



Valid from
1 January 2026

› FEE SCHEDULE

for the use of the parts of the public port in the Hanseatic
City of Lübeck operated by Lübecker Hafen-Gesellschaft mbH

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FEE SCHEDULE

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

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

1. Scope

1.1. The port area subject to charges accordance with this Fee Schedule comprises the following parts of the public port of the Hanseatic City of Lübeck, which are operated by LHG and are subject to the scope of application in accordance with Section 1 of the State Regulations for the ports in Schleswig-Holstein (Port Regulations HafVO) as amended.

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

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

2. General regulations

2.1. A contractual relationship and obligation to pay fees arise with the confirmation of the requested use, in other cases with the start of use or with the mooring in the area of validity.

2.2. Excluded from the obligation to pay charges in accordance with this Fee schedule are those uses for which a separate contractual arrangement exists. Mere transit does not constitute use of the port.

2.3. Unless otherwise agreed, invoices for fees shall be payable in EURO within 14 days of the invoice date without deductions. Transfer costs shall be borne by the debtor.

2.4. The LHG reserves the right to commission third parties with the calculation, assertion and acceptance of fees.

2.5. With the confirmation of the requested use or, in other cases, at the beginning of the use, an advance payment in the amount of the fee claim arising for the intended use may be requested, which becomes due with the transmission of the invoice. Fees may be calculated and accepted on site.

2.6. The applicant and the user are liable for payment. Where vessels or other floating bodies are involved, the owner, the authorized user and the vehicle driver are deemed to be the user. The parties liable for payment are joint and several debtors.

2.7. In the event of default in payment, interest shall be charged at a rate of 11.27% above the respective base interest rate in accordance with Section 288 II of the German 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. VAT will be charged at the statutory rate for services subject to VAT. In case of doubt, the prerequisite for any VAT exemption in accordance with Section 8 (1) VAT law must be demonstrated by the respective debtor.

3. Obligation to register for use

- 3.1. Use must be registered with the Lübeck Port Authority of the Hanseatic City of Lübeck (hereinafter referred to as LPA) and the LHG prior to intended use and/or extension of use, irrespective of the obligation to pay charges. The data and documents required for the calculation of fees must be submitted to the LHG and LPA. Reference is made to the overriding port authority regulations on the reporting obligation in the port usage regulations for the public port area of the Hanseatic City of Lübeck. The LPA will allocate berths in accordance with the regulations in the Port Usage Regulations for the public port area 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. The tonnage registration cards must be forwarded to the LPA immediately after the arrival of the vessel and other floating body. The ship's tonnage certificate must be enclosed. Discharging documents, loading documents and transport documents must be submitted on request.
- 3.3. If information is missing, if information is not credible or if incorrect information is found, the data required for the calculation of the fee shall be determined by LHG based on its own investigations. The LHG is entitled to demand reimbursement of the additional costs incurred from the party liable for payment. If the determination is not possible or involves disproportionate effort, the LHG is entitled to make an estimate.
- 3.4. Vessels or other floating bodies operating in a regular liner service must be registered with the LPA and LHG prior to start of the liner service. This registration must include the name of the vessel, the shipping area and the ports of call. Changes in the liner service must be reported to the LPA and LHG immediately.
- 3.5. Parties liable to pay fees who evade the assertion of claims, e.g. by not registering a use, must also reimburse the additional expenses incurred for researching and asserting the claim. The LHG reserves the right to take legal action.

