

AFRICA PASS

A Revolutionary Concept for Africa and the Mediterranean

by Ahman Rsheed

We continue here our coverage of the Schiller Institute's Nov. 24-25, 2012 conference in Germany, which was titled "A New Paradigm for the Survival of Civilization." Ahman Rsheed is an engineer from Cairo; he spoke on Nov. 25 on the panel on "The Alternative to War and Chaos." Our abridged text here includes a selection of maps and graphics from the speaker's slide show, and some additional material from his much longer written text that was submitted to the conference proceedings.

[EIR](#) covered Rsheed's project in our June 8, 2012 issue, which provides additional details on Africa Pass.

Two additional speeches from the same panel follow immediately below.

The video of all the conference speeches is at the [Schiller-Institut](#) website.

I have named this project Africa Pass, and I hope it will be built!

[The speaker recited a passage in Arabic, which was translated on the slide as follows:

"Oh mankind, we have created you, male and female, and made you peoples and tribes that you may know one another. Indeed, the most noble of you in the sight of Allah is the most righteous among you..."]

Or, you could say, "Allah put us on the Earth to communicate, to have relationships with one another, not to make war."

I believe that this project has good prospects for growth, prosperity, and advancement, not only for the Egyptian people, but also the people of nine other Afri-

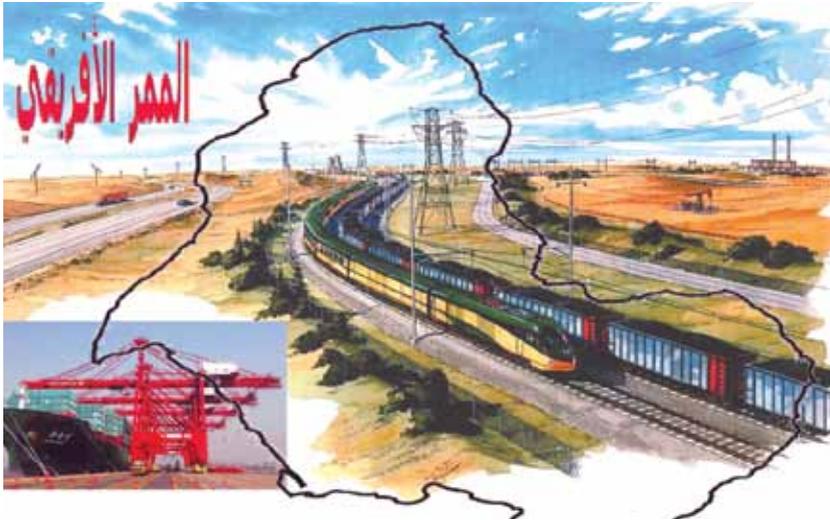
can nations, and also many countries in Europe and Asia. I have worked since 1988 to study, develop, and update it according the information I acquire, or by reviewing similar projects by others, and also from the comments I receive on my page on Facebook.

In simple words, it will make Egypt a transit area to all continents, through use of its unexploited lands in building integrated industrial and commercial societies; these cities will be used as storage depots for the world's companies, as warehouses to minimize time between the order of goods and receiving them, and the building of production plants for these companies. It is well known that all countries are racing to build giant ports to handle containers, and are spending billions to do that.

This a project for handling of containers and facilitating the export and import of goods for African countries, and also for transit of the cargo of giant ships that cannot cross the Suez Canal—because we know that only the first generation of ships can go through the Suez Canal, whereas it is too shallow for second-generation ships; it will also provide for storage of goods and commodities in warehouses. Therefore, this project could be considered the greatest project ever to handle containers; and it will provide millions of job opportunities. Some young people are asking about jobs; well, this can create about 20 million jobs, at least. So Egypt and other countries will switch from being countries that export labor into labor-importing countries.

