



**ROSTOCK**  
**PORT** GmbH

**2025 Regulations and Charges**

**for the use of ROSTOCK PORT's harbour accessible to public traffic and of the  
passenger quay in Warnemünde / Neuer Strom**

in effect from 1 January 2025

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## Preamble

The coronavirus pandemic (SARS-CoV-2 / COVID 19) will impact the port territory of Rostock also in the year 2024. Health protection and continuity of the port operations have the highest priority. All port users are obliged to comply with the respective statutory regulations and official directions applying to them. If statutory regulations or orders and/or recommendations of the competent authorities result in a need for action on the part of ROSTOCK PORT with regard to the handling of ships, cargo and passengers, ROSTOCK PORT reserves the right to deviate from the regulations below.

## Section 1: General Provisions

### § 1 Scope of application

(1) Charges according to these Regulations are levied for the use of ROSTOCK PORT's harbour accessible to public traffic and of the passenger quay in Warnemünde/Neuer Strom.

The Hanseatic City of Rostock is the owner of the municipal facility "public port and passenger quay Warnemünde/Neuer Strom" (hereinafter referred to as Warnemünde passenger quay). The Hanseatic City of Rostock has contractually obliged ROSTOCK PORT to manage the municipal facility "public port and passenger quay Warnemünde/Neuer Strom" and has empowered it to levy charges for the use of the municipal facility of the public port and passenger quay Warnemünde.

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

The port basins, water areas, the loading and unloading areas and berths for ships and the adjoining land areas as per [Section 7](#) of these Regulations including the buildings erected on these areas that are under the responsibility of ROSTOCK PORT.

The boundaries of the port area for the purposes of these Regulations derive from the bulletin of the Port Authority of Rostock for Rostock Overseas Port and Warnemünde as per § 1 Clause 3 of the Port Regulations of the state of Mecklenburg-Vorpommern, as amended. The boundaries of the adjoining land areas derive from [Section 7](#) of these Regulations.

(3) Apart from the 2024 Regulations and Charges for the use of ROSTOCK PORT's harbour accessible to public traffic and of the passenger quay in Warnemünde / Neuer Strom" the Regulations for the ports of Mecklenburg-Vorpommern (Port Regulations/ Hafenverordnung - HafVO M-V), the Law on the Use of Water Bodies for Transport and on Safety in Ports (WVHaSiG M-V), the Regulations on the Security of Ports and Port Facilities in Mecklenburg-Vorpommern (HaSiVO M-V), EC Regulation 725/2004 and the Port Use Regulations of the Hanseatic City of Rostock apply as amended. Furthermore, we refer to the resolutions passed by ROSTOCK PORT on limiting the number of service providers for the port service "Mooring" in the port areas

- ferry and ro-ro terminal / pier I, port basin A south (berths 41, 42, 50)
- Warnemünde Cruise Center (berths P7 and P8)

which were made in implementation of Regulation (EU) 2017/352 of the European Parliament and Council of 15/02/2017 and, after a notice in the Federal Gazette, published on 22/03/2019 at [Rostock Port: Umsetzung Port Package III \(rostock-port.de\)](http://rostock-port.de) regarding the activities as an internal operator for the port service Mooring and the determination of the service provider for the port service Mooring in the aforementioned port areas according to the notice in the Federal Gazette of 28/03/2019 and the minimum requirements for the performance of the port service Mooring in the territorial scope acc. to item (1), which were also published at [Rostock Port: Umsetzung Port Package III \(rostock-port.de\)](http://rostock-port.de) on 21/03/2019 after a notice in the Federal Gazette, acc. to Art. 4 paragraphs 1, 2 and 4 of EU Regulation 2017/352 and implementing provisions acc. to Art. 4 paragraph 6 of EU Regulation 2017/352.

## **§ 2 Formation of contract**

(1) A contract with ROSTOCK PORT comes into being by using the facilities and areas mentioned in § 1 Clause 2.

In the case of watercraft and other floating bodies, the parties to the contract are ROSTOCK PORT and the charterer/ shipowner/ owner (hereinafter referred to individually or jointly as „port user(s)“).

When using areas within the area of application of the ISPS Code (International Ship and Port Facility Security Code), the parties to the contract are ROSTOCK PORT and the charterer/ shipowner/ owner (individually or jointly „port user(s)“).

When using areas outside the area of application of the ISPS Code for vehicles conveying passengers or luggage, the parties to the contract are ROSTOCK PORT and the external service provider (e.g. the shore excursion agency or similar).

The port user may name a third party obliged to pay. The port user and the third party are always liable as joint and several debtors.

(2) By using the facilities described in § 1 Clause 2 the port user agrees to these Regulations.

(3) General Terms of a port user that are contrary to or diverge from these Regulations shall not be recognized and thus do not become part of the contractual relationship. This also applies with regard to such objects of regulation that are contained in the general terms of a port user, but not in these Regulations.

## **§ 3 Definitions**

Liner services in the context of these Regulations are services, which

- a) are designed for a minimum duration of one year,
- b) run according to the route specified in the timetable.
- c) submit the timetable to ROSTOCK PORT in writing 14 days prior to entry into force and have it approved by ROSTOCK PORT,
- d) arrivals at and departures from the port are made at the specified departure and arrival times irrespective of the respective cargo volume,

- e) the shipping company makes cargo bookings for trucks, trailers etc., passenger cars, passengers or general cargo in a large number of bookings under scheduled conditions and rates and provides shipments.
- f) ships are known by name

(2) Tramp services refer to port calls by vessels not falling under the definition of liner service.

(3) A port call consists of an arrival and a departure.

(4) Lay-ups are ships and other watercrafts independently of their construction that make use of a berth and leave it again without loading or discharging cargo, or without taking on or letting off passengers. The use of a berth is subject to special application to and approval by ROSTOCK PORT. Otherwise §10, para. 10 shall apply.

(5) If a ship is berthed in port but not undergoing loading or discharging this berth shall be considered a waiting berth.

(6) Traditional ships that carry the German flag are historic watercrafts holding a corresponding safety certificate according to the Regulation on the Safety of Life at Sea of the Federal Ministry of Transport and Digital Infrastructure, as amended. The recognition as a traditional ship is performed according to national law and/or pursuant to the London MoU 2005 dated 28/11/2005, whereby the signatory governments (DK, EE, FI, DE, NL, NO, E, S, UK) have committed themselves to mutual recognition.

(7) Oil, chemical, and gas tankers

a) Ships are designated as double-hulled tankers if a recognized certificate (IOPP) issued by the responsible ships' safety authority shows that the ship possesses a double hull. The double hull must comply with rule 19 of the revised appendix 1 to the 1978 Protocol related to the International Convention of 1973 for the prevention of pollution from ships, Resolution MPEEC.52 (32) of 6 March 1992.

Ships below the IOPP limits must provide similar proof of a double hull by an equivalent certificate.

b) Ships are designated as tankers with separate water ballast tanks if the international tonnage certificate (1969) in accordance with the law of 22 January 1975 concerning the International Convention on Tonnage Measurement of Ships shows that the ship is equipped with separate water ballast tanks. The separate water ballast tanks must comply with rule 18 of the revised appendix I to the 1978 protocol to the International Convention of 1973 for the prevention of marine pollution by ships (Federal Law Gazette 1982 II.S 2; Federal Law Gazette 2007 II p. 397).

c) Other tankers are ships that have neither a double hull nor separate ballast tanks.

d) The port territory as defined in § 1 may only be used by tankers complying with the stipulations in EU Ordinance No. 530/2012 of 13 June 2012.

(8) Sto-Ro (stow and roll) cargo is rolled onto or off the ship by means of trailers or similar and is conventionally stowed in the ship.

- (9) Truck-to-truck transport is a process in which cargo is placed on the ship's own lifts by means of industrial trucks, is lifted/lowered to the desired stowage level and is stowed there by means of industrial trucks.
- (10) The stowage factor is the ratio between the space occupied by the cargo and its weight (m<sup>3</sup>/t).
- (11) The following are considered project cargo:
- particularly heavy cargo items (transport weight with an axle load over 12 t or individual weight over 40 t) or
  - extra-wide and/or extra-long cargo items, i.e. cargoes only allowed to be carried by oversized or heavy-duty truck, irrespective of whether the project cargo is handled as a whole or in individual parts. Examples for this are cranes, offshore pipes, wind power plants, locomotives, railway wagons, ship propellers, transformers.
- (12) For port calls by cruise liners performing full or partial passenger turnarounds in port, both the passengers going aboard (embarking) and the passengers leaving ship (disembarking) are referred to as turnaround passengers.
- (13) International Ship and Port Facility Security Code (ISPS Code) is the International Code of the International Maritime Organization for the avoidance of hazards on board ship and in port facilities (Regulation (EC) No. 725/2004), as amended.

#### **§ 4 Types of charges**

- (1) For the use of the port area as described in § 1 the following charges for use of areas are levied in accordance with these Regulations.

a) Port dues

All watercrafts using the port area described in § 1 have to pay port dues in accordance with Section 2 of these Regulations.

b) ESI points

Ships submitting a valid ESI certificate (Environmental Ship Index) of the WPCI (World Ports Climate Initiative) to ROSTOCK PORT (dispatcher@rostock-port.de) upon ship's registration will be granted a discount on the port dues from 40 ESI points on.

c) Wharfage fees

Wharfage fees in accordance with Section 2 of these Regulations are to be paid for the use of the quay facilities and structures by watercraft for each load / load unit transported over the quay and for each passenger. The wharfage is also to be paid or repeatedly to be paid

- If goods / units already moved across the edge of the quay are repeatedly loaded discharged or vice versa

- if the loading or unloading does not take place directly between ship and shore but through the intervention of another watercraft, e.g. ship-to-ship handling
- if shore-to-shore handling takes place using public areas (quayside roads, roads, parking areas outside the leased areas etc).

In this case a surcharge of 20% on the wharfage fees according to Section 2 of these Regulations shall have to be paid.

d) Gate charge

A gate charge in accordance with [Section 2](#) of these Regulations is payable by the shipping companies for the recording of unaccompanied transport units arriving at or departing from the port facilities by road, for the gathering of necessary information about the current state of said cargo units by scanning, for the allocation of slots/parking spaces and for the exchange of necessary information with the respective shipping companies.

e) Berthage

Berthage in accordance with [Section 2](#) of these Regulations is payable upon first mooring by watercrafts and other floating devices occupying a berth.

f) Lump sum waste disposal fee and additional disposal fee

On the basis of the Mecklenburg-Vorpommern Ship Waste Disposal Act (SchAbfEntG M-V), ROSTOCK PORT has drawn up a "Waste Management Plan of ROSTOCK PORT GmbH for the Rostock Overseas Port and the passenger quay Warnemünde/Neuer Strom". The waste management plan can be viewed or downloaded on [www.rostock-port.de](http://www.rostock-port.de) under "Downloads".

Irrespective of the actual use of the port reception facilities, the lump sum disposal fee must be paid by all watercraft sailing in the port area specified in § 1, unless an exemption permit pursuant to Sect. 9 SchAbfEntG M-V (issued by the Port and Seamen's Office of the Hanseatic and University City of Rostock) is submitted when the ship registers.

In accordance with Sect. 8 Para. 1 SchAbfEntG M-V, the lump-sum disposal fee basically covers the disposal of the types of waste listed in Marpol I, IV and V with the following restrictions:

- The lump-sum disposal fee is limited to the upper limits specified in the waste management plan and the "waste capacity" of the ship to be specified by the shipmaster.
- The disposal of cargo residues and waste from exhaust gas cleaning systems (scrubbers) are excluded from the lump sum for the types of waste specified in Marpol V. These are fully chargeable. These are fully chargeable.
- Disposal is carried out from Monday to Friday from 7:00 a.m. to 6:00 p.m. - with the exception of public holidays. Outside these times, a surcharge of 20% is payable on the flat-rate disposal fee.

The lump-sum disposal fee can be reduced by 5 % at the request of the shipmaster or the operator of a ship upon presentation of a certificate from the competent authority in accordance with Sect. 8 Para. 4 No. 1f. SchAbfEntG M-V.



