

“The Trump Administration’s actions will begin to reverse Chinese dominance, address threats to the US supply chain, and send a demand signal for US-built ships,” he said in a statement.

Fees on China-based shipowners and operators, Chinese-built ships and car carriers constructed anywhere outside the US will start after 180 days. They will increase over time.

Restrictions on LNG carriers will start after three years in an effort to spur US construction, the Office of the US Trade Representative said. They will increase incrementally over more than two decades.

Biden-era probe

The decision came on a deadline required by US law a year after Greer’s predecessor, Katherine Tai, launched the investigation.

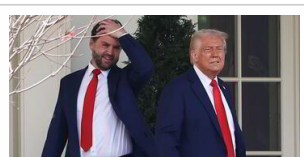
According to a filing in the Federal Register, Chinese vessel operators and shipowners will pay \$50 per net tonne, an amount that will increase over three years. The fees will be paid for each port call unless a ship calls at a string of US points before calling at a foreign port.



US President Donald Trump wants to boost American shipbuilding. Photo: Gage Skidmore/CC BY-SA 2.0

For each vessel built at a Chinese shipyard, a fee is levied per net tonne or per container, whichever is higher.

The fees start at \$18 per net tonne, rising to \$33 in 2028. The alternative is a fee of \$120 per container, rising to \$250 in 2028.



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The exemptions to the fee schedule show that Greer took into consideration complaints in a public hearing that the trade sanctions would hurt US companies and those in regional or niche trades.

Vessels enrolled in subsidy schemes administered by the US Maritime Administration are exempt, as are empty ships, those below a certain size threshold and vessels on voyages of less than 2,000 nautical miles (3,700 km).

Some US-owned companies’ vessels and those in specialised export trades also receive exemptions.

Fee “remissions” are available for up to three years if a company orders and takes delivery of a US vessel.

\$150 per ceu

Car carriers built anywhere outside the US will pay \$150 per ceu, with similar reductions for ordering ships at an American yard.

The fees will deliver a blow to a sector already reeling from the potential demand impact of tariffs on vehicles and ports from the Trump administration.



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In the LNG carrier space, Greer’s fees will also require an increasing percentage of exports to be on US-built vessels, starting three years from now.

The level starts at 1% in 2030, rising to 15% in 2047.

According to the Federal Register, LNG projects could lose their export authorisations if the requirements are not met.

Operators of foreign-built LNG carriers can receive an exemption for three years if they order a US-built ship.

Greer’s trade office also launched public hearings for tariffs on Chinese-built port cranes and cargo-handling equipment, after Trump signed an executive order calling on the trade representative to consider the fees. [\(Copyright\)](#)



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