If this project is implemented, Egypt and the other

Artist's Depiction of the Africa Pass Project



Source: <http://www.facebook.com/#!/aiman.rsheed>

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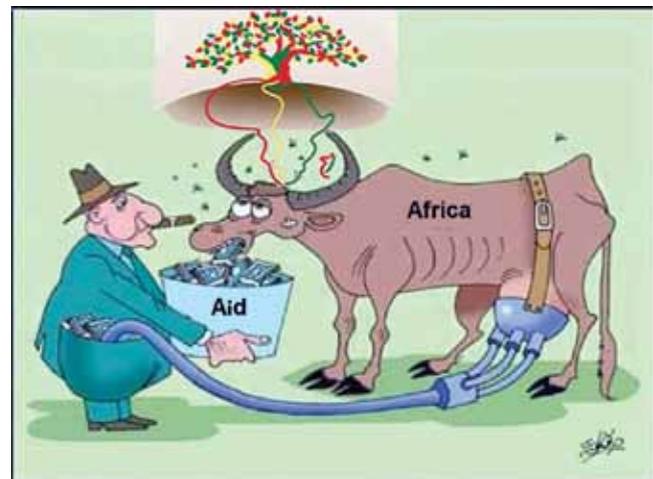
Aiman Rsheed addresses the Schiller Institute conference; on the left is an artist's depiction of the Africa Pass project.

countries will not be just collectors of transit fees, or providers of limited commercial and marine services; it will cover all aspects of the development requirements for human development and creation of new societies, in accord with the latest scientific systems, also providing millions of job opportunities for all ages and activities and specialties in many fields, as for example:

1. **Construction:** building of giant cities that accommodate millions of people, with good, planned architectural styles;
2. **Mining:** raw materials that constitute a great national asset;
3. **Energy:** generating electricity from the Sun and from water;
4. **Industry:** introducing many new industries;
5. **Transportation:** This project will be the greatest railway ever;
6. **International trade:** A leap in international trade and industry, and a new route for trade that will cut costs approximately by half;
7. **Engineering construction:** The constructions of roads, railways, tunnels, and bridges along the Pass will be an engineering achievement;
8. **Tourism:** All countries will have a giant leap in numbers of tourists;
9. **Agriculture:** Cultivated land and agricultural development will increase in Africa, and exporting of agricultural products will be very easy.

As there are no national factors that hinder execution of this project, and as the economic revenue will be huge for all countries, we can conclude that the execution of this project will be the **National African Project** for this century and the next generations. That is my point of view, and I hope it's yours. . . .

