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Konu : Süveyş Kanalı 2020 Tarifesinde Değişiklik Hk.

İVEDİ
17/01/2020

Sirküler No :62

SAYIN ÜYEMİZ,

İlgi : Uluslararası Deniz Ticaret Odasının (ICS) 14/01/2020 tarihli ve CAN(20)03 sayılı yazısı.

Uluslararası Deniz Ticaret Odası (ICS) tarafından gönderilen ilgi yazıda, Süveyş Kanal İdaresi tarafından Ek'te sunulan basın bildirisinde, Süveyş Kanalı'ndan geçiş yapacak olan kuruyük gemileri ile LPG tankerleri için geçiş ücretlerinde % 5 oranında bir artış yapılması planlandığı, diğer gemilere yönelik 2019 yılı tarifesinde bir değişiklik olmadığı ifade edilmektedir.

Süveyş Kanal İdaresi'nin, yapılması planlanan fiyat artışı ile ilgili olarak alınması planlanan kararını; piyasa koşulları, küresel ekonomik göstergeler değerlendirilerek, yapılan kapsamlı analizler, inceleme ve araştırmalar neticesinde alındığını belirterek savunduğu bildirilmektedir.

Alınması planlanan söz konusu karara ilişkin görüş ve önerilerinizin mümkün olan en kısa sürede ICS'e iletilmek üzere Odamıza (iletisim@denizticaretodasi.org.tr) gönderilmesi hususunda bilgilerinizi ve gereğini arz rica ederim.

Saygılarımla,

e-imza
İsmet SALİHOĞLU
Genel Sekreter

Ek: İlgi Yazı ve Ekleri (7 sayfa)

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14 January 2020

CAN(20)03

TO: CANALS SUB-COMMITTEE

**Copy: SHIPPING POLICY COMMITTEE
MARINE COMMITTEE
ALL FULL AND ASSOCIATE MEMBERS (FOR INFORMATION)**

ADJUSTMENTS TO SUEZ CANAL TOLLS IN 2020 (DRY BULK VESSELS AND LPG CARRIERS)

Action required: *Members are requested to review and comment on the document attached at Annex A. It is a recent press release by the Suez Canal Authority (SCA), announcing its plan to adjust Canal transit tolls for dry bulk vessels and LPG carriers (5% toll increase for both). Tolls for all other ship types will remain unchanged (the same as in 2019).*

Members are requested to review and comment on the document attached at **Annex A**. It is a recent press release by the Suez Canal Authority (SCA), announcing its plan to adjust Canal transit tolls for dry bulk vessels and LPG carriers (5% toll increase for both). Tolls for all other ship types will remain unchanged (the same as in 2019).

In defending its decision, the SCA suggests that changes to transit tolls are subject to extensive studies, in addition to precise monitoring and thorough assessment of all variables related to the maritime transport market, as well as developments affecting its future outlook, global economy indicators, world trade movement and regular deep analysis of current competitive maritime routes.

Interested members that might be affected by this increase are kindly requested to send comments to the undersigned (helio.vicente@ics-shipping.org) ***as soon as possible***. So that a decision can be made on whether ICS should react to the intended changes in an official capacity.

As explained in SPC(19)20, last year the Secretariat made a number of efforts to reach out to the SCA to propose a high level dialogue meeting between the SCA and ICS, with a view to building a stronger long-term relationship between both entities

and to provide a platform for constructive dialogue and discussion about issues of mutual interest.

These efforts began with a formal letter (sent on 30 January 2019) – attached at **Annex B** – to the Chairman and Vice Chairman of the SCA, in which ICS expressed a willingness to jointly develop an official framework for continuous dialogue that could be formalised through a memorandum of understanding (MoU). The letter was complemented by number of emails and phone calls, but to date no response has been received.

In this respect, any national member national association (or their member company), which might be able to facilitate such a discussion between ICS and the SCA, is kindly requested to advise the undersigned accordingly.