An additional disposal fee (costs of the disposal company plus 20% administration fee) must be paid if the upper limits specified in the waste management plan are exceeded and for the cargo residues contained in Marpol II, VI and Marpol V, waste from exhaust gas cleaning systems (scrubbers) and if the maximum waste capacities of the ship are exceeded.

In case of any doubts, e.g. regarding further costs, reductions etc., please refer to the solely binding "Waste Management Plan of ROSTOCK PORT GmbH for the Overseas Port of Rostock and the Passenger Quay Warnemünde/Neuer Strom".

g) Security charges

For security measures and procedures for the purpose of implementing the ISPS code and the ordinance (EC) 725/2004 at the port facilities operated by ROSTOCK PORT, security charges are levied in case of security level I in accordance with Section 2 of these Regulations.

ROSTOCK PORT carries out shore-based security measures and procedures, especially for safeguarding against unauthorized entry and tampering with cargo.

Security measures according to security levels II and III are implemented according to the danger prevention plan and billed according to the actual expense involved.

h) Demurrage

Demurrage is charged for the pre-storage/intermediate storage of loaded or unloaded transport units as well as for unescorted imported/exported passenger cars in accordance with Section 2, A, VII on the ferry and Ro-Ro terminal.

i) Storage charges

Storage charges in accordance with § 12 and [Section 2, B, VI](#) of these Regulations are to be paid for the use of quay roads and surfaces in the quay area for the purpose of ship-related cargo handling activities.

j) Charge for use of areas by cruise shipping

A charge for the use of areas levied in accordance with § 11 and [Section 2](#) of these Regulations is to be paid for using areas made available by ROSTOCK PORT.

(2) Charges for mooring services derive from [Section 4](#) of these Regulations.

(3) Charges for further services to be specially arranged with ROSTOCK PORT such as fresh water for ships, electricity supply / telephone connection etc. derive from [Section 5](#) of these Regulations.

(4) These Regulations do not cover charges incurred for services by the cargo handling companies.

## **§ 5 Payment method and due date**

- (1) The obligation to pay the charges and fees arises with the use of the port and its facilities. The party liable for payment of the charges and fees is the port user of the watercraft and/or the user of areas or the third party liable for payment designated by these. In the case of more than one party liable to pay they shall be liable jointly and severally. Payment is due upon receipt of invoice.
- (2) From the day after the due date indicated on the invoice, interest on the charges and fees will, acc. to section 288 clause 2 of the German Civil Code (BGB), be charged at a rate of nine percent above the respective base interest rate as per section 247 of the German Civil Code.
- (3) Unless otherwise specified, the charges and fees stated are net amounts (excl. VAT). If the services provided are subject to VAT, this will be levied on top of these net amounts according to the applicable VAT rate. In this regard we refer to section 8 UStG (German VAT Act).

### **(4) Exclusion of objections**

Objections to the services invoiced must be made in text form to ROSTOCK PORT not later than one month after receipt of invoice. If objections are not asserted in due form within the a/m period, the invoices and the invoice total shown in them shall be deemed approved without objection or pleas.

If the invoice recipient was prevented from observing the period for objections through no fault of its own it must assert objections to the invoice within two weeks after the impediment has disappeared, in text form to ROSTOCK PORT and in doing so it has to explain why the delay was not its fault.

## **§ 6 Bases for the calculation of port dues and berthage**

- (1) In general, the base for the calculation of charges and fees for all sea-going vessels and seaworthy floating bodies is the gross registered tonnage (GT) according to the valid international ship tonnage certificate (1969). If the international tonnage certificate is not at hand, an estimation can be carried out by ROSTOCK PORT at the cost of the party liable to pay. The calculation basis for inland watercraft is the calibrated ton.
- (2) For all watercrafts and other floats/floating bodies (e.g. floating pipes) that have not been rated according to the International Tonnage Certificate, the calculation of charges and fees will be based on the base area in m<sup>2</sup> (maximum length multiplied by maximum beam or maximum diameter).
- (3) For pleasure crafts that are neither rated by gross tonnage nor used for the commercial transport of passengers or goods, the calculation of fees is based on the length in running metres.

- (4) If charges and fees are calculated based on time units, the full amount of the fee is due for each time unit or part thereof.
- (5) If ROSTOCK PORT was notified in writing that a ship operated in liner service is supposed to be replaced by another ship (substitute) the payments of port dues made for the previous ship will be taken into account for the number of port calls up to the exemption if the same berth is used. This does not apply to ships operated additionally on the same liner service.

## **§ 7 Exemption from payment**

- (1) The following are exempt from the payment of port dues and wharfage fees:
- a) Vessels of the German Navy,
  - b) Vessels being used for sovereign activities of the German government, the federal states or the Hanseatic City of Rostock,
  - c) Foreign state vessels running their national flag and being used only for official state purposes,
  - d) Pilot boats, fire-fighting boats, rescue lifeboats and ice-breakers when deployed for their proper purposes,
  - e) Watercraft calling the port by official invitation of the Federal government, the federal state of Mecklenburg-Vorpommern or the Hanseatic City of Rostock,
  - f) Recognized traditional ships, insofar as they are not used for commercial purposes,
  - g) Vessels calling the port for the purpose of medical aid or in an emergency as well as watercrafts which assist such vessels in distress,
  - h) Vessels calling the port exclusively for taking on provisions, water, equipment items, crew changes or for the bunkering of fuel for their own needs if the port call does not exceed 4 hours,
  - i) Tugs performing tug service if the port call does not exceed 4 hours.
- (2) Watercrafts requiring a berth beyond the planned and confirmed lay time due to special conditions of water level and weather (in particular gale and ice) are exempt from the payment of the berthage fee; the exemption from payment is however only granted for the period confirmed in writing by the Port Authority of the Hanseatic City of Rostock.

In the cases of exemption from port dues and wharfage fees in accordance with para. 1, letters a) to g), the ships are exempted from paying berthage fee in accordance with Section 2 B, III. para. 4 for the first 48 hours.

- (3) The following watercrafts are exempt from the payment of security charges:
- Cargo vessels with a gross registered tonnage below 500 GT
  - War ships and troop carriers
  - Vessels without propulsion unit
  - Working vessels such as dredgers, floating cranes etc.
  - Fishing vessels or ships not serving trade purposes
  - Watercraft mooring at berths 01 to 06 in the oil port

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

- (1) Independently of the provisions in the Port Regulations of Mecklenburg-Vorpommern and the Port Use Regulations of the Hanseatic City of Rostock a written notice of arrival is to be handed over to ROSTOCK PORT in good time before arrival for each watercraft intending to call at the port as per § 2 Clause 2 of these Regulations, using the form „NOTICE OF ARRIVAL / NOTICE OF DEPARTURE“ as per [Section 3 A](#) of these Regulations, available as a download in a storable PDF file from [www.rostock-port.de](http://www.rostock-port.de). If the cargo consists of waste, the waste code number according to the German Waste Index Ordinance (AVV) is to be stated in the notice.
- (2) After binding notification of the ship, a berth is determined by ROSTOCK PORT in written form. The sequence of allocating berths is as a rule determined by the sequence of notification. Deviations are possible acc. to § 8 para. 3 and 4 of these Regulations with the agreement of all parties involved or at the order of the port authority, for instance for nautical or safety reasons. Sentence 2 and sentence 3 do not apply to the notification of cruise passenger vessels to which the specific rules in § 8 para. 5 of these Regulations apply exclusively.
- (3) The calling up of the ship and its processing as such are to be coordinated with the respective cargo handling company and to be notified in writing in due time to the dispatcher of ROSTOCK PORT.  
Should the case arise that several ships are simultaneously scheduled for the same berth or the same type of cargo, the calling up of the ships and the order in which they are processed is to be separately arranged by the representative of the ship with the respective cargo handling company and to be notified for confirmation to the dispatcher of ROSTOCK PORT. The confirmation is considered to have been granted if ROSTOCK PORT does not disagree in writing.
- (4) Ships in liner service ([§ 3, Section 1](#)) that follow a timetable approved by ROSTOCK PORT are exempt from the notification procedure. Changes to the timetable must be notified in writing within two weeks and require approval by ROSTOCK PORT.
- (5) Registration of cruise ships for the passenger quay in Warnemünde and the Overseas Port is subject to the following additional conditions of notification:
  - a) The notification must be performed by the shipping company or by a ship's agent commissioned by the company. Upon demand the ship's agent must render written proof to ROSTOCK PORT that it is acting on behalf of the shipping company.
  - b) Notification of cruise ships must be made in writing to ROSTOCK PORT, Cruise Shipping Division, preferably by email to [rostock-port@rostock-port.de](mailto:rostock-port@rostock-port.de).
  - c) The date of receipt of the notification is binding for the confirmation of berths. On principle berths will be confirmed according to the order of notification, bearing in mind points d) and e) below.
  - d) In case of changes to the dates for berths that have already been registered and confirmed, the order of date of receipt of the notification for change is binding for the sequence of registration.

- e) Port calls with passenger turnarounds take precedence in the confirmation of berths. If port calls by other vessels have been notified and confirmed for the same dates as passenger turnarounds being registered, those berths already confirmed may be changed. In so far claims against ROSTOCK PORT are hereby barred. In the case of cruise vessel notifications received after 1<sup>st</sup> January of a year for the following calendar year, the berths still available at this time will be confirmed. For calls already registered prior to 1<sup>st</sup> January of a year for the following calendar year the confirmed berth will not be changed. ROSTOCK PORT reserves the right to allocate berths to cruise ships at Warnemünde passenger quay or at Rostock Overseas Port independently of the date of receipt of their notification on the basis of considerations of handling. Changes of berths, also from the Warnemünde passenger quay to the Overseas Port, are possible at any time. Claims against ROSTOCK PORT are insofar barred.
  - f) After port calls with passenger turnarounds acc. to lit. e), vessels able to use shore electricity take precedence before all other notifications by ships when it comes to confirming berths in Warnemünde of the shipping company of the ships able to take shore electricity concludes an agreement with ROSTOCK PORT before the respective cruise season, particularly about dates, electricity rates and amounts of electricity. If port calls by other ships have already been notified and confirmed ROSTOCK PORT reserves the right to change berths. Claims against ROSTOCK PORT to this extent are ruled out. The shipping company or the ship's agent commissioned by it is obliged to notify the technical parameters of the ship's shore electricity installations when handing in the notification, cf. [Section 2, D, VIII.](#)
  - g) When giving notification of port calls the shipping company or the ship's agent commissioned by it is obliged to inform ROSTOCK PORT whether a transit port call or a port call with a full or partial turnaround of passengers will be made. To this end the number of passengers expected to embark and disembark and the number of transit passengers is to be stated for each port call.
  - h) The nautical/technical assessment of the allocation of berths is at the discretion of the Port Authority and Shipping Office of the Hanseatic City of Rostock. Changes of berths due to current conditions of weather and water level on the day of the port call are reserved.
  - i) In particular, arrival and departure times must be coordinated well in advance with the relevant authorities (Rostock Port Authority and/or the Baltic Sea Waterways and Shipping Authority) on days with multiple arrivals. We reserve the right to make changes due to official requirements.
  - j) Not later than two hours before arrival of the vessel in port the captain and/or master of the cruise ship or the ship's agent commissioned by him must submit a passenger list and a crew list to ROSTOCK PORT stating the total number of persons, broken down by nationalities (nationality breakdown).
  - k) Cruise ships with a binding notification for port calls at Warnemünde passenger quay and/or Rostock Overseas Port, respectively, have to pay ROSTOCK PORT a lump sum of €3,000 for expenses per port call defaulted on unless they cancel in writing with ROSTOCK PORT at least 16 hours before the planned arrival in port.
- (6) Irrespective of the stipulations of the Port Regulations of Mecklenburg-Vorpommern and the Port Use Regulations of the Hanseatic and University City of Rostock, before leaving port, the

masters of watercrafts or their representatives are required to submit the notice of departure of the ship on their own initiative to ROSTOCK PORT using the proper form as per [Section 3](#) of these Regulations.

If the watercraft is an inland vessel this also has to be mentioned in the notice of departure.

