



JAPAN P&I NEWS

To the Members

China—Implementing the Imposition of Special Port Dues on U.S.-Affiliated Vessels

We have obtained information from Oasis P&I Services Company Limited regarding the imposition of Special Port Dues on U.S.-affiliated vessels.

The Ministry of Transport of China announces that, effective from 14 October 2025, Special Port Dues have been levied on the following categories of vessels calling at Chinese ports.

1. Vessels owned by US enterprises, other organisations, or individuals.
2. Vessels operated by US enterprises, other organisations, or individuals.
3. Vessels owned or operated by enterprises or other organisations in which US enterprises, other organisations, or individuals directly or indirectly hold 25% or more of equity (including voting rights or board seats).
4. Vessels flying the flag of the United States.
5. Vessels built in the United States.

Special Port Dues shall be levied on the aforementioned vessels on a per-voyage basis, implemented in phases according to the following standards(based on an exchange rate of 1 RMB $\approx$ 0.14055):

- a) For vessels calling at Chinese ports from 14 October 2025: RMB400 (USD56.22) per Net Ton.
- b) For vessels calling at Chinese ports from 17 April 2026: RMB640 (USD89.95) per Net Ton.
- c) For vessels calling at Chinese ports from 17 April 2027: RMB880 (USD123.68) per Net Ton.
- d) For vessels calling at Chinese ports from 17 April 2028: RMB1120 (USD157.42) per Net Ton.

For details, please find attached the circular from our China correspondent, Oasis P&I Services Company Limited.

Yours faithfully,

The Japan Ship Owners' Mutual Protection & Indemnity Association

Attachment: Oasis Circular No.2505

Oasis Circular No.2506 -FAQ



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Date: 10 Oct 2025

Oasis Circular No.: 2505

Subject: Ministry of Transport of China Issued Announcement on the Imposition of Special Port Dues on Relevant Vessels

On Oct 10, 2025, Ministry of Transport of China announces decision to impose special port dues on relevant vessels, as a response to the measures announced on April 17, 2025, by the Office of the United States Trade Representative (USTR). Following its Section 301 investigation into China's maritime, logistics, and shipbuilding sectors, the United States will impose additional port service fees on vessels owned or operated by Chinese companies, vessels flying the Chinese flag, and vessels built in China, effective from October 14, 2025.

In accordance with the "Regulations of the People's Republic of China on International Maritime Transportation" (newly amended on 29 Sep 2025) and other relevant laws and regulations, as well as the basic principles of international law, and upon the approval of the State Council, the Ministry of Transport of China announces that, effective from October 14, 2025, Special Port Dues will be levied on the following categories of vessels calling at Chinese ports. The collection will be carried out by the maritime administration authorities of the respective port of call:

1. Vessels owned by US enterprises, other organizations, or individuals.
2. Vessels operated by US enterprises, other organizations, or individuals.
3. Vessels owned or operated by enterprises or other organizations in which US enterprises, other organizations, or individuals directly or indirectly hold 25% or more of equity (including voting rights or board seats).
4. Vessels flying the flag of the United States.
5. Vessels built in the United States.

The relevant matters are announced as follows:

I. Collection Standard

Special Port Dues shall be levied on the aforementioned vessels on a per-voyage basis, implemented in phases according to the following standards (any fraction of one Net Ton shall be counted as one Net Ton):

- a) For vessels calling at Chinese ports from **October 14, 2025: RMB 400 per Net Ton.**
- b) For vessels calling at Chinese ports from **April 17, 2026: RMB 640 per Net Ton.**
- c) For vessels calling at Chinese ports from **April 17, 2027: RMB 880 per Net Ton.**
- d) For vessels calling at Chinese ports from **April 17, 2028: RMB 1120 per Net Ton.**

II. Collection Details

If a vessel calls at multiple Chinese ports during the same voyage, the Special Port Dues shall be paid only at the **first port of call** and will not be collected at subsequent ports on that voyage.

For the same vessel, the Special Port Dues shall be collected for a maximum of **5 voyages per calendar year.**

III. Implementation

The Ministry will formulate specific implementation measures.

We hope the above will be of assistance. If there is any query, please feel free to contact us at oasis@oasispandi.com at any time.

