

The New “Waterways and Sea Canals” Strategy in the “Continent of Asia” and Its Implications on the Global Map

Walid Nabil

Geography Department, Cairo University, Cairo, Egypt
Email: waleednabilalin@yahoo.com

How to cite this paper: Nabil, W. (2023). The New “Waterways and Sea Canals” Strategy in the “Continent of Asia” and Its Implications on the Global Map. *Journal of Geoscience and Environment Protection*, 11, 15-29.
<https://doi.org/10.4236/gep.2023.114002>

Received: March 1, 2023

Accepted: April 14, 2023

Published: April 17, 2023

Copyright © 2023 by author(s) and Scientific Research Publishing Inc. This work is licensed under the Creative Commons Attribution International License (CC BY 4.0).
<http://creativecommons.org/licenses/by/4.0/>



Open Access

Abstract

This paper reviews a strategic scientific proposal to dig and construct three navigable sea lanes linking isolated inland seas and blocked side bays and linking it with the open seas, to facilitate the movement of free trade and international navigation, and to break the captivity of geographically isolated environments, and to give a strategic advantage to some areas and sectors that are neglected politically, socially, economically and environmentally, and to adopt the strategy of establishing a marine channel between the “Caspian Sea” and the “Black Sea” through the “lands belonging to Russia”. On digging a navigational canal at the lowest cost in a plain area within the territory of Russia, with a length of approximately 600 kilometers (616 km), starting from the nearest bay in the Caspian Sea, passing near the city of “Pyatigorsk” to the city of “Sochi” on the Black Sea, while it comes: -The strategy of the waterway and the sea channel between the “Caspian Sea” and the “Arabian Gulf” through the “lands belonging to Iran” by digging and cutting a path in the rocks with a width of 100 meters and a length of about 700 kilometers, and at a time rate of less than 10 years, and this project will liberate all countries in the Caspian Sea, and the study concludes with the strategy of the navigational channel between the “Arabian Gulf” and the “Mediterranean Sea” through the two countries of “Iraq-Syria”, with a length of about 1350 km, and the world will benefit in the security, commercial and political fields.

Keywords

Navigational Corridor, A New Navigational Channel, Modern Geopolitical Science, Maritime Transport Strategy, Formatting, Style, Styling, Insert

1. Introduction

This paper reviews a strategic scientific proposal to dig and construct three na-

vigable sea lanes linking isolated inland seas and blocked side bays, and linking it to the open seas, to facilitate the movement of free trade and international navigation, to break the captivity of geographically isolated environments, and to give a strategic advantage to some regions and sectors that are neglected politically, socially, economically and environmentally, by liberating geographical thought; geographical restrictions and controls that have controlled man throughout history, are broken.

Let us first say that the science of **“Geography”** has no material value unless it is linked to strategic planning, and the two sciences have always united together for thousands of years, complementing each other, and even searching for each other if they separate a little, so what is the benefit of environmental knowledge without thinking about benefiting from it? For example: When a person noticed the spread of fertile lands around the rivers, the person rushed with an idea and a plan for permanent settlement and intensive agricultural activity.

It seems better to understand that the science of **“Political geography”** is concerned with the study of political phenomena with a geographical distribution on the surface of the earth, (such as the distribution of countries and their characteristics - the problems of political borders - the problems of refugee migration between countries - and others) (Nabil, 2013), and it is important to open many future paths for geography politics and international relations, and a deeper understanding of the requirements of the political map of the world and its relationship to contemporary geopolitics.

Although several strategic estimates and scientific visions are presented here in the **“Geographical policy”** that is possible to change from the **“little value of the geographical location”** to closed seas and dead-end bays, to modify it in a total way, and to add many new geographical characteristics to increase its importance, effectiveness and positive role in connecting the various countries of the world, but the principle of **“Benefit for all”** has been relied upon, so we will not be interested in any project with a limited return that harms the interests of some countries at the expense of others, because the **“Spirit of geography”** cares about people and the environment as a whole without prejudice or exploitation of others.

