

The Power of Pacific Development

Nov. 15—The history and extraordinary works-in-progress toward the development of the Eurasian Land-Bridge, within the Pacific Basin, were the subject of the second panel of the Schiller Institute’s “Developing the Pacific and Ending the Grip of Empire” conference held in Los Angeles on Nov. 2. The four major presentations are provided here.

The panel opened with a video from China, provided by Ding Yifan, the Deputy Director of the Institute for World Development, a department of the State Council of the government of China. [Ding’s message](#), which we published in our last issue, gave an overview of the Chinese government’s perspective on the Eurasian Land-Bridge, and acknowledged the foresight of Lyndon LaRouche in advancing this project.

EIR’s UN correspondent, and editor of *EIR*’s Chinese newsletter, Leni Rubinstein, then reported on the historical battle for the Land-Bridge, from the time of Leibniz, through U.S. President John Quincy Adams, and the father of the Chinese republic, Sun Yat-sen. The mammoth and exciting projects which the Land-Bridge development concept encompasses, were presented by the globally prominent hydraulic engineer Dr. Howard Chang, who has worked on major projects, such as the Three Gorges Dam, for decades.

At the conclusion of the panel, *EIR* Asia specialist Michael Billington introduced two video presentations, from individuals who have collaborated over many years with the LaRouche movement in creating the

conditions for Pacific development: Pakdee Tanapura of Thailand, and Ramtanu Maitra of India. Both went through their organizing efforts, which are now coming to fruition.

The video presentations can be found at the website newparadigm.schillerinstitute.com

The U.S.A.: Leni Rubinstein

The Eurasian Land-Bridge Today

Here we have it: the World Land-Bridge (**Figure 1**), and what I would like to focus on when we look at this planet, this globe of ours. You see these blue lines, spanning from the southern part of the Africa, through Eurasia, to the southern part of Ibero-America. This is a world where man, and the welfare of man, is in the center. How do we take this planet of ours and treat it as our garden? How can we make this the most profitable, the most beautiful, the most clean, wonderful planet for human beings to be on, where every single baby being born will get the optimal possibilities for developing

his or her capabilities? In other words, this is an *anti-colonial, anti-imperial* program. This is what the World Land-Bridge represents.

If you look at history, and what I want to do today is give a brief history of the ideas leading up to this World Land-Bridge of Lyndon and Helga LaRouche. What we have seen through the centuries, concerning empire, is, we look at Africa, still under the yoke of colonialism. You look at Europe, how, again, and again, and again, through the centuries, the countries were set up against each other, by the empire. You get people to fight, and sit and control them from outside. You had the period with the transport of slaves. You had the phenomenon in Asia, where nations were set against each other, to try prevent, by all means, that the nation-states would collaborate with each other for mutual development.

And what the World Land-Bridge represents is a complete shift that the world has never seen before, where oligarchism is wiped out, and where the nations collaborate with each other for the utmost development and prosperity that mankind has ever seen. Tremendous efforts by the empire have been made through the centuries to prevent this, and we know the crisis we are facing today.

It has always been a nightmare for the imperial forces, that the landmasses would be developed. Take the example of Adam Brooks, a descendant of John Quincy Adams—not a good descendant—who wrote in 1901, when there were some efforts to create collaboration for development: We must make sure that the land people, the Asians and the Europeans, never succeed in developing the land in-between. Because then we, the maritime powers, will have lost our power forever. And the oceans, they're our lakes, and we must make sure that they continue to be.

So, this is what I would like people to have in their minds, because this [the



Courtesy of Edwin W. Walter
Leni Rubinstein

Land-Bridge—ed.] is what this represents. This is what also the founding principles of the United States represent: “that all men are created equal and are endowed by their Creator with certain inalienable rights,” namely, “life, liberty, and the pursuit of happiness.” This is reflected in the Preamble [to the Constitution]: that we must secure the welfare of the people, and we must work for the future, for our posterity.

These principles are valid for every single baby in the world, whether you're born in South Africa, in Denmark, in Nicaragua, or in the United States. People have those rights, these inalienable rights, all over the globe. And that is what the Land-Bridge represents. With us winning the war in the United States, to get the technicality of Glass-Steagall through, and getting Obama out, we are on an absolute edge, where we could have a complete shift for a Renaissance, and a development globally, that mankind has never, ever seen before.

