Suez Canal
Transit Guide
EISAS Guide to Suez Canal Convoy

Number of convoys: Two convoys

- The Southbound convoy starts at 0330 direct transit.
- The Northbound convoy starts at 0400 direct transit.

Limit Time of Arrival

Southbound convoy: (Port Said)

South of Lat. 31 28 .7 N: This Lat. is limited by Long. 32 00 .27 E & Long. 32 37 .43 E

Southbound Convoy:
The limit time is hr 2300 for the southbound convoy.

Late Arrival facilities for vessels arriving after 2300 hrs:

1- Ships arriving after hr 2300 till hr 0000 can join the southbound convoy against the payment of a surcharge equal to 5% of the normal transit dues with a maximum of 12500 SDR.

2- Ships arriving after hr 0000 till hr 0100 can join the southbound convoy against the payment of a surcharge equal to 10% of the normal transit dues with a maximum of 25000 SDR.

3- Ships arriving after hr 0100 may join the southbound convoy, against the payments of a surcharge equals to 12% of the normal transit dues with a maximum of 30000 SDR if the convoy situation permits.

4- The limit time of container ships berthing at Port Said eastern port to join the south-bound convoy will be as follows:
   • The limit time for ships to be ready for transit is up to hr. 0000
   • Ships can join the convoy from hr. 0000 till hr. 0100 against additional dues of 10% of the normal transit dues with a maximum of 25000 SDR
   • Ships can join the convoy after hr. 0100 against surcharge of 12% of the normal transit dues with a maximum of 30000 SDR if traffic conditions permit.
Northbound convoy: - (Suez)

North of Lat. 29 42 .8 N: This Lat. is limited by Long. 32 23.1 E & Long. 32 41 .5 E
Northbound Convoy:
The limit time is hr 2300 for ships that are allowed to join the convoy:

Late Arrival facilities for vessels arriving after 2300 hrs:

1- Ships arriving after hr 2300 till hr 0000 can join the convoy against the payment of a surcharge equal to 5% of the normal transit dues with a maximum of 12500 SDR.

2- Ships arriving after hr 0000 until hr 0100 can also join convoy against the payment of a surcharge equal to 10% of the normal transit dues with a maximum of 25000 SDR.

3- Ships arriving after hr 0100 may join the convoy, if traffic conditions permit, against the payment of a surcharge equal to 12% of the normal transit dues with a maximum of 30000 SDR.
Pilotage system is applied as before.

The permissible speed:
16 km / hr. for ordinary vessels 14 km / hr. for Tankers.
The New Suez Canal has been equipped with navigational aids: (buoys, bollard pulls and pilotage stations).
Amended Suez Canal Rules of Navigation, August edition 2015 has been issued.
Electronic Charts have been issued for the new Suez Canal.

Operators instructions

- DWT
- GRT
- NRT
- SCNGRT
- SCNRT
- Flag
- Call Sign
- Draft
- LOA
- Beam

In addition, any other relevant details, such as: coming from, bound for, master’s name, number of crew, full style and address of operator.
Masters instructions

VHF channels in use:
6, 8, (9 main control office, Ismailia), 10, 11, 12, 13, 14, 15, 16, 71, 73 and 74.

7 / 5 days / 72 / 48 / 24 / 12 Hours ETA notice to:
  • Egyptian International Shipping Agencies & services.
    fax: + 20 66 3330367
    email: transit@eisgroup.com.eg

Master should provide following information in his first ETA message:
Full particulars of ship SCNRT, DWT, draft, beam, LOA, nationality, call sign, ex names, and date of last transit, type of cargo and quantity, or if in ballast, gas free or not and IMO class of any dangerous cargo). If no changes since last transit, please state “particulars no change”.

Master should include following information in his last ETA telex to the agent: “No bam boats or others are allowed to board my vessel except the officials, please advise port police accordingly “

Please note:
Information / instructions concerning all other matters should be directed to EISAS, who will coordinate and authorize additional requirements.

Special information for master to avoid unexpected expenses:
Master should know that only authorized personnel are allowed to board his ship and he can always ask for their official license and/or identification card.

