

**Overview of the disposal of ship-generated wastes, wastes associated with the cargo and cargo residues**

type of waste		is accepted	is covered by the flat-rate waste disposal fee	remarks
<b>oily residues <sup>i</sup></b>	separator sludge	yes	yes	
	bilge oils	yes	yes	
	engine, gear and lubricating oils	yes	yes	
	other fuels (including mixtures) <sup>2</sup>	yes	yes	oil-graphite mixtures
	heating oil and diesel	yes	yes	chemical diesel or heating oil tank cleaner
	water from tank cleaning (cargo area) <sup>2</sup>	yes	no	
	ballast water (cargo area) <sup>2</sup>	yes	no	
	oily wastes <sup>2</sup>	yes	no	ship's wastes especially expensive to dispose of (wastes from cleaning of transportation and storage tanks and barrels)
<b>waste water <sup>1</sup></b>	black water/sludge from wastewater treatment	yes	yes	(waste water from toilets and sludge from wastewater treatment)
	grey water	yes	no	only slightly contaminated sewage free from excrement
<b>other similar discharges <sup>1</sup></b>	waste from exhaust gas cleaning <sup>2</sup>	yes	no	ship's wastes especially expensive to dispose of (pumpable scrubber residues)
	aqueous sludges from boiler cleansing <sup>2</sup>	yes	no	ship's wastes especially expensive to dispose of (wash water from exhaust gas cleaning)
	other halogenated solvents and solvent mixtures (small quantities from the repair) <sup>2</sup>	yes	yes	(industrial cleaners, dry cleaning, degreasing solvents)
	other halogenated solvents and solvent mixtures (cargo range) <sup>2</sup>	yes	no	(industrial cleaners, dry cleaning, degreasing solvents)
	acids and chemicals (small quantities from the repair) <sup>2</sup>	yes	yes	ship's wastes especially expensive to dispose of (wastes from cleaning of transportation and storage tanks and barrels)
	acids and chemicals (cargo range) <sup>2</sup>	yes	no	ship's wastes especially expensive to dispose of (wastes from cleaning of transportation and storage tanks and barrels)

type of waste		Garbage categories according to SeeUmwVerhV	is accepted	is covered by the flat-rate waste disposal fee	remarks
other ship-generated wastes <sup>3</sup>	plastics	A	yes	yes	packaging material for 'everyday needs'
	mixed packaging / municipal wastes	C	yes	yes	domestic wastes
	paper	C	yes	yes	
	glass, bottles	C	yes	yes	
	packaging containing residues of / or contaminated by dangerous substances <sup>2</sup>	C	yes	yes	
	absorbents, filter materials (including oil filters not otherwise specified), wiping cloths, protective clothing contaminated by dangerous substances <sup>3</sup>	F	yes	yes	
	fluorescent tubes	F	yes	yes	
	batteries	F	yes	yes	
	spray cans	F	yes	yes	
	photochemicals	F	yes	yes	
	medicines - non-infectious	F	yes	yes	expired medicines
	medicines -infectious	F	yes	yes	used syringes, dressing material etc.
	scrap	F	yes	yes	
	ship ropes	F	yes	yes	
	distress signals	F	yes	yes	
	fishing gear	I	yes	yes	
	paint residues	F	yes	yes	
	wastes mixed with chemicals, paint residues, cleaning agents or other dangerous wastes <sup>2</sup>	F	yes	no	ship's wastes especially expensive to dispose of sorting costs will be billed separately
	ash and slag from shipboard incinerators and coal-burning boilers <sup>2</sup>	E	yes	yes	
	electrical gadgets (fridges, tv sets, radar units etc.)	F	yes	yes	
	residues from unusual cleaning and repair work <sup>2</sup>	F	yes	no	ship's wastes especially expensive to dispose of

type of waste		Garbage categories according to SeeUmwVerhV	is accepted	is covered by the flat-rate waste disposal fee	remarks
other ship-generated wastes <sup>3</sup>	waste from exhaust gas treatment <sup>1/2</sup>	F	yes	no	ship's wastes especially expensive to dispose of - solid scrubber residues <b>accepted only in big bags</b>
	wastes containing mercury	F	yes	yes	ship's wastes especially expensive to dispose of
	waste from offshore wind farms		yes	no	<b>not covered by SchAbfEntG M-V</b>
food waste (disposal by company SecAnim GmbH)	food waste, cooking oils and fats in solid or liquid form	B/D	yes	yes	cooking oils and fats can only be disposed of in the 240 liter containers provided (not in packaging such as metal cans or boxes)
	dead animal bodies (cargo residues)	H	yes	no	ship's wastes especially expensive to dispose of
cargo-associated wastes (waste arising from materials used on board for the purpose of stowing or handling cargo) <sup>2 / 3</sup>	dunnage, casing or packaging material, palletes, wires and steel strapping, etc.	G	yes	yes	
cargo residues <sup>2</sup>	depending on the type of cargo	G	yes	no	ship's wastes especially expensive to dispose of
residues of fumigation <sup>2</sup>		G	yes	no	ship's wastes especially expensive to dispose of
ship inventory <sup>3</sup>		F	yes	yes	ship's wastes especially expensive to dispose of (machine parts, insulation material polystyrene, glass wool, mattresses, parasols, sunbeds etc.)

<sup>1</sup> For the disposal of liquid (pumpable) as per MARPOL 73/78, Annex I and IV, except for residues from exhaust gas cleaning and cargo residues which are covered by the flat-rate fee, the collective total of all such waste types per port call for the shipstypes (exception cruiseliner):

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 disposal of liquid (pumpable) as per MARPOL 73/78, Annex I and IV, except for residues from exhaust gas cleaning and cargo residues which are covered by the flat-rate fee, the collective total of all such waste types per port call for the cruiseliner:

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.

<sup>2</sup> The responsible party/polluter (ship) has to inform the port operator beforehand about contained substances and/or material composition.

<sup>3</sup> Insofar as their respective unloaded volume does not exceed the maximum specific storage capacity reported in accordance with § 6 paragraph 1 SchAbfEntG M-V.