient specific storage capacity on board for all ship-generated wastes that have arisen so far and will arise until arrival in the next port of call. If a port user does not comply with this duty to unload he may not continue his journey to the next port of call. The above-mentioned accounting procedures will apply in case of unloading of waste.

#### **5.6. Reduction of the flat-rate waste disposal fee**

According to § 8 para. 4 SchAbfEntG M-V the flat-rate fee will be reduced by 5% upon application by the port user and with the consent of the responsible port authority (port and shipping authority of the Hanseatic and University City of Rostock) if

- the type of trade for which the ship is used, especially if the ship is engaged in short-distance maritime trade, justifies a reduction of the flat-rate fee or
- the design, the equipment and the operation of the ship demonstrate that the ship produces small amounts of waste and that it manages its wastes sustainably and ecologically according to the criteria issued for this by the European Commission.

### **6. Description of the procedure for capturing and collecting ship-generated wastes**

#### **6.1. General remarks on the disposal of ship-generated wastes**

The disposal of the ship-generated wastes / cargo residues is supposed to be performed during the usual regular working hours at the port (7:00 a.m. to 6:00 p.m.) if the ship's lay time permits this and if the discharging is possible without causing unreasonable delays.

If the port user wishes for a special time for disposal he may notify the port operator of this in writing (preferably by e-mail) 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 amounts of waste for disposal will be charged to the port user.

We expressly point out that, against the background of empty runs caused by occupied railway tracks at berths 21 to 23, intended supply and disposal activities for ships at berths 21 to 23 must be coordinated in advance and bindingly between the person responsible for notification and the cargo handling company and that after successful coordination the person responsible for notification has to inform the supply company and/or the disposal company as well as ROSTOCK PORT about the exact time of the supply and/or disposal activities.

Contact data of the cargo handling company:

Euroports Bulk Terminal Rostock GmbH (berths 21 to 23)

Phone: +49 (0)381 6662374 (dispatcher)

E-Mail: [uwe.ahrens@euroports.de](mailto:uwe.ahrens@euroports.de)

## **6.2. Solid wastes**

The removal of solid ship-generated wastes takes place by means of portable receptacles (discharge bins, containers or **in big bags on pallets**). The waste bins/containers are provided by the waste disposal company. The efforts of the ships' crews to separate garbage by categories are to be supported by offering a separate disposal of different wastes. 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 determined by the information provided in the notification form for ship-generated wastes and cargo residues. The ship's crew has to render assistance during handing over and take-over of the receptacles.

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). The port operator will pass on the information from the Port and Shipping Authority to the company SecAnim GmbH.

### 6.3. 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.

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 port user can be invoiced based on expenditure 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. The ship's command has to make the waste to be disposed of ready for collection and to arrange on-board operations in such a way that the removal of the waste can be begun and carried out without delay.

### 6.4. Liquid / pumpable wastes

Except for residues from exhaust gas cleaning (MARPOL 73/78 Annex VI) and cargo residues, disposals of ship-generated wastes as per MARPOL 73/78 Annexes I and IV are covered by the flat-rate fee, bearing in mind the quantitative restrictions.

Ship-generated wastes that are to be removed from tanks (pumpable ship's waste) must be pumpable at ambient temperature. The liquid waste is collected by road tanker. The ship's command must supervise the waste removal procedure and, if required, assist by providing manpower.

By paying the flat-rate fee the ship types A, C, D and E mentioned in the Waste Management Plan under numeral 5.1.2 table 1 obtain the right to dispose of the following amounts of waste per port call:

|       |                     |                         |           |
|-------|---------------------|-------------------------|-----------|
| up to | 10,000 GT           | max. 1.0 m <sup>3</sup> |           |
| from  | 10,001 to 50,000 GT | max. 2.5 m <sup>3</sup> |           |
| over  | 50,000 GT           | max. 5.0 m <sup>3</sup> | of waste. |

For the ship type B (cruise vessels) mentioned in numeral 5.1.2 table 1 the flat-rate fee covers:

|       |           |                         |                         |
|-------|-----------|-------------------------|-------------------------|
| up to | 70,000 GT | max. 5 m <sup>3</sup>   |                         |
| over  | 70,000 GT | 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.**

If an Annex to the MARPOL Convention requires the washing of a cargo tank or cargo hold before the ship leaves port, the washing water arising as a result of the cleaning has to be disposed of through the disposal companies bound by

contract to the port operator and this will be invoiced separately by ROSTOCK PORT to the port user (**ship's waste especially expensive to dispose of**).

