

## EIR Map Keys

# LaRouche's 'Great Projects' to rebuild world infrastructure

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*All map references in this section are to the maps in the color insert.*

Over the past century, and especially in recent decades, the necessary interventions by man into nature—infrastructure projects for transportation, water, power, and housing—have been halted or have simply not been made. Because of this, hundreds of millions of the world's population of close to 6 billion people are suffering needlessly. The decay of man-improved physical geography and of society is now threatening the very future of civilization.

Since the publication of his International Development Bank (IDB) proposal in 1974, American economist Lyndon H. LaRouche, Jr. has been calling for infrastructure "Great Projects" around the world, to put the most modern technology, now the property of the few, into use for the masses of humanity. LaRouche's IDB plan proposed a dozen "Great Projects," such as greening the Sahara by enlarging Lake Chad, flood control and irrigation of the ricebowl Mekong River valley, a second Panama Canal, and others later advocated by Japan's Global Infrastructure Fund. Due to opposition by the London-based oligarchy, and their institutions such as the International Monetary Fund (IMF) which dominates credit and financial policies, these projects were never attempted, and there is a growing backlog of urgent work.

The color maps (insert) provide a world overview, including many of LaRouche's proposals for priority infrastructure projects. Such projects provide the context for constructing additional infrastructure, new cities, industry, and modern agriculture in every nation.

In Eurasia, where most people in the world live, it is a priority to create corridors of high-speed and magnetic-levitation (maglev) rail transport, upgrading and expanding the so-called Eurasian land bridge (**Map 1**). The northern

route would be an upgrade of the existing but decrepit Trans-Siberian Railway, known as the "first Eurasian land bridge." Farther south, the "second Eurasian land bridge" must be upgraded to a high-speed rail system along the ancient silk trading routes, i.e., a new "Silk Road." This second trunk branches, crossing China to Lianyungang on the Pacific in the north, and India and Southeast Asia in the south. The third main trunk goes around the Mediterranean, to Africa and the Middle East.

Rail lines from France to Africa, and from the Atlantic across Russia and China to Japan, were the grand design of French Foreign Minister Gabriel Hanotaux and Russian Minister Count Sergei Witte. In an 1896 treaty, they proposed to unite this land mass by steam-powered rail, and thereby bring steam power for basic industry to billions of people still working by hand, in order to multiply the effectiveness of their labor many times over.

Projects on this scale require public funding by strong nation-states, and Witte, Hanotaux, and their collaborators in Germany and America were willing to put the credit of their governments behind it.

Britain's colonial rule in these areas, which depended on an imperial monopoly on communications and transport (largely by sea), would have been rendered obsolete. So would the British policy of keeping most of the population at the living standards of beasts. LaRouche has addressed how the British created World War I to halt these projects (see p. 4).

### Development regions

The Eurasia and Africa rail plans also tie together the different *development regions* of the land mass, shown on **Map 2** as colored areas, based on land, water, and population necessities. The Mideast (in yellow), for example, with 210 million people, despite political and religious conflicts, is a

single development region for physical infrastructure planning purposes. It requires integrated rail, water, and power grids to function. The Mideast should serve as the central port zone for the three great continents of Asia, Africa, and Europe, and as such must itself be internally integrated by modern rail links. LaRouche's "Oasis Plan" for the Mideast features canals linking the Mediterranean Sea to the Red Sea and the Dead Sea, to provide transportation and an adequate supply of fresh water throughout the region.

South and Southeast Asia (pink), with 1.1 billion people, encompasses Pakistan, India, Burma, and Southeast Asia, an area with wide religious, cultural, and economic differences. Yet, their contiguous presence on the Indian Ocean makes these nations, as a unit, a great potential sea power, a maritime economic unit which should be utilizing foreign trade in combination with internal transportation improvements to bring modern economic development to its people.

Western Europe (light blue), with 147 million people, is more often seen as an economic unit, but the content of this becomes only truly apparent from LaRouche's European "Productive Triangle" proposal.