The ‘Development Corridors’

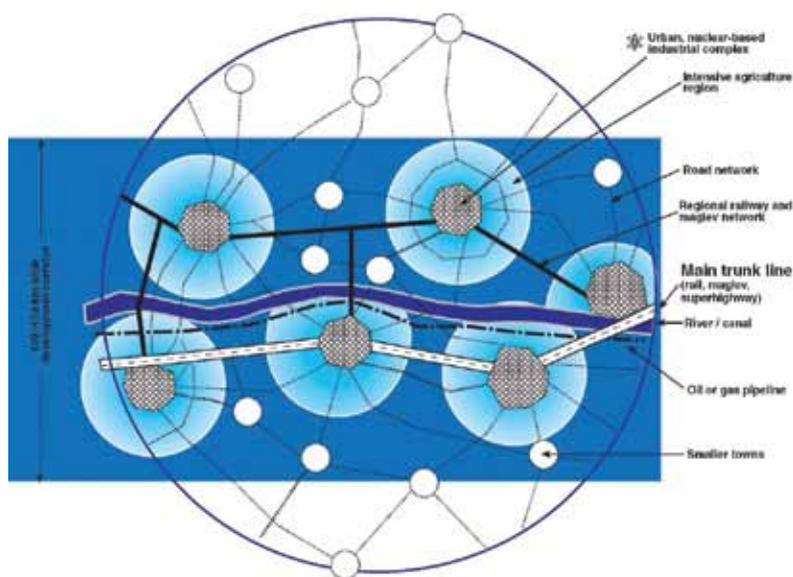
So, I just wanted to have that in the back of people's minds, that this is the fight against oligarchism. You see these lines across the planet—we have termed them “development corridors” (**Figure 2**), because this is not just railroads, not just transport corridors. When you see these development corridors spanning from southern Africa to southern Latin America, you're talking

FIGURE 1
The World Land-Bridge



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FIGURE 2
Schematic of a Development Corridor



it, and we'll be able to transport the goods by rail and so forth, through these development corridors. That is, we will make land that today is totally unproductive and not used, productive.

Leibniz: 'Novissima Sinica'

I would like to go through some of the beginning of an idea for really developing the landmasses, and here the Eurasian landmass, historically. Because 80% of the planet is landlocked. And therefore, for the maritime powers, if they could control the key chokepoints in the world, like Gibraltar, and control the oceans, and prevent collaboration among nations, then they could have their empire, and have easy control.

Many years ago, a good friend of Lyndon LaRouche and our organization, Gottfried Wilhelm Leibniz, was in very close correspondence with missionaries in China. He

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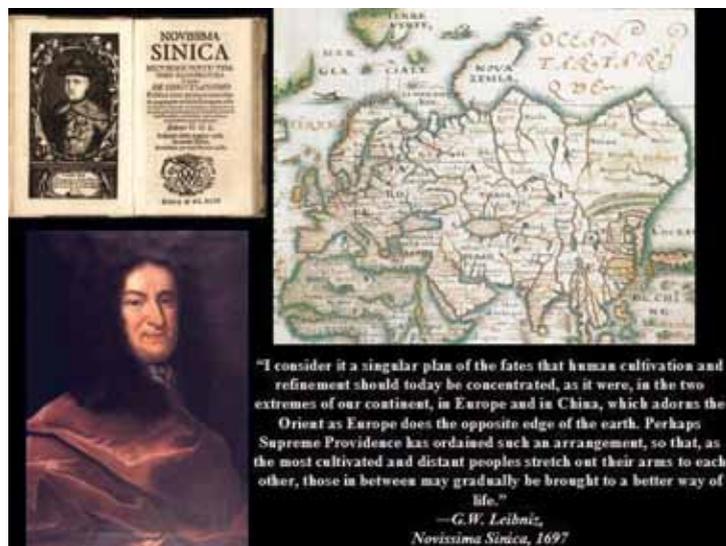
was very engaged in China, in the last 30 years of his life (**Figure 3**). And in 1697, he writes in his *Novissima Sinica*: "I consider it a singular plan of the fates, that human cultivation and refinement should today be concentrated, as it were, in the two extremes of our continent, in Europe and in China, which adorns the Orient, as Europe does the opposite edge of the Earth. Perhaps Supreme Providence has ordained such an arrangement, so that, as the most cultivated and distant peoples stretch out their arms to reach each other, those in between may gradually be brought to a better way of life."