God knows how surprised we are whenever we imagine that these **“Strategic geographic visions”** have not been completed yet?! And how is it not already implemented?! Especially in the second half of the twentieth century, when many strong dictatorial governments prevailed, which sought with all force in the arms race, collision and domination of their surrounding vital regions, they were able to implement with full force and full speed, honestly we do not know the reason, although the leaders of these countries fought a lot of wars for the most insignificant reasons, but some of them broke out because there was no strong reason for the army to be preoccupied with it!

Each geographical situation will be monitored separately, and the expected effects of each of them, and we hope that these visions will reach the decision-makers and governors in the countries concerned with each project, and

that they will turn into **“Actual real projects”** that are being implemented as soon as possible in the current future.

2. First: The Strategy of the Waterway and the Sea Channel between the Caspian Sea and the Black Sea through the Territories Belonging to Russia and Its Impact on the Global Strategy

2.1. An Overview of the Geographical Area and Its Characteristics

Caspian Sea: It is a closed sea located in western Asia on an area of 371,000 square kilometers and it is the largest closed sea in the world, with a length of 1200 kilometers with a width of 300 kilometers, and a maximum depth of 1023 meters, overlooking There are five countries in the Caspian Sea: Russia, Iran, Azerbaijan, Turkmenistan and Kazakhstan. The sea suffers from a constant shrinking of its area due to evaporation and the decrease in the amount of river water that flows into it, the largest of which is the Volga River. In less than half a century, its area has shrunk from 424,300 to 371,000 square kilometers, until its area has now stabilized at 360,000 square kilometers. Its average depth is 184 meters, and its deepest point reaches 980 meters. The amount of one hundred thousand cubic kilometers is approximately estimated, and oil and gas are concentrated in separate places, including the **“Tengiz”** field, the second largest oil field in the world, located in the swamps of the northeastern shore of the sea in Kazakhstan. And gas fields on the coast of Turkmenistan around the city of Turkmenbashi (formerly Krasnovodsk) on the eastern coast of the sea ([Wikipedia Encyclopedia, Caspian Sea](#)).

What does the current area map say?

3 countries are located: **“Azerbaijan, Turkmenistan and Kazakhstan”** on the Caspian Sea, and they do not have any other sea outlet (semi-landlocked countries isolated from the seas of the world), and of course they suffer from the difficulty of draining oil, natural gas and all other trade exchange, while the countries of Russia and Iran have sea outlets others, but this sea suffers from international isolation, isolation, and diminishing political and economic weight, even with the presence of oil, due to the difficulty of external transportation, and the limited options and alternatives in transportation.

Topography maps of the region show wide plains between the **“Caspian Sea”** and the **“Black Sea”**; especially on the Russian lands separating them (which is the best and most likely area for the sea corridor to pass through).

2.2. General Description of the Project Strategy

The **“Topography map”** of the areas separating the **“Caspian Sea and the Black Sea”** says that it is a **“Plain, little-earthed”** area, meaning that it is suitable for digging a navigational canal at the lowest cost, and with great efficiency due to the lack of natural obstacles and obstacles. Bahrain, with a length of approximately 600 kilometers (616 km), starts from the nearest bay in the Caspian Sea

to pass near the city of “Pyatigorsk” to the city of “Sochi” on the Black Sea, which happens to pass in Russian territory (see **Figure 1**), To make “Russia” the full control over “Who and what passes through?” Who and what does not pass?.

It is necessary to provide hundreds of: The most recent huge large rigs, large transport vehicles, a huge machine to line the bottom and sides of the navigational canal with concrete, and the approximate need for what might be called a “Huge valve” to control the movement of the entry and exit of the Black Sea waters into the Caspian Sea, as it is likely that a “Current” will occur. A permanent marine water rushes strongly to the Caspian Sea, due to the different levels of Bahrain, and the low level of the Caspian Sea ([Wikipedia Encyclopedia, Caspian Sea](#)).

