

The Suez Canal is the Tongue of Egypt;

Look at what's happening to the Panama Canal!

Yah of Hosts is going to fill it The Suez Canal, also known as “The Tongue of Egypt) back in with dirt for those of His people in Africa that will walk back to Israel; people will marched from different countries from slavery, and scripture says that they will come back the way that they originally left;

[Jeremiah 31 Good News Translation](#)

Israel's Return Home

Yah of Hosts says, “The time is coming when I will be the God of all the tribes of Israel, and they will be my people.

² In the desert I showed mercy to those people who had escaped death. When the people of Israel longed for rest, ³ I appeared to them^[a] from far away.

People of Israel, I have always loved you, so I continue to show you my constant love.

⁴ ***Once again I will rebuild you.*** Once again you will take up your tambourines and dance joyfully.

⁵ Once again you will plant vineyards on the hills of Samaria, and those who plant them will eat what the vineyards produce.

⁶ Yes, the time is coming when sentries will call out on the hills of Ephraim, ‘Let's go up to Zion, to Yah of Hosts our God.’”

⁷ Yah of Hosts says,

“Sing with joy for Israel,
the greatest of the nations.

Sing your song of praise,
‘Yah of Hosts has saved his^[b] people;
he has rescued all who are left.’

⁸ I will bring them from the north
and gather them from the ends of the earth.
The blind and the lame will come with them,
pregnant women and those about to give birth.
They will come back a great nation.

⁹ **My people will return weeping,**
praying as I lead them back.
I will guide them to streams of water,
on a smooth road where they will not stumble.
I am like a father to Israel,
and Ephraim is my oldest son.”

¹⁰ Yah of Hosts says,
“Nations, listen to me
and proclaim my words on the far-off shores.

I scattered my people, but I will gather them
and guard them as a shepherd guards his flock.

¹¹ I have set Israel's people free
and have saved them from a mighty nation.

¹² They will come and sing for joy on Mount Zion
and be delighted with my gifts—
gifts of grain and wine and olive oil,
gifts of sheep and cattle.

They will be like a well-watered garden;
they will have everything they need.

¹³ Then the young women will dance and be happy,
and men, young and old, will rejoice.
I will comfort them and turn their mourning into joy,
their sorrow into gladness.

¹⁴ I will fill the priests with the richest food
and satisfy all the needs of my people.
I, Yah of Hosts, have spoken.”

Yah of Host's Mercy on Israel

¹⁵ Yah of Hosts says,

“A sound is heard in Ramah,
the sound of bitter weeping.
Rachel is crying for her children;
they are gone,

and she refuses to be comforted.

¹⁶ Stop your crying
and wipe away your tears.
All that you have done for your children
will not go unrewarded;
they will return from the enemy's land.

¹⁷ There is hope for your future;
your children will come back home.
I, Yah of Hosts, have spoken.

¹⁸ “I hear the people of Israel say in grief,
‘YAH, we were like an untamed animal,
but you taught us to obey.

Bring us back;
we are ready to return to you,
Yahweh our God.

¹⁹ We turned away from you,
but soon we wanted to return.

After you had punished us,
we hung our heads in grief.

We were ashamed and disgraced
because we sinned when we were young.’

²⁰ “Israel, you are my dearest child,
the one I love best.

Whenever I mention your name,
I think^[c] of you with love.

My heart goes out to you;
I will be merciful.

²¹ *Set up signs and mark the road;*
find again the way by which you left.

Come back, people of Israel,
come home to the towns you left.

²² How long will you hesitate, faithless people?
I have created something new and different,
as different as a woman protecting a man.”^[d]

Jeremiah 31:19-21 Amplified Bible

19

‘After I turned away [from You], I repented;
After I was instructed, I struck my thigh [in remorse];

I was ashamed and even humiliated
Because I carried the disgrace of my youth [as a nation].’
20

“Is Ephraim My dear son?
Is he a darling *and* beloved child?
For as often as I have spoken against him,

I certainly still remember him.
Therefore My affection is renewed *and* My heart longs for him;
I will surely have mercy on him,” says Yah of Hosts.

21

“Place for yourself road signs [toward Canaan],

Make for yourself guideposts;

Turn your thought *and* attention to the highway,
To the way by which you went [into exile].

Retrace your steps, O virgin of Israel,
Return to these your cities.

