

# SUEZ CANAL MINIGUIDE



## Leth Suez Transit Ltd As

Transit Managers since 1924  
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The following are extracts from Suez Canal Authority, rules of navigation edition 2007, Updated with circulars up to 18.01.2011.  
For further details, please contact Leth Suez Transit. All details are given in good faith, without guarantee.

## A. CONVOYS:

### Southbound (from Port Said) Consists of 2 convoys

#### 1<sup>st</sup> Convoy:

Arrival limit is 19.00 hrs. South of lat. 31 28,7 N

This convoy will enter the canal between 0100-0500hrs and anchors at Bitter Lakes. Transit time is approx. 14-16 hours.

#### **Late Arrivals:**

Vessels arriving between 1900hrs - 2100hrs can join this convoy against an additional payment 3% of the Canal Tolls.

Vessels arriving between 2100hrs - 2200hrs can join this convoy against an additional payment 5% of the Canal Tolls.

Vessels arriving after 2200hrs can join this convoy against an additional payment 10% of the Canal Tolls.

All arrival limit extensions are subject to SCA approval / traffic conditions. Additional dues are basis NO CURE NO PAY.

#### 1<sup>st</sup> convoy includes All types of vessels.

#### 2<sup>nd</sup> Convoy:

Arrival limit is 03.00 hrs lt. South of lat. 31 28,7 N

This convoy will enter the canal between 0700-0900hrs, makes fast at El Ballah branch and is limited to 15 vessels – standard max draft is 42 ft\*). Max beam is 160ft. Transit time is approx. 14-16 hours.

#### **Late Arrivals:**

Vessels arriving between 0300hrs - 0400hrs can join this convoy against an additional payment 3% of the Canal Tolls.

Vessels arriving between 0400hrs - 0500hrs can join this convoy against an additional payment 5% of the Canal Tolls.

Vessels arriving after 0500hrs can still join this convoy against an additional payment 10% of the Canal Tolls.

All arrival limit extensions are subject to SCA approval / traffic conditions. Additional dues are basis NO CURE NO PAY.

\*)Draft can be extended up to 45ft against 5% (if arriving before 0300 hrs), 8% (if arriving between 03-0400 hrs) or 10% (if arriving after 0400 hrs). All subject to SCA approval.

#### Vessels not permitted into 2<sup>nd</sup> convoy:

- Loaded tankers (or Bulk Carriers) carrying Petroleum or similar substances which have flash points below 23°C
- LPG / LNG laden or Ballast NOT gas free
- Vessels not fitted with double bottom carrying chemicals or crude oil or petroleum products.
- Vessels carrying dangerous wastes or non-containerized Radioactive substance Group 1
- Heavy lifters (semi submersible) carrying heavy lift units with tonnage exceeding the lifting capacity of their individual cranes.
- Vessels carrying deck cargo protruding past permissible limits.
- Container vessels more than 90000 sc.g.t. (\* see exceptions).
- Navy ships
- Vessels which exceed maximum permissible size to make fast at El Ballah loop, see SCA rules ART 49 – Section C - Table 1
- Vessels with draft more than 42ft. (\* see exceptions below).

#### Exceptions:

- Vessels with draft more than 42ft up to 45ft which are within draft and beam limits as per SCA rules ART 49 – Section C - Table 1, may be permitted to join this convoy subject to additional payments / arrangements / acceptance by SCA).
- Container vessels more than 90000 sc.g.t up to 95000 sc.g.t, which are within draft and beam limits as per SCA rules ART 49 – Section C - Table 1, may be permitted to join this convoy subject to additional payments / arrangements / acceptance by SCA).
- LPG/LNG vessels carrying Ammonia are allowed into 2nd convoy.
- 2<sup>nd</sup> convoy includes all other vessels not hereby already mentioned, (subject to SCA approval).

### Northbound (from Suez) Consists of 1 convoy with 2 groups

#### 1<sup>st</sup> Group:

Arrival limit is 01.00 hrs North of lat. 29 42,8 N

This convoy will enter the canal between 0600-0900hrs. Transit time is approx. 12-14 hours.

#### **Late Arrivals:**

Vessels arriving between 0100hrs – 0300hrs can join this group against an additional payment 3% of the Canal Tolls.

Vessels arriving between 0300hrs - 0400hrs can join this group against an additional payment 5% of the Canal Tolls.

Vessels arriving after 0400hrs can join this group against an additional payment 10% of the Canal Tolls.

All arrival limit extensions are subject to SCA approval / traffic conditions. Additional dues are basis NO CURE NO PAY.

#### 1<sup>st</sup> Group (known as tanker group)

Specific to include following vessels, but not limited to:

- Laden Tankers
- Laden Chemical carriers
- Laden VLCC's
- Laden LPG / LNG carriers,
- Ballast LPG / LNG Not Gas Free (NGF).
- Ballast Tankers more than 40,000 sc.g.t. Gas free or NGF.
- All vessels more than 38ft draft
- Navy Ships
- Passenger Ships\*, Car carriers\*, RoRo\*, Container ships\*

(\*These vessels with draft more than 38ft are also permitted to join 2<sup>nd</sup> group subject to SCA approval / special arrangements).

#### 2<sup>nd</sup> Group:

Arrival limit is 03.00 hrs North of lat. 29 48,33 N

This convoy will enter the canal between 0900 - 1130hrs. Transit time is approx. 12-14 hours.

