

**“A STUDY ON EMERGING MARITIME OPPORTUNITIES IN
RED SEA REGION”**

Project Report submitted in partial fulfilment for the award of the degree of

Master of Business Administration (MBA)

in

International Transportation and Logistics Management

by

PRINCE SEBASTIAN- 2203305029

Under the guidance of

Dr. Lekha Ravi

Assistant Professor



SCHOOL OF MARITIME MANAGEMENT

INDIAN MARITIME UNIVERSITY

(A Central University under the Ministry of Ports, Shipping and Waterways, Govt of India)

MAY 2024

DECLARATION

I, **PRINCE SEBASTIAN** bearing Register Number: **2203305029**, student of MBA – International Transportation & Logistics Management, at School of Maritime Management, Indian Maritime University, Chennai Campus, hereby declare that the project report titled “**A STUDY ON EMERGING MARITIME OPPORTUNITIES IN RED SEA REGION**” is my original work. This report is being submitted in partial fulfilment of the requirement for the award of the degree of Master of Business Administration (MBA) In International Transportation and Logistics Management (ITLM). The project report is an output of my learning and observations of my research under the guidance of Dr. Lekha Ravi, Assistant Professor, School of Maritime Management, Indian Maritime University, Chennai Campus.

I declare that the information submitted is true and original to the best of my knowledge.

Signature: Prince Sebastian

Place: Chennai

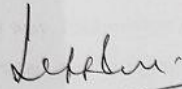
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CERTIFICATE


This is to certify that this project report entitled "A STUDY ON EMERGING MARITIME OPPORTUNITIES IN RED SEA REGION"- submitted to the School of Maritime Management, Indian Maritime University, Chennai Campus in partial fulfilment of the requirement for awarding the degree, MBA in International Transport and Logistics Management is a genuine work of PRINCE SEBASTIAN (Reg No. 2203305029).



Project Guide

Dr Lekha Ravi

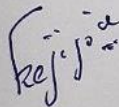
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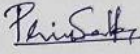
ACKNOWLEDGEMENT

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In a special way, I submit my grateful thanks to Almighty God, My Family Friends who motivated and encouraged me throughout the project period. I would like to profoundly thank all respondents who helped me in collecting the necessary information for the completion of this project.

Place: Chennai


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EXECUTIVE SUMMARY

“A STUDY ON EMERGING MARITIME OPPORTUNITIES IN RED SEA REGION”

This research project explores the dynamic and burgeoning maritime opportunities within the Red Sea region, focusing on the potential for economic growth, international trade expansion, and strategic investments. The Red Sea, situated at the crossroads of Africa, Asia, and Europe, presents a unique geographical advantage for maritime activities, including shipping, logistics, fisheries, and tourism. Through comprehensive analysis, this study identifies key factors driving the region's maritime growth, such as increasing global trade volumes, advancements in port infrastructure, geopolitical developments, and environmental considerations. The Red Sea's strategic location along major shipping routes, coupled with the expansion of the Suez Canal, underscores its significance in global trade networks.

Moreover, the research delves into specific sectors poised for growth, including offshore energy exploration, aquaculture, marine technology, and coastal development. These emerging sectors not only offer economic opportunities but also present avenues for sustainable development and job creation across local communities. To provide strategic insights, the project evaluates policy frameworks, regulatory environments, and investment incentives within Red Sea countries. It identifies potential challenges, such as maritime security risks and environmental sustainability concerns, while proposing strategies to mitigate these issues and foster responsible growth.

In conclusion, this research highlights the Red Sea region's transformative potential in the maritime sector and advocates for strategic collaborations among stakeholders to harness emerging opportunities effectively. By leveraging its natural advantages and addressing key challenges, the Red Sea region can emerge as a vibrant hub for maritime commerce, innovation, and sustainable development in the years ahead. It is also essential to quell the rising conflict and geopolitical tensions in the area.

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CHAPTER -1
RED SEA THE IMPORTATNT MARITIME GATEWAY

1.1 INTRODUCTION

The Red Sea is a small body of water that stretches from Suez, Egypt, approximately 1,920 miles (2,073 km) southeast to the Bab el-Medeb Strait, which links the Red Sea to the Arabian Sea via the Gulf of Aden. The Red Sea's waters are renowned for their colour shifting. They are often a deep blue-green colour, but they can also develop huge blossoms, *Trichoderma erythraeid*, that, when they die, transform the colour of the water reddish brown. One of the busiest waterways in the world, it carries marine commerce from Europe to Asia and connects the Red Sea to the Mediterranean Sea through the Suez Canal. At its widest point, it stretches 190 miles, its deepest point is 9,974 feet (3,040 metres), and its total area is roughly 174,000 square miles (450,000 square kilometres). The world's warmest and saltiest seawater is found there. It divides the coasts of Yemen and Saudi Arabia in the east and Egypt, Sudan, and Eritrea in the west. The Red Sea is thought to be a very young sea, and its early growth is likely similar to that of the Atlantic Ocean. It is likely that the Red Sea basin was formed in two or more intricate stages of land movement. Africa started to move away from Arabia some 55 million years ago. About 30 million years ago, the Gulf of Suez opened, and about 20 million years ago, the northern portion of the Red Sea did too. The second phase started around 3–4 million years ago, when a depression developed in the southern Red Sea Valley and the Gulf of Aqaba. The movement, which is estimated to be 0.59–0.62 in (15.0–15.7 mm) annually, is still present now as shown by the previous 10,000 years' worth of significant volcanism, seismic activity, and the flow of warm, saline water through the trough. The Red Sea's colour is not a result of the water's inherent redness, despite its name. Rather, it is most likely a combination of desert sand reflection on its coasts and microscopic algae (*Trichoderma*) that flourish in its warm salt water. However, the sea remains vibrant despite the absence of a true "red" tone. Some of the world's most amazing and varied marine habitats may be found in the Red Sea. More than 1,000 different species of invertebrates and an astounding 200 different types of soft and hard corals can be found in the vibrant coral reefs. An incredible variety of fish may be found in this underwater paradise, ranging from exquisite carnivores like sharks and barracudas to playful clownfish and beautiful manta rays. These abundant waterways provide as a haven for dolphins, whales, and even the rare dugong. Due to its advantageous location between continents, the Red Sea has long been a major trading waterway. Its waterways were traversed by ancient Egyptians, Greeks, Romans, and Arabs, who left a legacy of exploration and

cultural interchange. The term "Red Sea" itself can be found in a number of historical documents, including literature from ancient Egypt and the Hebrew Bible. The biblical account of the Israelites' flight from Egypt, when the waters are claimed to have divided to allow them to pass through, is arguably the most well-known tale involving the Red Sea. We are still fascinated by the Red Sea. Drawn by the underwater kaleidoscope to its coral reefs, divers swarm to this location. By exploring its depths, marine biologists find new species and gain insight into the delicate ecosystem's equilibrium. However, the Red Sea's breath-taking beauty is in danger due to human activity and climate change. To guarantee that this aquatic marvel survives for many more generations, conservation initiatives are now under way. To sum up, the Red Sea is an intriguing mosaic of rich marine life, geological forces, and historical significance. Discovering its secrets allows us to not only understand the past but also the delicate balance that protects this undersea gem.

Recent years have witnessed a resurgence of infrastructural and economic growth in the Red Sea region, driven primarily by foreign investment from the Gulf states and China. The economy and coastal landscape of the Red Sea are shaped by large-scale construction projects, such as the establishment of new ports and industrial zones. In addition to changing local economies, these investments also raise concerns about the long-term socioeconomic and environmental repercussions of fast development. The Red Sea's ongoing significance as a crossroads of civilizations and a cradle of biodiversity highlights the need for responsible management and international cooperation to ensure its sustainability and viability in future generations, even as it navigates the challenges of environmental pollution, geopolitical competition, and economic change.

THE MAP OF RED SEA



Figure 1.1

Source: https://en.wikipedia.org/wiki/Red_Sea

1.2 HISTORY OF RED SEA



Figure 1.2

Source: <https://world4.eu/red-sea/>

With a rich and extensive history comparable to that of coral reefs, the Red Sea is a stunning turquoise body of water situated between Africa and Arabia. This historic canal served as a major commercial route, saw the rise and fall of civilizations, and provided inspiration for many of the modern-day tales and stories. Now let's explore the intriguing history of the Red Sea:

Early on: The Seaway's formation (30 million years ago–600BC)

The Red Sea Rift was formed millions of years ago as tectonic plates moved, rupturing continents and starting the tale. The coastline we see today was moulded by this geological drama, which also produced a unique ecology that is home to a variety of marine creatures. Primitive seafaring and fishing were probably the main human activities in the Red Sea early on, laying the groundwork for later maritime endeavours.

6000 BC - 300 BC: thriving trade and ancient empires

As early as 6000 BC, the Red Sea developed into a significant trading waterway. Its waterways were traversed by the Minoans, Phoenicians, and Egyptians who traded rare stones, metals, and spices. Pharaohs of old Egypt such as Hatshepsut and Ramses II ordered missions to take use of

the mineral treasures in the Sinai. The Red Sea is all the more mysterious for having been sailed by the legendary Queen of Sheba.

The Development of Christianity under Roman Rule (300 BC–641 AD)

After realising the Red Sea's strategic significance, the Roman Empire seized dominance of the area. Trade with India was prosperous, and ports such as Berenice Troglodytical prospered. During this time, Christianity also emerged, and the Apostle Paul travelled the length of the Red Sea coast evangelising the people about his beliefs.

Islamic Shipping and Golden Age (641 AD – 1500)

The Red Sea remained a vital trading route even after Islam gained prominence. Ports like Jeddah and Aden were established by Muslim caliphates and became thriving centres. While daring explorers like Ibn Battuta set off on epic trips and left us with priceless tales about the region, Arab geographers such as Al-Idrisi painstakingly chronicled the Red Sea.

The Suez Canal and European Colonialism (1500–1914)

A new age of competition and domination was brought about by the entry of European powers like the Ottomans and Portugal. There were conflicts, piracy, and shifts in power in the Red Sea. The most significant event, however, happened in 1869 with the opening of the Suez Canal, which altered global trade and increased the significance of the Red Sea. The Modern Era: Geopolitical

Confusion and Maritime Options (1914 - Present)

The region experienced the rise of independent nation-states and regional warfare in the 20th century. Notwithstanding the intricate political landscape, the Red Sea continues to be a crucial maritime route. Currently, significant investments are being made in port infrastructure and tourism promotion by nations including Saudi Arabia, Egypt, and Israel. Although there are still issues with environmental sustainability and piracy, the combined efforts are meant to pave the way for a peaceful and successful future.

Beyond the Waves: An Intriguing and Diverse Legacy

The Red Sea's history is a complex tapestry of exploration, trade, war, and cross-cultural interaction. Pharaohs, monarchs, and explorers all made their marks on its shores while they were there. Observing its glistening waters serves as a constant reminder of its significance as a connecting link between continents and the origin of undiscovered human history.

1.3 THE IMPORTANCE OF THE RED SEA

The Red Sea is the passageway for 11% of global trade. The Red Sea, which separates Asia from Africa and forms a significant inlet into the Indian Ocean, is strategically significant primarily because of the Suez Canal. Since its establishment in 1869, the Suez Canal has functioned as a worldwide commerce route, linking the Red Sea with the Mediterranean Sea, so positioning the Red Sea as the primary hub of global trade. Egypt, Israel, and Saudi Arabia stand out as the three key geopolitical powers, with the remaining four nations contending with poverty, instability, and vulnerability as well as economic weakness. The number of regional and international military actors operating in the region has progressively expanded under this environment. Beyond serving as a conduit between the Mediterranean Sea, the Suez Canal, the Strait of Hormuz, and the Indian Ocean, the Red Sea is strategically significant. It facilitates effective oil and gas supplies, trade, data cables, and military activities by acting as a marine zone with military supply stations. Important natural resources found in the Horn of Africa's maritime region include gas and oil reserves, marine life, shipping, and port services. Particularly, substantial oil and gas deposits are thought to exist in Somalia, potentially making it the world's seventh-largest oil reserve holder and fourth-largest gas reserve holder. The Red Sea sees a large amount of international traffic since it is a crucial commerce route that connects Asia, the Middle East, and Europe. According to Clarkson, this route accounts for roughly 10% of all commerce worldwide, comprising 20% of container transportation, 10% of ocean freight, and 8% of LNG (liquefied natural gas). The Red Sea's continued significance as a vital commercial route emphasises how crucial a role it plays in determining the dynamics of international trade.

1.4 ROLE OF RED SEA IN THE MARITIME TRADE

With a rich and extensive history comparable to that of coral reefs, the Red Sea is a stunning turquoise body of water situated between Africa and Arabia. This historic canal served as a major

¹commercial route, saw the rise and fall of civilizations, and provided inspiration for many of the modern-day tales and stories. Now let's explore the intriguing past of the Red Sea: There is an enduring allure to the Red Sea, a brilliant blue ribbon that separates Arabia and Africa. Apart from its breath-taking shores and abundant marine life, this historic canal is vital to contemporary maritime trade, acting as a conduit between the East and West and influencing the structure of the world economy. The Red Sea negotiates a difficult path full of chances between geopolitical concerns and environmental challenges in today's dynamic world. This narrative examines the region's significance in contemporary marine trade, stressing both its changing role and the causes influencing its future.

- **Crucial Global Trade Corridor:** The Red Sea serves as a vital diversion between Europe and Asia, considerably cutting down on travel time and transportation expenses in international trade since the Suez Canal opened. Its seas are traversed by over 12% of the world's maritime traffic, which carries vital goods including liquefied natural gas (8%), which makes up 12% of marine crude, and crude oil.
- **Diversification of the landscape:** Seeing how vulnerable the channel is, regional players are making significant investments in alternate routes, such the Eastern Sea Corridor, in an effort to strengthen their network and lessen their reliance on a single outlet point. This kind of diversification promotes competition, which lowers expenses and boosts effectiveness. In addition to serving as a route for conventional cargo transportation, the Red Sea also serves as a hub for leisure and passenger travel. With millions of travellers visiting beautiful destinations like Egypt, Jordan, and Saudi Arabia annually, the cruise business is flourishing. Significant revenue and employment are generated by this industry for local economies.

¹ https://en.wikipedia.org/wiki/Red_Sea

New Opportunities:

- **Boom in Infrastructure:** Saudi Arabia, Egypt, and the United Arab Emirates are among the nations making significant investments in modernising and enlarging their ports, establishing special economic zones that offer alluring incentives, and building cutting-edge logistical networks. The improvement of this infrastructure is intended to boost trade, draw in foreign investment, and spur economic growth.
- **Technological Leap:** Red Sea port operations and logistics are being revolutionised by automation and digitization. Intelligent technologies that simplify procedures, boost productivity, and draw in investors include blockchain-based logistics management and automated container terminals.
- **Sustainable solutions:** Responsible development in the Red Sea's delicate ecosystem. In an effort to lessen reliance on fossil fuels and draw in environmentally aware investors, renewable energy projects utilising solar and wind power are currently under development. Ecotourism and sustainable aquaculture are becoming more popular as a means of balancing environmental preservation with economic growth.