- (7) For the calculation of the charges and fees acc. to [Section 2](#), the necessary documents such as the ship's manifests, bills of lading and other shipping documents are to be submitted to ROSTOCK PORT, properly signed.

In addition to the cargo manifest the cargo data and the passenger/car data in ferry and ro-ro traffic have to be transmitted to ROSTOCK PORT digitally via an interface.

The technical details for connecting to this interface have to be agreed with the project manager of the Port Logistics Department of ROSTOCK PORT. The contact address is [skss@rostock-port.de](mailto:skss@rostock-port.de).

As long as the required information is not or not fully provided via an interface and/or cannot be derived cumulatively from the manifests the form "ship's account" as per [Section 3](#) is to be completed and submitted to ROSTOCK PORT by email to [shipping.documents@rostock-port.de](mailto:shipping.documents@rostock-port.de).

The aforementioned documents and data that are relevant for the rendering of accounts have to be submitted not later than two working days after the departure of the vessel.

If no documents or incomplete documents are submitted within the aforementioned period, the missing billing charges and fees will be estimated.

- (8) The captain or master of a ship entering the port or the ship's representative appointed by him is required to submit the notification of request for waste disposal, should this be desired, to the Port Authority of Rostock in due time before entering the port. ROSTOCK PORT has a waste management plan that is to be observed by the users.
- (9) The parties obliged to give notice of registration for entry to and departure from the port as well as to provide the required information may be represented by agents (local shipping agents) commissioned by them. The masters of the watercraft and/or the users of the areas, however, remain responsible for the completeness and accuracy of the information submitted.
- (10) All notices of arrival, notices of departure, orders for additional services as per [Section 4 and 5](#) of these Regulations and other notifications have to be given via the operational service of ROSTOCK PORT ([Section 6](#): Contact information) unless otherwise provided for in these Regulations.

## **§ 9 Ship's obligation to cooperate and provide information**

- (1) The port user has the duty to cooperate by transmitting all information necessary for invoicing the types of charges and fees listed in § 4. The port user must on principle use the forms contained in [Section 3](#). ROSTOCK PORT reserves the right to require the user to submit suitable documents to verify the correctness of the information provided, at the latter's expense.

- (2) If declarations and notices are submitted belatedly or defectively, if notification duties are violated and in case of erroneous information submitted for the determination of fees and charges ROSTOCK PORT shall impose penalty payments.
- (3) The penalty is 5% of the net invoice total, at least €100 but not more than €3000 unless the port user is not responsible for the violation of his duty to cooperate.
- (4) A penalty may also be imposed if the port user has given wrong information for the calculation of the charges and fees unless it is not responsible for wrong information having been submitted.
- (5) Penalty payments shall be imposed for every violation by the port user of its duty to cooperate, separately for each breach of duty.
- (6) Apart from the levying of a penalty, ROSTOCK PORT reserves the right to claim damages, but the penalties shall be charged up against such claims for damages. When receiving/accepting a belated or corrected declaration or notification, ROSTOCK PORT reserves the right to claim the penalty together with the invoice.

#### **§ 10 Readiness to shift and vacate a berth**

- (1) If a vessel is not being processed or is not ready for unloading or loading and thereby blocking the berth and/or rendering access to neighbouring berths more difficult for subsequent vessels and/or vessels being processed it is subject to permanent readiness to shift at its own expense. It must be possible to vacate the berth within two hours. This also applies to laid-up vessels (§ 3, para. 4) or vessels in a waiting position or vessels that are in port for purposes of outfitting or assembly or for repairs.
- (2) Should delays occur in liner service by a late arrival or delays in handling and the berth be required by a ship approaching on schedule the delayed vessel must vacate the berth at its own expense and proceed to a waiting berth.  
If the next following ship approaching on schedule has to be processed at another berth, any additional costs incurred are to be borne by the delayed ship.

#### **§ 11 Use of areas during port calls by cruise liners**

##### **(1) General stipulations**

During port calls by cruise liners, an area usage fee must be paid for the use of areas inside and outside the ISPS zone as well as building and tent structures by vehicles, cranes or lifting platforms and by vehicles transporting passengers or luggage.

There is no legal claim to the use of areas.

Driving on the areas is only permitted after prior application/notification to ROSTOCK PORT. Only ROSTOCK PORT is entitled to make arrangements for these areas. Instructions by staff or representatives/agents of ROSTOCK PORT, especially by the security staff, must be followed. Infringements may result in unauthorized persons being banned from or being forbidden to enter the area.

The use of areas by vehicles is only permitted for the purpose of entering or leaving the vehicle. After this the vehicles have to leave the areas immediately; long-term parking by such vehicles is not permitted.

We expressly refer to § 9 (Duties to cooperate) and the penalty payments stipulated therein.

- (2) Vehicles used for the provisioning or equipping of ships and vehicles for ship repairs or maintenance must be registered by the shipping companies, charterers/owners of the cruise liners or their authorized ship representatives by e-mail to [cruise@rostock-port.de](mailto:cruise@rostock-port.de) at least 24 hours before calling at the port.

ROSTOCK PORT must be applied to separately before setting up and using a crane on the quay area which is only permitted with a written approval.

- (3) Use of areas by vehicles outside the ISPS zone

Driving on the areas is only permitted if the registration numbers of the respective vehicles have been entered on the website <https://crm.rostock-port.de> at least 24 hours before arrival in port. The login data necessary for entering the vehicle registration numbers must be obtained from ROSTOCK PORT by email to [rostock-port@rostock-port.de](mailto:rostock-port@rostock-port.de).

A higher charge will be payable on site for vehicles used in conveying passengers or luggage which intend to drive on the areas without prior notification.

## **§ 12 Use of areas at the berth (quayside roads and other public areas)**

- (1) Quayside roads and/or quay areas up to 20 metres from the edge of the quay are made available in connection with ship-related handling activities, bearing in mind the Port Use Regulations of the Hanseatic City of Rostock. The mooring area (a strip of approx. 3 m width from the edge of the quay) is to be kept free.
- (2) The use of quay roads and/or of public quay areas is to be notified to ROSTOCK PORT in writing by submitting the completed Form "Use of areas at the berth acc. to §12 and [Section 2, B. VI.](#)" (cf. [Section 3. C.](#)). It is not allowed to start using the quay road and/or area before the written confirmation by ROSTOCK PORT has been received.
- (3) Before every use the user has to inform ROSTOCK PORT about the loads to be expected in writing. After a check of the loads expected to be applied to the quay structure by a construction expert the user may be informed of certain stipulations on load distribution. If necessary, a structural engineer may be called in to assess the situation. The cost will be charged to the user. The harbour engineering department of ROSTOCK PORT, phone +49 (0)381 350 5100, is to be contacted for all technical questions regarding the area to be used and the quay structure. As far as consents and approvals under public or private law are necessary



these shall be obtained by the user and at his expense. One copy of these consents and/or approvals shall be handed over to ROSTOCK PORT. The same holds true for any consents or approvals denied.

- (4) Environmental protection and environmentally conscious actions are part and parcel of the corporate policy of ROSTOCK PORT. All possibilities of accidental discharge of ecologically harmful substances into soil or water must on principle be assessed before the start of the use. If a discharge of environmentally harmful substances cannot be ruled out on the basis of this environmental risk assessment, a water protection concept must be drawn up by the user. The concept should contain instructions on how to proceed in the event of hazards. The concept is to be made available to ROSTOCK PORT after consultation with the Port and Maritime Authority as the responsible port authority. We expressly point out that only the release of non-polluted precipitation water is allowed on the port territory. It is categorically forbidden to introduce cargo handling residues and/or cleaning residues as well as other water-polluting substances into the port basins and the aquatic environment. This holds true both for substances introduced by vessels and for those introduced over the edge of the quays and for releases into the on-shore drainage system. If soiling, contaminations or dangers to the environment are found during the term of the right of use or after its end, the user shall be liable for the resulting damage. This shall not apply if the user is able to prove that it did not cause the contamination. The user covenants to immediately mitigate and/or remove the damage. If the user does not comply with this obligation ROSTOCK PORT reserves the right to arrange for this to be done at the expense of the user. Such incidents must be reported immediately to the Port and Maritime Authority and the ROSTOCK PORT dispatchers (+49 381 3505080). Furthermore, the measures taken to eliminate pollution or environmental hazards must be documented and reported immediately to the Port and Maritime Authority and ROSTOCK PORT.
- (5) For the duration of its use the user shall be liable for making sure that the area used and the adjoining quay strip for casting off and mooring are safe for persons and vehicles. ROSTOCK PORT, its appointees or authorities may have access to the area for checking its condition at all times. Instructions by the user with regard to security, health and safety shall be observed.
- (6) The user shall be liable for damages to the area and the sewage facilities belonging to it caused especially by the transport and loading of goods or excessive surface loads. This also applies to the culpable behaviour of staff and contracting parties of the user. The user is liable unless it proves that the damages were not caused by him and/or his staff or contracting parties. Damages on the area and to the appertaining equipment (lighting, security facilities etc.) are to be immediately notified to ROSTOCK PORT or its appointees.
- (7) The user is obliged to take out sufficient employer's liability and environmental liability insurance for the duration of use. Furthermore, proof of insurance cover must be provided for damage to lines/cables/pipes and damage as a result of environmental impact for the facilities operated by the user within the meaning of the Water Resources Act and/or the Environmental Liability Act or other stipulations serving the protection of the environment. The user has to take out an insurance policy covering environmental damage for the duration of use if it is the owner/operator of facilities or if it carries out activities listed in Appendix 1 of the Environmental Damage Act of 10 May 2007. The insurance protection must at least cover

obligations or claims due to environmental damage as per the Environmental Damage Act to protected species or natural habitats situated on the area, to the area used as far as this soil no longer poses a danger to human health, and to water bodies situated on the areas used including groundwater. It is permitted to agree a deductible average. Upon request, proof of the existence of these insurance policies is to be rendered to ROSTOCK PORT.

- (8) After completing the cargo handling activity on or near ships the cargo handling company has to properly clean the mooring area, the quayside road, the rainwater inlets and the berth until the arrival of the next ship, but not later than within two working days. The mooring areas are the top priority in this regard and have to be put into a condition that is safe for both vehicle traffic and for working on before the ship casts off. The notification of return in accordance with the rules has to be done using the completed form "Use of areas at the berth" as per [Section 3](#). ROSTOCK PORT reserves the right to perform the cleaning itself at the expense of the cargo handling company. If cargo residues have not been properly cleared away before sailing and this endangers the safety of the line runners, the mooring service may be denied.

### **§ 13 Use of railbound and mobile handling equipment with a surface load of >2 t/m<sup>2</sup> on quay roads and other public areas**

- (1) The use of railbound and mobile handling equipment with a surface load of >2 t/m<sup>2</sup> for cargo handling operations on quay roads and other areas designated for the purpose by ROSTOCK PORT will be permitted subject to the following stipulations. In individual cases ROSTOCK PORT may in addition make their use conditional upon the signing of a licensing agreement.
- (2) Every user has to notify the intended use of cargo handling equipment with a surface load of >2t/m<sup>2</sup> in good time and in writing to ROSTOCK PORT, port logistics department – Operative Service/Dispatchers, using the completed form „Use of railbound and mobile cargo handling equipment with a surface load of >2t/m<sup>2</sup> according to § 13 together with [Section 2, B. VII.](#)“ (cf. [Section 3. D.](#)) for confirmation. It is generally prohibited to use cargo handling equipment before a written confirmation by ROSTOCK PORT has been received or a licensing agreement has been signed.
- (3) In the case of long-term use, it is sufficient to notify the piece of cargo handling equipment once, unless one of the following parameters already notified and confirmed changes during the period of its operation: Type of cargo handling equipment, surface loads, blocking of the quay road, place of installation and radius of action. In this case a re-notification is necessary.  
A separate notification is always necessary in the case of land-to-land handling.
- (4) On the basis of the notification documents and after examination of the surface loads to be expected for the quay facility by a construction expert, ROSTOCK PORT will convey technical conditions to the user regarding the load distribution.