This is one of my favorite Americans: John Quincy Adams (**Figure 4**). With the War of 1812, where Britain tried to crush the American Republic, and at the same time, Napoleon was urged to go into Russia, who had been our key ally earlier, John Quincy Adams, together with other key people in America, like John Jay, formed an organization that they called the American Board of Commissioners for Foreign Missions (ABCFM). This was a completely anti-colonial entity.

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What did this Board of Commissioners have to do? The idea was, in 1812, to cross the continent of America—and we didn't have a transcontinental railroad at the time—so cross America, cross the Pacific, and go to the distant nations of Asia, to spread the ideas of the very best of the United States, spread the ideas of the

FIGURE 3



about 150-kilometer-wide (about 100-mile-wide) bands, with high-speed rail, cities, nuclear power plants, water management and so forth. You can think about a world assembly line on a very high level: of transport, energy production, water management, building of cities. Where you build such corridors, you make the land alive! You'll be able to grow modern agriculture, you'll be able to mine areas where we've never been able to mine before; we'll be able to process

Declaration of Independence, and the Preamble of the American Constitution.

That is, it was not just to go out and convert people to Christianity. No, the idea was, to go and show people to do good. And what the missionaries would do—this is a big story, so I'm being very brief—they brought printing machines, they brought farmers with the newest farming equipment. If a people where they arrived, for example, had no written language, as was the case in Hawaii, they created a written language, and then began to write books, which they printed on their printing machines; they taught the newest farming techniques, and so forth.

The hub for the missionaries was Hawaii, and because of that, society was influenced by the missionaries, and Hawaii is not today controlled by Great Britain, but are American islands. That was the hub, that was the key point for going further into Asia.

Those missionaries went to Indonesia, to Thailand, to Japan, and to China. And if you go—a little fun thing—if you to Washington, D.C., to the Washington Monument, you will see there, inscriptions in Chinese, written by a Chinese guy who had been educated by a missionary; he was never converted to Christianity, but he was converted to the greatest of the United States, and he loved George Washington and the Founding Fathers of the United States. So the Chinese inscription on the Washington Monument is in praise of George Washington and the ideas of the American Republic.

Sun Yat-sen's Three Principles

That movement, created by, among others, John Quincy Adams, created and laid the foundations for the overthrow of the Emperor of China, having a very deep influence on Sun Yat-sen (Figure 5). This is Sun Yat-

FIGURE 4
John Quincy Adams

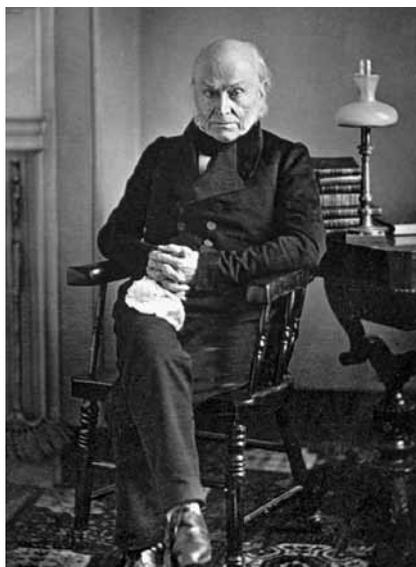


FIGURE 5
Dr. Sun Yat-sen



sen, who, when he was 18 years old, decided that the Emperor of China had to be overthrown, and a republic be created; and he worked tirelessly, creating support groups internationally, raising the necessary funds; he travelled six times around the globe, organizing the Chinese Revolution. Indeed, 2,100 officers were trained in different Chinatowns in the United States, and it's very doubtful that the revolution of China would have succeeded without those officers.

Sun got to know the highest principles of the United States and created something he called the Three Principles of the People, *San Min Zhùk Yi*, and he repeatedly would say, "This I have learned from Lincoln: of

the people, by the people, and for the people." He emulated the best of America, but as he said, "with Chinese characteristics," as he also had studied the Chinese Classics of Confucius and Mencius in depth. And if you study Confucius and Mencius, you'll see, that if you take the very best from America, and the very best from Christianity, and put that together with Confucius and Mencius, it's like one big family, so to speak, of ideas. It goes very much hand-in-hand.

