

# Hvad mener Aarhus Universitet egentlig?

af Hans Schultz fhv. kandidat til Folketings- og Kommunal-valg for Schiller Instituttets Venner, marts 2018 – Lektor emeritus i bioscience fra Aarhus Universitet Per Nørnberg skriver i en kronik i Jyllands-Posten bragt d. 28. februar 2018, at vi grundlæggende set mangler en pest i ny og næ til at reducere verdensbefolkningen med – sikkert lidt ligesom den mørke tidsalder i det 14. århundrede da byldepesten hærgede i Europa. 2,5 mia. mennesker på jorden er, hvad Per Nørnberg stiler efter, hvor andre af lignende overbevisning kan nævne en eller en halv mia. mennesker som deres 'drømmescenarie'.

Med det menneskesyn, der ligger bag denne tankegang, må man jo konkludere, at Adolf Hitler var en våbenfælde for denne 'bæredygtige' verdensorden. Måske med den undtagelse, at Hitler også forårsagede død blandt de forkerte mennesker, såsom europæere og jøder. Per Nørnberg peger nemlig direkte på Afrika som det sted, hvor befolkningen først og fremmest skal reduceres, ud fra hvilket man nødvendigvis må konkludere, at det er udviklingslandene, der er det første mål for reduktion. Altså må disse befolkninger bestå af mennesker af mindre værd end kaukasiske hvide. Dette er en grundtanke bag nazismen, som Per Nørnberg altså fremturer med.

Per Nørnbergs argumenter er et sammensurium af forskellige emner, som klimaforandring, flygtningeproblemer, biodiversitet – ingen overraskelser her – og meget andet mellem himmel og jord. Fælles for det hele er, at Per Nørnberg ikke viser den mindste indsigt i de dybere detaljer for hver enkelt af de sager, han nævner, men agerer som en elefant, der forsøger sig med broderi.

At ressourcer ikke er begrænsede, og at der findes løsninger på verdens fattigdomsproblemer, optræder ikke i Per Nørnbergs

optik. For eksempel har Lake Chad-myndigheden netop holdt en succesrig konference om megaprojektet Transaqua, der handler om at omløse en del af vandet fra tilløbsfloderne til Kongofloden op til Chad-søen beliggende mellem Niger, Nigeria, Cameroun og Chad. Dette viser en vej til, hvordan man faktisk kan forbedre levebetingelserne for nogle af de fattigste mennesker på jorden, fremfor at stigmatisere dem, ved at erklære dem som problemet.

Afrika er ikke overbefolket, men mangler derimod udvikling. Og fattigdom er ikke en naturlig konsekvens af demografi eller lignende, men er politisk kunstigt iscenesat. Netop nu er en historisk udvikling i gang, båret af Kinas Bælte og Vej Initiativ (BRI) også kaldt 'Den Nye Silkevej', som gør det muligt for verdens fattigste befolkninger en gang for alle at gøre op med fortidens åg fra kolonimagterne og befri sig fra århundreders fattigdom.

Men Per Nørnbergs verdensopfattelse kommer af hans grundlæggende menneskesyn. Et menneskesyn han deler med bl.a. prins Philip Mountbatten, medstifter af Verdensnaturfonden, Adolf Hitler, der vidst ikke behøver yderligere introduktion, samt Winston Churchill, der bl.a. stod for den forcerede udsultning af 4 millioner Bengalere i året 1943 alene. Spørgsmålet er så, om Aarhus Universitet som institution også deler Per Nørnbergs syn. Står Connie Hedegaard, formand for AU's bestyrelse, på linje med dette syn? Og hvad med de andre universiteter her i Danmark?

Link til artikel på Jyllandsposten:

<https://jyllands-posten.dk/debat/kronik/ECE10357910/det-egentlige-problem-er-befolkningsudviklingen/>

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# Stor succes for Københavner- seminaret: Forlæng den Nye Silkevej til Vestasien og Afrika

Videoen fra diplomatseminaret om eftermiddagen:

Video from the diplomatic seminar in the afternoon:

Lyd fra diplomatseminaret om eftermiddagen:

Audio from the diplomatic seminar in the afternoon:

Audio from the diplomatic seminar in the afternoon:

Videoen fra aftenseminar for Schiller Instituttets medlemmer:

Video from the evening meeting for Schiller Institute members:

Lyd fra aftenseminar for Schiller Instituttets medlemmer:

Stor succes for diplomatseminar: Forlæng den Nye Silkevej til  
Vestasien og Afrika

*København, 6. feb., 2018* – Hussein Askary, medforfatter af Schiller Instituttets nye Specialrapport, »**Forlæng den Nye Silkevej til Vestasien og Afrika: En vision for en økonomisk renæssance**«, var gæstetaler på et seminar for diplomater, der blev holdt i København i går. De andre talere var Ghanas ambassadør til Danmark, H.E., fr. Amerley Ollennu Awva-Ashmoa, og formand for Schiller Instituttet i Danmark, Tom Gillesberg.

Seminaret indledtes med en kinesisk folkesang, fremført af Feride Istogu Gillesberg og Michelle Rasmussen. Arrangementet så deltagelse af fire ambassadører fra Afrika, Sydasiens og det tidligere Sovjetunionen, samt andre diplomater fra Sydvestasien og Østasien.

Desuden deltog en repræsentant fra et betydningsfuldt, dansk

ministerium, en tidligere dansk ambassadør, en tidligere østeuropæisk ambassadør til Danmark, en professor fra et FN-relateret universitet, og en professor/parlamentsmedlem, der rejste hele vejen fra et østeuropæisk land særligt for at deltage i dette seminar. En afrikansk, politisk leder, en pensioneret selskabsøkonom, der har mobiliseret danske politiske kredse for den Nye Silkevej, præsidenten for en international fredsorganisation, en forsker ved et dansk universitet og en seniorakademiker, der er ruslandsekspert, deltog ligeledes, så vel som også Schiller Instituttets kernemedlemmer i København og Jylland.

Her følger nogle af de ideer, der blev præsenteret på seminaret. Tom gennemgik kort Schiller Instituttets forslag, som udgjorde grundlaget for Kinas Bælte & Vej Initiativ. Vi må opgive det dyriske, geopolitiske paradigme og i stedet samarbejde om at virkeliggøre det nye paradigme for menneskehedens fælles skæbne. Tom diskuterede betydningen af den franske præsident Macrons besøg til Kina, og stillede spørgsmålet: Hvad med USA? Gillesberg briefede desuden de forsamlede om betydningen af det netop offentliggjorte Nunes-memo, som pegede på briternes, og ikke russernes, indblanding i det amerikanske valg. Dette kan være med til at befri Donald Trump til at bryde med det gamle paradigme. I skrivende stund udviser finansmarkederne stor nervøsitet, og det er absolut nødvendigt, at vore politikker bliver vedtaget. Dernæst introducerede Gillesberg Hussein Askary ved at fortælle om hans baggrund.

Hussein Askary: Hussein, der lagde ud med at fremvise og forklare LaRouches Trippelkurve, gennemgik de væsentligste punkter i specialrapporten og understregede, at Vestasien og Afrika kan og må foretage spring frem til de mest avancerede, og ikke nøjes med de mest primitive, teknologier. Han brugte tidl. præsident Obama som eksempel på det gamle paradigme, som havde forhindret Afrikas økonomiske udvikling, ved at citere fra Obamas tale, da han var i Sydafrika. Obama sagde her, at,

hvis alle unge afrikanere fik et stort hus og en høj levestandard, »ville planeten koge over«. Hussein viste dernæst et billede af Obamas hus til 8 million dollars. Det er helt fint, at han har så fint et hus; men det er kriminelt at forhindre andre i at gøre ligeså.

Hussein citerede fra Xi Jinpings tale, hvor denne sagde, at nøglen til at bekæmpe fattigdom i Afrika var at fremme industrialisering, det vil sige, fysisk økonomi. Schiller Institutet promoverer ikke Kina som sådan, men vore egne principper. Med en gennemgang af rapportens anbefalinger sagde Hussein til seminarets deltagere, der repræsenterede mange nationer, at Schiller Institutet kunne være med til at udarbejde udviklingsbanker for ethvert land, der ønsker at skabe sin egen kredit. (Han kom også ind på, hvordan Egypten havde gennemført en intern finansiering af den nylige udvidelse af Suezkanalen.) Moderne infrastruktur vil gøre Afrika 'mindre'. Afrika og Vestasien bør ikke blot eksportere råmaterialer, men derimod forarbejdede, værdiforøgede industri- og landbrugsprodukter. Kina ønsker at gå i retning af eksport af højteknologi og er med til at skabe optimisme i Afrika mht., at »Vi kan også gøre det«. Hussein anbefalede læsning af Xi Jinpings tale på den seneste, 19. partikongres.

Den Nye Silkevej handler ikke blot om jernbaner, men om transformation gennem videnskabelig opdagelse og kultur i form af udviklingskorridorer, hvor Hussein refererede til sin undersøgelse af, hvordan kinesernes opfindelse af papir havde gjort det muligt for den muslimske, videnskabelige renæssance at blomstre.

Se engang på omstændighederne i Afrika i dag, med langt flere, internt fordrevne end det antal flygtninge, det lykkes at nå frem til Europa. Ghanas præsident opfordrede ungdommen til at blive og opbygge deres lande. I takt med, at vi øger levestandarden, vil dette fordre en ny økonomisk platform med højere energigennemstrømningstæthed – kernekraft. Hussein afsluttede sit foredrag ved at vise et natfoto af Afrika i

året 2015, og så Chance McGees vision af, hvordan det ville se ud i 2050, under LaRouche-overskriften, »Det er fremtiden, der bestemmer nutiden«.

Dernæst holdt Ghanas ambassadør en kort tale og bemærkede med glæde denne understregning af Afrikas industrialisering og erklærede, at hun var meget imponeret over det, kineserne nu gør i Afrika, og over det, vi her fremlagde på vores seminar. Et udskrift af hendes tale vil senere være tilgængeligt.

Herefter fulgte en livlig diskussion, som ikke blev optaget, men vi vil senere skitsere de spørgsmål, der blev diskuteret.

Om aftenen blev der afholdt et sekundært seminar for Schiller Instituttets medlemmer. Her kom Hussein med den vigtige bemærkning, at han vidste, at russernes intervention ville transformere situationen i Syrien og føre til, at vore ideer fik mulighed for at blive udbredt i området, hvilket var grunden til, at han tog initiativ til, at denne nye rapport blev udarbejdet. Diskussionsperioden er inkluderet i optagelsen (udlægges snarest).

De to seminarer var resultat af en stor kampagne, der har udbredt invitationen om specialrapporten, Kinas Bælte & Vej Initiativ og Schiller Instituttets rolle, præsident Macrons tale og LaRouches Fire Love, samt den **danske oversættelse af en særlig introduktion til rapporten**, vidt og bredt til alle ambassader og regeringer, akademiske-, erhvervs- og fagforeningskredse og offentligheden, og som omfattede kontakt til professoren/parlamentsmedlemmet, der kom fra Østeuropa, og opkald til ambassader. Interventionen i mødet i Dansk Institut for Internationale Studier/Udenrigsministeriet, der er rapporteret andetsteds, var ligeledes end del af mobiliseringen.

På begge seminarerne blev LaRouchePAC's video-undervisningsserier i henholdsvis **LaRouches Økonomi (på dansk her)** og den **kommende undervisningsserie om Det Nye Paradigme**

annonceret for alle deltagere.

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# **Schiller Instituttets spørgsmål på konferencen: Magt og politik i Mellemøsten og Nordafrika arrangeret af Dansk Institut for Internationale Studier og Udenrigsministeriet**

Schiller Instituttets medlemmer og partnere stiller spørgsmål om den positive rolle, Kina spiller i Vestasien og Afrika, med den Nye Silkevej (Bælte & Vej Initiativet) d. 31. januar 2018 ved et møde, arrangeret af Dansk Institut for Internationale Studier (DIIS) og Udenrigsministeriet, med titlen "Magt og politik i Mellemøsten og Nordafrika". Se video:

Schiller Institute in Denmark intervention at Middle East/North Africa conference

COPENHAGEN, Feb. 2, 2018 (EIRNS) – Members of the Schiller Institute Denmark went to an event hosted by the Danish Institute for International Studies and the Ministry of Foreign Affairs on "New Trends in Power and Politics in the Middle East and North Africa" on Jan. 31. The conference speakers included the Danish foreign minister (who didn't take questions) and international and Danish think tank analysts.

About 200 people attended the event, and it was live-streamed. The main theme of the conference was that now there is an unstable political vacuum in the area due to the end of the neo-liberal world order. The Schiller Institute intervention was to bring the potential of new paradigm into the discussion. Two of the Schiller Institute members asked questions calling for the USA and Europe to join the New Silk Road, as Lyndon LaRouche has been calling for, and together with China build up Africa and West Asia with a win-win spirit as opposed to geopolitics, as French president Macron lately called for. Our upcoming seminar on Extending the New Silk Road to West Asia and Africa was also mentioned. (A woman from the German Marshall Fund in the U.S. Said that the Chinese investments were a great potential, but we have to see if we can go along with what the political price tag may be, another woman from the Carnegie Institute in Washington said that the U.S. should not join the Silk Road, which was just to benefit Chinese interests, but pick and choose what to participate in.) One question was about why there was not more support in the U.S. for Trump's policy to cooperate with Russia and China, (a man from the Atlantic Council said that the problem is that Russia is on a different page on Syria), and the last question was about our campaign to end geopolitics, and which group of investors attached most conditions to their investments, the Transatlantists or the Chinese. Mehran Kamrava answered, that the Chinese investments in the MENA region were purely economically oriented.

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# **Specialrapport: Introduktion: Forlæng den Nye Silkevej til Vestasien og Afrika; en vision for en økonomisk renæssance**

*Vi introducerer her Schiller Instituttets nye, danske specialrapport, "Forlæng den Nye Silkevej til Vestasien og Afrika; en vision for en økonomisk renæssance", som er en grundig indføring i den 246 sider lange, engelske rapport, af rapportens forfattere, Hussein Askary og Jason Ross.*

Glød dig til en optimistisk og konstruktiv løsning på det forfærdelige fattigdoms- og underudviklingsproblem, som denne verdensdel er så hårdt ramt af, og, som Helga Zepp-LaRouche så ofte har nævnt, den eneste humane og retfærdige løsning på det umenneskelige flygtningeproblem, der nu også har ramt Europa.

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**NYHEDSORIENTERING**

**JANUAR**

# 2018:

## Macron tilslutter Frankrig den Nye Silkevej

**Nu må Danmark på banen af formand Tom Gillesberg:**

Den franske præsident Emmanuel Macrons besøg i Kina 8.-10. januar, hvor han annoncerede, at Frankrig vil samarbejde tæt med Kina om Xi Jinpings Bælte og Vej-Initiativ, er et glædeligt og dramatisk skifte i international politik. For første gang markerede en vestlig stormagt, tilmed et af de fem permanente medlemmer af FN's sikkerhedsråd, at man vil forlade det fejlslagne, gamle, vestlige paradigme, hvor man har insisteret på en unipolær verdensorden med USA som verdens politibetjent, der sikrer, at private finansielle interesser med centrum i London og New York kan diktere, hvad der foregår i verdensøkonomien. Hvem, der kan få udvikling og hvem, der skal leve på tredje klasse. Kina har de seneste årtier formået at løfte 700 mio. kinesere ud af dyb fattigdom og ønsker med Bælte & Vej-Initiativet at gøre det samme muligt for resten af verdens nationer. Det anerkendte Macron og erklærede, at Frankrig vil deltage i denne proces, særligt i Afrika, hvor Kina er i gang med at udvirke infrastrukturelle mirakler, og hvor Frankrig har en lang kolonihistorie og (mener Macron) en forståelse for, hvad der rører sig blandt afrikanerne. Han fremhævede, at man ikke må gentage kolonialismens fejltagelser, som han mente, at Frankrig har sin del af ansvaret for, men have en inkluderende investeringspolitik, hvor alle kan være med. ...

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# »Forlæng den Nye Silkevej til Vestasien og Afrika« LaRouche PAC Internationale Webcast 19. jan., 2018, med Hussein Askary og Jason Ross, forfatterne af Schiller Instituttets nye rapport

*Vi har et helt særligt program i dag; med mig i studiet har jeg Jason Ross, og via video fra Sverige har jeg Hussein Askary. Jason og Hussein er begge medforfattere af en ny rapport, der netop er udgivet, med titlen, »Forlæng den Nye Silkevej til Vestasien og Afrika: En vision for en økonomisk renæssance«.*

(OBS! Se [invitation til seminar i København 5. febr. med Hussein Askary](#))

[Bemærk: Der er mange billeder, der hver er separat nummererede af de forskellige talere; det er selvfølgelig bedst at se videoen, -red.]

**Vært Matthew Ogden:** Det er 19. januar, og dette er vores ugentlige fredags-webcast fra [larouchepac.com](http://larouchepac.com).