We expect that the time required to complete the canal will take between 5 - 6 years at most, at a rate of 100 kilometers each year, given Russia’s technical superiority, and the ease of drilling in the flat lands of a sandy and muddy nature as a whole.

It is better to construct several round or semi-round lakes at varying distances, to remove the points of engagement and facilitate the movement of marine navigation, and reduce their vulnerability to blockages due to navigational errors and accidents.

2.3. Who Are the Main Beneficiaries of the Project? And Why?

Everyone will benefit, including Russia, which has multiple sea ports. It will increase its effectiveness and its political, economic, military and cultural movements, and the new waterway will open a waterway for 3 countries: Azerbaijan,



Figure 1. The strategy of the maritime navigational route between the “Caspian Sea” and the “Black Sea” and its passage through the Russian lands and in a flat plain area.

Turkmenistan and Kazakhstan (Kazakhstan has a large area overlooking the Caspian Sea), and is this an easy thing? Are they the only beneficiaries? Of course not, given that behind these countries there are many semi-landlocked countries deprived of the coastal strip, such as the countries of: Kyrgyzstan, Tajikistan, Uzbekistan, Afghanistan, and the state of Armenia is located west of Azerbaijan.

2.4. What Is the Position of the “Black Sea” Countries? ... Who Gets Angry at Greater Investment Opportunities?

No one gets angry about the increase in investment opportunities, but all dangers stem from sudden movements and very rapid changes in the field of international politics, even if they are very beneficial, because **“Intense political friction leads to rapid ignition”**, in a clearer sense when navigation increases in the Black Sea and heavy traffic Through the **“Bosphorus and Dardanelles Strait”**, its strategic value will double, and it will make the state of **“Turkey”** a dictatorial master who will put his foot above the necks of the countries bordering the Black Sea and the Caspian Sea. Turkey may even suffer from the **“Desire of the Masters of the world arena”** to have more control over it, to close the passages Navy when needed.

2.5. Who Is Affected by the Project? And Why?

The trade routes and land transport arteries of the semi-landlocked countries that have just been liberated will be slightly damaged. It is not easy to change the direction of transport, its requirements and characteristics. Many elements of the infrastructure and organizational matters must be re-equipped to accommodate this large geographical shift.

“Your enemies will be jealous of you.” With this sentence, it is expected that you will find opposition and reluctance from the hostile forces of the countries bordering the Caspian Sea; especially those competing with **“Russia and Iran”**, and some foreign oil companies will also be affected. To enter some new competitors in the global arena.

3. Second: The Strategy of the Waterway and the Sea Channel between the “Caspian Sea” and the “Arabian Gulf” through the “Territories Belonging to Iran” and Its Impact on the Global Strategy

This strategy aims to connect the Arabian Gulf to the Caspian Sea by building a navigational canal in Iran, its equipment and planning requirements and its potential effects.

3.1. An Overview of the Geographical Area and Its Characteristics

The **“Topography Map”** of the southern banks of the Caspian Sea confirms the presence of a narrow coastal plain, followed by a continuous line of high mountainous areas in what looks like barriers between them and simple plains inters-

persed with a few heights, then large heights in central Iran until the slightly wide sea plains (compared to the plains of the Caspian Sea). Then the Arabian Gulf, meaning that the area separating the Arabian Gulf and the Caspian Sea is very rugged and very high in level, so the project is very difficult in principle.

3.2. What Does the Current Area Map Say?

Perhaps if you advised a country to dig such a channel, they would have told you that fighting the world is easier than that! (It is not intended to refer to the hostile spirit of any country), that is, the project is full of many obstacles and challenges, and it will need **“Thousands of tons of various types of explosives”** for the cooperation of many auxiliary drilling machines, hundreds of rock transport and removal vehicles, thousands of engineers and workers, and billions of funds, And a lot of effort and patience, and is this the only problem?, of course not! The difference in the **“High levels of the high mountain areas”** will lead to thinking about **“Building a navigational corridor with high and strong walls supported by heavy and dense rubble from the outside”**, Raising or lowering ships from the elevated navigational corridor, which will double the cost of the project, and the problem did not end at this point. Rather, the navigational canal is supposed to run and many **“Villages, roads and small towns”** (as well as semi-sacred places) are in its way. In other words, there is a lot of **“Compensation money”** to be paid from the budget of the shipping lane, which only a rich and powerful country will be able to do.

