

JASON ROSS

Paradigms Collide: The Belt and Road Initiative in Africa

Jason Ross is a member of Lyndon LaRouche's "Basement" science team in Purcellville, Virginia. This is a summary of his address to the Schiller Institute conference, "Dona Nobis Pacem—Grant Us Peace, Through Economic Development," convened in New York City on Saturday, June 9, 2018. He spoke on Panel 1 of the conference: "A New Paradigm of Global Relations, Ending Geopolitics—The Four Powers."



Schiller Institute

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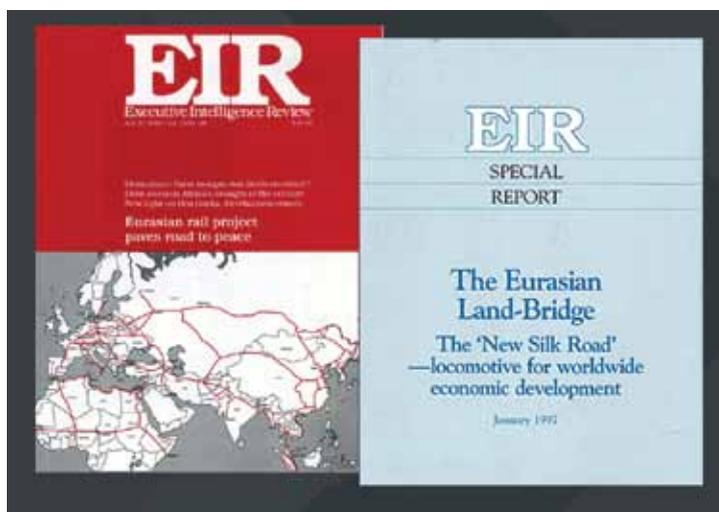
Jason Ross used the continent of Africa as a case study to understand the differences between the old, failing trans-Atlantic system and the new paradigm that China's Belt and Road Initiative (BRI) is making possible. The highest goal of a society or government is to afford its citizens efficient access, while they are alive, to the knowledge that their lives will have durable, immortal value to the future of humanity. China's adoption of the BRI as policy provides an increased potential for the United States to complete its historical mission of defeating the British Empire totally.

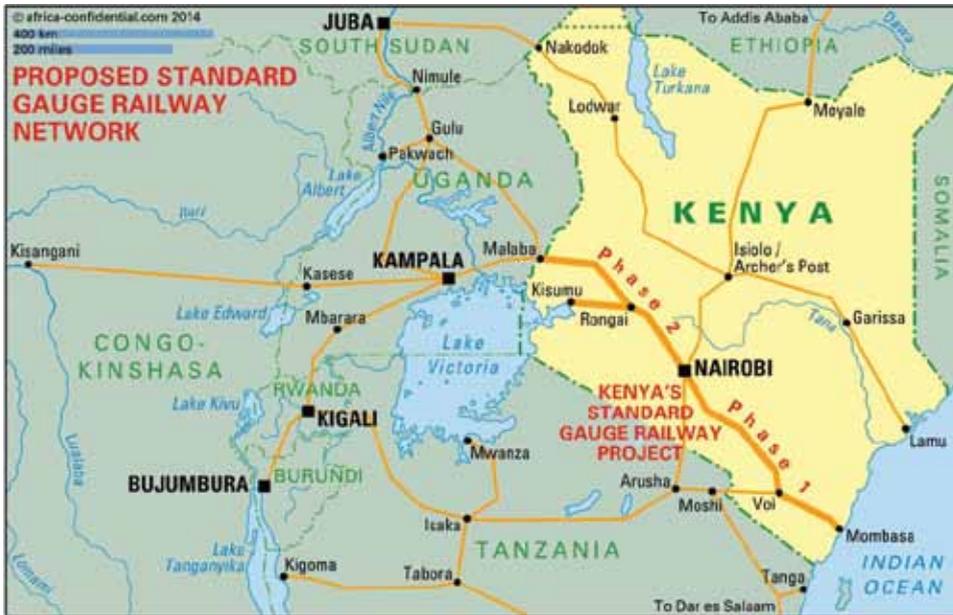
After briefly covering the imperial approaches towards Africa represented by the British (and by the United States itself under such policies as

NSSM 200), Ross asked the audience what they thought about appeals made by aid and charitable agencies for the construction of wells and donations of goats to villages and families. Such assistance may appear to be a good thing. But we often use the word "good" to mean "better" than something else. Compared to having no water, a donated well for a village is "better." But if you live in a nation that is contributing to financial policies that prevent development, donating a well is *not* a good thing. Compared to opening the potential for full development, a well is a *bad* thing; it comes from an outlook that Africa will always be poor.

