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2023

› FEE SCHEDULE

for the use of those parts of the public port in the Hanseatic City of Lübeck that are operated by Lübeck Hafen-Gesellschaft mbH (hereinafter referred to as LHG)

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FEE SCHEDULE

for the use of those parts of the public port in the Hanseatic City of Lübeck that are operated by Lübecker Hafen-Gesellschaft mbH (hereinafter referred to as LHG).

The fees for the use of those parts of the public ports in the Hanseatic City of Lübeck that are operated by the LHG are specified as follows:

1. Scope

1.1. The port area subject to charges according to this fee schedule includes the parts of the public port of the Hanseatic City of Lübeck listed below which are operated by LHG and are subject to the provisions of Article 1 of the Regional Regulations for the ports in Schleswig-Holstein (Port Regulations HafVO) as currently in force.

- › Burgtorkai Terminal (former cruise terminal)
- › Konstinkai Terminal (extending from Eric-Warburg Bridge to Shed 29)
- › Nordlandkai Terminal
- › Ostpreußenkai Terminal (cruise terminal)
- › Seelandkai Terminal
- › Skandinavienkai Terminal
- › Schlutupkai II Terminal

1.2. The responsibility for this Fee Schedule lies with LHG, unless specified otherwise.

2. General regulations

2.1. The contractual relationship and obligation to pay fees come into effect on the date of confirmation of the requested use, and in all other cases on commencement of the actual use or berthing period in the respective area of the port operated by LHG.

2.2. Use that is subject to a separate contractual arrangement is exempt from the payment of charges under this Fee Schedule. Mere transit does not constitute use of the port.

2.3. Unless specifically agreed otherwise, invoices for fees shall be payable in Euro within 14 days of the date of invoice without any deduction. Money transfer charges shall be payable by the party from whom the fee is due.

2.4. LHG reserves the right to instruct third parties to calculate, assert and collect fees.

2.5. Once the requested use has been confirmed or, in other cases, such use commences, LHG may demand advance payment in the sum of the fee to which it is entitled for the intended use, with such advance payment becoming due on receipt of the invoice. Fees may be calculated and collected on the spot.

2.6. The parties from whom the fees are due are the party requesting use and the user. Where vessels or other floating bodies are involved, the owner, the party entitled to use the facilities and the vehicle drivers are deemed to be users. Those liable for the payment of the fee are joint and several debtors.

2.7. In the event of default in payment, interest shall be charged at a rate of 9% per annum in excess of the respective base interest rate in accordance with Article 288 II of the Civil Code (BGB), without prejudice to the assertion of further damages and costs/expenses.

2.8. The creditor in respect of the fees is LHG.

2.9. For services that are subject to VAT, this will be charged at the current statutory rate. In cases of doubt, the prerequisite for any sales VAT exemption under § 8 (1) of VAT law must be explained by the respective party from whom the fees are due.

3. Obligation to give notification of use

- 3.1. Notification of each intended use and/or extension of use must be communicated to the Lübeck Port Authority (hereinafter referred to as “LPA”) and LHG (independently of the obligation to pay fees), and all data and documents required for the calculation of fees must be submitted. Reference is made to the overriding regulations issued by the port authorities concerning the notification obligation set out in the port usage regulations for the public port areas of the Hanseatic City of Lübeck. The LPA is responsible for the allocation of berths in accordance with the provisions of the Port Usage Regulations for the public port areas of the Hanseatic City of Lübeck.
- 3.2. The LPA provides tonnage registration cards (Zählkarten) for the recording of statistical data and calculation of the port fees. These cards are to be forwarded to the LPA immediately after the arrival of the vessel and other floating bodies. The ship’s tonnage certificate must be attached. Discharging documents, loading documents and transport papers must be presented on request.
- 3.3. If information is missing or not credible, or if any information proves to be incorrect, LHG will assess the data required for the fee calculation. Any additional costs incurred by LHG due to this assessment shall be reimbursed to LHG by the party from whom the fees are due. If it is not possible to assess the data or if this is only possible at disproportionate expense, LHG shall be entitled to make an estimate.
- 3.4. Vessels operating in a regular liner service shall be notified to the LPA and LHG prior to putting the liner service into operation. This notification must refer to the name of the vessel, the shipping area and the ports of call. Any changes to the liner service shall be reported to the LPA and LHG without delay.
- 3.5. Parties liable for the payment of fees who evade the assertion of such claims, e.g. by failing to report use, must reimburse the additional expenses arising in connection with the investigation and assertion of the claim. LHG reserves the right to take criminal action.

