**PROPOSAL #2 – REPAIRS TO THE SUEZ CANAL**

**Proposal**: Funding for private bulkhead and shoreline maintenance companies to accelerate repairs to the Suez Canal.

**Background**: Define the Suez Canal: A north/south manmade canal cut through the Isthmus of Suez and incorporating two previously-standing lakes designed to increase shipping productivity and decrease the time & distance needed to move from Asia to Europe

- Divides Egypt from Africa and Asia, & the Sinai Peninsula

- Belongs to the Egyptian Government

- Begins at Port Said and ends in the city of Suez at Port Tewfik

- Sea level canal with no locks (opposed to Panama Canal); the belief that locks would be necessary hindered previous attempts at canal development, to be discussed later

- Identified as a choke point for shipping and global travel due to its relatively narrow span and the quantity of ships and cargo which is moved through it. Other choke points: Panama Canal, Strait of Hormuz, Bab-el-Mandeb, Malacca Strait, Gibraltar, Bosporus, Dardanelles

General Statistics: Officially opened in November of 1869

- The original length of the Suez Canal was 102 miles or 164 kilometers.

- Currently 120 miles or 193 km long

- 180-200 meters wide at water level (Silver Moon is 26 m wide; also 213 m long, meaning we could not fit if turned sideways in the Canal)

- Float width is 110 meters

- Opened approximately 8 meters deep; now approximately 25 meters deep

- 2015 opening of the new Canal; extended all the way to the Red Sea and established the North and South Canals

- Reduces the distance between the Arabian Sea to London by 5,500 miles/8,900 km

- Passing areas, Ballah Bypass, the Great Bitter Lake; comparison to Silver Moon hallway “passing areas”

- The name “Suez” is derived from the Arabic word for “licorice.” Licorice tea is known as the drink of Cairo and has a history of being harvested in Upper Egypt, the general area of the Suez Canal and the city of Suez.

- The canal naturally flows north in winter and south in summer because the current changes with the tides

Precursors: East/West canal from the Nile to the Red Sea built under Ramses II

- First fully functional engineered and completed by Persian Emperor Darius I

- In his Meteorology Aristotle wrote stories of an attempted canal, but were two problems; the sea was higher than the land, and the other was fear that mixing sea and river water would spoil the river

- After Bartholomew Dias discovered the path around Africa, great poverty ensued for Venice. Leaders there contemplated digging a waterway to combat this problem in the late 15th, early 16th century. Began negotiations with Egyptian leaders, but when Persia conquered Egypt, the negotiations failed.

- Ottomans contemplated building a canal in part to keep Europeans out of the Indian Ocean, but this failed due to expense

- Napolean’s efforts failed because an error in surveying indicated the need for locks; soldiers did find remains of earlier attempts.

Construction: The concept of land ownership in the Arabic world at the time of the construction had little in common with more modern ideas of land ownership. Nomadic civilization & land frequently assessed as inconsistent in value

o Brainchild of Ferdinand de Lesseps, French diplomat

o 10 years of construction

o From 1854-1856, de Lesseps garnered concessions from Egypt and Sudan to create a company that would build the canal. Upon completion, the company would be granted exclusive rights to use for 99 years. Consistent with European relations with the developing world at the time

o Towards the end of the construction, a French sculptor petitioned the government to construct a monument at the mouth of the Canal. It would have been entitled “Egypt Bring Light to Asia” and would have featured a 90-foot tall woman wearing robes and carrying a lighted torch. When the petition failed, the sculptor contacted the United States, where the sculpture was established in New York Harbor and retitled “Lady Liberty Bringing Light to the World.”

o State of the art machinery including coal-powered shovels and dredgers helped accelerate the construction.

o Until 1964, most of the Canal workers were Egyptians who were told their contribution would be the only way they could pay their taxes.

o Opposition continued after building had begun, in part because of labor requirements, resulting in the discontinuation of former labor methods.

o The number of deaths involved with the construction is unknown. Estimates place it from anywhere between 5,000 people to 120,000 people. The latter estimate is from the first Egyptian ruler to possess control of the Canal.

**For the Board of Governors to Decide:**

Advantages:

Consistency with Sharia lending:

Winners and losers:

Estimated costs:

Budget:

Oversight system:

**Useful Links**:

Useful Links:

<https://www.isdb.org/>

<https://www.isdb.org/who-we-are/about-isdb>

<https://www.isdb.org/what-we-do/sectors>

<https://www.nytimes.com/2021/03/31/business/suez-canal-ship-costs.html?auth=login-google1tap&login=google1tap>

<https://www.msn.com/en-us/money/companies/why-is-the-suez-canal-so-important/ss-AA1mbNtD>

<https://www.suezcanal.gov.eg/English/Shipyards/Pages/MarineRescue.aspx>

<https://apnews.com/general-news-international-news-205ff6a919f608f1ad74447fb1ae28d2>

<https://magazine.boskalis.com/issue02/suez-canal-expansion#:~:text=Currently%2C%20more%20than%201%2C000%2C000%20m,will%20be%20dredged%20every%20day>.