Vi har et helt særligt program i dag; med mig i studiet har jeg Jason Ross, og via video fra Sverige har jeg Hussein Askary. Jason og Hussein er begge medforfattere af en ny rapport, der netop er udgivet, med titlen, »**Forlæng den Nye Silkevej til Vestasien og Afrika: En vision for en økonomisk renæssance**«.

Det bliver emnet for aftenens udsendelse; men før vi kommer til det, vil jeg gerne lægge ud med at sige, at LaRouche Political Action Committee har indledt en national kampagne for at sætte betingelserne for valgene 2018. Som I ser her, er titlen for vores kampagne »**Kampagnen for at vinde fremtiden**«, og det er titlen på en erklæring, der nu cirkuleres i hele landet. Erklæringens indhold fremlægger de politiske prioriteter, der vil bestemme udfaldet af valgene her i USA i år, med hensyn til dette lands overlevelse. Vi er i det indledende stadie for at indsamle underskrifter på denne erklæring, og vi opfordrer seerne, især her i USA, til at underskrive denne kampagne. URL ses her på skærmen, og I kan også få organisationer i valgkredsene, medlemmer af delstatskongresserne, siddende medlemmer af USA's Kongres og i særdeleshed kandidater til offentligt (føderalt) embede, til at underskrive denne kampagne.

Indholdet af denne programerklæring er meget signifikant. Den kræver, at USA vedtager Lyndon LaRouches Fire Økonomiske Love, dvs.: Vedtag Glass-Steagall for at rejse en brandmur mellem kommerciel, produktiv bankaktivitet og spekulativ bankaktivitet på Wall Street; for det andet, at indføre et nationalbanksystem (statsligt banksystem) i Alexander Hamiltons tradition; for det tredje, brug billioner af dollar i føderal (statslig) kredit til at løfte det amerikanske folk og for at skabe produktiv beskæftigelse på det højeste og mest avancerede teknologiske niveau; og for det fjerde, sæt et forceret program i gang, der går i retning af udvikling af fusionskraft og udvidelsen af bemandet rumfart.

Det er meget, meget vigtigt, at vi har indledt denne kampagne

nu, for vi går nu ind i de sidste 11-dages nedtælling fra nu og frem til præsident Trumps State of the Union-tale den 30. jan. Indholdet af dette politiske programforslag må være bestemmende for præsidentskabets politiske program her i USA. Som I ser, er vore to punkter på dagsordenen 1) Vedtag Lyndon LaRouches Fire Love, og 2) Gå med i den Nye Silkevej.

Det bliver emnet for vores diskussion i dag. For de seere, der evt. ikke ved det, så blev ideen om den Nye Silkevej først udarbejdet af Lyndon og Helga LaRouche i 1980'erne. Det var den daværende Eurasiske Landbro for at udvikle det eurasiske kontinents indlandsområder, som forbinder Øst og Vest. Det blev til den Nye Silkevej og blev kaldt således af præsident Xi Jinping i Kina, da han i 2013 vedtog dette. Det udviklede sig så til Bælte & Vej Initiativet, som var en forbindelse mellem den landbaserede Silkevej og udviklingen af en Maritim Silkevej.

Gennem LaRouche-bevægelsens lederskab udvides dette nu til ikke blot en eurasisk Ny Silkevej, men en Verdenslandbro, der omfatter alle Jordens kontinenter, inklusive Vesteuropa, Central- og Sydamerika, Nordamerika og for vores udsendelse her i dag i særdeleshed, Afrika.

Udviklingen af Afrika har ligesom været en slags lakmusprøve for menneskeheden i dag: Kina har taget denne udfordring op og har bestået prøven og sat standarden, som resten af verden må følge. Vi har set dette inspirere andre nationer, og for nylig har vi haft et meget signifikant gennembrud med den franske præsident Emmanuel Macrons besøg i Kina, hvor han mødtes med præsident Xi Jinping og erklærede, at Frankrig favner billedet af udvikling af verden gennem den Nye Silkevej, inklusive, at Frankrig ønsker at arbejde sammen med Kina om Afrikas udvikling. Dette er måske en bodsgang for Frankrigs kolonialistiske imperiefortid, men det, præsident Macron havde at sige, var meget signifikant.

Som I ser, så holdt han en meget signifikant tale i Xi'an, og

i denne tale diskuterede han, hvad Kina har gjort for at udvikle Afrika og for at løfte 700 millioner af sin egen befolkning ud af fattigdom, og at Frankrig nu må imødekomme opfordringen til at deltage i denne udvikling, især udviklingen i Afrika, i partnerskab med Kina. Her følger et par citater af, hvad præsident Macron havde at sige:

»Det er lykkedes Kina i de seneste par årtier at løfte 700 millioner mennesker ud af fattigdom ... Men jeg tænker også på Afrika. Kina har i de seneste par år investeret stort i infrastruktur og råmaterialer med en finansiell styrke, som europæiske lande ikke har. Samtidig har Frankrig historisk og kulturel viden om Afrika, som giver det mange aktiver for fremtiden.

Vi må ikke gentage fortidens fejltagelser, med at skabe politisk og finansiell afhængighed under påskud af udvikling ... det turde være unødvendigt at sige, at denne udvikling kun vil ske i fællesskab ... Frankrig har erfaringen med en ensidig imperialisme i Afrika, der undertiden har ført til det værste, og i dag, med disse nye Silkeveje, der åbner op ... Jeg mener, at partnerskabet mellem Frankrig og Kina kan gøre det muligt at undgå en gentagelse af disse fejltagelser ... Det er en moralsk udfordring, og jeg håber oprigtigt, at vi kan imødekomme den sammen ... Det enorme arbejde, der gøres med infrastruktur og økonomisk udvikling, vil give et nyt ansigt til disse nye Silkeveje på det afrikanske kontinent.«

Som præsident Macron sagde, »det er en moralsk udfordring«; og nu får Afrika, der har været et af de mest underudviklede, fejlernærede, forarmede og tilbagestående steder på planeten, muligheden for en renæssance og for at blive et knudepunkt for udvikling for hele dette område af planeten.

Som jeg sagde, så er titlen på aftenens udsendelse »Forlæng den Nye Silkevej til Vestasien og Afrika«, og jeg vil lade Jason Ross introducere jer til Hussein Askary, og vi kan diskutere indholdet af denne specialrapport, der netop er

udgivet.

**Jason Ross:** Jeg tror, vi skal gå direkte til Hussein nu. Hussein Askary har arbejdet i området i mange år. Han er den, der oversatte *EIR's* Specialrapport, »Den Nye Silkevej bliver til Verdenslandbroen« til arabisk og lancerede denne oversættelse i Kairo på et møde med den egyptiske transportminister.

Hussein har arbejdet meget på dette. Sammen har vi skrevet denne 274-siders rapport, I ser her. I kan få en kopi af denne rapport på Amazon og direkte gennem vores site også, [LPAC.CO/ExtendedSilkRoad], I ser linket her for neden, for at få en kopi.

Og hermed, lad os høre fra Hussein.

*(Her følger et engelsk udskrift af resten af udsendelsen).*

HUSSEIN ASKARY: Thank you, Jason and Matt. I'm very happy to be on this show. The writing of this report, actually, which took us several months last year, together with you, Jason, and a great team of collaborators in the Schiller Institute, it was a bit of a paradox, because we were writing this report from the standpoint of the future, and therefore the tone is optimism in the report. But at the same time, when you look at the news from Southwest Asia, which people wrongly call the "Middle East," and Africa, the news that these regions are, you know, hell-holes and people are fleeing from there by tens of thousands, there's famines, there's wars, and all kinds of things. But, if you keep digging your feet into that so-

called

“reality,” which is artificially created by geopolitics, you will

never come out and you will never be able to think clearly to solve the problem.

And therefore, as Lyndon LaRouche always says, it’s the future that determines the present. It’s our vision of the future which gives us the inspiration and the means of thinking

to change our behavior today. And this is something which we hope that with this report, too, and all the other campaigns we

are having, to change the minds of people, and of leadership, whether it’s in the United States or Europe, or Southwest Asia,

or Africa – anywhere.

At the same time, we are not naïve, we are not in the ivory tower, sitting and drawing nice baths, but this is a very scientific study, based on LaRouche’s idea of physical economy,

but also they are philosophical and humanist principles throughout this whole report and the project we are designing, which goes both humanist Christian tradition and also the Confucian humanist Chinese tradition. We have provided for the

readers of this report, a complete picture of what are the tools

needed, whether physically, or intellectually, scientifically and

morally, to be able to reach this future we are outlining in the

report.

And we are not simply just reporting on “great things” that have already happened, that China is doing, but we are drawing a

map towards the future: A future which Lyndon LaRouche already,



more than 30 years ago, when the African Union published the Lagos Plan of Action for the development of Africa, he criticized

the reaction to that policy by saying that you cannot adhere to

the existing financial and economic and moral policies of the existing order, and at the same time achieve the development goals of Africa. You have to have a complete shift. And that shift is what Helga Zepp-LaRouche, the president of the Schiller

Institute now says is the New Paradigm, the New Paradigm which has been launched by China and its partners in the BRICS, Russia

and other nations, and many more nations are joining.

Now, if we look at the first slide, the Silk Road, this is what Matt said in terms of our development of the idea – the LaRouches' development of the idea of the World Land-Bridge, to

bring all the continents together. Now, the New Silk Road is already reaching West Asia and Africa. Egypt has been building

the new Suez Canal to adapt to the Maritime Silk Road, and the other nations, like Ethiopia, Kenya, and others are already in collaboration and new railway systems have been built. So already on the ground, that's taking place.

But what is needed is a larger vision which we provide.

Now, also we have to reverse many of the old policies which have

been followed, which have kept Africa impoverished, such as, for

more than 200 years, Africa has been considered by the European

colonialists and their partners across the Atlantic, as a looting

ground – whether it is slavery, whether it is raw materials, plantations, and so on. And unfortunately, after World War II,

the vision of Franklin Roosevelt was not implemented, because he died before the end of the war, and a wholly new type of creatures took over in the United States. And the United States also, with the "special relationship" with the British Empire became a partner in the looting of Africa. And companies we have, like Anglo American, which is a corporation called Anglo American, very active in mining in Africa – I mean, the name tells you all about it. But we just take a look at what has been happening in Africa in at least the last 10-15 years, the attitude, – that's what is fascinating with the New Paradigm – the attitude of Europe and the United States toward Africa has always been that "Africa is a problem," while the Chinese see Africa as an "opportunity." Therefore, the focus by Europe and the United States, while they were looting the continent, were just pushing aid programs. Now, the slide we have, number 2, here, is the "Foreign Direct Investments in Africa," where we see the United States is the blue line on the top, and China is the red line, which is increasing steadily. The United States, something funny happened in 2008 – there was the financial/economic crisis – then you have a dip in investments in Africa, but also what happens in the United States is that the first African-American President is elected. And you see, from 2009, U.S. investments in Africa completely collapsed and came down to zero by 2015, while the Chinese investments increased. Now, there's a flip side to this argument, is because most of the U.S. investments in Africa are in the oil and mining sector. And with the collapse of the oil and mining prices,

there

was no more interest; and Mr. Obama also launched the largest fracking operation on Earth in the United States, to make the United States the biggest producers of fossil fuels in the world.

But China's investments continued all the same.

In the next slide, number 3, we see the level of investments by the Export Import Banks of the United States on the one hand,

which is the blue line which is completely dead, on the bottom;

the United States does not issue credit for exports any more to

Africa. But then we have the China Exim Bank increasing its investments, and more interestingly, is that the World Bank, which is the top, and you see where the failure of Western policy

in Africa has been: The World Bank has been investing more than

China in Africa, but it's a completely misdirected investment. It's on tiny, tiny, small programs, there is no financing of large-scale infrastructure as China does; there are no transformative projects, and no new technology.

In the next slide, we can see we have a lot of hypocrisy, saying that the Chinese want to come into Africa to loot African

natural resources, and this image, number 4, shows a very clear

picture that it is actually the United States and the Western countries, but with the United States, the investments in Africa

have been mostly in the mining sector and the Chinese investments

have been very diversified, in construction, manufacturing, mining, and others, such as agriculture, for example.

We can see also, the next slide, is Britain. Now, China is the largest, and people think, is not the largest investor in

Africa, yet. It's the United States and Britain which have been the biggest investors in Africa. But as we showed the United States is mostly interested in mining, energy, and metals; and here we have Britain, you can see the last 10 years of investments. ["U.K. Foreign Direct Investment Positions in Africa, 2005-2014"] And the last two columns in the breakdown into types of investments: The red one is mining, and the light blue is in the financial sector, which is also looting Africa's financial resources.

So that's really the picture. And in the final slide in this group, number 5, we have where the investments of the Import Export Banks have gone: The United States has 71% of all loans from the Exim Bank, although it has been very, very little, but 70% of it is in the mining sector; while China, the greatest chunk of the Exim Bank investments has been in the transportation sector. And of course, there's mining and energy, communications, water, and other – very, very important sectors for Africa's development.

Now, what we have, in addition to this looting of Africa, we have the hypocrisy which is very rampant in the West, like in Europe and the United States, that "we have to help Africa." Now, when they talk about "helping Africa" is simply very small relief projects to keep things as they are. And they usually talk about "sustainable development." Now, "sustainable development" does not mean that you build modern technology, technologies that we

have in the United States or in Europe, whether it's in transport or power generation; it is absolutely forbidden to support roads, railways, nuclear power, hydropower – there is nothing like that. What they are proposing is simply, as President Obama, as we show in one of the slides, when he went to Africa, his idea, he had projects called "Power Africa," for power generation in Africa, and we looked at the numbers and you know, the goal of Obama's Power Africa is to keep Africa exactly as it is, with very, very slight changes here and there. And also what was being proposed was this idea of using solar energy, which everybody knows is not efficient to have a modern, industrialized economy.

So this has been a real problem in dealing with Africa. And as we have seen, that China has completely different idea about Africa –

ROSS: Hussein, why don't we switch over to a clip we have of President Obama explaining what he thinks about African energy development?

PRESIDENT BARACK OBAMA: It's going to be your generation that suffers the most. Ultimately, if you think about all the youth that everybody's mentioned here in Africa, if everybody's raising living standards to the point where everybody's got a car, and everybody's got air conditioning and everybody's got a big house, well, the planet will boil over. [end video]

ROSS: That was President Obama in South Africa.

ASKARY: And in fact, that's really revealing, because that's his soul speaking, because they consider human beings as a burden. Now, the United Nations statistics say that by 2050, the bulk of the world's population growth will take place in Africa. And of the additional 2.5 billion new people, projected to be born between 2015 and 2050, 1.3 billion will be added in Africa, which means Africa's population will reach about 3 billion people. Now, for Obama and the Malthusians this is a huge problem. But for China, this is a great opportunity! And if we look, in 2015, which is very interesting, a complete contrast with what Obama's saying, when President Xi Jinping went to South Africa, the same place where Obama was speaking, in December 2015 at the Forum on China-Africa Cooperation (FOCAC), this is slide number 10, President Xi Jinping said something very interesting, which is really the spirit of the New Paradigm: What he told the African leaders is, I quote, "Industrialization is an inevitable path to a country's economic success. Within a short span of several decades, China has accomplished what took developed countries hundreds of years to accomplish and put in place a complete industrial system with an enormous productive capacity." And then he continues and says, "It is entirely possible for Africa, as the world's most promising region in terms of development potential, to bring into play its advantages and achieve great success. The achievement of inclusive and sustainable development within Africa, hinges

on

industrialization, which holds the key to creating jobs, eradicating poverty, and improving people's living standards." Now, wow! What a contrast! President Xi Jinping said that by using modern technology as scientific development, we have achieved miracles in China and this really applies to Africa, too, as developing nations. And he means it. So the Chinese now

have turned the whole idea of "sustainable development" upside down. What people think in Europe and the United States about sustainable development means, pumps for water, the small solar

panels – no! China's talking about [industrialization] and it's

also the latest, the state-of-the-art technology available.

Because this is also interesting from an economic-scientific standpoint, because what China experienced that instead of going

back to square one, going back to the industrialization process

where the United States and Europe started, with the steam engine

– no, you start not with that, you start with the best technology available today, and that's high-speed railway for example. The same thing applies to Africa.

ROSS: You know, Hussein, you and I were both at a conference in November in Germany, in Bad Soden, and one of the

speakers there was a Chinese professor He Wenping, who gave some

talks about Chinese approach towards Africa. And since you're bringing up what China's policy is, why don't run a short clip of

what she had to say, to hear it from a Chinese person directly?

DR. HE WINPING: But now, I think One Belt, One Road is entering 2.0 version—that is, now facing all the countries in the world. As President Xi Jinping mentioned to the Latin American countries, “you are all welcome to join the Belt and Road.” In the Chinese “40 Minutes,” Xi said, all the African continent is now on the map of the One Belt, One Road, the whole

African continent, especially after the May Belt and Road Summit

in Beijing had taken place. ...