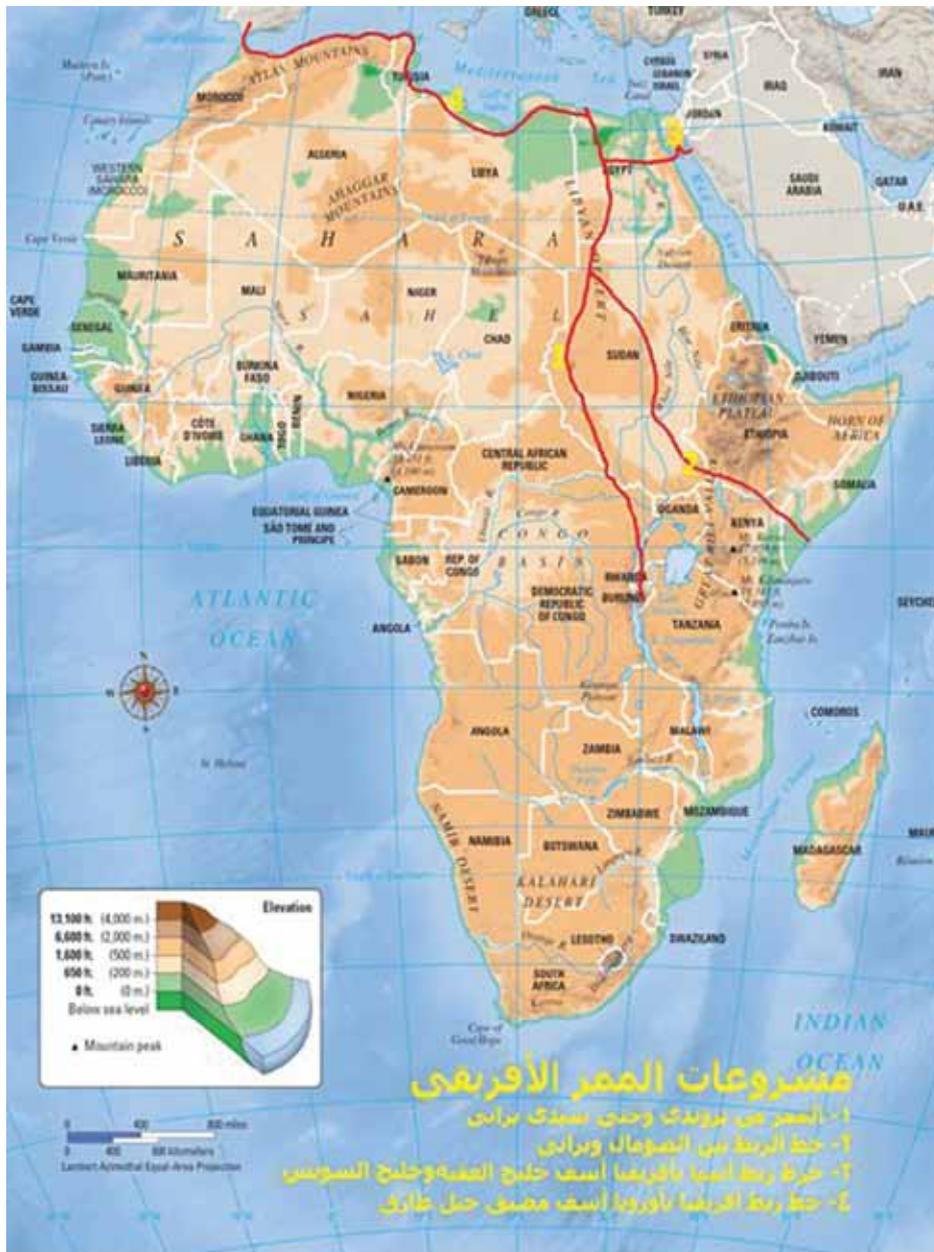
FIGURE 1



This cartoon from a local Moroccan newspaper, credited to "Youth of Taourirt," was adapted by Rsheed to add the ox's dream of a flourishing tree of Africa. The original labels referred to government officials siphoning off funds from the budget intended to benefit the town; Rsheed adapted the labels for the purpose of this speech.

FIGURE 2

Africa Pass: Four Phases of Transport Corridors



Source: <http://www.facebook.com/#!/aiman.rshead>

How the Project Will Work

Other countries have used Africans like this [shows map of the slave trade], and this is how the world is using Africa again now (Figure 1). They are trying to destroy our water, and they are destroying our agriculture by using our food as fuel.

Our Africa Pass (Figure 2) will start at the Egyptian city of Sidi Barani on the Mediterranean, and will con-

nect Egypt with Burundi in Central Africa, and with Somalia, through Ethiopia. And a route will go to Spain, under the Strait of Gibraltar; and the last one will go from Sidi Barani to a city in Egypt named Asiut, and under the Gulf of Aqaba and the Gulf of Suez and Sharm el-Sheikh, and on to Asia or Saudi Arabia. . . .

All the national of the world try to communicate with each other by railroads, and Russia and America have tried to connect across the Bering Strait; Russia is a key link connecting Asia and America. But if we put Africa and Africa Pass here (Figure 3), Africa will be a key link among Asia, Africa, and Europe—connecting three continents, not two.

We propose to execute the project in three phases: 1) the construction of ports; 2) preparing the Pass and railways; 3) building cities, all within 2-3 years, as all phases will work in parallel. (This 2-3 years is not to finish the whole project, but to prepare and plan, to start.)

How much does a railroad cost? Figure 4 shows the cost of railroads exactly, for 2010-11, and each one shows the kilometers.