Navigational Difficulties:

- **Geopolitical Tensions:** Regrettably, political complications do not spare the Red Sea region. Trade flows are disrupted and marine security is threatened by piracy, struggle for influence, and regional conflicts. Stability and safe access depend heavily on collaboration, such as that provided by the Jeddah Agreement for the Suppression of Piracy and Armed Robbery at Sea.
- **Environmental problems:** Pollution, unsustainable fishing methods, and climate change pose a threat to the Red Sea's fragile marine ecology. Long-term marine potential, coastal communities, and biodiversity may all be harmed by this. Preserving the natural resources of the region necessitates the implementation of sustainable practices and adherence to environmental regulations.

- Harmonisation of legal standards: By bringing together legislation from different Red Sea countries, it will be possible to expedite the flow of commodities, lessen the weight of red tape, and establish a more uniform workplace. To do this and encourage efficient shipping, collaboration and regional agreements are essential.
- The Red Sea: A Joint Venture: Responsible development and collaboration are the cornerstones of the Red Sea's future. Acknowledging the worldwide significance of regional and international collaboration is vital in addressing security quandaries, safeguarding the environment, and optimising its unexplored possibilities. With the help of sustainable practices, technology advancements, and teamwork, the Red Sea can maintain its position as a busy marine route, fostering economic growth and building a better future for the area and beyond.

1.5 THE RESEARCH PROBLEM IDENTIFIED

The Red Sea region presents a dynamic environment with evolving maritime opportunities that warrant detailed investigation. This project aims to delve into the emerging economic, environmental, and geopolitical aspects affecting maritime activities in this strategic area. Specifically, the research will focus on identifying new trade routes, exploring the impact of expanding ports and shipping infrastructure. By examining these facets comprehensively, this study seeks to provide insights that can guide stakeholders in leveraging emerging opportunities while addressing associated challenges in this vital maritime corridor. Exciting opportunities arise from developing infrastructure, broadening trade channels, and emphasising sustainable practices like ecotourism and renewable energy. Long-term success requires managing geopolitical difficulties, harmonising legislation, and striking a balance between expansion and environmental protection. Saudi Arabia, China, Egypt, and other major nations have made greater financial investments in new tourism-related projects. However, China is making investments in Djibouti and Sudan in Africa in preparation for its next marine projects across the Red Sea.

1.6 OBJECTIVES OF STUDY

Red sea is the main maritime transport area which connects Asia and Africa. So, there are more emerging opportunities coming from this region which mainly in field of Tourism, Fishing, Ports, Hubs etc.

- 1. To identify and analyze Chinese presence in the littoral states of the red Sea**
- 2. Examine Strategic investments made by Saudi Arabia & Egypt in the Red Sea Region**

1.7 RESEARCH METHEDODOLOGY

The research design for this project assessment will be qualitative, including a comprehensive literature review. This method comprises identifying, selecting, and critically evaluating relevant literature on the topic of interest in order to gain insights and information from previous study. Data for this review will be acquired from secondary sources such as scholarly journals, conference proceedings, reports, books, and other pertinent publications. A comprehensive search strategy will be developed, including the use of online databases, search engines, and relevant keywords to locate relevant material.

1.8 LIMITATIONS

- The research endeavor may have had time constraints for data collection, processing, and interpretation. This might limit the depth and scope of the study, preventing a thorough exploration of the issue.
- Resource restrictions may have constrained the study effort, including finance, access to data, and availability of instruments and equipment.
- An empirical study would be suitable for future investigation, but limited resources and time prevent its implementation.

- Secondary data may contain inherent biases such as selection bias, publication bias, or reporting bias. These biases can impact the validity and reliability of the research findings and may introduce limitations in the interpretation of the data.
- The research project relies on existing data sources, such as literature reviews, reports, journals, published studies.

1.9 CHAPTER SCHEME

CHAPTER 1

The First chapter explains about the Red Sea, its history and how important it in the world maritime trade. This chapter will give an introduction to reader regarding Red Sea.

CHAPTER 2

Second chapter widely reviews the literature including academic papers, journals and articles related to the emerging maritime opportunities in red sea.

CHAPTER 3

The Third chapter examines on how China making their presence in Red Sea region countries.

CHAPTER 4

This chapter explores the Saudi Arabian new projects and Egypt's new investments in red sea since both these countries are trying to develop new business ideas in the red sea coast.

CHAPTER 5

The fifth chapter presents the findings and conclusions drawn from available information.

CHAPTER – 2
LITERATURE REVIEW

2.1 LITERATURE REVIEW

1. IMPLEMENTATION OF SAUDI VISION 2030 TOWARDS SAUDI ARABIA'S INTERNATIONALLY OPEN TOURISM INDUSTRY²

AUTHORS: Amelia Pratiwi, Siti Muslikhati

DATE OF PUBLICATION: 31-01-2024

OBJECTIVES AND FINDINGS: The existence of globalisation facilitates access to global financial advancement that is not reliant on a single industry, especially in the tourism sector. According to the outside approach concept, Saudi Vision 2030 represents Saudi Arabia's economic growth strategy. The decline in global oil prices has resulted in an increase in the state deficit. The Saudi Arabian government, operating under the leadership of Ruler Muhammad bin Salman, made an effort to widen the income gap in an effort to reduce the nation's financial dependency on crude oil exports. The state prioritises tourism as a vital source of revenue under Vision 2030. The government has initiated measures to increase tourist components and open up underutilised visitor targets, all in line with the Saudi Vision. This study integrates the theory of remote arrangement with tourism ideas that the Saudi Arabian government uses. The subjective inquiry method uses additional data from writing prompts, journals, books, official websites, and articles. The results show that the tourist industry will be able to realise Saudi Vision 2030 through improving accommodations, dining options, and transportation as well as by opening up new traveller goals, especially in the areas of culture and experiential tourism.

1. <https://jiss.publikasiindonesia.id/index.php/jiss/article/view/983>

2. CHINA AND THE RED SEA REGION

AUTHOR: Shaul Shay

DATE OF PUBLICATION: 02-01-2024

OBJECTIVES AND FINDINGS: China is expected to encourage reinforce its profile as a commercial and military heavyweight in this fundamental saltwater course that interfaces the Mediterranean Ocean and the Indian Sea, as the Red Sea and the Gulf of Aden waters are projected to be one of the most geostrategic and geoeconomics flashpoints of the competition among extraordinary powers. China is purposefully using its economic and military might to establish a vital proximity in the Ruddy Ocean region, a fundamental marine route. Beijing oversees the geopolitical implications of its growing influence while navigating the delicate balance between financial extension and military projection through foundation enterprises, commercial organisations, and marine organisations.

3. THE RED SEA COMPETITION ARENA: ANATOMY OF CHINESE STRATEGIC ENGAGEMENT WITH DJIBOUTI

AUTHOR: FEDRICO DONELLI

DATE OF PUBLICATION: 02-01-2023

OBJECTIVES AND FINDINGS: Following the COVID-19 pandemic, China's approach to African countries has evolved. Beijing is gradually moving away from the financial model and towards a neighbourhood revitalization strategy that is based on the Belt and Road Initiative's framework's emphasis on win-win partnerships. China's growing interest in African political and security matters has coincided with the expansion of its economic influence. China has increased its strategic projection as a result. This study aims to comprehend the larger present characteristics with inside the protection connections and political and monetary involvement that attach China to the little African nation of Djibouti, using the country as a case study. The object specifically looks into Djibouti's role in China's worldwide strategy. Examining the goals, instruments, and reasons of China's strategic engagement with Djibouti is its main objective. The object's motivation

is that the growing military presence of China in Djibouti gives the tiny African nation and the Red Sea region a testing ground for various analyses of the dynamics of stability and rivalry between China and the US.

4. THE NEW GLOBAL SUPERPOWER GEO-STRATEGIC RIVALRY IN THE RED SEA AND ITS IMPLICATIONS FOR PEACE AND SECURITY IN THE HORN OF AFRICA

AUTHOR: Surafel Getahun Ashine

DATE OF PUBLICATION: 04-03-2024

OBJECTIVES AND FINDINGS: The main goal of this article is to examine the harbour and military base competitions that have recently occurred between global, regional, and local powers within the Ruddy Ocean and how they might affect the stability and security of the Horn of Africa. The methodology of the investigation was subjective. To gather the method and data, auxiliary sources like books, diary entries, magazines, daily newspaper articles, and websites were used. The information gathered from additional sources is then methodically reviewed. The paper argues that because of superpower ambitions, military force, and financial and political influence, the Horn of Africa was crucial to the arrangement of security and financial orientation. In this context, security enhancements within the Horn are being woven into geopolitical and geoeconomic strategies that extend far beyond the immediate region. Therefore, the relationship between external on-screen actors and the ensuing alliances, motivation, and interactivity has an effect on the governments of the Ruddy Ocean and the Horn of Africa that is both beneficial and detrimental. Superpower engagement presents opportunities for growth and integration from a positive perspective, but it also poses significant risks due to the region of the Horn of Africa's propensity for intra- and interstate conflict. It also increases the likelihood of proxy warfare, growing geopolitical interaction, and pressures, all of which are barriers to resolving conflicts and establishing lasting peace in the region. The papers argue that as a result, the administrations in the Horn tend to support one another.³

2. <https://arts.units.it/handle/11368/3065478>

3. <http://securityscience.edu.rs/index.php/journal-security-science/article/view/117>

5. YEMEN MARITIME STRATEGY PLANNING AND DEVELOPMENT IN RED SEA AND INDIAN OCEAN FEASIBILITY STUDY FOR FISHING PORTS AND YEMENI ISLANDS IN RED SEA

AUTHORS: Mohammed Humaran

DATE OF PUBLICATION: 05-01-2023

OBJECTIVES AND FINDINGS: Fisheries is one of the fundamental economic elements and a distinctive marine common denominator in Yemen and the Islamic Organisation of the Red Sea (IORA), which consists of 23 nations. According to the 2017 census, the population of IORA is expected to be 2.27 million, with a zone of approximately 20.5 million km², and a zone of approximately 28 million km², which corresponds to an angle generation volume of nearly 21.8 million tonnes for the year 2018, at a global rate of 22%. At a cost of 39 million dollars, angle farming has a volume of about 16.7 million tonnes. Many IORA member states have a significant role in the marine exchange list for fishing as well as angle goods and marine nourishment security in global marine markets. Marine control is generally beneficial, but for some countries—Yemen included—it also has an impact on the tenuous intra-OIC trading that affects food security and external threats that affect fisheries. A state-of-the-art Yemeni territorial oceanic improvement procedure was built and overhauled in response to the territorial oceanic control's shortcomings, which demanded the requirement for territorial spatial sea arranging. to improve food security in Yemen and neighbouring countries.

4. <https://www.sciencedirect.com/science/article/pii/S2590291124000317>

5. https://papers.ssrn.com/sol3/papers.cfm?abstract_id=4674957

6. REVIVING CHINA’S GLOBAL FOOTPRINT ALONG THE SILK ROADS AND THE ‘BELT AND ROAD INITIATIVE’: CHINESE OVERSEAS INDUSTRIAL PARK IN EGYPT

AUTHORS: Yijun Xinga , Sir Carly L Cooper, Yipeng Lieu, Demitris. v

DATE OF PUBLICATION: 01-07-2023

OBJECTIVES AND FINDINGS: The Silk Roads, which were the principal East-West trade routes in antiquity, had a big impact on China's connections with Egypt, a crucial nation in the Middle East and North Africa (MENA) area. We describe China's place in the history of international trade, drawing on the Silk Roads, and concentrating on highlighting the fundamental traits that supported ancient Chinese contacts with Egypt. Our theoretical paradigm, which contrasts institutional and co-evolutionary viewpoints, is applied to the establishment and growth of a Chinese overseas industrial park in Egypt. Our results highlight the importance of the essential traits along with their novel expressions connected to Chinese international trade. In the framework of the Belt and Road Initiative, this study revives China's global footprint while demonstrating the effects of co-evolution with institutions on the development of Chinese industrial parks.

7. CHINA - AFRICA TRADE AND INVESTMENT RELATIONS UNDER THE BELT AND ROAD INITIATIVE

AUTHORS: Sanela Mrdakvic and Milos Todrovic

DATE OF PUBLICATION: 14-09-2024

OBJECTIVES AND FINDINGS: The expansion of China's African foundation reveals a shift in the components of their exchange involvement and the geographic makeup of African countries' external trade. The perspective on financial cooperation between African countries and Asia's largest economy has shifted as a result of China's speculative movement and framework

⁴enhancement in Africa under the Belt and Road Initiative ("BRI"). One of the main BRI passages, which explains China's dynamic participation in the landmass through the establishment of a challenging framework, harbour improvement, interchange, and speculation, involves Africa in a crucial way. China is the largest external coordinate speculator and trading partner of Africa. The venture and exchange lines that China has with Africa, the importance of African countries to the Belt and Road Initiative, and the interactions between China and Africa within the US-EU-Russia geopolitical triangle are all examined in this essay. We used an autoregression model and relationship analysis to extrapolate trade data and consequences for a specific time period in order to forecast the development trends of China-African financial relations. This allowed us to assess the concentrated relationship between remote coordinate venture and exchange. There seems to be a strong correlation between China's foreign direct investment (FDI) and the exchange rates of African countries.

8. CHINA'S BELT AND ROAD INITIATIVE AND SECURITY ARCHITECTURE OF INDIAN OCEAN REGION: THE RELEVANCE OF GWADAR PORT, AND DJIBOUTI

AUTHORS: Fawad Aslam, Mujahid Hussain Sargana, Asim Muneeb Khan

DATE OF PUBLICATION: 08-06-2023

OBJECTIVES AND FINDINGS: The Belt and Road Initiative aims to establish a cooperative network of BRI member nations that are distinguished by shared growth, prosperity, and interests. China views the sea as a means of enhancing its security and a vital route for the transportation of a large portion of its oil imports. The goal of the Belt and Road Initiative (BRI) is to help China, which is yearning for its history, recover peacefully and develop economically. Experts discussed China's involvement in the Gwadar port and the construction of a naval base in Djibouti, which some Americans view as more of a military outpost than a large-scale logistics hub. Semantic-piracy measures are also used by scholars as a metaphor for the mechanisms governing regional energy flows. The attempts of the Belt and Road Initiative to establish land linkages and preserve maritime ties, as well as the concerns voiced by the United States and India. Security is exceptional

6. <https://www.tandfonline.com/doi/full/10.1080/00076791.2023.2233426>

7. https://link.springer.com/chapter/10.1007/978-981-19-6700-9_43

for such a big nation. The alignment of regional and global dynamics is leading to the gradual emergence of South Asia and Eurasia from isolation. China's reliance on Malacca will be lessened with the construction of Gwadar and the China-Pakistan Economic Corridor, as well as a corridor to connect Xinjiang to the Indian Ocean for logistics and energy.

9. THE INSIDE SCOOP: AS SAUDI ARABIA LAUNCHES A MAJOR PUSH FOR TOURISM, WE TALK TO ONE OF THE MAIN DEVELOPERS ABOUT HOW THEY ARE APPROACHING THINGS DIFFERENTLY.

AUTHORS: John Pagano

DATE OF PUBLICATION: 10-12-2023

OBJECTIVES AND FINDINGS: Unlike earlier real estate firms, Red Sea Global is an emerging form of real estate firm that places a higher priority on regenerative development. The Saudi government's major effort to boost tourism and position Saudi Arabia as a top travel destination globally is the Red Sea Project. The ambitious Saudi Vision 2030 programme intends to fundamentally transform the travel and tourism sector in the country. Increasing tourism's percentage of the country's overall economic mix is the aim. It draws tourists, retains them in the country, and creates employment. We meet the requirement because leisure travel is nonexistent in Saudi Arabia. The playing field is currently rather small.

