



SINCE 1986

PORT AND QUAY TARIFF

Valid as per June 1, 2018

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I. GENERAL PROVISIONS

1. Area of application

Fees for using the docks of Fährhafen Sassnitz GmbH (Mukran Port) are charged according to these Port Tariffs.

The area of the port for which fees are charged comprises all water and land areas belonging to Fährhafen Sassnitz GmbH, including the facilities found on them, within the bounds designated in **Annex 1**.

Special fees shall be agreed for services not listed in these Port Tariffs.

Additionally to the regulations of these Port Tariff, the currently valid version of the Terms and Conditions of Fährhafen Sassnitz GmbH (AGB) have to be noticed when using the port facilities.

2. Conclusion of agreement, types of fees, method of payment and due date

Making use of the port facilities listed under item 1, Paragraph 2 entails the conclusion of an agreement with Fährhafen Sassnitz GmbH. Thereby the provisions of these Port Tariffs shall take effect for the respective user.

Owners or users of watercrafts and other floating bodies are obligated to pay the fees as joint and several debtors.

The following are obligated to pay all other fees,

- whoever arranged for the service or in whose favour the service is performed,
- whoever has assumed the responsibility for paying the fees by means of a declaration or
- whoever is by law required to assume liability for paying the fees for another.

The following fees are charged by Fährhafen Sassnitz GmbH in accordance with these Port Tariffs:

- a) port dues,
- b) demurrage charges,
- c) quay dues,
- d) ISPS Gate Charge,
- e) security surcharge,
- f) fees for disposing of waste generated by ships,
- g) warping dues.

The amounts of the fees mentioned above are set down in Sections II to VII of these Port Tariffs.

The entitlement to the fees arises when services are performed and the facilities pursuant to Paragraph 1 are used. This shall not apply insofar as facilities which are subject to fees are rented out.

The fees become due with receiving the bill. Beginning on the fifteenth day following the due date, default interest shall be charged at 8 % above the base interest rate of the German Central Bank (Deutsche Bundesbank).

For re-edition and distribution of invoices because of incorrect information by purchaser an additional fee of 5.00 € per invoice must be paid.

The currency shall be the Euro.

Stralsund shall be the legal venue.

3. Base of assessment

Port dues are calculated on a per ship's call basis which is defined as arriving and departing.

Sea-going vessels are charged by gross tonnage (GT) according to the international tonnage certification. If various certifications are submitted, the charge shall be based on the certification with the largest measured result.

For open-top container vessels, the reduced gross tonnage shall not be considered.

Inland waterway vessels, except inland tank vessels, shall be charged according to the maximum carrying capacity in metric tons as indicated by the Certificate of Measurement.

Unmeasured watercrafts or other floating bodies shall be charged according to their base area, which shall be calculated by multiplying the greatest length (rounded off to full meters) by the greatest width (rounded off to full meters).

Each measuring unit or part thereof shall be counted as a full unit.

The fee rates in these Port Tariffs are net. In the case of services subject to VAT, the tax shall be charged similarly to the respectively effective Value Added Tax Act.

The fees become due with receiving the bill. Beginning on the fifteenth day following the due date, default interest shall be charged at 8 % above the respective bank rate of the German Central Bank (Deutsche Bundesbank).

For re-edition and distribution of invoices because of incorrect information by purchaser an additional fee of 5.00 € per invoice must be paid.

4. Exemptions

The following watercrafts shall be released from the obligation to pay fees in accordance with these Port Tariffs:

- a) Vessels of German Armed Forces,
- b) vessels used for research or official duties of the Federal Government, of the State of Mecklenburg-Western Pomerania or the City of Sassnitz,
- c) vessels of foreign governments which display their national flag and are used only for state duties, if reciprocity is assured,
- d) pilot vessels, fireboats and rescue lifeboats, if they are used for their intended purpose,
- e) ship's boats and long boats belonging to vessels and equipment released from the obligation to pay fees according to these regulations if they are used for their intended purpose,
- f) vessels which call at the port as port of distress or for the purpose of obtaining medical aid, as long as the emergency lasts, as well as vessels helping those in distress.

Watercrafts can be released from having to pay the demurrage fees insofar as they cannot leave the port owing to specific weather conditions and can show a certificate of the port authorities valid for the appropriate period.