Important note:
• Do not sign any vouchers/invoices for services not rendered.
• All vouchers/invoices should state amount and type of service requested.
• Before signing any presented document, master should clarify necessity of particular service offered.
• Service requested should be rendered and in a satisfactory manner before signing.
• Do not sign/stamp any blank paper. No blank space below signature.
• Always keep a photocopy of signed papers onboard.
• All spirits (incl. wines) and excess cigarettes must be properly manifested and together with any “X” rated materials to be placed in bonded store room prior to arrival and request / insist sealing by custom's officer.
• Officers/crew to be warned to comply, or otherwise ship may be detained and may be charged for “smuggling”.

For sake of good order, master should message EISAS when entering the Canal advising name of ship handler and type of service rendered. This also applies if no services have been requested/rendered during ships canal transit/port call.
Documents Required
The following documents and certificates should be on board all ships passing the Suez Canal:

- Suez Canal special tonnage certificate and calculation sheet issued by recognized classification society, (in absence of this certificate the SCA will charge toll on a provisional tonnage usually on GRT).
- Certificate of Registry, showing latest ship’s name and present owners
- GA/engine room/capacity plan
- Statistical declaration
- Copies of cargo manifests and bills of lading (Dangerous / radioactive cargo should be properly manifested and submit stow plan verified by a competent authority of loading port.)
- Declaration concerning use of double bottom tanks and the lower parts of the high tanks.
- Declaration concerning vessels in ballast
- Declaration concerning state of navigability
- Classification certificate
- Piping plan and general arrangement for LPG/LNG tankers
- Piping plan and general arrangement for LPG/LNG tankers
- All other known documents / certificates which a seaworthy trading ship should have on board

Master is required to fill in various forms handed to him by the agent.

First time transit
Following documents should be mailed to the EISAS 72 hours prior to transit.
- 3 copies of Suez Canal certificate
- 3 copies of GA plan
- 3 copies of capacity plan
- 3 copies of engine room plan

Egyptian International Shipping Agencies & services.
1 Palace Tower, El Salam & Sultan Hussein St,
P.O. Box 591 Port Said.
Tel: +20 66 3206532 - 3206006/7/8/9
Fax: +20 66 3206367
Attention:
Capt. Mohamed El Sayed
Email: melsayed@eisgroup.com.eg
MR. ADEL RAMADAN
Email: transit@eisgroup.com.eg

Please notify EISAS, with Courier details (Receipt details & AWB number) in order to follow up delivery. Alternatively, plans can also be handed over by master directly to the SCA inspector on arrival.
Tugs and imposed tugs:

In laden:
• Under 70.000 SCNT if SCA deem it necessary or if draft exceeds 47 ft, one tug escort.
• Between 70.000 - 90.000 SCNT, one tug escort.
• Over 90.000 SCNT, two tugs escort.

In ballast:
• Over 130.000 SCNT, one tug escort.
• Ships with beam 218 - 233 ft, one tug. If beam over 233 ft, two tugs.
• Towed scrap vessels 80.000 SCNT and over, one tug.

LPG/LNG vessels from 25.000 SCNT will be escorted by one tug (except if gas free). If tank on deck completely separated from cargo tanks with maximum tonnage 180 ts will be considered as Gas free. Exemptions from tug escort:
• Laden if carrying other than LPG cargo.
• Ballast (NGF) but after a laden voyage with cargo other than LPG.
• If in ballast must present a Gas Free Certificate issued by a recognized class or locally authorized survey bureau.

Mooring and projector:

Mooring:
All vessels transiting Canal must hire mooring boats from the Canal Mooring and Light Company.
All boats are to assist ship to moor in the Canal ports, in case of need or emergency cases.
The ship must be equipped with lifting means of 4 Mts. capacity, with valid certificate and must be installed in a position well clear of the ship’s propellers.
Ships with SCGRT up to 2.500 ts should hire one mooring boat.
If over 2.500 ts two mooring boats should be hired.
For the operation of mooring boats three crew (shore men) are boarding per boat.
Ships that cannot lift the Canal mooring boats are allowed to use their own life boats provided same is approved by the pilot.