After the end of the First World War, in 1919, Sun Yat-sen, like Douglas MacArthur and others, warned, that with the Versailles Treaty after the First World War, the foundation was laid for a Second World War. In response, Sun writes a comprehensive program that I recommend to people, you can find it on the Internet: It's called, *On the International Development of China*. He writes in the Preface, that with the Treaty of Versailles, the path has been laid for a Second World War. And therefore, he says, I wrote this program, that I call *The International Development of China*, but it is a program for collaboration across the Eurasian landmass, for mutual economic development, and that is the basis for peace.

His program is very detailed, and includes the corridors in Africa, the same corridors that we have proposed be built today. Indeed, many of the key features of our original Eurasian Land-Bridge were based on Dr. Sun Yat-sen's program from 1919. And many of the things that the Chinese government is constructing today, like the Three Gorges Dam, the railroad developments and so forth, are based upon Sun's program. It was a grand program, and it was a program for peace.

He wrote it in English, and, as we are doing today—campaigning for a World Land-Bridge and for a Pacific orientation as the antidote to the danger of war—Sun sent his program out to the different governments in the world, and said, “This is what we must have.”

He got a great response from Germany; the Foreign Minister, Walther Rathenau, sent people to Shanghai to collaborate with Sun's people on an idea of collaboration with Russia, China, and Germany, around great development programs. The response from the U.S. at the time, was, also very similar to today: “We can't afford it”!

You can't afford *not* to do it, but they were total monetarists in the U.S. at that time.

Unfortunately, Rathenau was killed. There was tremendous pressure from the largest drug bank, the Hongkong and Shanghai Banking Corp., which is still active today. It put up a big money award for killing Sun Yat-sen, in order to stop his efforts in China.

Just to give you an idea, this stamp is from 1942 (**Figure 6**); you can see in the background, a map of China, and then you have Lincoln to the one side and Dr. Sun to the other, where it says, “Of the people, by the people, for the people.” And then in Chinese with the same meaning underneath Sun's picture, “of the people, by the people, for the people,” which expresses the sentiment of mutual interests and mutual ideas, during Roosevelt's time and the Second World War.

A New, Just World Economic Order

I met Lyndon LaRouche in 1975, and at that time, he was calling for a new, just world economic order, and the first article by LaRouche published in Danish was his proposal for an International Development Bank, as a foundation for in-depth economic develop-

FIGURE 6
U.S. Postage Stamp (1942)



ment. And it was mentioned this morning, that LaRouche was very much promoting the Strategic Defense Initiative for mutual collaboration with the Soviet Union for mutual defense, to get rid of Kissinger's Mutual Assured Destruction [MAD] policy. And LaRouche's proposal was adopted by Reagan for a short period in 1983.

It was also in 1983, that LaRouche wrote a comprehensive program for India, and the whole of Southeast Asia, his “50-year Development of the Indian-Pacific Ocean.”

But 25 years ago, in October 1988, there was an historic [meeting in West Berlin](#), with Lyndon LaRouche. And I very much recommend to people—it's all documented—to see it for yourself.

LaRouche had foreseen that the Soviet Union and the Comecon nations were soon going to collapse, and at that meeting in 1988, 25 years ago, he called for the reunification of East and West Germany, and he proposed that such a reunification would provide the necessary industrial and scientific base for a rapid development of, first Poland, and then other points east. In the same speech, LaRouche warned that the British oligarchy would try to prevent such a development, by creating a war; that such a war would take place in the Balkans, because Yugoslavia was created in such a fashion, to pull a string and start a war.