[Exodus 11:7](#)

But against any of the children of Israel shall not a dog move his **tongue**, against man or beast: that you may know how that Yahweh does put a difference between the **Egyptians** and Israel.

[AMP](#)

But not even a dog will threaten any of the Israelites, whether man or animal, so that you may know [without any doubt] *and* acknowledge how Yahweh makes a distinction between Egypt and Israel.’

[GNT](#)

But not even a dog will bark at the Israelites or their animals. Then you will know that I, Yahweh, make a distinction between the Egyptians and the Israelites.’”

[MSG](#)

Then Moses confronted Pharaoh: “Yah’s Message: ‘At midnight I will go through Egypt and every firstborn child in Egypt will die, from the firstborn of Pharaoh, who sits on his throne, to the firstborn of the slave girl working at her hand mill. Also the firstborn of animals. Widespread wailing will erupt all over the country, lament such as has never been and never will be again.

But against the Israelites—man, woman, or animal—there won’t be so much as a dog’s bark, so that you’ll know that Yah makes a clear distinction between Egypt and Israel.’

[Isaiah 11:15](#)

And Yahweh shall utterly destroy the **tongue** of the **Egyptian** sea; and with his mighty wind shall he shake his hand over the river, and shall smite it in the seven streams, and make men go over dryshod.

[MSG](#)

And he’ll raise that rallying banner high, visible to all nations, gather in all the scattered exiles of Israel, Pull in all the dispersed refugees of Judah from the four winds and the seven seas. The jealousy of Ephraim will dissolve, the hostility of Judah will vanish— Ephraim no longer the jealous rival of Judah, Judah no longer the hostile rival of Ephraim! Blood brothers united, they’ll pounce on the Philistines in the west, join forces to plunder the people in the east.

They’ll attack Edom and Moab.

The Ammonites will fall into line. Yah will once again dry up Egypt’s Red Sea, **making for an easy crossing**. He’ll send a blistering wind down on the great River Euphrates, Reduce it to seven mere trickles.

None even need get their feet wet! In the end there'll be a highway all the way from Assyria, easy traveling for what's left of Yah's people— A highway just like the one Israel had when he marched up out of Egypt.

The signs are all over the place; in the skies, on earth, in the waters, in the smoke, fires, and animal behavior! Don't be so over whelmed with all of the trouble that surrounds all of us! IF you have eyes and ears then listen!!!!

[Isaiah 43:19](#)

Look at the new thing I am going to do. **It** is already ·happening [^L sprouting/springing up]. Don't you **see it**? I will make a ·road [path; way] in the ·desert [wilderness; ^C the return from Babylon is portrayed as a new Exodus] and ·rivers [streams] in the ·dry land [desert; wasteland].

[AMPC](#)

Behold, I am doing a new thing! Now it springs forth; do you not perceive *and* know it *and* will you not give heed to it? I will even make a way in the wilderness and rivers in the desert.

[Water in the desert in Saudi Arabia . How's that possible ...](#)

<https://www.facebook.com/geology.science1/videos/water-in-the-desert-in-saudi-arabia-hows-that-possible-geology-science-water-des/621559139493956/>

[Click to see the video!](#)

[TLB](#)

For I'm going to do a brand-new thing. See, I have already begun! Don't you see it? I will make a road through the wilderness of the world for my people to go home, and create rivers for them in the desert!

[MSG](#)

This is what Yah says, the God who builds a road right through the ocean, who carves a path through pounding waves, The God who summons horses and chariots and armies— they lie down and then can't get up; they're snuffed out like so many candles: "Forget about what's happened; don't keep going over old history. Be alert, be present. I'm about to do something brand-new. It's bursting out! Don't you see it? There it is! I'm making a road through the desert, rivers in the badlands. Wild animals will say 'Thank you!' —the coyotes and the buzzards— Because I provided water in the desert, rivers through the sunbaked earth, Drinking water for the people I chose, the people I made especially for myself, a people custom-made to praise me.

[NOG](#) [Name of God Bible]

I am going to do something new. It is already happening. Don't you recognize it? I will clear a way in the desert. I will make rivers on dry land.

Panama Canal Drying Up And Hundreds Of Ships Are Stuck

Story by Kevin C. Neece •1d



The Panama Canal© Provided by Giant Freakin Robot

[Isaiah 11:15](#)

Yah of Hosts will ·dry up [*or* utterly destroy] the ·Red Sea of **Egypt** [^l tongue/gulf of the **Egyptian** sea]. He will wave his ·arm [*or* hand] over the ·Euphrates River [^l River] ·and dry it up with a scorching wind [^l with a scorching wind/breath]. He will ·divide [strike; break] it into seven small rivers so that people can walk across them with their sandals on.