4. Basis for the calculation of fees

- 4.1. The basis for calculating the port and berthing fees is:
 - 4.1.1. The total internal volume in terms of gross tonnage (GT) as shown in the international London Tonnage Certificate, ITC, 1969.
 - 4.1.2. The maximum deadweight carrying capacity according to the standardized tonnage shown in the standardized tonnage certificate for inland waterway vessels used for commercial cargo transport.
 - 4.1.3. Number of passengers permitted per vessel, as determined by the LPA, for vessels used in commercial passenger transport services.
 - 4.1.4. The overall length or water surface in m² as the product resulting from the maximum length and beam of the vessel or other use rounded up to the next full m².
 - 4.1.5. For vessels or other floating bodies using the port facilities without discharging or loading cargo, the port fee is reduced by 50% in the respective direction of the ship’s course. If no cargo is unloaded and no cargo is loaded, the port fees are not reduced.
 - 4.1.6. For ro-ro cargo ships in scheduled services that only unload or load empty shipping company equipment (roll trailers, cassettes, SECU), the port dues for these ships are reduced by 50% in the relevant direction of travel. Combined RoPax vessels are exempt from this regulation.

- 4.1.7. For ro-ro cargo ships in scheduled services that unload or load a few cargo units (clauses 6.3.3, 6.3.4 and 6.3.6) with reference to the size of the ship, the port dues for these ships are reduced by 50% in the relevant direction of travel. Combined RoPax vessels are exempt from this regulation.
- Vessels up to 10,000 GT with less than 15 cargo freight units,
 - Vessels from 10,000 GT to 50,000 GT with less than 30 freight units,
 - Vessels over 50,000 GT with less than 60 freight units.
- 4.1.8. The sliding scale for port fees only applies to vessels operating in a regular liner service. If these vessels change to another charterer, owner or shipping company, the calls (voyages) already made by the vessels will not be taken into account when calculating the sliding scale for port fees.
- 4.1.9. Where a vessel used in regular liner service is temporarily replaced by another vessel that has is not yet covered by the scope of this fee schedule, the voyages for the sliding scale calculation are transferred from the vessel being replaced to the replacement vessel until the former returns. Further subsequent changes of vessel will not be considered.
- 4.1.10. For vessels in regular short-haul service, which alternately require the same scheduled arrival time on different calendar days, the number of voyages will be counted together as the basis for the sliding scale calculation.
- 4.1.11. The sea corridor for short-haul scheduled traffic is limited to the shipping area from the Bay of Lübeck to the island of Zealand (DK), Fyn (DK), southern Sweden up to Malmö (SE), the island of Bornholm (DK) and Swinoujscie (PL).
- 4.1.12. Seaward arriving vessels that submit a valid ESI certificate (Environmental Ship Index) to LPA and LHG with a minimum number of 40 ESI points every six months receive a reduction of 9.5% of the port fee to be calculated.
- 4.1.13. The port security fee for passengers, passenger cars and coaches in ferry traffic is included in the fees in accordance with clauses 6.3.1, 6.3.2 and 6.3.7. A separate port security fee is set for passengers on cruise ships.
- 4.1.14. The minimum fee is payable in full regardless of any discounts.
- 4.2. Basis for the calculation of port fees:
- 4.2.1. For the conversion of timber cargo according to cubic measure, 2 m³, 2 rm or 2 fm are equal to 1,000 kg.
- 4.2.2. The calculation of StoRo cargo unit is carried out according to articles 6.3.4 and 6.3.5.
- 4.2.3. Stacks of empties are equal to one cargo carrier.
- 4.3. The obligation to pay fees does not arise for:
- 4.3.1. Vessels and other floating bodies in the service of public authorities.
- 4.3.2. Vessels used for the general operation or security of the port in consultation with the LPA.
- 4.3.3. Vessels of foreign governments and training ships used for governmental or training purposes.
- 4.3.4. Change of berth within the scope of this Fee Schedule.