10. HOW EFFECTIVELY ARE CURRENT HERITAGE MANAGEMENT STRATEGIES FOR MARITIME ARCHAEOLOGY IN THE RED SEA CONTRIBUTING TO THE SAUDI ARABIAN VISION OF 2030?

AUTHOR: Abdul-Aziz Khalid Althuwaini

DATE OF PUBLICATION: 9-10-2023

OBJECTIVES AND FINDINGS: The management of archaeological legacies could be a crucial factor influencing the financial, human, and archaeological predeterminations of sanctions. The administration's methods of operation extend beyond the preservation and protection of archaeological sites and finds, emphasising the importance of the archaeological legacy on a global scale and ensuring that it is recognised and safeguarded as a national treasure. Legacy management

is also a way to open doors and provide opportunities for scholars and the Kingdom of Saudi Arabia's underutilised generation to become experts in the field of prehistoric studies. Additionally, creating speciality centres with world-class exhibition halls acknowledges the social legacy of humanity and ensures the best archaeological methods for a bright future. This investigation examines the viability of the archaeological techniques related to the maritime legacy in the Kingdom of Saudi Arabia, including the Umluj wreck and the harbour areas of Jeddah. It evaluates these methods in relation to Vision2030's goals, which include more than tripling the number of Saudi archaeological sites classified as World Heritage by the United Nations Educational, Scientific, and Cultural Organisation (UNESCO). Furthermore, exhibiting the best possible social arrangements necessitates increasing financial returns through attracting people's attention on a local and global scale. Reducing the unemployment rate can be achieved by creating jobs and laying the groundwork for a new generation to lead future progress and legacy management.

5

8. <https://pjsr.com.pk/>

9. https://go.gale.com/ps/i.do?id=GALE%7CA777673559&sid=googleScholar&v=2.1&it=r&linkaccess=abs&issn=03099334&p=AONE&sw=w&userGroupName=tel_oweb&isGroupName=tel_oweb&isGeoAuthType=true&aty=geo

10. <https://flex.flinders.edu.au/file/fd0d83b4-21da-4fbb-bb7b-4daebed772f8/1/MaThesis2023.pdf>

CHAPTER -3

PRESENCE OF CHINA IN THE LITTORAL STATES OF RED SEA

China's presence in the Red Sea region is multifaceted, driven by strategic interests, economic cooperation, and security considerations.

3.1 MARITIME SILK ROAD (MSR) AND BELT AND ROAD INITIATIVE (BRI)

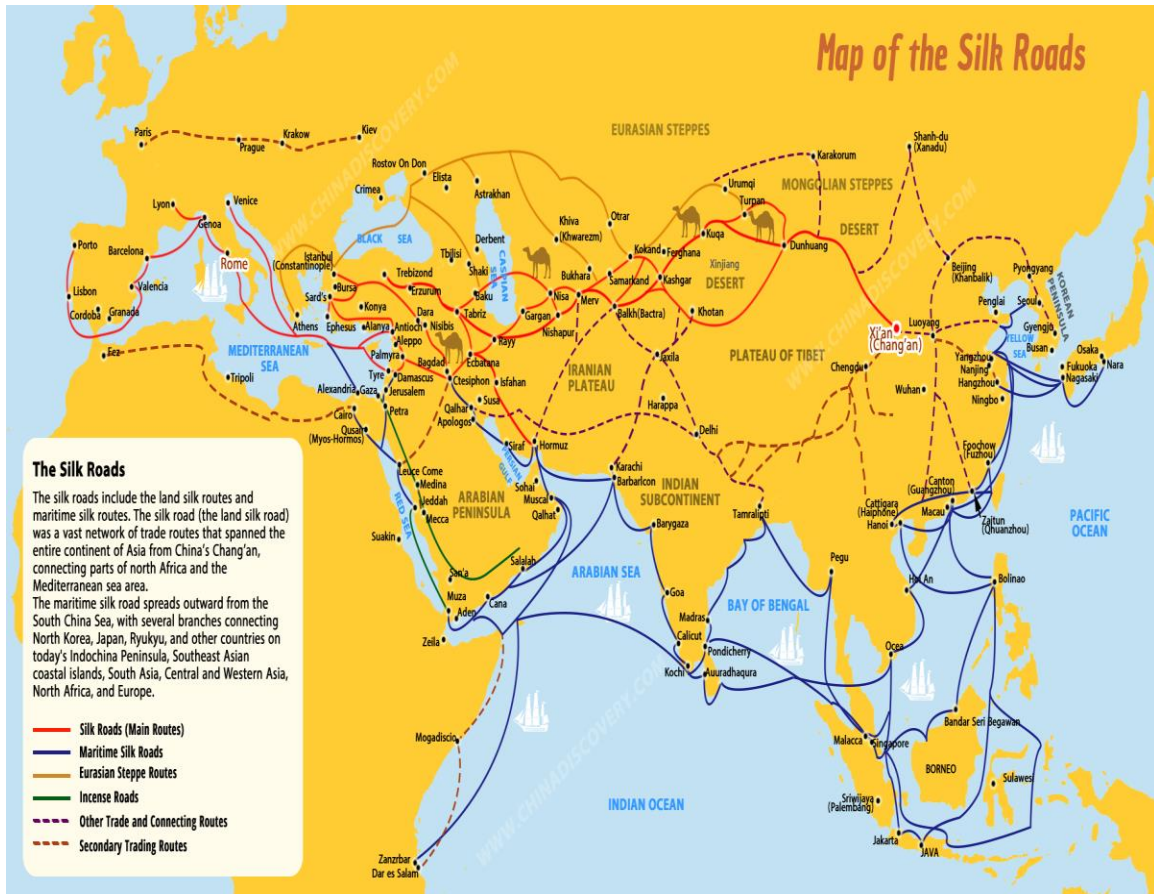


Figure 3.1

Source: <https://www.chinadiscovery.com/china-silk-road-tours/maps.html>

Images of ancient trade routes connecting China with Southeast Asia, India, the Arabian Peninsula, and East Africa come to mind when one thinks of the Silk Road. For decades, this ancient network thrived, promoting the trade of cultural and religious items together with commodities like silk, porcelain, and spices. With the introduction of the all-encompassing 21st Century Maritime Silk Road (MSR), a crucial component of the larger Belt and Road Initiative (BRI), China revived the concept in 2013. China is a major player in the funding and construction of infrastructure projects, and its contemporary MSR seeks to increase intercontinental communication and collaboration.

which in this section needs to be altered? Next, click the button with the text below. It's actually that easy China's current MSR aims to achieve a number of connected objectives:

- Economic expansion: obtaining essential resources, creating new investment opportunities, and enlarging trade routes and markets for Chinese goods.
- Infrastructure Development: To fortify and enhance trade routes, significant investments should be made in ports, railroads, energy pipelines, and other infrastructure projects throughout the Indo-Pacific region.
- Strategic impact: strengthening China's position in geopolitics and affecting patterns of international commerce. China can broaden its political and economic spheres of influence by leveraging the MSR.
- Domestic agenda: By exporting excess industrial capacity and offering to sell its huge foreign exchange reserves, MSR helps China achieve its domestic development objectives. A massive network of infrastructure developments and nautical linkages is envisioned by the nautical Silk Road along China's coast:
- Southeast Asia: Key commercial hubs and ports in nations including Malaysia, Singapore, and Indonesia.

The important ports of Sri Lanka, Pakistan, and Bangladesh are situated along major shipping channels in the Indian Ocean. East Africa and the Red Sea, which include ports in Kenya and other nations as well as a Chinese military installation in Djibouti. Mediterranean: major investments have been made in ports like Piraeus in Greece, providing access to Europe.

CHINA'S INITIATIVE FOR ROADS AND BELT

Announced in 2013, China's Belt and Road Initiative (BRI) is one of the largest and most comprehensive infrastructure projects in contemporary history. With the help of this enormous project, the ancient Silk Road trade routes will be virtually revived with a network of railroads, highways, ports, energy pipelines, and other infrastructure projects spanning continents. Enhancing connectivity, fostering commerce, and advancing economic integration across Asia, Europe, Africa, and beyond are the main goals of the BRI. A land-based "Silk Road Economic Zone" centred on Central and South Asia and an ocean-based "Maritime Silk Road" that passes via Southeast Asia, the Indian Ocean, and the Mediterranean Sea are the two primary parts of the

Belt and Road Initiative (BRI). China has committed enormous financial resources to support this extensive network, whose estimated expenses are in the trillions of dollars range. While the BRI presents significant challenges, it also holds great promise. There is no denying its potential advantages. Building more infrastructure could spur economic expansion in each of the participating nations, particularly in the less developed ones. In addition to lowering transportation costs and fostering regional collaboration, new trade routes and logistical hubs can boost productivity. However, the BRI's detractors present a less than ideal image, voicing valid worries about both its execution and overall effects. The threat of "debt diplomacy" is one of the most urgent problems. Numerous nations who actively collaborated with China on Belt and Road Initiative initiatives are currently burdened with unmanageable debt. This might give Beijing undue control over vital resources or assets, igniting concerns about the emergence of a new kind of neo-colonialism. Furthermore, the opaqueness of the BRI project finance and bidding processes feeds into concerns of unfair benefits for Chinese enterprises, often at the expense of local populations, and corruption. Degradation of the environment is another significant issue. Major environmental concerns are associated with infrastructure projects of this scale implemented under the BRI. In order to promote rapid development, environmental protection laws are sometimes disregarded, which can result in biodiversity loss and irreversible harm to delicate ecosystems. Furthermore, a number of BRI initiatives have a high reliance on fossil fuels, including as coal-fired power stations, which runs counter to international efforts to mitigate climate change. Geopolitically speaking, the Belt and Road Initiative (BRI) is frequently viewed as a vehicle through which China hopes to increase its clout and subvert the long-standing hegemony of the United States and its allies in world affairs. There are worries that the project may erode current international trade and institutional norms and establish a political and economic system that is dominated by China.

In summary, the Belt and Road Initiative by China is a sophisticated, multidimensional undertaking with broad ramifications. Navigating the complicated terrain of economic obstacles, geopolitical rivalry, and environmental concerns is essential to its success. The Belt and Road Initiative (BRI) has numerous detractors, but they also have strong points about implementation, transparency, and long-term viability.

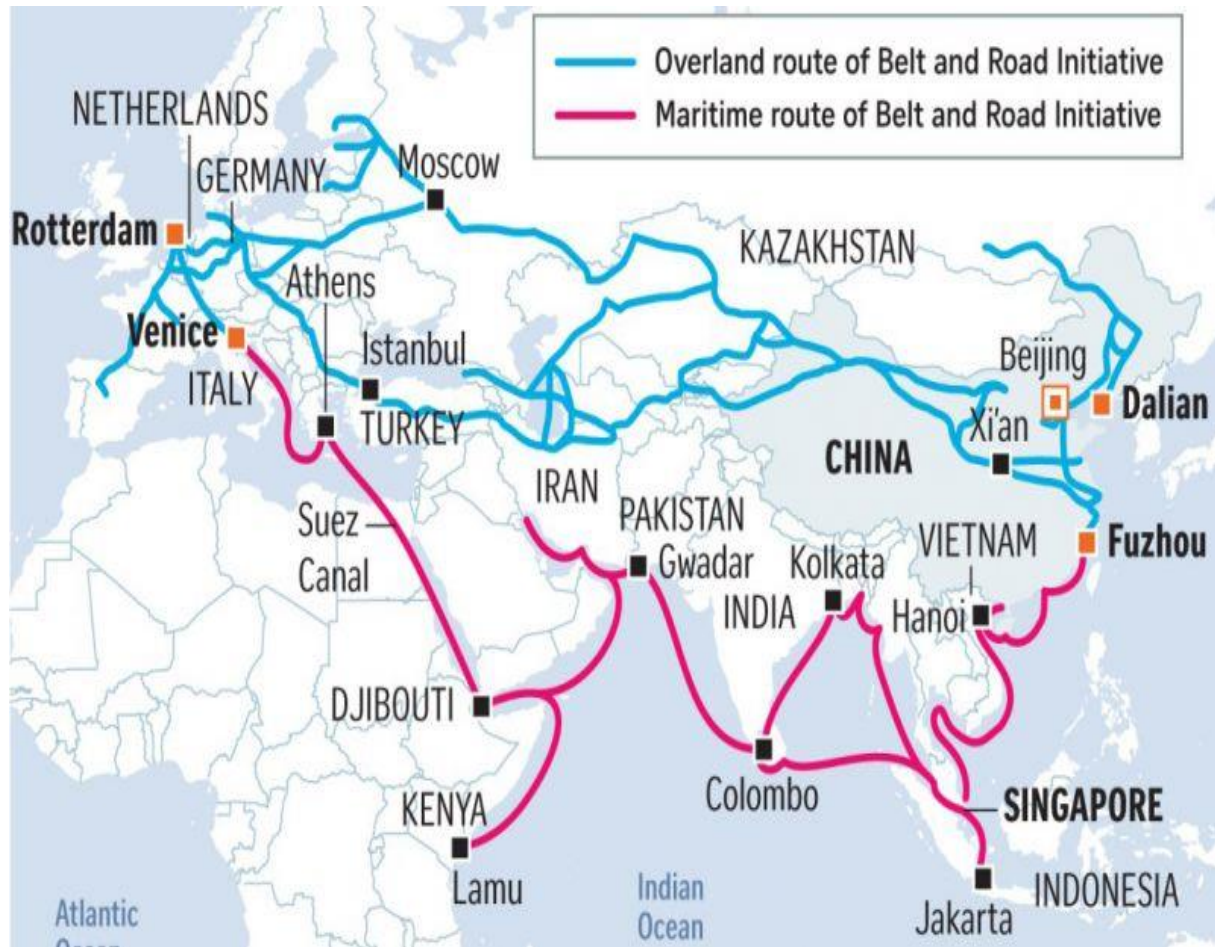


Figure3.2

Source: <https://mrijournal.ricci.ac.org/index.php/en/issues/issue-4/51-is-the-belt-and-road-initiative-in-africa->

3.2 CHINESE MILITARY BASE IN DJIBOUTI

China's foreign policy has fundamentally changed with the building of its first foreign military post in Djibouti, highlighting the country's evolving global significance. This base is situated near the Bab-el-Mandeb Strait's key entrance, which governs access to both the Red Sea and the Suez Canal. This base has profound effects on the Indo-Pacific area and the distribution of power among the participating nations. China describes the site as a global logistics support hub, primarily for anti-piracy efforts, humanitarian relief efforts, and the protection of Chinese commercial interests in Africa. Nonetheless, the base's features and advantageous position point to a more expansive goal. With its first-ever permanent military outpost abroad, China now has a significant chance to project force well beyond its boundaries. By serving as a centre for servicing and maintenance for

enlarged naval stations in the Indian Ocean and beyond, the base increases the operational area of the Chinese Navy. Additionally, it enables China to more effectively defend its expanding economic interests in the Middle East and Africa, where its investments under the Belt and Road Initiative (BRI) are generating new dependencies. The fuel base of Djibouti tackles several important challenges. In the first place, it represents China's expanding might and its attempts to subvert the US's long-standing hegemony in key strategic domains. The basis might signal a move towards a more multipolar global order, where China plays a more prominent and forceful role. Secondly, the agreement is threatened by "debt trap diplomacy". There are worries that Djibouti may cede control of vital infrastructure or yield to Beijing's strategic objectives as it grows more dependent on China. Lastly, there is a greater chance of regional tensions and potential instability due to the militarization of the Horn of Africa and the expanding presence of foreign powers in Djibouti. Despite China's insistence that its goals are benign, rival states' suspicion is being exacerbated by the Djibouti base's lack of openness. There is still uncertainty around the facility's true capabilities, long-term objectives, and China's wider geopolitical objectives in the Indian Ocean. The geopolitical scene is already unstable, and this uncertainty makes it more complicated. China's facility in Djibouti will be extremely important in the future for a number of reasons. It represents China's ascent to become a world power able to protect its widening foreign interest network. The station serves as a platform for intelligence collection in a vitally crucial region in addition to aiding in the projection of Chinese power. Furthermore, this project's success or failure will have an impact on China's future foreign policy initiatives. China might create a network of comparable facilities along important maritime trade routes if it capitalises on this. This base, China's first overseas military installation, is strategically located near key international shipping routes in the Horn of Africa, offering China a foothold in a region of geopolitical importance. The primary stated purpose of the base is to support Chinese peacekeeping and humanitarian missions in the region, including anti-piracy efforts in the Gulf of Aden. Additionally, the base facilitates logistical support for Chinese naval vessels operating in the area, contributing to China's expanding naval presence beyond its immediate waters. The establishment of this base reflects China's growing global ambitions and its willingness to assert itself militarily in regions critical to its economic and strategic interests. Djibouti, in turn, benefits from economic investments and infrastructure development associated with the Chinese presence. However, the base has also raised concerns among regional and international actors about the potential

militarization of the area and its implications for regional stability. Overall, China's military base in Djibouti underscores the complex interplay of economic, strategic, and security considerations shaping China's engagement with Africa and its broader foreign policy objectives.