People also ask

What is the Gulf of Egypt?

Gulf of Suez, Arabic Khalīj As-suways, northwestern arm of the Red Sea between Africa proper (west) and the Sinai Peninsula (east) of Egypt.

[Gulf of Suez | Red Sea, Sinai Peninsula, Suez Canal | Britannica](#)

Gulf of Suez

gulf, Egypt

Also known as: Khalīj as-Suways

Written and fact-checked by

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Recent News

Aug. 22, 2023, 6:12 AM ET (Arab News)


[Egypt announces new oil discovery in Gulf of Suez](#)

Gulf of Suez, Arabic **Khalīj As-suways**, northwestern arm of the [Red Sea](#) between Africa proper (west) and the [Sinai Peninsula](#) (east) of [Egypt](#). The length of the [gulf](#), from its mouth at the Strait of Jubal to its head at the city of [Suez](#), is 195 miles (314 km), and it varies in width from 12 to 20 miles (19 to 32 km).

The gulf is linked to the [Mediterranean Sea](#) by the [Suez Canal](#) (north) and is an important [shipping route](#). Settlements along the gulf are [confined](#) to a few fishing and mining villages. In the 1970s and '80s oil was discovered at numerous locations onshore and offshore in the gulf.


On the Sinai coast the harbour of Abū Zanīmah serves the neighbouring Umm Bugma (Bujmah) manganese mines.

Britannica, The Editors of Encyclopaedia. "Gulf of Suez". Encyclopedia Britannica, Invalid Date, <https://www.britannica.com/place/Gulf-of-Suez>. Accessed 23 August 2023.

[Coordinates:](#)  [30°42′18″N 32°20′39″E](#)
From Wikipedia, the free encyclopedia


(Redirected from [Suez canal](#))

Suez Canal



Port Canal, Egypt, February 2016. Natural Colors. Contains modified Copernicus Sentinel data (2015). Processed by Pierre-Philippe Marechal.

The Suez Canal from space, showing
the [Great Bitter Lake](#) at the centre (after the 2015 expansion)

Coordinates [30°42′18″N 32°20′39″E](#)

Specifications	
Length	193.3 km (120.1 miles)
Maximum boat beam	77.5 m (254 ft 3 in)
Maximum boat draft	20.1 m (66 ft)
Locks	None
Navigation authority	Suez Canal Authority
History	
Construction began	25 April 1859; 164 years ago
Date completed	17 November 1869; 153 years ago
Geography	
Start point	Port Said
End point	Suez Port

The **Suez Canal** ([Egyptian Arabic](#): قَنَاةُ السُّوَيْسِ, *Qanāt es-Suways*) is an artificial [sea-level waterway](#) in [Egypt](#), connecting the [Mediterranean Sea](#) to the [Red Sea](#) through the [Isthmus of Suez](#) and dividing Africa and Asia. The 193.30 km (120.11 mi) long canal is a popular trade route between Europe and Asia.

In 1858, [Ferdinand de Lesseps](#) formed the [Suez Canal Company](#) for the express purpose of building the [canal](#). Construction of the canal lasted from 1859 to 1869.

The canal officially opened on 17 November 1869. It offers vessels a direct route between the [North Atlantic](#) and northern [Indian](#) oceans via the Mediterranean Sea and the Red Sea, avoiding the South Atlantic and southern Indian oceans and reducing the journey distance from the Arabian Sea to London by approximately 8,900 kilometres (5,500 mi), to 10 days at 20 knots (37 km/h; 23 mph) or 8 days at 24 knots (44 km/h; 28 mph).^[a]

The canal extends from the northern terminus of [Port Said](#) to the southern terminus of [Port Tewfik](#) at the city of [Suez](#). In 2021, more than 20,600 vessels traversed the canal (an average of 56 per day).^[2]

The original canal featured a single-lane waterway with passing locations in the Ballah Bypass and the [Great Bitter Lake](#).^[3] It contained, according to [Alois Negrelli](#)'s plans, no [locks](#), with seawater flowing freely through it.