Please note:
Ship’s officers must supervise lifting/lowering of mooring boats ensuring that all safety measures have been properly taken. Ship remain ultimately responsible for any human accident or damage caused during operation for mooring boats and Canal projector.
Canal projector:

All ships passing the Canal must have onboard a canal projector placed on the axis of the bow, able to illuminate 1800 meters.

Vessels carrying petroleum products (or inflammable substances), LPG/LNG, should have their own “gastight” projector.

Also, ships with bulbous bow must have their own projector unless their bow is 10 ft below sea level, in order not to endanger lowering and lifting operations to eliminate high risk of accidents.

Vessels that have their own projectors should be of approved type and have a certificate of type test issued by a pertinent recognized authority, being in accordance with the Canal rules.

Ship may be supplied with a portable projector, in which case special installation required.
The so called “Floating Projector” weighs about 1,5 mts, and ship should provide capable means for lifting.

Please note:

Ships should supply uninterrupted electricity for smooth and continuous operation of the projector.

For safety reasons the electric cables and connections leading to the projector position, must be permanently fixed and installed. A gastight junction box must be permanently installed close to the projector.

Irrespective if own or hired projector, two shore electricians will board to operate the projector during transit.
Accommodation should be provided for them.

Ship should comply with above conditions, otherwise subject to transit during day time only. In addition, if the defects are not restored until third consecutive transit a fine of USD 5000 is imposed.
Special restrictions for Canal transit:

**Height:** Max. air draft is 68 meter  
**Length:** No restrictions

**Beam:** Current maximum permissible beam 245 ft. Ships with beam over 245 ft may be allowed to transit the Canal under special request. If beam over 210 ft the beam wind should not exceed 10 knots. (See the draft/beam table for further information)

**Draft:** Ships can transit Suez Canal South or Northbound with up to maximum draft 62ft with beam 175 ft. For ships of larger beam exist a comprehensive table of SCA, which provides the draft a ship can transit.

**Ships passing Canal should not exceed draft of load line (tropical).**

**Important:** For updated information, owners should always consult EISAS on this subject.

**Please note:** There are special regulations concerning floating units of SCGRT 300 Ts or more depending on type of on carrying ship (container/heavy lift/vehicle carrier etc.)

Vessels carrying Cement in bulk and/or in containers are subject to external / internal hull / Cargo inspection and will be treated as regular vessels provided:

- Containerized cement not to exceed 20% of ship’s GRT or 1.000 tons, whichever is less.
- Containerized cement to be compactly stowed on ship’s deck at highest level and must be precisely located
- Containers must be labeled “containing” cement.

**Vessels have to be inspected and checked (hull and deck) by a committee of different authorities prior to transiting the Suez Canal.**

No circular issued in this respect.

**Arrival limit at anchorage for vessels carrying cement is at noon.**
Container ships carrying containers “In Transit”

- When calling at Port Said / Damietta / Alexandria then paying reduced port / light
  berthing / pilotage dues according to number of containers in transit with Max
  reduction 50%
- If containers in transit are to be transported between Egyptian ports, 75% reduction
  on above dues shall apply
- If handling containers at port of Damietta, not obliged to send compulsory 48 hours
  ETA notices for transit. Also, not paying 3% additional tolls when arrive between 19-
  21.00 or 03-04.00 hours to join 1st and 2nd convoy.

Conventional ships carrying deck cargo

Ships carrying deck cargo should stow it in a manner that will provide clear view from
the bridge and will not affect visibility, otherwise the passage may be rejected or extra
pilotage will be charged or Canal tug will be imposed. Vessels with deck cargo protruding
from sides in excess of the fixed limits, are allowed to transit provided:

- After inspection it is found that there is no problem in excess of the fixed limits.
- Depending on the kind and packing condition of cargo on deck the chargeable Canal
  Tonnage may be increased.
- Fixed limits.
- The cargo or units on deck should not protrude more than the half of the vessel’s
  breadth, on any side, with a maximum of 15 meters on each side, if the ship’s beam
  exceeds the 30 meters.

Please note:
Cargo on deck, like cars, containers etc. may change classification of vessel which will
result in a higher Suez Canal tolls.