4. Basis for the calculation of fees

- 4.1. The basis for the calculation of port and berthing fees are:
 - 4.1.1. The tonnage by gross tonnage (GT) as verified by the International Tonnage Certificate 1969 (ITC 69).
 - 4.1.2. The maximum deadweight carrying capacity according to the calibration certificate for inland waterway vessels used for the commercial transport of goods.
 - 4.1.3. The number of authorized passengers per vessel, as determined by the LPA, for vessels used in commercial passenger transport.
 - 4.1.4. The overall length or water area in m² as the product of the maximum length and maximum width of the vessel or other use rounded to 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 relevant direction of travel. If no cargo is unloaded and no cargo is loaded, the reduction in port fees does not apply.
 - 4.1.6. For ro-ro cargo ships in liner service that only unload or load empty shipping company equipment (roll trailers, cassettes, SECU), the port fees for these vessels are reduced by 50% in the relevant direction of travel. Combined RoPax vessels are excluded from this regulation.
 - 4.1.7. For ro-ro cargo ships on liner service that unload or load a small number of cargo units (in accordance with 6.3.3., 6.3.4. and 6.3.6.) with reference to the size of the vessel, the port dues for these vessels 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 freight units,
 - Vessels over 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 are not considered for the calculation of the sliding scale for port fees.
- 4.1.9. If a vessel used in the liner service is temporarily replaced by another vessel that has not yet entered the scope of this fee schedule, the voyages for the sliding scale calculation shall be transferred from the vessel to be replaced to the replacement vessel until its return. Further subsequent changes of vessel shall not be considered.
- 4.1.10. For vessels in short sea liner service, which alternately serve 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 sea liner service 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. For seaward incoming vessels that submit a valid ESI certificate (Environmental Ship Index) to the LPA and LHG every six months with a minimum score of 40 ESI points or more, a reduction of 9.5% of the port fee to be charged will be granted.
- 4.1.13. The port security fee for passengers, passenger cars and coaches in ferry traffic is included in the fees in accordance with 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 must be paid in full regardless of any discounts.
- 4.2. Basis for the calculation of wharfage:
 - 4.2.1. For the conversion of timber cargo to cubic meters, 2 m³, 2 rm or 2 fm correspond to 1,000 kg.
 - 4.2.2. The calculation of StoRo cargo unit is carried out accordance with points 6.3.4. and 6.3.5.
 - 4.2.3. Stacks of empties correspond to one cargo carrier.
- 4.3. The obligation to pay fees does not arise for:
 - 4.3.1. Official vehicles.
 - 4.3.2. Vessels used for the operation or security of the port in coordination with the LPA.
 - 4.3.3. Foreign government vessels and training vessels used for governmental or training purposes.
 - 4.3.4. The change of berth within the scope of this Fee Schedule.
 - 4.3.5. Equipment, provisions and operating materials taken on by the vessel for its own use or waste to be disposed of from the operation of the vessel. Exemption from the obligation to pay fees does not apply to port and mooring fees for vessels delivering or disposing of waste in maritime or canal traffic.
 - 4.3.6. Drivers of trucks and coaches on board.

5. Port fee

5.1. Vessels and other floating bodies entering the port areas according to 1.1. use 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 40.00 for each entry and departure in each direction.

5.3. The port fee for each vessel or other floating body, for each entry and each departure, per gross tonnage (GT) and in relation to the calendar year are as follows:

5.3.1. Tanker vessels:

	EURO per GT
for the first 10 entries/10 departures	0.120
for the first 20 entries/20 departures	0.084
for all remaining entries/departures	0.004

5.3.2. Passenger vessels:

	EURO per GT
for the first 10 entries/10 departures	0.125
for the first 20 entries/20 departures	0.079
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	0.115
for the first 20 entries/20 departures	0.037
for the first 300 entries/300 departures	0.005
for all remaining entries/departures	0.004

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	0.110
for the first 20 entries/20 departures	0.052
for the first 300 entries/300 departures	0.005
for all remaining entries/departures	0.004

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	0.104
for the first 20 entries/20 departures	0.042
for the first 300 entries/300 departures	0.005
for all remaining entries/departures	0.004

- 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	0.093
for the first 20 entries/20 departures	0.044
for the first 300 entries/300 departures	0.005
for all remaining entries/departures	0.004

- 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	0.105
for the first 20 entries/20 departures	0.041
for the first 300 entries/300 departures	0.005
for all remaining entries/departures	0.004

- 5.3.8. Conventional cargo vessels up to 1,000 GT:

	EURO per GT
for the first 10 entries/10 departures	0.131
for the first 20 entries/20 departures	0.037
for all remaining entries/departures	0.004

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

	EURO per GT
for the first 10 entries/10 departures	0.125
for the first 20 entries/20 departures	0.037
for all remaining entries/departures	0.004

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

	EURO per GT
for the first 10 entries/10 departures	0.120
for the first 20 entries/20 departures	0.037
for all remaining entries/departures	0.004

