

CANADA Daily News and Updates March 21st 2025

Ocean Updates

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President Trump's plan to revive U.S. shipbuilding using massive fees on China-linked ships' visits to American ports is causing U.S. coal inventories to swell, stoking uncertainty in the embattled agriculture market as exporters struggle to find ships to send goods abroad.

Trump is drafting an executive order that would rely on funding from a U.S. Trade Representative proposal to levy fines of up to \$1.5 million on China-made ships or vessels from fleets that include ships made in China.

Those potential port fees have limited the availability of ships needed to move agriculture, energy, mining, construction and manufactured goods to international buyers, according to major U.S. exporters and transportation providers.

Read more in an [article from Farm Journal](#).

Lack of E-Fuel Supply is Delaying Adoption of Methanol Engines

Lloyd's Register (LR) has updated its 2023 study on clean-fuel engine retrofits to account for changes in the green energy market. The low availability of e-fuels will delay the expected timeline for methanol-fueled engine adoption, according to LR, and more vessels will have to retrofit later if the fleet is to meet IMO emissions goals.

"A key assumption of the [previous] modeling was that all vessels built beyond 2027-2030 would be capable of using zero- and near-zero emissions fuels. Without further effective drivers to take up these fuels or visibility on alternative fuel availability, that date could be pushed back – meaning that more vessels need to be retrofitted in a shorter time frame, exacerbating strains on retrofitting capacity," the class society said in an update.

So far, only Europe has enacted regulations that could motivate shipowners to make the costly switch to zero-emissions fuels, and carbon-tax discussions at IMO are still ongoing (with changing U.S. government views on climate change a wild card). Until IMO's deliberations are completed, shipowners will have difficulty picking the right investments to meet future targets. For now, owners are favouring conventional bunker-fueled propulsion or dual-fuel LNG engines, and orders for green fuel-capable vessels have taken a back seat, LR reported.

Read more in an [article from The Maritime Executive](#).