5. Disclosure requirement

Masters of all vessels must send to Fährhafen Sassnitz GmbH in due time all the data on their vessels and cargoes necessary for calculating the fees before arriving or leaving the port, respectively, in written form analogous to the forms listed in **Annex 2** and **Annex 3**. The ship, cargo and transport documents must be submitted at the demand of Fährhafen Sassnitz GmbH. If the data necessary for calculating the fees are not or not completely submitted to Fährhafen Sassnitz GmbH or if inspection of the ship, cargo and transport documents is denied, then the data necessary for calculating the fees shall be estimated by Fährhafen Sassnitz GmbH at the expense of the party obligated to make payment.

When the ship's notification has been received in compliance with Paragraph 1, Fährhafen Sassnitz GmbH will assign it a berth.

Those required to make notification can be represented by an authorized agent, although they remain responsible for complete and correct notification.

All accounting related documents are to be transmitted to the operator until ships departing.

6. Security regulations

Fährhafen Sassnitz GmbH or third parties entrusted by Fährhafen Sassnitz GmbH are solely responsible for averting and defence of danger at the port area and terminals according to the statutory security and safety regulations as provided by the ISPS Code. Fährhafen Sassnitz GmbH will levy a security surcharge (security level 1) payable by arriving and departing vessels under conditions of normal harbour and sea routine.

The security surcharge shall be paid by all vessels with more than 500 GT and liable to pay port dues.

Ferries and RoRo ships in regular navigation service are subject to special contractual regulations.

If competent authorities declare the state of increased security risk (security level 2 and 3), Fährhafen Sassnitz GmbH will execute the necessary actions as described in their security and emergency plan. Surcharges accruing in averting danger shall be calculated on the basis of the actually carried out actions.

7. Validity

The provisions of these Port Tariffs of Fährhafen Sassnitz GmbH shall take effect on June 1st, 2018 and shall remain in force until revoked.

At the same time, the Port Tariffs of Fährhafen Sassnitz GmbH of February 1st, 2018 shall become null and void.

II. FERRIES AND RORO VESSELS

8. Port dues

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

<i>per GT</i>	<i>0,15 €</i>
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The port dues do not apply to ferries and RoRo vessels which are used in regularly scheduled service starting at the 40th call in port in a calendar year (depending on the respective line).

9. Demurrage charges

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

The demurrage charges amount to the following:

For ferries and RoRo ships in regularly scheduled service, which make use of a berth for more than two hours before/after starting/finishing unloading or loading work, or picking up or delivering passengers

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

The quay dues must be paid for using the wharfares when loading or unloading goods, for rolling unit loads plus cargo, as well as for passengers.

The quay dues for cargo and vehicle loads amount to the following:

- a) for each rail car, truck, truck trailer, or trailer, bus and other wheel utility vehicles more than 6 meters long in one calendar year

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

- b) for each car, car trailer, camper and other vehicles up to 6 meters long in one calendar year

<i>up to 3000 units</i>	<i>3,00 €</i>
<i>3,001 to 6,000 units</i>	<i>2,50 €</i>
<i>starting at 6,001 units</i>	<i>2,00 €</i>

- c) for good on the means of transportation listed under a)

<i>including tare weight per metric ton</i>	<i>1,15 €</i>
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The quay dues for passengers amount to the following:

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

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

The security Charge amounts to the following:

for each call:

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

12. Port dues

The port dues for each call:

per GT

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

13. Quay dues

The quay dues must be paid for using the wharfage and terminals by passengers.

The quay dues amount to as following

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

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

The security surcharge amounts to as following:

For each call

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

15. Port dues

The port dues amount to as following:

per GT

<i>up to 1500 GT</i>	<i>0,14 €</i>
<i>1501 up to 3500 GT</i>	<i>0,22 €</i>
<i>more than 3500 GT</i>	<i>0,27 €</i>

16. Demurrage charges

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

The demurrage charges amount to as following:

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

for each 24 hour period or part thereof, per GT

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

- b) for container vessels which make use of a berth for more than twelve hours without loading or unloading

<i>For each 24 hour period or part thereof, per GT</i>	<i>0,12 €</i>
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17. Quay dues

The quay dues must be paid for using the wharfage when transshipping containers and the goods inside them.