#### **Late Arrivals:**

Vessels with ETA between 0300hrs - 0400hrs can join this group against an additional payment 3% of the Canal Tolls.

Vessels with ETA between 0400hrs - 0500hrs can join this group against an additional payment 5% of the Canal Tolls.

Vessels with ETA after 0500hrs can join this group against an additional payment 10% of the Canal Tolls.

All arrival limit extensions are subject to SCA approval / traffic conditions. Additional dues are basis NO CURE NO PAY

## 2<sup>nd</sup> Group (other vessels)

- Excludes vessels detailed above specific to 1st group (these are not permitted into 2<sup>nd</sup> group).
- 2<sup>nd</sup> group includes All other vessels not hereby already mentioned. (subject to SCA approval).

### **IMPORTANT:**

If you require any extension to the arrival limit in order to join any particular convoy, please confirm to us in writing stating the applicable percentage (3, 5, or 10%) required.

All arrival limit extensions are subject to SCA approval / traffic conditions and basis NO CURE NO PAY.

Request of Arrival Limit Extension must be submitted to SCA latest 24hours PRIOR to the vessels arrival at the Suez Canal as SCA does not accept master's guarantee on behalf of Owners / Operators. This is in accordance with SCA Circular 4/2003.

## **B. Masters Reporting to SCA:**

**Notice of Arrival:** 48hrs prior arrival, all vessels are requested to transmit flwg info to SCA via Ismailia Radio (SUQ):

Vessel name / Nationality / ex-name, Scgt, Scnt, Dwt, Draft, Beam, and ETA. Advise if intention is to transit canal or to stop in harbours, (advise duration of stay), and if carrying dangerous cargo, state quantity and IMDG class.

**Southbound** vessels coming from Sea must contact SCA Harbour office 15 miles before arrival to Fairway Buoy (Lat 31° 21'.32 N Long 32° 20'.81E) via either:

1. **VHF** channel 12, 13, 16
2. Ismailia Radio (**SUQ**)  
Inmarsat-A Tlx: +581-1622570, Fax: +871-1622574  
Inmarsat-B Tlx: +581-362213314, Fax: +871-362213312  
Tel: +871-362213310  
Inmarsat-C Tlx: +581-462299911, V.H.F: CH.68

**Northbound** vessels coming from Sea must contact SCA Harbour office 5 miles before arrival to first separation Zone Buoys (Lat 29° 39'.49 N Long 32° 23'.42E) via either:

1. **VHF** channel 14, 16
2. Ismailia Radio (**SUQ**)  
Inmarsat-A Tlx: +581-1622570, Fax: +871-1622574  
Inmarsat-B Tlx: +581-362213314, Fax: +871-362213312  
Tel: +871-362213310  
Inmarsat-C Tlx: +581-462299911, V.H.F: CH.68

Other VHF channels also in use: 6, 8, 10, 11, 13, 15, 16, 71, 73, 74 (9= main control office Ismailia)

**Radio telex from open sea:** 20000, Transmits 4250, Receives 6310/4205, mode FIB watch 24 hrs  
**Radio telex while transiting:** 20001, Transmits 1612, Receives 2147, mode FIB watch 24 hrs

## **C. Masters Reporting to Agent:**

All vessels are requested to provide us with following:  
14days / 7 days / 5 days / 72 / 48 / 24 / 12 hrs / 6hr Eta notice to: Leth Suez Transit, tlx:11368 arab n fax: +47 23115510  
E-mail: [office@lethsuez.com](mailto:office@lethsuez.com)

Master must provide following info in **first** ETA msg to Agent.

- ETA (Port Said or Suez)
- Vessel name / ex- names
- IMO no.
- Dwt
- International GRT / NRT
- Special Suez Canal tonnage SCGT / SCNT
- Beam
- LOA
- Flag
- Call sign
- Year of Build
- Lloyds vessel type
- Number of lifting appliance and their capacity onboard.
- Number of Open Type rescue boats on board
- Date of last transit, Suez Canal ID number (SCID),
- Type of cargo or if in ballast, gas free or not.
- Quantity and IMO class of any dangerous cargo
- Arrival / Transit draft
- Previous / Next Port
- Full style of class society and local P&I club in Egypt
- Advise us of any missing parts / defects / problems with vessels machinery or working condition.
- If you are carrying weapons\*) i.e. for self defense same must be reported to the agent no later 72 hours prior to arrival.

\*) Weapons are not allowed on board during transit!

In due time before arrival vessel is to fax and/or email us a copy of the International Tonnage Certificate 1969 (ITC-69).

Additional info may also be requested, subject to requirements.

Prior to arrival at Suez or Port Said, please prepare flwg documentation:

For our boarding clerk:

- 3 crew lists
- 1 ship's particulars
- 2 ship's registry cert (signed and stamped)
- 1 ITC 69
- 1 cargo manifest
- 2 classification cert.

Above is in addition to SCA Forms (Statistical declaration, Container form, Double Bottom Tank, information concerning a ship extracted from its official documents)

For SCA inspector:

- 1 ship's registry cert.
- 1 classification cert.
- 1 crew list
- 1 Suez Canal tonnage certificate
- 1 cargo manifest
- 1 Container form
- 1 Double Bottom Tank

For the quarantine inspectors:

- 1 crew lists
- 1 vaccination lists
- 1 port of call lists
- 1 maritime declaration of health.