In general, the water in the canal north of the Bitter Lakes flows north in winter and south in summer. South of the lakes, the current changes with the [tide](#) at Suez.^[4]

The canal was the property of the Egyptian government, but European shareholders, mostly British and French, owned the [concessionary company](#) which operated it until July 1956, when President [Gamal Abdel Nasser](#) nationalised it—an event which led to the [Suez Crisis](#) of October–November 1956.^[5]

The canal is operated and maintained by the state-owned [Suez Canal Authority](#)^[6] (SCA) of Egypt.

Under the [Convention of Constantinople](#), it may be used "in time of war as in time of peace, by every vessel of commerce or of war, without distinction of flag."^[7]

Nevertheless, the canal has played an important military strategic role as a naval shortcut and [choke point](#). Navies with coastlines and bases on both the Mediterranean Sea and the Red Sea ([Egypt](#) and [Israel](#)) have a particular interest in the Suez Canal.

After Egypt closed the Suez Canal at the beginning of the [Six-Day War](#) on 5 June 1967, the canal remained closed for precisely eight years, reopening on 5 June 1975.^[8]

The Egyptian government launched construction in 2014 to expand and widen the Ballah Bypass for 35 km (22 mi) to speed up the canal's transit time.

The expansion intended to nearly double the capacity of the Suez Canal, from 49 to 97 ships per day.^[9]

At a cost of LE 59.4 billion (US\$9 billion), this project was funded with interest-bearing investment certificates issued exclusively to Egyptian entities and individuals.

The Suez Canal Authority officially opened the new side channel in 2016. This side channel, at the northern side of the east extension of the Suez Canal, serves the East Terminal for berthing and unberthing vessels from the terminal.

As the East Container Terminal is located on the Canal itself, before the construction of the new side channel it was not possible to berth or unberth vessels at the terminal while a convoy was running.^[10]



Aerial view of the Suez Canal at Suez

Precursors^{[[edit](#)]}



Canal of the Pharaohs, that followed Wadi Tumilat

Ancient west–east canals were built to facilitate travel from the Nile to the Red Sea.^{[1][12][13]} One smaller canal is believed to have been constructed under the auspices of Senusret II^[14] or Ramesses II.^{[11][12][13]} Another canal, probably incorporating a portion of the first,^{[11][12]} was constructed under the reign of Necho II, but the only fully functional canal was engineered and completed by Darius I.^{[11][12][13]}



The southern terminus of the Suez Canal at [Suez](#) on the [Gulf of Suez](#), at the northern end of the [Red Sea](#)

Second millennium BCE[\[edit\]](#)

[James Henry Breasted](#) attributes the earliest known attempt to construct a canal to the [first cataract](#), near Aswan, to the [Sixth Dynasty of Egypt](#) and its completion to [Senusret III](#) of the [Twelfth Dynasty of Egypt](#).^[15]

The legendary [Sesostris](#) (likely either [Pharaoh Senusret II](#) or Senusret III of the Twelfth Dynasty of Egypt^{[14][15]}) may have constructed the ancient canal, the [Canal of the Pharaohs](#), joining the Nile with the [Red Sea](#) (1897–1839 BCE), when an irrigation channel was constructed around 1848 BCE that was navigable during the flood season, leading into a dry river valley east of the [Nile River Delta](#) named [Wadi Tumilat](#).^[16] (It is said that in [ancient times](#) the Red Sea reached northward to the [Bitter Lakes](#)^{[11][12]} and [Lake Timsah](#)).^{[17][18]}

In his [Meteorology](#), [Aristotle](#) (384–322 BCE) wrote:

One of their kings tried to make a canal to it (for it would have been of no little advantage to them for the whole region to have become navigable; Sesostris is said to have been the first of the ancient kings to try), but he found that the sea was higher than

the land. So he first, and [Darius](#) afterwards, stopped making the canal, lest the sea should mix with the river water and spoil it.^[19]

[Strabo](#) wrote that Sesostris started to build a canal, and [Pliny the Elder](#) (23/24–79 CE) wrote:

165. Next comes the [Tyro](#) tribe and, the harbour of the [Daneoi](#), from which Sesostris, king of Egypt, intended to carry a ship-canal to where the Nile flows into what is known as the Delta;

this is a distance of over 60 miles [100 km]. Later the Persian king Darius had the same idea, and yet again [Ptolemy II](#), who made a trench 100 feet [30 m] wide, 30 feet [9 m] deep and about 35 miles [55 km] long, as far as the Bitter Lakes.^[20]