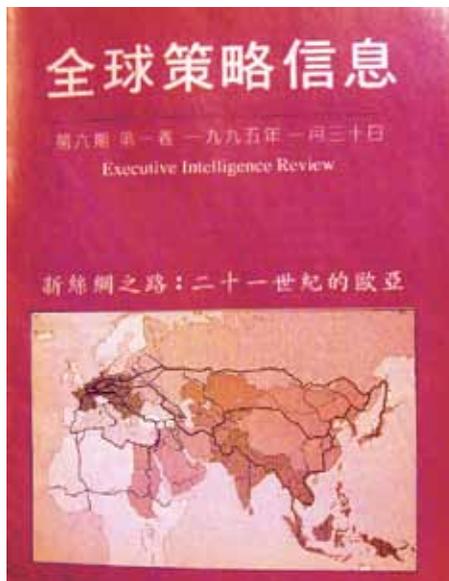
A year later, the Berlin Wall came down, exactly as LaRouche had forecast, and also a war was started shortly after in the Balkans, to prevent a good outcome, exactly as LaRouche had warned. Lyndon and Helga LaRouche immediately, as was mentioned this morning, issued a development program, the so-called Productive Triangle, among three cities in Europe—Vienna, Berlin, and Paris—because at that time, this triangle encompassed the most densely populated and industrially developed area in the world. The idea was for this triangle area to become an engine for developing large transport arteries to points east. This very quickly began to become the development of the idea of the Eurasian Land-Bridge.

This is July 1992: You see here, on the cover of the *Executive Intelligence Review*, the beginning of the Eurasian Land-Bridge (**Figure 7**). Behind this were

FIGURE 7



FIGURE 8



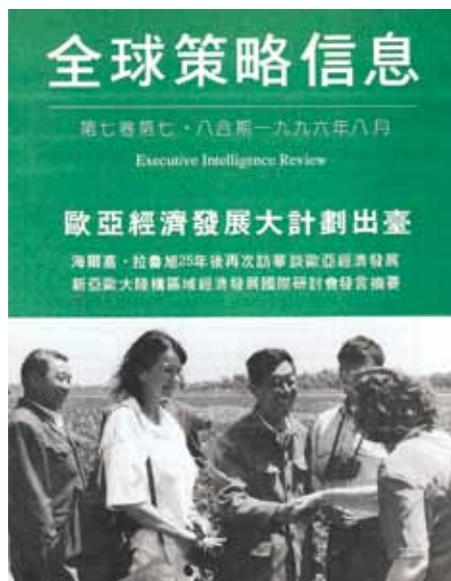
conferences, meetings, discussions with scientists of all kinds, to develop the ideas in-depth. I was in some of these meetings where some of the things on the maps were changed, including a meeting, which I will never forget. LaRouche was meeting with a Chinese gentleman who brought with him detailed maps, and he said, “We should change the corridor here, and this is why we should change it.” And LaRouche responded, “Yes! We should change it right here!” So, it was a live discussion process developing this program.

This is our Chinese newsletter, a mini-version of the *Executive Intelligence Review* (Figure 8). This is from 1995.

This is the Chinese newsletter from 1996 (Figure 9). This was published in French, German, Chinese, English, and other languages, with the lead magazine being our *Executive Intelligence Review*.

This becomes more interesting today, because of the recent [New Silk Road] proposal by Xi Jinping, the Pres-

FIGURE 9



ident of China.

This newsletter covered a conference on May 7-9, 1996, in Beijing, addressed by Helga Zepp-LaRouche. It was sponsored by the Chinese government, and it was called, “International Symposium on Economic Development of the Regions along the New Euro-Asia Continental Bridge.” The conference participants proposed to call this the “New Silk Road,” and the conference organizer, Mr. Rui, said at the conference, “It is imaginable, that future human society will neither be hindered by oceans, nor be frustrated by severe cold, altitude, and desolation any

longer. Transcontinental high-speed trains and expressways will circle the globe, and bring unprecedented new opportunities for existence, development, and prosperity to human society.” Then, he said, “Two thousand years ago, the ancient Silk Road linked the two continents. Economic cooperation and cultural exchanges along the ancient Silk Road had a great impact, not only on the splendid ancient civilization achieved by human society, but also on the formation of modern civilization. Up to now, it is still one of the most important spiritual ties that links Asia and Europe,” And he called it the “Modern Silk Road.”

The ‘Silk Road Lady’

So this is 1996. We organized for it, we had discussions about it, meetings, and one of the things that really spurred the process, was an *EIR* Special Report we produced, that you can still purchase, and which I will encourage people to study (Figure 10). *The Eurasian Land-Bridge Special Report* is a very comprehensive report, including things such as the most efficient use of land and resources, regarding transport, for example, the most efficient being rail. It goes through in detail, every region of the world, what to do with it concerning water development, power development, transportation, building of new cities.