VLCC Ships:
SCA is open to applications to accept transit of VLCC partially loaded which will lighten
part of their cargo at Suez and proceed northbound to reload at Port Said. SCA before
reply will take into consideration all relevant parameters, having the operation always
under supervision.

ULCC Ships:
Ships with the maximum allowed beam of 230 ft - 233 ft may transit with special approval
from SCA. Please contact EISAS for further information.
Please note the information is only a guideline, since SCA continuously deepen the Canal draft

Updated from SCA circular valid from 20.01.2010

SCA Circular No. 2/2010 effective 20.01.2010

In line with the SCA policy to upgrade the Suez Canal to Serve the World Navigation, and on the occasion of the completion of the present stage of development, the following has been decided :-

First:

As of 20/1/2010 vessels with a beam of 164 feet can transit the Canal with the draft of 66 feet.


Table No 4, pages 72,73 and 74 of the SC rules of Nav. Dec. edition 2007 is replaced by table No.4 attached herewith.

Second:

Item (1), Article 53, page 70 of the SC Rules of Nav. Dec. edition 2007 shall be amended to be as follows :-

Vessels allowed to transit with a draught of over 50 feet and up to 66 feet must, for the first passage, effectuate successful sea trial before entering the Canal either at Suez or Port Said Roads.

This circular takes effect as of 20/01/2010.
The following circular was issued by the Chairman of Suez Canal

RESOLUTION OF THE CHAIRMAN
No. 71 dated 26.08.2011

The Chairman of the Board: -
• After consideration of the law no. 47 year 1978 regarding the civil employees in the country.
• Based upon the republic decision no. 217 year 1978 regarding the establishment of General Authority for Red Sea Ports.
• The decision of H.E. the Minister of transport no. 12 year 2011 to assign us as a chairman of the boar of General Authority of the Red Sea.
• Upon the decision of H. E. the Minister of transport no. 23 year 1991 concerning the addition of calculation with regard to waste collection process from Suez port.
• Upon law no. 4 year 1994 concerning environment procession modified as per law no. 9 year 2009
• Upon the decision of H.E. the minister of transport no. 520 year 2003 concerning the rules and regulations of license for works practices concerning Egyptian marine ports.
• Upon decision no. 101 year 2009 issued by the authority,
• Upon the approval of the Board of Directors to modify the resolution of no. 101 year 2003 in session no. 151 dated 14.04.2011 approved by H. E. the minister of transport.
• Upon our instruct

RESOLUTION

Article 1
All ships are obliged to remove all wastes within the territories under jurisdiction of the ports of the authority, even if it is waiting for transit in Suez canal to hand down the wastes to marine works contractors licensed to practice this activity, it is prohibited to throw out the wastes within the territories of the port under jurisdiction of the port authority, with full commitment to the execution of the decision in order to keep marine environment from pollution.
Article 2
No ship or marine unit is allowed to throw out the waste inside the boundaries of the ports under jurisdiction of the port authority, otherwise it will be subject to penalties or criminal fines stipulated in law no. 4 year 1994 and regulating Ministerial Decisions.

Article 3
The ships are obliged to remove all wastes and garbage through handing them down to marine works contractors licensed to practice this job by the port authority. All ships; whether inside or outside the waiting area; waiting for transiting Suez canal with waste and garbage on board except the ships that the port authority sees, through committees set up for this purpose, That they have no wastes or garbage onboard through evidencing documents, or normal inspection shall remove such herbage or wastes.

Article 4
All marine works contractors shall use waste reception barge to collect wastes and garbage, Which are disposed through legal methods and handed down to the concerned bodies and to provide an evidence for this.

Article 5
All marine works contractors shall abide to the following: -
• Not to transact with the ship master or ship crew unless through a shipping agency of the ship
• Misuse of license, by any means or damage the reputation of the country or the port.
• It is not allowed to practice any works which are different from the licensed works as per Ministerial decisions regulating these works; directly or indirectly in case of breach’ the contractor is forbidden from practicing the works and licenses are to be nullified, in addition to any criminal penalty to be enforced.