ROSTOCK PORT shall confirm the use applied for in writing only under the condition that the user has furnished proof, by an expert opinion of an acknowledged test engineer for structural stability, that the use of the piece of handling equipment at the intended location and for the

intended cargo handling (driving/running on the quay facility, operation and structural stability during the operation and during parking) is permissible, unless ROSTOCK PORT expressly waives such an expert opinion in the individual case.

- (5) If the initial proof for mobile cargo handling equipment is not submitted in time the use of such equipment in public areas is prohibited until a confirmation is received from ROSTOCK PORT. If the initial proof for railbound cargo handling equipment is not submitted in time the user shall have to pay a fee acc. to [Section 2, B. VII.](#)
- (6) The user shall answer for the piece of cargo handling equipment being in a safe/roadworthy condition and having all official and technical licences and permits necessary for its operation. These are to be submitted to ROSTOCK PORT within a reasonable period. If those documents are not submitted in time the user shall have to pay a fee acc. to [Section 2, B. VII.](#) After the expiry of six months from the first request and after again specifying a deadline date to no avail, ROSTOCK PORT shall be entitled to dismantle the railbound cargo handling equipment at the user's expense and to either put it into storage at its expense or to scrap it. The aforementioned deadline may be extended if there is an important reason. Any and all claims of the notifying party against ROSTOCK PORT are ruled out.
- (7) While using the mobile or railbound cargo handling equipment, setting down of goods is only permitted as far as it is necessitated by the handling activities. The use of the equipment and of the quay surfaces shall not interfere with the port operation and with traffic, nor shall it impair the activities of third parties, in particular their cargo handling activities. In coordination and agreement with ROSTOCK PORT the user has to clarify the concerns of third parties, in particular those of the lessees/leaseholders of adjoining areas and the users of neighbouring cargo handling equipment, in good time beforehand and to obtain the necessary consent, if the need arises.
- (8) The following stipulations apply for those times when the piece of handling equipment is not in use:
  - a) railbound cargo handling units are to be parked in such a manner that any disruption and/or impairment of others (cf. paragraph 8) is ruled out. Upon demand by ROSTOCK PORT they shall be moved, if possible immediately, but not later than eight hours after the demand, to the site allotted by ROSTOCK PORT; this shall especially apply in case of the arrival of a ship in port that was announced at short notice. If the cargo handling equipment is not moved in good time ROSTOCK PORT shall be entitled to a substitute service at the expense of the user.
  - b) outside of handling activities, mobile handling equipment is to be parked on the leased area of the respective cargo handling company. Leaving them permanently in the public quay area is only permitted in exceptional cases and after prior consent by ROSTOCK PORT. In this exceptional case the user shall have to pay a demurrage charge acc. to [Section 2, B. VII.](#) In case of short-term interruptions of the cargo handling up to a maximum duration of 24 hours the consent of ROSTOCK PORT shall be deemed to have been granted. In case of interruptions of cargo handling exceeding that time limit the user shall be entitled to leave the mobile cargo handling equipment in the public quay area only after prior consent by ROSTOCK PORT. ROSTOCK PORT may refuse its consent in particular if third parties are being impaired.

- (9) The user shall convince itself of the good order and condition of the quay road, the areas and the crane tracks in good time before their use and to immediately report any damage to ROSTOCK PORT. ROSTOCK PORT shall not accept liability for damage the user may incur unless it was caused by ROSTOCK PORT intentionally or with gross negligence.

#### **§ 14 Propulsion and manoeuvring aids**

Work with or use of propulsion and manoeuvring aids at the pier and in the port basin is not permitted unless exceptional conditions in accordance with § 21 of the Regulations for the Ports of Mecklenburg-Vorpommern (Port Regulations – HafVO M-V) exist.

#### **§ 15 Limitation of liability**

- (1) The port is used at the user's risk. ROSTOCK PORT as well as its employees, representatives, and vicarious agents are only liable – subject to the stipulations in § 12 Clause 2 and 3 - for damages caused by port facilities, the violation of obligations to provide safe conditions for vehicles and persons or damages caused in any other way attributable to ROSTOCK PORT - regardless of the legal nature of the claim asserted and independently of the type of breach of obligation - if the damages are due to intent or gross negligence.
- (2) In the event of breach of material contractual obligations ROSTOCK PORT shall only be liable up to the amount of the foreseeable damage. Claims of the port user arising from claims for compensation by third parties, claims for lost profits as well as claims for compensation of other pecuniary losses or indirect and consequential losses are excluded.
- (3) The above-mentioned limitations and exclusions of liability do not apply to loss or damage caused by loss of life and injuries to body or health.
- (4) ROSTOCK PORT shall not be liable for damages caused by an act of God or natural disaster.

#### **§ 16 Data protection**

By using the port, the user consents to ROSTOCK PORT saving all data received in connection with the contractual relationship, in particular the data collected for the calculation of port charges and fees, and using these data for statistical and planning purposes. ROSTOCK PORT will not provide non-anonymous data to third parties unless prior consent of the user is given.

## **§ 17 Final provisions**

- (1) The place of performance is Rostock.
- (2) The exclusive place of jurisdiction is Rostock. However, ROSTOCK PORT remains entitled to assert claims against the port user also before the court whose jurisdiction is based on the place of residence, registered office, assets or the watercraft. Any mandatory statutory places of jurisdiction remain unaffected.
- (3) The law of the Federal Republic of Germany shall apply as it applies to domestic persons.
- (4) In the event of translations of these provisions, only the German version shall apply.
- (5) Should a stipulation of these Regulations become partly or wholly void this shall not affect the effectiveness of the remaining stipulations. The void stipulation shall be replaced by an adequate one coming closest to the meaning and intent of the void one. The same shall apply in case of obvious gaps in the contract.
- (6) These Regulations come into force on 1 January 2025 and shall apply until cancelled.
- (7) The previous version is revoked.

Rostock, October 2024

ROSTOCK PORT GmbH

**Section 2: Port charges and fees**

**A. Combined passenger and cargo ferries (RoPax), Ro-Ro cargo ships, Sto-Ro cargo ships, truck-to-truck cargo ships, cargo ferries, car carriers and catamarans**

**I. Port dues**

- a) Combined passenger and cargo ferries (RoPax), catamarans

The port dues per port call amount to	€0.15/GT
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Ships deployed on liner service (pursuant to [§ 3, Section 1](#)) are exempt from paying port dues from the 31<sup>st</sup> port call within this liner service in a calendar year. If additional berths are used or the call is made outside the line, the call is subject to payment. If the line is discontinued before the end of the calendar year, the port dues for the exempted calls must be paid in arrears.

- b) Ro-Ro cargo ships, Sto-Ro cargo ships, truck-to-truck cargo ships, cargo ferries, car carriers

The port dues per port call amount to	€0.15/GT
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Ships deployed on liner service (pursuant to [§ 3, Section 1](#)) are exempt from paying port dues from the 21<sup>st</sup> port call within this liner service in a calendar year. If additional berths are used or the call is made outside the line, the call is subject to payment. If the line is discontinued before the end of the calendar year, the port dues for the exempted calls must be paid in arrears.

- c) When a vessel changes to another owner/shipowner/charterer, payments of port dues already made for that vessel shall not be considered.

- d)

The port fee is reduced as follows on presentation of a valid ESI certificate from the WPCI up to the time of the ship's deregistration:	
from 40 ESI points	5.0% discount
from 50 ESI points	7.5% discount
from 60 ESI points	10.0% discount

## II. Wharfage fees

The wharfage fees for processing at special facilities (in particular ramps) are as follows:

1. for loaded and empty transport units up to 20 metres (in particular trucks including trailers, articulated trucks, road trailers, coaches, chassis and/or rolltrailers incl. swap bodies, etc.),	
- up to 20,000 units per calendar year	€24.00/unit
- from 20,001 to 50,000 units per calendar year	€22.00/unit
- from 50,001 to 80,000 units per calendar year	€20.00/unit
- from 80,001 to 130,000 units per calendar year	€14.50/unit
- more than 130,000 units per calendar year	€13.00/unit
2. for loaded and empty railway trucks	€33.00/unit
3. for imported and exported passenger cars	€2.35/unit
4. for other passenger cars, mobile homes including trailers	€2.35/unit
5. per passenger	€0.99
6. Sto-Ro cargo; truck-to-truck cargo	€0.99/ton

The price scale is counted separately for each liner service (pursuant to [§ 3, Section 1](#)) and for each calendar year.

If a berth equipped with an upper deck ramp is used, a surcharge of 30% per unit will be levied on the fees listed in Numerals 1 to 5 above.

A surcharge of 150% per unit will be levied for transport units with an overall length exceeding 20 metres.

For units to be restowed the wharfage fees shall be payable both for the discharging and for the renewed loading of the units.

No fee will be charged for one driver per vehicle of the accompanied transport units liable to charges listed in Numerals 1 and 2 of this section.

No wharfage fees will be charged for cargoes on the transport units listed in Numerals 1 and 2 unless it is Sto-Ro cargo (e.g. paper).

In the case of Sto-Ro cargo the wharfage fee is to be paid only on the handled tonnage; the transport unit will be left out of account when making the calculation.

ROSTOCK PORT is to be notified of the tonnage of the loaded transport units and railway trucks for statistical purposes.

### III. Gate charge

The gate charge

for each unaccompanied transport unit arriving at or departing from the port amounts to	€7.00
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### IV. Berthage fee

#### a) Combined passenger and cargo ferries (RoPax), catamarans

The berthage per port call after 6 hours of lay time is:

for each additional 3-hour period or part thereof	€0.02/GT
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#### b) Ro-Ro cargo ships, Sto-Ro cargo ships, truck-to-truck cargo ships, cargo ferries, car carriers

The berthage per port call after 12 hours of lay time is:

for each additional 6 hour period or part thereof	€0.02/GT
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#### c) Interruptions due to the weather (esp. for paper) shall be left out of account if the interruption was immediately notified in writing.

### V. Lump sum waste disposal fee

The lump sum fee for waste disposal is:

1. Base fee for all ships not receiving reductions or exemptions	€0.026/GT /call
Correction factor	0.10
Minimum fee	€50.00 /call
Maximum fee	€100.00 /call
2. Surcharge for disposal carried out from Monday to Friday before 7 a.m. or after 6 p.m. and on Saturdays, Sundays or public holidays	20%

### VI. Security charges

In regular operation (security level 1), security charges are calculated for each inbound and outbound transport unit in international sea traffic as follows:

1. for trucks including trailers, articulated trucks, road trailers, coaches, railway trucks, chassis/rolltrailers	€0.48/unit
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2.	for cars, mobile homes	€0.21/unit
3.	per passenger	€0.09
4.	Sto-Ro cargo, truck-to-truck cargo	€0.05/ton, max. € 312.50

## VII. Demurrage

The demurrage

1.	after 72 hours of laid-up time for each further 24 hour period or part thereof amounts to	€10.00/unit
2.	for unescorted import/export cars within the ferry and RoRo terminal: - After 72 hours per 24 hours or part thereof. - After 168 hours per 24 hours or part thereof	€45.00 /unit €2.0 €/unit

## B. Cargo vessels and other measured watercrafts, excluding tankers for oils, chemicals and gases

### I. Port dues

The port dues per port call amount to

1. up to 1,500 GT	€0.15/GT
2. over 1,500 GT	€0.26/GT
3. floats/floating bodies not rated by GT	€0.35/m <sup>2</sup>
The port fee is reduced as follows on presentation of a valid ESI certificate from the WPCI up to the time of the ship's deregistration:	
from 40 ESI points	5.0% discount
from 50 ESI points	7.5% discount
from 60 ESI points	10.0% discount

If the owner and/or the shipping agent change during a port call the port dues shall be invoiced to each by halves unless ROSTOCK PORT has received a notice to another effect confirmed by both sides.