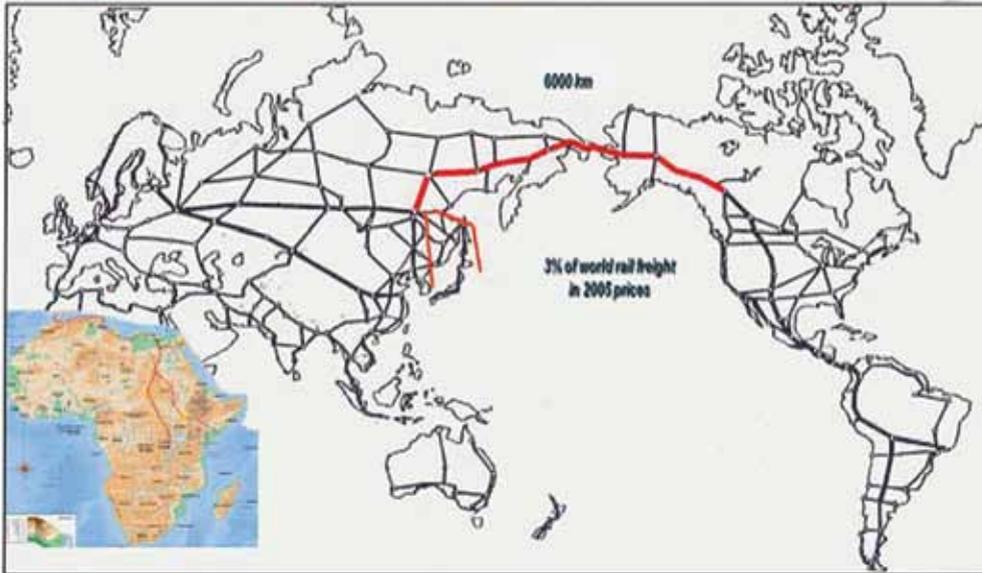
Here are some key parameters of the project:

- The three-stage approach will allow ease of financing, as it will be entirely financed for petroleum exploration; the countries will not have to pay any money, but will benefit from the huge economic revenues. As you know, all the countries of Africa are very, very poor. They don't have money to build such a project, so the money will have to be borrowed from others.
- An effective contribution in solving the current

FIGURE 3

The Intercontinental Link – missing element in the global transportation network

Africa pass is the key link, connecting Asia, Africa and Europe



unemployment problem, the project will accommodate a percentage of the new generations that enter the workforce, and this is an advantage that is not present except in great projects.

- An effective contribution in solving the overpopulation around valleys and accommodating mil-

other countries will come here; there will be rail development, and trade will be able to develop. This will provide real job opportunities to the people, and the commercial, industrial, service, and entertainment activities.

- The introduction of residential areas along the Africa Pass will absorb a great percentage of the ex-

lions in the new cities that accompany construction of this Pass. For example, in Egypt, we have overpopulation; we live on only 4% of our land, and this percentage carries about 90 million population, whereas 96% is empty.

- A permanent solution to problems of the Horn of Africa, specially Somalia. Somalians used to be very strong, and exported meat to other African countries and to all the world, but now they are going hungry; they find nothing to eat; they cannot find water. But we can build a port that connects to Sidi Barani, so

FIGURE 4

Published Railway Costs

Here are some sample new railway project costs as published in the railway trade press. The prices published by operators usually include all civil and equipment costs, project and financing costs.

Railway>	Date	Type of System	Cost per km	Distance	Comments
Madrid - Albacete	2010	High Speed line	€ 9.57 million	304 kms	
Seoul-Gimpo, Korea	2010	Airport line	\$98.1 million	20.4 kms	
Yichang-Wanzhou, China	2011	Main line	\$9.1 million	377 kms	Surface with 278km in tunnel or bridges
Haikou-Sanya, China	2010	High Speed line	\$10 million	308 kms	n/a
Copenhagen	2011-2018	New Metro line	\$247.5million	16 kms	All underground

FIGURE 5



pected increase of population in Africa during the next 50 years (which will not be less than 200 million). We will shift about 200 million people from the crowded cities to this Pass (now the total area of the Pass is in the desert).

- This project, with its giant economic aspects, will create great opportunities to manufacture larger trains and ships, which will help promote these industries internationally, and will lead to international economic growth.

I think every huge company in Europe will try to open a new market in Africa, and this project will provide a very, very good market for all the countries in Europe, specifically...

The Pass through the Gulf of Aqaba and under the Sharm el-Sheikh will leave Sharm el-Sheikh as beautiful as it is today.

Figure 5 shows Africa! We have everything you need, and all continents

are looking to us, like this [laughter, applause]. Besides fruits and vegetables, we have minerals, mining—that’s Allah’s gift to us (**Figure 6**). We have petroleum, uranium, gold, and diamonds.

Here are the largest cities (**Figure 7**) in Africa.

The Chinese are building railroads in Africa. In the Democratic Republic of Congo, they are making a big effort.