In the 20th century, the northward extension of the later Darius I canal was discovered, extending from Lake Timsah to the Ballah Lakes.^[21] This was dated to the [Middle Kingdom of Egypt](#) by extrapolating the dates of ancient sites along its course.^[21]

The reliefs of the [Punt](#) expedition under [Hatshepsut](#), 1470 BCE, depict seagoing vessels carrying the expeditionary force returning from Punt. This suggests that a navigable link existed between the Red Sea and the Nile.^[22]

Recent [excavations in Wadi Gawasis](#) may indicate that Egypt's maritime trade started from the Red Sea and did not require a canal.^[citation needed] Evidence seems to indicate its existence by the 13th century BCE during the time of [Ramesses II](#).^{[11][23][24][25]}

Canals dug by Necho, Darius I and Ptolemy^[edit]

Remnants of an ancient west–east canal through the [ancient Egyptian](#) cities of [Bubastis](#), [Pi-Ramesses](#), and [Pithom](#) were discovered by [Napoleon Bonaparte](#) and his engineers and cartographers in 1799.^{[12][26][27][28][29]}

According to the *Histories* of the [Greek](#) historian [Herodotus](#),^[30] about 600 BCE, [Necho II](#) undertook to dig a west–east canal through the Wadi Tumilat between Bubastis and [Heroopolis](#),^[12] and perhaps continued it to the [Heroopolite Gulf](#) and the Red Sea.^[11]

Regardless, Necho is reported as having never completed his project.^{[11][12]}

Herodotus was told that 120,000 men perished in this undertaking, but this figure is doubtless exaggerated.^[31] According to [Pliny the Elder](#),

Necho's extension to the canal was about 92 kilometres (57 statute miles),^[12] equal to the total distance between Bubastis and the Great Bitter Lake, allowing for winding through [valleys](#).^[12]

The length that Herodotus tells, of over 1000 [stadia](#) (i.e., over 183 kilometres or 114 miles), must be understood to include the entire distance between the Nile and the Red Sea^[12] at that time.

With Necho's death, work was discontinued. Herodotus tells that the reason the project was abandoned was because of a warning received from an [oracle](#) that others would benefit from its successful completion.^{[12][32]} Necho's war with [Nebuchadnezzar II](#) most probably prevented the canal's continuation.

Necho's project was completed by [Darius I of Persia](#), who ruled over [Ancient Egypt](#) after it had been conquered by his predecessor [Cambyses II](#).^[33]

It may be that by Darius's time a natural^[12] waterway passage which had existed^[11] between the Heroopolite Gulf and the Red Sea^[34] in the vicinity of the Egyptian town of Shaluf^[12] (alt. *Chalouf*^[35] or *Shalouf*^[18]), located just south of the Great Bitter Lake,^{[12][18]} had become so blocked^[11] with [silt](#)^[12] that Darius needed to clear it out so as to allow [navigation](#)^[12] once again.

According to Herodotus, Darius's canal was wide enough that two [triremes](#) could pass each other with oars extended, and required four days to traverse.

Darius commemorated his achievement with a number of [granite stelae](#) that he set up on the Nile bank, including one near Kabret, and a further one a few kilometres north of Suez. [Darius the Great's Suez Inscriptions](#) read:^[36]

King Darius says: I am a Persian; setting out from Persia I conquered Egypt. I ordered to dig this canal from the river that is called Nile and flows in Egypt, to the sea that begins in Persia.

Therefore, when this canal had been dug as I had ordered, ships went from Egypt through this canal to Persia, as I had intended

—*Darius Inscription*

The canal left the Nile at Bubastis. An inscription^[37] on a pillar at [Pithom](#) records that in 270 or 269 BCE, it was again reopened, by [Ptolemy II Philadelphus](#). In [Arsinoe](#),^[12]

Ptolemy constructed a [navigable lock](#), with [sluices](#), at the [Heroopolite Gulf](#) of the Red Sea,^[34] which allowed the passage of vessels but prevented salt water from the Red Sea from mingling with the fresh water in the canal.^[38]

In the second half of the 19th century, French [cartographers](#) discovered the remnants of an ancient north–south canal past the east side of [Lake Timsah](#) and ending near the north end of the Great Bitter Lake.^[39]

This proved to be the canal made by Darius I, as his stele commemorating its construction was found at the site. (This ancient, second canal may have followed a course along the shoreline of the Red Sea when it once extended north to Lake Timsah.^{[18][39]})

Receding Red Sea and the dwindling Nile^[edit]

The [Red Sea](#) is believed by some [historians](#) to have gradually receded over the centuries, its coastline slowly moving southward away from [Lake Timsah](#)^{[17][18]} and the Great Bitter Lake.^{[11][12]}

Coupled with persistent accumulations of Nile [silt](#), maintenance and repair of Ptolemy's canal became increasingly cumbersome over each passing century.

