

Maersk sees no impact from USTR fees as this time

The world's shipping line says it does not expect increased costs to customers or changes to its network at present.

[Marcus Hand](#), Editor

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Credit: Maersk

The planned fees on Chinese-built and Chinese-owned ships by the United States Trade Representative (USTR) announced on 17 April will be phased in from 14 October following a grace period of 180 days.

The fees will be tonnage based on Chinese-built and Chinese-owned ships calling in the US. China is the world's largest builder of commercial vessels and in recent years has commanded a large slice of the container newbuilding sector meaning the USTR regulations potentially impact all large container lines.

In a customer advisory [Maersk](#) said: "At this time, we do not see a direct cost from this initiative impacting Maersk or our customers. We do not anticipate changes to our U.S. port rotations due to the new fees."

It said customers' current service plans would remain unchanged.

Maersk reported a Q1 EBIT of \$1.25 billion on Thursday which was above market expectations. Maersk maintained its previously announced full guidance of an EBIT ranging from breakeven to \$3 billion, but noted the flare-up in trade tensions and rising uncertainty.