For Port Security:

- 1 crew list
- 1 ship's particulars

- 1 port of call lists
- 1 cargo manifests,
- 1 cargo (tank) plans
- 1 nil list (weapons etc)

**D. ISPS: The SUEZ CANAL is operating at ISPS Level 1**

**Radio Telex:** SELCALL ID. NO.4820 or MMSI 006221120  
TX 1612, RX 2147, Channel 211, Mode FIB, (24hrs/7days) VHF CH 68  
E-MAIL: [ismradio@hotmail.com](mailto:ismradio@hotmail.com) and [ismradio@mail.suezcanal.gov.eg](mailto:ismradio@mail.suezcanal.gov.eg)

**SCA's Mobile Earth Station (MES) Inmarsat Mobile number (IMN)**

Inmarsat - (A) Tlx: +581-1622570 Fax: +871-1622574  
Tel: +871-1622570 Answerback: Suez  
Inmarsat - (B) Tlx: +581-362213314 Fax: +871-362213312  
Tel: +871-362213310 Answerback: Suez  
Inmarsat - (C) Tlx: +581-462299911 Answerback: Suez

Intl.Tlx: +9163528 Intl. Fax: +20 643393517 and +20 643393230

**SCA Head Office - Ismailia:**

Chief Marine Office Tel: +20 643393116 and +20 643393128  
Chief Team Movement Office Tel: +20 643393205  
Chief Movement Office Tel: +20 643392005, Fax: +20 643392514 / 18

**Port Said:**

Port ID# 14867, unlocode: EGPSD,  
Facility ID#0000, Security level ISPS 1.  
Port Said Office Main reception Tel: +20 663386558  
Chief of Port Said Transit: Capt. Mohamed Hegazy Tel: +20 663386061  
Harbour Master Assistant 1: Capt. Mohmaed Zakarya Tel: +20 663386153  
Harbour Master Assistant 2: Capt. Said Emam Tel: +20 663386154  
PFSO: Tel: +20 663386572  
Police / Fire / Emergency Services: VHF CH 12.  
Port office: VHF DSC on CH 70, Port Management (calling) CH 16  
Port Said 1: CH 12 (outside harbour) Port Said 2: (inside harbour).  
Measurement Div: CH 73

**Suez Port: (Port Taufiq)**

Port ID# 14928, unlocode: EGSUZ,  
Facility ID# 0000, Security level ISPS 1.  
PFSO: Cpt. Alie El Shater, Tel: +20 623331119  
Police / Fire / Emergency Services: VHF CH 12.  
Port office: VHF DSC on CH70, Port Management (calling) CH 16  
Port Taufiq : CH 14, Measurement Div : CH 74.

Nb: ISPS contact persons may vary due to daily command / shift changes.

All masters are required to have knowledge / understanding of Suez Canal Navigational features relating to Approaches, Anchorage areas, Navigational rules, Canal Channel and Lake characteristic, Buoy systems, Communication requirements, Flag and visual Signals.

**Boarding persons**

Following persons may board yr vessel during yr Suez transit:

- 1) Suez Canal pilots
- 2) Suez Canal inspector
- 3) Security team
- 4) Agent
- 5) Projector surveyor
- 6) Immigration (if vessel berthing inner port)
- 7) Quarantine doctor (if vessel berthing inner port)
- 8) Watchmen \*
- 9) Red Sea Port Authority Inspectors.

\* Watchmen are not compulsory and it is up to the master to accept or reject this service.

There may be service providers, subject to your requirements.

All persons must identify themselves by showing ID.

Unless authorized by SCA Port Officials, no person shall embark or disembark from a vessel while passing through the canal or in Ballah, Lake Timsah or the Bitter Lakes. Embarking and Disembarking is only permitted at Suez and Port Said anchorages. Any violation will result in a fine.

Any Information/instructions/requirements concerning all other matters should be directed to Leth Suez Transit [office@lethsuez.com](mailto:office@lethsuez.com) who will co-ordinate and authorize additional requirements.

**E. Documents Required:**

- Suez Canal Special Tonnage Certificate and calculation sheets issued by recognized classification society. (\*)
- ORIGINAL Certificate of registry.
- Vessels GA plan / Engine room plan / Capacity plan.
- Statistical declaration.
- Copies of cargo manifest for cargo onboard.
- Declaration concerning double bottom tanks and the lower parts of the high tanks.
- Declaration concerning vessels in ballast.
- Declaration concerning State of Navigability.
- Declaration of dangerous cargo Appendix #3 part V.
- Last Classification certificate issued.
- Piping plan and GA plan for LPG/LNG vessels.
- IOPP of Compliance and its supplement for record of construction and equipment as amended for tankers.
- ISPS certificate.
- All other known documents and valid certificates which every sailing and seaworthy vessel must have, should be onboard.

**(\*) Note: In absence of a Suez Canal Special Tonnage Certificate, Transit dues will be levied provisionally on gross tonnage (GRT) until necessary documentation for subsequent transits is presented.**

Masters are also requested to fill in various other declaration forms handed to him by the agent upon arrival. Upon request to the Agent, these can be transmitted to the master prior to vessel's arrival.

**Vessels transiting Suez Canal for the first time(FTT):**

The following documents should be mailed to our local office (see forwarding address opposite) in due time prior to transit:

- 3 hard copies of Suez Canal Certificate
- 3 hard copies of GA plan
- 3 hard copies of Capacity plan
- 3 hard copies of Engine room plan

Vessels' Plans to be between scale ratio: 1/100 up to 1/300.