Two hundred years after the construction of Ptolemy's canal, [Cleopatra](#) seems to have had no west–east waterway passage,^{[11][12]} because the Pelusiac branch of the Nile, which fed Ptolemy's west–east canal, had by that time dwindled, being choked with silt.^{[11][12]}

In support of this contention one can note that in 31 BCE, during a reversal of fortune in [Mark Antony](#)'s and Cleopatra's war against [Octavian](#), she attempted to escape Egypt with her fleet by raising the ships out of the Mediterranean and dragging them across the isthmus of Suez to the Red Sea.

Then, according to [Plutarch](#), the [Arabs](#) of [Petra](#) attacked and burned the first wave of these ships and Cleopatra abandoned the effort.^[40] (Modern historians, however, maintain that her ships were burned by the enemy forces of [Malichus I.](#))^{[41][42]}

Old Cairo to the Red Sea^[edit]

By the 8th century, a navigable canal existed between [Old Cairo](#) and the Red Sea,^{[11][12]} but accounts vary as to who ordered its construction – either [Trajan](#) or ['Amr ibn al-'As](#), or [Umar](#).^{[11][12]} This canal was reportedly linked to the River Nile at Old Cairo^[12] and ended near modern [Suez](#).^{[11][43]}

A geography treatise *[De Mensura Orbis Terrae](#)* written by the Irish monk [Dicuil](#) (born late 8th century) reports a conversation with another monk, Fidelis, who had sailed on the canal from the Nile to the Red Sea during a pilgrimage to the Holy Land in the first half of the 8th century^[44]

The [Abbasid Caliph al-Mansur](#) is said to have ordered this canal closed in 767 to prevent supplies from reaching [Arabian](#) detractors.^{[11][12]}

Repair by al-Hakim^[edit]

[Al-Hakim bi-Amr Allah](#) is claimed to have repaired the Cairo to Red Sea passageway, but only briefly, circa 1000 CE, as it soon "became choked with sand".^[12] However, parts of this canal still continued to fill in during the Nile's annual inundations.^{[11][12]}

In what is being called the "world's worst traffic jam," some 200 cargo ships are waiting to pass at the Panama Canal as, thanks to global climate change, the area experiences its worst drought in 100 years.

As *Futurism* reports, the huge backlog has been growing for some time and might not get any better for a few weeks yet.

The human-made passageway is famous not only as one of the world's most impressive feats of engineering but as one of the most important trade routes on Earth.

A historic drought has created the world's largest traffic jam at the Panama Canal with 200 ships trying to cross.

The Panama Canal relies on massive amounts of water, the supply of which is shrinking in the current drought.

As climate change continues across the globe, extreme weather events and conditions such as droughts, floods, and hurricanes are also increasing in both frequency and intensity. In fact, this is not the first time in recent history the canal has been struck by water shortages.

Drought at the Panama Canal has not been a common sight over much of the past century, but climate change is altering that reality and trading it for one that is much less desirable-and much more expensive.

As recently as 2019, similar conditions to the current dry spell have hit Panama, which is normally one of the world's wettest areas. Before that, the area was also similarly parched in 2016, with each event getting worse than the one before.

The current traffic jam at the Panama Canal comes two years year after one ship managed to block the Suez Canal for weeks, and throw worldwide shipping into chaos.