Article 6
The shipping agency shall perform the services of waste and garbage collection as per the role to be defined by Marine works association.
Article 7
The fees for furnishing these services as follows:

First: as for the ships existing inside the territories of the port / waiting to transit suez canal as follows:

- USD 75 per square meter, minimum of 3 m for external waiting area
- USD 60 per square meter, minimum of 3 m for internal waiting area

Second: as for ships berthing alongside the terminal as calculated according to the following rates:

- USD 50 per square meter, minimum of 2 m

Third: Minimum rate for providing this services in case of no garbage as per the following rates:

- USD 100 for external waiting area - USD 70 for internal waiting area.
- USD 50 for the quay.

These rates are subject to reconsideration each year.

Article 8
Other works carried out by marine works contractors are subject to calculation in agreement with shipping agency as per the volume of required works in the light of regulating ministerial decisions.

Article 9
Marine works contractors are obliged to furnish the service providence to the shipping agency of the ship in the form made for providing this service, fully having all approving signatures and stamps, in addition to a copy of the invoice and documents to the authority.as per Ministerial decisions regulating these works; directly or indirectly in case of breach’ the contractor is forbidden from practicing the works and licenses are to be nullified, in addition to any criminal penalty to be enforced.
Article 10
The shipping agency of the ship is hereby obliged to pay the value of the invoice of providing the service by marine works contractors after deducting of a 20 % of the invoice value and supplied for the account of General Authority for Red Sea ports in acceptable payable cheque and are paid as follows:

- Some 15 % for port authority to be paid as bonus for the employees of the port authority against the works performers and follow up.
- Some 5 % for the favor of Suez and Red Sea Chamber of Shipping

The shipping agency shall pay the whole value of the invoice within two weeks from the date of the invoice receipt. Failure to pay in due time, the shipping agency is to be notified to pay within another week, in case of no payment the all administrative and legal procedures are to be taken to pay the invoice value.

Article 11
The work performance is to be follow up through committee set up by the authority for this purpose, or through control of the state on the port, and shall have the right to take all legal procedure against any breaches by the ship, shipping agency or marine works contractors.

Article 12
Marine works contractors and shipping agencies shall abide to the execution of laws. Decision and instructions rendered in this respect.

Article 13
All working and concerned bodies in the port shall execute this decision each in his own field

Article 14
Decision no. 101 year 2005 nullified and deemed as it was not

Article 15
The decision is applicable as from the date of its issuance and is to be released in the official journal.
### Suez Canal Transit Dues as of 1/5/2014

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<th>v</th>
<th>Condition</th>
<th>First 5000</th>
<th>Next 5000</th>
<th>Next 10000</th>
<th>Next 20000</th>
<th>Next 30000</th>
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</table>

Ballast chemical / oil tankers are to be charged at the same rate of ballast oil tankers.

** Loaded combined carriers are to be charged according to the kind of cargo. In case of carrying more than one type of cargo such carriers are to be charged at the rate of petroleum products tankers.

Rebate info

1. NOTIFICATION

Rebate application must be sent before starting the voyage or at least 48 hours prior to sailing from load port:

A. Vessels particulars
Name, Type, Dwt, Last Transit, S.C.NET, Beam, Transit Draft, Speed, Bunker consumption/price (F.O.&D.O.)

A. Vessels particulars
Name, Type, Dwt, Last Transit, S.C.NET, Beam, Transit Draft, Speed, Bunker consumption/price (F.O.&D.O.)

B. Voyage details

C. Voyage Costs
Your detailed calculations of voyage costs via each route (Cape/Suez Canal/other route) and expected rebate from normal tolls.

2. SUEZ CANAL TOLLS
Full S.C. Tolls amount, without any reduction, to be submitted before transitting. The agreed rebate will be released upon receiving the following documents -
Bill of lading and cargo manifest if any.
A statement signed by the Master and Owners/Operators that the vessel made her voyage without any stoppage at intermediate ports for cargo operations.
Certificate from the port authorities of origin stating : date of departure – Nature & Quantity of cargo loaded (or in ballast) – sailing to.
Certificate from port authorities of destination stating : Coming from – date of arrival – Nature of cargo discharged (or in ballast).
In the event that a vessel has called at any port enroute, a Certificate/S.O.F. must be produced which verifies that the vessel has only called for bunkering/crew change purposes and no cargo operations have taken place.
The offer is valid for 70 days from the date of SCA reply til vessel’s arrival at the Suez Canal. If the transit does not take place within this period a new application must be made. The SCA will restudy the case provided that the new application is received by them before the ship sail from load port.