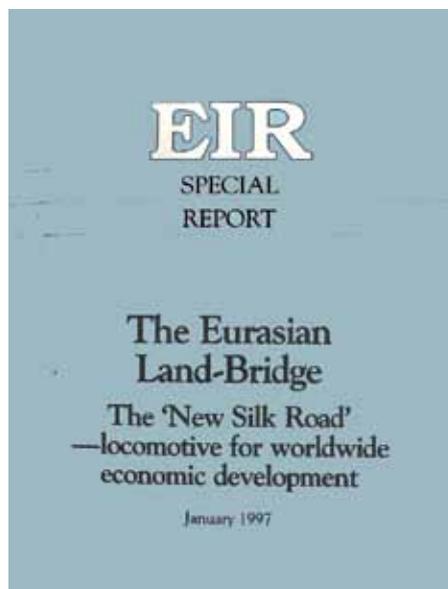
Because, when we build these transport corridors, we build new, beautiful, efficient cities, cities that hold 750,000 to 1 million people, and where you plan them out from the beginning, and where you can get anywhere in city within 20 minutes via free public transportation. And then you have science centers and cultural centers in the middle; tons of trees and flowers; just really habitable places for human beings. These things we can do, on the Eurasian and the World Land-Bridge, and that's what we are going to do.

So, Helga LaRouche organizes for this like a madwoman. She travels to China again and again. This is from a meeting in New York in 1997, and she is called “The Silk Road Lady” (**Figure 11**). Here in New York, she is welcomed in the following fashion: The first character, *ying*, means “to welcome”; and the others *si chou zhi lu nü shì*, “The Silk Road Lady.”

Conference after conference, meeting after meeting—and I'm saying this because what Xi Jinping is now calling for, a Silk Road, today, is something that has been fostered and fostered, and discussed and discussed. And as Mr. Ding Yifan of China said [in his speech to this conference], we realize that LaRouche had great foresight, and that he was right (see *EIR*, Nov. 15).

In the beginning of 1997, Lyndon issued a warning

FIGURE 10



that the Asian countries were going to be attacked by a financial tsunami before the end of the year. Helga LaRouche travelled to Beijing, I travelled to Taipei, and we warned people, we warned our Chinese friends, “This is what LaRouche says.” We warned them in Korea, we warned them in Japan—LaRouche warns Asia, this is going to happen. And people didn't really believe it.

So, when it happened—I personally have examples where people, when they heard LaRouche's warnings in 2007-08, Chinese people contacted me and wanted to meet, saying, “I heard LaRouche's warning in 1997, and now, when LaRouche comes up with such a

warning, I listen!” So in many different ways, LaRouche's influence and teachings have been maturing.

This is the eastern terminus of the Eurasian Land-Bridge, at Lianyungang, north of Shanghai (**Figure 12**)—you see that on the sign? This is Helga LaRouche at the eastern terminus, where she's being interviewed by Chinese journalists in 1997.

This says, “*tian xia wei gong*” (**Figure 13**) in Sun Yat-sen's handwriting; it is a saying from a very famous piece from Confucius about the great commonwealth, and depicts a future where old people are taken care of, sick people and children are taken care of, where nobody steals, you don't have to lock your door, because

FIGURE 11



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Helga Zepp-LaRouche: ‘The Silk Road Lady’ ...

FIGURE 12



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... and at Lianyungang, China.

Sun Yat-sen: 'The World Belongs to Everyone'

it's a future society in great harmony. And in there Confucius has the sentence, "*tian xia wei gong*" which can be translated in various ways, but *tian xia* means "under the Heaven," so "the world belongs to everybody," is one way to translate the whole sentence.

Recent Progress

I wanted to end here by touching upon China's recent developments. They have made four high-speed rail-corridors from East to West, and four from South to North, "high speed" meaning 325-350 kph. I have been travelling on those trains—they're fantastic. They don't shake, they're silent, you can write; and they serve spring water from Tibet—I don't know if it is from Tibet, but it says so on the bottles! It's very efficient. One example: To travel between Beijing and Tianjin in northern China, used to take three hours before 2008; today it takes a half-hour.