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rail breakthroughs in Kenya and Djibouti-Ethiopia, as well as the major breakthrough at the BRI conference in Beijing last May. He used remarks by the Chinese Ambassador to the Republic of South Africa, Lin Songtian, to draw out the contrast between the British outlook and that of China. Ambassador Lin wrote, in his response to former U.S. Secretary of State Rex Tillerson's attacks on Chinese involvement in Africa, "What they really want is to keep Africa as it was, poor and divided, to be always controlled by others.

After a review of the decades of work by the LaRouche movement for world development, including the World Land-Bridge proposal of 1997, Ross reported the recent, exciting progress in Africa—focusing on the

What they worry about is Africa's realization of economic independence with China's support. What they worry about is a strong Africa that can no longer be ordered around politically."

China's New Silk Road

The Belt and Road Initiative

First steps towards the World Land-Bridge

A) China-Mongolia-Russia Corridor

June 2016 the three presidents signed a bilateral economic partnership agreement at the 11th SCO meeting, consisting of 22 proposed projects and finding harmony between Russia's Trans-Eurasian Belt Development plan, Mongolia's Prairie Road program, and China's BRI.

B) China-Pakistan Corridor

Highway, railway, oil and natural gas pipelines, and fiber optic projects will equal the value of all foreign investment into Pakistan since 1970, creating 700,000 direct jobs, 10-4 gigawatts of power, and transportation routes that will cut the trade distance between China and Europe, Africa, and the Americas by 2,000 miles.

G) China-Central & West Asia

In June 2015 China and the five Central Asian countries agreed to jointly build the Silk Road Economic Belt, and additional routes will go into Afghanistan, Iran, and Turkey. In Uzbekistan, China Railway Tunnel Group has completed the longest tunnel in Central Asia. In Afghanistan a new rail connection with China will shorten three-to-six month cargo transport times to only two weeks. The travel time from Eastern China to Iran will be cut in half.

C) New Eurasian Land-Bridge

Goods from central China are reaching Western Europe in 2 to 3 weeks, rather than 3 weeks by ocean. By mid-2016 over 2,000 rail shipments carried \$17 billion in goods between China and Europe. Additional developments include the China-Belarus Industrial park and a new connection between Central and Southern Europe with the Hungary-Serbia railroad will connect.

F) The Maritime Silk Road Connects China with the Indian Ocean, Southeast Asia, Eastern Africa, Southwest Asia, and Europe, bringing a network of deep sea ports, individual ports, oil and gas facilities, railway lines and critical projects in Africa.

Ethiopia and Djibouti - The new Chinese-built Ethiopia-Djibouti railway marks a milestone in cooperation between China, Ethiopia and Djibouti, employing 25,000 Ethiopians and Djiboutians in the construction of the 470-mile Addis Ababa-Djibouti line, with more being trained to run the rail system.

Kenya - The Standard Gauge Railway will replace Kenya's existing railway built in 1999 for the purpose of colonial extraction and transform Kenya's Mombasa port, taking cargo and passengers to the Ugandan border in one-third the time it takes by road transport.

E) Bangladesh-China-India-Myanmar

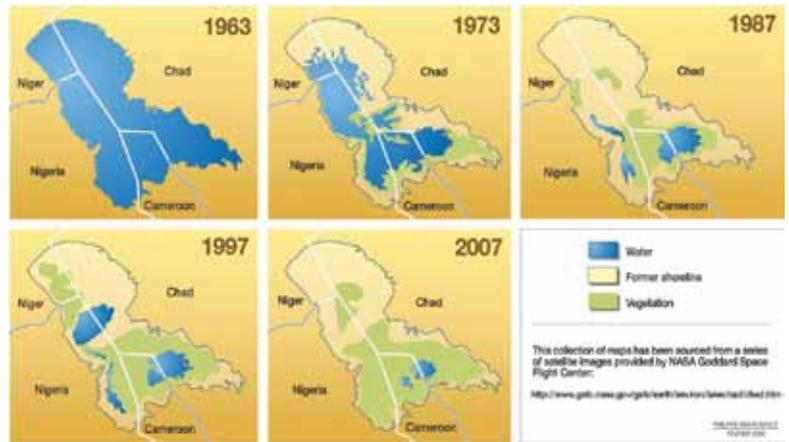
December 2013, the Bangladesh-China-India-Myanmar Economic Corridor Joint Working Group convened its first meeting in Kunming, China. The multi-modal corridor will be the first expressway between India and China. Passing through Bangladesh and Myanmar, the corridor covers 165 million km² and encompasses 440-million people.

