

## London lights East Africa powder keg against Clinton

by Linda de Hoyos

The marcherlord armies of the British Commonwealth—comprised of the militaries of Uganda, Rwanda, Burundi, and Tanzania, under the regional command of Ugandan warlord-President Yoweri Museveni—have significantly advanced their military campaign to seize control of all East Africa for their London masters.

- At 5:15 on the morning of March 9, Ugandan forces, operating under the propaganda cover of John Garang's Sudanese People's Liberation Army, invaded southern Sudan, with the goal of taking the southern city of Juba. So far, the Ugandan forces have taken southern towns of Kajo-Kaji and Yei. Control of Yei clears the path toward Juba. However, the Sudanese military will give Uganda's forces far more trouble than they have met with in Zaire; a similar Ugandan invasion in October 1995 met with dismal defeat, as Ugandan forces deserted under fire. This time, Uganda's Army is under the direct command on the scene of President Museveni, who takes his orders directly from Baroness Lynda Chalker, the British Minister of Overseas Development and direct deployable of the British monarchy's Privy Council. According to Ugandan sources, Museveni is headquartered in the northern Ugandan city of Gulu, and has deployed 50,000 of his troops for the dual-offensive to wipe out the insurgent Lord's Resistance Army and to invade Sudan. The Ugandan Army is moving into Sudan with tanks, heavy artillery, and other heavy military equipment. Communications and all air flights, with the exception of military transport, have been cut off to the northern Acholi region of Uganda, staging ground for the invasion.

Museveni himself had predicted the invasion with his statement, as quoted by Agence France Presse of Feb. 3, that "with the Sudanese, we have run out of solutions. Whichever solutions we suggest, they don't accept it. So I think now they will get a solution for the battlefield. That's what they have

been waiting for."

- In eastern Zaire, the British-directed Ugandan-Rwandan-Burundian forces, operating under the propaganda front of Laurent Kabila's Alliance of Democratic Forces for the Liberation of the Congo, seized the eastern Zairean city of Kindu; took over the refugee camp at Tingi-Tingi, forcing more than 100,000 refugees to flee for their lives; and seized the port city of Moba in Shaba province in southeastern Zaire. The British war-machine is now closing in on the major Zairean city in the east, Kisangani, which it expects to take, an event that will either lead to the total disintegration of the Zairean government or a Zairean military coup.

There are 20,000 Ugandan forces in eastern Zaire, *EIR* has confirmed from multiple and diverse sources. In addition, the region of Goma-Kivu is being held directly by the allied Rwandan Army (itself a spin-off of the Ugandan National Resistance Army), and the Shaba Province is coming under control of the allied Burundian military of Tutsi dictator Pierre Buyoya.

As a sign of good faith to Museveni and indicating the rewards to be gained if a nation lends its forces for the British recolonization of Africa, Uganda became the first recipient of a new International Monetary Fund initiative for debt relief. "There was a consensus to go ahead on Uganda," said a World Bank official, where military expenditure is more than 20% of the national budget. Ethiopia, which lent its forces to invade neighboring Sudan in January, was similarly granted \$2.5 billion in donor monies—half a billion more than its highest expectations!

### London's quicksand

The London *Financial Times* did not hesitate to show the British hand in the devastating events unfolding in Eastern

Africa. On March 10, the *Financial Times* declaimed, in an article headlined, "Weary Zaire Awaiting Its Fate," that Zaire is about to be cut in two—a scenario that was first fielded by British Foreign Office mouthpiece Conor Cruise O'Brien in November 1996. The *Financial Times* stated that the east side of Zaire, "including the diamond-producing province of Kasai, copper-producing Shaba, and gold-rich Kivu, would go to the rebels [read British Commonwealth] . . . the west side, holding President Mobutu Sese Seko's East Equateur province and the underdeveloped rural areas, would remain in Kinshasa's control."

Among African governments, however, there is grave concern that if the British Commonwealth succeeds in dismembering Zaire, and causing chaos in that country, it will unleash a wave of destabilization throughout Africa. Zaire, home to more than 150 tribal and ethnic entities, borders nine countries in Africa. If the threat to Zaire is combined with the destruction of Sudan, whose disintegration is promised if the British actually were to succeed in their mission to bring down the government in Khartoum, then the *Financial Times's* script is seen in its proper light: not a formula for the partition of Zaire, but a scenario for the convulsive destruction of all Africa—paving the way with millions of dead for the British recolonization of the continent.