As an illustration of the transport difficulties in the D.R.C., even before wars damaged the infrastructure, the so-called “national” route used to get supplies to Bukavu from the seaport of Matadi, with the following links:

- Matadi to Kinshasa—rail
- Kinshasa to Kisangani—riverboat
- Kisangani to Ubundu—rail
- Ubundu to Kindu—riverboat
- Kindu to Kalemie—rail
- Kalemie to Kalundu (the lake port at Uvira)—boat on Lake Tanganyika

FIGURE 6

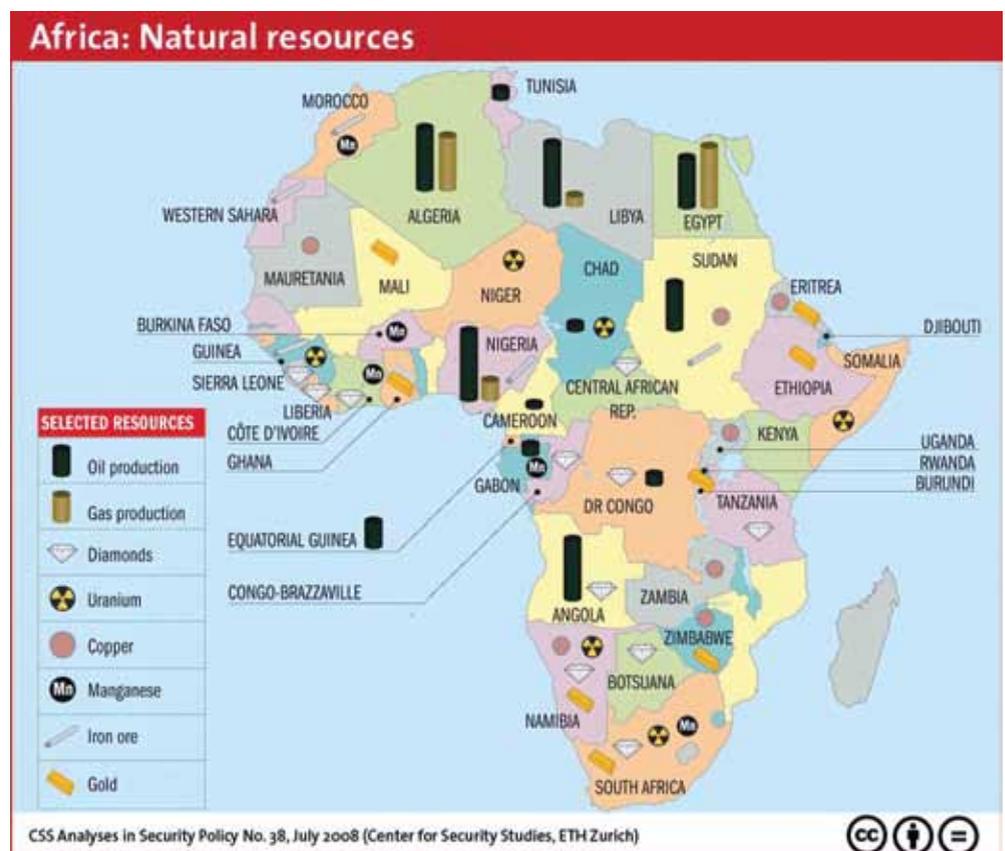
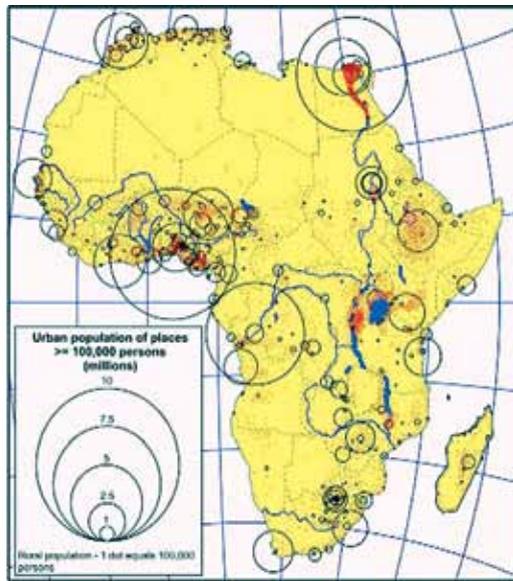


FIGURE 7

Africa's Urban Population Centers



- Kalundu to Bukavu—road.