The quay dues amount to as following:

- a) for each transshipment, per unit

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

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

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

18. Security surcharge

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

The security surcharge amounts to as following:

for each call

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

19. Port dues

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

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

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

The demurrage charges amount to the following:

For cargo ships which make use of a berth for more than 12 hours before starting or six hours after finishing unloading or loading work

for each 24 hour period or part thereof, per GT

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

21. Ship to ship handling

The dues must be paid for ship to ship handling.

The dues including tare weight amount to as following:

<i>liquid goods, per m³</i>	<i>0,25 €</i>
<i>hazardous goods according to the IMDG Cod, per t</i>	<i>4,00 €</i>

22. Security surcharge

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

The security surcharge amounts to as following:

<i>per GT</i>	<i>0,10 €</i>
<i>per m²</i>	<i>0,08 €</i>

VI. OTHER VESSELS

23. Port dues

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

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

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

- b) for fishing vessels

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

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

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

<i>per m²</i>	<i>0,25 €</i>
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- f) for ships temporarily out of service

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

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

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

The demurrage charges amount to the following:

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

for each 24 hour period or part thereof, per GT

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

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

<i>For each 24 hour period or part thereof, per m²</i>	<i>0,12 €</i>
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25. Quay dues

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

The quay dues amount to as following:

for each handling

<i>Bulk goods</i>	
<ul style="list-style-type: none"> if they are loose, can be poured or gripped 	0,26€/t
<ul style="list-style-type: none"> liquid goods if they can be pumped, unpacked and are not hazardous goods according to the IMDG Code 	0,25€/t
<i>General cargo, bagged cargo, bale goods and goods on pallets</i>	
<ul style="list-style-type: none"> Stowage factor < 1 m³/t 	0,60 €
<ul style="list-style-type: none"> Stowage factor 1-5 m³/t 	0,90 €
<ul style="list-style-type: none"> Stowage factor > 5 m³/t 	1,40 €
<i>Timber products</i>	
logs, lumber	0,25 €/rm
	0,30 €/fm/m ³
<ul style="list-style-type: none"> sawn timber 	0,35€/m ³
<ul style="list-style-type: none"> Wood chips and pellets 	0,40 €/t
<ul style="list-style-type: none"> Paper (rolls) and cellulose (bales) 	0,65 €/t
<i>Metal products</i>	
<ul style="list-style-type: none"> metals, sectional steel and other rolling mill products 	0,60 €/t
<ul style="list-style-type: none"> iron and steel scrap 	0,50 €/t
<i>Project cargo</i>	3,50 €/t
<i>Other cargo</i>	1,00 €/t
<i>Fish</i>	1,10 €/t
<i>Hazardous goods according to the IMDG Code</i>	4,00 €/t

26. Security surcharge

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

The security surcharge amounts to as following:

per GT	0,10 €
per m ²	0,08 €

VII. DISPOSAL OF WASTE GENERATED BY SHIP

For all watercrafts calling at the Sassnitz ferry port, the *Law on the Disposal of Ship's Waste and Cargo Residues of Mecklenburg-Western Pomerania of December 16, 2003* calls for the payment of a lump sum for disposal.

Watercrafts which can submit an exemption issued by the responsible authorities in accordance with § 12 of the Law on the Disposal of Ship's Waste and Cargo Residues, shall be released from having to pay the disposal fees.

The disposal fees amount to:

- a) Basic fee for all vessels not receiving a discount or released:

	<i>0,026€/GT</i>
<i>per call in port</i>	<i>125,00 € minimum fee</i>

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

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

	<i>0,007 €/GT</i>
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- d) For Crew Transfer Vessels

<i>per call in port</i>	<i>6,00 €/vessel</i>
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The disposal fees stated in items a) and b) shall be calculated by taking into account the type of vessel and the size measured in gross tonnage according to the following table:

- Tanker und bulk carriers

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

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

<i>GT</i>	<i>Correction factor</i>
<i>< 20.000</i>	<i>1,0</i>
<i>> = 20.000</i>	<i>1,3</i>

- Passenger vessels

<i>GT</i>	<i>Correction factor</i>
<i>< 25.000</i>	<i>1,0</i>
<i>> = 25.000</i>	<i>1,5</i>