Best regards,

Oasis P&I Services Company Limited



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Guangzhou Xiamen Ningbo Hongkong

Date: 14 Oct 2025

Oasis Circular No.: 2506

FAQ

Subject: Ministry of Transport of China Issued Measures for Implementing the Imposition of Special Port Dues on U.S.-Linked Vessels

On Oct 14, 2025, Ministry of Transport of China released measures for implementing Special Port Dues on U.S.-Linked vessels in accordance with the "Regulations of the People's Republic of China on International Maritime Transportation" (newly amended on 29 Sep 2025).

A. What is the effective Date

14 October 2025

B. What's the arrival time of a vessel

Vessel's berthing time at the first Chinese port of call.

C. Which vessels may be caught by the regulations?

1. Vessels owned by enterprises, other organizations, or individuals of the United States;
2. Vessels operated by enterprises, other organizations, or individuals of the United States;
3. Vessels owned or operated by an enterprise or other organization in which enterprises, other organizations, or individuals of the United States directly or indirectly hold 25% or more of the equity (including voting rights or board seats);
4. Vessels flying the flag of the United States;
5. Vessels constructed in the United States.

D. Reporting requirements

Reporting entity: the vessel or its agent.

Reporting authority: Maritime administrative authority at the first Chinese port of call.

Time: 7 days before the vessel's expected arrival at the first Chinese port (or upon departure from the last port of call if the voyage is less than 7 days).

Contents of report: vessel's country of build, flag state, owner, operator, chartering status, and intended ports of call for the current voyage. A "Reporting Form of U.S.-Linked Vessel Information" requested by the maritime administrative authority is attached to this circular.

E. Exemptions

Vessels falling under items 1 to 4 in question C above but constructed in China, and vessels entering Chinese shipyards for repairs in ballast (without cargo), and other vessels recognized as eligible for exemption.

F. What fees will apply?

The following Special Port Dues will apply and will be collected on a per-voyage basis (any fraction of 1 Net Ton shall be counted as 1 Net Ton):

1. For vessels calling at Chinese ports on or after **October 14, 2025: RMB 400 per Net Ton;**
2. For vessels calling at Chinese ports on or after **April 17, 2026: RMB 640 per Net Ton;**
3. For vessels calling at Chinese ports on or after **April 17, 2027: RMB 880 per Net Ton;**
4. For vessels calling at Chinese ports on or after **April 17, 2028: RMB 1,120 per Net Ton.**

G. Payment

When to pay: 7 days before the vessel's expected arrival at the first Chinese port (or upon departure from the last port of call if the voyage is less than 7 days).

Who pays: The vessel or its agent.

How it's charged: The fee is charged on a per voyage basis, and a vessel will not be charged again at subsequent ports of call on the same voyage.

Annual limit: Each vessel is subject to the Special Port Dues for no more than five voyages within a year. Subsequent voyages within the same year shall not be charged upon presentation of proof of payment for the first five voyages.

The start date of the annual billing cycle: April 17 of each year.

H. Recipient of the special port dues

The maritime administrative authority at the first Chinese port of call.

I. Failure in paying the Special Port Dues in full

The vessel cannot be granted entry and exit formalities.

J. Is there other useful information?

Yes. Please refer to the attachments of this circular.

We hope the above will be of assistance. If there is any query, please feel free to contact us at oasis@oasispandi.com at any time.

Best regards,

Oasis P&I Services Company Limited

Attachment:

1. *Measures for Implementing the Imposition of Special Port Dues on U.S.-Linked Vessels (in Chinese)*
2. *Measures for Implementing the Imposition of Special Port Dues on U.S.-Linked Vessels (in English)*
3. *Reporting Form of U.S.-Linked Vessel Information*

Attachment: 1

对美船舶收取船舶特别港务费实施办法

第一条 为落实对美船舶收取船舶特别港务费公告要求，根据《中华人民共和国国际海运条例》等法规，维护我国航运业发展利益，制定本办法。

第二条 从事国际海上运输、靠泊中国港口并符合下列条件之一的船舶，船方或其代理人应当缴纳船舶特别港务费：

- （一）美国的企业、其他组织和个人拥有船舶所有权的船舶；
- （二）美国的企业、其他组织和个人运营的船舶；
- （三）美国的企业、其他组织和个人直接或间接持有 25%及以上股权（表决权、董事会席位）的企业、其他组织拥有或运营的船舶；
- （四）悬挂美国旗的船舶；
- （五）在美国建造的船舶。