In other words, goods had to be loaded and unloaded eight times, and the total journey would take many months!

But by Africa Pass, it would take only 3-4 days, maximum.

To ensure the success of this project, I watched out for the interests of all parties, so it would be carried out without disturbances or interference or obstacles. This project guarantees delivery of resources to the industrial West at unimaginably low prices, and ensures sustainable development of African countries, and also avoids conflicts and ensures stability and prosperity.

[*Rsheed discusses Chinese hydropower projects in Africa, and the scarcity of communication facilities, such as mobile phones.*]

Some may ask why we don't develop the old railroads. But the gauge of the railroads is different in different parts of the continent, so we need to build a new

FIGURE 8

The Nile Basin

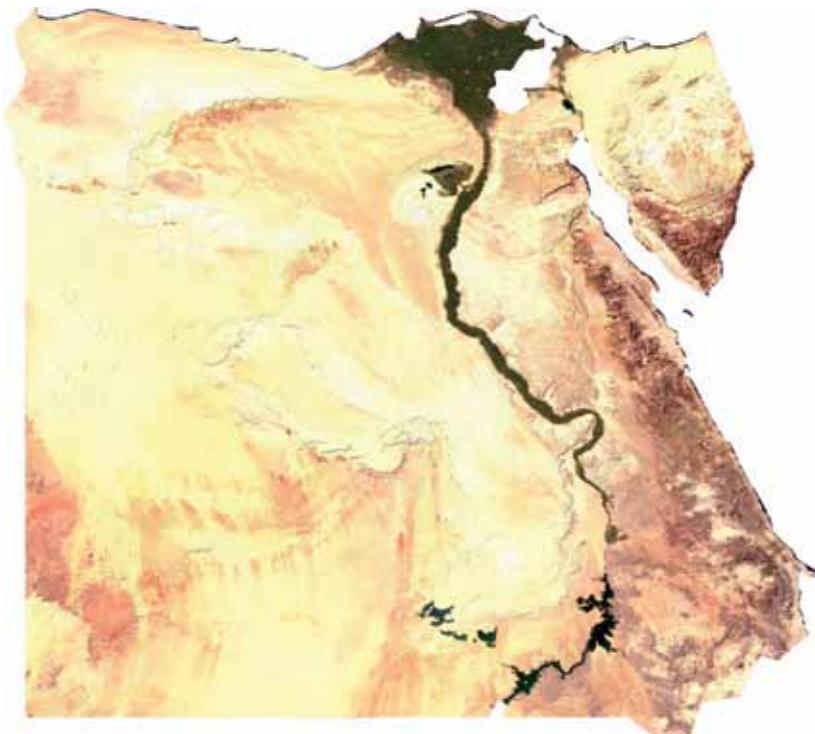


FIGURE 9
Africa's Annual Average Rainfall

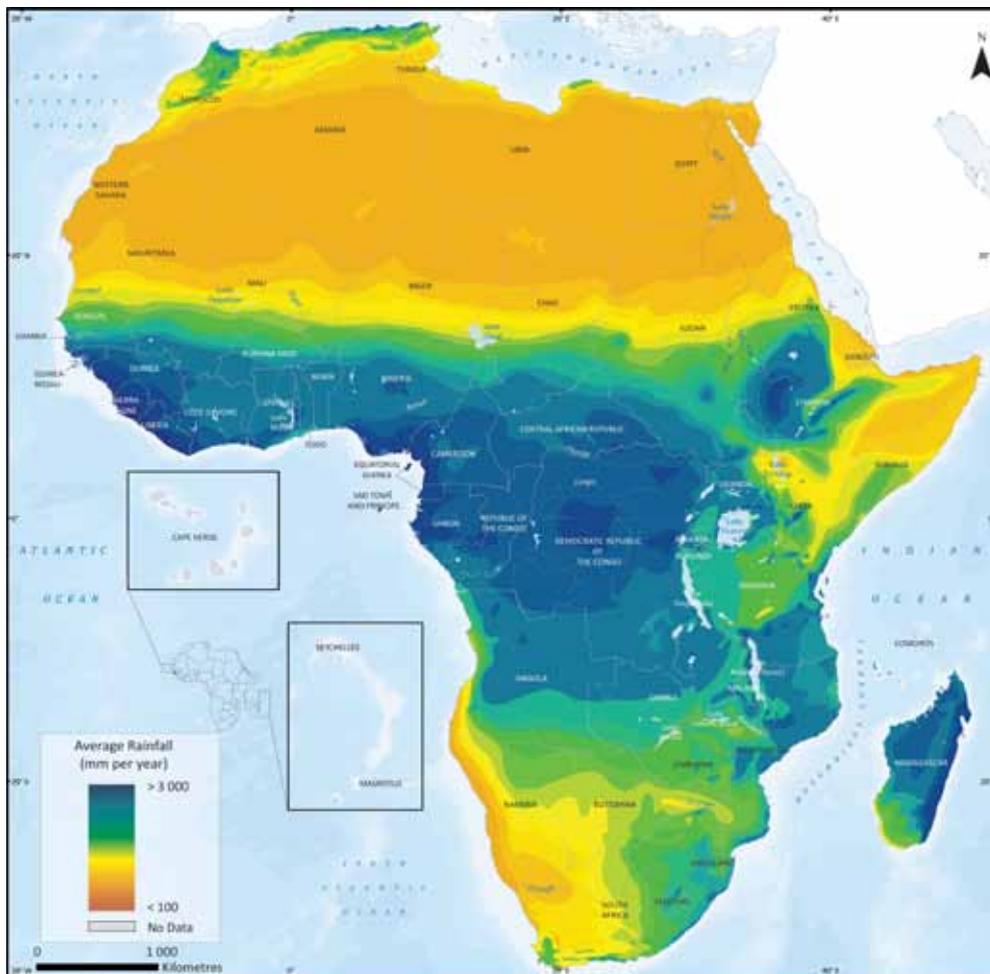
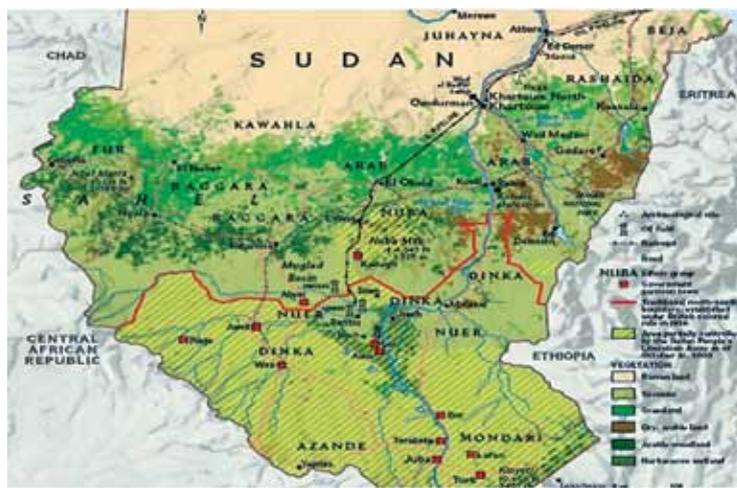


FIGURE 10
Sudan (2003), Now Divided



The area below the red line approximates the present territory of South Sudan.

rail system that can make connections to all the countries, with one gauge.

[Slides and discussion of geology, climate, rivers.]

Figure 8 shows the Nile Basin. The map of population in Africa and water per capita shows that there is no problem of water in Africa; the distribution of water is the main problem. If you look at Africa, you don't find sustainable water in all countries (Figure 9); only about 15% of the countries have sustainable water, and the other 85% have almost no sustainable water to use to cook, to drink—to do everything. But if we create sustainability in all of Africa, I think it will be good.

In Egypt we use about 93% of our water, and sometimes even 101%, because we have a large population and limited

sources of water.

Here (Figure 10), I have one question: Why have you [in Europe] united yourselves, united Europe, but tried to divide us? Why do they try to divide all the countries in Africa? Germany was reunited after 50 or 60 years; why did the world go to divide Sudan, and perhaps other countries? There was the division between Nubia and Eritrea, which used to be one country.

This is our project, and I hope I have explained to you what I want to see.

The video of all the conference speeches is at the [Schiller-Institut](http://www.schiller-institut.org) website.