China’s One Belt, One Road initiative is relevant to countries, their own development strategy. For example, Ethiopia.

Ethiopia has now been named as the “next China” on the African continent. It’s not my invention, these words—many scholars have

been published talking about which country in Africa is going to

be the China in Africa, which means, developing faster! Faster and leading other countries forward. Most of them refer to Ethiopia.

Ethiopia has now reached an GDP growth rate, last year, as high as 8%...

So very quickly, let’s move to Africa. In Africa, we have commitment, that is the FOCAC, the full name is the Forum on China-Africa Cooperation. This forum was established in 2000, and

every three years there is a FOCAC meeting. The FOCAC meeting in

2015 took place in Johannesburg, South Africa. In that meeting,

President Xi Jinping joined the meeting, put forward ten cooperation plans, and pledged the money—as high as \$60 billion—to cover all ten areas: industrialization, agriculture,

infrastructure, finance, environmental protection, and more.

The Belt and Road is very good for Africa’s job creation. A



lot of money has been earmarked to use for the industrialization of Africa. Let me just highlight in my last two minutes, the two areas, like two engines—like in an airplane, if you want to take off, you need two engines: One is industrialization, another is infrastructure. Without good infrastructure, there's no basis for industrialization—short of electricity, short of power, short of roads, and then it's very hard to make industry take off. We have done a lot. Africa now is rising. Before, Africa was regarded as a hopeless continent, more than 15 years ago. But now, with kite flying over, now it's Africa's rising time... Just to show you another infrastructure map: the Mombasa to Nairobi railway that was just finished at the end of May. We are going to build the second phase, from Nairobi all the way to Malaba in Uganda, and then that's an East African Community network. When this railway was finished—this is President Uhuru Kenyatta, saying this laid the foundation for industrialization. This shows people celebrating this railway connection, and this shows a man holding a paper saying "Comfortable, convenient, very soft, safe, and very beautiful." And here, very beautiful at 100 years old, a grandmother. [applause] [end video]

ASKARY: Yes, that's the spirit, that's the spirit of things that are happening in Africa, which is fantastic. But it's also a certain projection of the happiness of the Chinese people

and

their leadership in what they have achieved in their own country.

So China's saying, we have done this ourselves, you can do it, and we are committed to offering you everything we have achieved,

so you can also achieve yours. It's a win-win policy: It's good

for you, it's good for us.

It's completely different from what we have seen in the Western policy, which hopefully will change – what we mentioned

about President Macron, what he had said is really shocking for

me, too. And you see that the New Paradigm, it changes people's

souls. And this is very, very important that we are becoming more human than before, with these great achievements

So in any case, what we do in this report is, we took for example, if you look at slide 12, this is a map which the African

Union put together in the Lagos Plan of Action in 1982. But nothing has been done. This is for highways. Now, we don't prefer to have trucks travelling 10,000km from north to south; we

prefer more high-speed railway, standard gauge railways, and so

on. But this is the kind of vision which existed, but it was never implemented.

Our vision of connecting the whole African continent, and also with the so-called Middle East, that this could be done now.

We also believe that the Chinese intention is the same: To integrate all of the African nations, the populations and the natural resources of these nations, and utilize them for the development of Africa itself. Now, in 2014, which is my next slide [slide 13], the Prime Minister of China, Li Keqiang,

went

on a tour in Africa. This picture is his meeting with the leaders of the East African Community, which Professor He Wenping

just mentioned in her speech in the video you showed. He told the African leaders that China's intention is to help connect all

the African capitals with high-speed railway. One interesting thing which the Africans themselves say, is that when the Chinese

want to do something here economically, when they want to help,

they are not like the Europeans. The President of Uganda said,

they don't come here with lessons in democracy; they come here to

build things, they are not lecturing us. This is very interesting because China is not imposing anything on any nation.

It's inviting others and offering its capabilities. This was in

May 2014, and in just three years, we have the first standard gauge railway which is in the next slide [slide 14]; Uhuru Kenyatta, very proud, inaugurating the railway from Mombasa to Kenya. There was a British line which was called the Lunatic train, which was very slow, but it was designed to loot African

wealth. And also the Djibouti to Addis Ababa railway was built,

also in three years in record time, and so on and so forth.

So,

China is winning African hearts and minds by doing these investments, but doing them in record time and with no conditionalities involved.

In addition of course, some of the mega-projects which we are demanding be built and encouraging being built in Africa with

China's help, for example we have in slide 15 the Transaqua Project, which is an Italian-designed project to both refill Lake Chad, which is drying up and threatening 30 million people's lives with drought. To bring just 5% of the water of the tributaries of the Congo River to Lake Chad through an artificial canal. But at the same time, connect East and West Africa with railway and roads to open these countries, which are Rwanda, Burundi, and Eastern Congo, the Central African Republic, Chad, and so on. These nations need outlets to world markets and also to import useful machines and so on. So, we have been propagating, as the Schiller Institute, for many years and trying to get the European Union and the United States to support this project; but they rejected it. Now China is proposing to start looking at this project, and a Memorandum of Understanding was signed with the Lake Chad Commission to have a feasibility study of this project; which is a huge project, but it will transform large parts of Africa, not because of the water itself, but because of the old infrastructure involved in the central part of Africa. The next slide [slide 15] outlines the impact area of this whole project. It will create massive agro-industrial centers in that part of Africa which is suffering the most. The biggest migration from Africa is from these regions into Europe. But instead of having all those young people drowning in the Mediterranean, trying to flee to Europe looking for a decent

life, they can stay in their countries now and build their countries by giving them the tools to do that.

Of course, there are also other projects, but what's interesting about the Belt and Road is that it's also inspiring, not just helping countries, but inspiring countries to undertake plans which have been dormant for many years. But now the time has come; for example, the new Suez Canal project. There is also connecting to Europe from Morocco, which is the next slide [slide 16]; building a tunnel under the Strait of Gibraltar, connecting Morocco and Spain; and building a high-speed railway, the first high-speed railway in Africa is being built now in Morocco. There are new ports being built, and also a scientific, industrial city being built in cooperation with China. We have another connection between Africa and Europe; we have still not given up on Europe. We want Europe to its and technological potential to contribute to this project and help itself by contributing to Africa's development. We have the Sicily to Tunis tunnel and bridge connection to connect North Africa also to Europe; this is a mega-project, and so on and so forth. We have also the Grand Inga Dam which China is now interested in building on the Congo River, which will produce a huge amount of hydropower – 40,000MW of power – which is twice as big as the biggest dam in the world which the Chinese built in China; the Three Gorges Dam. The Inga Dam, or series of dams, will be twice as big as the Chinese Three Gorges Dam, and a Chinese company

has

made an offer to the government of the Democratic Republic of Congo; and there's also a counterbid by a Spanish company. People should read the report; they should look at all the content and try to understand it with a completely new eye.

The

eye of the New Paradigm, which I think is very important. In conclusion, what I wanted to say initially, is that as we have in

the last slide [slide 19] is this region which people call the Middle East; we call it Southwest Asia. It has been a horrific

scene for the worst results of geopolitics and power politics.

Regime change in Libya; regime change in Iraq; attempted regime

change in Syria supporting terrorist groups. We have a horrible

war in Yemen which should end immediately. It's the worst humanitarian catastrophe in the world right now, taking place in

Yemen. You look at this region and say "How could this region get out of this Hell?" This is what Helga Zepp-LaRouche said: This year we should kill geopolitics. We should end geopolitics.

The idea that nations have to undermine other nations; that nations are in competition with each other; that you have to weaken your adversaries; you have to undermine them, you have to

kill them, you have to ruin their economy, destroy their infrastructure, so you can become a winner. That ideology is not

really human. This has to end now and be replaced by the "win-win" idea, which is the more human kind of idea. The potential for enormous development exists in this region.

It's

the crossroads of the continents. Both the Belt and the Road pass through there. Forty percent of world trade passes

through there. You have natural resources, you have human resources, you have rivers; you have every element necessary to have a massive development process in this region, which will be the basis for establishing peace among the nations of this region and also the big powers. If the United States joins Russia and China in developing this region, this would be the biggest test for mankind. Of course, Africa is very important, but we have things happening in Africa. But, we still have a horrible situation in Southwest Asia, which can lead into new and maybe bigger wars than before. Therefore, I think what Helga is saying that if we use the Belt and Road idea, the idea of "win-win", to crush geopolitics, this would be victory not only for the countries of this region; this will be a victory for all humankind.

ROSS: Absolutely! It's a victory for a concept of mankind. One example that comes to mind is Yemen. Yemen is under constant Saudi bombardment; they've been victims of a war by the Saudis for some time now. Yemen has a very powerful movement within it for integration with the BRICS; a real sense of "Hey! Even though our conditions right now are what they are, this is our future; and we've got to have that future in mind. That's what we're going to make happen."

You think about the economic potential of Africa, and as you said, it's so clear, it's so obvious the economic potential in West Asia and Africa. Geopolitics is what has prevented this

development. It's not that Africa didn't get the help that it needed; China is showing that it's an obvious thing to do. It was a deliberate decision to prevent development and to hold Africa back for the purposes – as you described – of looting. A couple of examples that you brought up, just to bring out the

contrast a little bit more: You brought up the Grand Inga Dam which would be located in the Democratic Republic of Congo; one

of the poorest, most energy-poor per capita, very low energy availability. It's got the perfect site for a hydroelectric dam

complex, making enough electricity for tens of millions of people. The World Bank pulls out funding on it, because it's a

big project which of course, they're not going to touch because

it would have a major development impact.

What I'd like to actually show is another voice from Africa.

Professor He Wenping had mentioned that Ethiopia is sort of the

China of Africa, and other African diplomats will say this as well; that Addis Ababa is sort of the unofficial capital of Africa. I don't know if everyone in Africa agrees with that.

But I'd like to hear from Dr. Alexander Demissie, who also spoke

at the Schiller Institute conference in November, and hear from

him from a direct African perspective, what the impact of Chinese

investment has been and what the future can be in Africa.

DR. ALEXANDER DEMISSIE: So today, what I'm trying to discuss with you, or to present to you, is what is actually this

Belt and Road Initiative and how is that connected to Africa?

What kind of long-term impacts when we talk about the Belt and Road Initiative and Africa?



So, this is a map [Fig. 1] I always present when I do presentations, and I ask people, "What do you see here?" It's a very simple question. But what do you see here? Yes, you should see something. So, it's a rhetorical question; I'm not expecting you to answer me. But it takes usually several minutes until people realize what they see here. You see the absence of the American continent; that's what you see here. The absence of the American continent. By saying this, you see that the Belt and Road Initiative, the Chinese version of the Belt and Road Initiative, is absolutely Eurasian-oriented; meaning that starting in China, it is primarily Eurasian-oriented. The idea of the Belt and Road Initiative – probably even your idea back in the '70s – is the Land-Bridge that we have been discussing yesterday and today. Within this picture or map, you will see also Africa. Africa is prominent, Africa is not entirely in the center, but on the left side; and it should be part of the Belt and Road idea. It's primarily an infrastructural undertaking, so the Belt and Road Initiative we don't have yet political institutionalization. We have infrastructural ideas, we have corridors; but we don't have yet political institutions. If we talk about the Asia Infrastructure Investment Bank or the Silk Road Bank, these are just connected to infrastructure; they are not political ideas. And interestingly, this idea fits perfectly into the current African needs. What are the current African needs? The current Africa need is infrastructure development. Africa wants infrastructure and the aspiration – I'm going

back

here to the Agenda 2063, that has also coincidentally been coming

up 2013 together with the Belt and Road Initiative. Africa wants

a good infrastructure connection, a good internal interconnectivity. So, the idea coming from China is perfectly

fitting into the idea actually happening or discussed within the

Africa continent.

We see now an actor coming in. China is an actor coming in and literally taking or doing part of those needed works.

This

is a huge – at least from the African perspective – this is a huge plus for many African countries. The idea of the Belt and

Road Initiative, which is actually coming only in 2013; we see that it is helping what has been taking place on the continent between China and African countries since the year 2000. We see

this that China has clearly declared that they would like to see

Chinese-African cooperation moving into development of highways,

regional aviation networks, or industrialization. Also we see that China has been given a lot of clarity to the African Union's

infrastructure development for Africa. This program has approximately 51 different programs, and this is translated into

400 different physical projects. I speak about ports, and streets, and telecommunication lines, whatever you require for a

nation to function, or for a continent to function.

What we see in Africa now is that since at least two years, there is a growing corridorization in the China-Africa

relationship. As corridorization, I mean that not single countries are any more important, but entire regions are becoming more important for China. This is a huge departure from a single, bilateral country-based approach towards corridor development. If you look at Africa corridors, the map on the right [Fig. 2], we see right now as we speak today, there are around 33 different corridors that have either been developed, or are under development, or are thought out and need to be developed. Corridors do nothing else than combine two different areas, and by doing so also creating a development initiative, a development paradigm.

Let's go to East Africa. So now, this is Africa; I'm aware that the plans for these things have been in the drawer for a long time. We know also that a lot of American research institutes played a very good role in creating those plans in the '50s and '60s, especially in Ethiopia. The Grand Renaissance Dam that is being built in Ethiopia, goes back to American scientists that have been creating those ideas in the '60s. It's being built already now. So, a lot of ideas in East Africa have been already on the table for decades, but no one was able or willing to pay for it. But now a lot of money is coming out of China, so these infrastructure – and how this can change the life of the people is easily described. The transportation of cargo from the Djibouti port to Addis Ababa used to take three days. Now, with the train, it's already 10 hours. So now we can imagine what

kind of economic activity will happen to this one corridor development, or one infrastructure within this community. [end video]

ROSS: I just wanted to read another short excerpt from Alexander Demissie. Towards the end of his presentation, he said, "The problem as I see it, is that the traditional partners are still in the old paradigm of thinking. They still think with traditional assumptions. Africa is seen as an aid-dependent continent; not a continent full of opportunities. It is still seen with the wrong mindset. This is one of the biggest problems, and it has to change." So, I think our report does a very thorough job of addressing the whole gamut of issues here. What the historical errors have been, or not errors, but cruelties or injustices that have occurred towards Africa, towards Southwest Asia with the use of geopolitics, with the use of looting rather than development. As well as what some of the ideas are today that hold back the potential for development. The ways that environmentalism is used; the ways that there shouldn't be any net growth of the human species are used. This is the basis, for example, for the World Bank refusing any loans to coal or to large hydro plants. But you're not going to develop a continent with solar panels, as much as Obama might have wanted to have done that. The other issues are in regards to economics. That there is this prevailing and totally wrong view about economics that looks for financial returns as being the metric; as opposed to going

beyond GDP and saying how are we changing life expectancies?  
How  
are we changing productive potential? What's the long-term  
value  
of helping a nation to develop in a partnership? This is the  
sort of thing. So, the report goes through all of this; it  
goes  
through what the specific projects are that are needed. It  
goes  
through something that's very important for policymakers – how  
to finance it. How the hopes of trying to get investment, of  
trying to get loans from private banks for these big projects;  
it's simply not going to fly. The use of national banking, as  
China has done both domestically as well as with its ExIm Bank  
with these two large rail projects in Africa in particular in  
Kenya and the Addis Ababa to Djibouti railroad.  
So, I think we've heard from China, we've heard from  
Southwest Asia, we've heard from Africa. Let me ask you,  
Hussein, if you have any words that you would like to direct  
towards our American viewers. What would you tell Americans?  
What should we be doing?

ASKARY: Exactly! I had also in mind to say that, because  
we need to hear from Americans. I don't think it's a good  
idea  
that the United States is not on the map of the Belt and Road;  
but I think a different United States should be involved. I'm  
very sure that if President Franklin Roosevelt, President  
Kennedy, Dr. Martin Luther King must be very happy now for  
what  
is now already starting to happen in Africa. They might feel  
sorry for the lost time, but I'm sure they are happy.  
Americans  
should look back at that best of American tradition and work  
with  
ideas of Lyndon LaRouche and the LaRouche PAC and LaRouche's  
associates, because the United States will not become great

again

with the team that President Trump has. America will be great again with the ideas that the LaRouche PAC, the ideas of Franklin

Roosevelt, the Hamiltonian idea of a national credit system, rather than depending on Wall Street. These things will make America great again, but it also will help the United States to

have a completely different policy in the world; which will make

the people around the world see the United States with completely

different eyes. Right now, the United States is not so liked around the world; not because of Trump, but because of previous

administrations' war policies, their hypocrisy. As you showed in

Obama's case, their policies would lead to genocide. So, the United States is not really a popular country around the world,

but this can shift. In order for that shift to happen, there should be a shift inside the United States in the mind and the soul of the American people. I'm sure the kind of work you are

doing in LaRouche PAC would help greatly.