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

<i>GT</i>	<i>Correction factor</i>
<i>< 20.000</i>	<i>1,3</i>
<i>> = 20.000</i>	<i>1,8</i>

If there are plans to dispose of ship's waste in Sassnitz Ferry Port, the port authority and shipping office must be notified 24 hours before the ship enters the port. (in accordance with the form in Annex 4)

The port authority and shipping office must also be notified in the event of inadequacies in the disposal of ship's waste in Sassnitz Ferry Port **(in accordance with the form in Annex 5)**

The types of disposal of ship's waste in Sassnitz Ferry Port covered by the lump sum fee, or which costs must be borne by the waste producer (vessel), are fixed. **(see Annex 6: overview of the disposal of waste generated by ships)** All disposals mentioned in Attachment 6 have to be separated by type of disposal and put up out of the vessel to be disposed.

VIII. MOORING FEES

For measured watercrafts the following must be paid per single operation for mooring and unmooring.

Mooring fees for measured watercrafts:

Each activity, per GT

GT	Mooring or unmooring	
	from 07:00 a.m. to 07:00 p.m.	from 07:00 p.m. to 07:00 a.m.
1 – 500	35,- €	44,- €
501 – 2,000	56,- €	70,- €
2,001 – 5,000	92,- €	115,- €
5,001 – 7,500	129,- €	161,- €
7,501 – 10,000	180,- €	225,- €
10,001 – 15,000	232,- €	290,- €
>15,000 for each 1,000 gross tonnage plus	16,- €	20,- €

GT	Moving	
	from 07:00 a.m. to 07:00 p.m.	from 07:00 p.m. to 07:00 a.m.
1 – 500	42,- €	52,- €
501 – 2,000	67,- €	84,- €
2,001 – 5,000	114,- €	143,- €
5,001 – 7,500	155,- €	194,- €
7,501 – 10,000	216,- €	270,- €
10,001 – 15,000	278,- €	348,- €
>15,000 for each 1,000 gross tonnage plus	21,- €	26,- €

Mooring services must generally be used. Exceptions for smaller vessels require prior consultation, but do not entail a release from the payment of fees for mooring and unmooring.

For unmeasured watercrafts fees for mooring and unmooring are regulated per single operation as follows:

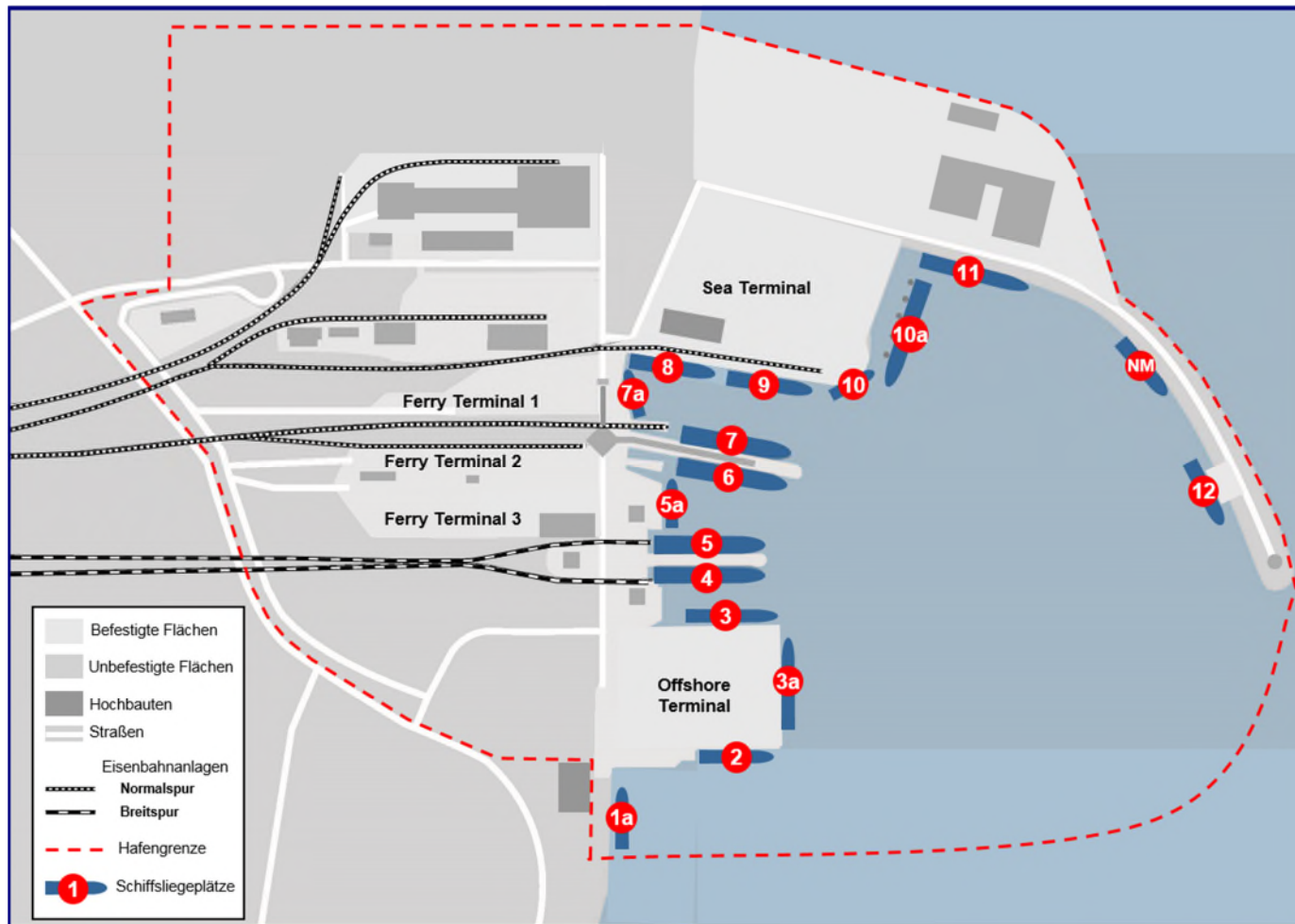
- a) Mooring and unmooring
by base area
(max. length x max. width), per m²