### II. Wharfage fees

Wharfage fees are to be paid as follows:

1. Scrap iron and steel scrap	€0.75/t
2. Liquid cargo	€0.38/t
3. Free-flowing fertilizer	€0.42/t
4. Cement	€0.37/t
5. Other free-flowing cargo	€0.40/t
6. General cargo, bagged cargo, rolling mill products of all kinds and cargo other than those specified in Numerals 1 to 4 except project cargo	€0.90/t
7. Perishable cargo in cardboard boxes or sacks, reefer cargo and dangerous goods	€1.52/t
8. Project cargo	
a) Project cargo with a stowage factor of <5	€2.25/t
b) Project cargo with a stowage factor of 5 and over	€4.15/t
9. Containers	
up to 10,000 units per calendar year	€16.35/unit
10,001 to 20,000 units per calendar year	€14.61/unit

	20,001 to 30,000 units per calendar year	€12.97/unit
	30,001 to 50,000 units per calendar year	€11.84/unit
	over 50,001 units per calendar year	€ 9.69/unit
10.	Logs, sawn and industrial timber and pulpwood,	
a)	When using the services of an approved cargo handling company with the employment of port workers for unloading or loading of the ship and in case of imported timber for shore-side transshipment onto trucks or railway trucks, and in the case of timber for export for storage of the cargo per cbm/cbm	€0.33
	per solid stacked cbm	€0.28
b)	When using the services of an approved cargo handling company with the employment of port workers only for unloading or loading of the ship or only for putting into/ retrieval from storage per cbm/cbm of trunk timber	€0.91
	per solid stacked cbm	€0.87
c)	When not employing the services of an approved cargo handling company with the use of port workers for cargo handling as well as for the shore storage or removal of cargo by truck or railway truck per cbm/cbm of trunk timber	€1.50
	per solid stacked cbm	€1.45
d)	for the goods mentioned under a) to c) whose weight is below 250 kg at a cubic measure of one cbm	€3.51/cbm
11.	Non-hazardous waste in accordance with the German Waste Index Ordinance (AVV)	€4.76/t
12.	Hazardous waste in accordance with the German Waste Index Ordinance (AVV)	€6.52/t

In case of ship-to-ship handling, wharfage fees are due according to the tariff. Each ship is to pay 50% of the wharfage fee accruing unless ROSTOCK PORT is notified of another allocation ratio in the Notice of Departure form.

### III. Berthage fee

The berthage fee for vessels and other watercrafts per port call is:

1.	Port call with chargeable handling a) Demurrage for heavy load berths 10, 14, 15 or 25 after 24 hours per additional 24 hours or part thereof b) Demurrage at berths other than those mentioned under a) outside the handling times after 48 hours for each additional 24 hours or part thereof A weekend (from Friday 10:00 p.m. to Monday 6:00 a.m.; even if only partially used) and public holidays shall not be taken into account when calculating the time subject to demurrage charges. Interruptions that are absolutely necessary due to weather conditions shall also be excluded, provided that the interruption has been reported immediately in writing.	0.11 €/ GT  0.06 €/ GT
2.	Port call without transshipment as lay-ups according to § 3 para. 4 a) Demurrage for heavy load berths 10, 14, 15 or 25 per 24 hours or part thereof b) Demurrage at berths other than those mentioned under a) per 24 hours or part thereof	0.12 €/GT 0.07 €/GT
3.	for watercrafts that are not measured by GT per 24 hours or part thereof per m <sup>2</sup> of base area	0.25 €/m <sup>2</sup>

In the event of a transfer to another berth or a change of owner/broker during a port call, unused demurrage-free periods will be forfeited or will not be granted again.

### IV. Lump sum waste disposal fee

The lump sum fee for waste disposal is:

1.	Base fee for all ships not receiving reductions or exemptions Correction factor, except for bulk carriers/cement carriers Correction factor for bulk carriers/cement carriers Minimum fee, except for bulk carriers/cement carriers Minimum fee for bulk carriers/cement carriers Maximum fee	€0.026/GT /call 1.90 2.30 €210.00 /call €390.00 /call €600.00 /call
2.	Base fee for watercrafts not measured by GT  Correction factor, except for bulk carriers /cement carriers Correction factor for bulk carriers /cement carriers Minimum fee, except for bulk carriers /cement carriers Minimum fee for bulk carriers/ cement carriers Maximum fee	€0.026/GT per m <sup>2</sup> of base area  1,90 2.30 €210.00 /call €390.00 /call €600.00 /call
3.	Vessels claiming a berth at Rostock Overseas Port or at the passenger quay/Neuer Strom in Rostock-Warnemünde allotted to	

them on a long-term contractual basis for daily shuttle services between building sites in the Baltic Sea and their permanent berth shall pay, for each additional 5-day lay period or part thereof	€0.026/GT or €0.026/m <sup>2</sup>
Correction factor except for bulk carriers/cement carriers	1,90
Correction factor for bulk carriers/cement carriers	2,30
Minimum fee, except for bulk carriers/ cement carriers	€210.00 /call
Minimum fee for bulk carriers/ cement carriers	€390.00 /call
Maximum fee	€600.00 /call
4. Surcharge from Monday to Friday before 7 a.m. or after 6 p.m. and on Saturdays, Sundays or public holidays for disposal carried out	20%

## V. Security charges

In regular operation (security level I) a security charge is calculated as follows for ships and watercrafts for each port call:

up to 6,250 GT	€0.05/GT
from 6,251 GT	€312.50 /call

## VI. Charge for the use of areas at the berth (quayside roads + other areas) as per § 12 and Section 3, C.

The charge for the use of areas at the berth is:

for the storage of cargo prior to export or the storage of imported cargo, after a period of 72 hours, per running metre of quay (quayside road/quay area) for each further 24 hour period or part thereof	€3.45 per running m of quay
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## VII. Fee for the use of railbound and mobile cargo handling units with a surface load of >2t/m<sup>2</sup> on quay roads and other public areas acc. to § 13 together with Section 3, D.

1. General Until further notice ROSTOCK PORT shall permit the use of cargo handling units for seaborne cargo free of charge. In particular if the present subsidy practice changes – and no subsidies are allocated for the craneway girders – ROSTOCK PORT shall reserve the right to charge a compensation for use with 12 months notice, from 1 January.	free of charge
--	----------------

<p>2. Land to land handling If the quay road or another public area is used for land-to-land handling, a charge shall have to be paid.</p> <p>This does not apply if the goods handled have been or will be loaded/discharged across the edge of the quay.</p>	<p>as per B. II. plus 20% surcharge</p>
<p>3. Demurrage If mobile cargo handling equipment is left in the public quay area outside of its respective use (operation), a demurrage shall have to be paid according to invoice rendered.</p> <p>The size of the area invoiced shall be according to the base area of the mobile handling unit plus any distances/open spaces necessary.</p>	<p>€0.35/m<sup>2</sup> per calendar week or part thereof</p>
<p>4. If the required documentation is not submitted on time If the documentary proof required as per § 13 paragraphs 6 and 7 is not submitted on time, the fee charged is:</p> <p>The size of the area invoiced shall be according to the base area of the mobile handling unit plus any distances/open spaces necessary.</p>	<p>€0.35/m<sup>2</sup> and per week or part thereof for the first three months after the expiry of the term</p> <p>€0.50/m<sup>2</sup> and per week or part thereof for each additional month</p>

## C. Tankers for oils, chemicals and gases

### I. Port dues

Port dues for each port call are

1. for tankers with a double hull	€0.26/GT
2. for tankers with separate water ballast tanks	€0.33/GT
3. for other tankers	€0.41/GT
The port dues are reduced as follows on presentation of a valid ESI certificate from the WPCI up to the time of the ship's deregistration:	
from 40 ESI points	5.0% discount
from 50 ESI points	7.5% discount
from 60 ESI points	10.0% discount

### II. Wharfage fees

Wharfage fees are:

liquid cargo	€0.38/t
gaseous cargo	€0.38/t

In case of ship-to-ship handling, wharfage fees are due according to the tariff. Each ship is to pay 50% of the wharfage fee accruing unless ROSTOCK PORT is notified of another allocation ratio in the Notice of Departure form.

### III. Berthage fees

The berthage fees per port call are as follows:

1. for ships and other watercraft which occupy one of the berths 01 to 06 for a period longer than 24 hours before/after loading/discharging cargo, taking on/letting off passengers, including interruptions for each additional 24-hour period or part thereof	€0.14/GT
If the a/m ships occupy a berth other than berths 01 to 06, 10, 14, 15 or 25 for each additional 24-hour period or part thereof	€0.07/GT
2. for ships and other watercraft which occupy one of berths 01 to 06 as lay-ups after expiry of a lay time of 24 hours for each additional 24-hour period or part thereof	€0.13/GT

Times exempt from berthage are granted once per port call. The time is counted from the first mooring.

#### **IV. Lump sum waste disposal fee**

The lump sum waste disposal fee is as follows:

1. Base fee for all ships not receiving reductions or exemptions	€0.026/GT /call
Correction factor	1.0
Minimum fee	€210.00 /call
Maximum fee	€400.00 /call
2. Surcharge for disposal carried out from Monday to Friday before 7 a.m. or after 6 p.m. and on Saturdays, Sundays or public holidays	20%

#### **V. Security charges**

In regular operation (security level 1), security charges for ships and watercraft are calculated per port call as follows, except for vessels at berths 01 to 06:

up to 6,250 GT	€0.05/GT
over 6,251 GT	€312.50 /call



## D. Cruise ships

### I. Port dues

Port calls are counted and invoiced individually for each cruise brand per calendar year, even if the ships belong to one economic unit or any other cooperation system operating more than one cruise brand.

1. The port dues per port call at Rostock Overseas Port (Überseehafen) are as follows:

Port call	€0.14/GT
The port dues are reduced as follows on presentation of a valid ESI certificate from the WPCI up to the time of the ship's deregistration:	
from 40 ESI points	5.0% discount
from 50 ESI points	7.5% discount
<b>from 60 ESI points</b>	<b>10.0% discount</b>

2. The port dues per port call at Warnemünde passenger quay are as follows:

from 1 April until 14 October:	
1 <sup>st</sup> to the 15 <sup>th</sup> port call	€0.23/GT
16 <sup>th</sup> to 60 <sup>th</sup> port call	€0.21/GT
from the 61 <sup>st</sup> port call	€0.17/GT
Winter discount:	
from 15 <sup>th</sup> October to 31 <sup>st</sup> March per port call	€0.12/GT
The port dues are reduced as follows on presentation of a valid ESI certificate from the WPCI up to the time of the ship's deregistration:	
from 40 ESI points	5.0% discount
from 50 ESI points	7.5% discount
<b>from 60 ESI points</b>	<b>10.0% discount</b>

3. In the case of a binding notification by 31<sup>st</sup> March of the respective calendar year of the number of port calls to be made – stating the expected port calls for the calendar year – the scaled price will be billed and assigned as of the first port call of the year according to the total number of port calls for the respective year stated in the notification. If no notification is received by 31<sup>st</sup> March of the year, the scaled prices will only be applied upon exceeding the limits stated in the scale. There will be no reimbursement of port dues in this regard.

4. The basis of assignment to the respective scale price is the total number of port calls at Warnemünde and the Overseas Port.

## II. Wharfage fee

The wharfage fee is as follows for each passenger entry and exit:

Number of passenger entries and exits	
up to 20,000 entries and exits each	€4.15
up to 80,000 entries and exits each	€3.55
over 80,000 entries and exits each	€3.05

The passenger entries and exits are counted separately per ship and calendar year.

In the case of a binding notification of the number of port calls to be made by 31<sup>st</sup> March of the respective calendar year – stating the expected number of passengers for the calendar year – the scaled price will be billed and assigned as of the first port call of the year according to the total number of passengers for the respective year stated in the notification.

If no notification is received by 31<sup>st</sup> March of the year, the scaled prices will only be applied upon exceeding the limits stated in the scale. There will be no reimbursement of wharfage fees in this regard.

## III. Berthage fee

After 24 hours of lay time have expired, the berthage fee per port call is as follows:

for each additional 24-hour period or part thereof	€0.14/GT
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## IV. Charge for use of areas inside ISPS zones

Cranes and lifting platforms can only be used on weekdays from Monday to Saturday. They cannot be used on Sundays or public holidays.

per crane	€102.50/day
per lifting platform	€77.00/day

Note: Use of areas is not possible at berths P1 to P4 at Warnemünde passenger quay!