Thus, elites in Uganda who do not support Hitler-Museveni, warned that "we are sitting on a time bomb—the entire region from Sudan, Uganda, Rwanda, Burundi, and Zaire, can blow up at any moment."

Madagascar President Didier Ratsiraka, in Paris, similarly warned: "Zaire must not be abandoned; otherwise, it's an open door to adventurism. Nigeria will follow and other countries too. We're not going to start another Rwanda in Zaire. . . . We must settle things as soon as possible to prevent [the troubles] from spreading."

Even the *New York Times* of March 14 noted, amidst all the hoopla that Zaireans love Kabila because now they are "liberated" from Mobutu, that there is a growing resentment against "the Rwandans," "the Tutsis"—in short, the invaders—in Zaire. This is an understatement, if an eyewitness account received by *EIR* from the Goma and Kivu region has any validity. The eyewitness wrote: "A regrettable anti-Rwandese resentment and specifically an anti-Tutsi resentment have developed sadly among the Zairean populations of North and South Kivu during the past months. . . . This hatred has not been quenched at the arrival of the 'rebel' Tutsis [Rwandans]; on the contrary, it has increased. And this looks ever more dangerous, because this anger cannot be expressed. The power that imposes itself can only maintain its momentum by terror, and terror cannot hold very long. . . . Stability exists only in appearance: An explosion is imminent. Occidental governments which support this movement of 'rebellion' ought to size up the extraordinary danger of this situation."

Similar rage is seething in Burundi, where so far more

than 300,000 Hutus have been uprooted from their homes and farms and moved to security camps. Without food and medicine, the camps are nothing more than death camps. The Burundian military has the goal of moving 1 million people into such camps, out of a total population in Burundi of not more than 4 million!

And, ultimately, what will be the price paid for the wanton slaughter of the 400-500,000 Rwandan Hutus in eastern Zaire—80% of whom have been women, children, infants, and elderly? In contrast to the murderous Sadako Ogata, United Nations High Commissioner for Refugees, the European Union's Humanitarian Affairs Commissioner Emma Bonino accused the international community of resorting to "cowardice, a lot of lies, and an enormous dose of cynicism" in its attitude toward the refugees. Referring to the tens of thousands forced to flee Tingi-Tingi, under the threat of Kabila's artillery, she said: "Yet again, hundreds of thousands of human beings, who have already paid a heavy price because of their wandering in the forest, hunger, illness, and massacres without witness, are abandoned to the mercy of a uniformless, flagless, and lawless army which hunts them like wild game."

Not only is there the danger that entire populations will explode, but African and various Western knowledgeable sources believe that once eastern Zaire is consolidated in the manner proposed by the *Financial Times*, Museveni's Tutsi war machine will be set upon others. For one, there are predictions of a "reverse Shaba," in which the Tutsi military machine would invade Zambia from their base in Shaba province, and seize Zambia's copper belt, as per orders of the Anglo American Corporation's demands for monopolistic control of the huge copper belt that straddles the Zaire-Zambian border.

## **Blowback to Washington, not London**

It is extremely noteworthy that the same *Financial Times* article that hails the imminent partition of Zaire, claims that the idea springs from a "secret Pentagon plan." This is an incredible statement in the light of the history of London's nine attempts since Zaire's independence in 1960 to seize eastern Zaire in military operations launched from Zaire's Commonwealth neighbors to the east, including Uganda, Zambia, and Tanzania.

"London takes the loot; Washington takes the blame," might be the snickering slogan heard in Whitehall. Reportedly, U.S. Secretary of State Madeleine Albright is "dissatisfied" with the U.S. policy options placed before her on Zaire, and is seeking alternatives. The first step, however, will be to determine what U.S. interests are in this region, truly—as opposed to the interests of Sir George Bush's Barrick Gold and other rogue entities. All indications from the ground point to the reality that the United States has very little time to lose to reverse its catastrophic policy toward Africa and bring a halt to London's Nazi games.