4.3.5. The equipment, provisions and operating materials taken on by the vessels for its own use or waste to be disposed of from the ship's operation. The exemption from the fee obligation does not apply to the port and mooring fee for vessels that deliver or dispose of items in sea or canal traffic.

4.3.6. Drivers of trucks and coaches on board.

5. Port fees

5.1. Vessels and other floating bodies entering the port areas as described in article 1 above make use of the parts of the public port of the Hanseatic City of Lübeck that are operated by LHG. These vessels and other floating bodies, whether incoming or outgoing, are liable to pay the port fee.

5.2. There is a minimum charge of Euro 30.00 for each entry and departure in each direction.

5.3. The port fee for each entry and each departure per gross tonnage (GT) and calendar year is as follows:

5.3.1. Tanker vessels:

	EURO per GT
for the first 10 entries/10 departures	0.115
for the next 20 entries/20 departures	0.081
for all remaining entries/departures	0.004

5.3.2. Passenger vessels:

	EURO per GT
for the first 10 entries/10 departures	0.120
for the next 20 entries/20 departures	0.076
for all remaining entries/departures	0.004

5.3.3. RoRo/ConRo or combined RoPax cargo vessels from 1 GT to 10,000 GT:

	EURO per GT
for the first 10 entries/10 departures	0.110
for the next 20 entries/20 departures	0.034
for the next 300 entries/300 departures	0.004
for all remaining entries/departures	0.003

5.3.4. RoRo/ConRo/ or combined RoPax cargo vessels over 10,000 GT to 50,000 GT with permission for 1 to 50 passengers:

	EURO per GT
for the first 10 entries/10 departures	0.105
for the next 20 entries/20 departures	0.049
for the next 300 entries/300 departures	0.004
for all remaining entries/departures	0.003

5.3.5. RoRo/ConRo/ or combined RoPax cargo vessels over 10,000 GT up to 50,000 GT with permission over 50 passengers:

	EURO per GT
for the first 10 entries/10 departures	0.099
for the next 20 entries/20 departures	0.039
for the next 300 entries/300 departures	0.004
for all remaining entries/departures	0.003

5.3.6. RoRo/ConRo/ or combined RoPax cargo vessels over 50,000 GT with permission for 1 to 50 passengers:

	EURO per GT
for the first 10 entries/10 departures	0.088
for the next 20 entries/20 departures	0.041
for the next 300 entries/300 departures	0.004
for all remaining entries/departures	0.003

5.3.7. RoRo/ConRo/ or combined RoPax cargo vessels over 50,000 GT with permission over 50 passengers:

	EURO per GT
for the first 10 entries/10 departures	0.097
for the next 20 entries/20 departures	0.037
for the next 300 entries/300 departures	0.004
for all remaining entries/departures	0.003

5.3.8. Conventional cargo vessel up to 1,000 GT:

	EURO per GT
for the first 10 entries/10 departures	0.126
for the next 20 entries/20 departures	0.034
for all remaining entries/departures	0.004

5.3.9. Conventional cargo vessel over 1,000 GT to 1,500 GT:

	EURO per GT
for the first 10 entries/10 departures	0.120
for the next 20 entries/20 departures	0.034
for all remaining entries/departures	0.004

