

Tariff Rule Information

FMC NO. 027875	ICOS LINE LIMITED
AMENDMENT NO. O (I)	NRA RULES TARIFF NO. 02 - Between (US Port & Points and Worldwide Ports & Points)
Rule 2-035B:	United States Trade Representative ("USTR") Section 301 Related to Fees to be Assessed against Chinese Built Vessels -- Pass-Throughs
Effective: 15OCT2025 Thru: NONE Expires: NONE Publish: 15OCT2025	

USTR Section 301 related to Fees on Maritime Transport Services to be Assessed against Chinese Built, Chinese Operated and or owned by an entity of China or the Chinese government.

The United States Trade Representative ("USTR"), pursuant to Section 301, shall be assessing vessel operating common carriers (VOCCs), effective as of October 14, 2025, a fee in the amount of \$50 per net ton for arriving Chinese built vessels. Effective as of April 17, 2026, a fee in the amount of \$80 per net ton for the arriving Chinese built vessel shall be assessed and increases of these fees shall be increased up to and including **April 17, 2028. *Federal Register / Vol. 90, No. 77 / Wednesday, April 23, 2025 / Notices.***

The USTR has determined to assess the fee upon entry at the first U.S. port or place from a foreign destination per rotation or string of U.S. port calls. The fee will be assessed at the first U.S. port within the customs territory of the United States. USTR has determined that any such fee would be charged per rotation or string of U.S. port calls, and no more than five times a year on an individual vessel.

At the time of publication of this rule at least one major Chinese VOCC has publicly stated that it shall not be passing on these fees to shippers. Other VOCCs which utilize Chinese built vessels have also stated that they will be removing Chinese built vessels from the U.S. foreign commerce. To the extent that any such fees are, nevertheless, assessed against shippers, including non-vessel operation common carriers (NVOCCs) acting as shippers as defined in 46CFR §520.2, Definitions, Carrier acting as an NVOCC provides this notice of authority by this Rule to pass on these fee allocations, if any, to its Shipper, Merchant customers.

46CFR §520.2 Definitions: *Shipper* means an NVOCC that accepts responsibility for payment of all charges applicable under the tariff or service contract.

46CFR §520.2 Definitions: *Non-Vessel-Operating Common Carrier, ("NVOCC")* means a common carrier that does not operate the vessels by which the ocean transportation is provided and is a shipper in its relationship with an ocean common carrier.

Service Fee on Chinese Vessel Operators and Vessel Owners of China

For the purposes of this section:

- (a) The term "vessel" has the meaning defined in 19 CFR 4.0(a).
- (b) U.S. port. The term "U.S. port" has the meaning defined in 19 CFR 101.3(b)(1).
- (c) Vessel operator. The term "vessel operator" means the entity which is identified as the operator of the vessel and whose name would appear on the Vessel Entrance or Clearance Statement (U.S. Customs and Border Protection (CBP) Form 1300) or its electronic equivalent.
- (d) Vessel owner. The term "vessel owner" means the entity identified as the owner of the vessel and whose name would appear on the Vessel Entrance or Clearance Statement (CBP Form 1300) or its electronic equivalent.
- (e) Vessel owner of China. A vessel owner of China means any entity:
 - (1) whose country of citizenship is identified as the People's Republic of China (PRC), Hong Kong, or Macau on the Vessel Entrance or Clearance Statement or its electronic equivalent.
 - (2) whose headquarters, parent entity's headquarters, or parent entity's principal place of business is the PRC, Hong Kong, or Macau.
 - (3) is owned by, or controlled by, a citizen or citizens of the PRC, Hong Kong, or Macau.
 - (4) is owned by, controlled by, or subject to the jurisdiction or direction of the PRC, Hong Kong, or Macau. An entity is owned by, controlled by, or subject to the jurisdiction or direction of the PRC, Hong Kong, or Macau where:
 - (A) the entity is a national or resident of the PRC, Hong Kong, or Macau.
 - (B) the entity is organized under the laws of or has its principal place of business in the PRC, Hong Kong, or Macau.

(C) 25 percent or more of the entity's outstanding voting interest, board seats, or equity interest is held directly or indirectly by any combination of the governments of the PRC, Hong Kong, or Macau.

(D) 25 percent or more of the entity's outstanding voting interest, board seats, or equity interest is held directly or indirectly by any combination of the persons who fall within subparagraph (e)(4)(A)–(C) of this Annex.

(5) is owned by, or controlled by, an entity listed as a Chinese Military Company pursuant to Section 1260H of the William M. ("Mac") Thornberry National Defense Authorization Act for Fiscal Year 2021 (Pub. L. 116–283); or

(6) is an ocean common carrier, as defined in 46 U.S.C. 40102(7), that is, or whose operating assets are, directly or indirectly, owned or controlled by the government of the PRC or any of its political subdivisions, with ownership or control by a government being deemed to exist for a carrier if:

(A) a majority of the interest in the carrier is owned or controlled in any manner by the government of the PRC, an agency of the government of the PRC, or a public or private person controlled by the government of the PRC; or

(B) the government of the PRC or any of its political subdivisions has the right to appoint or disapprove the appointment of a majority of the directors, the chief operating officer, or the chief executive officer of the carrier.

(f) Vessel operator of China. A vessel operator of China means any entity that is a vessel operator that meets one or more of the conditions of paragraphs (e)(1)– (6) above.

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