**SCA do NOT accept electronic copies of these plans.**

Alternatively, copies of the plans can be handed over by master directly to the SCA inspector on arrival. If master does not have copies, then the Vessels Originals can be submitted to SCA.

Note: these Originals will only be returned to vessel after SCA conclude their measurements / registration of the vessel into their files. Forwarding of the plans may be several weeks after transit. Please provide us with a forwarding address and courier account no# for "freight collect" shipment or subsequently invoice details for forwarding expenses.

### **SBT (segregated ballast tank) Rebate:**

In addition to above, in order for us to apply for any possible SBT reduction\*) please also forward following documentation / plans to arrive at least two days prior to vessel's arrival.

- 1) A hard copy of the international oil pollution prevention (IOPP) certificate of compliance and its supplement for the record of construction and equipment as amended.
- 2) A hard copy of capacity plan.
- 3) A hard copy of tank plan and piping system.
- 4) A hard copy of Midship section.
- 5) Masters declarations (as follows)

Quote – I, the undersigned Master of M/T \_\_\_\_ hereby declare that cargo tanks are completely separated from ballast tanks – Unquote.

### **SCA do NOT accept electronic copies of these plans.**

\*) Segregated Ballast Tankers reduction, further explanation: [www.letsuez.com/SCA\\_Circulars/SCA\\_frames.asp?circ=circ61993.htm](http://www.letsuez.com/SCA_Circulars/SCA_frames.asp?circ=circ61993.htm)

### **First time transit / SBT docs and plans Forwarding details / address:**

Reference:

"VESSELS NAME" - FTT / SBT Docs

Leth Egypt Agencies,  
El-Gomhoreya St. - Dellesebs St.  
El-Madina Tower 9th floor,  
Port Said, Egypt

Phone: +20 66 3243440  
Fax : +20 66 3243441  
Email: [Egypt@letsuez.com](mailto:Egypt@letsuez.com)

Please forward scanned copy of AWB to [egypt@letsuez.com](mailto:egypt@letsuez.com) in order to follow up delivery.

### **F. Vessel Dimensions and Drafts:**

- **Length:** No restrictions
- **Height:** Air draft 68 meters (above High High water level).
- **Beam:** max. 245ft 3 inch. For vessels with beam over 210' up to 245'3" the beam wind should not exceed 10 knots. Vessels with beam over 245'3" may be allowed to transit the canal under special request.
- **Draft:** maximum draft for **loaded vessels** is authorized in relation to beam. Max draft 66ft permits Max beam 164ft.  
(See SCA Beam and Draught table for more info).  
Draft must not exceed the tropical load line or if no tropical load line indicated in the load line certificate, draft must not exceed the summer load line.
- **Draft:** Vessels in **ballast condition**, following drafts are recommended, with beam up to 245ft 3inches, maximum draft is less than or equal to 40ft.

For Info on drilling vessels and rigs, towed units or special design vessels / requests, please contact us [office@letsuez.com](mailto:office@letsuez.com).

### **G. Pilotage:**

Pilotage is compulsory for all vessels regardless of their tonnage, whenever entering, leaving, changing berth or shifting in the Canal Waters and harbors.

Vessels moving in Canal waters or Port Said Harbour without pilot on board will be charged fine USD 21,500.  
Vessels moving in Port of Suez Anchorages, entering / leaving Port of Suez without pilot on board, will be charged an additional fine USD 3,200.

Only when explicitly authorized by the Suez Canal Authority or the Suez Canal Port Office may vessels move without Pilots in certain areas. Failure to comply with SCA Pilotage regulations shall result in fines.

If vessel signals for pilot but is not actually ready for movement, she may be delayed and pay additional pilotage dues (USD 300 per pilot).

Vessels under operation inner Port Said harbor which haven't finished cargo operation while canal pilot boarding the vessel will be cancelled from the convoy and SCA will require new booking procedures which will involve extra charges (as per SCA harbor master instruction).

Extra Pilotage will be assigned by SCA for all Vessels over 80,000 SCGT, 4<sup>th</sup> generation container ships, 3<sup>rd</sup> Generation container ships (over 60,000scgt), Lashers more than 35,000 SCGT, vessels with impeding visibility from wheel house, vessels with transit restrictions (slow speed, daylight transit only, or other), vessels with draft more than 53ft, on Masters request or deemed necessary by SCA.

Accommodation ladders should comply with SOLAS 74/78 ref Suez Canal Rules of Navigation, art. 24 end of page 53.

Masters are held solely responsible for all damage or accidents of whatever kind resulting from the navigation or handling of their vessels directly or indirectly by day or night.

### **H. Projector (Searchlight):**

Before transit, each vessel should be fitted with a searchlight, placed on the bow at the axis of the vessel to illuminate the canal clearly. Searchlight must be of approved type and accompanied by a certificate for the "type test" issued by a classification society. Electrical cable installations and all connections leading to it, switches, plugs, sockets, must be of first class marine type IP 55, permanently fixed, insulated and gas tight. Searchlight must satisfy SCA surveyor as to its proper performance.

LPG/LNG vessels and any vessel entering canal directly must be provided with their own searchlight.

Vessels without own projector can hire a portable projector (approx 22kg) from the Canal Mooring and Lighting company.

Vessels either with own projector or one hired locally, shall have two shore electricians operate the projector during transit.