5.3.10. Conventional cargo vessel over 1,500 GT to 3,500 GT:

	EURO per GT
for the first 10 entries/10 departures	0.115
for the next 20 entries/20 departures	0.034
for all remaining entries/departures	0.004

5.3.11. Conventional cargo vessel over 3,500 GT to 5,000 GT:

	EURO per GT
for the first 10 entries/10 departures	0.105
for the next 20 entries/20 departures	0.034
for all remaining entries/departures	0.004

5.3.12. Conventional cargo vessels over 5,000 GT:

	EURO per GT
for the first 10 entries/10 departures	0.099
for the next 20 entries/20 departures	0.034
for all remaining entries/departures	0.004

6. Wharfage

6.1. The use of the wharf facilities by cargo and/or passengers of vessels and other floating bodies is subject to the payment of wharfage. The wharfage fees relating to liner service are calculated based on the liner operator, irrespective of the number of vessels in service.

The wharfage for each entry, each departure and each calendar year is as follows:

6.2. Conventional cargo vessels and tanker vessels:

6.2.1. All kinds of freight:

	EURO per 1.000 kg
not suitable for bulk or grab handling	1.11
suitable for bulk or grab handling	0.28
suitable for pumping	0.36

6.2.2. Crude unprocessed forestry products, volumetric measure:

	EURO per calculation unit
m ³	0.42
solid m ³	0.42
stacked rm	0.28

6.2.3. For containers arriving or leaving on conventional cargo vessels, the fees and sliding scales quoted in articles 6.3.4 and 6.3.5 shall apply.

6.3. RoRo/ConRo/RoPax cargo vessels, passenger vessels and other floating bodies:

6.3.1. For each passenger car or car with trailer (tourist traffic service):

from	up to	EURO per unit
1	60,000	2.21
60,001	120,000	1.48
120,001		0.86

6.3.2. For each coach (tourist traffic service):

from	up to	EURO per unit
1	1,000	6.51
1,001	2,000	5.56
2,001		2.84

6.3.3. For each cargo carrier in accompanied cargo service:

from	up to	EURO per unit
1	30,000	1.54
30,001	60,000	1.17
60,001		0.86

6.3.4. For each cargo carrier in unaccompanied cargo service:

from	up to	EURO per unit
1	30,000	3.51
30,001	60,000	2.18
60,001		0.86

6.3.5. For goods that are transported in accompanied or unaccompanied cargo service as per 6.3.3 and 6.3.4 above:

	EURO per 1.000 kg
For all kinds of goods	1.09

6.3.6. For each cargo service motor vehicle:

6.3.6.1. Vehicles weighing up to 3,000 kg:

from	up to	EURO per unit
1	5,000	3.45
5,001	15,000	2.76
15,001		2.13

6.3.6.2. Vehicles weighing in excess of 3,000 kg:

from	up to	EURO per unit
1	1,000	6.79
1,001		5.46

6.3.7. For each incoming or outgoing passenger on RoRo/ConRo/RoPax cargo vessels and passenger ships:

from	up to	EURO per pax
1	50,000	1.87
50,001	150,000	0.80
150,001		0.58

6.3.8. Wharfage is reduced in the following cases:

6.3.8.1. 50% reduction for incoming cargo and 50% for outgoing cargo in respect of cargo that is restowed from a seaward incoming vessel to the same seaward outgoing vessel via the quay for stowage reasons.

6.3.8.2. 45% reduction for incoming cargo and 45% for outgoing cargo in respect of cargo that is discharged from a seaward incoming vessel in transit transport and stored on the quay, and then loaded onto a seaward outgoing vessel. The reduction will no longer apply from the 15th calendar day.

6.3.8.3. 50% for the incoming wharfage in respect of cargo that is not restowed via the quay, but directly from one vessel to another in board-to-board operation. No wharfage is levied for the outgoing cargo.