3.3. General Description of the Project Strategy

The shortest distance between the **“Caspian Sea and the Arabian Gulf”** should be followed, with a length of approximately 700 kilometers, and any curved path should be avoided (*see Figure 2*), and all obstacles, including the removal of shrines and holy shrines, should be sacrificed, and the navigation channel should be some 100 meters long. Approximately (based on first taking the recommendations of the shipowners in the Caspian Sea), +100 meters on both sides to create a **“land road that goes with the canal”**, and **“The railway line”**, which makes the target drilling area up to 200 meters, and a strategy should be adopted Drilling in the mountains The crushing section should be in the shape of the letter **“V”** to avoid rocks falling on ships at the time of passage, and planning to remove a lot of large-sized stones in the way of drilling, and building **“Several locks to raise and lower ships”**, and electric stations next to them to meet their energy needs, and build A lot of **“Security, defense and intelligence centres”**, as well as **“Ship guidance centres”**, **“Wide lakes for storage of ships”** (to avoid blockage of the stream in case some ships run aground), and the construction of some **“Tunnels and bridges for vehicles crossing”** over the canal for navigation and **“One or two airports”** next to the stream,” and **“two large seaports at the entrance and exit c channel.**

What about the expected completion period of the project? We believe that



Figure 2. The route of the navigational corridor between the Caspian Sea and the Arabian Gulf, following the shortest route. (It passes between the city of “Bandar Daylam” near the Persian Gulf, then reaches the mountains and crosses the desert to the coast of the Caspian Sea near the city of “Mahmoudabad.”)

the period of excavation and construction is very difficult to go **“At the speed of 100 kilos of excavation in solid rocks every year”**, that is, it is almost impossible to complete within a period of 5 - 6 years, but it should not exceed a period of **“10 years as a maximum.”** (At a speed of approximately 60 km per year) Why? Because the longer time goes on, the easier it is to cancel it, and it is also easy to overlook it with successive governments, different challenges, and changing political positions.

Iran needs to establish an independent administration for the canal project, and special laws to facilitate the work, including exempting the company's imports from taxes and customs, the ability to remove and remove personal belongings from lands, homes and other buildings, allocating hundreds of carts to carry large stones and rock-cutting machines, and establishing points for collecting chips rock in every sector, due to the possibility of benefiting from it and turning it into a basic material in building new cities for the temporary drilling workers and the administrative apparatus, and it is possible to request some financial assistance as grants that are not received from most of the countries benefiting from the project, especially the other countries of the Caspian Sea, and it is also easy to involve the countries of **China** and **Russia** In the field of drilling and subsequent technical services.

3.4. Who Are the Main Beneficiaries of the Project? And Why?

Who will benefit more economics or tyranny and political bragging? If a **“Single channel to break the captivity of the Caspian Sea”** is established, then the economy will gain and make little progress due to the limited number of countries bordering the sea cases, and therefore assistance and funds must be requested from them in order to make the project a success.

3.5. Who Is Affected by the Project? And Why?

The great powers and the competing western interests with **“Iran and Russia”** will be harmed to break the bonds of Russia and the strong Russian launch in the Arabian Gulf, and the Gulf Arab countries may fear, but politics taught everyone that everyone should always look for **“Opportunities to take advantage of every new change and change in political attitudes and geographical conditions”**.

Arab countries may be harmed, but commercial thought will profit from **“Opening new markets”** as a result of the establishment of these corridors, and this navigational channel of great strategic importance will make Iran fear its closure, and because the rich man fears for his money from losing, it is best for everyone to improve relations with each other.