The disposal of residues from exhaust gas cleaning (MARPOL 73/78 Annex VI) is performed via the disposal companies bound by contract to the port operator and will be invoiced separately by ROSTOCK PORT to the port user (**ship's waste especially expensive to dispose of**).

The costs exceeding the standard disposal (e.g. insufficient pumping capacity, waiting times, empty runs) shall be charged to the ship by ROSTOCK PORT acc. to § 8 SchAbfEntG M-V (special expenditure).

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

If the transfer pumping time of **2 hours** (without connecting and disconnecting times) is exceeded, pumping time sur-charges may be charged.

The time required for preparation and post-processing must 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 of the Hanseatic and University City of Rostock.

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

#### **6.4.1. Special features of the disposal of pumpable ship's waste at berths 03/04 at the oil port**

Since vehicles with a total weight above 3.5 tons may not use the middle jetty at berths 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.

During the unloading or loading process of tankers, the disposal of pumpable ship waste may take place at berths 03 and 04.

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 berths 03 and 04) to perform the connection between the ship and the fixed disposal line by means of flexible hoses available on site. This worker must stay on site for the entire duration of the transfer procedure in order to monitor the process and take action immediately if necessary.

Due to the fixed disposal line at berths 03/04 at the oil port the disposal of pumpable ship's waste can not be assured at ambient temperatures below 0 °C. In order to facilitate the disposal anyway, shifting is possible on principle at the expense of the ship

Wash water from the unloading of rapeseed oil cannot be disposed of at berths 03 and 04 in the oil port. In order to still enable disposal, it is generally possible to move it at the ship's expense.

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

Since 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.

During the unloading or loading process of tankers, the disposal of pumpable ship waste may take place at berth 05.

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

During the unloading or loading process of tankers, the disposal of pumpable ship waste may take place at berth 06.

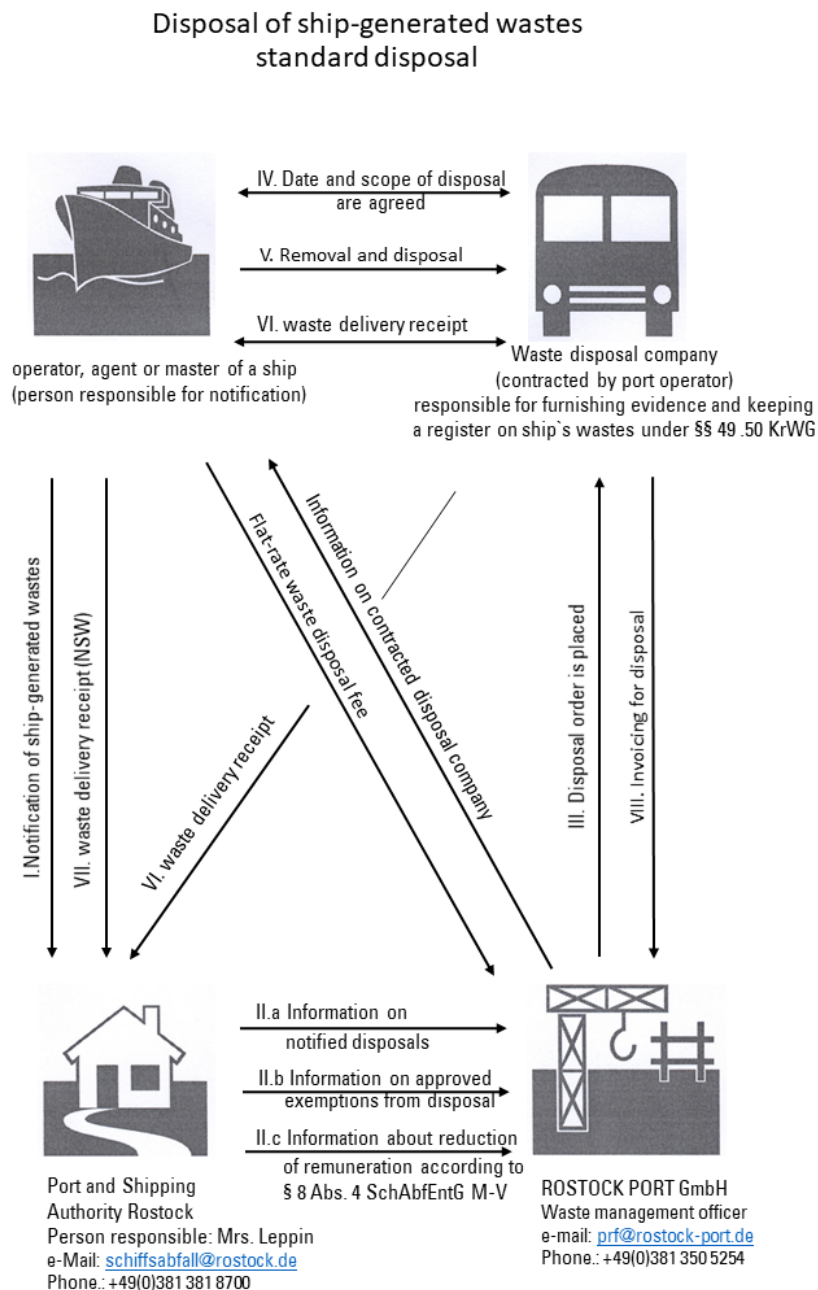
When transferring pumpable waste at berths 05 and 06 of the oil port, bigger problems may occur whenever the tankers only have an aft connection nozzle for the disposal since the line to be produced may not be routed unsupported across the water of the port basin between the suction vehicle and the ship.