D) China-Indochina Corridor

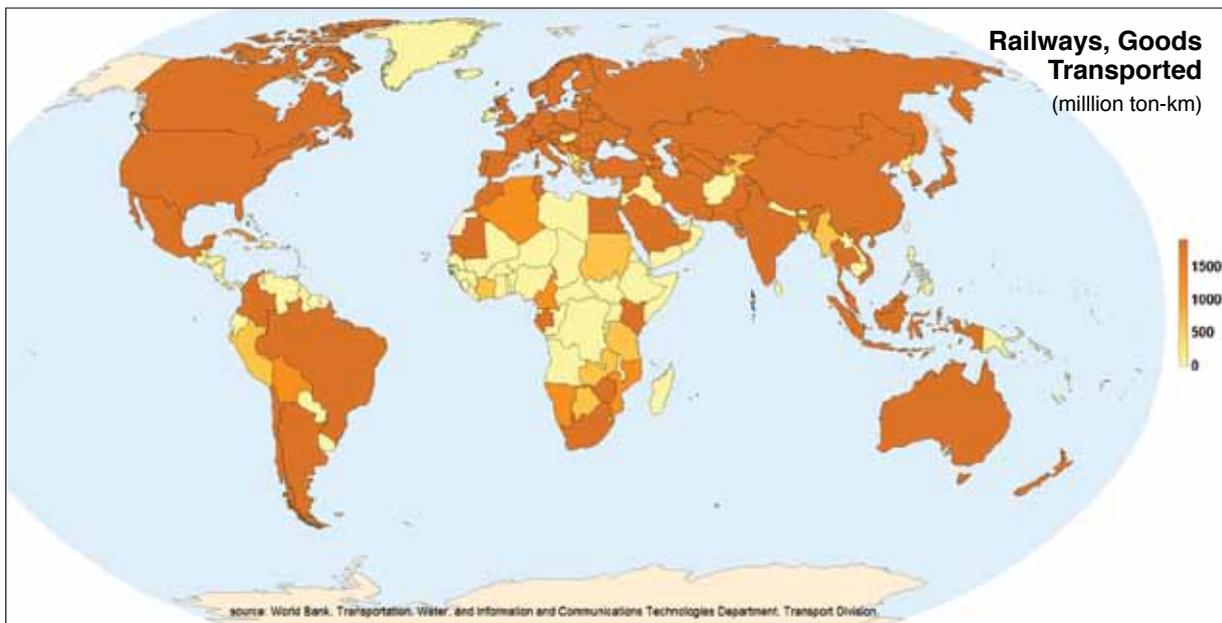
Plans for transportation systems to connect part of the largest cities in the region and additional infrastructure projects, including Cambodia's Sihanoukville Economic Zone, nine cross-national highways, the Nanjing to Harbin rail line, the China-Laos railway project, the Jakarta-Bandung high-speed rail, and the Singapore-Kunming rail line.

Ross briefly reviewed other African development requirements and projects—transportation, water (including the Trans-aqua plan to refill Lake Chad), and especially energy—and concluded by contrasting the economic record and approach of Lyndon LaRouche to the overwhelming majority of economists, who demonstrated their abject professional failure by failing, in 2007, to see the crisis right in front of their noses.

LaRouche’s success is based on his unique economic breakthroughs, made in the tradition of the American System of Alexander Hamilton, which sees scientific progress



Shrinkage of water volume in Lake Chad: 1963-2000.



developing the productive powers of labor as the absolute basis of economic growth. From this economic outlook, LaRouche’s “[Four Laws](#)” are the needed policy for the United States today. By our nation acting on this basis, we will have the ability to finally eliminate the British Empire from the face of the earth. In doing so, we will have achieved a world-historic objective of unique importance, and which the United States itself is in a unique position to achieve. This is our mission today.



Mombasa-Nairobi Standard Gauge Railway.

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