3.6. Whatever the Official Channel Name ... It Would Be Considered a Dangerous Marine Channel with Many Faults

It is useful to mention that this **“Navigational corridor”** has a unique characteristic, which can be called and described as a **“Dangerous marine channel with**

many faults”, how? And why? Because passing through a narrow corridor surrounded by high mountains could cause the slightest error or deviation in the route to collide with the rocks, not just drifting in the sand, and it is very easy for the **“Narrow passages between the mountains”** to be naturally blocked by the impact of torrents and floods, and by less Acts of sabotage, such as a **“Terrorist”** carrying a backpack and walking confidently along the side of the canal, then taking out a liquid or substance that does not arouse suspicion, and planting it in the **“Narrowest choke points”** to detonate the explosive device, and blocking the channel for several days before the rescue forces and machines can Excavations remove suspended rocks and open the way for international navigation.

It is expected that the Iranian channel will lead to several major changes in the region, and indeed in the entire continent of Asia and the world. It will activate the movement of earthquakes and the tectonic movement of the continental plates in the region as an inevitable result of breaking a long line of rocks. Russia and the rest of the Caspian Sea countries will also appear as one of the most dangerous new players in the Gulf. Arab and global politics, and international conflicts and disputes will get hotter, and the balance of power and the countries that dominate the world will change, to reduce the American hegemony in the region, and the oil and natural gas market, its characteristics and arrangements will change, and the global trade movement will activate.

4. Third: The Strategy of the Waterway and the Sea Channel between the “Arabian Gulf” and the “Mediterranean Sea” through the Two Countries of “Iraq-Syria” and Its Impact on the Global Strategy

4.1. An Overview of the Geographical Area and Its Characteristics

We are talking about two Arab countries separating the Arabian Gulf and the Mediterranean Sea, **“Iraq-Syria”** Each of them has independent sovereignty. All decisions and all arrangements must be taken together. Perhaps a party or a **“Sponsoring state”** from the same region will undertake persuasion, conciliation, and scientific and technical assistance. It is possible to assume, for example: **“Egypt”** or **“Saudi Arabia”** this task.

4.2. What Does the Current Area Map Say?

It is better here to look at the sectarian map, sectarian conflicts, the civil war in the region, the control of armed groups over the peripheral areas of the state, the affiliations of the rebels and the main leaders affiliated with them, and the actual leadership that controls, even from afar, the entire situation, and we can see that the major regional countries surrounding the region control In many public and secret matters, especially **“Iran-Turkey”**, and therefore the **“Enemies”** must be **“Convinced”** by the **“Owners of the sea canal area”** of the importance of the project to them as well, to avoid reluctance, to facilitate work in its various stages, and to obtain a lot of aid, exceptions and secret services And the public, and

the enemies will not be convinced except by making several types of concessions, giving some bribes, and offering some temptations.

What about a **“Topography Map”** of the area? It is noted that the floodplains extend in central Iraq and the desert in the western region, which continues to dry in eastern Syria, in a flat manner, and with great emptiness for major population centers. The project requires **“lining the course of the canal with cement”** to reduce the intrusion of sea water into the desert and the pollution of the underground water, which will raise the costs of the canal!

4.3. If the Navigational Channel Is Established, Will There Be a Phenomenon: The Neglected Coastal Area during the International Navigational Traffic? Why? And What Is Its Danger?

We will simplify the idea as follows: -The approach and method of saving water in regular tanks is followed by keeping a designated part at the bottom almost unexploited. We can name it as the **“Area of heavy impurities”** as a neglected area during the movement of water entry and exit, and therefore the areas that are located far away, even if by a kilometer One meter on the **“way of international navigation in the sea canal”** you will suffer great neglect, because the **“Banquet hall”** rests in the neighbour’s house, which is the first house on the way after crossing the woods, who will come to the end of the village to revive trade on the **“Festival day”**!?, so what? Countries are jealous of: -The neighbors’ gains are too high, which will re-arrange and calculate the strategic balance in their favor, so that they start raising troubles and problems to extend their influence and control and to the gradual and continuous acquisition of rich areas.