This development has had a great influence on the population, because it's very normal for a student, or an old person who is not that wealthy, to take a modern train like that, the equivalent of which is not found in the United States or in Europe. These trains are more advanced than anything we have in the trans-Atlantic region. Such changes create a certain optimism and vastly improve the capabilities of the country.

There's a tremendous development that has taken place. Massive water projects, the Three Gorges Dam, the transfer of water from the South to the North; massive work on power generation and so forth. To give a comprehensive picture would be a whole discussion in itself. In the last decade, projects have also been built in China, where the intention was not so much to create immediate profit for the country, but to lift up areas that were very remote and very poor, because they were completely cut off from transportation: For example, in the southern part of China, they built a railroad, between Nanning and Kunming, where they literally had to ram through mountain ranges along the entire stretch, constructing numerous tunnels and railroad bridges. This railroad immediately improved the living stan-

dard, because people for the first time could travel and transport their goods. But also, the connection is now ready to proceed from Kunming and farther, regarding the southern part of the Eurasian Land-Bridge.

Another example is, that you now can travel from Shanghai, all the way across China, and up to Tibet, to Lhasa, where, for a part of the trip, from Golmud to Lhasa, the railcars have to be pressurized. The ground is permafrost, and the air pressure there is so low, because the railroad is over 5,000 meters up. This meant constructing new machine tools, and the Chinese have developed whole new technologies concerning extreme weather: how to build a railroad in permafrost; how to build machine tools that can function in these extreme temperatures and so on.

And then, last but not least, exploration of space, which has inspired the whole world. When you visit China—this is like I could imagine the United States in the 1960s, with Kennedy's launching the project of going to the Moon—people are *super*-excited about their astronauts. And if you want to have a good advertisement, you get an astronaut to be part of it—not a Hollywood star or something like that; no, you get an astronaut.

The Chinese want to have collaboration; half the population of the world lives in Asia, and the future is there. If we get a change away from the current imperial policies of the United States, back to what America really represents, then we have a future which is almost unimaginable, in terms of how beautiful and optimistic that can be. There's nothing that mankind would not be able to do concerning conquering space, conquering disease, producing food, and with that, also with the earlier question of education policy, then the education policy will simply be driven and spurred by optimism for the future, and what we need to do.

On a last note, because I know there is a lot of "are you anti-Muslim?" or "anti-Chinese?"—this is all imperial propaganda, to set people up against each other, people that really naturally are friends. As LaRouche said at a conference in Los Angeles in 2007, "China and the U.S. are inseparable: The only thing they need to do is to get married."

I want to end on the following note: Confucius said that the universe is lawfully ordered, it constantly develops in a lawful, harmonic way. Man's relationship to the universe should be like that. And he said that the key to all relationships—man's relationship to himself, and man's relationship to his fellow human being—is the idea of love on the highest level. And with that, I will end.

Water Development In the Pacific

Dr. Chang is a professor emeritus from the University of San Diego and a globally prominent hydraulic engineer.

I'm going to talk about major continental projects of the Pacific Basin. I'm sure you've gotten the impression that the Pacific Basin is rapidly moving to the center of the world community. Our emphasis today is to talk about especially major water- and transportation-related projects around the Pacific Basin, on the continents around the Pacific Basin.

I have selected five major projects. The first one is the Kra Canal, followed by the Nicaragua Canal; followed by the Three Gorges Dam. I personally worked on the Three Gorges Dam starting something like 30 years ago, so I can personally share with you my experiences regarding the Three Gorges Dam.

Let me tell you one thing right now—the idea was proposed by Dr. Sun Yat-sen. Later on, in China, some 30 years ago, it was opposed by certain scientists and engineers, because they said if you travel on the Yangtze River—anybody who has traveled on the Yangtze River has noticed that the water is muddy. The river is muddy in the Summer, and in the Winter, the only difference is between muddy, muddier, and muddiest, because it is muddy all year 'round. The chairman of the Chinese Academy of Sciences was opposed to the project; he said once you build the dam, you're going to slow down the water flow; you are going to induce sediment deposition in the reservoir. Pretty soon, the dam will become a waterfall. It will become a permanent sorrow for China.

I will explain to you why the dam will *not* create a permanent sorrow for China, but, instead, it's going to bring a lot of benefits, from different aspects.