If electrical connections and/or searchlight are not in conformity with the full specifications of requirement as per SCA Rules of Navigation ART 28, vessel may be subject to transit delay. An additional due of USD 4,300 will be imposed from the third transit and each following when not in conformity.

## I. MOORING Ropes and Boats:

**Mooring Ropes:** At least 6 flexible floating mooring ropes of appropriate size for the vessel, in good condition, fitted with spliced eyes must be ready at suitable points on deck for emergency. Vessels equipped with tension mooring wires, the number of floating ropes may be reduced to 4. All vessels should have 2 fire ropes (wire) made fast one forward, one aft, hung over the vessels side ready for use in case of emergency.

**Mooring Boats:** As per SCA rules and Regulations, Ref ART 20:

Vessels must be fitted with well maintained lifting appliances capable of lifting mooring boats of 4 tons weight (Including crew members).

Mooring boats are to be hired from the Suez Canal Mooring Company which is approved by SCA. In case mooring boats from the said company are unavailable, vessels open type motor lifeboats, if suitable for mooring in the Canal can be used as alternative. Each boat is to be manned by 3 shore crew hired from the SC mooring company.

- One motor boat for vessels up to 5000 S.C.G.T.
- Two motor boats for vessels over 5000 S.C.G.T

Mooring boats must be in constant readiness for lowering to run the ropes to the mooring posts without any delay. Handling of mooring boats must be carried out safely, well clear from the ship's propellers. Masters are requested to reduce vessel speed during mooring operations and an officer must be in charge to avoid accidents.

**Any vessel failing to comply with lifting / mooring requirements of ART 20.** i.e. with no means to lift mooring boats or if ships open type motor boats are not suitable for mooring in the canal, or other..., **shall not be allowed to transit unless accompanied by Imposed Tug at charge SDR 17,000.**

## J. Bow Anchors:

Vessels less than 1500 SCGT must be equipped with 1 working anchor located forward.

All vessels more than 1500 SCGT must be equipped with 2 class anchors located forward of the collision bulkhead. Non compliance will result in vessel not being allowed to transit unless accompanied by Imposed Tug. Vessels unable to use both bow anchors will only be allowed to transit canal classed as Towed unit.

**Any vessel which may have difficulty in complying to SCA rules of navigation, please consult Leth Suez Transit prior arrival / prior transit and before reporting to the authorities.**

## K. Efficiency of Vessel's Equipment:

Before entering Canal, it must be ascertained that main engines, compasses, steering gear system, engine room, telegraph, rudder angle and RPM indicators, VHF and radar are in good working order.

## L. Deck Cargo:

Deck Cargo is to be stowed in a way so as to provide clear view from the navigating bridge, as well as not to affect vessels stability. Deck cargo should not protrude more than half the vessels breadth on any side. Any protrusion exceeding maximum allowed will be studied with additional dues applied. This is applicable for ALL vessels / units transiting Suez Canal.

Closed deck cargo loads will be included in SC.N.T tonnage measurement.

## M. Pilot Ladder:

Accommodation ladders are to be used in the Canal Harbours and lakes to embark and disembark pilots.

Vessels with freeboard of less than 10ft may use pilot ladder. In Anchorage areas outside the canal North or South, pilot ladders can be used if distance from sea level to vessel access point is less than 12ft. If distance is more than 12ft, accommodation ladder is to be used.

## N. Accommodations:

A suitable (officer class) accommodation is to be put at pilot's disposal during transit. Failure to comply will result in fine of USD 1000 for each relieving pilot.

A sheltered place is also to be provided for mooring men and shore electricians throughout transit.

## O. Declaration of State of Navigability:

SCA Declaration of State of Navigation is to be completed, signed / stamped by Master prior transit, and handed to SCA pilot upon arrival.

## P. Transit Speed:

Stations	Tankers Group	Other Vessels
Suez - Gineifa, head current	11 km/hr	13 km/hr
Suez - Gineifa, stern current	14 km/hr	15 km/hr
Gineifa - Kabret	14 km/hr	15 km/hr
Kabret - Deversoir	15 km/hr	16 km/hr
Deversoir - Port Said	14 km/hr	15 km/hr

- Additional transit dues are levied on slow speed vessels as per SCA rules of Navigation ART 100.
- Vessels with draught over 42ft, the transit speed is same as for tankers group except for container vessels.

## Q. Diving Operations:

Diving operations in the canal, anchorage areas and berths must be carried out only by the qualified diving team of the SCA.

Private diving teams are not authorized to carry out any operations in the canal without prior consent of SCA and supervised by SCA diving team.

Failure to comply will result in fine of USD 43 000.

## R. Vessels with Full / Part Bulk cargo of Cement / Clinker:

For Northbound vessels, SCA may conduct diving inspection prior to commencement of transit and also allocate one escort tug throughout transit. This is for safety of the Canal, for SCA's account and will not affect yr transit according to normal regulations.

For Southbound vessels, these vessels are only permitted to transit in Southbound 1 convoy. Thus they are required to arrive minimum six hours prior sunset to allow time to conduct diving inspection prior to commencement of transit approx Midnight.

Vessels arriving late will not be permitted to transit and must wait for inspection following day. SCA may determine that one tug will assist your vessel during transit. This will be for the SCA's own account.