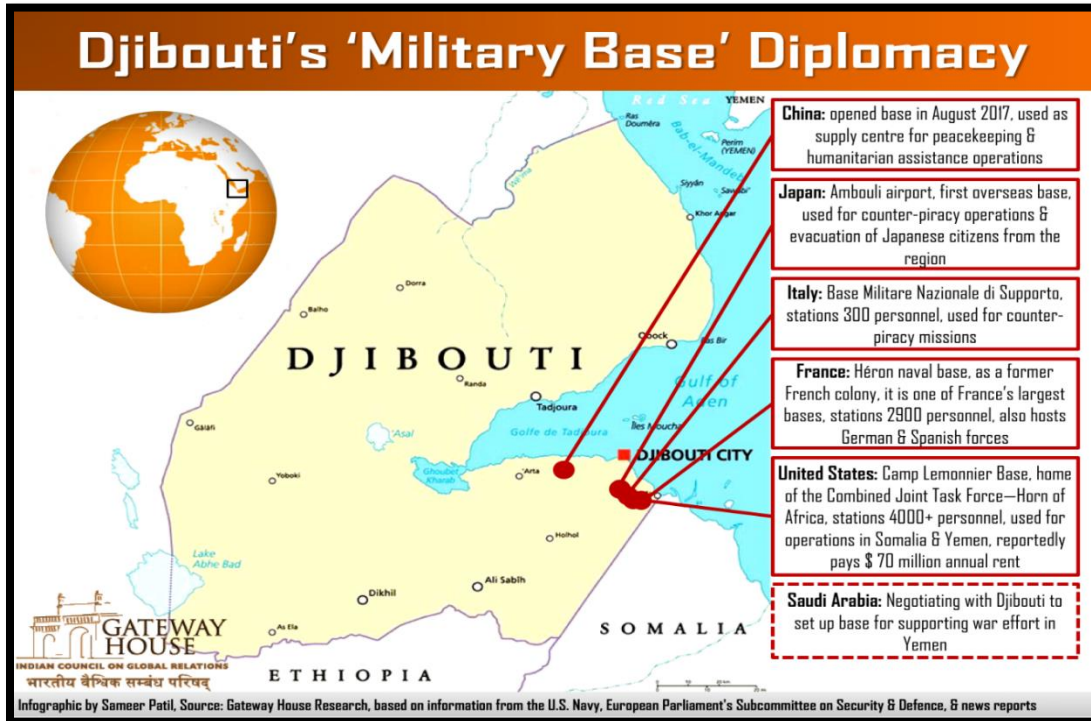


Figure 3.3

Source: <https://www.gatewayhouse.in/djibouti-military-base-diplomacy/>

Access to the Suez Canal, the Gulf of Aden and the Red Sea is an integral part of China's Maritime Silk Road (MSR). As a result, most of China's investment in the region has so far focused on building port and warehouse facilities. In particular, the People's Liberation Army (PLA) opened its first foreign base in Djibouti in 2017 to secure Chinese shipping through the Red Sea and Bab al-Mandab. This strategic support allows China to maintain access and security to strategic shipping lanes across the Red Sea. In support of the BRI, China has expanded its commercial presence across the Red Sea. China in particular has devoted a lot of attention and resources to Egypt's port structures. China is also the largest investor in the Suez Canal development project.

3.3 CHINESE INVESTMENTS IN EGYPT



Figure 3.4

Source:<https://www.eurasiantimes.com/boost-to-chinas-digital-silk-road-as-iron-brother-pakistan-welcomes-laying-of-sea-cable-in-its-territory/>

China faces both chances and challenges as its influence grows in the vital ports of Egypt and the Suez Canal. Beijing has pledged increased connection and economic growth, but Egypt must also consider any drawbacks. Egypt needs to pay attention to its economic fragility, its weak negotiation stance with China, and the threat of hegemony. Transparency, public scrutiny, and informed decision-making are additional issues that need to be carefully considered nationally. The complexity is increased by reliance on Chinese technology and the interaction of military and economic factors. In the end, Egypt needs to use open agreements, different alliances, and strategic talks to strike a balance between rewards and risks. This strategy upholds the right to self-determination while promoting economic interests. In light of shifting global dynamics, Egypt's ambitions to establish itself as a maritime hub should prioritise striking a balance. Egypt is a major market for Chinese businesses, but its ports have more significance. With a

⁶ <https://www.atlanticcouncil.org/blogs/new-atlanticist/china-is-testing-its-freeriding-strategy-in-the-red-sea>

population of over 105 million, Egypt's imports from China are predicted to reach over \$13.2 billion in 2022. Egypt serves as a bridge connecting the Mediterranean, Red, and Indian oceans at the meeting point of Africa, Europe, and Asia. The strategic significance of the Suez Canal, which is a vital maritime route carrying 12% of global trade, is further highlighted by his control over it. Egypt plays a vital role in China's Belt and Road Initiative (BRI) since the canal serves as the country's primary channel for trade with the West, accounting for about 60% of its exports to Europe and a tenth of all traffic through the Suez Canal annually. The Belt and Road Initiative (BRI) was introduced by Chinese President Xi Jinping in 2013 as a comprehensive worldwide infrastructure development strategy that encompasses financial, economic, and political dimensions. The plan calls for direct Chinese investment, primarily in East Africa and Eurasia, as well as the involvement of Chinese businesses in infrastructure projects (service export). A number of sea lanes connecting Chinese ports are part of the effort, which makes it easier to travel from China to Europe.

The eastern Mediterranean is also affected by the significance of Egyptian ports. China's interest in the region has increased due to two recent events: the Russian invasion of Ukraine in February 2022 and the growth of oil and gas drilling in the area. China's land and marine transport networks are under threat from the conflict in Ukraine, Western sanctions, and the siege of the Odessa port. In order to provide more environmentally friendly transportation choices, China has been compelled to support alternate transportation corridors with nations in the Eastern Mediterranean, including Greece, Turkey, Israel, and Egypt. Furthermore, given that China is the world's biggest energy consumer, interest in the Eastern Mediterranean region—which includes Egypt's LNG export capabilities and a developing facility for energy research and production—may arise from China's energy needs. Due to these benefits, the EU struck agreements with Egypt and Israel to maximise natural gas exports in order to offset Russia's shortage. The joint Russian-Chinese naval exercises in 2015 and 2017 also demonstrated China's interest in the Mediterranean during the previous ten years. These events' alignment draws attention to the shifting dynamics between Egypt and the eastern Mediterranean, which is important from a geopolitical standpoint. Egypt's Suez Canal Container Company is owned by 20 percent by China's COSCO Shipping Ports Limited. China's Xinxiang Ductile Iron Pipes proposed a \$2 billion initiative to construct iron and steel plants in the Ain Sokhna Industrial Zone by the end of March 2023.

Now has a substantial presence in Egypt's vital ports compared to previous years. Under a licence that may last up to 38 years, it entails the partial acquisition, development, and operation of Egyptian ports and terminals by both governmental and private enterprises. Apart from the Chinese state-owned enterprise that holds stakes in two ports situated north and south of the Suez Canal, a private Chinese enterprise is also managing two strategically important ports along Egypt's Mediterranean coast and is in the process of creating and eventually running a third port. Qir Abu.

3.4 CHINA-SUDAN RELATIONS- ARMS SUPPLY



Figure 3.5

Source: https://en.wikipedia.org/wiki/21st_Century_Maritime_Silk_Road

China has invested around \$6 billion in Sudan's energy, agriculture, and transportation sectors since 2005, making it a significant partner in the country's investment landscape. China has been interested in Sudan since 1959, but it has just started to grow rapidly. bigger scale following the 1998 economic sanctions levied by the US against the nation. And now, China is attempting to uphold the tenuous ceasefire between the opposing forces as nations China has contributed significantly to Sudan's growth. oil fields before to the nation's 2010 division into north and south and invested close to \$3 billion, based on some figures. A large portion of the project's infrastructure was constructed by Chinese labourers and then turned over to South Sudan upon its independence. The oil pipeline will eventually be transported from Port Sudan to North Sudan, where it is now located. China has been involved in the Sudanese oil business since the 1990s. Prior to South Sudan's independence in 2010, the development of oil reserves was greatly

aided by the China National Petroleum Corporation (CNPC). Although the oil reserves are currently in South Sudan, the pipeline that transports the oil passes through Sudan before leaving Port Sudan. According to Sudan's port operator, it is the most recent phase of China's Belt and Road Initiative, which aims to expand and revitalise historic routes connecting Europe and Africa with contemporary infrastructure. The 120-million-euro (\$141 million) project, which was built by China Harbour Engineering, is another illustration of Beijing's connections to less well-known but potentially profitable regions of the world. China is funding tiny Djibouti, which is located on Africa's east coast. Two ports in a location that serves as a gateway for international shipping and railroads that assist landlocked Ethiopia in exporting its goods to other countries. 157 nations and international organisations have enrolled in all, and Morgan Stanley projects that by 2027, spending will total \$1.3 trillion. There might be alternatives for the US as well. For the first time in years, a representative of the US Embassy in Khartoum met with an official from the Sudanese Ministry of Commerce earlier this month. Talked about were Sudan's potential WTO membership as well as the growth of its exports to the US, which include cattle, gold, and exudate Arabic. The key to maximising Sudan's livestock breeding potential is to identify new markets for the export of milk and meat. The World Bank has noted that it is one of the industries that is expanding in a nation that is still in shock from the sale of South Sudan's oil riches in 2011 and years of economic sanctions. The timing may be arbitrary. Following the fall of Islamist tyrant Omar al-Bashir last year, Sudan is coming out of its nearly three decades as a pariah to the West. The goal of the transitional government is to wipe out Sudan's debt and any potential loans. Agriculture is already the largest economic sector in the nation; thus, this could encourage growth in that area. China's infrastructure designers may have chosen the ideal location in this instance.

3.5 CHINA -YEMEN COLLABORATIONS



Figure 3.6

Source: https://en.wikipedia.org/wiki/Belt_and_Road_Initiative

Beijing has viewed its relations with Yemen through the lens of larger global geopolitical objectives ever since diplomatic relations between China and North Yemen were established in 1956. During the 1955 Bandung Conference, Yemen was among the first nations to acknowledge China as part of China's larger campaign. China and Yemen have a relationship that is shaped by both geopolitical and economic factors, and it changes over time in response to regional and global diplomacy. These two countries engage in a variety of diplomatic, economic, and security-related activities.

China and Yemen have diplomatically maintained a somewhat stable relationship, which is frequently based on exchanges of diplomatic messages and respect for one another's sovereignty. Yemen's placement along important marine routes, such as the Bab el Mandeb strait, makes it strategically significant for China's larger geopolitical goals, especially the Belt and Road Initiative (BRI). China's diplomatic outreach to Yemen has centred on advancing regional security and stability, frequently by non-interventionist measures that uphold Yemen's sovereignty and internal affairs.

China's economic relations with Yemen have mostly focused on commerce and investment. China imports a lot of items from Yemen, especially oil, which is essential for meeting China's energy needs. Chinese businesses have also contributed to infrastructure projects in Yemen, but to a lesser degree because of the nation's security issues and internal instability. However, China's economic inclinations in Yemen highlight a larger plan to acquire markets and resources for its expanding economy.

China has expressed some concern about Yemen's security situation, particularly with reference to marine security along important commercial routes. China has taken part in international measures targeted at preserving peace in the region and has helped to anti-piracy activities in the Gulf of Aden. China, on the other hand, has mainly avoided becoming directly involved in Yemen's domestic disputes, sticking to its foreign policy tenet of non-interference. The way China approaches Yemen is also shaped by larger geopolitical factors. China's strategic interest in the Middle East, which includes Yemen, emphasises the importance of China's relationship with the nation. China's approach to Yemen within the larger Middle Eastern environment is further shaped by its connections with other important actors in the region, such as Saudi Arabia and Iran, which also have an impact on China's engagement with Yemen. In conclusion, a combination of diplomatic engagement, economic interests, and geopolitical concerns define China's relationship with Yemen. China has remained relatively stable and pragmatic in the face of challenges presented by Yemen's internal problems and regional instability, emphasising diplomatic dialogue and economic cooperation while carefully navigating security concerns. This partnership highlights China's changing Middle East position as well as its larger goals in terms of international diplomacy and economic growth.

3.6 CHINA-ERITREA RELATIONS



Figure 3.7

Source: <http://www.madote.com/2017/12/china-affirms-eritreas-strategic.html>

History of Ties

- China supported Eritrean independence movements in the past.
- Formal diplomatic relations began in 1993.

Economic Partnership

- China is Eritrea's biggest trade partner and investor.
- China has funded development projects in Eritrea, including hospitals and infrastructure.
- Eritrea joined China's Belt and Road Initiative in 2021.