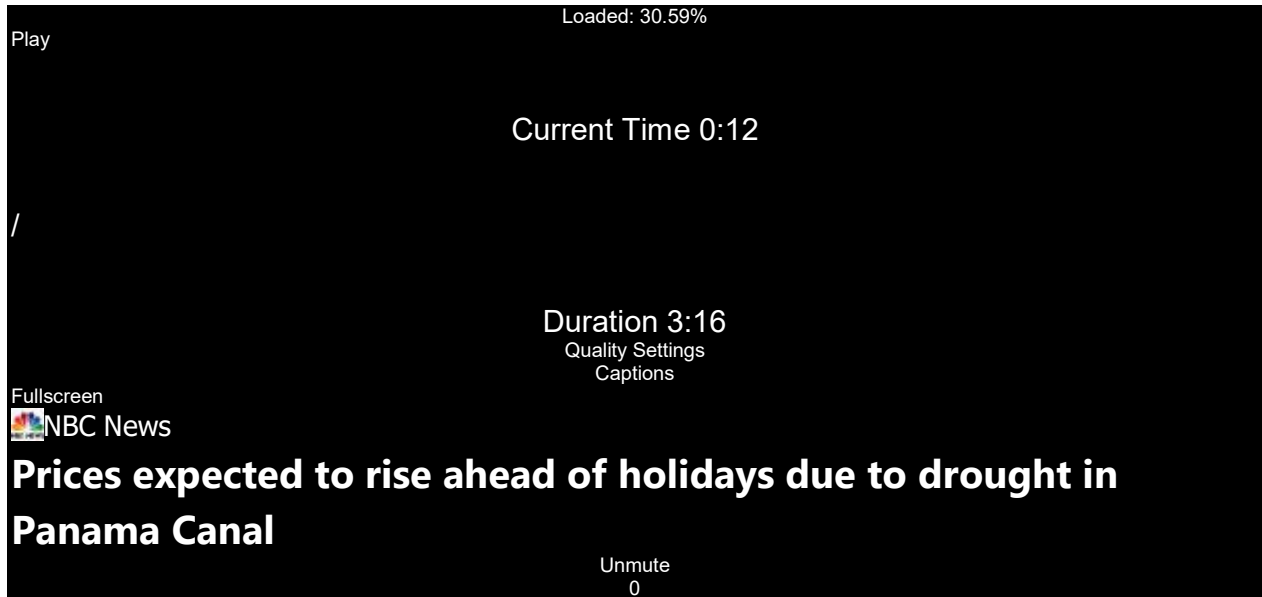
All of this comprises weather conditions that have been rare for the Panama Canal in past decades, with the most recent drought of the current severity dating back a century. As the global climate changes, though, conditions like this continue to worsen. The current backlog of some 200 vessels is already causing a ripple effect that will impact businesses, homes, and communities that rely on the supplies and products that come through the waterway every day.



Cargo ship© Provided by Giant Freakin Robot

Related video: Prices expected to rise ahead of holidays due to drought in Panama Canal (NBC News)

forcing administrators to reduce the number of ships passing through.



[View on Watch](#)

The Panama Canal is 50 miles long and is supplied with water by local rainfall, meaning that a lack of precipitation forces canal authorities to reduce the amount of water usage by slowing the flow of traffic.

The canal uses locks at each of its ends that fill with water to lift ships from the ocean water level up to the level of the artificial Gatun Lake, 85 feet above sea level, then lower them back down to sea level at the other end.

This process requires huge amounts of water, which is now in shorter supply due to climate change, which is even changing [ocean colors](#).

To operate at full capacity, the Panama Canal uses in excess of 50 million gallons of water daily, meaning that a climate change-induced shortage of water necessitates slowed traffic.

Though the flow of ships at the Panama Canal started at about 1,000 vessels when it opened in 1914, that traffic has steadily increased.

In the 2022 fiscal year, the passageway was crossed by over 14,200 ships, accounting for some 40% of U.S. container traffic and annually representing \$270

billion in cargo. Climate change causing droughts in an area that is important to commercial maritime traffic is a serious problem that has only gotten worse.

To operate at full capacity, the Panama Canal uses in excess of 50 million gallons of water daily, meaning that a climate change-induced shortage of water necessitates slowed traffic.

As the conservation effort increases, so do the fees charged to the cargo vessels passing through. With the current limit set at 32 ships per day, the canal is down by four ships daily from its usual cap of around 36.

This might not seem like a lot, but the slowed passage has left an increasing number of ships waiting to cross the Panama Canal, now crossing the 200 mark and the wait for passage averaging 20 days.

Due to the worsening drought, said canal administrator Ricaurte Vásquez Morales at a recent press conference, the restrictions could remain in effect through the rest of 2023, resulting in a loss of revenue estimated at \$200 million. Such is the cost of continued climate change.

"If we don't adapt," Morales says, "we are going to die." It's true for the Panama Canal, and for the planet as well.

The post [Panama Canal Drying Up And Hundreds Of Ships Are Stuck](#) appeared first on GIANT FREAKIN ROBOT.