## V. Charge for use of areas outside the ISPS zone by vehicles conveying passengers and luggage

per vehicle with up to 10 seats	€5.50/day
per vehicle with 11 to 25 seats	€11.00/day
per vehicle with more than 25 seats	€16.00/day
per vehicle for conveyance of luggage	€16.00/day
per vehicle for shuttle service for embarking or disembarking passengers to and from the parking lot	€16.00/day

Payment of the charge for use of areas entitles the user to drive on the areas several times on the given day.

## VI. Lump sum waste disposal fee

The lump sum waste disposal fee is as follows:

1. Base fee for all ships not receiving reductions or exemptions	€0.026/GT /call
Correction factor	2.7
2. Surcharge for disposal carried out from Monday to Friday before 7 a.m. or after 6 p.m. and on Saturdays, Sundays or public holidays for disposal carried out	20%

## VII. Grey water disposal fee

Cruise ships may dispose of their grey water at the Warnemünde passenger quay. ROSTOCK PORT has a total of three reception stations for ships' waste water at its disposal and is able to receive up to 1,000 m<sup>3</sup> of grey water per day.

The captain or master of the cruise ship or the ship's agent commissioned by him must notify ROSTOCK PORT of the intended disposal of grey water at least 24 hours before arrival of the cruise ship in port, using the "Form for notification on the disposal of grey water in Warnemünde" as per [Section 3](#) of these Regulations. The following limit values must be complied with and will be monitored for each vessel on site during the discharging of grey water. In case of non-compliance with these limit values the port user shall be liable for any and all loss/damage and shall indemnify ROSTOCK PORT against any and all third-party claims.

pH value	5.0-11.5
Conductivity	3,000 µS/cm
Temperature	max. 35°C
Settling solids	6.5 ml/l (settling time 15 minutes)
Chlorides	2,000 mg/l
AOX	1 mg/l
P <sub>total</sub>	60 mg/l
N <sub>total</sub>	100 mg/l
Hydrocarbons	20 mg/l
COD/BOD5 ratio	<3.0
COD	3,500 mg/l
Ammonium (NH <sub>4</sub> )	500 mg/l
Chlorinated waste water will not be accepted.	

The cruise ship must have its own pumping facilities for disposing of grey water.

Cruise ships must maintain a minimum pumping rate of 40 cubic metres per hour and a maximum pumping rate of 140 cubic metres per hour at berths P1 to P4 and a maximum pumping rate of 120 cubic metres per hour at berths P7 to P8.

On days when several cruise ships are in port, ROSTOCK PORT, upon agreement with the respective ship's representative, shall determine the discharge amount and the time slots.

The following fees for the discharge of grey water will be charged for every cruise ship per port call:

for each m <sup>3</sup> of discharged amount	€5.00 per m <sup>3</sup>
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### VIII. Shore electricity

Since 2022, cruise vessels with shore electric systems can use green electricity at berths P7 and P8 in Warnemünde.

Before the first-time use of shore electricity an integration test must be conducted between the shore electricity installation and the cruise liner in advance. This ship integration test takes place during the first port call at berths **P7** or **P8** in each case and is to be announced to ROSTOCK PORT at least one week before the ship arrives in port by email to [shorepower@rostock-port.de](mailto:shorepower@rostock-port.de). A precondition for the ship integration test is the previous certification of the shipboard system for taking shore electricity. Proof of this certification is to be submitted together with the notification of the ship integration test. If a registered ship integration test cannot be carried out on part of the ship, a personnel cost allowance will be invoiced, unless the ship integration test is cancelled

24 hours before the port call. If it is necessary to conduct the certification of the shipboard system for shore electricity during the time in port, this also has to be announced to ROSTOCK PORT at least four weeks before the ship's arrival in port.

At least 72 hours before the cruise vessel's arrival at one of the berths P7 and P8 in Warnemünde the captain of the cruise vessel or the ship's agent commissioned by him must notify the period during which shore electricity is to be received, the installed electrical power of the vessel (maximum performance), the average reference usage during time in port as well as the voltage level to [shorepower@rostock-port.de](mailto:shorepower@rostock-port.de), using the form "Order form for consumption of shore electricity" as per Section 3. ROSTOCK PORT will immediately call upon the electricity provider to purchase these electricity amounts at the electricity exchange for the "EPEX Spot in the market area DE\_LU". In order to minimise any cancellation charges that might be billed by the electricity provider, corrections of the announced electricity consumption are to be notified to [shorepower@rostock-port.de](mailto:shorepower@rostock-port.de) respective ship/shipping company. ROSTOCK PORT will recharge any cancellation costs.

The settlement of the electricity amount received will be done at the rate of the a/m "EPEX Spot in the market area DE\_LU" plus statutory levies and taxes and the grid charges invoiced by the grid operator.

A **surcharge of 6.5%** on the electricity price per kWh is charged to cover losses from reactive current and transformation.

Irrespective of the actual electricity consumption, a **lump sum personnel fee** will be charged on the basis of the binding application.

Lump sum personnel fee per port call with mandatory application for the use of shore power	€1,600
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In total the shore-based electricity supply facility in Warnemünde is able to supply up to 20 MVA. It has two voltage levels:

- (a) 11 KV with a frequency of 50 or 60 Hz.
- (b) 6.6 KV with a frequency of 50 or 60 Hz.

An output of 16 MVA per berth is possible. The shore-based electricity supply facility is equipped with plug type CEM150F11990-D-INT.

A plan with the shore electricity transfer points at berths P7 and P8 is to be found in [Section 7](#).

## IX. Security charge

1.	The basis for the levying of the charge for terminal security is each 24-hour lay period or part thereof, regardless of the size of the cruise ship.	
2.	In regular operation (security level 1), the security charge is calculated for each port call If the security level is enhanced acc. to ISPS code, billing is based on time and effort	€1,540.00/ship per 24 hours or part thereof
3.	Screening devices	
a)	Luggage screening device incl. service personnel	€210.00/hour or part thereof (minimum fee 4 hours)
b)	Hand luggage screening device incl. service personnel	€ 230.00/hour or part thereof (minimum fee 4 hours)
4.	Provision of a trained and officially examined explosive detection dog unit (K 9 services) The response time (call time) is 10 days	billing per time and effort

## X. Miscellaneous

1. Cruise ships with a binding notification for port calls that do not call at Warnemünde passenger quay and/or Rostock Overseas Port, respectively, have to pay ROSTOCK PORT a lump sum of €3,000 for expenses per port call defaulted on unless they cancel in writing with ROSTOCK PORT at least 16 hours before the planned arrival in port.
2. When making use of mooring services, in deviation from the rules in Section 4. A. 5.2 and 5.4 the waiting time is 60 minutes.
3. All grey water and freshwater lines from the berth to the ship will be disconnected one hour before a cruise ship sails.
4. ROSTOCK PORT expressly points out that the public transport offer at Rostock Overseas Port is limited and that, after a berth at Rostock Overseas Port has been confirmed, the shipping companies or the ship's agents commissioned by them are themselves responsible for providing the necessary shuttle/transport vehicles for the passengers (taxis, busses, organized shore excursions etc.) in good time.
5. Services commissioned additionally shall be invoiced separately according to effort and time spent.
6. There is the possibility to order another terminal building for passenger handling at ROSTOCK PORT. If the availability is confirmed, a fee of €2,000 per port call day will be charged.

## **E. Passenger boats, watercraft used in boat excursions and leisure craft**

### **I. Port dues/berthage fee**

The port dues per port call and 24-hour period or part thereof amount to

1.	Watercrafts with gross ton measurement Minimum charge (up to 200 GT)	€0.21/GT €50.00
2.	Watercrafts without measurement - for every incomplete running metre L.O.A. Minimum charge	€1.03/m €50.00
The port dues are reduced as follows on presentation of a valid ESI certificate from the WPCI up to the time of the ship's deregistration:		
	from 40 ESI points	5.0% discount
	from 50 ESI points	7.5% discount
	<b>from 60 ESI points</b>	<b>10.0% discount</b>

### **II. Wharfage fee**

The wharfage fee for passenger vessels and watercraft used for boat excursions is to be paid as follows for each entry and exit:

duration of trip up to 4 hours	€0.23 per passenger
duration of trip over 4 hours	€0.49 per passenger

### III. Waste disposal fee for watercrafts

The waste disposal fee is as follows:

1. Base fee for all ships not receiving reductions or exemptions, per port call Minimum fee per port call Maximum fee per port call	€0.026/GT or €0.026/m <sup>2</sup> of base area €50.00 €200.00
2. Surcharge for disposal carried out from Monday to Friday before 7 a.m. or after 6 p.m. and on Saturdays, Sundays or public holidays	20%



**Section 3: Forms**

**A. NOTICE OF ARRIVAL / DEPARTURE**

**NOTICE OF ARRIVAL / NOTICE OF DEPARTURE**

<b>shipbroker:</b>		<b>ship owner / carrier:</b>			
vessel's name:	call sign:	gross tonnage:	net tonnage:	tdw:	
IMO-Nr.:	flag:	loa:	breadth:	draught max.:	
NOTICE OF ARRIVAL			NOTICE OF DEPARTURE		
date of arrival:	time of arrival:	berth:	date of departure:	time of departure:	berth:
coming from:		state:	going to:		state:
cargo:	quantity pax entry:	quantity pax exit:	cargo:	quantity pax in transit:	
quantity:	therefrom pax disembark:	therefrom pax embark:	quantity:		
dangerous goods:	draught in bound:	draught outbound:	dangerous goods:		
compulsory pilotage:	compulsory tug assistance:	compulsory mooring service:	mooring company:	permission WSA:	permission HSA:
<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no		<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no
remarks:	begin of discharging		begin of loading		
	date	time	date	time	
	end of discharging		end of loading		
	date	time	date	time	
shipbroker / signature	Rostock,		shipbroker / signature		Rostock,

## B. Ship's account

### Data for ship's account

**Shipowner/agent:** \_\_\_\_\_

**Name of vessel:** \_\_\_\_\_

**Arrived on:** \_\_\_\_\_ **time:** \_\_\_\_\_

**IMO No.:** \_\_\_\_\_

**Departed on:** \_\_\_\_\_ **time:** \_\_\_\_\_

**Destination:** \_\_\_\_\_

	<b>Import number</b>	<b>Export number</b>
Passengers except truck and coach drivers		
Cars (accompanied)		
Car trailers		
Mobile homes / minibuses		
Caravans		

	<b>Number</b>	<b>Cargo tonnage</b>	<b>Number</b>	<b>Cargo tonnage</b>
Trucks (incl. truck trailers, articulated lorries)				
Road trailers				
Rolltrailers, mafi, cassettes				
Containers				
Transport units >20 m				
Cars (unaccompanied)				
Other vehicles				
Wagons				
Coaches		XXXXXXXXXXXXXX		XXXXXXXXXXXXXX
Truck and coach drivers (max. No. of trucks+coaches)		XXXXXXXXXXXXXX		XXXXXXXXXXXXXX

	<b>Cargo tonnage</b>	<b>Cargo tonnage</b>
Sto-ro, truck-to-truck cargo		

### C. Use of areas at the berth acc. to § 12 together with Section 2, B.VI.

#### 1. Notification for putting into storage

From:			
To:	ROSTOCK PORT GmbH		
Fax:	*49 (0)381 350 5085	email:	dispatcher@rostock-port.de

#### Export

Start of storage:	
Shipping expected on:	

#### Import

ETA of ship:	
End of storage:	

#### Storage point

Space at berth:		between bollards No.:		and:	
-----------------	--	-----------------------	--	------	--

Representative of vessel:	
Handling company:	

Applicant: \_\_\_\_\_

date / signature

#### 2. ROSTOCK PORT confirmation of storage

Space at berth:		between bollards No.:		and:	
-----------------	--	-----------------------	--	------	--

Space reserved for storage from:		to:	
----------------------------------	--	-----	--

Permitted for storage \_\_\_\_\_

date / signature ROSTOCK PORT

#### 3. Notice of return of the storage space

The area and the rainwater inlets are hereby reported to be cleared, cleaned and free from damage and are hereby handed back to ROSTOCK PORT. All cargo residues have been removed.