from 7:00 a.m. to 7:00 p.m.	0,015 €
from 7:00 p.m. to 7:00 a.m.	0,02 €

- b) Moving
by base area
(max. length x max. width), per m²

from 7:00 a.m. to 7:00 p.m.	0,02 €
from 7:00 p.m. to 7:00 a.m.	0,026 €

Port Map



Berths and Parameters

Berth no.	Purpose	Length	Navigation depth	Height of quay at SL
1	Conventional	145 m	6,00 m	2,50 m
1a	Conventional	125 m	6,00 m	2,50 m
2	Conventional	85 m	6,30 m	2,55 m
3	Multipurpose from corner 3/3a to corner 3/4a	100 m	9,00 m	3,00 m
		70 m	8,00 m	3,00 m
		30 m	7,00 m	3,00 m
3a	Multipurpose from corner 3/3a to corner 3a/2	190 m	9,50 m	3,00 m
		30 m	7,00 m	3,00 m
4	RailRo (broad gauge), conventional	217 m	8,50 m	5,87 m
4a	Conventional	45 m	6,00 m	3,00 m
5	RailRo (broad gauge),	217 m	8,50 m*	5,87 m
5a	conventional	80 m	8,50 m	3,50 m
6	Conventional	248 m	9,50 m	3,50 m
7	Multipurpose RoRo	242 m	9,50 m	3,50 m
7a	RailRo (standard gauge)	70 m	4,50 m	3,50 m
8	Conventional	190 m	9,50 m	3,50 m
9	RoRo/conventional	175 m	9,50 m	3,50 m
10	Multipurpose/conventional	123 m	11,50 m	3,50 m
10a	Multipurpose/conventional	110 m	10,50 m	
11	Self-unloader/3 dolphins	163 m	8,00 - 9,50 m	3,50 m
12	Conventional	40 m	7,20 m	3,50 m
NM	Conventional	471 m	6,20 - 9,00 m	3,50 m

* with exception permit 10,00 m (conventional)

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

The maximum permissible draught at approach channel is 10.50 m.



