

LaRouche economic program at center of Asian policy fight

by Kathy Wolfe

Anglo-American media headlines in February about supposedly escalating hostilities between China and the United States, Taiwan, Japan, and Korea, obscure a much more fundamental development in East Asia. During the beginning of 1996, economic planners in Asia have been debating *EIR* Founding Editor Lyndon LaRouche's proposal, to ditch International Monetary Fund "shock therapy," for the high-technology infrastructure plan known as the "Eurasian land bridge."

For example, Dr. Soogil Young, president of the government Korea Transport Institute in Seoul, South Korea (see interview), told *EIR* on Feb. 8 that the Eurasian land bridge, the center of LaRouche's program for world economic recovery, is "our great vision for Korea's future," and that of North-east Asia.

In fact, London knows, that if U.S. President Bill Clinton is re-elected, the United States, and all these Asian nations, have the potential to work together for an economic Renaissance, modeled on LaRouche's ideas. It is more likely that, if left to themselves, the United States and East Asian nations will be lobbing technology and investment at each other, rather than bombs. Both President Clinton and his Commerce Secretary Ron Brown reiterated on Feb. 9, that trade with and economic development of China, are far more important than any military confrontation.

Against even the potential for this, London is reacting violently. The London *Times* and *New York Times* would have readers think, for example, that China, Taiwan, and the United States are headed for war. A sensational front-page article in the Jan. 19 *New York Times*, entitled "China Threatens Taiwan," asserted that China is prepared to launch a missile attack on Taiwan, and that Beijing has threatened U.S. officials that any attempt to intervene in Taiwan's defense, could cause China to bomb Los Angeles. A London *Times* editorial on Feb. 6 warned that China "could decide on a preemptive strike" against Taiwan. George Bush's former ambassador to Taiwan, James Lilley, who is willing, like Bush, to toe London's line, told a U.S. Senate committee hearing on Feb. 7 that the United States must place military force in the Taiwan Straits, using "deterrence" against China, as against the U.S.S.R.

Meanwhile, South Korea and Japan, the Anglo-American media assert, are about to cancel diplomatic relations, if not

come to blows over the Tokdo-Takeshima islands, a few pieces of rock in the Pacific halfway between the two allies, long claimed by both. Japan, China, and Taiwan are also purportedly in a "major diplomatic row," according to the British news service Reuters on Feb. 13, about China's oil drilling near the Senkaku-Diaoyutai islands northeast of Taiwan.

'One China' policy

In a Feb. 8 radio interview with "EIR Talks", LaRouche characterized the attacks on China as "hype." "The Brits want a civil war in China," he said. "The British are out to destroy China. They're building up potential warlords among the secret societies" to start civil wars, were China to be isolated, while provoking rancor between China and the United States. If unchecked, he warned, the situation could become serious, but only because of British manipulations.

As LaRouche has stressed, the United States under President Clinton continues to uphold the "One China" policy of President Franklin Roosevelt, who opposed the British plan to break up China through civil war. Roosevelt sought to revive Dr. Sun Yat-sen's policy, for a U.S.-China alliance to kick the British Empire out of Asia, by industrializing China.

LaRouche's "Eurasian land bridge" program for high-speed rail, power, and other infrastructure development of China and Asia, would fulfill that promise, by "building China together" as a sovereign nation.

President Clinton, besieged by reporters about the "China threat" on Feb. 9, said that he was confident that tensions between China and Taiwan would not come to military conflict. "We have so much good going on in Asia in economic growth and opportunity. . . . I don't believe the leaders will let that turn around," he said.

Commerce Secretary Brown told the press on Feb. 9 that he is committed to Clinton's plan for multibillion-dollar trade with, and technology investments in China. "I think that being disengaged from China commercially gives us no opportunity to have an impact," he said, noting that U.S. businesses have "substantial" interest in China, "arguably the fastest-growing economy in the world."

Leaders in Korea and Japan recognize that LaRouche's ideas will also create a united effort for a rise in living standards across East Asia. During a Washington visit, Seoul

transportation chief Soogil Young made clear that “such high-technology infrastructure programs” as China’s Silk Road, the high-speed rail grid under development in Korea, and connections to Europe, “will be the economic future for the 21st century, the most important growth-leading sector not only for the economy of Korea, but for Japan, China, and our entire region.”