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

	EURO per GT
for the first 10 entries/10 departures	0.110
for the first 20 entries/20 departures	0.037
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	0.104
for the first 20 entries/20 departures	0.037
for all remaining entries/departures	0.004

6. Wharfage fee

6.1. The use of quay facilities by cargo and/or passengers of vessels and other floating bodies is subject to the payment of the wharfage fee. The wharfage fees relating to liner service are calculated based on the liner operator, irrespective of the number of vessels in service. The wharfage fee for each entry and each departure is based on the calendar year 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	1.18
suitable for bulk or grab handling	0.32
suitable for pumping	0.40

6.2.2. Crude unprocessed forestry products, volumetric measure:

	EURO per calculation unit
m ³	0.46
solid m ³	0.46
stacked rm	0.32

6.2.3. For containers arriving or leaving on conventional cargo vessels, the fees and sliding scales quoted in 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	2.45
60,001	120,000	1.75
120,001		1.05

6.3.2. For each coach (tourist traffic service):

from	up to	EURO per unit
1	1,000	6.60
1,001	2,000	5.65
2,001		2.90

6.3.3. For each cargo carrier in accompanied cargo service:

from	up to	EURO per unit
1	30,000	1.80
30,001	60,000	1.40
60,001		1.10

6.3.4. For each cargo carrier in unaccompanied cargo service:

from	up to	EURO per unit
1	30,000	3.80
30,001	60,000	2.40
60,001		1.10

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	1.17

6.3.6. For each motor vehicle in cargo service:

6.3.6.1. Vehicles weighing up to 3,000 kg:

from	up to	EURO per unit
1	5,000	3.70
5,001	15,000	2.95
15,001		2.30

6.3.6.2. Vehicles weighing more than 3,000 kg:

from	up to	EURO per unit
1	1,000	6.80
1,001		5.50

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

from	up to	EURO per unit
1	50,000	2.10
50,001	150,000	1.00
150,001		0.75

6.3.8. Wharfage fee is reduced in the following cases:

6.3.8.1. 50% reduction for incoming cargo and 50% for outgoing cargo respectively 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 respectively discharged from a seaward incoming vessel in transit transport, stored on the quay for a maximum of 14

calendar days and loaded onto a seaward outgoing vessel. The reduction will no longer apply from the 15th calendar day.

6.3.8.3. 50% reduction for incoming cargo respectively 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. For cargo of all kinds:

	EURO per 1,000 kg
not suitable for bulk or grab handling	0.57
suitable for bulk or grab handling	0.32
suitable for pumping	0.40

6.4.2. The wharfage fees for cargo in inland vessels are not charged if they are destined for a seaward outgoing vessel or have been received with a seaward incoming vessel.

7. Berthing fee

The berthing fee is charged on all vessels and other floating bodies moored in the port.

7.1. For vessels or other floating bodies, the berthing fee is charged after 3 calendar days, in addition to the port fee stated under 5.:

Per calendar day or part thereof	EURO per GT and calendar day	Minimum fee in EURO per calendar day
for the 1 st	0.023	60.00
for the 2 nd	0.018	65.00
for each further calendar day	0.013	70.00

7.1.1. If no wharfage fees are charged in accordance with 6., the free berthing time for vessels and other floating bodies shall not apply.

7.1.2. The free berthing time is extended:

7.1.2.1. By 1 calendar day during a public holiday, insofar as these vessels are subject to 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 free berthing time for vessels and other floating bodies calling at the parts of the public port operated by LHG in regular liner service is extended until the end of the measure.

7.2. Berthing fees for pleasure craft, excursion boats within the Bay of Lübeck or for city and harbor tours. For these vessels, the prices of the current version of the LPA's fee regulations apply.