OGDEN: And that's exactly what we are doing with this campaign to win the future statement. As I said in the beginning

of the show, we're initiating a national mobilization to bring together all of the constituent layers – regardless of party, political orientation – around a vision of economic development

for the United States and for the world. If you just imagine the

kind of way that the world could be transformed in the next 15 or

20 years with what China has begun doing in Africa; something that people thought was impossible. They just disregarded Africa

and said well, this is just where you're going to have impoverishment and backwardness. Now, this could seriously become a hub of development for the planet. But take that and extend it across the Bering Strait into the Americas; have a rail

link between Eurasia and North America. Then imagine an entire

development corridor down through the central part of North America, through the heartland, the farm country in the Midwest;

down through Mexico, across the Darien Gap into Central and South

America. Then also, extend the Maritime Silk Road to the Caribbean. That vision of what could happen in the Western Hemisphere is the extension of the sort of optimism that you now

see China bringing to Africa.

So, as I said, I think it's the great moral test. Emmanuel Macron was absolutely right; he said it's a moral challenge what

the nations of the world do to collaborate to bring development

to the African continent. I think we can be very happy that it's

because of the leadership over decades of the LaRouche movement,

of you Hussein. What you've been doing; what you did to collaborate with Jason to put together this extraordinary Special

Report. I know that this is being listened to in the highest levels of power across the African continent and in Southwest Asia; we have evidence of that. The invitation that you received, Hussein, from the Egyptian Transportation Ministry, and

other examples. So, we have to proceed with that kind of confidence that we are, indeed, shaping the policy for the future.

So, let me put on the screen one more time; this is the vision of an economic renaissance – this is the Special Report that Jason and Hussein collaborated in authoring. That is available; you can find the link to that on the screen here – [LPAC.CO/ExtendedSilkRoad](http://LPAC.CO/ExtendedSilkRoad). It's a very thorough, book-length Special Report. This is something that is not just important for

the African leaders and for China. This is something that is very important for the United States. This is something that we

should be considering when we talk about what is US foreign policy, and those disgraceful graphics about the plummeting of US

investment into Africa over the course of the last eight years during the Obama administration. That needs to be reversed; and

it needs to be reversed by bringing the United States and China

into a "win-win" collaboration for the development of these areas.

We are going to proceed with this campaign to win the future. And we're asking you to endorse this, to join our mobilization, and to make sure that this becomes the policy parameter for the 2018 election. None of the melodrama, not the

soap operas, not all of the secondary and tertiary issues.

These

are the questions which will determine the future of the United

States and the survival of our country and what our role is in respect to this New Paradigm that we've just been discussing on

the show today.

So, again, we have 11 days between now and President Trump's



State of the Union address. We are putting these two items on the agenda. The United States must adopt LaRouche's Four Economic Laws, and the United States must join the New Silk Road.

So, Hussein, is there anything that you want to say in conclusion before we end this show today? Any special messages for our viewers, both in the United States and internationally?

ASKARY: I think it's a great opportunity for people now to get this report, take to themselves the scientific, even philosophical and other ideas that are in the report which are necessary. As you said, it's for everyone; it's not only for Africans. I think the main target of the report should be Europeans and Americans, because we need these kinds of ideas more than at any time before. We have problems here in Europe with the infrastructure, with unemployment. You have massive problems in the United States. You need to have these ideas for your own sake, too; but there is enormous potential that exists in Europe and the United States that could be revived. But that has to be done in the right way; and the right way was outlined by Mr. LaRouche, but we put it in very clear terms in this report. I hope people will get the report and learn something and push the policymakers in the United States to also do the same.

OGDEN: Wonderful. Thank you very much, Hussein, for joining us. And thank you to Jason for joining me here. I think we have a lot more to come. So, a very exciting report here today. Help us circulate this video; send it out to everybody that you know; share it on social media. Let's get these

ideas

to permeate the United States. Thank you very much and please stay tuned to [larouhepac.com](http://larouhepac.com).

---

# **Invitation til seminar med Hussein Askary, medforfatter af Schiller Instituttets nye Specialrapport, »Forlæng den Nye Silkevej til Vestasien og Afrika«**

*Tiden er nu inde til, at Danmark, resten af Europa og USA aktivt tilslutter sig Kinas Bælte & Vej Initiativ og tager del i den økonomiske udvikling af Vestasien og Afrika. Dette ville ligeledes være en konstruktiv respons til immigrationen fra disse områder, såvel som også til terrorismen.*

**Schiller Instituttet og *Executive Intelligence Review (EIR)* inviterer dig hermed til at deltage i et seminar med fokus på vores nye rapport:**

**»Forlæng den Nye Silkevej til Vestasien og Afrika«**

**Dato: mandag, 5. februar, 2018**

**Tid. Kl. 19:00**

**Sted: Valby Kulturhus, lokale 3, 3. sal**

## Valgårdsvej 4-8

### 2500 Valby

*(ved Valby Station)*

**Fri entré.**

*(Mødet afholdes på engelsk; dansk tolkning er muligt.)*

☒ **International gæstetaler:** Hussein Askary, medforfatter af rapporten; koordinator for Vestasien for Schiller Instituttet og *EIR's* redaktør for arabiske anliggender.

☒ **Taler:** Tom Gillesberg, formand for Schiller Instituttet i Danmark; *EIR's* bureauchef i Danmark og tidligere kandidat til Københavns borgmester med sloganet, »København skal med i den Nye Silkevej«.

### **Information:**

Feride Istogu Gillesberg: 25 12 50 33 eller 35 43 00 33

Michelle Rasmussen: 53 57 00 51 eller 35 43 00 33 eller  
si@schillerinstitut.dk

## Om seminaret:

Kinas Nye Silkevejsprojekt er i færd med at frigøre det utrolige vækstpotentiale, der findes i Afrika og Vestasien. Dette seminar vil præsentere nogle af de væsentlige aspekter i Schiller Instituttets nye rapport: »Forlæng den Nye Silkevej til Vestasien (Mellemøsten) og Afrika: En vision for en økonomisk renæssance«.

Rapporten forklarer projekter, der er foreslået, og dem, der er under opførelse og kommer med forslag til et nyt niveau for konnektivitet og økonomisk infrastruktur for området. Den diskuterer ligeledes det nødvendige, videnskabelig-økonomiske livssyn og de metoder til finansiering, der kræves for at virkeliggøre disse programmer.

Den fremtidsvision for Sydvestasien og Afrika, der præsenteres her, er af en helt anden karakter end noget, læseren har modtaget fra de almene mediers eller tænketankes beskrivelser af disse to områder.

Her følger et uddrag af introduktionen:

»Gennem Bælte & Vej Initiativet (BVI) tilbyder Kina resten af verden sin knowhow, erfaring og teknologi, støttet af et finansielt arsenal på \$3 bio. Dette er en stor mulighed for Vestasien og Afrika til at virkeliggøre drømmene fra æraen efter Anden Verdenskrig, drømme, der desværre er blevet saboteret i årtier. Det dramatiske infrastrukturunderskud både nationalt og interregionalt i Vestasien og Afrika kan, ironisk nok, i dette nye lys anses for en stor mulighed. Selvom mange andre industrinationer i Europa, Asien og de amerikanske lande har teknologiske og arbejdskraftkapaciteter ligesom dem i Kina, så mangler de visionen og den politiske vilje til at anvende disse kapaciteter, og til at finansiere deres anvendelse. Eftersom Vestasien og Afrika i kombination er et så strategisk vigtigt område for både Øst og Vest, er det således et perfekt sted til at bringe kapaciteterne i verdens

nationer ind i et konkret projekt for fredeligt samarbejde og udvikling.«

Schiller Instituttet og *Executive Intelligence Review*, samt dets stiftere og internationale ledere, Lyndon LaRouche og Helga Zepp-LaRouche, har ført kampagne for, at Europa og USA aktivt skal tilslutte sig Bælte & Vej Initiativet, siden dettes begyndelse i 2013. Schiller Instituttet har leveret de fundamentale, konceptuelle principper, som blev udviklet efter Berlinmurens fald og Sovjetunionens kollaps, der gav verden en gylden mulighed for fred gennem udvikling. På trods af afvisning fra den vestlige politiske og finansielle elites side, så fortsatte vi med at føre en international kampagne for dets vedtagelse.

I øjeblikket omfatter BVI's økonomiske alliance 70 lande i Asien, Afrika, Øst- og Sydeuropa, og Syd- og Mellemamerika.

Tiden er nu inde til, at Danmark, resten af Europa og USA aktivt tilslutter sig Kinas Bælte & Vej Initiativ og tager del i den økonomiske udvikling af Vestasien og Afrika. Dette ville ligeledes være en konstruktiv respons til immigrationen fra disse områder, såvel som også terrorismen.

I denne sammenhæng vil seminaret også udforske den internationale, strategiske betydning af den franske præsident Macrons udtalelse, den 8. januar, om, at Frankrig fuldt og helt vil gå sammen med Kina for at bygge den Nye Silkevej, samt handle for at få hele Europa med om bord. Dette sender nu chokbølger igennem hele verden, idet det repræsenterer en politisk vending. Macron sagde bl.a. i sin tale:

*»Jeg mener, at det Nye Silkevejsinitiativ kan imødekomme vore interesser, Frankrigs og Europas, hvis vi giver os selv midlerne til virkelig at arbejde sammen. Silkevejene var trods alt aldrig rent kinesiske ... disse veje er altid fælles. Og, hvis de er ruter, kan de ikke kun være ensrettede. De må gå frem og tilbage. Jeg er således rede til at arbejde hen imod*

*de annoncerede mål. Programmerne for veje, jernbaner, lufthavne, maritim og teknologi langs Silkevejene kan bibringe respons til infrastrukturunderskuddet ... At gøre vore finansielle resurser fælles, offentlige såvel som private, til projekter på tværs af grænser kan styrke konnektiviteten mellem Europa og Asien og videre endnu, til Mellemøsten og Afrika ... Det er op til Frankrig, og med Frankrig, op til Europa at bidrage med sin egen forestillingsevne til dette forslag, og at arbejde på det i de kommende måneder og år.»*

Macron hyldede Kinas arbejde i Afrika og opfordrede Europa til at deltage i det, som en konstruktiv respons til sine forbrydelser, begået i sin historie som kolonimagt i Vestasien og Afrika. Vesten må overvinde den »ensidige imperialisme«, som blev ført af Frankrig og andre europæiske magter i Afrika og andre steder, og gå med i det nye paradigme.

Macrons tale har allerede skabt en ny geometri i Europa. Tre dage efter talen meddelte EU's ambassadør til Kina, Hans Dietmar Schweisgut, at EU vil komme med et forslag til et »udkast til en sammenkobling for det eurasiske kontinent«, der skal sammenflettes med Bælte & Vej Initiativet.

Schiller Instituttet understreger, at tilslutningen til den Nye Silkevej må gå hånd i hånd med en vedtagelse af Lyndon LaRouches Fire Økonomiske Love, for at undgå et nyt finanskarak, værre end i 2008, gennem en Glass/Steagall-bankopdeling og en forøgelse af den nationale produktivitet gennem udstedelse af statslige kreditter til moderne infrastruktur og videnskabeligt og teknologisk fremskridt.

Vi håber, alle vil være i stand til at deltage i dette tankevækkende seminar, hvor der også bliver tid til diskussion.

Rapporten kan købes før eller på seminaret.

En dansk introduktion til rapporten vil ligeledes være tilgængelig.

En detaljeret indholdsfortegnelse og den engelske introduktion til rapporten kan ses her: <http://schillerinstitut.dk/si/?p=22868>

*Se den korte version nedenfor.*

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**Extending the New Silk Road to West Asia (Middle East) and Africa:**

**A Vision of an Economic Renaissance**

Af Hussein Askary og Jason Ross.

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**Forlæng den Nye Silkevej til**



# Vestasien og Afrika. Tale af Hussein Askary på Schiller Instituttets konference i Tyskland, 25. nov., 2017

*Der er intet urealistisk ved det, jeg her fremlægger om Sydvestasien og Afrika. Grunden til, at jeg er forhåbningsfuld, er, at det nye paradigme inden for internationale relationer har fået fodfæste, og den gamle imperieorden blegner. Den anden, mere subjektive grund til at være optimistisk er, at vi vil fortsætte med at kæmpe for at få dette til at ske.*

*Imperiet lurder stadig farligt, som en såret tiger, og kunne angribe. Imperiets ideologi med dets aksiomer og overbevisninger om forholdet mellem menneske og natur, mellem menneske og menneske og mellem nation og nation, vil fortsat være en kilde til fare for den menneskelige race. For eksempel, den overbevisning, at penge får ting til at ske. Eller miljøforkæmpernes idé om, at menneskelige aktiviteter for at hæve samfundets levestandard altid har en negativ virkning på naturen og miljøet, og at menneskene simpelt hen bør forhindres i at vokse i antal, og i en voksende levestandard.*

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# **Extending the New Silk Road to Southwest Asia and Africa: A vision of an Economic Renaissance**

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## **Schiller Institute Special Report: Extending the New Silk Road to West Asia (Middle East) and Africa: A Vision of an Economic Renaissance,**

This 246-page special report was released in November 2017. It was authored by Hussein Askary and Jason Ross and a Schiller Institute team.

**Here is the introduction to the report, followed by the Table of Contents.**

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# **Egypt's 2030 Mega Projects: Investment Opportunities for Intermodal and Multimodal Connectivity.**

**Mrs. Moni Abdulla, Executive  
Manager  
of Pyramids International,  
Cairo.**

**Video; english transcript**

## **Egypt's 2030 Mega Projects: Investment Opportunities for Intermodal and Multimodal Connectivity**

*This is an edited transcript of a presentation by Mrs. Moni Abdullah to the Nov. 25-26 Schiller Institute Conference. She is the Executive Manager of Pyramids International, Cairo, Egypt.*

### **Transcript**

Good afternoon. Ladies and Gentlemen, Distinguished Guests, Dear Friends:

My name is Moni Abdullah. I am the general manager of Pyramids International group, which is a private sector company. First I would like to express my gratitude and appreciation to be invited as a speaker today at such an important event. I would further extend my gratitude to the Schiller Institute, and

Mrs. Helga Zepp-LaRouche in particular, for taking an interest in our company and in Egypt, and in an initiative and willingness to cooperate with the New Silk Road Project, for sharing the same courageous spirit of the Egyptians that human reason will be able to find the higher level where problems can be solved, and defending the rights of humanity to progress economically, morally, and intellectually, by development and connectivity.

My children are actually Swiss and I live in Geneva and in Egypt. I would like very much to see connectivity through Egypt to all of Africa, and possibly for the three continents to connect Europe, Africa, and Asia.

Our company is an events organizer. We organize conferences and exhibitions worldwide. We are an ISO-certified company and accredited with UFI, the global association of the exhibition industry.

Pyramids International group was established in 1993 and specializes in organizing, planning, and holding all kinds of large-scale international activities, such as conference, exhibitions, and trade shows. We work with different sectors, and organize around 115 events worldwide, basically in oil and gas, energy, and renewable energy, transportation, maritime and ports, shipping, and logistics, fashion, leather, furniture, health, real estate, general trade shows, auto shows, building and construction, household, food, machinery, and more.

In the continuous development of its business the company has established wide cooperation and interactive relations with the related governmental departments, trade associations, nongovernmental organizations, and scientific research institutes.

As a diversified service company, it also offers media services, digital information consulting services, research

capacity and marketing solutions. Hence, our database marketing capacity and business connections help our worldwide international customers do business and to succeed in reaching new markets.

We organized the First Suez Canal Global Conference, last February, under the patronage of His Excellency President Abdel Fattah el-Sisi, the Egyptian President. Here are some photos of the exhibition and the conference at the same time.

This is the Suez Canal parallel dredging waterway canal. It's a megaproject that was concluded in one year, to increase the depth of the canal and to have a double, parallel waterway. It reduces the time of transport, for example, from Asia to Europe, and it reduces the cost as well. It can now accommodate the biggest vessels, thanks to its greater depth. These are some photos of the different container ships. That is the Suez Canal Economic Zone, or corridor.

The conference we organized, was to market the megaprojects in Egypt, for international investors who would like to engage in the megaprojects taking place. The megaprojects taking place are in different sectors, and as Mr. Hussein kindly mentioned, Egypt wants to leap to develop, we don't want to crawl; so in parallel, there are megaprojects in transport, in industry, in agriculture and so on.

The Suez Canal Global Conference was followed by a Suez Canal tour, where the attendees could come and engage in debates, discussing the maritime field, and then go on a tour of the Suez Canal to see it in reality.

The function of our conferences was to foster discussions of a variety of issues affecting the Suez Canal and its development, clarify the opportunities for investment, the role of the megaprojects, and how it will serve to boost the traffic handled by the canal. The Conference aimed to help develop a Suez Canal Zone area, transforming it into a world-

class global logistic hub and industrial processing center to serve the global market.

The importance and invention of the Suez Canal: The Suez Canal is considered to be shortest link between east and west, compared with the Cape of Good Hope. Due to its unique geographic locale, it's an important international navigational canal, linking the Mediterranean Sea at Port Said and the Red Sea at Suez.