In order to comply with the statutory duty of ROSTOCK PORT 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.

Any waiting or laid-up times as well as any empty runs occurring shall be paid for by the port user.

## 6.5. Implementation of the disposal of ship-generated wastes – standard disposals

### 6.5.1. Overview of standard disposal





#### 6.5.2. Explanations of the collection and removal of standard disposals

- I. The operator, the ship's agent or the master of a ship (person responsible for reporting) is obliged as per SchAbfEntG M-V to report the information necessary for the unloading in good time before arrival at the port. Details of this reporting are stipulated in § 6 SchAbfEntG M-V. This notification may be done directly or via a ship's agent commissioned for the ship. The notification of a need for waste disposal has to be done via the National Single Window (NSW) to the Port and Shipping Authority of the Hanseatic and University City of Rostock.
- II. The Port and Shipping Authority of the Hanseatic and University City of Rostock forwards this information to the port operator.

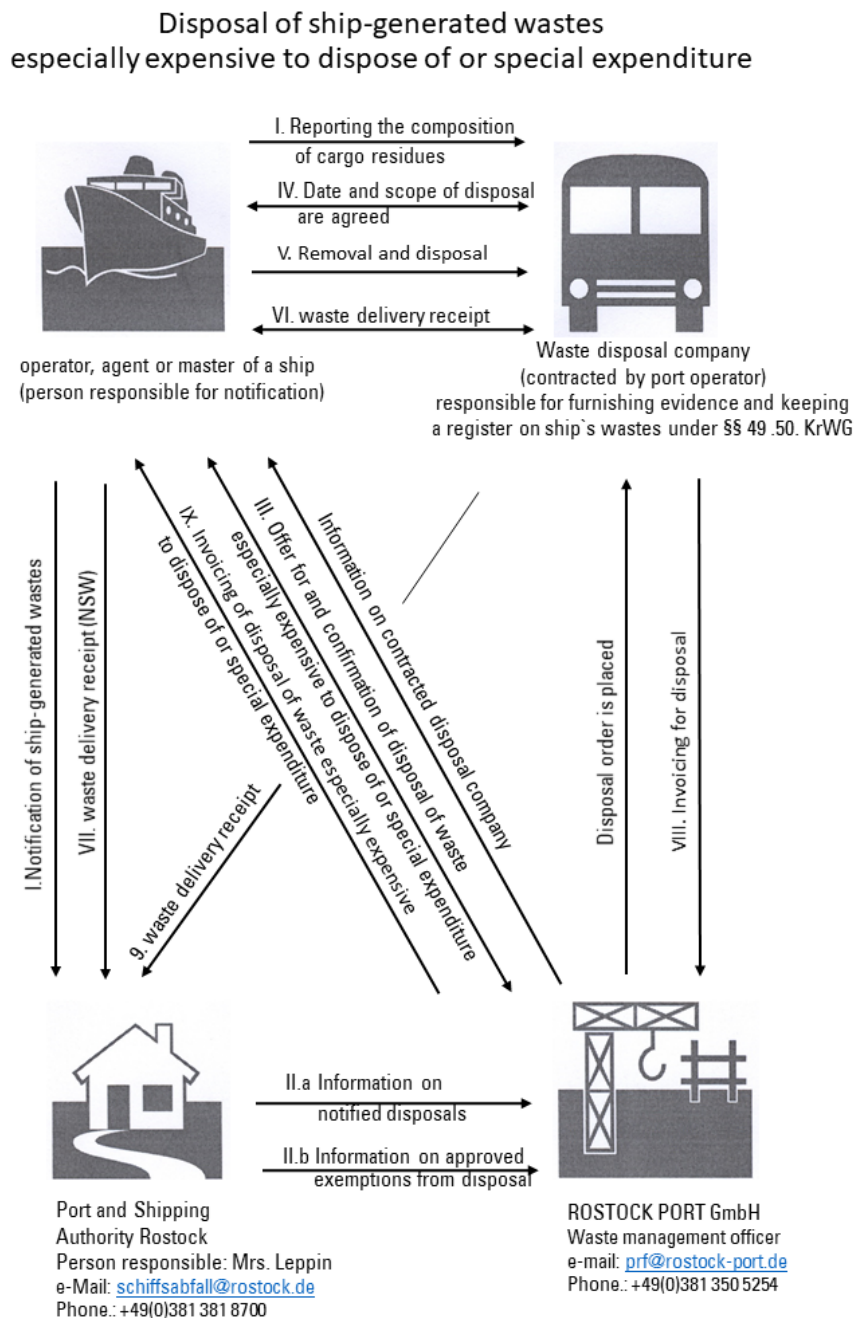
The Port and Shipping Authority of the Hanseatic and University City of Rostock informs the ship's waste management officer of the port operator about any permitted exemptions from disposal in individual cases according to § 9 SchAbfEntG M-V.

The Port and Shipping Authority of the Hanseatic and University City of Rostock informs the ship's waste management officer of the port operator about a reduction of the flat-rate disposal fee as per § 8 para. 4 SchAbfEntG M-V