Return notice: \_\_\_\_\_

date / signature

#### 4. Entry by ROSTOCK PORT confirming the return of the storage space

Remarks:	
----------	--

Confirmed: \_\_\_\_\_

date / signature ROSTOCK PORT

**D. Application for use of railbound and mobile cargo handling equipment with a surface load >2t/m<sup>2</sup> according to § 13 together with Section 2, B. VII.**

Address of company:  (Address, contact information, contact person)	
Period of use:	Begin:  End:
Place of installation and radius of action:	Please attach as an Annex!
Type of cargo handling equipment:	Model: _____  <input type="checkbox"/> railbound crane  <input type="checkbox"/> truck crane
Purpose of use:  (in case of land-to-land handling please also state type of cargo and amount to be handled)	
Representation of the surface loads to be expected for the quay facility:	Please attach as an Annex!
Parking position after the end of the cargo handling activities:	Please attach as an Annex!
Will it be necessary to block the quay road?	<input type="checkbox"/> Yes: please attach concept as an Annex!  <input type="checkbox"/> No

---

Place and date

---

Signature and company stamp of applicant

## E. Notification on the disposal of grey water at Warnemünde passenger quay

### Form for notification on the disposal of grey water in Warnemünde

1. Name, call sign and IMO identification number of vessel, if applicable:  
.....
2. Flag state: .....
3. Estimated time of arrival: .....
4. Estimated time of departure: .....
5. Previous port of call: .....
6. Next port of call: .....
7. Amount of the **grey water** to be discharged and/or remaining on board and maximum storage capacity:

1	2	3	4
type	Intended amount of grey water to be disposed of * (m <sup>3</sup> )	Maximum storage capacity (m <sup>3</sup> )	Amount of grey water remaining on board (m <sup>3</sup> )
Grey water			

\* Every cruise ship is entitled to dispose of 300 m<sup>3</sup> of grey water per day if notification is given in time. Since the discharge amount depends on the number of discharges notified, coordination with ROSTOCK PORT GmbH on site is necessary if ships intend to discharge more than 300 m<sup>3</sup> per vessel and day.

The following limit values must be complied with and will be monitored for each vessel on site during the discharging of grey water:

- pH value 5.0 – 11.5
- Conductivity 3,000 µS/cm
- Temperature max. 35°C
- Settling solids 6.5 ml/l (settling time: 15 minutes)
- Chlorides 2,000 mg/l
- AOX 1.0 mg/l
- Ptotal 60.0 mg/l
- Ntotal 100.0 mg/l
- Hydrocarbons 20.0 mg/l
- COD/BOD5 ratio < 3.0
- COD concentration 3,500 mg/l
- Ammonium (NH<sub>4</sub>-N) 500.0 mg/l

Chlorinated wastewater will not be accepted.

Compliance with the limit values for grey water defined above is assured. If the limit values defined above are not complied with we shall be liable for any and all damages and we shall indemnify ROSTOCK PORT GmbH against any and all potential third-party claims.

Cruise ships must maintain a minimum pumping rate of 40 cubic metres per hour and a maximum pumping rate of 80 cubic metres per hour at berth P1 to P4 and a maximum pumping rate of 120 cubic metres per hour at berth P7 to P8.

On days when there are several cruise ships calling at the port, ROSTOCK PORT GmbH shall determine in advance the slots during which the various cruise ships have to discharge their grey water.

One hour before the sailing of a cruise ship all grey water and fresh water connections between the berth and the cruise ship will be disconnected.

.....  
Date                      Signature                      Block letters                      Position/function                      Stamp

Please send the completed form to **ROSTOCK PORT GmbH** at least 24 hrs before arrival in port [Fax +49 (0) 381/ 350 5085].

**F. Order form for shore electricity consumption**

Cf. Section 2 – D - VIII

Name of vessel:	
Maximum demand of supply in kW	
Average reference usage in kW	
Day of consumption	
Planned start of consumption, time	
Planned end of consumption, time	
remarks	

-----  
Date

-----  
Signature

-----  
Stamp

**Section 4: Charges and fees for mooring services**

Mooring regulations

At the ferry and RoRo terminal on pier 1 port basin A South (Berths 41, 42, 50) and at the Warnemünde Cruise Center (berths P7 and P8) all mooring services will be exclusively performed by ROSTOCK PORT. ROSTOCK PORT offers mooring services also in all other port areas covered by these Regulations.

**I. General provisions**

- 1.1 A contract for mooring services between the ship’s command or its authorised representative and ROSTOCK PORT comes into existence with the notification of mooring services. The commissioning party is also the invoice recipient.
- 1.2 The client for the mooring service has to make sure that the ship is ready to support the service at the ordered time and that no handling activities take place on or near the ship in question or about any types of goods stored directly at the edge of the quay during the mooring operations notified (mooring, unmooring, shifting).
- 1.3 Mooring services are to be contracted via the operational service of ROSTOCK PORT:

Dispatcher	phone	+49 381 350 5080
		+49 381 350 5086/87/88 (24h hours)
	Fax	+49 381 350 5085
	Email	<a href="mailto:dispatcher@rostock-port.de">dispatcher@rostock-port.de</a>
		<a href="mailto:disposition@rostock-port.de">disposition@rostock-port.de</a>

**II. Mooring**

- 2.1 As a matter of principle the request for mooring services is to be made with the binding notification of the vessel, but at least 24 hours before the intended use of the services. If updates result from changes in the arrival times of ships these are possible without the levying of surcharges during the a/m 24 hours up to two hours before arrival in port.
- 2.2 The notification for the moving of ships lying in the roads to a waiting berth must be made already in the notification of the vessel. The binding information on the specific call-up time from the roads is to be given at least three hours prior to arrival in port.
- 2.3 If the mooring services are requested for a ship categorized as exempt from mooring services by the Port Authority of Rostock, the notification must occur at least two hours prior to arrival

of the ship in port. If this deadline is not kept, mooring at the desired time cannot be guaranteed.

- 2.4 The mooring will be refused and the corresponding charges will be levied if a freely accessible safety distance of at least 3 metres from the edge of the quay is not adhered to and it is not possible to work safely.
- 2.5 The mooring of watercraft has to be performed by all parties involved in compliance with good seamanship. Heaving lines may only be weighted and/or used so as not to endanger persons or objects

### **III. Unmooring**

- 3.1 The order for unmooring of a ship is to be given in the same manner as that for mooring, with the binding notification of the ship. Likewise, an estimation of the expected time of unmooring is to be given by the ship's command or its representatives. The unmooring services may be ordered for a specific time up to 2 hours before the deadline without incurring surcharges. When ordering the unmooring of ships what matters is not the time for the planned sailing of the vessel but the time when the service is to begin.
- 3.2 If the unmooring is notified at short notice for a sailing less than two hours before the time, the service will be performed depending on the availability of ROSTOCK PORT. If it is possible to perform the service as ordered at short notice, a surcharge according to Numeral 5.10 will be levied.

### **IV. Shifting**

- 4.1 Shifting must on principle be notified at least two hours before it is planned to take place.
- 4.2 The following peculiarities must be borne in mind during shifting:
  - Shifting from berth to berth or from bollard to bollard – mooring services obligatory
  - Shifting without moving the ship – mooring services obligatory (different rope allocation on existing bollards to optimize the position of ships at the berths)
  - Shifting within ropes along a pier inside one port basin – mooring services obligatory
  - Shifting of vessels with less than 2000 GT solely along a pier – not subject to mooring services



## V. Charges and fees

5.1. The following charges (in Euro) are levied for using the mooring services of ROSTOCK PORT:

GT group	mooring	unmooring	shifting up to 1 hour	
			shifting up to 90 m	shifting over 90 m
up to 1000	53.10	45.80	77.80	98.80
1,001 – 2,000	75.40	61.80	109.90	137.20
2,001 – 3,500	107.50	96.40	163.10	204.70
3,501 – 5,000	130.90	118.60	203.80	249.60
5,001 – 7,500	176.70	163.10	273.00	339.80
7,501 – 10,000	236.00	218.70	364.50	455.90
10,001 – 12,500	273.00	257.40	423.80	530.10
12,501 – 15,000	327.40	311.70	511.50	638.80
15,001 – 17,500	381.80	362.00	593.00	743.80
17,501 – 20,000	441.10	423.80	691.90	863.60
20,001 – 25,000	491.70	472.00	698.00	963.70
25,001 – 30,000	616.50	594.30	966.20	1,210.80
30,001 – 35,000	665.90	638.80	1,037.80	1,303.40
35,001 – 40,000	709.20	680.80	1,113.20	1,391.20
40,001 – 45,000	841.40	788.20	1,303.40	1,630.90
45,001 – 50,000	882.10	829.00	1,369.00	1,710.00
50,001 – 60,000	948.90	895.80	1,475.20	1,843.40
60,001 – 85,000	1,149.00	1,096.00	1,795.20	2,244.90
85,001 – 110,000	1,470.20	1,270.20	2,190.60	2,740.40
over 110,001	1,764.40	1,523.40	2,629.20	3,287.80

For the recourse to mooring services outside of the port area that is subject to charges as per § 1 paragraph 2 of these regulations an additional travel allowance of €65.00 will be charged.

5.2 Waiting times of 30 minutes for mooring services carried out are included in the charges mentioned in the table under Numeral 5.1. In the case of additional waiting time, a surcharge of €30.00 for each 30-minute period or part thereof and each worker is billed; the minimum charge is €30.00.

- 5.3 For the recourse to mooring services for floating pipes and other unusual floats/floating bodies, €35.00 are to be paid per worker for each 30-minute period or part thereof.
- 5.4 For shifting without moving the ship €35.00 for each 30-minute period or part thereof and each worker is billed.
- 5.5 If the services are not begun and carried out after a waiting time of 30 minutes after the time ordered, the claim for performance of the ordered services at this time expires. The waiting time is to be paid for as specified under Numeral 5.5. A renewed order for the services must be placed with ROSTOCK PORT.
- 5.6. If line runners are ordered and subsequently dismissed without having performed their services, a charge of €95.00 is payable per worker.
- 5.7. If shifting in the ropes along the pier inside one port basin exceeds the time periods below, surcharges will be levied in addition to the charges as per Numeral 5.1:
  - shifting duration longer than 1 hour: 100%
  - shifting duration longer than 2 hours: 200%
- 5.8. If mooring services are cancelled less than 2 hours before the time originally ordered, a charge of €95.00 is payable per worker.
- 5.9. If the client of the service placed the order for mooring services within the stipulated minimum timeframe of 2 hours and a different point in time is in the interest of ROSTOCK PORT due to operational reasons, a price discount of 10% on the charges listed in Numeral 5.1 will be granted. The precondition for agreeing a time differing from the one in the order is the consent of the client.
- 5.10. Mooring and unmooring as well as shifting services must on principle be ordered at least 2 hours prior to the time desired for the performance of such services. If the service is to be carried out within less than 2 hours, the dispatcher must be asked whether this is possible with the workforce available at the time. If the service can only be performed with extra workers, a surcharge of 25% will be levied on top of the normally applicable charges. The dispatcher will inform the client of this at the time of ordering the service.
- 5.11. A surcharge of 50% on the charges listed in Numeral 5.1 is levied
  - on workdays from 8:00 p.m. to 6:00 a.m.
  - on Sundays and public holidays.
- 5.12. A surcharge in the amount of the currently applicable port fund levy (currently 1.5% of net port charges and fees) will be levied for services according to the "Verwaltungsordnung für den Gesamthafenbetrieb Rostock" (administrative regulations for the overall port operation in Rostock) in the version of May 1994. VAT will be charged at the currently applicable VAT rate according to the German VAT Act on services (incl. port fund) that are subject to VAT.

## **VI. Discounts**

The following discounts on the charges mentioned in Numeral 5.1 (incl. surcharges) are granted for liner services:

a. over 60 port calls per calendar year for the respective service	25%
b. over 180 port calls per calendar year for the respective service	50%

The discount will be granted retroactively as of the first port call of the calendar year.

A port call consists of a ship entering (mooring) and a ship leaving (unmooring).