Note:
Should the vessel, for any reason, change load or discharge port from those stated in the original Bill of Lading or manifest, a revised calculation is to be presented to the S.C.A. showing the new reduction required. New documentation is to be presented accordingly.

On receipt of the completed Rebate Request Form attached, we will make a proposal to the S.C.A. concerning any vessel you feel should be eligible for a rebate, and negotiate on your behalf. It normally takes two or three days to receive a clear answer.
Circular No. 2/2016

Concerning container ships coming from ports of the East Coast of America heading to South and South East Asian ports.

Article one:
To meet the desire of ship’s owners and operators using the Suez Canal and to encourage more ships to transit the Suez Canal, the Suez Canal Authority has decided the following:
1- Container ships coming from port of Norfolk and its northern ports heading to the ports of (Port Kelang and its eastern Ports) shall be granted a reduction of 45% of the Suez Canal normal tolls

2. Container ships coming from ports south of port of Norfolk heading to:
   - Ports of Port Kelang and its eastern ports shall be granted reduction of 65% of the Suez Canal normal tolls.
   - Ports of Colombo and its eastern ports located just up to port of “Port Kelang” shall be granted reduction of 55% of Suez Canal normal tolls.

Article Two:
Conditions of applying the Circular:

1. Any company wishing to benefit from this circular has to submit a request before sailing through its shipping agency according to the attached form.

2. The ship must not call any port in between port of origin and port of destination for commercial purposes provided that ship’s operator must forward a formal declaration about that

3. In case of calling at in between ports for non-commercial purposes, the authorities of these ports have to submit a certificate to the SCA, stating the reasons of calling

4. Submitting a certificate from the last port of origin stating the date of sailing and a certificate from the first port of arrival stating date of arrival within sixty days from the date of Canal transit

5. A statement submitted by ship’s agency undertaking to pay the granted reduction in case of calling in between ports for commercial purposes, or failing to submit the documents during the period stated above.

Director of Transit Department
(Eng. Ahmed Shawky Mostafa)
Request form
For applying Circular 2/2016

Date: .................................................................................................................................

From: .................................................................................................................................

To : Suez Canal Authority
Att. Director of Transit.

**Vessel's Particulars:**

Name: .................................................................................................................................

EX name/s: ..............................................................................................................................

Call Sign: .................................................................................................................................

DWT: SCNT: ..............................................................................................................................

Last Transit: ...............................................................................................................................

Beam: .........................................................................................................................................

Cargo Quantity: ........................................................................................................................

**VOYAGE DETAILS**

LAST PORT OF ORIGIN: ...........................................................................................................

FIRST PORT OF DESTINATION: .................................................................................................

BUNKERING PORTS: ..................................................................................................................

DATE OF SAILING: ......................................................................................................................

DATE OF E.T.A. SUEZ CANAL: ................................................................................................
Circular No 4/2013
On rebates offered to
Long haul trips transiting the Suez Canal

Art. One:
Under the policy of the long haul committee regarding the procedures of granting rebates for long haul vessels to cope with changes in the market conditions, and to attract more vessels to transit the canal, the following procedures shall be implemented as of 5/6/2013:

1-On receiving a fax requesting rebate as per the attached “Rebate Request Form” may be together with any information that deemed necessary by the client, the SCA shall study the case and notify the client of the proposed rebate as soon as possible.
2-The client will notify the SCA of his decision within 72 hours by fax.
3-Herewith attached the documents required for granting rebates.

Article Two:
Circular 4/98 shall be Cancelled.