D-18546 Sassnitz / Neu Mukran
 Fax: +49 (0) 38392 55191 Email: operating@faehrhafen-sassnitz.de

Schiffsanmeldung / Notice of Arrival

Schiffsname / Ship's Name:
IMO - Nummer:

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

Empfangsterminal / Receiving terminal:
Verantwortung Endreinigung / Responsibility for final cleaning:

<input type="checkbox"/> Frachtschiff / Feighter	<input type="checkbox"/> Fährschiff / Ferry	<input type="checkbox"/> RoRo-Schiff / Ro-ro ship
<input type="checkbox"/> Katamaranfähre / Catamaran ferry	<input type="checkbox"/> Autotransporter / Car Carrier	<input type="checkbox"/> Passagierschiff / Cruise vessel
<input type="checkbox"/> Containerschiff / Container ship	<input type="checkbox"/> Fischereifahrzeug / Fishing vessel	<input type="checkbox"/> Tanker
<input type="checkbox"/> Tanker (double hull)	<input type="checkbox"/> Tanker (separate ballast tanks)	<input type="checkbox"/> Binnenschiff / River vessel
<input type="checkbox"/> Werfterprobung / Yard new building	<input type="checkbox"/> Sonstiges Fahrzeug / Others	<input type="checkbox"/> Im Offshore-Einsatz / Offshore operations

Auftraggeber, Schiffsmakler / Customer, Shipping Agency

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

Bermerkungen / Remarks:
Unterschrift / Signature



D-18546 Sassnitz / Neu Mukran
 Fax: +49 (0) 38392 55191 Email: operating@faehrhafen-sassnitz.de

Schiffsabmeldung / Notice of Departure

Schiffsname / Ship's Name:
IMO - Nummer:

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

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

Rechnungsempfänger / Recipient of Invoice

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

Bermerkungen / Remarks:
Unterschrift / Signature

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

Anlaufhafen: **Vorheriger Anlaufhafen:**
Port:..... Last port of call:.....

Schiffsname: **Nächster Anlaufhafen:**
Ship's name:..... Next port of call:.....

Rufzeichen/ IMO Nr.: **Flaggenstaat:**
Call sign/ IMO- Nr:..... Flag state:.....

Geschätzte Anlaufzeit(Datum/Uhrzeit): **Geschätzte Auslaufzeit (Datum/Uhrzeit):**
Estimated date/time of arrival:..... Estimated date/time of departure:.....

Letzte Entsorgung am: **Letzter Hafen, in dem Schiffsabfälle entsorgt wurden:**
Final disposal:..... Last port where waste was disposed:.....

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

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

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

Nr.	1	2	3	4	5
	Abfallart <i>Type of waste</i>	Zu entsorgender Abfall <i>Waste to be disposed, m³</i>	Maximale Lagerkapazität <i>Max. storage capacity on to board, m³</i>	An Bord verbleibender Abfall <i>Amount of waste remaining on board, m³</i>	Geschätzte Abfallmenge, die zwischen Meldung und nächstem Anlaufhafen anfällt <i>Estimated quantity up to next port of call, m³</i>
1.	Rückstandsöle / Waste oils				
1.1	Schlamm / sludge				
1.2	Bilgenwasser / bilgewater				
1.3	Sonstige (Angaben) / others (specify)				
2.	Müll / garbage				
2.1.	Hausmüll / mixed garbage				
2.2.	Kunststoff / plastics				
2.3.	Sonstige / others				
3.	Ladungsbedingte Abfälle / cargo- associated waste (please specify)				
4.	Ladungsrückstände / cargo residues (please specify)				

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

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

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

Datum, Uhrzeit
Date, time.....

Unterschrift
Signature.....

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

**Vordruck zur Meldung über
Unzulänglichkeiten von Auffanganlagen in Häfen¹
Ölhaltige Rückstände, Schädliche Flüssigkeiten und Schiffsmüll**

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

**FORMAT FOR REPORTING ALLEGED
INADEQUACY OF PORT RECEPTION FACILITIES²
OILY WASTE, NOXIOUS LIQUID SUBSTANCES (NSL), GARBAGE**

The Master of a ship having difficulties discharging waste to reception facilities should forward the information below together with supporting documentation to the competent authority of the flag State (in the Federal Republic of Germany: Bundesamt für Seeschifffahrt und Hydrographie Referat N2- P.O. Box 30 12 20, 2000 Hamburg 36).