The distinctive location of the Suez Canal makes it of special significance to the world and to Egypt as well. This importance is augmented with the evolution of maritime transport and world trade. Maritime transport is the cheapest means of transport. More than 80% of the world trade volume via waterways, seaborne. The canal route achieves savings in distance between the ports north and south of the canal, and that is converted into other savings for the shipping industries. These savings are reflected in saving time and saving money. Fuel consumption and operations costs are markedly reduced for vessels that transit the Suez Canal. It's the longest canal in the world without locks, having a high level of safety and security measures, compared to other, alternative routes. Transit navigation there goes on day and night.

The Suez Canal, as I mentioned, accommodates the biggest shipping fleets now. Creating a new canal parallel to the existing one, has maximized benefits from the present canal, and its bypass, doubling the longest possible parts of the waterway, facilitates traffic in the two directions, and minimizing the waiting time for transiting ships. This certainly reduces the time needed for the trip from one end of the canal to the other, and increase the numerical capacity of the waterway, In anticipation of the expected growth in world trade.

The project goes hand in hand with the Suez Canal area

development project. The two projects will add to the importance of the Suez Canal and will make it the route of choice for shipowners the world over, putting any alternative routes out of competition—hopefully. The Suez Canal Area Development Project is now a preferential market, because of the bilateral and multilateral agreements that Egypt benefits from, with Africa, with the Middle East, with Europe, and with the U.S.A., through the case agreements, for example; and then extending the operation of this law to the Suez Canal region is an important step towards transforming the Suez Canal to a global trade hub and world trade gateway.

The New Silk Road is an enormous Chinese project, which has gone global. It is composed of land routes, known as the Silk Road Economic Belt, and sea routes known as the 21st-Century Maritime Silk Road, and both pass, actually, through the Suez Canal. It goes to Nairobi, Kenya and then afterwards to the Suez Canal. Together they make up the One Belt, One Road, creating a link among the three continents. Egypt has taken steps forwards towards the New Silk Road global vision: The New Silk Road will boost trade, productivity, investment, and cultural exchange, of course.

The 21st-Century Maritime Silk Road crosses the Indian Ocean, and then it goes through the Suez Canal. The Suez Canal Corridor Area Project is a megaproject in Egypt that has been launched by President Abdel Fattah el-Sisi. The project's aim is to increase the role of the Suez Canal region in international trading, and to develop the three canal cities located around it. The project involves building a new city, Ismailia, and fish farms, industrial zones, technology valleys, seven new tunnels—many, many, many megaprojects that Dr. Saad Elgioshy, former Egyptian transport minister mentioned before.

Building on that, the project will transform the canal cities into important trading centers globally. The purpose of this project is to make the region a global industrial center and a

logistics services and maritime transport hub, making the Suez Canal a world trade gateway between east and west.

A number of key priorities are identified, including the Port Said port, which aims to develop all of the ports, logistics services, maritime activities and an industrial cluster on the eastern side of the canal. In addition, there are port expansion projects— expansion of Port Said West Port, Ras Sadr Port, and many other ports.

And then there's Ismailia Technology Valley, establishing high-tech projects in the fields of electronics, communications, IT, biotechnology, medical components, and pharma-technology.

And then northwest of the Gulf of Suez, the project comprises a large industrial zone in close proximity to Ras Sadr Port covering 200 km, including industrial parks and many previously mentioned megaprojects.

Investment opportunities. And this is why I'm here: Egypt is has many opportunities for investment in different ways, with the government, or with the private sector. As previously mentioned by former Egyptian Minister Dr. Saad, Egypt is offering for the first time opportunities for development and investment in the long-term plan, to transform Egypt 2013 to a leading country in the region, a major global trading hub, and place it as a landmark on the global investment map as one of the most promising and attractive countries for investment in logistics and transport sectors. Many of its future multi-billion-dollar national projects rank it third in the Middle East and Africa region, in terms of the volume of investment availability. Egypt will also take offers for global and domestic investment in existing and prospective projects starting soon in various sectors within the medium-term plan until 2020, with investment exceeding 300 billion Egyptian pounds.

One of the most important topics of the conference was to discuss the investment opportunities in the New Silk Road, to enable Egypt to link between the continents of Asia, Europe, and Africa, to create new opportunities for countries with development wishes. Egypt has taken steps forward towards a global vision and has already signed contracts with the Chinese government for cooperation on Egyptian railway projects, because the New Silk Road promotes trade, productivity, investment, and cultural exchange.

TEDA, which is the Chinese-Suez Economic and Trade Cooperation Zone based in the Suez Canal Economic Zone, is a fine example of how the Chinese are engaged in Egypt, and is actually considered to be one of the best overseas economic and trade cooperation zones of China. It has established a good overseas development platform for Chinese enterprises, going global with the aim of creating an international capacity cooperation model of how the overseas economic and trade cooperation zones can be “win-win” situations.

Any manufacturer based in the Suez Canal Economic Zone has so many facilities and incentives to benefit from. For example now, Egypt is making many reforms, such as the new investment law, with “one-stop shop”– better licensing procedures, faster, you don’t have to go through government bureaucracy any more to get licensing. Also there is the floatation of the Egyptian currency, so now there’s no black market–there’s one currency rate. There are bilateral agreements and the multilateral agreements, as I mentioned before, and many industrial areas and free zones available.

There’s a lot of legislative reform and social reform going on as well in Egypt.

Now, I would like to talk about our upcoming events in the transport sector: for whoever is interested in participating and learning more about the megaprojects that are taking place there, and how Egypt is trying to connect the three



continents. We are having one on April 16-17: It's called the 2030 Megaprojects and it's about means of transport in Egypt.

In tandem with the conference, there will be two exhibitions: Pharos, the International Exhibition of Maritime Transport Logistics and Shipping; and the Middle East and Africa Rail Show, the International Exhibition for Railway Systems Underground Metro and Mass Transportation. The conference and two exhibitions are being organized by our company. The conference with its two international exhibitions will be a very important event for investors, developers, professionals, and stakeholders as the Egyptian Ministry of Transport will present, for the first time, a comprehensive vision of its entire plan for megaprojects in inter-modal and multimodal transportation connecting Egypt locally and internationally, based on Egypt's strategic location, linking Africa, Europe, and Asia, and the Middle East, of course, all in accordance with the strategy of sustainable development, the vision Egypt 2030.

The conference will be a global gathering for international experts from the east and west, with the support of many international organizations, associations, financial authorities, and government entities around the world.

Egypt now is trying to develop its rail system, as we said. Years of underdevelopment, and now, all of a sudden, there is a boost in all of the transport sectors. We're trying to have an efficient railway system that connects Egypt internally, supported by good, proper service for truck fleets, and increasing river transport services, and development in all of the ports and the logistics centers. So Egypt will have a complete, new network, which is safe, reduces cost, and is efficient. That will enable Egypt to be able to connect internationally. Egypt-based manufacturers in the new industrial areas can actually reduce the cost of transfer and the time of products to the three different continents.

Egypt is trying to brand itself and position itself to be a world trade hub. The objective of Pharos is to emphasize the role of the private sector and investment in maritime transport and logistics, multimodal transport and logistics centers in the Arab region in Africa, and the role of dryland and river ports and logistics centers in supporting and developing the economy, elaborating the role and use of information technology, and infrastructure in the maritime transport sector, and intensifying the role of green ports and its impact on the environment.

Following Pharos, we will have the Middle East and Africa Exhibition for Infrastructure, underground roads, bridges, transportation. And in cooperation with the Schiller Institute, we will have the EWT, Egypt World Trade Hub East and West Connectivity conference, proposed for July. That conference will focus on Egypt being a good and desirable place for world trade connectivity, and not only between East and West, but also between the northern and southern regions of Africa.

Egypt World Trade Hub is connecting east and west is proposed to take place in July. It will discuss development investment opportunities in Egypt's infrastructure, railways, roads, underground bridges, tunnels in land transport, ports, logistics centers, maritime and shipping services, all transforming Egypt into a major world-class trade hub, and placing it on the map of one of the top potential investment countries in the logistics and transport sectors. Due to its strategic location, Egypt aims to connect the Middle East and Africa, Europe, and Asia, to become a prominent leader in the new era. The conference will discuss the Marshall Plan of intermodal and multimodal connectivity of Egypt to the three continents.

The Egypt World Trade Hub Conference will discuss ways of connecting and increasing global trade, examining latest trends in global trade with an outlook on alternative routes,

and discussing the importance of Egypt's strategic location that connects the three continents. Panel discussions will cover Egypt's local and foreign investment opportunities in Egyptian industrial areas, free trade zones, and all of the Egyptian transport sectors that are witnessing major expansion and development, creating a wider vista of commerce for Africa, Europe, and Asia.

Inviting investors and developers to relocate to Egypt to benefit from the many incentives and facilities, Egypt is now offering and benefiting from the reduction in cargo transport costs and transfer time, by the parallel way dredging megaproject of the Suez Canal. Egypt is pursuing existing means that encourage export to east and west, and the whole region, acting as a great big hub for logistics and world trade.

China and Egypt agreed to cooperate on the New Silk Road and signed a five-year agreement to that end, calling for redoubled efforts to develop the ChinaEgypt Suez Economic and Trade Cooperation Zone. Egypt has taken steps toward a global vision, and has already signed agreements and contracts with the Chinese government. [applause]

For more details, there are brochures at the table in the back of the conference hall and outside at the registration area for the 2030 Megaprojects and for the Egypt World Trade Hub conference.

Thank you very much.

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# **The Need for Europe to Cooperate with China in the Industrialization of Africa**

**Mehreteab Mulugeta Haile,  
General Consul of the Federal Democratic Republic of Ethiopia,  
Frankfurt am Main.**

**Video; english transcript**

## **The Need for Europe to Cooperate with China in the Industrialization of Africa**

*Mr. Mehreteab Mulugeta Haile is Consul General of Ethiopia in Frankfurt. This is an edited transcript of his address to the International Schiller Institute conference on "Fulfilling the Dream of Mankind," Nov. 25-26, 2017, in Bad Soden/ Taunus, Germany. Subtitles have been added.*

### **Transcript**

Mrs. Helga Zepp-LaRouche, President and Founder of the Schiller Institute, distinguished participants, ladies and gentlemen, at the outset, allow me to thank and express my appreciation to the Schiller Institute for organizing conferences that help shed light on current political and economic developments in the world. I feel honored and I am

thankful to be invited and to make a speech at this august gathering.

Today, I will talk about Ethiopia's rapid economic development and its involvement in regional cooperation, and contributions made by Europe and China to enhance these developments.

Ethiopia is one of the largest Least Developed Countries (LDCs) in Sub-Saharan Africa, with a population of about 100 million people. After suffering economic stagnation for decades, its economy began to grow in the mid-1990s after a new administration led by the Ethiopian People's Revolutionary Democratic Front (EPRDF) took the helm of government.

For the last 15 years, Ethiopia has become one of the fastest growing economies in the world, with an average Gross Domestic Product (GDP) growth rate of about 11% per annum. To continue with this rapid economic growth, the Ethiopian Government rolled out, in 2010, an ambitious five-year Growth and Transformation Plan (GTP) that aims to attain a lower-middle-income status by 2025. Currently the country is implementing the second Growth and Transformation Plan (GTP II), which is built on Sectoral Policies, Strategies & Program and Lessons drawn from the implementation of the first GTP and the post-2015 "sustainable development goals" (SDGs). It has also taken into account global and regional economic situations having direct or indirect bearing on the Ethiopian economy.

GTP II aims, for the coming 8 to 10 years, to continue achieving an annual average real GDP growth rate of 11% within a stable macroeconomic environment, while at the same time pursuing aggressive measures towards rapid industrialization and structural transformation. To this end, concerted and coordinated effort will be made so that equitable economic growth translates into creating job opportunities accompanied by significant poverty reduction. Agriculture will be maintained as a major source of growth, while the development of industries by accelerating industrial development will be

supplemented with the promotion of the service sector, so as to enhance growth. To this effect, coordinated and strong forward and backward production linkages will be strengthened. Private sector investment will be promoted through providing the necessary incentives and support, to enhance private sector participation in allowed investment areas.

Expansion of infrastructure development—such as road, railway, dry port, air transport, energy, telecommunications, water, and irrigation schemes—will have special consideration in GTP II.

## **Industry and Infrastructure Development**

During GTP II, industrial development and structural transformation is expected to bring significant growth of the manufacturing industry, so that it plays the leading role in the overall economic development of the country. Implementation strategies mainly focus on implementation of projects and programs which are geared towards attracting quality investment, enhancing production and productivity, boosting export shares, accelerating technological learning, and strengthening the linkage among industries. To this end, establishing 12 industrial parks and clusters has been undertaken in the country, with 7 million square meters of land made available for investors engaged in manufacturing and related sectors. Four agro-industrial parks will also be established which will be linked with millions of smallholder farmers supplying input. Regional administrative areas, cities and towns will get the necessary support to develop standardized industrial clusters and parks for those investors promoting small to medium-size industries, and hence generate employment opportunities.

Expanding the manufacturing sector will focus on identifying new investment areas such as biotechnology, petrochemicals, electricity and electronics, information and communication technologies (hardware and software production industries).

In the infrastructure sector, the overall strategic direction is to ensure the creation of infrastructure that supports rapid economic growth and structural transformation. This direction will create mass employment opportunities, an institution having strong implementation capacity, ensure public participation and benefit, construct decentralized infrastructure development systems, solve financial constraints, ensure fairness and profitability, and ensure integrated planning and administration of infrastructure development.

Within infrastructure overall, rural roads are given high focus—to help reduce poverty by facilitating easy access of agricultural products, at low transportation cost, to the market, improving access to basic socioeconomic services, and strengthening rural-urban linkages.

Thus, the major strategic directions of the road development sector during GTP II will be ensuring the existence and sustainability of road infrastructure network with quality and safety, as well as to improve the provision of road infrastructure, by expanding the road network both in terms of quantity and quality, to sustain and ensure current and future economic growth.

The other area that has been given major emphasis is the energy sector. The main objective of the sector during GTP II is increasing national energy generation, transmission, and distribution capacity to fully satisfy domestic energy demand with production surplus ready for the export market. Implementation strategies are set, to increase electric power generating capacity through initiatives in hydro power, wind power, geothermal power, and solar power.

The other major project in the area of infrastructure building is railway development. The major strategic direction of railways infrastructure development during GTP II is to continue the network expansion started under GTP I, build

capacity by establishing a modern railway industry academy, and make it operational; develop various railway industry standards; ensure that railway transport services are in accordance with standards, and conduct problem solving research on railway infrastructure building, operations, and service provision.

The objectives of the construction industry during the GTP II period are to build the capacity of the industry in a sustainable way, ensure the efficiency and effectiveness of construction procurement and contract management, develop internationally competent contractors and design & construction consultants, and improve the availability of construction raw materials and machinery for those engaged in construction and housing development programs.

## **Regional and International Development**

We in Ethiopia believe that economic development in a secluded situation cannot be sustainable and attainable. To this end, Ethiopia, through the Intergovernmental Authority for Development (IGAD), is increasingly collaborating with its neighbors—notably Kenya, Sudan, Djibouti, Sudan, and South Sudan—in the areas of trade, tourism, industry, infrastructure development, and energy, among others. The Ethiopian private sector is increasingly encouraged to invest in those countries and all these countries are thus enhancing their economic cooperation. We in Ethiopia are striving to bring regional economic integration to create a larger regional market for trade and investment and make use of the advantages of efficiency, productivity gains, and competitiveness. In recent years the Ethiopian government has taken steps to enhance non-trade aspects of economic cooperation, which could strengthen economic ties among the countries in the region.

IGAD's focus on regional economic cooperation and integration is to create an open, unified, regional economic space for the business community—a single market open to competitive entry



and well integrated into the continental and global economies. This focus requires both regional infrastructure as well as the gradual harmonization of policies for the removal of barriers to inter-state communications.

The European Union and other development partners are actively supporting and participating in economic development activities in Ethiopia. Through its development cooperation, the EU stands by Ethiopia in addressing its key challenges, such as food insecurity, rapidly growing population, environmental pressures exacerbated by climate change, low industrial output, and a range of governance issues. In recent years, the EU+ group disbursed annually around 1 billion euros in official development assistance (ODA), equivalent to roughly a quarter of the total external aid to Ethiopia, and it may reach up to 10% of the country's annual federal budget in certain years. In this context, joint programming is not only about aid effectiveness, but most importantly, has a strong political dimension and is one of the instruments in support of the implementation of the wider EU-Ethiopia strategic engagement. The European Union supports the efforts of Ethiopia to eradicate poverty, and to foster inclusive and sustainable economic, social, and environmental development while promoting human rights, democracy, and other elements of good governance.