6.4. For inland vessels and other floating bodies in canal, shore and port traffic service.

6.4.1. Freight:

	EURO per 1.000 kg
not suitable for bulk or grab handling	0.53
suitable for bulk or grab handling	0.28
suitable for pumping	0.36

6.4.2. Wharfage is not calculated for cargo on inland waterway vessels if such cargo is intended for transport on a seaward outgoing vessel or arrived on a seaward incoming vessel.

7. Berthing fee

The berthing fee shall be levied on all vessels and other floating bodies berthed in the port.

7.1. In addition to the port fee described in Article 5, a berthing fee will be levied on all vessels and other floating bodies after 3 calendar days:

Each calendar day or part thereof	Per GT and calendar day	Minimum fee in EURO per calendar week
for the 1 st	0.021	45.00
for the 2 nd	0.016	50.00
for each further calendar day	0.011	55.00

- 7.1.1. If there is no calculation of wharfage in accordance with article 6, the free idle time for vessels and other floating bodies does not apply.
- 7.1.2. The non-chargeable berthing time is extended:
- 7.1.2.1. By 1 calendar day during statutory holidays provided that such vessels are liable for the payment of port fees.
- 7.1.2.2. By another 2 calendar days if a vessel is unable to leave the port due to necessary repair work. Use of the port for the purpose of repair work must be agreed with the LPA.
- 7.1.2.3. In the event of a boycott or strike in the port areas operated by LHG, the non-chargeable berthing time for vessels and other floating bodies calling at the parts of the public port operated by LHG in regular liner service shall be extended until the impediment has come to an end.
- 7.2. Berthing fees for pleasure craft, excursion boats within the Bay of Lübeck or on tours of the city and harbour are subject to the applicable LPA fee schedule.
- 7.3. Berthing fee for inland waterway vessels:
- 7.3.1. The berthing fee is not levied on inland waterway vessels for which the berthing time including discharging or loading times does not exceed 7 calendar days after the first mooring. After this, the fee is calculated per calendar week or part thereof:

Per calendar week or part thereof	Euro per standardized ton (see tonnage certificate) and calendar week	Minimum fee in Euro per calendar week
for the 1st	0.09	25.00
for the 2nd	0.10	30.00
for each further calendar day	0.34	35.00

8. Disposal of waste from ship operations

All ships, with the exception of fishing vessels and pleasure boats, are charged a disposal fee for ship-generated waste.

8.1. Disposal fees, additional services

- 8.1.1. Disposal fees for ship-generated waste in accordance with MARPOL Annex I and V per vessel and call regardless of whether a vessel makes use of disposal services or not:

Cat.	GT from	GT up to	*Maximum Marpol V in m ³	EURO per GT	Minimum fee in Euro per call
1	1	1,500	0,24	0.020	45.00
2	1,501	2,500	0,48	0.020	45.00
3	2,501	3,500	0,96	0.020	45.00
4	3,501	6,000	1,44	0.020	45.00
5	6,001	15,000	10,00	0.022	45.00
6	15,001		20,00	0.022	45.00

*solid domestic waste

- 8.1.1.1. If the LPA grants exemption in accordance with § 13 of the Hafenentsorgungsverordnung (Port waste disposal by-law), the fee is reduced by 70%, but the minimum fee remains.
- 8.1.1.2. Disposal fees include pro-rat payment for oily liquids from ship operations (MARPOL Annex I) of Euro 0.018 per GT and wastewater (MARPOL IV) in the sum of Euro 0.001 per GT.
- 8.1.1.3. On presentation of an invoice for the disposal of waste in accordance with MARPOL I and/or MARPOL IV, LHG will reimburse the ship for this portion of the flat-rate waste disposal fee, though up to a maximum of the stated invoice amount.

8.2. Further information on the disposal of waste from ship operations is available on the website www.lhg.com.

9. General obligations for use

- 9.1. Each use of the port must ensure that the LG-operated parts, areas and facilities of the public ports of the Hanseatic City of Lübeck as well as third parties and their property and asset-related interests are not damaged, impaired or endangered. Each user must inform the LPA and LHG of any damage and/or source of risk and arrange for the removal of any damage or pollution caused by it or its customers at its own expenses without delay.