Russia and Central Asia (tan and green, respectively), with 265 million people combined, are separate development regions, despite the occupation of Central Asia by the former Soviet Union. Central Asia requires its own rail and water complex, in which water will have to be rechanneled from Siberian rivers and across the region, to revitalize the overworked agricultural land and restore the Aral Sea basin.

East Asia (dark blue) with 1.2 billion people, groups economies as diverse as Japan and North Korea, but all share a common Pacific littoral, as well as cultural similarities, especially in their written languages. Their futures depend on whether China can be successfully developed into a modern nation in which technology is available to everyone. If the currently vast income disparity between coastal and inland China continues, China could fall prey to British schemes and be ripped apart, bringing chaos and war to the entire region.

### The Pacific Basin

Even Wall Street recognizes that the Indian and Pacific oceans basins (Map 3) are the home of most of humanity, but says, "Let them eat PCs." In 1983, LaRouche proposed in his Pacific Basin program that the basins should be ringed with superports and new canals. These projects were to be linked by the 21st-century technology of high-speed magnetohydrodynamic (MHD) shipping.

New or upgraded canals are needed in Suez, to link the Mediterranean and the Indian Ocean; across the Isthmus of Panama, to speed Pacific-Atlantic transport; and on the Kra Isthmus of Thailand, to circumvent the Singapore-Strait of Malacca bottleneck.

Projects such as the Kra Canal, for example, were also viewed by LaRouche as sites for rapid construction of new cities, including a superport along the canal. The Kra proposal included new industries to be founded, to further process

goods from all over the world. This would require huge amounts of energy, and thus the construction of several nuplexes (nuclear-based urban complexes).

Today's propeller-driven ship technology, whether conventional or nuclear-powered, has reached its speed limits, which constitutes an unacceptable break on development of the basin, given the vast size of the Pacific. Since "goods being transported generate an inventory cost to the economy, measured in value-days per ton transported during the lapsed time for transport," as LaRouche put it in his Pacific Basin plan, he proposed governments collaborate to develop MHD-propulsion freighters, with qualitatively higher speeds.

Beyond a certain speed, conventional propeller blades cannot displace water molecules fast enough to overcome the interference caused by their own motion. In MHD, a magnetic field is created through coils around tubes of seawater, which are shot through by an electric current. Seawater conducts electricity, such that a Lorentz force is generated, propelling the ionized seawater out of the tube with no moving parts outside the ship, pushing the ship forward as jet propulsion does an airplane.

### The European 'Productive Triangle'

After the Berlin Wall fell in 1989, LaRouche proposed a Great Project for Europe, a Productive Triangle of high-speed rail, water, and power investment to develop eastern Europe and Russia by upgrading their decayed infrastructure. The Triangle encompasses an area whose vertices are Paris, Berlin, and Vienna. "Spiral arms," or corridors of development, would extend to Scandinavia; eastern Europe, Russia, Ukraine, and farther east to Asia; the Balkans and the Middle East; and to Iberia and North Africa (Map 4).

The area of Europe within the Triangle is the most highly developed in the world. Roughly the size of Japan, it is the only area in the world which surpasses Japan in the density per square kilometer of infrastructure and energy utilization. It has the greatest productive potential, in terms of industrial output, in the world. It has the highest concentration of rail transport per square kilometer. It has the greatest volume of ton-mile-hours of distribution of freight. It has navigable inland waterways, which were started by Charlemagne, on a large scale.

This area of Europe must be at peak functioning, LaRouche pointed out, in order to generate a *global* economic recovery. Since 1987, the economy of the United States has become so decrepit that it could not possibly start a global "Marshall Plan," and Japan cannot do it alone. Since 1989, because the Productive Triangle plan was never implemented, and because of IMF shock therapy, the economies of eastern Europe and Russia have fallen to levels less than 50% of their former output of industrial production, and infrastructure has collapsed even further.

If Europe is to help develop Russia, as well as Africa and Asia, it will have to "recharge" itself with the new technologies of this program.