For the last three years, much focus has been given to the issue of migration and its management by European countries. Ethiopia is a key partner in the stability and management of migratory flows in the region, due to its role in hosting large numbers of refugees from neighboring countries, its proactive policy of fighting traffickers and smugglers, and the interest of Ethiopians in migrating to neighboring countries and regions in search of work. Ethiopia is one of the five priority countries identified in the Communication on Establishing a New Partnership Framework with Third Countries under the European Agenda on Migration. Through the EU Trust

Fund for Africa, EU actions address the root causes of irregular migration in the most migrant-prone regions of the country, promoting economic and employment opportunities, particularly for vulnerable people, through vocational training, access to micro-finance, or by creating industrial parks. Actions also aim to strengthen resilience and combat the drivers of instability, to improve long-term development and protection needs of refugees and their host communities, and to better manage migration at regional level.

When we look at the role Germany is playing in the relationship of African countries with EU countries, in general, and Ethiopia in particular, we find that Germany has made cooperation with Africa a core element of its G-20 Presidency. The German government advocates for a G-20 Africa Partnership and has put in place the G-20 Compact with Africa, which aims to promote private investment, sustainable infrastructure, and job creation in African countries. Germany's Minister of Finance describes the Compact with Africa as a "long-term, demand-driven process" in which "African countries will determine what they want to do to improve conditions for private investment, with whom they want to cooperate, and in what form."

## **China and Africa**

Last year, during its G-20 Presidency, China made Africa a prominent part of the G-20 agenda, with an unprecedented number of African leaders participating in the G-20 Summit in Hangzhou and with commitments to support industrialization and the proliferation of renewable energy in African countries.

According to data from China's Ministry of Commerce (MOFCOM), the stock of Chinese direct investment in Africa was \$32 billion at the end of 2014. Of course, direct investment is not the only form of foreign financing. The Export-Import Bank of China and China Development Bank have made large loans in Africa, mostly to fund infrastructure projects. In recent

years, China has provided about one-sixth of the external infrastructure financing for Africa. In short, Chinese financing is substantial enough to contribute meaningfully to African investment and growth. However, the notion that China has provided an overwhelming amount of finance and is buying up the whole continent is inaccurate.

If we take my country, Ethiopia, as an example of Chinese cooperation and involvement in Africa, we find that what has been said above is false. According to the Ethiopian Investment Commission, Chinese companies, with close to 379 projects that were either operational or under implementation in the 2012-2017 period, are on top of Ethiopia's investment landscape, both in number and financial capital. Among these companies, 279 were operational with projects that are worth over 13.16 billion Ethiopian birr (over 572 million U.S. dollars) during the reported period, while the remaining 100 are under implementation.

In terms of employment creation, Chinese companies have created more than 28,300 jobs in various sectors in Ethiopia during the reported period, of which over 19,000 were created in Ethiopia's manufacturing, as it is the leading sector in attracting companies from China. China brings not only investment, knowhow, and transfer of technology, but also skills and entrepreneurship.

At this point, I would like to mention the initiative taken by His Excellency President Xi Jinping in 2013, the "One Belt, One Road" (OBOR) Initiative. This is President Xi's "project of the century." It is based on the legendary Silk Road, which connected Europe and China for one and a half millennia. The aim of China's OBOR project is to open up and expand old Silk Road trade routes through Central Asia and on to Europe, as well as Southeast Asian maritime links through the Strait of Malacca and around India to the Middle East. Xi's ambitious goals do sound inspiring indeed: "We should build the Belt and Road into a road of peace . . . of prosperity ... of opening up

.. . of innovation . . . connecting civilizations,” he said. The total trade between China and other Belt and Road countries has exceeded \$3 trillion. China’s investment has surpassed \$50 billion. Chinese companies have created almost 200,000 jobs and over \$1 billion of tax revenue. China is generating mutual benefits by creating jobs and supporting the domestic economy of those countries in which it is investing.

The Jamestown Foundation’s China Brief stated this month (paraphrase):

*OBOR will bring a greater effect on local and regional integration along the way, especially for Ethiopia and other countries in the region. The Maritime Silk Road will have a significant impact both because of economic integration on a local level, and by forging connections between East Africa and neighboring regions. It also connects regional centers to each other. OBOR could partly ease a problem that has bedeviled African development since the end of the colonial era. It also has the potential to facilitate trade and shared manufacturing between different East African economies. In this sense, the OBOR initiative has the potential to achieve a certain amount of regional integration—a long-held ideal of African development. OBOR presents an intriguing perspective on the sometimes highly unequal nature of south-south cooperation, and raises questions about the nature of African agency in the 21st Century.*

## **German-Chinese-African Development**

It is estimated that Africa needs to create about 20 million jobs per year to employ its expanding workforce. Africa’s demographics present both an opportunity and a challenge to the rest of the world. It is unrealistic to expect Europe or China to tackle the problems of African countries alone and bring a change overnight. Nor would it be reasonable to expect large volumes of Chinese or European manufacturing to move to

the continent in the near future. Therefore, it is useful to have a long-term vision of economic relationship that very much centers on the utilization of natural resources of Africa and the shift over time to a greater focus on human resources development by creating jobs. To this end, trilateral cooperation would provide an ideal opportunity for Germany and China, as the current and previous G-20 Presidencies, to jointly demonstrate their commitments under the G-20 to increase support for African countries. This form of cooperation complements and brings together the traditional North-South and South-South cooperation models. In line with the Compact with Africa, such cooperation needs to be guided by the African Union's Agenda 2063 and African countries' national development plans in order to be successful.

The launch of the Sino-German Center for Sustainable Development in Beijing in May is a promising step in this direction, as the center plans to support sustainable infrastructure development in African countries. This can, indeed, be an area in which African countries can benefit from joint cooperation between Germany and China. China has a comparative advantage in the provision of cost-effective infrastructure development, while the sustainability of such projects can be ensured by making use of Germany's expertise in project management, social and environmental impact assessments, and quality assurance.

Germany and China should also foster trilateral cooperation with African countries on industrialization and renewable energy. The joint establishment of special economic zones (SEZs) in African countries would be a good starting point. SEZs were a key component of China's economic development and are also starting to play an important role for industrialization in African countries such as Ethiopia. A trilateral SEZ project should utilize China's profound experience in financing, developing, and managing SEZs, while Germany would contribute its expertise in preparing and

delivering tailored technical vocational education and training programs for different sectors. Germany's understanding of social and environmental standards and its international marketing insights would also help ensure that SEZs are attractive for investors and suitable for global supply chains.

There is also a huge potential for effective trilateral cooperation between Germany, China, and African countries on the proliferation of renewable energy in Africa. The African Union's recently launched Africa Renewable Energy Initiative (AREI) provides a possible entry point, as both China and Germany have individually pledged their support for the initiative. Both countries are global leaders in renewable energy policy and technology, and have considerable experience working with African countries bilaterally in these areas. A trilateral project should focus on a so far overlooked, but crucial component in the establishment of the Africa Renewable Energy Institute, namely, to serve as the initiative's backbone for research and training. Germany and China could build on the experiences from the establishment and operation of similar institutes in China, such as the China-EU Institute for Clean and Renewable Energy, and engage these institutes and their networks to build new partnerships.

Thank you.

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**Italy-China Alliance for  
Transaqua.**

# **Franco Persio Bocchetto, Foreign Director for Bonifica S.p.A, Italy. Video; english transcript**

## **Italy-China Alliance for Transaqua**

*This is an edited transcript of a presentation by Franco Persio Bocchetto describing the Transaqua project to the Nov. 25-26 Schiller Institute Conference.*

### **Transcript**

Good afternoon to everybody, and to Ladies and Gentleman. I'm very glad to be here at this very interesting conference. I was really amazed listening this morning, especially to the speeches of Schiller Institute President Helga Zepp-LaRouche, and the one of the enthusiastic Professor He Wenping. And also I was interested in hearing the speech of Professor Askary, who introduced the Transaqua project that I would like to show and present here.

## **The Transaqua Project**

The Transaqua project is perfectly in line with the vision of this conference, which is "To Fulfill the Dream of Mankind." Transaqua, as maybe you know, was conceived more or less about 30 years ago, by our firm Bonifica. Perhaps at that time, it was too innovative; maybe in that time nobody was really interested in developing Africa. But nowadays conditions are really different and maybe this is the time to revive the project: Maybe we can call it "Transaqua 2.0" in order to

start the development of this great dream for Africa.

Maybe most people think Transaqua is only a problem of transferring water from the Congo Basin to Lake Chad, but this is not the vision of Transaqua. First of all, everything starts from the problems that are related to Lake Chad. We are going to show you the actual situation of Lake Chad.

Lake Chad was one of the largest endorheic lakes in the world, and maybe the largest in Africa. The lake is situated in the Sahel region, at the crossing of the borders of four countries: Niger, Chad, Nigeria, and Cameroon. The total catchment area of Lake Chad is very huge: 2,434,000 sq km. Eight countries, including Algeria, Cameroon, Central African Republic, Chad, Libya, Niger, Nigeria, and Sudan are using the water resources from Lake Chad. The main inflows of Lake Chad are from the Chari River, and Chari and Longone River, and the main outflows are evaporation and infiltration. For this reason, it's an endorheic lake, because it does not drain to the sea.

The Chari River and Longone River flow from south to north, and this is the actual Lake Chad. The lake basin has a very unstable equilibrium as there is no surplus water flowing to the sea. The only outflows are infiltration and evaporation. If water is used upstream, the lake cannot but shrink.

Lake Chad always had great oscillations, due to natural climatic fluctuations. Now, especially in this period of climate change, we must follow very closely what will be the future of Lake Chad. Lake Chad is suffering from the increase in population and subsequent water consumption, mainly for irrigation, and in addition, the decrease of rainfall. Lake Chad's surface in 1973 was more or less 25,000 sq. km. As you see, in 2015, it decreased to 2,500 sq. km, while the population within the basin has grown from 8 million to 30 million people, more or less.



As a consequence of this drought and drying up of the lake, agriculture development increases pollution, ecological destruction, and extinction of rare species. The economy of the surrounding countries and region is severely threatened by reduction of the lake's surface levels and volumes. Average food production and household purchasing power have been continuously reduced since the 1980s. Humanitarian, ecological, and economic crises are developing rapidly as the volume and surface of Lake Chad are drastically reduced at an alarming and accelerated pace.

Also, it's important to show the evidence that in this region, the consequences of this are also all the problems related to Boko Haram, which is really active in this region due to the poverty of this region.

How to mitigate the Lake Chad drought: Well, thinking of the problems of Lake Chad, we have to think about the future. And the future in 30 to 50 years will be very, very dramatic for Africa in a certain way. As you see, it is forecast that real growth of the population, between today and the year 2200, will grow by 400%. So the problem is, what will happen when, within 30-40 years you will have the doubling of the population in Africa, and also in those Sahel regions.

We heard today in the earlier speeches, about the New Deal and the optimistic vision of Chinese President Xi Jinping, and we really hope that, due to the positive strength of China, they will really succeed in helping the world help to develop, and that these regions will have help from the Chinese for development. There are a lot of projects that are going on as Mr. Askary has showed us in the context for all of Africa. But, it is important, also to set up and improve the Transaqua project in Central Africa, in the middle of Africa, the part which is poorest and where the desert is continuing to make inroads.

The consequence of not doing this is a huge migration into the

rich countries, and of course, Italy and Europe are suffering from these consequences. Most of the people come from the Sahel region, so I think that Europe has to help to improve the Transaqua project, in order to develop all these countries, and bring food, agriculture, and fisheries as a way to eliminate poverty in this region.

Over the years, the Lake Chad Basin Commission, created by the states around Lake Chad has really done great work in facing up to the shrinking of the lake, and for the realization of numerous national and transnational projects, to optimize the use of water resources and mitigate possible disputes between the states.

What to do next? What will the next challenges be for the Lake Chad Basin Commission? First of all, in the medium term, there are projects that are going on to mitigate the Lake Chad drought, of course, projects that tend to sustain the existence of people, improve the efficiency of water use, through new research, innovative organization, based on the use of smart technologies to improve the efficiency of system coordination and control. First of all, a very big monitoring system should be set up in order to control the consequences of climate change, control all the problems related to agricultural use, and control the consequences of national and transnational projects that are being done in this region.

We can be very optimistic, but due to the growth of the population, the long-term measures cannot be other than to think how to transfer large volumes of water from the Congo River Basin to Lake Chad.

Well, water transfer to drying up endorheic lakes is not merely a "nature conservation measure." Environment and wildlife deserve to be protected—human beings, too. A drying endorheic lake is proof that the water resources in its catchment area are overexploited with respect to incoming runoff. Transferring water from adjacent river basins that have

surplus water flowing into the sea, is a way of increasing water availability, especially for agriculture, in the context of the increasing population and declining rainfall, and to restore wildlife.

When water is in short supply in a given place, either you bring it there, or people will migrate elsewhere.

Near Lake Chad, there is an immense, scarcely populated river basin, which discharges into the Atlantic Ocean an average of 40,000 cubic meters/second—the equivalent to 1,250 billion m<sup>3</sup> /year. That discharge is 200 times the discharge of the Main River [in Germany], or 14 times that of the Rhine at its mouth. How much of this volume could be possibly and safely diverted into Lake Chad has yet to be studied.

Can we think of a “win-win” project, where all countries involved have their advantages, which is perhaps, one of the basic conditions for developing this project?

Bringing water from the Congo River Basin to the thirsty Chad region and increasing irrigated agriculture, restoring the lake, producing hydropower and improving inter-African transport and commerce, is the vision of this Transaqua Project.

A canal would have to intercept part of the discharge of the right-hand tributaries of the Congo River, and convey them across the watershed between the Congo Basin and the Chari Basin. The diverted flow would reach Lake Chad through one of the Chari tributaries, properly reshaped. A very preliminary estimate gives an amount up to 100 billion m<sup>3</sup> /year could be diverted. That this less than 8% of the Congo discharge, ensuring thus the restoration of Lake Chad and irrigation of up to 3 million hectares.

In its fall toward Chad, the diverted flow could be used for hydropower production. Along the canal, a road should be built which would become the backbone of inter-African land

transport. The hypothesis that the canal could also be suitable for navigation has been made. Those ideas stemming from the early 1920s, have been studied by Bonifica, and are presently being considered by the Lake Chad Basin Commission as a possible project for the future.

The idea of Bonifica is to transfer about 100 million cubic meters of water per year from the Congo River Basin to the Lake Chad and Sahel district. This is the Congo Basin as you can see in red, which is the alignment more or less of the canal. You cross the watershed and you go into the water catchment area of the River Chari.

What is important to note is that the Transaqua formula is not simply to replenish Lake Chad, but to give access to drinking water, revive agricultural activity, irrigation, fish farming, a navigable waterway, trade, transport, regulate flows, produce electric power, river ports, commerce, and road connections—thus creating an economic development system along the Transaqua waterway.

With the regeneration of Lake Chad's natural resources, we can show the shape of the lake in 2087. Characteristic of this project is that navigable infrastructure systems can be realized through modules. We don't need to realize the whole project at the same time, so we start from the part which is most near to the watershed, and the development of the first 500 km of the canal.

The Transaqua water project is a combination of situations. In order to produce hydropower, we will construct small dams along the tributaries of the river, in order to catch some part of the water for the Transaqua canal. By connecting different lakes with canals, we can realize a waterway which will have a maximum extent of up to 2,400 km, reaching Lake Tanganyika on the east side of Africa.

Road connection: As you can see, the Transaqua corridor

intersects the Lagos-Mombasa Road, which is one of the principal roads that was shown by Professor Askary in his speech. And as you can see, in the Mombasa-Nairobi link, it is one of the hubs of the One Belt, One Road project.

It is very interesting to think that this Transaqua Project can become one of the projects that can be developed within the One Belt, One Road project.

Some final considerations: Having for years pursued a dream, now is the time to take action. From this point of view, what is interesting and new is the fact that the Chinese have begun to get interested in the project. Last year, a Memorandum of Understanding (MOU) was signed between the Lake Chad Basin Commission, and ChinaPower, which is one of the big infrastructure companies of China. The scope of the MOU was to start the feasibility study of the water transfer project, by trying to construct one of the first elements of the project, which is the CIMA Project. I don't have time now to explain this CIMA project, but it is certainly one of the modules of Transaqua, although it is only part of it, because the CIMA project, developed by the Canadian CIMA company, is a project to pump water from the Ubangi River over the watershed into the Chari River, which is a different vision from Transaqua, which is to construct a corridor crossing Africa, and bringing development to all the regions that are crossed by the project.

It is important at this point to show that Bonifica, in the context of the signing of this MOU, decided to go to China and to speak to ChinaPower, in order to offer the collaboration of Europeans, of Italians, to jointly develop the feasibility study. We found a great interest from the Chinese, so we signed an MOU and now we are taking action in order to jointly develop this feasibility project together with the Chinese. This may be the first break in the construction of this important infrastructure in the center of Africa.