# Sanctions would cripple health care, food relief

*The following are sections of the report submitted on Feb. 20, by United Nations Secretary General Kofi Annan to the president of the UN Security Council, Njuguna M. Mahugu, on the possible humanitarian effects of implementation of Resolution 1070, which calls for an air embargo on the Sudan government-owned Sudan Airways. The report was prepared by Claude Burderlein for the UN secretary general, and shows that such an air embargo would have a major impact on the lives of many Sudanese, especially those in most need of health care, children, and those currently displaced due to the continuing British-ordered war against Sudan in the south. It is to be understood that the foreign exchange generated by Sudan Airways is used to maintain Sudan's domestic air transport, with the exception of three smaller private companies.*

### **Review of the potential humanitarian impact of the flight ban on international commercial flights of Sudan Airways.**

A. 6. According to the preliminary assessments presented to the Security Council, it appears that a flight ban on Sudan Airways' international connections may affect the evacuation of critically-ill patients and the importation of life-saving drugs. According to the Ministry of Health, Sudan Airways' low or discounted fares are instrumental in making the cost of air transport of patients and medicine affordable despite current harsh economic conditions. According to Sudan Airways, easy payment terms in local currency are offered to patients in need of evacuation as well as the Central Medical Store of the Ministry of Health. . . .

7. According to the Ministry of Health, the health care infrastructure is unable to offer many specialized medical treatments for patients in need. Often, the health authorities rely on foreign health care services to compensate for the lack of specialized health care in the Sudan. Accordingly, the government of the Sudan and Sudan Airways offer subsidies for specialized medical interventions and treatment of critically-ill patients abroad. The medical evacuation of patients on Sudan Airways is subsidized for the followign medical interventions and treatment:

Cardiovascular diagnosis and interventions; renal scans and tissue typing; radionuclide studies; high resolution computer tomography; magnetic resonance imaging; Doppler ultrasound; blood gas analysis; endocrinological assays; cardiac, renal, and vascular surgery; complex neurosurgical procedures; complex ophthalmic and ENT (ear-nose-throat)

surgery; all organ transplants.

8. . . . According to the Ministry of Health, approximately 3,000 patients per year are granted this assistance. The total number of medical evacuations may be higher if one includes those who do not request financial assistance. . . .

11. The Central Medical Store of the Ministry of Health uses the cargo services of Sudan Airways for its importation of medicine. Sudan Airways offers to the Central Medical Store a 50% discount on international air cargo shipments of drugs and medical supplies. . . .

12. More specifically, the Kidney Dialysis Center in Khartoum and its satellite centers import their medical supplies free of charge on Sudan Airways. According to Dialysis Center staff, each month Sudan Airways carries 1.8 metric tons of medical supplies for the Center free of charge. The additional cost for the Center if it were obliged to use other cargo carriers would amount to \$6,300 monthly, or 15% of its monthly operational budget. According to the Center, approximately 2,000 patients are presently undergoing regular dialysis treatment in various cities of the Sudan.

### **Supply of food**

17. According to the Sudanese Ministry of Agriculture and Forestry, five reasons explain the dependence of the public authorities on domestic air transport in ensuring adequate food supplies in the Sudan. First, in times of emergency, domestic air carriers normally transport food, mainly cereals, in bulk, from food-surplus regions to regions affected by food deficits, such as Southern Kordofan and Darfur. . . .

18. Secondly . . . domestic air transport is essential for national livestock vaccination programs. . . . Livestock are mostly in remote areas of western, central, eastern, and southern Sudan. . . . Since time is a major concern in the transport of vaccines, air transport remains the sole means of reaching these areas with veterinary drugs and vaccination services. Without air access, the consequent spread of livestock diseases could affect food security programs throughout the Sudan as well as in some neighboring countries.

19. Thirdly, domestic air transport is also used extensively to provide the necessary seeds, tools, and pesticides for Sudanese agricultural programs. . . .

20. Fourthly, domestic air transport is used at harvest time to carry spare parts for agricultural machinery. . . .

21. Finally, domestic air transport is vital for food production because of the need for pest control by aerial spraying. . . .

### **Supply of health care services**

23. According to WHO and Unicef, the health situation in the Sudan is precarious, especially in southern Sudan, the transitional zone and among the war-displaced in greater Khartoum. The populations in these areas are highly vulnerable to disease outbreaks, and their health is compromised by many factors compounded by years of continuing conflict, infrastructural decay, and neglect of human resources. The

infant mortality rate is estimated at 170 per 1,000 live births in the South, while in the North it is 118 per 1,000 live births. Malaria, acute respiratory infections, severe diarrheal diseases and immunizable diseases, especially measles and other infectious diseases, continue to be the leading causes of morbidity, disability, and mortality among children and women.