Helio Vicente
Secretary, Canals Sub-Committee



New decisions regarding the Suez Canal transit tolls, during the calendar year 2020

4 January 2020

Category Navigation News

Admiral Osama Rabie announces that the Suez Canal transit tolls will remain unchanged for all types of vessels, while excluding only two categories, dry bulk vessels and LPG carriers, as their transit tolls will increase by 5%

The Suez Canal accommodated 18,880 ships with a net tonnage of 1.2 billion tons and revenues of 5.8 billion USD during 2019

The Authority's implemented marketing policies succeeded in attracting new shipping lines to transit the Canal, with a total of 3,463 vessels and revenues of 731 million USD during 2019

The Suez Canal Authority issued new decisions regarding the Suez Canal transit tolls, during the calendar year 2020. Admiral Osama Rabie, Chairman and Managing Director of the Suez Canal Authority, announced, today (Saturday, January 4, 2020), that the Suez Canal transit tolls for all types of vessels will remain unchanged, the same as it was in 2019, excluding only two categories of vessels, dry bulk vessels and LPG carriers, as the transit tolls for both categories will increase by 5% compared to the rates applied during 2019. This increase shall take effect as of April 2020.

The decision to keep the Suez Canal transit tolls unchanged will benefit the container vessels, tankers carrying oil and its products, LNG carriers, car carriers, general cargo vessels, RoRo vessels, cruise vessels and other types. The decisions of the Suez Canal Authority regarding the transit tolls are subject to extensive studies conducted by the economic unit of the Planning, Research and Studies department at the Suez Canal Authority, in addition to precise monitoring and thorough studying of all variables related to the maritime transport market, in addition to the developments affecting the global economy indicators and the world trade movement, as well conducting regular deep analysis of developments taking place in the current competitive maritime routes and its future outlook.

The SCA Chairman stressed that the Suez Canal is a major lifeline for the global seaborne trade, through which 8.3% of the total global trade traffic passes, besides approximately 25% of the total traffic of containerized cargoes, globally, and 100% of the seaborne container trade between Asia

and Europe, as well as being one of the pivotal links of global supply chains, due to its unique geographic location and the navigation services it provides to the transiting vessels.

The Canal can also accommodate 100% of the global fleet of container vessels, 92.8% of dry bulk vessels, about 61.9% of oil tankers, and 100% of other types of the global fleet of vessels (fully, Partially or empty loaded)

The Chairman of SCA conveyed a reassurance message on the Suez Canal navigation traffic indicators, which witnessed a remarkable development in the numbers and tonnage of transiting vessels during last year. In 2019, the Canal accommodated 18880 vessels, compared to 18174 vessels during 2018, marking an increase of 3.9%, while the total net tonnage accommodated through the Suez Canal reached 1.2 billion tons in 2019, compared to 1.1 billion tons in 2018, reflecting an increase of 5.9%.

The amount of cargoes transiting the Suez Canal also increased by 4.9%, from 983 million tons in 2018 to 1031 million tons in 2019, and the achieved revenues denominated in USD increased from 5.7 billion USD in 2018 to 5.8 billion USD in 2019, marking 1.3% increase.

Admiral Rabie revealed the success of the flexible marketing and pricing policies pursued by the authority during 2019 in attracting 3463 vessels from various shipping lines that were not transiting the Canal before; which had a great impact towards increasing the market share of the Suez Canal on such trade routes, besides increasing the revenues of the Canal by 731 million USD, which represents about 12.6% of the total revenues of the Suez Canal in 2019.

These indicators are the best success evidence of the business strategy pursued by the Suez Canal Authority despite the unfavorable conditions, trade tensions and the challenges that the global economy and trade movement have suffered during 2019, of which the most important were:

- The decline in the global economy growth rates to 3.2% in 2019 compared to 3.6% in 2018.
- The decline in the growth rates of the global trade traffic to 1.1% in 2019 compared to 3.6% in 2018.
- The decline in the growth rate of the Chinese economy to 6.1% in 2019, and this decline is expected to continue in 2020 to reach 5.9%, the lowest level for the Chinese economy in 30 years.
- The challenges related to Britain's exit from the European Union "Brexit", which led to a decline in the growth rate of the British economy in 2019 to 1.2% compared to 1.4% in 2018, as well as the decline in the growth rate of the Eurozone to 1.2% in 2019 compared to 1.9% in 2018.
- The persistence of political and security tensions, especially in the Middle East region, of which the most important is the embargo imposed on Iran's exports of crude oil.
- The challenges related to the competition with alternative routes to the Suez Canal, especially land and railways between Asia and Europe.