7.3. Berthing fees for inland waterway vessels:

7.3.1. Berthing fees are not charged for inland waterway vessels whose berthing time, including the time of discharging or loading, is a maximum of 7 calendar days after first berthing. Thereafter, the fee is charged per calendar week or part thereof:

Per calendar week or part thereof	EURO per standard ton and calendar week	Minimum fee in EURO per calendar week
for the 1 st	0.11	35.00
for the 2 nd	0.12	40.00
for each further calendar day	0.36	45.00

8. Disposal of waste from ship operations

All vessels, except for 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, irrespective of whether a vessel is disposing of it:

Category	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	85.00
2	1,501	2,500	0.48	0.020	85.00
3	2,501	3,500	0.96	0.020	85.00
4	3,501	6,000	1.44	0.020	85.00
5	6,001	15,000	10.00	0.022	85.00
6	15,001		20.00	0.022	85.00

*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. The disposal fee includes a pro rata charge for oily liquids from ship operations (MARPOL Annex I) of EURO 0.018 per GT and wastewater (MARPOL IV) amounting to EURO 0.001 per GT.

8.1.1.3. Upon presentation of an invoice for the disposal of waste in accordance with MARPOL I and/or MARPOL IV, the LHG will reimburse the ship for this portion of the disposal fee, up to the 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 during use

9.1. Each use must be carried out in such a way that the parts, areas and facilities of the public port of the Hanseatic City of Lübeck operated by the LHG as well as third parties and their financial interests are not damaged, impaired or endangered. Every user must notify the LPA and LHG of any damage and sources of danger and have any damage or contamination caused by him or his customers remedied at his own expense at short notice.

10. General provisions for use

- 10.1. There is no entitlement to use of a specific berth or to continuous use of the same berth.
- 10.2. Confirmation of the requested use by LHG does not replace the need for official permits. The user is responsible for obtaining them.
- 10.3. In cases of unauthorized use or conduct in breach of contract, the LPA and the LHG are entitled to demand the termination of the action or omission that is the cause of the unauthorized use or the conduct in breach of contract within a reasonable period of time, in the case of imminent danger or significant restriction of the port operator, also without notice, and to demand compensation at the expense of the person responsible. The LPA or LHG is entitled to demand compensation for damages and costs/expenses incurred, as well as an appropriate fee for such use.
- 10.4. Use may be made dependent on the settlement of claims due to the LHG.
- 10.5. The place of fulfillment and jurisdiction for claims and services is Lübeck.

11. Final clause

- 11.1. Should any provision of this Fee Schedule be or become invalid, this shall not affect the validity of the remaining provisions. The invalid provision shall be replaced by a valid provision that corresponds to its intended purpose.
- 11.2. This Fee Schedule for the use of the parts of the public ports of the Hanseatic City of Lübeck operated by Lübecker Hafen-Gesellschaft mbH shall enter into force on 1 January 2026.

Lübeck, 30.06.2025
The Management
of Lübecker Hafen-Gesellschaft mbH

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. The harbour pilotage fee is charged for the use of a harbour pilot provided by the LPA. The harbour pilot service is provided 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	45.35
Ship's length	90 m	100 m	64.72
Ship's length	100 m	120 m	97.09
Ship's length	120 m	140 m	129.46
Ship's length	140 m	160 m	161.84
Ship's length	160 m		194.20

1.3. A surcharge of EURO 22.71 per hour will be charged for collection outside the working hours of the port office (Monday to Friday 07:00 to 16:00, Saturday 07:00 to 13:00). When calculating the surcharges, each hour or part thereof is counted as a full hour. In addition to the time required for collection, a surcharge of one hour will be added for every half hour of arrival and departure of the harbour pilot.

1.4. If the requested harbour pilot is dismissed without having carried out a pilotage, or if the pilotage is not carried out for reasons for which the ship is responsible after the harbour pilot has already been on his way to the vessel, the minimum pilotage fee persuaded to 1.2. shall be paid. For efforts outside the LPA's working hours, the surcharge according to 1.3. will be charged additionally.

1.5. For waiting times on board before or after the pick-up, an amount equal to the surcharge according to point 1.3. shall be charged for each hour or part thereof.

1.6. If the scheduled time of boarding is postponed or canceled at a later time for reasons for which the LPA or its representative is not responsible, a surcharge of EURO 6.49 shall be charged for each hour or part thereof for the resulting standby time of the port pilot outside the working hours of the Port and Maritime Administration.

1.7. The port pilotage fees are determined by invoice and are to be paid to the Lotsenbrüderschaft Nord-Ostsee-Kanal II/Kiel/Lübeck/Flensburg (Pilot's Guild for the Kiel Canal/Kiel/Lübeck/Flensburg).

Annex 2

Shipping areas

