"I would like to go from New York City to London. By car. Before the end of my life, I would like to drive from New York City to Alaska and go through the AmerAsian Peace Tunnel across the Bering Strait, connecting the United States with Russia. From there, I plan to drive south along the trans Siberia highway and cross over the (existing) bridge to the southern Japanese island of Kyushu and from there, through the Korean-Japan Friendship Tunnel. Going through the open borders of the Korea's, I plan to than drive through China, India, Pakistan, Afghanistan, Iran, Iraq, Syria, Israel, Egypt and all of north Africa to Morocco, where I plan to drive through the EurAfrican Friendship Tunnel, ending in the southern tip of Spain, just south of Gibraltar. From there, I plan drive north to France and finally to England, via the 31.3 mile long "Chunnel", which has a special train to carry automobiles under the English Channel. I want to do this, in complete safety, through limited or open borders". I admit that in today's world, what I have just described seems utterly inconceivable; perhaps the unattainable dream of an idealist. On the other hand, consider that in 1939, the thought of a completely open Europe, without boarders, would also have seemed totally impossible. In August, 1989, who would have dreamed that in just one month, the borders between "east" and "west" Germany would be gone forever? Yet what seemed impossible is reality today. The Trans Global Highway can and will eventually be constructed, in one form or the other. Frank X. Didik, New York City, May, 2006

The road outlines are tentative and are designed to utilize the existing highway grid. Thus many more arteries than illustrated above, would be connected to the backbone of the Trans Global Highway. Not clearly shown in the map above is that North America and Asia are to be connected by the Bering Strait Tunnel.

The Trans Global Highway would physically link by highways and by rail transport, all continents and major population centers, with the present exception of Australia, which, in the future, may be linked via very long suspended, pre-formed, suspended underwater tunnels from extending from the Philippine island chain.

From a human point of view, the advantages of the Trans World Highway are enormous. First, it would allow rapid transport of raw materials and finished goods from near and far. In addition, the Trans Global Highway would offer a conduit for gas, oil and water pipelines, as well as communication and electric power cables. It should be noted that fresh water is a major issue among arid areas, throughout the
The Trans Global Highway would undoubtedly increase global security through mutually dependent trade and commerce. As with almost all major public works projects, such as the Suez Canal, the Panama Canal, the Chunnel, the Alaska Pipeline and others, many people will argue that the tunnels, bridges and roads are not necessary. Some may present counter arguments stating that existing air and sea transport is just fine. Further, the cost may at first, may seem astronomical, but in retrospect, every one of these visionary projects has greatly helped mankind in commerce and progress. Ultimately, the Trans Global Highway will be constructed, in one form or the other, but we have an opportunity to start with, at least the ground work of planning, today. The primary obstacles are not technical, and not even financial, even though the costs may seem high. The real obstacle to the construction of the Trans-Global Highway is political. Many bordering countries are presently at odds with one another, and may not be willing to allow a free moving highway to run through their territories, even with the potential of vast economic benefits.

From a technical point of view, the entire road and rail network is feasible, utilizing the engineering, materials and technology of today. At first glance, the development obstacles of the Bering Strait tunnel may seem insurmountable, but this is not the case. The Bering Strait Tunnel would consist of 3 tunnels connecting Alaska and Russia by going through two islands (the Little Diomede(USA) and Big Diomede (Russia)). The longest single tunnel would be 24 miles in length. Though the tunnel would be an under water suspended tunnel, it should be noted that the Bering Sea at this Strait has maximum known depth of only 170 feet. It is proposed that the tunnel start on the US side, from the town of Cape Prince of Wales, which has a population of 156 and about 80 buildings, including a large school, streets and general store, and end at the Russian settlement of Naukan or 2 km north at the Dezhnev settlement. It is further proposed that the tunnel pass through both Little and Big Diomede islands which can be used for ventilation shafts and possibly as a relief station. Both Little Diomede (USA) and Big Diomede (Russia) have been occupied for hundreds of years. Little Diomede has a Inalik native village with a population of about 200 and has a high school, store, Post Office, a community hall and many residences. The terrain of Cape Prince of Wales is very similar to the rolling grassy hills of Scotland and the gentle hill ends at a flat area at the Bering Strait with a very nice beach. The terrain of the Diomedes as well as the Russian Asiatic mainland is similar to the fjords of Norway, though the tops of the hills again are very similar to the rolling grassy hills of Scotland. Archeological findings, date back to over two thousand years. There are relatively flat areas along the coast of Russia, around the proposed exit of the tunnel, that would be ideally suited for a major highway and rail transport. In the winter time, the surface of the Bering Strait is frozen and it is possible to walk or even drive across the Strait, however, this is very dangerous, not to mention that crossing would be going across international borders. The tunnel would not be
affected by the frozen Strait and tunnels under similar conditions have been constructed world wide.

It should be noted that presently, there are many tunnels around the world that are as long as the longest tunnel needed to complete the Trans-Global Highway. The "Chunnel" linking England with Europe is approximately 31.34 miles (50.45km) long, the ocean tunnel Seikan linking Hokkaido with Honshu in Japan is 33.46 miles (55.86km) long, while the new Swiss Gotthard tunnel through the Alps, currently under construction, will be 35.7 miles (59.60km) long. There are in fact, 5 tunnels over 30 miles in length, in existence today.

**Path of the proposed AmerAsian / Bering Strait Tunnel**

The Trans-Global Highway would include:
1. Road transport
2. Railroads
3. Oil and gas pipelines
4. Electric and communication cables
5. Fresh water pipelines which could potentially minimize the effects of global warming.

The Bering Strait is named after Captain Vitus Bering of the Imperial Russian Navy, who was sent by Peter the Great, in 1725, to explore the ocean surrounding the eastern most reaches of Russia.