In this regard, Admiral Rabie, emphasized the success of the Authority in dealing flexibly and professionally with the international challenges and emergency variables through adopting a business strategy that relies on the continuous development of the Canal, and pursuing flexible marketing and pricing policies to attract new customers and shipping lines that were not crossing the Canal before, as they were not achieving significant savings by transiting through the Suez Canal.

He also highlighted the importance of the new Canal and its role in raising the global ranking of the Suez Canal, in addition to enhancing its ability to keep abreast of successive developments in the shipping industry, besides increasing the Canal's capacity to accommodate the new generations of ultra large vessels with bigger drafts, while providing all the safety and security factors for the transiting vessels, in order to maintain the Suez Canal pioneering position as the first choice for ship operators.

At the end of his statement, Admiral Rabie, affirmed the authority's keenness to develop navigation services provided to the transiting vessels, in addition to fostering communication with the

customers in a way that contributes to achieving the common interest and maximizing the competitiveness of the Suez Canal, so that it will always be the first choice compared to alternative maritime routes, which will positively impact the Egyptian economy.

[Back To News](#)



Admiral Mohab Mohamed Hussien Mameesh, Chairman & Managing Director
Vice Admiral Osama Mounier Rabie, Vice Chairman
Suez Canal Authority
Irshad Building (7th floor)
Ismailia, Arab Republic of Egypt

30 January 2019

Dear Admiral Mameesh and Vice Admiral Rabie,

PROPOSAL FOR BIENNIAL MEETINGS BETWEEN THE SUEZ CANAL AUTHORITY (SCA) AND THE INTERNATIONAL CHAMBER OF SHIPPING (ICS)

I am writing on behalf of the International Chamber of Shipping (ICS), which is the principal global trade association for shipowners. ICS represents over 80% of the world merchant fleet, with a membership comprising national shipowners' associations from 37 countries.

The Suez Canal is among the world's major canals used by the global shipping industry - as represented by ICS - to transport around 90% of world trade. We are therefore of the view that it is of vital importance to build and foster a strong long-term relationship between the SCA and ICS.

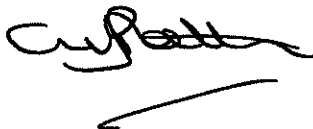
With meetings between both organisations having taken place in the past (the latest one held in February 2016), subject to agreement by the SCA, we wish to propose another high level dialogue meeting between the SCA and shipping industry representatives from ICS, sometime later this year.

We also take this opportunity to propose the establishment of an official framework for regular high level dialogue between the SCA and ICS. This could be formalised through a memorandum of understanding (MoU), which ICS would be willing to produce in co-operation with the SCA. As you are likely aware, since 2017 the Panama Canal Authority (ACP) has also begun to engage in more formal dialogue with the shipping industry.

With the above in mind, we sincerely hope that the SCA will give careful consideration to our comments and proposals for a high level meeting later this year, and for development of a framework for regular biennial meetings thereafter. Noting that such meetings would provide an invaluable opportunity for constructive dialogue and discussion about issues of mutual interest.

ICS looks forward to receiving a response at your earliest convenience.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Guy Platten', with a long horizontal stroke extending to the right below the name.

Guy Platten
Secretary General

Copy to:

Mr Mohamed El-Dessouki, Director of Transit Dept., Suez Canal Authority

Mr Sayed A. Fetouh Sharkawy, General Manager, Maritime Transport Economics Planning, Research and Studies Department, Suez Canal Authority