前款第一项至第四项中由中国建造的船舶免于缴纳。仅进入中国船厂修理的空载船舶，以及其他经认定予以豁免的船舶免于缴纳。

第三条 船舶特别港务费的具体收取标准如下（不足 1 净吨的按 1 净吨计）：

- （一）自 2025 年 10 月 14 日起靠泊中国港口的，按每净吨 400 元人民币计收；
- （二）自 2026 年 4 月 17 日起靠泊中国港口的，按每净吨 640 元人民币计收；
- （三）自 2027 年 4 月 17 日起靠泊中国港口的，按每净吨 880 元人民币计收；
- （四）自 2028 年 4 月 17 日起靠泊中国港口的，按每净吨 1120 元人民币计收。

同一艘船舶，一年内收取船舶特别港务费不超过 5 个航次。每年 4 月 17 日为年度计费周期起始日。

第四条 船舶特别港务费由船舶挂靠港口所在地海事管理机构负责收取，并按照国家有关规定管理、使用。

第五条 船舶在同一航次挂靠多个中国港口的，仅在首个挂靠港缴纳船舶特别港务费。一年内挂靠中国港口超过 5 个航次的船舶，前 5 个航次需缴纳船舶特别港务费，凭前 5 个航次的缴费信息后续航次不再收取费用。

第六条 船方或其代理人应在船舶预计抵达中国港口 7 日前（航程不足 7 日的，在驶离

上一口岸时)，如实向港口所在地海事管理机构通报船舶的建造国、悬挂国旗、所有人、经营人、租赁情况、本航次拟挂靠港口等信息，并缴纳船舶特别港务费。

第七条 港口所在地海事管理机构应当对所有预抵港船舶情况进行核实，发现涉嫌瞒报、漏报第六条所列船舶信息的，应当责成船方或其代理人补报信息。

第八条 违反本办法，未按规定缴清船舶特别港务费的船舶，海事管理机构不得为其办理进出口岸手续。

船方或其代理人逃避缴纳船舶特别港务费的，对于已经驶离中国港口的船舶，下次挂靠中国港口前应当补齐欠缴的费用。

第九条 船舶特别港务费收取范围、标准和起讫时间等将视情动态调整。

第十条 本办法由交通运输部负责解释，自发布之日起施行。

Attachment: 2

Measures for Implementing the Imposition of Special Port Dues on U.S.-Linked Vessels

Article 1 These Measures are formulated in accordance with the announcement requiring the collection of special port dues on U.S.-related vessels, based on regulations such as the *International Maritime Transportation Regulations of the People's Republic of China*, with the aim of safeguarding the development interests of China's shipping industry.

Article 2 Vessels engaged in international maritime transportation that call at Chinese ports and meet one of the following criteria shall be liable for the special port dues, payable by the vessel or its agent:

- (1) Vessels owned by enterprises, other organizations, or individuals of the United States;
- (2) Vessels operated by enterprises, other organizations, or individuals of the United States;
- (3) Vessels owned or operated by an enterprise or other organization in which enterprises, other organizations, or individuals of the United States directly or indirectly hold 25% or more of the equity (including voting rights or board seats);
- (4) Vessels flying the flag of the United States;
- (5) Vessels constructed in the United States.

Vessels constructed in China falling under items (1) to (4) of the preceding paragraph shall be exempt from payment. Vessels entering Chinese shipyards for repairs in ballast (without cargo), and other vessels recognized as eligible for exemption, shall also be exempt from payment.

Article 3 The specific rates for the special port dues are as follows (any fraction of 1 Net Ton shall be counted as 1 Net Ton):

- (1) For vessels calling at Chinese ports on or after October 14, 2025: RMB 400 per Net Ton;
- (2) For vessels calling at Chinese ports on or after April 17, 2026: RMB 640 per Net Ton;
- (3) For vessels calling at Chinese ports on or after April 17, 2027: RMB 880 per Net Ton;
- (4) For vessels calling at Chinese ports on or after April 17, 2028: RMB 1,120 per Net Ton.

For the same vessel, the special port dues shall be collected for no more than five voyages within one year. April 17 of each year shall be the start date of the annual billing cycle.

Article 4 The special port dues shall be collected by the maritime administrative authority at the port where the vessel calls, and shall be managed and used in accordance with relevant state regulations.