Where does this phenomenon lie in our estimation?, in the **“Commercially dead zones”** in part of the Iranian coast, in the “northeast corner of the Arabian Gulf”, and also in the **“Far northeastern Mediterranean”**, that is, the Turkish coast, and therefore the problem must be addressed before it occurs.

4.4. General Description of the Project Strategy

What crazy person would believe that what we are asking for is digging a **“Navigational canal with a length of about 1350 kilometers,”** even if the work is divided into two countries!?, so what?! We believe that the former President **“Saddam Hussein”** when the **“Iraq-Iranian war ended almost in a tie”** in the nineties of the twentieth century, did not find anything tempting him with great goals and occupied his bloated army other than the **“Invasion of Kuwait”**, so was the idea of **“Digging the Iraqi-Syrian canal”** that would prevent many From bloodshed and hundreds of thousands of deaths? Because “hard goals” are the best thing that occupies revolutionary entities.

Iraq and Syria are no longer as strong as they were in the past, but **“Drilling machines”** have developed and swelled more than they were before, meaning that drilling has become **“The easiest geographical task”**, especially in flat

desert lands, and it is necessary to think about addressing the major manufacturers of drilling and lining machines canals. For the possibility of inventing a huge machine dedicated to the purpose of digging and lining with a width of 100 meter, will facilitate the work and greatly speed up its rates and its overall completion.

The **“Iraqi-Syrian navigational canal line”** must run in western Iraq, in the desert region, because it is devoid of people, and to facilitate its development due to the effects and interactions of **“International ship traffic”**, and as a result of the passage of land roads linking the region, and the canal must run in eastern Syria in the regions desert (see **Figure 3**).

The security situation in the region dictates that **“The military forces are accompanied by engineers, workers and giant drilling machines”**, and the continuous progress step by step in digging the navigational canal will gradually impose full security, region after region, and **“Illegal armed groups”** will be divided into two parts separating them. The canal, to impede their movements, communication and supplies, and their forces wither quickly.

4.5. How Will the “Navigational Canal” Cross and Cross a Border Area between Two Countries?

There are several different visions and alternatives that one can choose from (see **Figure 4**), as follows: -



Figure 3. The route of the navigational canal between the Arabian Gulf and the Mediterranean Sea through the countries of Iraq and Syria. (From the Iraqi port of “Al-Faw”, to western Iraq, then crossing the political border to enter Syria to the Mediterranean Sea between the cities of “Lattakia-Banias”, and it is possible to establish a local side branch of the marine channel to enter the territory of the State of Jordan.)