Ships entering the port for the purpose of medical aid or as a port of refuge, as well as ships assisting such ships in distress and neither loading nor discharging during this time are granted a 50% discount on the charges mentioned in Numeral 5.1 (incl. surcharges).

## Section 5: Charges for other services

### A. Fenders and gangways

Pneumatic rubber fenders (to a limited degree) and two gangways are available on the territory of ROSTOCK PORT. The fenders or gangways must be ordered at least one week before the date of the port call from ROSTOCK PORT by email to [rostock-port@rostock-port.de](mailto:rostock-port@rostock-port.de).

The following charges are levied:

#### 1. Pneumatic rubber fender

Length 4.50 metres, diameter 2.90 metres with chain-and-tyre protection net

Transportation to the berth and placing	€ 375.00 per fender
Recovery and return transport to storage	€ 375.00 per fender
Rent per 72 hours or part thereof	€ 600.00 per fender
Change of position, salvage or placing without transportation	€ 550.00 per deployment

#### 2. Gangways

There are two gangways in Warnemünde. Subject to availability, a gangway in the Overseas Port can be used. The transport and the costs for the delivery and collection are the responsibility of the lessee.

Technical data of the gangway:

- length without flaps – 6545 mm
- inner width – 1100 mm
- outer width – 1220 mm
- carrying capacity – 500 kg/m<sup>2</sup>
- own weight – 496 kg

Per gangway for every 48 hour period or part thereof	€250.00
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## B. Fresh water for ships

Each supply at the Overseas Port	€4.00/m <sup>3</sup> , minimum however €150.00
Each supply in Warnemünde	€4.00/m <sup>3</sup> , minimum however €75.00
Surcharges	
Monday to Saturday from 8:00 p.m. to 07:00 a.m.	50%, maximum €90.00
Sundays and public holidays	100%; maximum €180.00

The prices are net prices and are invoiced plus the current legal rate of VAT.

Dispatcher	Phone	+49 381 350 5080
		+49 381 350 5086/87/88 (24 hours)
	Fax	+49 381 350 5085

## C. Electricity supply in Warnemünde

Electricity to ships excluding a shore electricity installation – is supplied at following rates:

Berth 1 -6	0.56 €/kWh
Less energy price cap (expected to expire on 31 March 2024)	0.51 €/kWh
Berth 7 -8	0.69 €/kWh
Less energy price cap (expected to expire on 31 March 2024)	0.51 €/kWh

Dispatcher	Phone	+49 381 350 5080
		+49 381 350 5086/87/88 (24 hours)
	Fax	+49 381 350 5085

## D. Electricity supply at the Overseas Port

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

## Section 6: Contacts

### A. ROSTOCK PORT

Operator on duty/ Dispatcher	Phone	+49 381 350 5080 (24 hours) +49 381 350 5086/ 5087/ 5088
	Fax	+49 381 350 5085
		<a href="mailto:dispatcher@rostock-port.de">dispatcher@rostock-port.de</a>
		<a href="mailto:disposition@rostock-port.de">disposition@rostock-port.de</a>

### B. Pilotage

Lotsenbrüderschaft Wismar- Rostock- Stralsund (pilot association)	Phone	+49 381 206 0380
	Fax	+49 381 206 0301
		<a href="mailto:info@rostockpilot.de">info@rostockpilot.de</a>
		<a href="http://www.wismar-rostock-stralsund-pilots.de">www.wismar-rostock-stralsund-pilots.de</a>

### C. Tug service

Fairplay Towage- Fairplay Schleppdampfschiffs- Reederei Richard Borchard GmbH	Phone	+49 381 548 3135 +49 172 380 9115
	Fax	+49 381 548 3150
		<a href="http://www.fairplay-towage.com">www.fairplay-towage.com</a>

### D. Port Authority

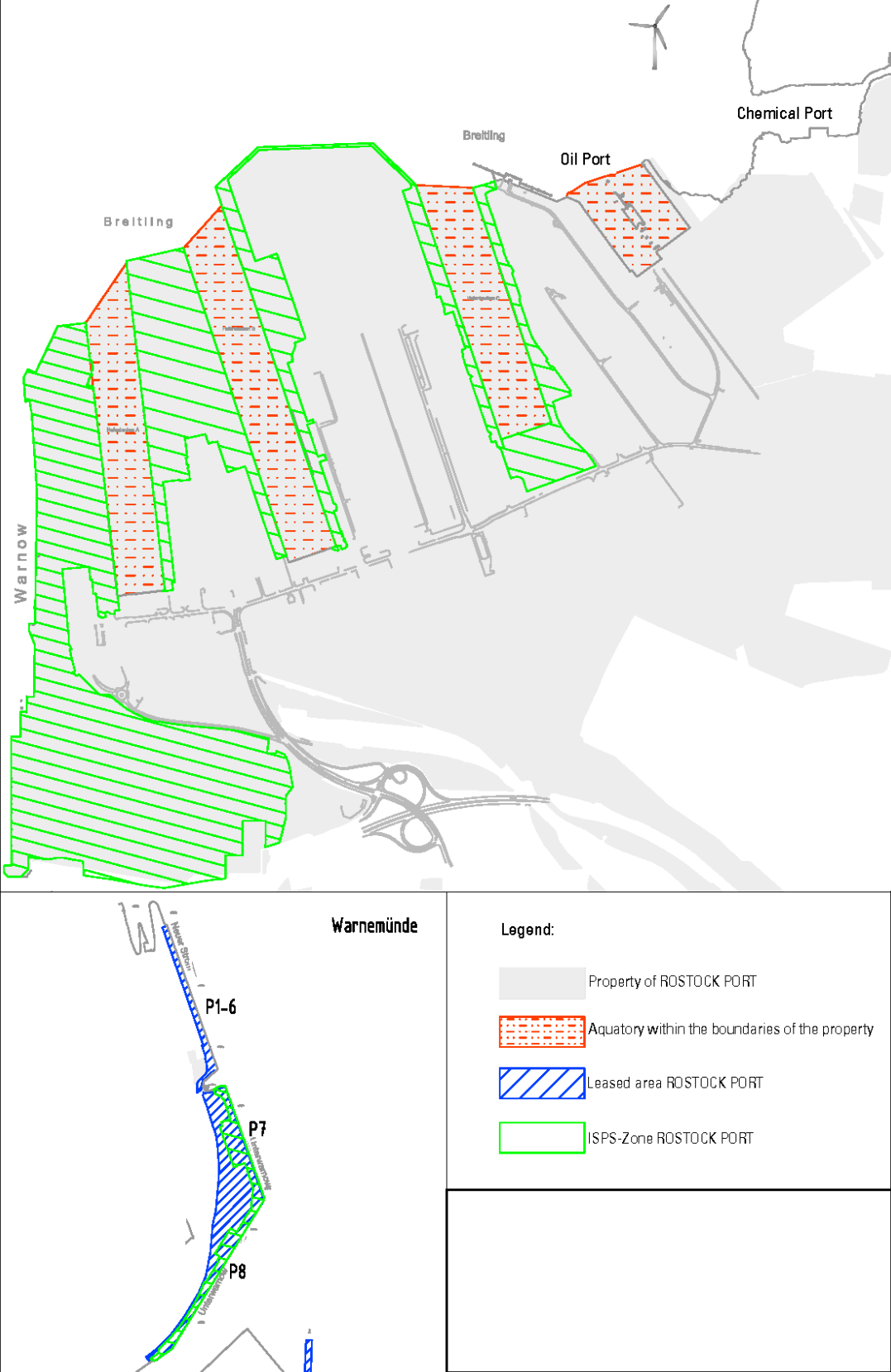
Port and Shipping Authority Rostock	Phone	+49 381 381 8710
	Fax	+49 381 381 8735 +49 674 0291
		VHF Channel 10 Call: Rostock harbour
		<a href="mailto:port.authority@rostock.de">port.authority@rostock.de</a>

### E. Port security centre

Port Facility Security Officer	Phone	+49 381 350 3500
	Fax	+49 381 350 3505
		<a href="mailto:port.security@rostock-port.de">port.security@rostock-port.de</a>

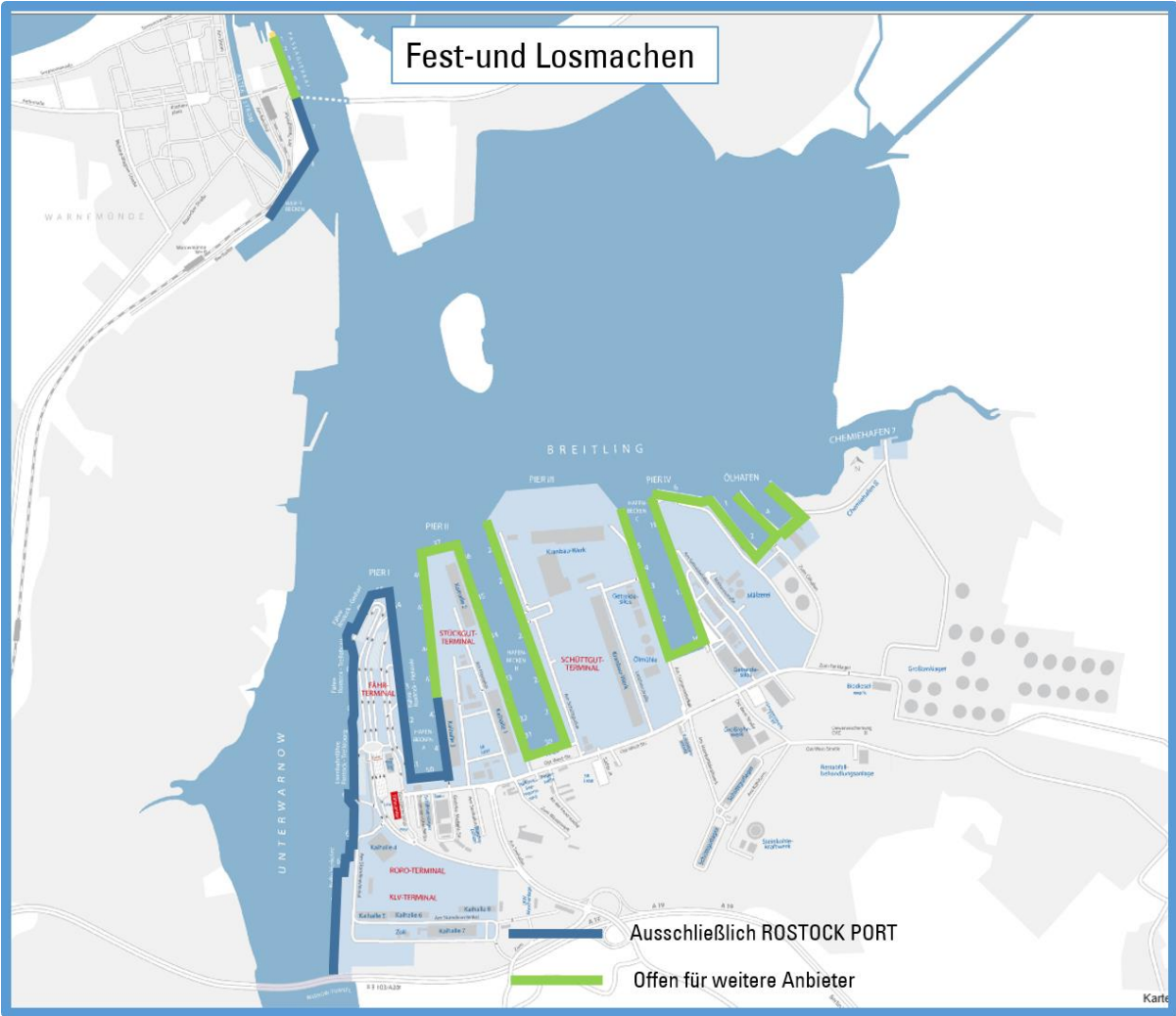
**Section 7: Port boundaries and maps**

**Port territory subject to charges and fees**



**Port map for mooring and unmooring services**

**Mooring and unmooring**



blue line: only ROSTOCK PORT  
green line: open for other service providers



Transfer points for shore electricity at berths P7 and P8 in Warnemünde