Article 5 If a vessel calls at multiple Chinese ports during the same voyage, the special port dues shall be paid only at the first port of call. For a vessel calling at Chinese ports for more than five voyages within one year, the dues shall be levied for the first five voyages;

subsequent voyages within the same year shall not be charged upon presentation of proof of payment for the first five voyages.

Article 6 The vessel or its agent shall, 7 days before the vessel's expected arrival at a Chinese port (or upon departure from the last port of call if the voyage is less than 7 days), truthfully report to the maritime administrative authority at the port of call information such as the vessel's country of build, flag state, owner, operator, charter status, and intended ports of call for the current voyage, etc. and shall pay the special port dues.

Article 7 The maritime administrative authority at the port of call shall verify the information of all vessels scheduled to call at the port. If a vessel is suspected of concealing or omitting the information specified in Article 6, the authority shall instruct the vessel or its agent to supplement the information.

Article 8 Vessels that have not paid the special port dues in full in accordance with these Measures shall not be granted entry or exit formalities by the maritime administrative authority.

If a vessel or its agent evades payment of the special port dues, the outstanding fees must be settled before the vessel's next call at a Chinese port.

Article 9 The scope, standards, and effective dates for the collection of special port dues may be dynamically adjusted as necessary.

Article 10 These Measures shall be interpreted by the Ministry of Transport and shall come into effect on the date of issuance.

Attachment: 3

船舶涉美信息报告表

Reporting Form of U.S.-Linked Vessel Information

船名 Vessel Name		IMO 编号 IMO No.		
国籍 Flag		建造国 Built in (country)		
所有人 Owner		地址 Address		
光船承租人 Bareboat charterer		地址 Address		
经营人 Operator		地址 Address		
靠泊港口 Arrival port		靠泊时间 Arrival time		
航次号 Voyage No.		净吨 Net tonnage		
本船是（否）为《对美船舶收取船舶特别港务费实施办法》第二条第一款第（一）至（五）项规定船舶。 This vessel is (not) as stipulated in <i>Article (1) to (5), Paragraph 1, Section 2 of the Implementation Measures of Special Port Fee for the U.S. Vessels.</i>			是（Yes）	否（No）
以下内容仅上一栏中填选“是”的船舶填写 The following is to be filled by vessels selecting <i>Yes</i> in the preceding section				
本船是（否）： This vessel is (not):				
(1)美国的企业、其他组织和个人拥有船舶所有权的船舶 (1)owned by an entity, other organization, or a citizen of the U.S.			是（Yes）	否（No）
(2)美国的企业、其他组织和个人运营的船舶			是（Yes）	否（No）

(2)operated by, or controlled by, an entity, other organization, or a citizen of the U.S.			
(3)美国的企业、其他组织和个人直接或间接持有 25%及以上股权（表决权、董事会席位）的企业、其他组织拥有或运营的船舶 (3)owned by, controlled by, or operated by an entity with 25 percent or more of this entity's equity interest, outstanding voting interest, or board seats is held directly or indirectly by an entity, other organization, or a citizen, of the U.S.		是（Yes）	否（No）
(4)悬挂美国旗的船舶 (4)U.S.-flagged		是（Yes）	否（No）
(5)在美国建造的船舶 (5)U.S.-built		是（Yes）	否（No）
本船本次进口岸应（否）缴纳船舶特别港务费。 This vessel shall (not) pay the special port fee for this arrival. 原因： Reason:		是（Yes）	否（No）
本船本航次船舶特别港务费缴费情况 Payment status of the special port fee of this vessel for this voyage			
是否已缴费 Paid (or not)	航次号 Voyage No.	缴费日期 Payment Date	缴费港口 Payment Port
本船本收费周期内靠泊中国港口及船舶特别港务费缴费情况 Calling and payment status of the special port fee of this vessel in China in this billing year			
靠泊日期 Arrival Date	航次号 Voyage No.	靠泊中国港口 Arrival Port	是否已缴费 Paid (or not)
备注： Remarks:			
签章 Signature:			
日期 Date:			
以下由海事管理机构填写 The following is to be filled by the Maritime Safety Administration			
经核查，确认该船本次进口岸应（否）缴纳船舶特别港务费：	是	否	
经办人：			

日期： 年 月 日