- III. The need for disposal is forwarded and commissioned by the port operator to the respective contracted disposal company (the port operator shall inform the port user or ship's agent of a ship about the disposal company he has contracted).
- IV. **The port user or ship's agent of a ship** has to agree the date and scope of waste disposal with the disposal company.
- V. Unloading of the ship's waste
- VI. Confirmation of the performed unloading by the disposal company (waste discharge certificate) to
  - the ship's agent or master of a ship
  - the Port and Shipping Authority of the Hanseatic and University City of RostockThe person responsible for reporting shall render proof to the disposal company of having passed on the waste discharge certificate to the master.
- VII. According to § 7 para. 6 SchAbfEntG M-V the person responsible for reporting shall immediately after receipt of the waste disposal certificate report the information contained in it electronically to the National Single Window (NSW) for the purpose of passing it on to SafeSeaNet.
- VIII. Invoicing by the disposal company to the port operator.

## 6.6. Implementation of the disposal of ship-generated wastes – cargo residues

### 6.6.1. Diagram of the collection and disposal of cargo residues



#### 6.6.2. Explanations on the disposal of cargo residues

The disposal of cargo residues will only be performed after written confirmation of offer by the port user. The port operator shall commission the contractually bound disposal company with regard to the intended waste disposal. The waste will then be removed and disposed of by the disposal company in question.