Political Alignment⁷

China backs Eritrea's sovereignty and rejects outside meddling; both nations view each other as trustworthy allies; and Eritrea supports China on global problems such as the Hong Kong security bill. Among the nations with the most diplomatic isolation worldwide is Eritrea. It has few friends on the international scene due to a history of repression, violations of human rights, and hostilities with its neighbours. However, because of its 1,150 km of Red Sea coastline, it still draws interest from outside. With islands flanking the Red Sea as it enters the strait, it holds a commanding position in the Bab el-Mandeb Strait, a major shipping channel. Eritrea's ties with China and Russia have improved militarily, diplomatically, and economically in the last year. Both nations seek to increase the size of their armed forces in the Horn of Africa, and Eritrea seems prepared to accept a foreign base in defiance of official prohibitions. During the UAE's campaign in Yemen, Eritrea let the UAE to land ships in the port of Assab and operate aircraft from its coastal region between 2015 and 2021. Maybe he's prepared to extend a similar invitation to Russia or China. President Xi Jinping spoke at a banquet in the Great Hall of the Nation on the "deep friendship of the two countries in an uncertain and unstable world" as Eritrean President Isaias Afwerki was visiting China. Since he underwent military training in China in 1967 and discovered Mao Zedong's methods of guerrilla warfare, Isaias has maintained connections with the country. Eritrea joined China's Belt and Road Initiative in 2021, and in 2023, there were reportedly a lot more Chinese

⁷ <https://www.chathamhouse.org/2023/01/china-africa-relations>

development projects underway. Chinese corporations have acquired the majority of the shares in Eritrea's four ongoing mining projects—copper, zinc, and potassium chloride—during the previous eleven years. In the neighbouring country of Djibouti, China has already established its first foreign military station, complete with reinforced infrastructure, underground bunkers, and a port big enough to house an aircraft carrier. Meservey clarified, nevertheless, that Chinese expansion into Eritrea is not ruled out. With Ethiopia to the south, Sudan to the west, Djibouti to the southeast, and Yemen and Saudi Arabia to the west across the Red Sea, Eritrea is situated in the northernmost region of both East Africa and the Horn of Africa. According to Liu, Eritrea's strategic location is highly significant and has a distinct impact on the Horn of Africa. China encourages Chinese businesses to invest and conduct business in Eritrea. It also plans to keep sending medical teams and highly skilled agricultural experts to Eritrea, as well as to further deepen cooperation in the areas of infrastructure development, telecommunications, agriculture, mining, and fisheries.

3.7 CHINA – SAUDI ARABIA PROJECTS



Figure 3.8

Source: <https://dfhfreight.com/portfolio-item/china-to-saudi-arabia/>

China and Saudi Arabia have a close and increasingly strategic relationship, focused on economic cooperation and regional influence. Here's a breakdown of key aspects:

Strong Economic Ties:

For a number of years, China has been Saudi Arabia's major trading partner. They exchange enormous amounts of oil for Chinese-made items and infrastructure projects. China is viewed as a crucial ally by Saudi Arabia in its endeavours to wean itself off of its reliance on oil.

- One of the main areas of cooperation is China's Belt and Road Initiative (BRI), which includes investments in Saudi technology, infrastructure, and renewable energy
- **Political Alignment:** China has supported Saudi Arabia on problems like Iran, and both nations have similar foreign policy objectives.
- China assisted in mediating an agreement to re-establish diplomatic relations between Saudi Arabia and Iran in 2023. When it comes to criticising China's human rights record, Saudi Arabia has refrained.
- China and Saudi Arabia have invested in a number of Red Sea projects, though to differing degrees:
- **China's Partiality:** Although China has experience and interest in the region, there aren't any significant headlines regarding Chinese direct investment in the massive tourism project, Red Sea Global.
- Another major Saudi project on the Red Sea, the construction of a high-speed rail tunnel to NEOM, was awarded to a Chinese construction company.

Given China's emphasis on infrastructure projects through the Belt and Road Initiative (BRI), there is a chance that China will become involved in Red Sea Global in the future. The Red Sea Global, a \$500 billion tourism development aimed at sustainability and luxury experiences, is one of Saudi Arabia's flagship projects. They have collaborated with a Chinese-Saudi consortium on a desalination plant on the Red Sea coast, demonstrating joint ventures on specific projects. The Red Sea projects are central to Saudi Arabia's strategy to diversify its economy and draw in foreign investment. China, the global economic superpower, and Saudi

Arabia, the biggest oil exporter in the world, have a complex but mutually beneficial relationship. Their investments, driven by oil and a need for diversification, present an image of cooperation with hidden complexity. Oil has been the mainstay of Saudi-Chinese investment relations for many years. Saudi Arabia has been China's main trading partner for numerous years due to the country's heavy reliance on it for its energy needs. China's industrial machinery runs on billions of dollars' worth of Saudi oil, which in turn gives Saudi Arabia access to a sizable market for its crude. Both nations acknowledge the necessity of diversifying, though. Saudi Arabia aims to develop a more resilient economy and reduce its reliance on oil through its Vision 2030 plan. China, on the other hand, wants to increase its worldwide influence and gain access to resources. Beyond oil, investments are fuelled by this convergence of goals.

THE BELT AND ROAD INITIATIVE

Large-scale investments in Saudi Arabia are made possible by China's ambitious Belt and Road Initiative (BRI). BRI is primarily concerned with developing infrastructure, with Saudi Arabia being a key target. Projects include cooperation on renewable energy programmes and high-speed rail connectivity with NEOM, another significant Saudi project. These investments assist Saudi Arabia in modernising its infrastructure and diversifying its energy mix, while also giving China a foothold in the area. There is some political convergence between the two countries in addition to their economic links. On several foreign policy problems, both have come to consensus; China supports Saudi Arabia on subjects like Iran. This does not, however, imply a strict lockstep strategy. Saudi Arabia plays a careful balancing act because of its long-standing ties with the United States and its cautious neutrality towards China's human rights record. Saudi-Chinese investment is probably going to keep getting bigger in the future. There are, nevertheless, some possible hot spots that are unavoidable. Saudi Arabia continues to have strong feelings about the situation of Uyghur Muslims in China. In addition, Saudi Arabia may have to negotiate a more complicated geopolitical environment due to the US-China competition. The investment partnership between Saudi Arabia and China stems from both necessity and aspiration. Although oil is still a major factor, diversification and regional influence are becoming more and more important to investments. However, there are several complications with this arrangement. Geopolitical conflicts and human rights concerns give this strategic dance additional layers of

subtlety. It will be interesting to see how these investments affect both countries' futures while the world watches

Breakdown of Saudi's International Collaborations as on 2023

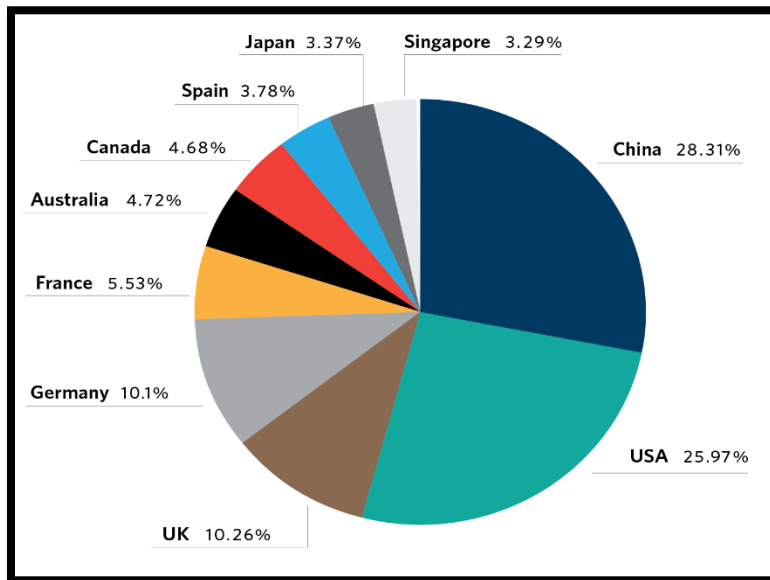


Figure 3.9

Source: <https://carnegieendowment.org/2023/08/01/how-saudi-arabia-bent-china-to-its-technoscientific-ambitions-pub-90301>



Figure 3.10

Source: <https://voi.id/kr/berita/267636>

China's growing presence in the Red Sea littoral states presents a complex picture with both opportunities and challenges for the region. Here's a concluding analysis:⁸

- **Infrastructure and Investment Driven Economic Boom:** Securing access to resources and markets is China's top priority. The countries of the Red Sea gain from large investments in energy infrastructures, ports, and railroads. These initiatives boost local economies, produce jobs, and may improve trade connectivity between regions. For example, Djibouti has seen a significant increase in Chinese investment as a result of the establishment of a free trade zone and a new port. Furthermore, more infrastructure development is promised by China's Belt and Road Initiative (BRI), which might improve regional trade and logistics.
- **Security Concerns - Military Expansion and Influence:** Some countries are concerned about China's increasing military presence in the Red Sea. Its first military installation abroad, in Djibouti, has been seen as a calculated manoeuvre to maintain influence in the area and safeguard important commercial lines. This growth might trigger an arms race in the area, upending the precarious geopolitical equilibrium.

⁸ <https://thediplomat.com/2023/11/china-and-saudi-arabia-a-partnership-under-pressure/>

- **Debt Trap Diplomacy: Economic Dependency and Vulnerability:** Although profitable ventures seem alluring at first, there is a chance of debt traps due to the opaqueness of Chinese loans. The countries of the Red Sea may find it difficult to pay back large loans, which could cause them to become overly dependent on China and jeopardise their economic sovereignty. Due to its weakness, China may have undue influence in regional affairs.
- **Environmental Impact: Juggling Sustainability and Development:** China's ambitious plans for rapid development frequently give rise to environmental issues. Large-scale infrastructural initiatives may negatively affect the Red Sea region's delicate ecosystems. It will be vital to strike a balance between protecting the environment and fast economic development. Red Sea countries must place a high priority on sustainable business practices and make Chinese firms answerable for following stringent environmental laws.

Managing a New Geopolitical Landscape: Red Sea countries need to manage their relations carefully as China's influence grows. They may use China's investments to boost their economy while preserving their geopolitical independence and fortifying their relationships with long-standing allies. Their interests can be further protected by regional cooperation, which fosters deeper economic and security links with other stakeholders like the US and European nations. Building trust is crucial for China as it moves forward with its goals of transparency, shared prosperity, and environmental responsibility. Its long-term presence will be strengthened by enhanced loan terms clarity, compliance with international environmental standards, and knowledge transfer via partnerships with local workforces.

The countries around the Red Sea must diversify their economy, stay away from relying too much on Chinese loans, and look into joint ventures with other players. Strong regional institutions are also essential for enforcing environmental laws and encouraging cooperative development. In conclusion, there are advantages and disadvantages to China's presence in the Red Sea. Through a mutually beneficial cooperation based on transparency, shared prosperity, and environmental responsibility, China and the Red Sea nations can promote stability and sustainable development in the region. Whether or if China's involvement results in a win-win situation will depend on how well this delicate balancing act is done.

CHAPTER -4

EXAMINATION OF STRATEGIC INVESTMENTS BY SAUDI ARABIA AND EGYPT IN THE RED SEA REGION

4.1 INTRODUCTION

Saudi Arabia is investing more strategically in the Red Sea, a crucial sea route that connects continents. This is a grand project that goes beyond economic growth. It's a strategic action with many objectives. This paper explores Saudi Arabia's strategic investments in the Red Sea region and their underlying objectives. Let's examine the objectives of these investments:

- Diversify the Saudi economy because it is no longer viable to rely just on oil. New economic opportunities in tourism, logistics, and renewable energy are the main goals of the Red Sea initiatives.
Strengthen regional influence: Saudi Arabia aims to establish tighter political and economic connections with its neighbours and solidify its leadership position in the area by investing in Red Sea countries.
- Promote tourism: The Red Sea has historical significance and immaculate coral reefs. By creating opulent eco-tourism locations, drawing affluent tourists, and establishing itself as a premier tourism hub, Saudi Arabia is making the most of this.
- Strengthen security: A vital trading route is the Red Sea. The goals of Saudi Arabia's investments in port infrastructure and regional security cooperation are to preserve regional stability and guarantee the efficient movement of commerce.

This analysis will look at the specific projects that are pursuing these strategic objectives, consider the advantages and disadvantages that might arise, and evaluate the long-term effects on Saudi Arabia and the Red Sea region.

4.2 THE 2030 PLAN OF SAUDI ARABIA

Saudi Arabia introduced Vision 2030 in 2016 in response to the prospect of declining oil reserves. With less reliance on hydrocarbons, the country can become a vibrant, diversified economy by implementing the complete approach outlined in this ambitious blueprint. However, Vision 2030 aims higher than only financial gains. The goal of this multifaceted strategy is to establish a dynamic, contemporary society.

Three Foundations for Change:⁹

The three primary pillars of the vision are: One of the main goals of a thriving economy is to wean itself off of its reliance on oil. New industry development, including tourism, renewable energy, technology, and advanced manufacturing, is the focus of investments.

Vision 2030 advocates social reforms for a vibrant society. Crucial elements include empowering women, encouraging youth involvement, and cultivating an inclusive and transparent society.

A Flourishing Nation: This vision seeks to elevate Saudi Arabia's stature in the international arena. This involves making infrastructural improvements, encouraging regional collaboration, and encouraging a more involved participation in international affairs.

Principal Initiatives: Vision 2030 is propelled by a number of significant initiatives.

- **Mega-Projects:** The construction of opulent vacation spots in the Red Sea and futuristic megacities like NEOM are prime examples of this strategy. The objectives of these projects are to demonstrate Saudi Arabia's scientific prowess, draw in foreign investment, and create jobs.
 - **Economic Diversification:** It is essential to make investments in small and medium-sized enterprises, renewable energy, and technology incubators. This makes the economy less reliant on oil and increases its dynamic nature.
 - **Social Reforms:** Vision 2030 advocates for a higher rate of female employment, a relaxation of social constraints such as the ability for women to drive, and an increased emphasis on entertainment and education.
 - **Public Service Transformation:** Enhancing healthcare and educational programmes, investing in infrastructure, and streamlining government bureaucracy are all components of the plan.
- Possibilities and Challenges:** The road to 2030 is not without its obstacles. Among the difficulties are bringing in foreign expertise, implementing large-scale initiatives, and altering

⁹ https://en.wikipedia.org/wiki/The_Red_Sea_Project

deeply embedded social norms. Nonetheless, there are a lot of possible advantages. Vision 2030 presents a chance for a Saudi Arabia that is wealthier and more diverse, a society that values innovation, and one that participates more actively in global affairs. This ambitious strategy

has consequences for the world economy as well as the area, so its success will be constantly monitored.

IMPORTANT PROJECTS SAUDI ARABIA HAS ANNOUNCED RECENTLY

- **NEOM:** This futuristic megacity is intended to serve as a worldwide hub for trade and innovation. NEOM, 33 times the size of New York, is slated to be built in Saudi Arabia's northwest corner. Its brand-new laws and rules centre on housing, sustainability, and technology. Sindalah is a series of islands that are a part of NEOM and will open as a tourism destination in 2024 offering customised marine experiences. OXAGON, which is anticipated to grow into the largest floating city in the world, is another fascinating NEOM invention.
- **AlUla:** Currently a UNESCO World Heritage Site, it is seeing significant tourism development. AlUla is a place of historical graves, arid scenery, and cultural riches. Luxury lodgings, archaeological museums, and adventurous pursuits are all part of the expansion plans.
- **Qiddiya:** Riyadh's premier entertainment destination is set to be constructed with this massive project. A Six Flags theme park, a motorsports complex, and numerous other entertainment venues are also planned for Qiddiya.
- **King Salman Park:** When completed, this urban park is expected to be the largest in the world. The park will have a range of green areas, cultural attractions, and recreational amenities. It is situated in Riyadh.
- **The Red Sea Project:** The development of opulent resorts along the breathtaking Red Sea coast is the main goal of this ambitious tourism initiative. The project's dual goals are to protect the environment and provide an opulent vacation experience. Over 25 new hotels, marinas, and recreational facilities are planned for several islands as part of this development.