24. The most important aspect concerning the reliance of health care services on domestic air transport is the transport of sensitive drugs and vaccines. Health authorities point out that the preservation of vaccines depends on strict temperature control throughout their transport and storage. This "cold chain" is maintained with the use of basic vaccine conservation equipment. . . . In Sudan, vaccines must be transported over long distances to reach health facilities where they can be stored. . . . Transport by road or river from Khartoum to many regions takes days, or even weeks. In these conditions, it is almost impossible to maintain the required temperature to preserve the vaccines. Consequently, health authorities rely on domestic air transport. . . . Sudan Airways is presently the only carrier with cold storage facilities in Khartoum. These facilities are being used by health authorities for the temporary storage and shipment of vaccines and sensitive drugs. According to Sudan Airways, it transported 4 MTs [million tons] of vaccines and other priority medical supplies within the country in 1996. According to the Ministry of Health, this was used for the Expanded Program of Immunization (EPI) which targets six child killer diseases, as well as meningitis, Kala-azar, and Guinea worm prevention and control programs. A large percentage of vaccines was allocated to the immunization campaign against Yellow Fever. . . . The Ministry of Health maintains that, apart from the ongoing vaccinations programs, 1 million persons in Darfur were vaccinated in 1996 against Yellow Fever as a preventive measure when an epidemic was reported in Nigeria. In April and May 1996, the Ministry of Health, supported by WHO and Unicef, vaccinated over 6.9 million children against polio.

25. The Ministry of Health also underlined the necessity of air transport of emergency investigation teams and for dispatching biological samples to laboratories during the outbreak of epidemics. The reliance on air transport for these investigations is central to controlling the health situation and containing the spread of disease in the Sudan, as well as in the subregion. According to WHO, the imposition of the flight ban may hinder Sudan's efforts to vaccinate children and thus expose large numbers of children to life-threatening diseases such as measles, diphtheria, whooping cough, tuberculosis, polio, and tetanus. . . . Domestic air transport is, in their view, instrumental in allowing the Sudanese health authorities to continue to implement activities aimed at reducing the risk of epidemics in the Sudan.

### **Relief services**

29. . . . The reliance of World Food Program food assistance on domestic air transport, compared to the overall figure, is negligible. It appears from the information provided by

WFP that only a small portion of its food assistance to government-controlled areas, less than a third, has been delivered by domestic air carriers, and all of it to Juba. . . .

30. WFP maintains, however, that its dependence on domestic air transport is not as much linked to the delivery of food assistance as it is to the maintenance of its logistics in government-controlled areas. . . .

31. According to Unicef, it has been the main provider of non-food assistance in more than 200 locations. These programs include health care support, nutrition supplements for

---

---

*According to WHO and Unicef, the health situation in the Sudan is precarious, especially in southern Sudan. . . . The absence of air travel would have an immediate and adverse effect on all aspects of health programming in southern Sudan.*

---

---

children and women, household food security (seeds, tools, vaccination of cattle), non-food relief, and shelter to internally displaced persons (IDPs), estimated at 4 million in the Sudan. . . .

32. Unicef appears much more dependent on domestic air transport than WFP. More than a quarter of its transport requirements were undertaken by domestic air carriers in 1996. . . . The two main distribution centers in Equatoria and Bahr El-Ghazal are entirely dependent on air transport for delivery of supplies. Of the 858 MTs of supplies, 649 MTs were delivered to Juba and 209 MTs were delivered to Wau. The third major center, Malakal, received its supplies by barge in 1996 when security conditions allowed for the use of river transport. Otherwise, Malakal, the center for the transitional zone, is only accessible by air.

33. The absence of air travel would have an immediate and adverse effect on all aspects of health programming in southern Sudan. This would result in higher mortality and morbidity rates, decrease Unicef's ability to monitor program inputs, and increase the disparity between the North and South. . . .

35. The reliance of international and national non-governmental organizations (NGOs) on domestic air transport appears more substantial, especially regarding relief operations to Juba and Wau in southern Sudan. All the NGOs considered that any disruption of domestic air transport could severely affect their operational capacity in the transitional zone and in southern Sudan. A review of the activities of the main NGOs is described here with the relevant information regarding their dependence on domestic air transport.