10. General rules of use

- 10.1. There is no entitlement to use of a particular berth or to continuous use of the same berth.
- 10.2. The confirmation of use issued by LHG does not imply or replace any official approvals required from specific authorities. These must be obtained from the relevant authority by the user.
- 10.3. In the event of unauthorised use or conduct contrary to the contract on the part of the user, the LPA and LHG shall be entitled to call for the termination of the actions or omissions that have brought about such unauthorised use or misconduct, setting an appropriate deadline for discontinuation of such action or resistance from such behaviour, or without any notice in the case of imminent danger or a significant restriction of the port operation, as well as claim compensation at the expense of the party responsible. The LPA and/or LHG shall be entitled to demand reimbursement for any loss/damage and costs/expenses, as well as an appropriate fee for such use.
- 10.4. Use may be made subject to the settlement of claims that are due to LHG.
- 10.5. The place of performance and jurisdiction in respect of claims and services is Lübeck.

11. Concluding provision

- 11.1. Should any provision contained in this Fee Schedule prove to be ineffective, this shall not affect the validity of the remaining provisions. The ineffective provision shall be replaced by a new, effective provision that serves the intent and purpose of the deleted provision.
- 11.2. This Fee Schedule for use of those parts of the Public Ports of the Hanseatic City of Lübeck operated by Lübecker Hafen-Gesellschaft mbH enter into force on 1st January 2023.

Annex 1

The Harbour Pilotage fee is not part of the fee schedule and is set and published by the Hanseatic City of Lübeck

1. Harbour pilotage fee

1.1. Where a harbour pilot is provided by the LPA, this service is subject to a harbour pilotage fee. The harbour pilot service is run by the Lotsenbrüderschaft (Pilots' Guild for the Kiel Canal/Kiel/Lübeck/Flensburg) under an administrative agreement between the Federal Republic of Germany, represented by the Wasser- und Schifffahrtsdirektion Nord (North German Waterways and Shipping Directorate) and the Hanseatic City of Lübeck.

1.2. The harbour pilotage fee for each transfer is:

	from	up to	EURO per transfer
ship's length	1 m	90 m	41.71
ship's length	90 m	100 m	59.53
ship's length	100 m	120 m	89.31
ship's length	120 m	140 m	119.08
ship's length	140 m	160 m	148.86
ship's length	160 m		178.62

1.3. Where pilot's services are provided outside the working hours of the Port Authority (Mondays to Fridays 7.00 a.m. to 4.00 p.m., Saturdays 7.00 a.m. to 1.00 p.m.), a surcharge of Euro 20.89 will be levied for each hour. When calculating the surcharge, each hour commenced will be counted as a full hour. In addition to the time taken for the transfer, a further flat-rate sum equal to one hour will be levied for the harbour pilot's travelling time to and from the port (30 min. each way).

1.4. If the pilot has been called in and is then dismissed at the port without providing any piloting service or if, for any reason for which the ship's management is responsible, his services are cancelled while he is already on his way to the vessel, the minimum pilotage fee as per paragraph 1.2. will be charged. If the pilot is required outside the working hours of the Port Authority, a further surcharge as per paragraph 1.3 above will be levied.

1.5. For waiting times on board before or after the ship's transfer, a surcharge as per paragraph 1.3. above will be levied for each hour or part thereof.

1.6. If, for reasons for which the LPA or its agents are not responsible, the intended transfer time is deferred or subsequently cancelled, a surcharge of Euro 5.97 will be levied for each hour or part thereof outside the working hours of the Port Authority for the harbour pilot's stand-by time.

1.7. The port pilotage fees will be charged by way of invoice payable to the Lotsenbrüderschaft Nord-Ostsee-Kanal II/Kiel/Lübeck/Flensburg (Pilots' Guild for the Kiel Canal/Kiel/Lübeck/Flensburg).

Annex 2

Shipping areas