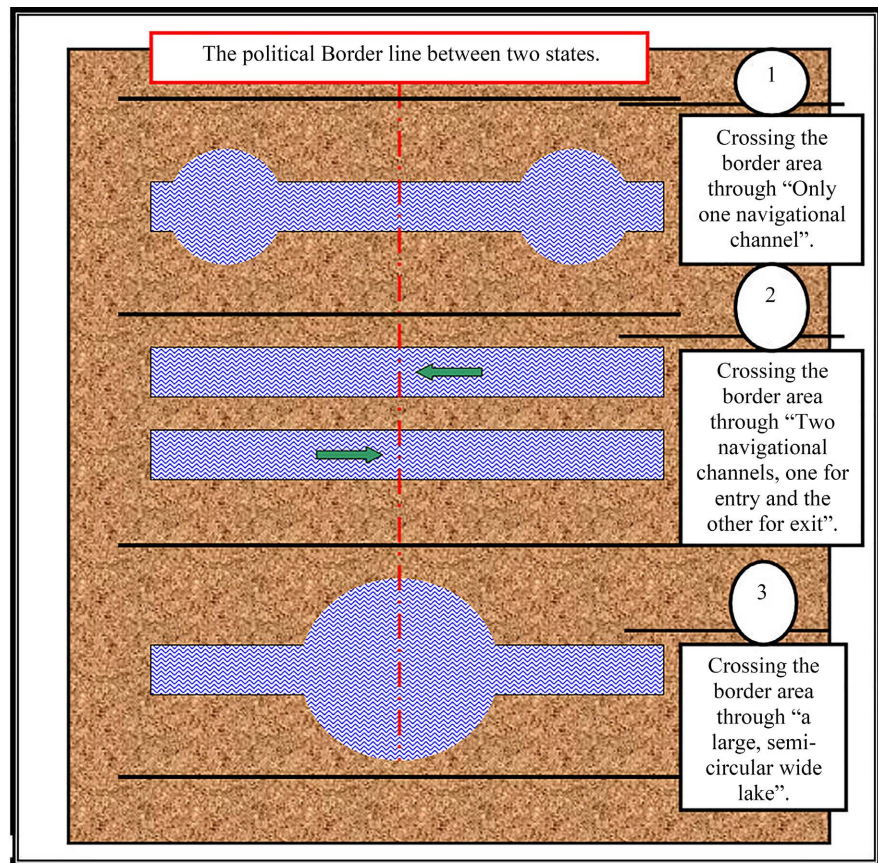


Figure 4. A detailed approximate hypothetical model of how the “navigational channel” and crossing a border area between two countries would function? Source: Prepared by the researcher.

- **Crossing the border area through “Only one navigational channel”:** Among its advantages is reducing the point of entry and exit and full control over the crossing process, and among its disadvantages is the great possibility of being blocked by sabotage operations, natural phenomena, or as a result of regular maritime transport accidents, and here it is necessary to establish a lake In every country close to the border line, ships are assembled, inspection activities and customs duties are carried out.
- **Crossing the border area through “Two navigational channels, one for entry and the other for exit”:** among its advantages is the facilitation of maritime traffic for ship captains, and its disadvantages are the high cost of drilling and accompanying facilities, the doubling of the area of marine areas for crossing borders, and the possibility of exploitation in smuggling activity and hostile actions.
- **Crossing the border area through a “Broadening semi-circular lake”:** one of its advantages is the sharing of construction costs between the two countries, facilitating the movement of sea freight of all kinds, avoiding blockage of the stream between the two countries, and creating a picturesque area for those wishing to engage in foreign tourism, although it constitutes a problem for

the administration Customs and controlling the crossing of political borders, and therefore they are the least of them in terms of interest and trade-off from a practical point of view.

What about **“Iran”** with what will the navigational channel prepare it for?, It is easy to negotiate with Iran in exchange for **“extending the Iraqi coast on the Arabian Gulf”** (the port of **“Al-Faw”**) in exchange for giving Iran the same area in some selected regions along the Iraqi-Iranian border from the inside (Most of them are mountainous areas), and mediate with all the warring parties in the region, to withdraw the fighters, and to replace them with their own manpower.

Turkey what will you gain?, it is possible to shift the course of the canal away from the point closest geographically to the Syrian coast; This is by moving the port to more than 100 kilometers near the Turkish border (The media will claim that the path has bent due to unsuitable geological formations if a straight line is followed) to facilitate the establishment of marine development projects, the establishment of several new auxiliary ports and the flourishing of free market activity in Turkey., in return for the withdrawal of its elements from Iraq, as well as Syria, and the signing of political guarantees for the water rights of Iraq.

4.6. Who Are the Main Beneficiaries of the Project? And Why?

What will it offer to the state of **“Iran”**? The channel will allow easy communication, transportation, logistics and supply for their military wings in Syria and Lebanon. The channel will also attract Iranian manpower, and it is possible to absorb at least **“A million Iranian manpower at least”**, etc. From relieving the hardship of the Iranians + providing job opportunities for internal unemployment (if it withdrew its forces + it calmed down).

One of the offers that can be made to Iran is Arab mediation with Europe and the United States of America. To freeze some economic sanctions (Albeit unofficially) and to condone some practices related to commercial activity, to relieve pressure on the Iranian citizen and internal life.