Thank you. [applause]

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# **Integration of Egypt's Transportation Plans 2030 with the New Silk Road Project.**

**Dr. Saad Mohamed Mahmoud  
Elgioshy**

**Former Transport Minister of  
Egypt.**

**Video; english transcript**

## **Integration of Egypt's Transportation Plan 2030 with the New Silk Road Project**

*This is an edited transcript of a presentation by Dr. Saad Mohammed Mahmoud Elgioshy, former Transport Minister, Egypt, on Nov. 25, 2017, in Bad Soden/Taunus, Germany. Subtitles have been added. Good Morning! I am Saad Eligioshy, a Ph.D. Doctor, a specialist in transportation, airports, and roads. I am the former Minister of Transport in Egypt (2015-16).*

### **Transcript**

I'd like to thank Mrs. Helga Zepp-LaRouche for her nice

invitation. Also I'll thank the organizer of this conference, the Schiller Institute, which really touches on some of the benefits for Egypt. The lecture I heard from you today was very interesting.

In my presentation I will speak about Egypt, a very old country—7,000 years—and how it will interact with the New Silk Road. You heard, before me, a very nice presentation by Prof. He Wenping, about the New Silk Road, how it will work in Africa. As I said, I represent one country in the north of Africa. I will speak about how we can interact with the New Silk Road.

I will focus on the integration of Egypt's transportation development plans. I'll discuss the transportation issue, which is an infrastructure issue, which affects the development of any country. So, transportation development plans and the New Silk Road Project.

In a very brief introduction, I'll discuss the current transportation system in Egypt: its existing hierarchy, challenges, and opportunities, and how we can interact.

Then I'll discuss the Egyptian Transportation Development Plan 2030—how an African country thinks about development; and also speak about the New Silk Road Development Corridor close to Egypt, Africa, the Middle East, and how we can integrate with this giant project, especially in the transportation sector, in Egypt.

The transportation sector in Egypt serves an area of 1 million km<sup>2</sup> and a population of 100 million by the end of this year.

Egypt has a road network consisting of about 30,000 km of rural highways, and 60,000 km of urban roadways, with about 1,800 bridges. We have a network of three subway lines in the capital, with a total length of 100 km, and are building another three lines.

Maritime transport. Realize Egypt is a coastal country situated between two main seas, the Red Sea and the Mediterranean. We have 15 commercial sea ports.

I am speaking, just for a moment, about land water. We have about 3,000 km of land water river ways, with more than 43 land ports in Egypt.

Speaking briefly about the Egyptian Transportation Plan 2030 and its main features: Our vision is to increase the capability of the transportation sector to fund its plan to achieve its goals; to obtain a greater share in the volume of international and regional transportation; and to maximize and optimize the use of science and technology, and research and techniques in management.

We're supposed to provide high quality transportation for persons and goods, securely and safely, at the lowest cost, while supporting national social economic development. Also we're supposed to secure national security requirements.

We have big challenges to overcome to accomplish all this: An ascending increase in population with an annual growth equal to 1.85%; defects in the transportation service, which do not match and are inappropriate for the people; the mutual increase in freight from 1.51- 2.32 million tons; the increasing annual growth in land transport which affects the road network; the absence of private sector—and this is a very important point—partnership in infrastructure projects; the absence of a multi-modal transport system; the lack of technology applications and logistical services; and the lack of trained and skilled labor. We have an increasing number of transportation accidents, due to these factors.

We have a very old railway system. It is the second oldest in the world, after the United Kingdom. It was built in the 18th Century, with an extent of about 9600 km, and it serves about 540,000 pax [secure electronic payment terminal], with about



1,100 daily trips. I am speaking here about facilities and capabilities. You see the numbers: 750 stations, 3,100 passenger coaches, 11,000 freight cars, 808 locomotives, so and so.

If you go to the land water sector, [it's] the same, as I mentioned before. We have 3,500 km of river lines, 43 active ports, and 15 controlling gates. We have seven dry land ports and seven logistic areas.

Looking at all of this, which I skimmed over quickly, I am speaking about opportunities. Does Egypt have opportunities in the transportation sector for the whole world to come and invest with us? Yes, we have! We have a lot! We have a lot of opportunities in Egypt for roads and bridges. We have already have about 8,500 km of new construction underway, as well as upgrading of existing roads. We have new construction of additional main arterial accesses over the Nile River, including twelve new bridges. I'm speaking about the 2030 Plan. And also construction of twelve bridges in the national road network, for a total of 21 new bridges, over the next 12 years.

The railway sector is also full of opportunities. A lot of companies from all over the world are asking to bid on these projects over the next 12 years. I'm speaking about supplying 600 passenger coaches (2nd class air-conditioned); 110 power unit coaches; upgrading and modernizing 300 locomotives; supplying 50 new locomotives (3,000 hp), supplying six complete trains, upgrading 2,700 cargo coaches, and supplying 1,530 new cargo coaches. You can read with me. Most of these investment opportunities are virgin, and need some kind of sharing by investors from all over the world: upgrading three main workshops (locomotive overall, locomotive renovation and maintenance); supplying two complete sets for railway maintenance; supplying four machines for railway compaction; upgrading and modernization of safety and control systems, including completion of 3,000 km of an electric signaling

system, equipping 600 locomotives with ETCS-L (the European Train Control System—a central signaling and control component for the all-electric signaling system); construction of 500 km of new lines and upgrading 750 km of existing lines; construction of 1,200 km of high-speed service; and construction of nine cargo stations.

Then there's also upgrading of the railway system itself. Upgrading the signaling system of cargo railways—many projects.

The land water sector is full of opportunities too. I am speaking about upgrading two navigation roads, CairoAswan (1,200 km) and CairoDamietta (200 km), and the construction of five new land water ports and upgrading four existing ones. I'm speaking about upgrading six dry ports and construction three new ones. I am speaking about more than 50 billion Egyptian pounds.

As for tunnels and metro (subway) service, we already have three main subway lines (Cairo Metro), each of them 40-50 km in our capital city. We're looking to upgrade all of them. We want to upgrade the tram lines in Alexandria and in Cairo, and construct three new lines for Cairo. We have had many offers, starting from last year, to study the plans and to partner with us for these projects.

The maritime sector is a big sector, and full of investment opportunities. I am speaking here about the ports of Suez and Ras adabia in the north of Egypt, and the ports of Sfaga and Sharm El shikh in the south. All these ports have very nice opportunities to build cruise and container ship terminals.

That is what we have in Egypt.

Now, I would like for you to concentrate with me on the next part of my presentation, about what the New Silk Road brings to Egypt. To easily reach to the interaction between the two points, we can see that the New Silk Road, from its

concept—and my colleagues will speak more about it—offers the possibility to overcome geopolitics once and for all. The Belt and Road Initiative, as my colleague mentioned, is based on the “win-win” concept.

I’d like to concentrate on the phrase “win-win concept,” because I’ll use it again. Cooperation among all nations of the world. All the individual nations should pursue the development of their own national transport networks, but adjust them to adapt to the continental networks, to benefit from them, to contribute to their quick implementation and development, and to avoid duplication of efforts. That’s also very important.

The New Silk Road has a new financial system, composed of three main entities: the Asian Infrastructure Investment Bank (AIIB), the New Development Bank, the New Silk Road Fund, and the Contingency Reserve Arrangement. All that is exclusively designed to fund investment in the real economy, with the goal to awaken justified optimism, in particular in developing countries, to defeat poverty and underdevelopment in the near future, as mentioned before.

We have now reached the goal of this lecture: how the New Silk Road Project is touching Egypt in the transportation sector.

As planned, there will be a 56,500 km Trans-African Highway (TAH), the main routes being Cairo, Egypt to Dakar, Senegal (8,600 km); and Cairo, Egypt to Cape Town, South Africa (10,200 km). Now, that’s a highway!

As for rail, we find there are two giant lines. One of them is the African Integrated High-Speed Rail Network (AIHSRN), which will connect all the capitals of Africa together with a high-speed railway network (HSR). There is a plan to form a group for “Sino-Africa cooperation in railway and high-speed railway.” Financial institutions, railway construction companies, and railway operation management companies can work

on that.

Inland water very important. As I mentioned, Egypt's population today of over 100 million lives on a narrow strip of land on the banks of the Nile River and Delta, about 5% of the land. More than 95% of the land is vacant. Africa Pass will open the desert in the west of the country for development and habitation. We hope so. The project will also revolutionize the economies of the North African sub-Saharan nations.

For the Congo River Basin there is the Africa Pass program. I think it will be a good project. Flowing from the tributaries of the Congo River, Africa Pass envisions a 3,800 km long canal, paralleling the Nile to the east, reaching to the Qattara Depression in northwestern Egypt, opening millions of acres of land to be cultivated. This area will become a breadbasket, not only for the rest of Egypt, but also for other countries.

Construction of the Jonglei Canal would be a good sign for cooperation and for doing something for the connectivity of inland water between the South and North.

Integration between the Egyptian Transportation Development Plan 2030 and the New Silk Road Project, from my point of view, could consist of Egypt completing its National Road Network (MINTS 2010), now in Phase 3 of construction, which will add 5,000 km, and integration with the New Silk Road Project's planned routes, which I mentioned earlier: Cairo-Dakar (8,600 km) and Cairo-Cape Town (10,200 km). If we did that, it would be a good job! Egypt is right now implementing a lot of upgrades to its National Road Network, mainly the Cairo-Aswan road, and the Cairo-Alexandria road. The NRN could be integrated with the AIHSRN and with the "Sino-Africa" program.

We are looking at Egypt's upgrading of its main land water route Alexandria-Aswan, and working with the Nile Basin

countries which are currently studying a route to connect Lake Victoria with the Mediterranean, to integrate that and the Congo Pass program and the Jonglei Canal (both mentioned earlier) with the New Silk Road. Egypt looks favorably upon all these projects.

I'd like to say something very important. We in Egypt from 1952 experienced many kinds of cooperation for development of our country. We can't forget history. If you forget history, you will do nothing. We started in 1952 with many disciplines. We went to the communists in the Soviet Union; then we went to America—capitalism. We went to many, many countries seeking their help in development. Finally we went into the Arab Spring. What happened? We didn't accomplish anything; we didn't get anything, because, as my friend said, "Their feet don't match our shoes." All the time.

Egypt, as I said at the beginning, is a very old country. It has its own culture, its own understandings. The problem is how to match any country, any model, any development model with our culture. That is the problem; that is the real problem. That is the real challenge.

If this prestigious institute desires to propose development plans to Egypt, I suggest you plan a workshop in Cairo to allocate interaction areas, present the possibilities of interaction, and discuss how to enable such interaction. Don't expect us to interact in all areas; we are supposed to interact with our plan. Remember, Egypt already has a plan. If China with their giant New Silk Road Project comes to Egypt, they must first study our plan, and then determine the areas in which they can locate their cooperation with the countries of Africa, before they can be accepted and not considered a new colonial power coming to Africa. The people are afraid of that, as she said. That is a very important point. We can avoid that through workshops in Cairo, Senegal, Nigeria—all the countries which lie in the route of the New Silk Road.

Exchanging plans between the New Silk Road Project stakeholders and the Egyptian Ministry of Transport, for example—I'm speaking about transportation infrastructure—is very important. When I was Minister of Transport, I was visited many times from representatives of China. We had many discussions. But nobody asked me about our plans. Nobody asked me about our plans for development of transportation in Egypt and how their plans could be integrated with ours. They asked all the time about individual projects, and these projects never fit in our shoes, as did our feet.

I'd like my colleagues and my friends in China to understand this point, and to exchange plans between the New Silk Road plan and the Egyptian plans. After that we can analyze the methodology of plan integration—how we can interact with each other, how we can work with each other to discover the methodological basis for such cooperation. This is very important. After that, we can easily implement recommendations for cooperative construction.

Again, the New Silk Road plan is a very giant plan. It is a very smooth and very friendly plan. We need to cooperate with the whole world—with China, with Europe, with America, with any country which matches our plans, which matches our dream. Egypt has a mankind dream, and needs to fulfill it by its culture and by its way. Thanks a lot!

Thank you very much! [applause]

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## **President Xi's Perspective**

**for the Year 2050  
and the Perspective of  
African Development.  
Prof. He Wenping Chinese  
Academy of  
Social Science, Director of  
African Studies.  
Video, english transcript**

**The Belt and Road: China Shares Its  
Development with Africa and the World**

*Prof. He Wenping is the Director of African Studies at the Chinese Academy of Social Sciences in Beijing. This is an edited transcript of her address to the International Schiller Institute conference on "Fulfilling the Dream of Mankind," Nov. 25, 2017, in Bad Soden/Taunus, Germany, which she presented under the title, "President Xi's Perspective for the Year 2050 and the Perspective of African Development." Subtitles have been added.*

**Transcript**

Good morning, Ladies and Gentlemen. It is a great honor for me to be here, to join in this wonderful conference. Thank you very much, Mme. Helga Zepp-LaRouche, President and founder of the Schiller Institute, for inviting me here. I am very impressed, first of all, by this opening music, the lovely

song called "The Jasmine Flower." Actually, when I hear the beautiful song, I have a kind of motivation to jump on stage, to sing together with this beautiful song. [applause]

This song I know is very famous in the Western society, seemingly like one of the Chinese dishes that is called Gong Bao Ji Ding, which I hear is also very famous in European countries, and especially in Germany. I think several years ago, when I spent my visiting fellowship in the German Development Institute, I had a very good friend—she's a German—she invited me to her apartment to cook this Gong Bao Ji Ding. And she followed all the procedures, how to begin doing it from the first step, second step, so it's amazing. Even me, I couldn't do that Gong Bao Ji Ding from the beginning to the end. So, we tasted that delicious dish together.

So, like founder and President Helga said, now in China, the Chinese people eat very well, but not so healthy! We have to learn how to diet now! Before, during Mao's time, we had a shortage economy, and when Deng Xiaoping made reforms and this reform, the "Opening Up," and now the Chinese can feed themselves. But, now they're learning how to eat healthily, how to do the diet. So, I want to speak over my dinner, and also do a diet in order to keep a good figure.

Today I think it's a wonderful conference theme, called "Fulfilling the Dream of Mankind." I have the honor of talking about President Xi Jinping's perspective for the year 2050, and the perspective of African development. I have been told I have 20 minutes—I hope I can finish all my slides in 20 minutes.

First, the point in China is the roadmap and this development goal of 2050; 2050 is not too much further away, it's just quickly, every year passes so quickly, so very soon we will reach 2050. His perspective, first, is in China, how to resolve the challenges we're facing at home.



And then, in the world there is the peaceful diplomacy, also called One Belt, One Road. So, One Belt, One Road is something linking China and all of the world: It's like our Confucian philosophers, and also like the Germans, with lots of famous philosophers coming from here, Schiller and so many! Those philosophers' thinking also needs to be connected together.

And then, in Africa: Africa is a wonderful continent, I think, unfortunately now still left behind. So from China and from the world, how should we work together to help the people in that continent? That's the main point.

## **Two Pictures of China**

First, in China, the roadmap development goal— you all know on Oct. 18 in Beijing we had the 19th Party Congress, and all those very important documents will be released from the Party Congress. During the Party Congress, President Xi Jinping spelled out a longterm roadmap for the Chinese people, and the goal is to establish a moderately prosperous society, which we call the Xiaokang society. Xiaokang is a Mandarin Chinese word which means now moderate well-being. It's not so much a superpower yet, but just a moderate wellbeing society. So by counting, we should be out of poverty for all 1.4 billion population.

This is a tremendous job! Now we are entering into a new anti-poverty phase, called a "target anti-poverty phase." What is the meaning of "target"? About a half year ago, I traveled to our poverty-stricken area in Shanxi province, and also I traveled to another, called Guizhou province, to see the poverty area, and I found that the local village heads will find out which households are still in poverty. So this is called the "targeting." And the heads of the village and the village leaders, their job is to help those poverty-stricken households to help them to get rich in a certain amount of time.

To bring out of poverty all of our 1.4 billion population by 2020, is not an easy job. The per-capita GDP will reach \$10,000. Now Chinese per-capita GDP is \$8,000 in the year 2016; but back in 1978, our per-capita GDP was \$156! So it was very, very poor, when this opening and reform was just starting. In Mao's time, we had a very interesting phrase, to express Chinese people's thinking about our three generations of leadership: The first generation of leadership, which is Chairman Mao—Chairman Mao helped the Chinese people “stand up,” which means, before we were lying on the ground, being colonized, semi-colonized by Japan, but Mao helped the Chinese people stand up, but not to be well fed, not well clothed, just to stand up: political independence.

Then Deng Xiaoping's reform and opening up. Deng Xiaoping helped the Chinese people to eat well, now becoming rich, but only economically. But now, under Xi Jinping's leadership, so they not only stand up and eat well, becoming rich, but we should make more contribution to the world, becoming people who really enjoy life, and the country also enjoys dignity in the world. That's to establish a Xiaokang welfare society.

