

Measures for Implementing the Imposition of Special Port Dues.

Ingosstrakh's P&I Correspondent in China Messrs. Oasis P&I Services Ltd., keeps us in loop of the 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" recently amended by Ministry of Transport of China.

Key information

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 the full text of the 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 berthing at Chinese ports on or after October 14, 2025: RMB 400 per Net Ton;
2. For vessels berthing at Chinese ports on or after April 17, 2026: RMB 640 per Net Ton;
3. For vessels berthing at Chinese ports on or after April 17, 2027: RMB 880 per Net Ton;
4. For vessels berthing 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.

The full text of the circular is available via the [link](#).

Advice on protests in Madagascar since September 2025

Ingosstrakh' s P&I Correspondent in Ecuador Messrs ELTVEDT & O'SULLIVAN informs us regarding the current situation with protests in Madagascar and its influence on shipping.

Situation on the ports

In all ports of Madagascar, operations are running smoothly.

All types of vessels can berth container ships, bulk carriers, oil tankers, Ro-Ro vessels, cruise ships, and general cargo ships.

In general, the situation remains calm in all provinces so far.

Toamasina: The curfew has been lifted; everything is going well as before, and port operations remain normal.

Majunga: The curfew has been lifted; everything is going well as before, and port operations remain normal.

Tulear: The curfew has been lifted; everything is going well as before, and port operations remain normal.

Ehoala: Port operations remain normal.

Diego-Suarez: Port operations remain normal.

There is no further guidance to be provided to vessel's calling to Madagascar besides the usual recommendations that should be followed.