Japan could technically be connected with mainland Asia via five tunnels extending from the city of Fukuoka on Kyushu to the port city of Pusan in Korea via four islands. The maximum ocean depth in this area is 480 feet. It is also feasible to connect Japan to mainland Asia by constructing two tunnels extending north from Hokkaido to Sakhalin Island, which would be 25 miles (42km) long and a second tunnel from Sakhalin to the Siberian Russian mainland, which would only be 4.2 miles (7km) long. Recent estimates are that as much as 20 million tons of goods, manufactured in Japan could be shipped overland via the Russian railroad system, bypassing the current costly shipping costs, that include transit through the Suez Canal. There is a major financial...
incentive to build the Hokkaido Sakhalin-Siberian tunnel. It should be noted that the Russian standard gauge railroad tracks have a slightly higher gauge than the global standard. Thus the rails on the Russian gauge tracks are approximately 8" (20cm) farther apart than the rest of the standard gauge rails. This system was adapted to have a wider footprint, to minimize sinking in the soft summer soil in the tundra region (though some historians have also stated that this "non-standard" was adapted to prevent foreign armies from quickly using Russian tracks in the event of war. Prior to the 1905 Russo-Japan war, the Chinese railroads, which Russia built, also used this wider gauge. After 1905, when the Japanese took over the Chinese rails, the Japanese rebuilt the rails to conform with the global standard, which Japan had adapted. Today, railroads employ various techniques to overcome this inconsistency including the addition of undercarriage hubs. One example of how conflicting gauges are dealt with is shown below in the photographs shot by the author in 1971. Perhaps a better, automated solution would be to use flat cars designed to use the global standard 40 foot (12 meters) and 20 foot (6 meter) shipping containers. These containers could be potentially loaded from one gauge flat car to another gauge flat car in literally seconds. The author was amazed by the speed in which container ships were loaded and unloaded. Similar special technology can be engineered to do the same with railroads. The Sakhalin Island has an advanced and extensive rail system. Further, the Sakhalin Island region is very wealthy, being one of the major oil producing regions of the world.

**Example of how the Russian gauge railroad cars can be made to run on European gauge track.**

These photographs were shot by the author in 1971 when he was just a child, while traveling in Wiebligen, western Germany, interested in model electric trains. Click on any photograph to enlarge. Use your back key to return to this menu.

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**Dealing with the snow**

Much of the arctic region has limited snowfall and can be controlled and handled through conventional rail and road snow removal techniques. In certain areas of high snow fall and accumulation, it may be possible to construct steep roofed, prefabricated, inexpensive snow roofs along the length of the effected track or road.

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Turkey, which is situated both in Asia and Europe, is presently linked to Europe via two bridges. A third bridge is presently at the beginning phases of construction.

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This illustration is based on the 1929 proposal to link Spain with Africa, just south of Gibraltar. With some slight modifications, and a much wider (though not longer) tunnel, Europe and Africa can finally benefit quickly and easily from one another.

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The AmerAsian Friendship Tunnel would consist of 3 tunnels, with the longest being 23 km. The tunnel could be built in 10 years at an estimated cost of 5.5 Billion (thousand million) U.S. Dollars.
The photographs below illustrate the terrain of northern Alaska and Canada, where photographed by the author, while flying in a commercial airline from New York City to Japan, in February, 2003. This seemingly harsh terrain in fact is crisscrossed by roads and even small airports. The terrain in Alaska and Russia, around the Bering Strait is slightly less rugged. Existing paved roads exist in both Russia and Alaska within a few miles of the Strait. These roads can be widened to form part of the Trans Global Highway. In the summertime, much of this area is spectacularly green with tall grass. It may be possible to encapsulate the expanded and enlarged roads and rail links with a network of inexpensive overhead prefabricated protectors.

Click on any photograph to enlarge. Use your back key to return to this menu.

**GLOBAL WARMING**
A possible solution for Global Warming Issues and concerns.

Recently, there has been concern in the media that the earth is getting warmer and this has been referred to as "global warming". Some people have gone so far as to state that the Arctic and Antarctic ice caps are melting and that the coastal areas will be under water in the near future. Weather or not these dire predictions are correct, the fact is that the Trans-Global Highway could act as a pathway not only for railroads and vehicular traffic, but also for oil, gas and water pipe lines. Fresh water could potentially be piped from the fresh water rich northern regions to the arid parts of the world. Overnight, issues regarding water usage could be solved. Presently, there are a number of areas in need of additional fresh water including the western states of the United States, the Middle East, central Africa and Central Asia. The Trans Global Highway, with fresh water pipelines running beside it, would be able to relieve the need for rationing water.

In regard to "Global Warming", it should be noted that historically, earth does seem to go through long warm-cool cycles. For example, 1100 years ago, southern Greenland still had trees, but these died out as Greenland became progressively colder between 900 and 1100AD. Today, it seems that we are indeed entering into a warmer period. It should also be noted that ice melting on water does not increase the height of the water, since it has already displaced this water. If ice is on the land and melts, it is possible that resulting water could theoretically flow into the oceans and perhaps raise the sea level by a modest amount.

**TRANS-GLOBAL HIGHWAY REPORT ON CD-ROM:** A complete, highly detailed report, is available on cd-rom that covers the entire proposed route and proposed solutions to all issues regarding the technical issues regarding the Trans-Global Highway. If you represent a government agency, think tank, academic institution, bank, environmental group or major corporation, kindly send an email explaining your potential interest in this project.

**TRANS-GLOBAL HIGHWAY** documentary designed for television, is being produced and will be available shortly.

The Trans-Global Highway
Peace and prosperity through commerce
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