**1. Schiffsdaten
Ship's particulars**

Name des Schiffes.....
Name of ship

Eigentümer oder Betreiber.....
Owner or operator

Unterscheidungssignal.....
Distinctive number or letters

Registerhafen.....
Port of registry

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

**2. Angaben zum Hafen
Port particulars**

Land.....
Country

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

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

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

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

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

Datum des Vorfalls.....
Date of incident

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

**3.1 Ölhaltige Rückstände
Oily waste**

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

Menge der an die Auffanganlage abzugebenden
ölhaltigen Rückstände.....m³
Amount of waste for discharge to facility

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

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

der StoffgruppeA,.....B,.....C oder
of a Category or

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

PORT AND QUAY TARIFF

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

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

.....

Menge der an die Auffanganlage abzugebenden Rückstände bzw.

Gemische, die schädliche Flüssigkeiten enthalten,.....m³
Amount of NLS residue/ water mixture for discharge to facility

**3.3 Müll
 Garbage**

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

Küchenabfälle.....m³
Food waste

Müll im Zusammenhang mit der Schiffsladung.....m³
cargo associated waste

Müll aus der Unterhaltung und Instandsetzung.....m³
maintenance waste

oder sonstiger (genaue Angaben).....m³
or other (specify)

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

.....

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

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

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

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

.....

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

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

.....

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

.....
 Unterschrift des Kapitäns
Signature of Master

Overview of the disposal of ship-generated wastes

Type of waste		Duty of acceptance	Is covered by the flat rate waste disposal fee	Notes
Oily residues	Waste oil	yes	yes	at the maximum per ship's call 1,5 m³*
	Bilge water	yes	yes	at the maximum per ship's call 1,5 m³*
	Separator sludge	yes	yes	at the maximum per ship's call 1,5 m³*
	Tank washing water	yes	no	
	Ballast water and -sludge	yes	no	
	Oily workshop waste	yes	yes	oil filters, oily cleaning rags, oil cans etc. at the maximum per ship's call 1 m³
Waste water	Grey water	yes	yes	not registered under Marpol e.g. water from showers, washing water at the maximum per ship's call 5 m³
	Black water	yes	yes	Waste water from toilets at the maximum per ship's call 5 m³
Waste products	Recyclables (Paper, glass, lightweight packaging)	yes	yes	Packaging material for daily use 2 m³
	Food waste	yes	yes	at the maximum per ship's call 1 m³
	Ash residues	yes	yes	
	Waste mixed with chemicals, paint residues, cleaning detergents or any other waste mixed with hazardous residues	yes	yes	Sorting costs will be charged extra
	Packaging with residues	yes	yes	
	Fluorescent lamps, batteries, paint residues	yes	yes	
	Insulation material (polystyrene, glass wool etc.) Electric appliances (refrigerators, TV-sets, radar etc.)	yes	no	

PORT AND QUAY TARIFF

Type of waste		Duty of acceptance	Is covered by the flat rate waste disposal fee	Notes
Waste/Scrap	Machine components, scrap	yes	yes	Single components not more than 50 kg
	Residues, leavings generated by not commonly executed cleaning and repair works	yes	no	
	Any other not extra listed waste generated by the ship	yes	no	
Load related waste (Waste material which was used onboard for stowing and transhipping)	Dunnage, casings, packaging material, palettes, wires and steel ropes for lashing	yes	yes	
Waste from offshore industry projects		yes	no	Upon Request
Cargo residues				
Cargo residues which are still on board, in cargo holes or tanks after unloading and residues and spill over left after cargo handling, loading and unloading.—		yes	no	

* The following exempted amount applies for oily residues:

- 1,5 m³ waste oil
- or 1,5 m³ bilge water
- or 1,5 m³ separator sludge

MANAGING DIRECTOR

Harm Sievers

Phone: +49 38392 55 210
Fax: +49 38392 55 240
Mobile: +49 171 64 25 570
E-Mail: *sievers@mukran-port.de*

HEAD OF PORT OPERATION

Lothar Dorow

Phone: +49 38392 55 251
Fax: +49 38392 55 253
Mobile: +49 172 38 38 956
E-Mail: *dorow@mukran-port.de*

**SENIOR MANAGER
PORT & SHIPPING DEVELOPMENT
TRAMP & LINER**

Ingo Wetzel

Phone: +49 38392 55 245
Mobile: +49 175 90 83 427
E-Mail: *wetzel@mukran-port.de*