- **AMAALA:** A super-luxury resort on the Red Sea coast is being built in northwest Saudi Arabia. More than four thousand square kilometres. More than 1,300 hotel rooms spread across eight distinct resorts will be part of the development's first phase, which is anticipated to be finished by mid-2024. It will have about 900 opulent villas, apartments, and mansions when it is finished in 2027, in addition to more than 3,000 hotel rooms spread across 25 hotels. Situated approximately 800 km north of Jeddah, Amaala will have three resorts spread across a 12-kilometer shoreline. HKS has two complexes in mind. In Amaala, Foster + Partners, a British company, is building "the world's first fully immersive living centre".
- **The Diriyah Gate:** Designed to resemble the ancient capital of the Saudi Kingdom, At Turaif is a UNESCO World Heritage site. This was taken into consideration when creating the master plan. The project's goal is to establish a unique area that conserves the natural environment while improving it for managed usage, honours heritage, and imitates traditional urban design, drawing influence from the At Turaif background. UNESCO created a master plan layout that took into account development closeness, view cones, and other needs. The site has integrated a chosen list of 100 stories honouring Diriyah in a variety of ways, including physical features, events, performances, sculptures, wayfinding, trails, and place names that serve as experience builders. Key assets like an arena, opera house, convention centre, museum of contemporary art, great mosque, and innovation cluster were created in the eastern sector. A grand avenue connecting the site to King Saud University runs through it.
- **Norlana:** in northwest Saudi Arabia, NEOM is building a brand-new, cutting-edge residential complex. Including palaces, apartments, and beach villas that blend in with the surroundings, Norlana is a complex of 711 homes on the banks of the Gulf of Aqaba. organic dunes. With features including an 18-hole golf course, a 120-berth marina, an equestrian centre, and facilities for sailing and water sports, it provides luxurious living and fits an active lifestyle. For Norlana, sustainability comes first. The coastal and marine environments are safeguarded by its design and construction. The Riyadh Metro is an extensive public transit initiative that will have six lines and 84 stops. When it's finished, it will probably be the biggest public transport system in the entire globe.
- **Jeddah Waterfront Project:** This project intends to rejuvenate Jeddah's historic waterfront district. New public areas, dining options, retail establishments, and cultural attractions are

all part of the development plans. Located to the north of Jeddah lies the King Abdullah Economic City (KAEC), a special economic zone. Manufacturing, logistics, and tourism are just a few of the industries that call the city home.

- **Jazan Economic City:** Another special economic zone in Saudi Arabia's southwest is called Jazan Economic City. The development of sectors including manufacturing, tourism, and oil and gas is the city's main priority.
- **Neome's Epicor:** a brand-new, opulent seaside resort on the Gulf of Aqaba, will have two eye-catching, 275-meter-tall buildings with 41 ultra-premium hotel keys and opulent residential units. Alongside the hotel, there will be 45 beachfront villas and a 120-room resort. With opulent amenities and experiences designed to help residents and guests escape daily stress, the building hopes to raise the bar for both architecture and hospitality. Among them are a beach club, spa, water sports, and destination dining with breathtaking coastal views. In order to provide legendary living, the opulent apartments and villas have state-of-the-art technologies together with first-rate services and amenities. With unrestricted access to cutting-edge amenities set amid breathtaking vistas of the Gulf, Epicor hopes to establish itself as a benchmark destination. In the ambitious mega-urban development known as NEOM, located in northwest Saudi Arabia, there is a linear urban project called The Line. La Lino, a city spanning more than 170 kilometres, is intended to be a car-free, carbon-neutral vertical metropolis with an accessible and compact layout. All the necessities of city living would be there, such as parks, residences, offices, schools, and public transportation that is easily accessible on foot, by public transportation, or by high-speed train. The Line integrates greenery and nature everywhere, aims to maximise resource efficiency, and offers its projected 9 million citizens an excellent standard of living. By utilising vertical design, the line seeks to save energy and land consumption while fostering social spaces amongst inhabitants.
- **King Salman Energy Park (SPARK):** Saudi Arabia's nascent industrial city seeks to become a major international centre for the energy industry. SPARK provides tenants and investors with unrivalled access to regional and global energy markets through its strategic location close to ports and transport hubs. By offering top-notch services and infrastructure, SPARK wants to draw in energy companies who want to grow and profit from the efficiency

gains associated with an integrated ecosystem. In keeping with Saudi Arabia's objective for economic diversification, Vision 2030, SPARK is a significant project.

<https://carnegieendowment.org/2023/11/06/saudi-arabia-in-emerging-world-order-pub-9081>



Figure 4.1 Source: <https://www.linkedin.com/pulse/ksas-giga-projects-look-out-eid-dalbani>

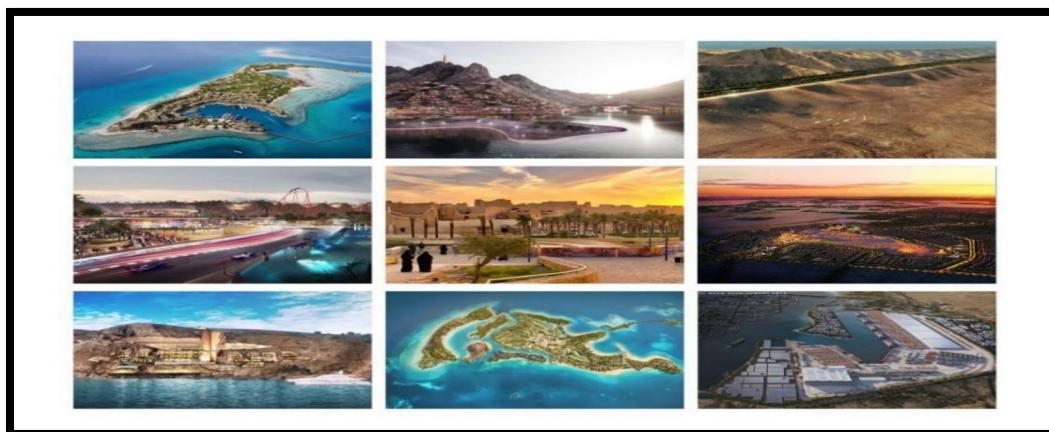


Figure 4.2

Source: <https://www.constructionweekonline.com/business/saudi-arabia-gigaproject>

Total of 24 projects announced by Saudi recent times in which The Red Sea project is one of the major things.

4.3 THE RED SEA PROJECT¹⁰

The Red Sea Project, often known as the Red Sea, is a massive tourism project that Saudi Arabia has planned. The project is a component of the 2030 Saudi Vision initiative. The initiative was unveiled in July 2017 by Saudi Arabia's Crown Prince, Muhammad bin Salman. In the Red Sea, construction is anticipated to be finished by 2030, having started in February 2019. In 2024, 16 hotels, Red Sea International Airport, a marina, historical monuments, and resorts are anticipated to open, with the first three scheduled to open in 2023. Red Sea plans to build 50 hotels totaling 8,000 rooms and over 1,000 flats on 22 islands and six inlands by the time it is finished in 2030.

- **A Diverse Vision:** The Red Sea Project encompasses more than just hotel construction. It's a carefully thought-out master plan that gives priority to a few important areas:
- **Luxury Tourism:** The initiative aims to build opulent resorts on several islands to serve affluent tourists looking for a unique and memorable experience. A fundamental tenet of sustainability is the adoption of environmentally friendly behaviours and a dedication to protecting the delicate marine ecosystem.
- **Untouched Beauty:** The Red Sea is home to some of the most breathtaking coral reefs and a wide variety of marine species on the planet. The concept places a high priority on responsible development, guaranteeing a minimal negative impact on the environment while letting visitors take in the area's natural beauty.
- **Cultural Heritage:** The Red Sea region has a rich history, with remnants of long-gone civilizations. Incorporating cultural experiences, the project aims to highlight the natural wonders alongside the rich legacy.

¹⁰ <https://carnegieendowment.org/2023/11/06/saudi-arabia-in-emerging-world-order-pub-9081>

- **Economic Diversification:** Vision 2030, Saudi Arabia's plan for economic change, places a strong emphasis on tourism. The objectives of the Red Sea Project are to boost employment, draw in foreign capital, and encourage the expansion of associated sectors including transport and hospitality.
- **Community Development:** The initiative places a high priority on the health of the surrounding community. The goal of funding education and training initiatives is to provide the people of the area the know-how necessary to engage in the tourism industry and reap its rewards.
- **Innovation and Sustainability:** To provide a genuinely exceptional and sustainable experience, The Red Sea Project places a high priority on state-of-the-art technology and environmentally friendly procedures.
- **Smart Destinations:** Using smart technology, the initiative will optimise tourist experiences across the board, from waste management and logistics to customised recommendations.
- **Renewable Energy:** To reduce the development's carbon footprint, all of its energy needs must come from renewable sources. This fits well with the sustainability-focused theme of Vision 2030.
- **Off-site building:** To reduce the amount of environmental disturbance on the islands, modular building techniques will be employed. The prefabricated units are going to be assembled somewhere else and then delivered to the locations.
- **Waste Management:** To guarantee the least possible influence on the environment, a thorough waste management system will be put in place. Obstacles and the Path Ahead
There are difficulties with the Red Sea Project.

Building opulent resorts in isolated areas takes a large financial commitment as well as specialised knowledge. It's also critical to strike a balance between environmental preservation and tourism growth. A smart marketing plan is also necessary to draw affluent travellers to a new location. The Red Sea Project aims to provide a smooth, customised visitor experience over a wide range of

environments. In a remote desert and island setting, guests anticipate seamless connectivity, smart automation, and real-time service access. All of these features should be effortlessly integrated. To put this idea into action, a strong technology network spanning islands, mountains, and large desert areas is needed. The difficulty is in combining different technologies over such a vast and geographically varied area as smart buildings, innovative mobility solutions, and guest management systems. Another obstacle to be overcome is making sure that internet connectivity and dependable communication networks are available in rural areas.

The Red Sea Project is an audacious plan for environmentally conscious luxury travel. But there are significant obstacles to overcome, which need careful preparation, creative thinking, and a dedication to environmental stewardship. If these issues are resolved, paradise will either materialise or turn into a cautionary tale about the environment. The project's capacity to construct a sustainable tourism development model that places equal emphasis on economic growth and the fragile ecological balance of the Red Sea is what will determine its success. Notwithstanding the obstacles, The Red Sea Project has enormous promise. It has the potential to completely transform luxury travel in the area, establish a thriving economic centre, and demonstrate Saudi Arabia's dedication to sustainability and innovation on a global scale. This enormous initiative has the potential to turn the Red Sea from a hidden gem into a world-class tourist destination, therefore its progress will be constantly monitored.

Saudi Arabia's giga-sized projects cover 15 provinces.

Combined projects, project value and developer names.

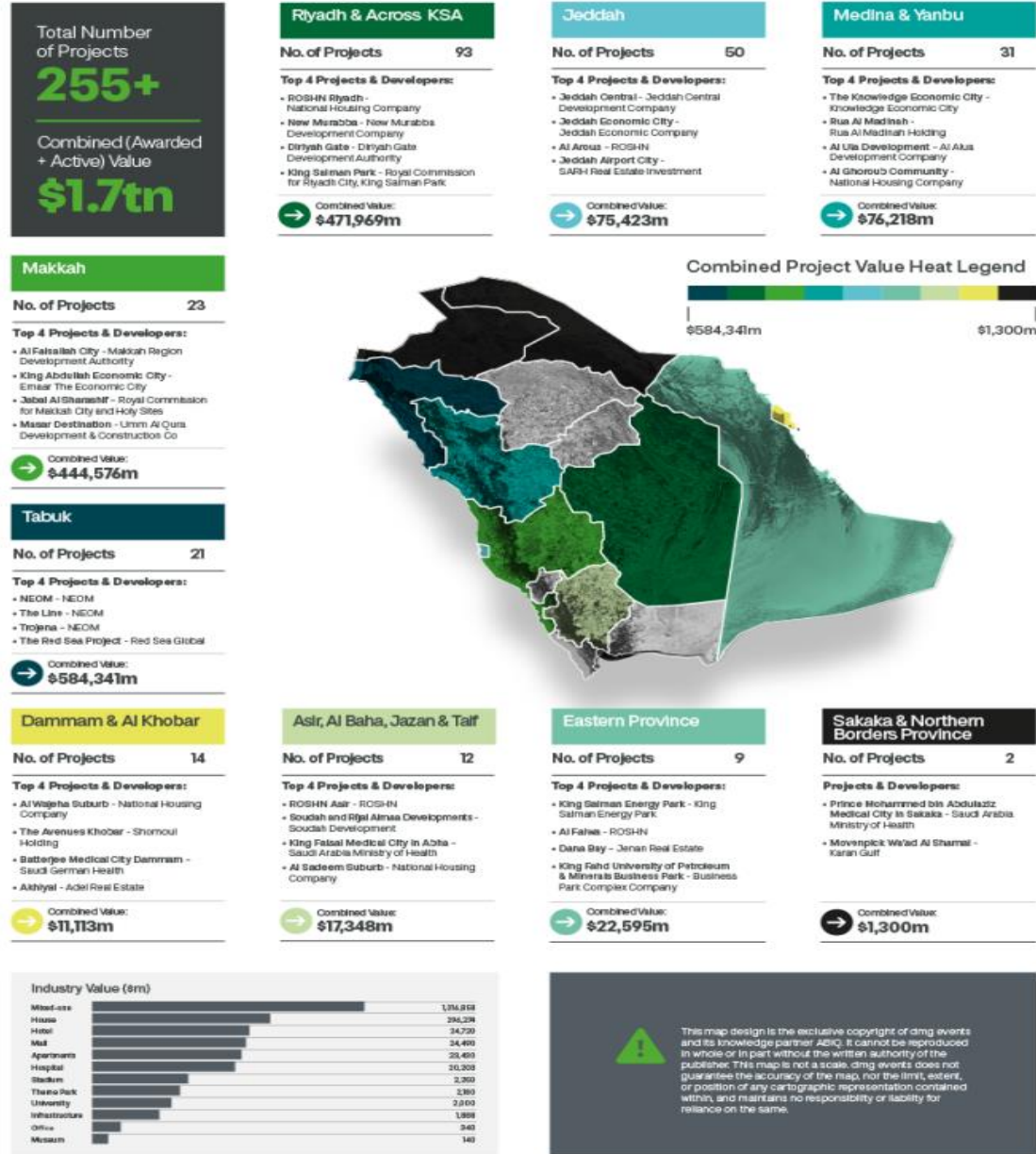


Figure 4.3

Source: <https://www.linkedin.com/pulse/largest-giga-mega-projects-saudi-arabia-sameer>