## S. Escort Tugs / Imposed Tugs:

**Escort Tug assistance:** Charge SDR 8,000 per tug. Applicable in following cases but not limited to:

### Laden Vessels:

- Laden vessels less than 70,000 SCNT are escorted by one tug if SCA deems it necessary for technical reasons.
- Vessels with draft more than 47ft.
- Laden vessels from 70,000 to 90,000 SCNT are escorted by one tug.
- Laden vessels over 90,000 SCNT are escorted by two tugs.
- Laden LPG / LNG vessels over 40,000 and up to 90,000 SCNT (also if loaded with Ammonia) will be escorted by one tug. Those over 90,000scnt will be escorted by 2 tugs.
- Laden Semi-submersible ships carrying drillers or floating units (300scgt or more) will be escorted by one tug or more as decided by SCA survey on arrival.

### Ballasted Vessels:

- Ballast vessels over 130,000 SCNT are escorted by one tug
- Ballast vessels with beam over 218ft up to 233ft are escorted by one tug.
- Ballast vessels with beam over 233ft are escorted by two tugs.
- Ballast LPG / LNG vessels (not gas free) over 40,000 and up to 90,000 SCNT will be escorted by one tug.
- Ballast LPG / LNG vessels (not gas free) over 90,000 will be escorted by two tugs.
- Ballast LPG / LNG which are GAS FREE are to be treated as tankers in Ballast, however, gas free cert is to be issued on arrival to be exempted from tug escort.
- Towed scrapped vessel will be escorted by one tug.

### Note:

- Any vessel escorted by 1 tug which may require an additional 2<sup>nd</sup> tug for whatever reason, both tugs will be considered as Imposed.
- Any vessel escorted by 2 tugs which may require an additional 3<sup>rd</sup> tug for whatever reason, 1<sup>st</sup> tug will be considered as escort with 2<sup>nd</sup> and 3<sup>rd</sup> tugs considered as Imposed.

**Imposed Tugs:** Charge SDR 17,000 per tug Applicable in following cases but not limited to:

- **SCA may impose one tug or more at any time during canal transit whenever, in SCA judgment, this action is necessary to ensure safety of the vessel or the canal.**
- Vessels having engine or steering gear trouble for the 2<sup>nd</sup> time during the same passage may impose 1 tug.
- Vessels more than 1500 SCGT without two working bow anchors are subject to 1 imposed tug.
- General Cargo vessels carrying explosive of class IMO 1, Div 1.1, 1.2, 1.3, in less than 50% of the loaded cargo, one imposed tug is applicable. If more than 50% of the loaded cargo, two imposed tugs are applicable

**(as per SCA updated circular no. 4/2010 multipurpose vessels will be considered as general cargo vessels).**

- Vessels carrying IMO 7 cargo are subject to one or two Imposed tugs (subject to cargo type and quantity).
- Vessels reporting engine failures or lost anchor during transit may result in an imposed tug. (Please consult Leth Suez Transit before reporting to the authorities).
- Anchor Handling Tug Supply Vessels (AHTSV) transiting with azimuth thrusters are subject to SCA inspection on arrival and one imposed tug may apply depending on the size of the thrusters and beam of the vessel.
- Vessels older than 30 years/**never passed through Suez Canal before** SCA may impose tug(s) to ensure proper safety and navigation throughout transit.
- Vessels with bad / impeded view from wheelhouse and wings, SCA may determine that for reasons of safety, vessel may be towed through canal.
- Any vessel without mechanical power, or with machinery which is/or becomes disabled, or with steering problems which is liable to be unmanageable, shall be towed through the canal.

### **IMPORTANT:**

**Whatever may be the conditions or circumstances under which SCA tugs are made use of by a vessel, the Master of the vessel is responsible for any damages or accidents whatsoever resulting directly or indirectly from the use of the said tugs, including damage which may occur to tugs themselves, and to equipment.**

## T. Special Case Transits:

(A) - Drilling units (Vessels / Rigs), either self or non-self steering, with liftable or non-liftable legs shall be inspected by SCA upon arrival, studied case by case basis prior acceptance to transit. If accepted for transit, these Drilling units will be either escorted or towed by SCA **Imposed** Tug(s) throughout transit.

(B) - Heavy Lift ships carrying drillers, or floating units (more than 300 ton) or large units (more than 250mt) are subject to following conditions:

If Semi submersible ships, they must if required, be able to reduce draft by 1m by way of discharging clean ballast water. They are to transit with escort tug(s), subject to SCA inspection on arrival. Additional Canal dues of 125% apply.

Other types of heavy lift vessels, carrying floating units of 300 SC.G.T or more are subject to 300% of canal dues of the floating units SC.G.T. If carrying large heavy units (non-floating) of weight more than 250mt, these vessels are subject to 50% additional canal tolls.

(C) - Multi Purpose vessels carrying floating units of 300 SC.G.T or more are subject to 100% of canal dues of the floating units SC.G.T. (General cargo vessels are exempted from this rule).

**Gross tonnage of floating units will be calculated according to Linear dimensions, length, Beam and Depth.**

(D) - Navy Ships / Auxiliary ships and any other vessel type carrying Military cargo are subject to 25% additional canal tolls owing to special arrangements for transit.

(E) - Integrated Units are subject to Additional dues of 25% of the transit dues and must have a valid Seaworthiness certificate issued by one of the IACS recognized by SCA. An escort tug is also applicable for first time transit. If the Integrated tug is disconnected and the unit towed by normal tugs, this unit will be considered as towed vessel and dues for towed vessels will be applied.