Will the marine canal benefit the state of **“Jordan”**? Of course, how will multiply the various strategic profits of the countries of the region? It is possible for Jordan to apply for the establishment of a **“Sub-navigational channel”** entering its territory, (it is noted that an international road between Jordan and Iraq passes through the same sector) to turn into a country with feet on the Mediterranean Sea and the Arabian Gulf.

It is interesting that the **“Declining value of the commercial and strategic Suez Canal for Egypt”** turns into a realistic long-term advantage! How?, Due to the existence of a new competitor that relieves pressure and hostile ambitions to control, subjugate or occupy Egypt, to redistribute the dangers, and to redraw **“Gobal strategies”** again.

4.7. Who Is Affected by the Project? And Why?

Egypt: Suez Canal revenues drop between 15% - 20% of annual traffic fees,

which is a percentage subject to loss and sacrifice. If the financial and strategic gains are many times that, it is easy to compensate Egypt, in many ways, including opening the way for the movement of the Egyptian labor force (it could absorb about 5 million approximately) and giving Egypt a great opportunity in investments, constructions and future management of the Iraqi-Syrian channel.

5. Conclusion

What is the **“Actual first step”** in the implementation of these great geostrategic projects? (If the project is limited to one country that is being carried out on its territory), it is enough for you to approach **“The ears of the country’s leader”** and whisper, saying: **“This project will enter you in history as the greatest who came to rule this country with achievements beyond imagination”** and smile in his face with kindness and confidence; to ensure the rapid and complete approval of the project, no matter how high the cost and the greater the obstacles, and in this way or similar, most of the huge projects in the world have been completed.

The **“Second step”** (if several countries participate in the project because it takes place in their territories) comes with a **“Meeting of heads of state”** and then their **“Initial approval”**, followed by the “third step” with a meeting of a **“Specialized committee from the two countries”** that includes senior military leaders, experts in the military field, lawyers and intelligence men bring with them **“Detailed maps of the Al-Masrouh area”** to draw the **“General line for the course of the project”**, which is a difficult and long stage for everyone, and their continuous desire to achieve the highest strategic gains at the expense of the other party.

The “third phase begins with a field visit” when the **“Specialized executive committees”**, accompanied by the previous committee, begin to trace the **“Project path on the map”** in order to make several adjustments to **“Draw the agreed final line”**, such as avoiding splitting a village into two halves, or the coincidence of the presence of some houses or government interests and agricultural and mining areas to avoid harming them, and they may listen to the people of the region a little, wanting to know their opinion and reunite them, and of course the supreme interest will prevail over everyone, and the demands of the residents will be completely ignored, and **“Secret bribes, most of them in the form of gifts”**, will intervene here: “Expensive + luxurious dining tables + fun parties and nights” in consensual persuasion, and “resolving controversial issues and resolving points of contention” gently, and as quickly as possible.

What after the agreement? The **“Actual implementation phase”** comes, so that the work proceeds according to the established timetables, and endures many hardships and obstacles in order to **“Achieve a great goal”**. In countries with **“Half-god rulers”** (repressive countries), a **“Legendary opening of the project”** must take place. It was lavishly lavished, and with a great media fanfare that exceeded the size of the real event, and greatly inflated its value. This is how

things went throughout history.

I hope that **“International intelligence agencies”** will pay attention to these ideas, visions, and strategic applied geographical reflections, and adopt them, and look for areas of joint collective cooperation, and new ways of public profit and collective victory over **“The hardships and disadvantages of various geographical phenomena”**, because the notorious expansive science of geography known as **“Geopolitical”**, It can benefit all, rather than selfishly serving only one country at the expense of its neighbours, because Geopolitics has a **“Beautiful dream of a better world for mankind”**.

Conflicts of Interest

The author declares no conflicts of interest regarding the publication of this paper.

References

Nabil Ali, W. (2013). *The Future of the Political Map of the World: A Study in Political Geography, Dar Al-Warraq, Jordan.*

Wikipedia Encyclopedia, Caspian Sea. https://en.wikipedia.org/wiki/Caspian_Sea