Schematic Diagram of the Red Sea Project

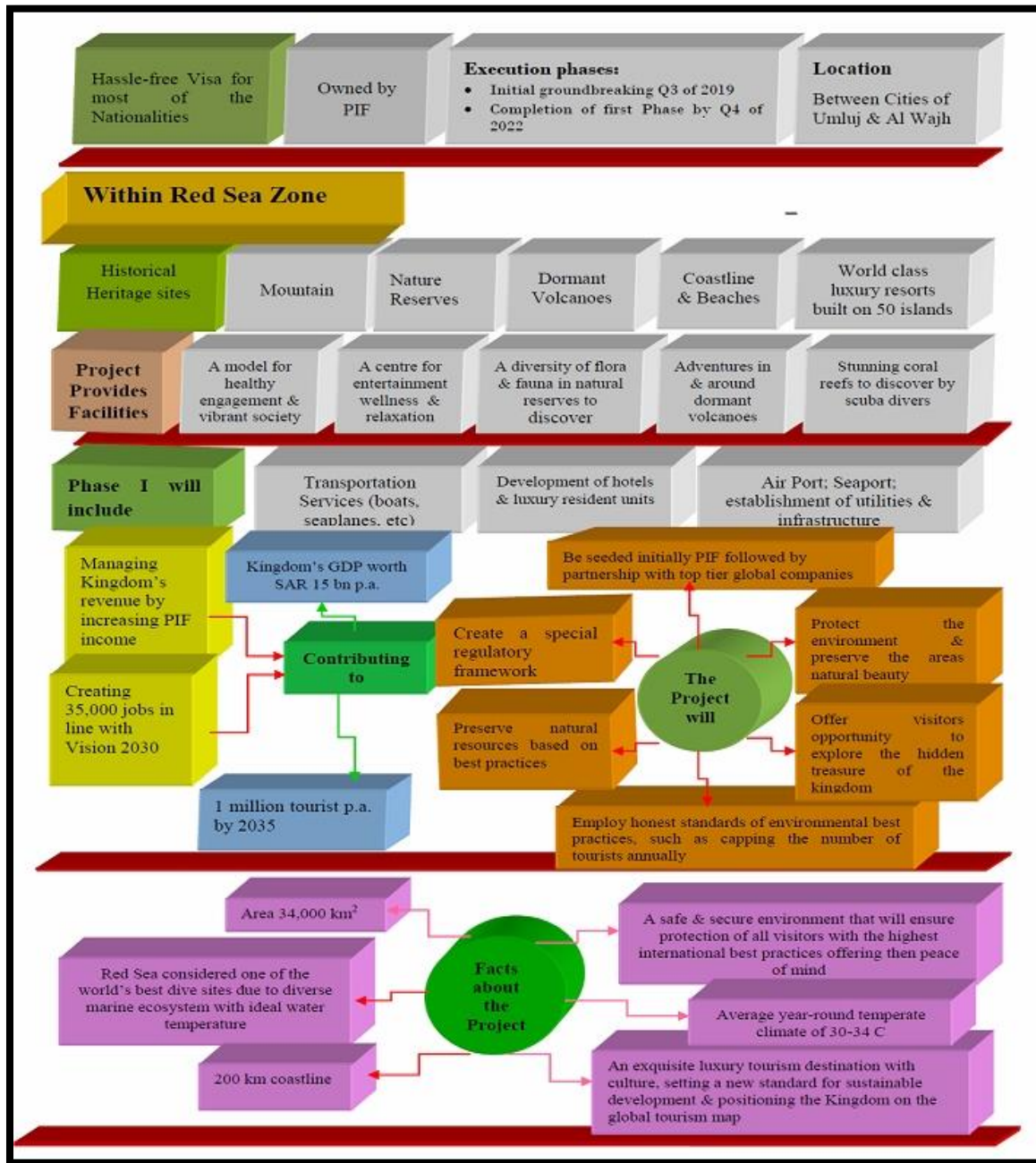


Figure 4.4

Source: https://www.researchgate.net/figure/Schematic-Diagram-of-the-Red-Sea-Project_fig2_32158645

Saudi Arabia has demonstrated ambition and change through its strategic investments in the Red Sea region. The Red Sea Project, which strives for an eco-friendly, ultra-luxury travel experience, is a shining example. Investments in nearby nations also promote regional security and ties. These initiatives have a tonne of promise. They can establish the Red Sea as a major travel destination worldwide, diversify the Saudi economy, and generate jobs. Future generations' access to a preserved environment is guaranteed by the emphasis on sustainability. But there are still difficulties. Careful planning and execution are needed to draw in affluent tourists while juggling development with environmental concerns. The plan for the Red Sea is evident despite the obstacles. Saudi Arabia is in the lead, and the region is set for major transformation. The accomplishment of these calculated bets will serve as evidence of the country's capacity for creativity, diversification, and leadership in the travel and tourism sector. The globe is waiting in suspense as the Red Sea is about to undergo a makeover. The Red Sea is strategically important to Saudi Arabia as well.

It has committed significant funding to a joint investment fund in Sudan, with an emphasis on the mining, transport, energy, electricity, fisheries, and railway industries. Domestically, major tourism initiatives along Saudi Arabia's Red Sea coast are spearheaded by the Public Investment Fund (PIF). Saudi Arabia's approach to Red Sea security is evident in the type and extent of its investments, which take use of its connections with the United Arab Emirates and its ability to establish ports for trade connectivity.

Shifting Terrain: A physical example of the "new scramble for Africa" is the growth of seaports and military installations along the coast of the Red Sea.

The presence of great powers such as China, France, Italy, Japan, and the United States in the region offers chances and challenges to the weak African states on the western coasts of the Red Sea.

4.4 EGYPT'S DEVELOPMENTAL PLANS IN RED SEA ¹¹

Egypt's aggressive developmental plans for the Red Ocean region aim to leverage its natural resources and strategic location to propel economic growth, promote tourism, and strengthen the

¹¹ <https://www.memphistours.com/egypt/Egypt-Wikis/Egypt-Destinations/wiki/Red-Sea-and-Sinai>

local network. The public authority's vision for the Red Ocean region consists of a variety of initiatives and projects meant to unlock the district's full potential and attract both domestic and foreign investment. These programmes are in accordance with Egypt's more comprehensive financial development strategies, such as its Vision 2030 framework, which emphasises a reasonable course of events and financial improvement. The development of the tourism sector and hospitality is one of the key tenets of Egypt's early plans for the Red Ocean region. The Red Ocean coast is a major destination for domestic and international tourists due to its pristine beaches, vibrant coral reefs, and diverse marine life. To maximise these natural riches, Egypt plans to build opulent resorts, marinas, and entertainment centres along the shore.

The Red Ocean Riviera, which includes well-known destinations like Hurghada and Sharm El Sheikh, is a hub for the development of the vacation sector and offers excellent facilities, first-rate diving and water sports, and interesting social activities. Egypt's early plans for the Red Ocean region, aside from the vacation industry, centre on the establishment of new financial zones and contemporary groups. The establishment of special economic zones, like the Ain Sokhna and Suez Canal Economic Zones, aims to draw in foreign investment and support export-oriented enterprises. Key admission to international delivery courses, such as the Suez Waterway, working with exchange and strategy exercises, is advantageous for these zones. Egypt hopes to establish the Red Sea as a hub for trade, investment, and manufacturing by utilising the region's connection to international markets. Furthermore, Egypt is investing in basic projects to enhance the network throughout the Red Ocean region and beyond. The development of transport infrastructure, such as roadway and rail connections, is crucial to facilitating the movement of people and goods between interior areas and coastal metropolitan regions. Projects like the Cairo-Capital Fast Railroad and the Cairo-Ain Sokhna Roadway, for instance, are intended to improve the efficiency of transport and shorten travel times, thereby promoting economic development and territorial peace. An additional focus of Egypt's early plans for the Red Ocean region is the sustainable management of marine resources and environmental conservation. Interesting ecosystems can be found in the Red Ocean, such as coral reefs and marine wild life, which need to be protected against pollution, overfishing, and destruction of the surrounding environment. Egypt is conducting campaigns to preserve the marine environment, such as designating marine protected areas and promoting eco-friendly travel industry practices, in order to uphold sustainable economic practices and preserve the ecological integrity of the Red Ocean. Furthermore, Egypt's early plans for the

Red Ocean district aim to improve the social climate and people's quality of life in the surrounding communities. A person's interests in education, healthcare, and social services are fundamental to establishing standards for daily comforts and creating opportunities for commerce. Through promoting all-encompassing development and involving surrounding residents, Egypt seeks to ensure that the benefits of economic progress are distributed fairly throughout the Red Ocean region. In conclusion, Egypt's Red Sea development plans represent a comprehensive approach to leverage the natural resources and economic potential of the vital region. Egypt aims to transform the Red Ocean shoreline into a vibrant and reasonable economic hub by promoting the travel industry, luring investment, laying the groundwork, and emphasising ecological sustainability. These programmes support Egypt's aim of inclusive development and economic diversification, which in turn supports the country's long-term prosperity and regional integration. With deliberate efforts and strategic bets, Egypt is prepared to unleash the Red Ocean district's full potential and provide long-term benefits for its people and the broader economy.

In conclusion, while many players try to influence the future of the Red Sea region, there are fierce rivalries, conflicting economic interests, and geopolitical scheming taking place. The intricate relationship between geopolitics, trade, and security is always changing, affecting the precarious equilibrium of this vital maritime route.

CHAPTER – 5
FINDINGS AND CONCLUSION

5.1 THE RED SEA HOLDS IMMENSE IMPORTANCE IN GLOBAL MARITIME TRADE DUE TO SEVERAL KEY FACTORS:

The Red Sea offers the quickest marine route from Asia to Europe, saving a great deal of time and money when compared to other routes such as the Cape of Good Hope. This makes it a strategically located location. Because of this, it serves as a crucial conduit for international trade, enabling the transfer of enormous volumes of resources and goods.

High Volume of Traffic:

International trade: The Red Sea is the transit route for 12–15% of all marine trade worldwide, carrying items valued at over \$1 trillion yearly. This comprises a sizable number of supplies of petrol and oil, containers and other necessities.

- **Suez Canal:** Located in the Red Sea, the Suez Canal is one of the most important choke points for marine traffic worldwide. The canal highlights the Red Sea's strategic significance by enabling ships to avoid the arduous voyage around Africa. Economic Repercussions:
- **Disruptions:** There are major economic ramifications to any disturbances in the Red Sea, such as the most recent Houthi attacks. Ship delays and rerouting can result in higher transportation costs, broken supply chains, and possible shortages of necessities in a number of nations.
- **Regional economies:** The marine commercial activity benefits the Red Sea's neighbouring countries directly by bringing in money from port operations, canal tolls, and other services.

Particular

For Example

- **Oil and Gas:** The Red Sea plays a significant role in the global energy markets as it is a crucial route for the transit of oil and gas from the Middle East to Europe and Asia. All things considered, the Red Sea is an essential component of international marine trade due to its advantageous position, heavy traffic volume, and substantial economic impact. Preserving

stability and security in the area is essential to guaranteeing the seamless movement of commodities and reducing disturbances to the worldwide economy.

The Red Sea plays a major role in the global maritime trade that connects Asia and the West. As a result, both established and emerging nations are anxious to invest and establish themselves in the Red Sea's littoral states.

5.2 ASIAN NATIONS AND MARINE INITIATIVES IN THE RED SEA AREA¹²

China: Driven mainly by its Belt and Road Initiative (BRI), China stands out as the top Asian investor in the Red Sea region. Port expansions, the manufacture of potassium chloride, green ammonia and hydrogen, and other multibillion-dollar projects are underway in Egypt.

India.: India makes investments in infrastructure projects with the goal of enhancing regional connectivity and facilitating trade, especially in nations like Yemen and Djibouti. Establishing robust partnerships with Red Sea nations, especially Ethiopia and Djibouti, is India's top priority in order to safeguard its commercial interests and resource access. India supports the social and economic development of Red Sea nations by giving them development assistance.

South Korea: In the Red Sea region, South Korean businesses are engaged in port construction and renewable energy projects.

Japan: Often working with other Asian investors, Japanese investments are mostly concentrated on energy and infrastructure development projects.

Jordan: Jordan has concentrated on interests in the Aqaba Exceptional Monetary Zone (ASEZ) to promote financial turn of events and attract foreign investment, despite having a smaller seashore along the Red Ocean. The ASEZ serves as a vital hub for trade, providing strategy, assembly, and incentives for businesses such as the travel industry. Initiatives such as the Aqaba Modern Home

¹² <https://thediplomat.com/2024/02/india-and-the-red-sea-imbroglio/>

and the Aqaba New Port are intended to boost the region's financial inclusion efforts and elevate its level of seriousness.

UAE: The UAE has been actively involved in investments along the Red Sea coast, particularly through companies like DP World, a major global port operator. DP World manages key terminals such as the Doraleh Container Terminal in Djibouti, emphasizing the UAE's commitment to expanding its maritime presence in the region. Additionally, the UAE has shown interest in developing other infrastructure projects and industrial zones along the Red Sea, aiming to capitalize on the area's strategic location for trade and investment.

Qatar: Qatar has pursued investments in the Red Sea region, albeit on a smaller scale compared to the UAE. Qatar's focus has been on sectors like infrastructure, energy, and tourism. These investments align with Qatar's broader strategy of diversifying its investment portfolio and strengthening economic ties with countries along the Red Sea coast.

5.3 EUROPEAN NATIONS WITH NOTABLE REPRESENTATIONS:

France: Engaged in renewable energy projects in Egypt and Jordan, as well as port development projects in Djibouti.

Germany: Supports the development of renewable energy in the area and infrastructure projects like the Berbera Corridor in Somaliland.

Italy: Participates in infrastructure development in Egypt and projects related to oil and gas exploration.

United Kingdom: Takes part in security activities and keeps a naval presence in the area.

Netherlands: Participates in security missions with navy officers.

Spain: May participate in an upcoming EU mission, the country recently sent a frigate to patrol the Red Sea.

5.4 RUSSIAN INVESTMENTS IN NATIONS AROUND THE RED SEA

Despite its growing interest, Russia's investments in the Red Sea region are typically regarded as being smaller than those of European nations. Russia mostly collaborates militarily with some Red Sea nations, most notably Egypt. This might include possible joint exercises, military technology transfers, and arms sales. Russia has looked into possible partnerships in the energy sector, including regional ventures to explore for oil and gas. But tangible investments haven't really come to pass in a big way. Large-scale Russian investments may be hampered by the complex geopolitical environment created by the US, China, and other major powers, as well as the persistent political unrest in several Red Sea nations.

5.5 AMERICAN INVOLVEMENT IN THE RED SEA AREA

Although US investments in countries around the Red Sea are not as big as those from China or other European countries, the US is nonetheless heavily involved through a number of different avenues. The US keeps Camp Lemonnier, a military installation in Djibouti, which is vital to counterterrorism and security operations in the area. In order to prevent piracy and guarantee the secure passage of commercial vessels, the US actively takes part in international naval operations such as Operation Prosperity Guardian. Red Sea nations receive substantial development aid from the US Agency for International Development (USAID), which focuses on issues including environmental sustainability, healthcare, education, and economic development. Energy: American businesses are looking into prospects in wind and solar power generation projects.

Technology: American IT firms are expanding their presence in the Red Sea region by providing digital services and solutions.

Infrastructure and logistics: US businesses may fund infrastructure development initiatives, especially in areas like port modernization.

