

# ‘Oasis Plan’ for Southwest Asia: A World Priority

Nov. 24—There are two classes of infrastructure urgently required for Southwest Asia: First, emergency relief interventions of all kinds, to save lives—fuel, water, food, shelter, medical care.

Secondly, action is required on a comprehensive set of projects for long-term provision of water, power, housing, health care, education, and cultural

centers, to build the economic platform for agro-industry and all related activities for prosperity. Moreover, Southwest Asia, at the crossroads for Africa, Asia, and Europe, requires modern high-speed transportation.

To have this infrastructure drive, it is presumed that there must be an immediate ceasefire, a stop to Israel’s genocide and warfare, and the establishment of the Palestinian state, amid security for all in the region.

This is a world priority. For 75 years since the mandate for the two states, unlivable conditions have been imposed on Palestinians. Refugees in neighboring countries number in the millions—Jordan: 2 million; Lebanon: 250,000; Syria: 500,000. In addition, millions of Palestinians relocated to North America, Europe, and elsewhere.

## The ‘Oasis Plan’: Build Resources, Build Productivity

The task is to upgrade the resource base and productive platform in all respects. The “Oasis Plan” is what Lyndon LaRouche termed this approach in the 1970s and onward, as he called for an end to deadly geopolitics

The schematic map shows key elements of development for the population of 205 million in the immediate seven-nation region. Transportation features are not shown, but the idea is to provide modern local and intercontinental connectivity.

**Gaza** is the centerpiece. The map indicates a desalination unit on the coast. A major seaport is in order, backed up by a hinterland of thriving industrial and agricultural activity. The new construction from the ground up provides the opportunity for maximum interna-



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tional collaboration.

**Med-Dead, Red-Dead Conveyance and Power Systems.** Two priority water conveyances are the Med-Dead, and the Red-Dead. By pumping Mediterranean seawater into the Dead Sea Basin, it arrives at the latter to a drop of 1,312 feet (400 meters) to the Dead Sea, from which Pumped Storage Power Plants (PSP) can provide energy to cover the pumping, and to desalinate. The Red Sea conveyance is similar. A variation could convey desalinated water from the Red Sea to Amman, Jordan. One proposal calls for

the use of small, thorium nuclear reactors.

**Agro-Industrial Development.** New water sources define new corridors of irrigated agriculture, and industrial zones, including new cities. High-tech desert agriculture becomes practical.

Initiatives are being proposed in the region. In Egypt, the “New Delta Project” is a 114-km-long artificial river parallel to the Nile, to irrigate 1.5 million acres of new farmland. In Türkiye and Iraq, their “Development Road” project calls for a 1,200-km transport corridor, ending at the Grand Faw Port.

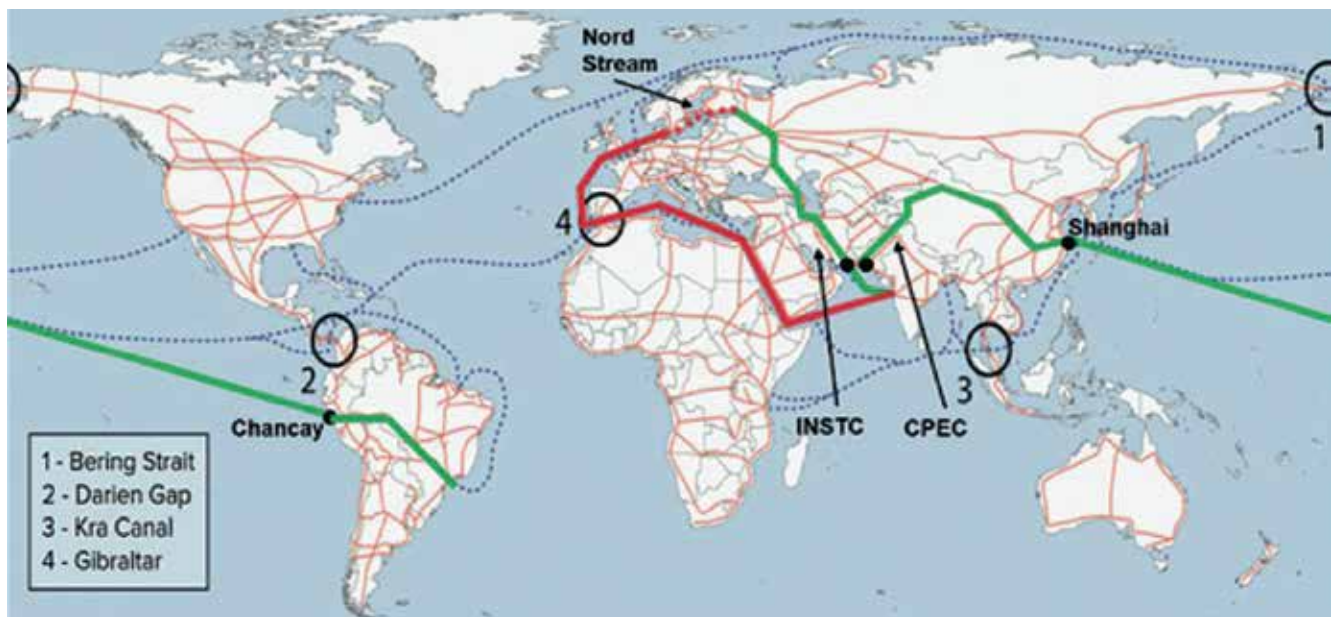
## Cross-Eurasia Corridors Benefit the World

Nov. 24—The successful impact of east-west transport corridors across Eurasia is well established. From the Trans-Siberian Railway in 1904 to the 1991 Eurasian Railway linking Russian and Chinese systems, and later the Belt and Road corridors launched in 2013, the benefits for freight and economic activity are undeniable. Thousands of train crossings now occur annually between China, Europe, and points in between.

Complementing these east-west routes are the growing potentials of north-south corridors. The China–Pakistan Economic Corridor (CPEC) and the International North–South Transport Corridor (INSTC) are connecting inland regions to the Arabian Sea, the Indian Ocean, and beyond, unlocking new avenues for trade and development.

CPEC is the single largest development project in the entire Belt and Road Initiative, and it is well

FIGURE 1  
**The Eurasian Land-Bridge**



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