Also, LaRouche’s call for the bankruptcy reorganization of the world financial system is under study, particularly in Japan, where LaRouche briefed leaders during a December 1995 trip to Tokyo. Japanese Prime Minister Ryutaro Hashimoto will make an early, unscheduled trip to the United States, to visit President Clinton on Feb. 23-25, Tokyo said on Feb. 9, despite the fact that Clinton is already scheduled for a State visit to Japan on April 16-18. “The rumor in Tokyo is that Hashimoto wants urgently to discuss the Japanese and international banking crisis with Bill Clinton,” Japanese financial sources told *EIR*.

Interview: Dr. Soogil Young

Eurasian land bridge: the economic future of the 21st century

Dr. Soogil Young is president of the Korea Transport Institute (KOTI) of the Transportation Ministry in Seoul, South Korea. Dr. Young, a graduate of Johns Hopkins University, served at the Korea Development Institute from 1981 to 1993, when he assumed his present post. He was interviewed in Washington on Feb. 8 by Kathy Wolfe.

EIR: How are South Korea’s new high-speed rail lines progressing?

Young: The Republic of Korea is very interested in high-speed rail, both domestic and international lines. In 1994, we decided to import TGV technology from the Alstom Company in France. Our Line No. 1, the “Seoul to Pusan High-speed Rail Line,” which is already under construction, is scheduled for completion in 2001. This is only the first of five major high-speed rail lines planned, to be completed by 2010. This year we’re initiating Line No. 2, from Seoul to Mokpo in the southwest, called the “Honam High-speed Rail Line,” being designed by my institute. Next will be Line No. 3, from Seoul near Korea’s west coast, due east to Kangnung on the east coast, called the “East-West High-speed Rail Line.” Line No. 4 will run from Pusan in the southeast, to

Kwangju in the southwest. Line No. 5 will run from Pusan in the southeast, up the eastern coast to Kangnung—the “East Coast High-Speed Rail Line.”

EIR: Will they all be TGV lines, or will you also use magnetic levitation (maglev) technology?

Young: Of course, the French would like us to choose French TGV technology for the entire national system, but we could also introduce German or Japanese high-speed technology. It’s still under negotiation, for the later lines. Regarding magnetic levitation, or maglev, our understanding is that it is not quite commercially available right this year, but we have many Korean engineers arguing for the use of maglev as soon as possible. Possibly it will come into play during construction of the later lines, Lines No. 3-5.

Now, we also hope, that progress in peace talks with Pyongyang, and economic integration with North Korea, will allow us to extend Line No. 1 from Seoul, northwest to Pyongyang and Shinuiju [on the North Korean-Chinese border]. Then, we would also like to extend Line No. 5, the East Coast High-Speed Line, all the way up the east coast of Korea, to Rajin-Sanbong near the Chinese and Russian borders, which could also link up to the Trans-Siberian Railway at nearby Vladivostok. We call these the “Trans-Korean High-Speed Rail Lines.” From there, we hope to link these up to Beijing, and then directly to the Trans-China Railway, or “Silk Road,” and the Trans-Siberian Railway. From there, we can go directly all the way to Paris and Amsterdam.

EIR: Lyndon LaRouche, our magazine’s founding editor, has called this the “Eurasian land bridge.” It is the center of his plans for world economic development.

Young: Yes, the Eurasian land bridge: That is our great vision for Korea’s future.

Now, high-speed rail will be the most important mode of inter-region transport in the 21st century, but it must be supplemented with a network of high-speed roads. We’re also interested in the U.N.’s ESCAP program for a Pan-Asian Highway, and we plan to build roads to connect up with it.

We also plan major port expansions, starting with Pusan, which is our largest modern container port, but now severely congested. We will expand it significantly. We’ve also begun a major expansion of Kwangyang port, in the center of the south coast. We plan Pusan and Kwangyang to be twin super-ports, which become international points of concentration of freight and other shipping. They would concentrate shipments from Japan and the Pacific to our east, and from the Mideast, Southeast Asia, Shanghai, etc. to our west, from all these sea lanes, upon the Korean Peninsula, and then we will ship the goods up the peninsula to the Eurasian continent.

We hope in this fashion to build Korea into the Amsterdam and Rotterdam of Northeast Asia, the transportation hub of the entire Northeast Asian region.

Then we are building a super-airport, the New Metropoli-