

Welcome to this month's update from LETH! As the maritime industry navigates new challenges, we're here to keep you informed on the latest developments and updates.

Egypt

New Environmental Regulations for Ships in Egyptian Waters



Mediterranean Sulfur Control

Effective 01.05.2025, the Mediterranean will become a sulfur oxide emissions control area (ECA) under IMO convention no. (79) MEPC36. Ships in the region, including those calling at Egyptian ports located in Mediterranean sea, **must use low-sulfur fuel (Sulfur 0.1%)**.



Red Sea

Effective 01.01.2025, the Red Sea will be designated a special area under MARPOL Annex I and V (IMO Resolution MEPA.381(80)).



Deck Plants

Permitted but not on the main deck to avoid the possibility of contamination of the plants and their soil with any materials transported on the ship.



Berth Painting

Ships may perform simple painting at berths with prior approval from the Port Authority via ship agent.



Wastewater

Grey Water: Disposal in regional waters is prohibited.
Treated Black Water: Allowed only if no facility is available, adhering to:

- a) Discharge at least 4 nautical miles from shore, with waves not directed toward the shore.
- b) Ships are prohibited from discharging sewage waste all at once; it must be released gradually while sailing at a minimum speed of 4 knots.



Scrubbers

Open-loop scrubbers are **prohibited** in Egyptian waters; only closed-loop scrubbers are allowed.



Incinerators

The use of incinerators is **prohibited** in Egyptian ports, harbors, and estuaries as per MARPOL Appendix VI.

Source: Suez Canal Economic Zone

If you have further questions, contact us [here](#)



Despite unrest in the Red Sea disrupting trade patterns and reducing transit numbers through the Suez Canal, we continue to see activity and interest in the canal under our agency. Meanwhile, with the ongoing geopolitical shifts and the rise in sanctions in recent years, compliance and due diligence have become more critical than ever. At Leth, we do not compromise on our integrity. We will continue to be the professional and trustworthy agents that our industry partners know us for.

–Julie Mailind
Operations Director-Suez Canal

Middle East Update

Update from our analyst at [Guardian](#)

In [Guardian](#), our Risk Advisory team closely monitors the Middle East developments to aid our clients with insights and operational recommendations. When looking at the ceasefire between Hezbollah and Israel, it is assessed that it will not necessarily trickle down to Gaza. Interrupting the conflict with Hezbollah follows the Israeli acknowledgement that the Iran-backed organisation is effectively decapitated and a large part of its assets located in southern Lebanon destroyed. This allows the IDF time to restock supplies and allow personnel to rest. However, the situation in Gaza is different. In Gaza, Israel aims to destroy Hamas, and a permanent occupation of part of the strip is not unrealistic. Concurrently, in the Red Sea the Yemen-based Houthi have continued to target U.S. warships and navy destroyers on a weekly basis. However, the total number of monthly incidents targeting commercial ships is steadily decreasing, with four targeted attacks occurring in October and two in November.



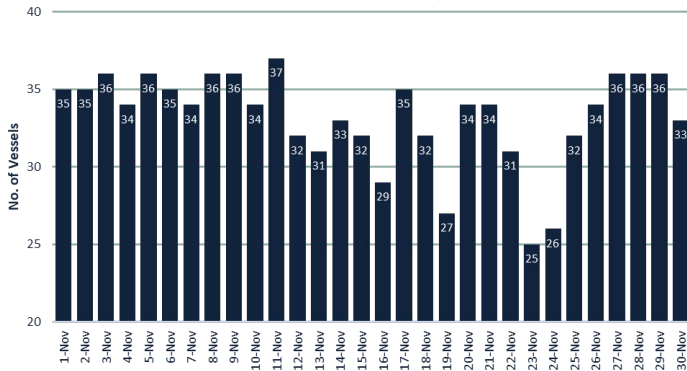
If you have questions about the statistics in this article or require further information, please reach out to our team at: office@lethagencies.com

YOUR PREFERRED AGENT IN MARITIME HOTSPOTS

Panama Canal

Month of November saw the daily transit volumes nearing its pre-water crisis levels with an average of 33.2 vessels per day, which is still a couple of vessels short of full capacity. However, this number includes the two days of maintenance for which the Panama Canal Authority (ACP) had restricted capacity to a total of 26 vessels.

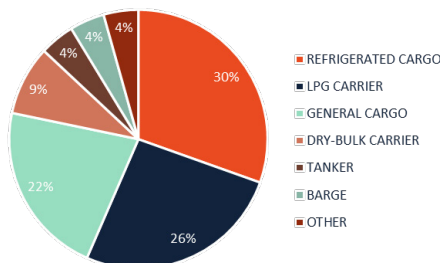
Panama Canal- Total Daily Transits



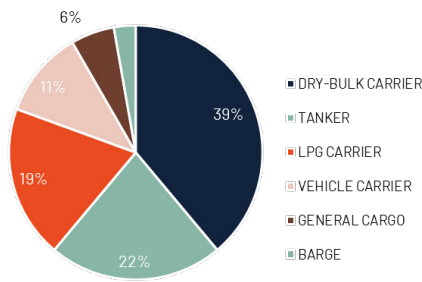
Source: Lloyds AIS, Observed Data

Note: With an average of 33.2 vessels daily the Panama Canal capacity has not been utilized fully in month of November.

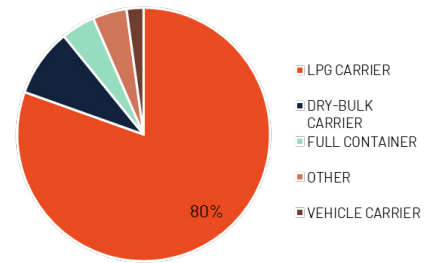
Regular Segment Distribution



Panamax Segment Distribution



Neo-Panamax Segment Distribution



Disclaimer: The information in these graphs/stats is derived from observed data and may not be entirely accurate. Please consider it as a general reference.



Mediterranean Partnership Announcement

Through partnerships, we have at LETH been able to stretch beyond our Suez Canal roots, offering innovative and high-quality service in other maritime hotspots such as Panama, Singapore, Denmark, and more. To further enhance and strengthen our global reach, we are pleased to announce that our partnership with Inchcape Shipping Services has been expanded to important maritime hubs Gibraltar, Algeiras, and Malta. The expansion will allow us to provide husbandry services, bunker operations, crew change etc. in these areas at the same level of quality as we are known for in the shipping industry. Using Inchcape's local infrastructure and dedicated staff together with LETH's distractive customer centric and solution-based value proposition, we hope to deliver something unique to our customers.



Advisory

Update from [Canal De Panama](#)

Apart from the announced maintenance, the ACP further published four other advisories during November. Most noticeable were the postponement of the low-carbon transit slot launch date, an initiative encouraging energy efficient technologies in the Panama Canal, and the introduction of substitution and swapping of booking slots between container vessels of cooperative working agreement members (alliance and vessel sharing agreements).

As for November, the ACP has announced two days of significant **maintenance work** in the old locks, resulting in capacity restrictions. The capacity for the old locks will be **reduced** from 26 to 16 vessels on the **12th and 13th of December**. We recommend having this in mind when trying to obtain slots during or around these dates.



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