And then, how to reach that goal, the two stages from 2020 all the way to 2050. The first stage is to 2035, to realize the socialist modernization, per-capita GDP will reach \$30,000; that's the goal. And then GDP as a whole will reach \$43.6 trillion, becoming the level of what's called the middle-developed country. That's the first stage. And then, from 2036 to 2050 to become a country of prosperity, democracy, civilization, harmony—the beautiful socialist modernization power. That's the goal that's been set up in this 19th Party Congress.

So, when we think about China, there are two pictures of China, that is, generally speaking. If you go into details, there are a thousand different pictures of China. Those general two pictures—one is a rising power, seems very strong; this is the second biggest economy already, but—let me show

the picture here—here is the general picture about China, this is the Global Economy by GDP. When we see the top right, United States of America, accounts for 24.32% of total global GDP; and then, to the left top, that's China, the yellow one—China accounts for 14.84% of global GDP. And then, a lot of others have double-digit percentages of GDP. So, in general, China is very powerful now.

But, when we go to the per-capita GDP, this is the picture. We talked before about the Xiaokang. We're still struggling, heading forward toward Xiaokang, just to get to \$10,000 per-capita GDP. Even recently,— let me share with you what the heated debate has been in recent days. Just a week ago in Beijing, there was a big fire; I think it was beyond the north Fifth Ring. That big fire cost around 28 lives. Eventually, after an investigation, we found that fire started in the basement, during the renovation of the building. And they found that there were a lot of people, migrant people living in that area, so fire safety measures hadn't been taken, and eventually the municipal government made a decision that all those places below the standard of fire safety have to be demolished. And then we had lots of debating from the rich saying, those migrant people, now they have to go back to their home towns. So that is the real picture.

It's another picture of China: Per-capita GDP is very low, and then the poor people, migrant people, are still struggling for their lives. In Beijing, winter season is very cold for those migrants. They have to leave Beijing and go back to their home towns with very short notice. That's another picture of China, so not saying that "everything's beautiful"; there are also very huge challenges.

So those two stages for 2050 are a huge challenge for China itself.

# China Has Passed the Tests

So how to realize those beautiful goals? I think President Xi Jinping has done these things ever since 2013, when he took office. He has done things domestically, of course. Political development is to strengthen Chinese Communist Party, the ruling party's leadership, through the anti-corruption and anti-poverty campaigns. Anti-corruption is to do the things from the party leadership, but anti-poverty is to resolve the people on the ground, so there are two ends of those campaigns. But both ends of those campaigns are intertwined with each other. We started with anti-corruption, otherwise you cannot re-collect the confidence of the people on the ground to the ruling party. Although we started to resolve this poverty issue, you cannot claim it for yourself; you are still marching on the socialist path.

Anyhow, how to re-collect the confidence of the people and build the party's leadership? So three self-confidences have been put forward: those three, called the self-confidence, are the Development Road Confidence; the road we have chosen is called the socialist system with Chinese characteristics. So: Development Road Confidence, Theoretical Confidence, and Confidence in the State System—actually, the three things are the same thing, but have three different sides.

Maybe I should show the “shoe theory” President Xi Jinping mentioned, which means everybody wears our shoes, and the shoes should fit the feet, rather than the feet fitting the shoes. This is very simple knowledge, but when we deal with those very complicated theories, sometimes we lose sight of the simpler things.

So, we have this traditional story coming from this shoe theory. China has a 6,000 year history. Recently, U.S. President Trump mentioned this story: President Xi Jinping met President Trump and the First Lady to visit the gorgeous Forbidden City, the imperial palace, and he mentioned, China

has 6,000 years of history, and President Trump answered, "Oh, yes, I know that! Egypt has a longer history—8,000 years." President Xi Jinping said, "Yes, yes, Egypt has 2,000 years longer history than China, yet both are very civilized."

So anyway, in our 6,000-year history, we have this phrase—when you learn Chinese, we have lots of beautiful phrases; all these phrases come from stories. This story mentions a guy who went to the market to buy shoes, but those shoes didn't fit his feet. Maybe the shoe style was beautiful, but it didn't fit his feet. And then, he immediately got out his knife, trying to cut his feet smaller, in order to fit into the shoes. This is the story: All our primary school students, they know this story when they write in Chinese writing; if you use a beautiful phrase you can get a higher credit, because you know the character very well.

So, it looks very simple, but it seems like our national condition is just like our feet: Our national condition, our character, our history, our population, our philosophy, all of that. Our feet cannot change, but those beautiful systems, liberal democracy, with some finger-pointing at China saying, "it's a one-party system," like you see a lack of transparency, and also maybe there's no fixed election—blah, blah, blah. We know what's better for China. At least those self-confidences are not naive belief! "I'm super, I'm super," but in fact, you just have very poor performance. That's not where self-confidence comes from. The self-confidence comes from your good performance.

What kind of things have we done that are good? Of course, from \$156 per capita GDP, now becoming the second biggest economy, and also, we have gone through a lot of tests, such as the Arab Spring. When the Arab Spring took place in the year 2011 in Tunisia, there was lots of guessing, saying "China should be next," to have an Arab Spring very soon. Things were happening from Tiananmen Square, lots of reporters, every day they go to Tiananmen Square just to "catch the picture," to

offer the picture to the newspaper and get it on the front page. But it's very disappointing: There is no such thing happening.

And then, there was a lot of talk, after the 2008 financial crisis on Wall Street, with people saying "China will be next," and all those economic things about Deng. Before, they were even talking about China breaking up. But all of those tests, now the Chinese people and the government have gone through. Still, the economy is good; in politics people are united. And even the issue of terrorism, you see Egypt has suffered from another terrorist attack just yesterday. China also needs to watch closely for all those potential terrorists, maybe they are coming back from Syria, from Iraq. All of these are the great, great challenges.

Therefore, the confidence coming from those things—we have passed through all those tests, it's not just coming from empty things.

Also, put forward the Chinese Dream—I'll move a bit faster now—achieving the rejuvenation. I don't have the time to compare the Chinese Dream and the American Dream; there is a bit of difference from the American Dream.

## **Quality Matters**

Secondly is combating corruption. President Xi Jinping mentioned power must be caged by the system, and the rule of law must be strengthened. Also there are several channels to anti-corruption. The first is to improve the Party's conduct and strengthen Party discipline. Party discipline: Its power has been dramatically strengthened. A lot of tiger-level corrupted officials, and the mosquito-level corrupted officials—no matter whether you are tiger-level, like on the level of the Political Bureau, very high level those leaders; and the mosquito-level is the countryside, the village level, the heads of villages. With all levels of corrupt officials,

there is no method.

Now, also we have the Party school. I will not go into detail for lack of time. But one factor in the anti-now, corruption campaign,— I visited from time to time different provinces, and the people in the provinces, especially grassroots level people, now feel happy, because before, whenever you'd go to see a doctor, or you send your kids to school, you have to go through the back door; otherwise there's no chance for the poorer people, for their kids to get into a good school because corrupt behavior was everywhere, at all levels. But now, those people are saying, "Oh, thank President Xi Jinping, we no longer have these kinds of officials, bold enough to collect the 'red envelopes.'" In China, the red envelope is where you put the money to give to the doctor, so he will maybe be careful in doing the surgery for you; if he doesn't get the red envelope, you know, maybe he's not as careful in your surgery.

Now, those things are no longer there, especially among officials. And we also have the anti-poverty campaign.

Economically developed green economy and ecological progress. So, from "speed matters" now to "the quality matters." Before, in Deng Xiaoping's time, we had a slogan, "Only development matters: Development, development, development; GDP, GDP, GDP." All levels of officials, they just concentrated on how much GDP growth rate they achieved, otherwise there's no hope for their promotion. But now, GDP no longer matters: quality matters! So our environmental protection ministry is very powerful. They will go to different provinces to check on pollution. So if you are not concentrating on quality, you will not get your promotion anyway.

In Deng Xiaoping's time there was a very famous slogan—these are the words of Deng Xiaoping: "No matter whether it's a white cat or black cat, as long as it catches the mouse, it's a good cat." He was referring to the fact that no matter

whether it's the capitalist way or socialist way, as long as it can make our GDP go forward, we'll take it. But now, people are saying "Black cat or white cat doesn't matter at all, we are far beyond that ideological thinking, but now it should be a Green cat." We cannot suffer from this pollution, and there's a lot of very bad air pollution.

One of our Party Congress documents talks about establishing the "beautiful China," so you can see a blue lake, a blue sky, very clean water, fresh air—those things we used to have before. But, after "development, development, development," you have money in your pocket, and you have to pay to put on your face mask [to protect against air pollution]. So, what's the meaning of life?

It just like a person, people were saying, before you reach 40 years old, you sacrifice your health to chase after money; but after you reach 40, you spend all the money you accumulated, trying to get your health back! That's the significance for China: Before we were sacrificing our sky, our blue sky, clean water, to chase after GDP. But now we have to use all the money in the GDP trying to get back the blue sky! That's the vicious circle.

How to pay attention to this quality issue in economic development? We made another change, which is a a production-driven economy to the innovation-driven economy. The pollution comes from what kind of thing? Coming from "Made in China"—China serving as the world factory, where everything was "made in China," so everything was spent in China, and pollution was left in China. So the world factory caused this pollution. We no longer want to be the world factory, we want to be the world's office, like India. The India President for instance said his country is a world office. We also want to be the world office.

Now, the world factory is also OK, but we need to improve, from those polluting ones, to becoming a very clean



industrialization. So that is how to balance this growth and development, and inclusive development. Not to have only GDP growth rate with poor people and migrant people being chased away from the capital city. So, we have to be inclusive. All of these environmental developments, domestically speaking, this world of 2050, and internationally, are in the China One Belt, One Road initiative.

On One Belt, One Road, I don't think I need to go into detail, because when I entered this conference room, I saw lots of books over there [The New Silk Road Becomes the World Land-Bridge]—maybe I'll do some advertisement for those books—they are very rich for the world One Belt, One Road. So, I'll skip over that.

## **The Three 'No's'**

Earlier, we were talking about the peaceful rising of China, and then because maybe some American friend said “it's very aggressive,”—“peaceful rising, it's very aggressive.” And it's not so nice to the ear, so we changed the name to “peaceful development.” So when our American friends put forward the Asia Pivot, we also thought it was quite aggressive, Asia Pivot. And so they also very nicely changed the name to the “Rebalancing Asia.” So you see, we both changed and could meet in the middle.

So, from “peaceful rising” to “peaceful development,” is the guideline for China's diplomacy, but some people have noticed, saying in Deng Xiaoping's time, Chinese policy seemed more or less to keep a low profile, and then in Xi Jinping's time, it seems more becoming active somehow, making more contributions to the world. Probably, yes, that's right. When you have the capacity, maybe you should make more contributions.

Let's skip over and go to the “Three No's,” the three things we will not do: One “No” is “no intention to rely on so-called new colonialism.” We have been labeled as the “new

colonialists" in Africa, but not even our African friends have had the right to say whether China is the new colonialists or not. So I have no right to say that—our African friends have the right.

And secondly, the second "No," is no intention for military expansion, and war like Germany and Japan did in the Second World War.

And no intention to ask for the "China model" or to pursue ideological confrontation.

So those are the Three No's to explain why China's policy is peaceful development.

## **The Industrialization of Africa**

Let's quickly go to the One Belt, One Road: This is just what I call—this is not official, it's what I call it—I think this is a 1.0 version of One Belt, One Road, because all those things you see, the Maritime one and the Silk Road continental one, go through 64 countries. In this 1.0 version, only Egypt is from Africa, among these 64 countries. But now, I think One Belt, One Road is entering 2.0 version—that is, now facing all the countries in the world. As President Xi Jinping mentioned to the Latin American countries, "you are all welcome to join the Belt and Road." In the Chinese "40 Minutes," Xi said, all the African continent is now on the map of the One Belt, One Road, the whole African continent, especially after the May Belt and Road Summit in Beijing had taken place.

So now, its face is open to all the countries in the world, now it's inclusive. Any country that would like to join, I would like to say. You see, these are two leaders in the world: People are saying "America First" is the idea. You see from abroad, Trump in the White House saying, "America First." If anything is not too good for America, it's not good at all. But, for President Xi Jinping, the One Belt, One Road is to

make the world better. It's not, "make China better," because with all this Belt and Road, the Chinese foreign exchange reserves, we're now enjoying the number-one highest foreign exchange reserves in the world.

So, we're going to use those foreign exchange reserves to build all those roads—connectivity! Connect China and other countries to join together, to build trade. And there are three connectivities we are talking about: First is the policy connectivity, China's One Belt, One Road initiative is relevant to countries, their own development strategy. For example, Ethiopia. Ethiopia has now been named as the "next China" on the African continent. It's not my invention, these words—many scholars have been published talking about which country in Africa is going to be the China in Africa, which means, developing faster! Faster and leading other countries forward. Most of them refer to Ethiopia.

Ethiopia has now reached an GDP growth rate, last year, as high as 8%, but the whole rest of the continent, especially the oil rich countries, are suffering from lower oil prices. So they have developed an industrialization strategy; their strategy and the China strategy should be connected. One is called the policy connectivity.

One is to make the world better, another is to make "America First," America better. So we look for the world, and America now looks for America only. That's the difference.

This is the connectivity—"policy coordination," our policy and the relevant country, not only in Africa, but policy connectivity first. And then, physical connectivity, to build infrastructure. Infrastructure to link the countries together. And then we push for trade, unimpeded trade. Allow me to share another number with you: In the world as a whole, there are 193 countries, but China serves as the number one trade partner with as many as 128 countries! So, we are based on economic growth, based on export, based on trade. Now Chinese

President Xi Jinping is holding high the flag of free trade.

So free trade and also inclusive globalization. When he joined the World Economic Forum in Davos, earlier this year, this is the first time a Chinese President had joined the World Economic Forum; before that, the highest official was only the Prime Minister. When he joined that forum, he put forward two things that China wants to push forward: One is free trade, and the other is the inclusive globalization.

That is the trade we want to push for as global trade, and financial connectivity, financial integrity. China is pushing the One Belt, One Road to share its development with the world, and the way to push for such a major initiative was to establish what's called the AIIB, the Asian Infrastructure Investment Bank. This is a multilateral bank. And also the Chinese currency, the RMB, will also be widely used with those countries that are doing business with China.

And then, the people-to-people bond, that's another connectivity. So we're talking about five connectivities within this One Belt, One Road. People-to-people is very important. Before, China has been doing very well with the G2G, government-to-government, and then it has been doing very well with the B2B, business-to-business, but we have not been doing very well in P2P, people-to-people. Maybe Chinese people are very shy, so maybe that's one reason they're not very good at doing the P2P. So we should become more open and not so shy.

You know, in our education, like my son, all the way from primary school, kindergarten to the university, there's no debate in the classroom, you just take notes, take notes, about whatever the teacher is teaching. Take notes, take notes; no challenging, debating, raising questions. And we don't have political campaigns, so there are no such places for talking. There are lots of places for listening!

Anyhow, people-to-people contact, we need a lot of NGOs to go abroad.

## **Africa Is Rising**

So very quickly, let's move to Africa. In Africa, we have commitment, that is the FOCAC, the full name is the Forum on China-Africa Cooperation. This forum was established in 2000, and every three years there is a FOCAC meeting. The FOCAC meeting in 2015 took place in Johannesburg, South Africa. In that meeting, President Xi Jinping joined the meeting, put forward ten cooperation plans, and pledged the money—as high as \$60 billion—to cover all ten areas: industrialization, agriculture, infrastructure, finance, environmental protection, and more.

The Belt and Road is very good for Africa's job creation. A lot of money has been earmarked to use for the industrialization of Africa. Let me just highlight in my last two minutes, the two areas, like two engines—like in an airplane, if you want to take off, you need two engines: One is industrialization, another is infrastructure. Without good infrastructure, there's no basis for industrialization—short of electricity, short of power, short of roads, and then it's very hard to make industry take off.

We have done a lot. Africa now is rising. Before, Africa was regarded as a hopeless continent, more than 15 years ago. But now, with kite flying over, now it's Africa's rising time. You see this map from the IMF, only in those deep blue places do they enjoy very high economic growth rates in the past decade—Asia, and Africa. So those two blue areas have above 6% GDP growth rates. They are mutually serving as the engines for each other—Asia's growth coming from Africa, Africa's growth coming from Asia. A booming future, industrialization creating jobs. I am sharing with you a lot of pictures of Ethiopia's Oriental Industrial Zone. I visited that zone—there is a shoe-making factory, lots of jobs have been created. You see, I

visited that zone at least six times; every time I saw more business there.

Just to show you another infrastructure map: the Mombasa to Nairobi railway that was just finished at the end of May. We are going to build the second phase, from Nairobi all the way to Malaba in Uganda, and then that's an East African Community network. When this railway was finished—this is President Uhuru Kenyatta, saying this laid the foundation for industrialization. This shows people celebrating this railway connection, and this shows a man holding a paper saying “Comfortable, convenient, very soft, safe, and very beautiful.” And here, very beautiful at 100 years old, a grandmother. [applause]

Thank you very much.