- I. The person responsible for reporting on behalf of a ship approaching the port is obliged as per SchAbfEntG M-V to report the information necessary for the unloading of the cargo residues (type, amount to be disposed of, condition, concentration values and material composition of the cargo residues to be disposed of, including any detergents added for washing) in good time, **at least however 72 hours before arrival at the port**, to the disposal company. This notification may be done directly or via a ship's agent commissioned by the person responsible for reporting.

If the port user does not transmit information beforehand about the type, condition, concentration values and materials composition of the ship-generated wastes to be disposed of or if he transmits faulty information while this is necessary to dispose of the ship-generated wastes in conformity with the law, the disposal company will carry out an analysis for notification purposes.

The Notification of a need for waste disposal is to be made to the Port and Shipping Authority of the Hanseatic and University City of Rostock via the National Single Window (NSW) as per § 6 SchAbfEntG M-V.

- II. The Port and Shipping Authority of the Hanseatic and University City of Rostock forwards this information to the port operator.
- III. After written confirmation of offer by the port user the port operator shall commission the contractually bound disposal company with regard to the intended waste disposal.
- IV. **The port user or ship's agent of a ship** has to agree the date, time and scope of waste disposal with the disposal company.

- V. Removal and disposal of the cargo residues

- VI. Confirmation of the performed unloading by the disposal company (waste discharge certificate) to

- the ship's agent or master of a ship
- the Port and Shipping Authority of the Hanseatic and University City of Rostock

The person responsible for reporting shall render proof to the disposal company of having passed on the waste discharge certificate to the master.

- VII. According to § 7 para. 6 SchAbfEntG M-V the person responsible for reporting shall immediately after receipt of the waste discharge certificate report the information contained in it electronically to the National Single Window (NSW) for the purpose of passing it on to SafeSeaNet.

- VIII. Invoicing by the waste disposal company to the port operator.

- IX. Port operator charges on the cost to the port user or ship's agent of the ship.

## **7. Procedure for reporting possible inadequacies with regard to waste removal and disposal**

Port users who experienced difficulties in discharging ship-generated wastes at the port should report these problems to the Port and Shipping Authority of the Hanseatic and University City of Rostock as the responsible office in the interest of improving the waste disposal system. The form in Annex 5 may be used for this purpose.<sup>1</sup>

In the case of reported inadequacies, the Port and Shipping Authority of the Hanseatic and University City of Rostock will inform the waste management officer of ROSTOCK PORT.

Ships sailing under the German flag are requested to send this form<sup>2</sup> to the Federal Maritime and Hydrographic Agency (BSH), Dept. (Referat) S4, Bernhard-Nocht-Strasse 78, 20359 Hamburg or by e-mail to [marpol@bsh.de](mailto:marpol@bsh.de).

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

According to § 5 para. 2 SchAbfEntG M-V the port operators are obliged to grant an opportunity to express their position and have their say to the operators of the port reception facilities, the port users or their representatives, the public sector bodies as well as the organisations implementing the extended producer responsibility before drawing up the waste management plans for the first time and before each update of such plans. If requested to do so by the competent authority the port operators have to render proof of the correct involvement of these stakeholders. The operators of the port reception facilities have to supply the necessary information for the drawing-up and updating of the waste management plans to the port operators.

If problems arise the respective port user, the waste disposal company and the ship's waste management officer of ROSTOCK PORT will 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. This includes:

- the ship-generated wastes actually disposed of (based on the waste disposal certificates issued by the waste disposal company)
- the costs invoiced by the waste disposal company
- the income generated by the flat-rate waste disposal fee.

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<sup>1</sup> Form for reporting alleged inadequacies of port reception facilities acc. to IMO Circular of the marine environment protection committee (MEPC.1/Circ.469/Rev.1) of 13 July 2007 (BSH)

## **10. Final provisions**

The waste management plan comes into force on 01/01/2026.

Simultaneously with it coming into force the version of the waste management plan dated 01/01/2025 expires.

When these provisions are translated, the German version applies exclusively.

Rostock this 14 October 2025

Managing Directors  
ROSTOCK PORT GmbH