5.6 FINDINGS FROM THE LITERATURE REVIEW

Experts that have examined the marine potential in the Red Sea region have concluded that the region is significant to Asia, Africa, and Europe. China, however, is the Asian nation with the most plans and methods to carve out a particular place for itself in the African nations that line the Red Sea coast. The BRI is their primary initiative to implement their trade strategy throughout Asia

and the Americas. However, Chinese specialists anticipated this and established their presence in the coastal countries of the Red Sea before many other countries began to consider investments and base-building in African and Asian countries that are in the region. They intended to increase their investments and launch new projects to cover all those areas, which will help China to claim a special power in the red sea zone, thus this will enable them to have a special influence in that region going forward. They have the ability to influence and prepare for other nations that use the coastal ports of the Red Sea for trade. China has been planning far ahead of other nations and giving African nations more priority during the past fifteen years. Due in large part to China's Belt and Road Initiative (BRI), the country's economic influence in the Red Sea region has increased dramatically in recent decades. Projects to construct infrastructure in nations along the historic trade routes—including those that border the Red Sea—are given priority under this strategy. China has made significant investments in the region's ports, energy projects, and transportation infrastructure in an effort to gain access to markets and resources. Even though these investments have accelerated economic growth in certain regions, worries about debt loads, the effects they will have on the environment, and the lack of transparency in project execution still exist. Furthermore, the increasing influence of China in the region has geopolitical ramifications that could change the balance of power in the region and make other actors' security more vulnerable. The Red Sea is currently a strategically important maritime location, and as trade through the sea increases, the reliability of the Red Sea and Suez Canal will rise, which will encourage more countries to invest and maintain their position in the region. In the future, countries other than Asian ones, including Europeans, Americans, and Russians, will also attempt to expand their military bases. Investments in the port sector of the Red Sea will cost African countries, and technological advancements will be prioritised. Due to the fact that other developed nations will eventually use these African nations as their marine bases, these investments will provide greater markets and financial assistance to African nations. Saudi Arabia has already revealed 24 massive projects and is moving from the oil industry to the tourism industry. Here, the Red Sea is a crucial location for them to grow and improve their travel options. Additionally, sports parks, hotels, and other establishments that enhance the allure of Saudi Arabian tourism initiatives, all of which centre around the Red Sea. The Red Sea Project is the name they gave it. This strategy is part of the 2030 Saudi Arabian Vision.

5.7 FINDINGS FROM CHAPTER III

The global economic landscape is being significantly shaped by China's Belt and Road Initiative (BRI), which has had a particularly notable impact on the African and Red Sea regions. Launched in 2013, this initiative seeks to promote economic connection and collaboration by reviving historic trade routes through large-scale infrastructure development initiatives. Countries Around the Red Sea: China's ambitious Belt and Road Initiative (BRI) is strategically dependent on the Red Sea, a crucial maritime route that links the Mediterranean and Indian oceans. A closer study at Chinese investments in significant Red Sea coastal nations is provided below:

Djibouti: China's Belt and Road Initiative (BRI) has made this tiny country a shining example. The huge Djibouti International Free Trade Zone project, spearheaded by state-owned Chinese firms, intends to turn the nation into a hub for regional trade and logistics. Furthermore, China has made substantial investments in the Doraleh Container Terminal, greatly increasing Djibouti's port capacity.

Egypt: China's engagement in Egypt is concentrated on the establishment of the Suez Canal Economic Zone (SCEZ) and other infrastructure. This zone, which is close to the important Suez Canal, offers tax advantages and simplified restrictions in an effort to draw in Chinese and foreign companies. China has also contributed to the building of Egypt's power plants and high-speed rail systems.

Eritrea: Despite being a smaller project than others, China has made investments in the strategically located Assab port in Eritrea, which is situated on the southern shore of the Red Sea. With this investment, China may be able to use Eritrea as a naval station in the future while also improving its maritime connectivity.

Saudi Arabia: Despite not having a Red Sea border, Saudi Arabia's strategic and economic significance draw a large amount of Chinese investment. One of the BRI's ambitions is building a high-speed train to connect Mecca and Medina with the Red Sea city of Jeddah. China also participates in joint ventures across multiple sectors and energy projects.

African nations: With an emphasis on trade, resource extraction, and infrastructure development, China's Belt and Road Initiative (BRI) reaches throughout the African continent, extending beyond the Red Sea region. Introducing some of the major BRI initiatives in Africa:

East Africa: Kenya is a key centre for the Belt and Road Initiative (BRI), having invested heavily in the Standard Gauge Railway that links Kenya to its neighbours and the Mombasa port development. Similar initiatives to establish a regional transit network are being carried out in Tanzania, Ethiopia, and Uganda.

Central Africa: China has made significant investments in nations wealthy in natural resources, such as Angola and the Democratic Republic of the Congo (DRC). In order to make resource extraction and export to China easier, these initiatives mostly concentrate on mining, oil exploration, and infrastructural development.

South Africa: As the economic hub of the continent, South Africa has drawn Chinese investment in a number of industries, including manufacturing, infrastructure, and energy. In an effort to increase regional connectivity, China has also made investments in ports and logistics projects in Namibia,

CHINA IS THE MAIN ARMS SUPPLIER TO MANY AFRICAN COUNTRIES

China's arms supply to African countries has become a notable aspect of their bilateral relations, with China emerging as a significant arms exporter to the continent. Chinese arms sales to Africa encompass a range of military equipment, including small arms, armored vehicles, artillery systems, and aircraft. These sales are often part of broader defense cooperation agreements and are intended to bolster the military capabilities of African nations. The motivations behind China's arms exports to Africa are multifaceted, including economic interests, diplomatic objectives, and strategic considerations. For China, arms sales provide a means of expanding influence and deepening relationships with African governments. Additionally, these sales contribute to China's defense industry and support its broader geopolitical ambitions. However, concerns have been raised about the impact of Chinese arms transfers on regional stability and human rights, particularly in conflict-prone areas where these weapons may exacerbate existing tensions or be used to suppress dissent. Overall, China's arms supply to African countries underscores the

complex dynamics of contemporary international relations, where security interests intersect with economic and diplomatic imperatives.

China is the Main Arms Supplier to Many African Countries



Figure 5.1

Source: <https://crossedcrocodiles.wordpress.com/category/china-in-africa/>

Impact of Chinese presence in Red Sea Region Countries

Positive Impacts:

- Infrastructure development has boosted economic activity and created jobs in many countries
- Improved connectivity facilitates trade and access to markets, potentially leading to economic growth.

- Investments in energy projects can address power shortages and contribute to regional development.

Negative Impacts:

- Concerns regarding unsustainable debt burdens on recipient countries have arisen, potentially leading to economic vulnerabilities.
- Environmental concerns surrounding infrastructure projects, including pollution and resource depletion, require careful management.
- Lack of transparency in project execution and labor practices raises ethical concerns
- China's growing economic and military presence in the region has geopolitical implications, potentially altering regional power dynamics and raising security concerns for other actors.

Overall, China's Belt and Road Initiative has significantly reshaped the economic landscape of the Red Sea region and Africa. While infrastructure development and economic opportunities are undeniable, concerns regarding debt sustainability, environmental impact, and lack of transparency necessitate careful consideration. As China's BRI footprint continues to expand, its long-term impact on these regions remains a subject of ongoing analysis and debate.

5.8 FINDINGS FROM CHAPTER IV

Saudi Arabia, Egypt, and Sudan are the main drivers of the recent boom in development and investment projects in the Red Sea, a strategically important waterway that connects the Indian and Mediterranean seas. Through a variety of initiatives meant to strengthen their respective economies and increase regional connectivity, these three nations—each with unique capabilities and objectives—are reshaping the economic landscape of the region. Saudi Vision 2030 presents

a compelling vision of financial transformation, social progress, and infrastructure development. It tackles a significant turning point in the Realm's history. Driven by Crown Sovereign Mohammed bin Salman, this ambitious plan aims to improve the quality of life for Saudi Arabian citizens while diversifying the country's economy and reducing its reliance on oil earnings. Progress in this ground-breaking plan will be found in all fields as 2030 approaches, paving the path for a Saudi Arabia that is more distinctive and widely supported. One of the key tenets of Saudi Vision 2030 is economic diversification. Saudi Arabia, which is mostly dependent on oil exports, sees the need to expand its financial basis and promote development in non-oil sectors. The implementation of initiatives like NEOM, Red Ocean Task, and Qiddiya is expected to attract new business, promote development, and create jobs in emerging sectors including innovation, tourism, and entertainment. This expansion process not only mitigates the risks associated with fluctuations in oil prices, but also creates a future economy that is more information-driven and competitive for individuals. Alongside economic diversification, social development and enhancing human capital are prioritised in Saudi Vision 2030. Interests in education, well-being, and social structures aim to increase Saudi citizens' efficiency and prosperity. Modifications to instruction, such as updates to the curriculum and a focus on foreign countries, will produce a talented workforce capable of fostering growth and enterprise. Efforts to expand social security networks and improve health services further highlight the Realm's duty to ensure a high standard of living for its citizens.

Similar to this, Saudi Vision 2030 fosters a societal renaissance by embracing innovation and upholding the rich tradition of the Realm. Drives that, for instance, revive famous locations, organise social events, and expand available entertainment options are reflective of a broader societal movement in favour of openness and creativity. Saudi Arabia must strengthen its soft power and develop a more all-encompassing public character that values diversity and creativity by investing in social renewal. Enhancing ecological sustainability is a key component of Saudi Vision 2030. Realising how important it is to protect natural resources and fight climate change, the monarchy has started large-scale projects to advance renewable energy, reduce carbon emissions, and preserve biodiversity. The Kingdom's responsibility to lead the region in manageability and ecological administration is embodied in the Centre East Green Drive and the Saudi Green Drive. The Realm is undergoing significant institutional changes in tandem with Saudi Vision 2030 to improve responsibility, openness, and administration. Actions taken to

combat debasement, enhance regulatory cycles, and attract new investment create a more business-friendly environment that supports both economic and social progress. Moreover, encouraging the influence of women through monetary and social reforms influences customs, promotes orientation correspondence, and encourages women to collaborate in the workplace. Success for Saudi Vision 2030 in 2030 depends on continued commitment and effective execution. Even though there has been significant progress since the vision was shared in 2016, there are still challenges to overcome and incredible opportunities to seize. It is imperative to prioritise human resources, framework advancement, and financial expansion in order to comprehend the vision's goals and ensure Saudi Arabia's long-term prosperity. Overall, Saudi Vision 2030 depicts a shift in Saudi Arabia's destiny through social development, financial expansion, and social recharge. Through promoting progress, empowering people, and valuing sustainability, the Realm is laying the foundation for a stronger and more all-encompassing community. The effects of these changes will be felt not only in the Realm but also in the larger Centre East region as 2030 approaches. Saudi Arabia is flexible and committed to realising its goal of becoming a global leader in numerous sectors, all the while enhancing the well-being and development of its citizens.

Egypt: Egypt is vital to the growth of the region because of its extensive infrastructure and Red Sea coastline. They are currently investing in a variety of industries, including:

Suez Canal Economic Zone (SCEZ): This zone, which is located close to the Suez Canal, offers tax benefits and simplified rules in an effort to draw in both domestic and foreign investment. It concentrates on growing sectors such as manufacturing, logistics, and petrochemicals.

Development of Tourism: Egypt is making significant investments to modernise its infrastructure for Red Sea tourism. Egypt is well-known for its historical and cultural attractions. This entails building new ecotourism initiatives, developing current resorts, and enhancing transportation infrastructure.

Energy Projects: Egypt is working with foreign partners on renewable energy projects around the Red Sea, such as wind and solar farms, in recognition of the need for energy diversification.

Egypt's holdings in the Red Ocean shore are a significant step forward in the nation's financial development process, as they aim to leverage its regular resources to stimulate growth, attract investment, and promote reasonable tourism. Egypt's vision for the Red Ocean coast encompasses a variety of initiatives and goals aimed at capitalising on the region's unique beauty and strategic location, ultimately contributing to the overall well-being and prosperity of its neighbours. Egypt's interest in the Red Ocean coast is centred on improving framework projects and new traveller complaints. The construction of opulent resorts, marinas, and entertainment facilities aims to establish the Red Ocean as a top tourist destination, attracting visitors from all over the world. Key components of Egypt's more comprehensive tourism industry system are projects like the Red Ocean Riviera and the New Alamein City on the Mediterranean coast, which aim to set the nation apart from other traditional tourist destinations like the Pyramids and Luxor. Egypt's interests in the Red Ocean shoreline extend beyond the vacation industry and include important foundation projects that improve accessibility and align with financial developments.

The tourism business is supported by the expansion of ports, airports, and transportation networks, which also provide important opportunities for trade and speculation. The establishment of industrial parks and economic zones along the coast, which draw in both domestic and foreign investment in services, manufacturing, and logistics, further accelerates economic growth.

Furthermore, Egypt's interests in the Red Ocean shore are not limited to natural and commercial goals; they also aim to boost local growth and social prosperity. The development of new urban communities and neighbourhoods provides both local residents and visitors with invaluable opportunities for housing, education, healthcare, and social amenities. Egypt's interests in the Red Ocean shore contribute to social cohesion and thriving by fostering comprehensive development and raising standards for basic comforts. Egypt's commitment to the sustainable development goal, effective administration, and cooperation with private sector partners are prerequisites for the Red Sea coast's future prosperity. It will be essential to address issues like administrative roadblocks, ecological concerns, and framework limitations in order to comprehend the full potential of these endeavours. Additionally, ensuring that local networks equally profit from financial opportunities and the growth of the tourist industry is essential to promoting long-term social and financial stability. All things considered, Egypt's interests along the Red Ocean coast provide a vital means of addressing the issue of opening the natural, monetary, and social capacities of this important

region. Egypt is making the most of its natural resources, enhancing its infrastructure, and encouraging sustainable development to position itself as a top Middle Eastern investment and tourism destination. The transformative impact of these conjectures extends beyond economic advancement to encompass broader goals of environmental conservation, social transformation, and societal revitalization. As Egypt continues to realise its vision for the Red Sea coast, the area is set to become a vibrant centre of innovation, prosperity, and opportunity for future generations. The economic landscape of the Red Sea region is being shaped by Saudi Arabia and Egypt thanks to large investments and development initiatives.

5.9 CONCLUSION

The core of these new marine opportunities is the Red Sea's strategic location, which serves as an essential route for global trade and connection between Europe, Asia, and Africa. The Red Ocean is positioned as a fundamental marine route for international trade because to its proximity to important delivery routes like the Suez Channel and the Bab El-Mandeb Waterway. The growing desire for profitable shipping lanes and essential access to expanding business sectors is what is driving the growth of marine activities in the region, including transportation, operations, and oceanic administrations. Additionally, in an effort to enhance maritime connections and ease trade, port construction and infrastructure investment are rising in the Red Sea region. Countries such as Egypt, Saudi Arabia, and Djibouti are expanding and updating their port facilities to accommodate larger ships and growing cargo volumes. Mega-ports such as King Abdullah Port in Saudi Arabia and Ain Sokhna in Egypt are examples of the region's goal to become a major maritime gateway for international trade. Despite port foundation, sea openings in the Red Ocean region encompass more comprehensive financial expansion initiatives and contemporary tasks. Unconventional financial zones, contemporary clusters, and simplified trade zones are being established along the coast to attract foreign investment and promote commodity-focused businesses. With growing interest in port infrastructure, contemporary projects, and cross-line initiatives, the Red Ocean region is poised to become a distinctive maritime hub with enormous growth potential in the years to come.

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