(F) – Towed Units – Enquiries concerning the possibility and / or approval of transit of towed units, drilling rigs, dredgers etc. are requested to be submitted to SCA at least 2 weeks prior sailing of the unit from its base port. Towed units are not allowed to transit unless towed by SCA tugs. All towed units must be equipped with at least 6 floating mooring ropes in suitable size for the unit. A valid Seaworthiness certificate for the towage specifically through the Suez Canal must be issued on arrival by Class. All towed units will be inspected by SCA upon arrival to determine final towing arrangements applicable and necessary for safety of Navigation through the Canal.

(G) - Special Design Ships and Special Requests: Other types of vessels which may exceed limitations advised by SCA rules of Navigation may still be permitted to transit under special circumstances subject to SCA inspection, requirements and approval.

Please contact us Leth Suez Transit [office@lethsuez.com](mailto:office@lethsuez.com) for any information / instructions / requirements concerning any special case transits.

#### **U. Fines / Extra Charges:**

There are various fines and additional dues levied if Master / vessel fail to comply with SCA Rules of navigation.

Following are several (but not limited to) examples not already mentioned elsewhere in this mini guide which may apply.

Please refer to SCA rules of Navigation for full details.

- Non compliance of SCA orders
- Changing berth or anchorage, Navigation / Moving without SCA or Pilot authorization.
- Embarking / Disembarking persons without authorization
- Pilot Accommodation / Ladder non compliance
- Throwing Wastes / objects / venting gas
- Vessels with Indicators (rudder and/or RPM) defective or still not installed on 2<sup>nd</sup> transit and thereafter will incur fine USD 4500. Vessels with BOTH indicators defective or still not installed on 2<sup>nd</sup> transit and thereafter will incur fine USD 7500.
- Berthing dues are levied for vessels prolonging stay in Canal Waters.
- Any vessel failing to comply with SCA rules of Navigation.

**Any vessel which may have difficulty in complying to SCA rules of navigation, please consult Leth Suez Transit prior arrival / prior transit and before reporting to the authorities.**

#### **V. Erroneous Declarations:**

SCA reserves the right to refuse access to Canal Water for any vessel carrying prohibited cargo, or erroneously declaring presence of dangerous cargo or its state on board, such as ammunition, explosives, radioactive substances etc.

If none declared dangerous cargo is discovered during transit, SCA reserves the right to refuse access to Canal Waters for a period up to 2 years, and impose a fine of USD 43 000 for this violation.

If SCA find erroneous information concerning cargo carried or ships state (ballast / laden) as a result of shipping clerk or masters negligence, the resulting additional canal tolls will be doubled.

#### **W. Vessels not allowed to Transit:**

A vessel will not be allowed to transit if Tropical Load line is submerged, or Plimsoll Marks not plainly visible, having list more than 3 degrees, if trimmed or loaded in way causing bad maneuverability or stability, considered by SCA as dangerous for navigation, if exceeding draft limitations, if carrying dangerous cargo and not conforming to SCA rules of Navigation Section 'V' or carrying prohibited cargo.

Any vessel failing to comply with any requirement from SCA rules of Navigation may be delayed from joining convoy and / or may be subject to special arrangements for transit.

Access to the Canal may also be refused.

All transits are subject to SCA Inspection / Investigation.

#### **X. SDR explanation:**

Suez Canal dues are determined on the basis of SDR units (Special Drawing Rights) issued by the International Monetary Fund (IMF).

The currency value of the SDR is determined by summing the values in U.S. dollars, based on market exchange rates, of a basket of major currencies : - (U.S. dollar, Euro, Japanese yen, and Pound Sterling)

The SDR currency value is calculated daily.

See [www.imf.org](http://www.imf.org) for daily rates (view currency units per SDR).

#### **Y. Tonnages and Dues:**

##### **Suez Canal Tonnage-**

The tonnage on which all dues and charges to be paid by vessels, as specified in SCA regulations, are assessed on the tonnage resulting from the system of measurement laid down by the International Commission held at Constantinople in 1873, and duly entered on the special certificates (Suez Canal Special Tonnage Certificate) issued by the competent authorities in each country.

In assessing the dues, SCA are empowered to determine alterations applicable in the calculated chargeable net tonnage for Suez passage. Ref SCA rules: Computation of tonnage.

**Transit Dues:**

- Transit dues are based on SC.N.T.
- Transit due rates will be levied according to the latest circular issued by SCA.
- **Transit dues are payable 100% in advance.**

**Double Bottom:**

When any vessels bottom space is utilized over 6 inches for the carriage of bunker during the transit of the canal, its cubical capacity will be added to the tonnage.

**Deck Loads:**

Closed deck loads will be included in tonnage measurement.

**Z. Rebate reduction of Normal Canal Toll charges:**

SCA wish to attract vessels which may have voyage option of transiting via Cape of Good Hope or Panama Canal, rather than through the Suez Canal.

Owners / Charters have an opportunity to apply for a reduction in the normal Suez Canal tolls so that routing via Suez is a cost effective / less time consuming voyage option.

All applications must be submitted to SCA (via us, yr transit agent) no later than 48hours before vessels voyage deviation point.

SCA will assess all applications on a case by case basis. Offers are valid for 60 days from date of application to day of transit.