Director of Transit Dept.
Eng. Ahmed Mohamed El Manakhly
Rebate Request Form

Date: 
Form: 
To: Suez Canal Authority
Att.: Director of Planning & Research Department
Vessel’s Particulars:
Name: 
Ex name/s: 
Call Sign: 
DWT: 
Type: 
IMO No.: 
Year built: 
SCNT: 
Last Transit:
Capacity in cu. m (for LPG & LNG):
Capacity in cu. ft. (for reefer):
Max Draught:
TRN. Draught:
Beam:
Design Speed:
Design Fuel Consumption (IFO):
Design Fuel Consumption (DO):
Cargo Kind:
Cargo Quantity
TPI or TPC:
Voyage Calculation:
Actual Speed
Last Port of Origin
First Port of Destination:
Distance in n. miles via Suez:
Distance in n. miles via cape or panama:
Diff. in Distance:
Weather cond. In days via Suez:
Weather cond. In days via cape or Panama:
Duration in Days via Suez
Duration in Days via Cape or Panama:
Anti Piracy Cost (in details) via Suez:
Anti Piracy Cost (in details) via Cape:
Bunkering Ports:
Daily Bunker Consumption (IFO): Ton Daily Bunker Price (IFO): ...
Daily Bunker Consumption (DO): Ton Daily Bunker Price (DO): ...
Daily Time Charter: 
SC Tolls: 
Panama Tolls: 
Other Charges: 
Cargo intake via Suez: Ton 
Cargo intake via Cape: Ton 
Freight per ton: 
Cargo lost value: 
Total cost via Suez: 
Total cost via Cape or Panama: 
Diff. in cost: 
Suggested Rebate: %

Date of sailing:
Date of E.T.A. Suez Canal: 
Remarks: 

WWW.EISGROUPS.ORG
Documents required for granting rebate

1- A fax or email to be sent to the attention of director of Planning & Research Dept. at SCA at least 48 hrs before sailing date together with the rebate required form.

Our reply will be within 72 hours.

2- S.C. Tolls without any reduction has to be paid in full before the vessel's transit.

The granted rebate will be realized upon receiving the following documents:

1- Bill of lading and cargo manifest if any.
2- A statement signed by the master and owners / operators stating that the vessel made her voyage without any stoppage at intermediate port for cargo operations.
3- Certificate from ports authorities of origin stating the date of departure - nature & quantity of cargo loaded (or in ballast) – and the port sailing to.
4- Certificate from ports authorities of destination port stating the name of the port the vessel was sailing from - date of arrival – nature & quantity of cargo discharged (or in ballast)
5 - A claim from the owner /charter or operator stating the date of transit and percentage of the reduction.

These documents must be submitted after transit by 6 months maximum, no reduction is to be granted if such documents we submitted after this period.

The validity of reduction is 70 days from the first date of SCA response to the rebate request. However, when the 70 days are over, no rebate is to be granted. Therefore if this duration ( 70 days ) may be exceeded a new rebate request form should be submitted to SCA to restudy the case provided that the request is received by SCA before the sailing date as shown above.

FINANCIAL PROCEDUERS:

According to Suez Canal Authority rules, payment of Suez Canal Tolls must be paid in advance and before the vessel is listed in the convoy to commence her transit thereafter. To facilitate the financial side of the transits, banking arrangements and transfer of transit funds are handled as per the following procedure:

On receipt of nomination from any principal or on receipt of the ETA's of the vessel for either Port Said or Suez, EISAS sends to principal a breakdown of estimated transit funds required. The estimated canal dues are calculated using the prevailing SDR rate of the day, thus avoiding over-estimation.

The amount of estimated D/A should be remitted to EISAS Egypt’s bank account two working days prior to the arrival of the vessel at Suez Canal and immediately after receipt of the funds; payment is made to SCA to ensure smooth transit.
Final Disbursement Account

In order to enable the principal to have all expenses relating to the vessel's Canal transit with the least possible delay and as vouchers and invoices from various authorities are normally received late, EISAS is sending final D/A of the vessel's call to the principals within maximum 30 days from the date of transit.

To ensure that this will always be achieved, EISAS:
Collects and carefully check all vouchers and invoices, and prepares the disbursements accounts for each vessel prior to dispatching to Principals.
Translate all Arabic invoices and vouchers to English and attach each item of the disbursement account by a separate voucher in US dollars.
A monthly statement of account listing all invoices and advances received will be made and sent to principals on regular basis.
EISAS offices in Egypt

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**Capt. Mohamed El Sayed**  
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**Mr. Ahmed Hamada**  
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