For more info / rules / requirements / or application form, please contact Leth Suez Transit [office@lethsuez.com](mailto:office@lethsuez.com) or visit our website:

[http://www.lethsuez.com/rebates\\_information.htm](http://www.lethsuez.com/rebates_information.htm)  
[http://www.lethsuez.com/rebates\\_application\\_form.htm](http://www.lethsuez.com/rebates_application_form.htm)

**AA. Ships Mail & Spare Parts Forwarding**

**Ships mail, plans, charts – Courier forwarding:**

Consignee Name & Address:

M/V..... - Ship's Mail.

c/o Leth Egypt Agencies LTD

Operation Maanger

Mohamed Marzouk

El-Gomhoreya St. Dellesebs St.

El-Madina Tower 9th floor.

Port Said – Egypt.

Direct Tel: +20 66 32 43 440

Tel/Fax : +20 66 32 43 441

Mobile : +20 100109933 (24 hours).

E-mail : [egypt@lethsuez.com](mailto:egypt@lethsuez.com)

Please make sure that this mail will arrive in due time prior to vessel's arrival at Suez or Port Said and advise us AWB ref no, and forward us scan copy of AWB to [egypt@lethsuez.com](mailto:egypt@lethsuez.com).

**Spare parts – Air Freight shipment:**

Consignee Name & Address:

Ref: M/V..... - Ship's Spares in transit.

c/o Leth Egypt Agencies LTD

(full style same as above).

- AWB MUST show 'Ship's spares in transit'
- All parcels MUST be marked with AWB no.
- All Original documents must accompany the cargo and detailed packing list should be included in the shipment.
- All documents should be included in the pouch attached to the AWB. No documents should be placed inside the parcels.
- Original AWB (with minimum two copies).
- Upon dispatch, [egypt@lethsuez.com](mailto:egypt@lethsuez.com) must be notified together with copies of commercial invoice + AWB + detailed packing list.
- Ensure spares arrive **Cairo Airport** latest 48 hours prior to vessel's arrival.
- Ensure that all wooden boxes/pallets are fumigated before shipment (and marked with the related country's fumigation stamp). Spare parts arriving Egyptian Airports which are not stored in **Fumigated wooden Boxes/pallets** and without the fumigation stamp on the wooden box/pallet will be rejected by Agriculture Quarantine Authority and subject to immediate re-export to place of origin for your own account. Forwarding the shipment to next port will not be possible.

**Important:**

Spare parts should be sent by Airfreight and **not** Courier.

Spares Shipments sent by courier may be stopped by customs and detained at Cairo Airport.

Ensure that spare parts will arrive in due time prior to vessel's arrival at Suez Canal and advise us flight details, AWB ref no, and forward us scan copy of AWB to [egypt@lethsuez.com](mailto:egypt@lethsuez.com) to follow up delivery.

**BB: Crew Change:**

Please consult Leth Suez Transit,

[office@lethsuez.com](mailto:office@lethsuez.com) for crew change / surveyors / technicians embarking or disembarking services.

Please inform us:

- Vessel Name
- Name(s) of person(s)
- D.O.B

- Nationality
- Passport no. and expiry date
- Seaman's book no. & expiry date
- Rank
- Flight Info: (To, From, Airline, Flight Number, Departure / Arrival Dates & Timings) PTA ref, E-ticket ref.

All flights are through Cairo Airport, EGYPT.

C/o Leth Egypt Agencies LTD  
 Crewing Manager  
 Edith Toth  
 El-Gomhoreya St. Dellesebs St.  
 El-Madina Tower 9th floor.  
 Port Said – Egypt.  
 Direct Tel: +20 66 32 43 440  
 Tel/Fax : +20 66 32 43 441  
 Mobile : +20 100085402 (24 hours).  
 E-mail : [egypt@lethsuez.com](mailto:egypt@lethsuez.com)

**CC: Security teams/weapons:**

We are pleased to confirm that our Egyptian arm, Leth Egypt Agencies LTD (LEA) is one of the biggest local agencies arranging security teams (embarkation/disembarkation) onboard vessels passing through the Suez Canal North/Southbound. LEA also handle safety equipment at Cairo airport (in/out) and at Suez/Port Said as they are one of few agents with **approved transportation of weapons as well as storage** at inner Suez port under port police custody to avoid any delay of the vessels transit schedules/voyages. We are presently serving 9 reputable security companies for this service.

**Weapons and/or ammunition handling please take note of the following:**

1. Vessels cannot enter the Suez Canal with weapons and/or ammunition on board – other than weapons and/or ammunition purely declared as cargo.
2. Permission to handle weapons and/or ammunition can only be issued to local agents in Egypt.
3. No weapons and/or ammunition are allowed through airfreight handling at Cairo airport.

Please contact us via [Egypt@lethsuez.com](mailto:egypt@lethsuez.com) for further information regarding handling of security teams and/or weapons.

**DD: Ship Chandler services:**

Fresh Water, Sludge removal, Provisions, Motor rewinding, Flags, Charts, Garbage removal\* etc. etc.

We recommend ship chandler Messrs Concord Shipping office@concordshipping.com (Phone: +20663252443, Fax: +20663346823. In case you are approached by any other ship chandler claiming to be approved by us, please ignore same.

\*Garbage removal is not compulsory requirement at Suez Canal.

**EE: TRANSIT INSTRUCTIONS**

Please only direct your nominations, instructions, or service requests to our offices in Oslo, Copenhagen or Singapore via [office@lethsuez.com](mailto:office@lethsuez.com).

All activities are coordinated and followed up by these offices.

Information/instructions concerning all or any other matters should be directed to Leth Suez Transit [office@lethsuez.com](mailto:office@lethsuez.com) who will coordinate and authorize additional requirements.

**NOTES**

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