Thailand: The Kra Canal

The Kra Canal is the first major project I wish to mention. Of the four sea transport routes (**Figure 1**), the first one [the Malacca Route] is via Singapore. When the idea of the Kra Canal was first proposed over 300

FIGURE 1



years ago, Singapore was strongly opposed to the project: Of course, it would take the shipping away from Singapore.

Things have changed, and for many different reasons we can look at these four different routes. There are two additional routes going through Indonesia—those are longer routes. But the shortest route goes through the Kra Canal. The significance is this: It connects two oceans, the Indian Ocean and the Pacific Ocean.

The traffic going via Singapore is more than twice the traffic going through the Suez Canal and the Panama Canal combined! And besides we're beginning to see some problems with the current route. And we're having different problems with the current Malacca Strait route—it is heavily traveled nowadays, and the congestion is beginning to become a problem, and that is increasing the cost of shipping, of course. Right now, the traffic around the Malacca Route is increasing at a rate of 200,000 ships annually. A more recent estimate is that the traffic through the Strait is increasing at an annual rate of 20%.

Mr. LaRouche has brought up this idea, and has made contributions over the years to promote the construction of a new canal—the Kra Canal.

Okay, let's take a look at the Malacca Strait in its current conditions: We're talking about a width—a narrowing width—of 1.6 miles. The depth is as shallow as 25 meters—that's pretty shallow, especially for oil tankers nowadays, and it is heavily used by oil tankers and bulk carriers. Some 80% of Japan's oil supplies go through the Malacca Strait.

From a security standpoint, the Asian countries—Japan, China, all those countries of the region com-

FIGURE 2



bined—are concerned about the security of the Malacca Strait. Hopefully, there will be no regional conflicts that can disrupt the oil flow. You know, oil is a lifeline for Japan, as well as for China, for South Korea, for all those countries. So therefore, if you open a second route, that would actually improve the security for transportation and for traffic in that region (Figure 2).

Of course, the construction of the Kra Canal would stimulate a lot of growth in that area. (Figure 3) shows commerce and industrial development at both ends of the canal. There could be another Singapore! You know Singapore is a very affluent country—a very advanced country—this could be a second Singapore. Although this idea was opposed by Singapore—in fact, by the United Kingdom—a long time ago, because Singapore was a British colony.

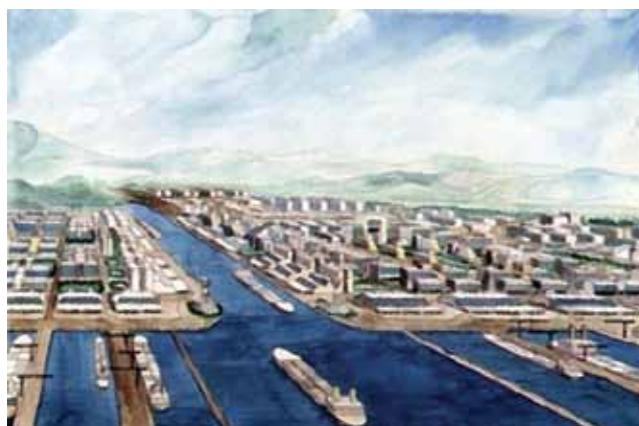
However, because of further considerations, it is very important that the Kra Canal be promoted, be constructed. But for every project there are challenges, and there are controversies for Kra Canal.

Let me tell you the challenges first: It is not feasible to build an elevated canal; it has to be a sea-level canal. To build an elevated canal you need a big body of water, because locks and dams consume a lot of water. But for this canal, there's no large body of water, there's no lake. So it would be the most logical to build a sea-level canal. But the sea level has to cut through the mountain range—that is the challenge.

Think about this: It involves a tremendous

FIGURE 3

Artist's View of a Kra Canal



amount of excavating and earth-moving. It could be the largest earth-moving project ever undertaken by man. You have the total expenditure for doing that. But—but, it is being contemplated and being considered that we could have the peaceful use of nuclear power for the excavating and earth-moving in the creation of the Kra Canal.

Now recently, China is considering calling for the construction over ten years, employing something around 30,000 workers, costing between \$20 and \$25 billion. That is the latest development, and, I don't know anymore than that.

The Nicaragua Canal

Now, let's move to the Nicaragua Canal (Figure 4). That will be a second canal connecting Pacific and At-

FIGURE 4

Nicaragua Canal

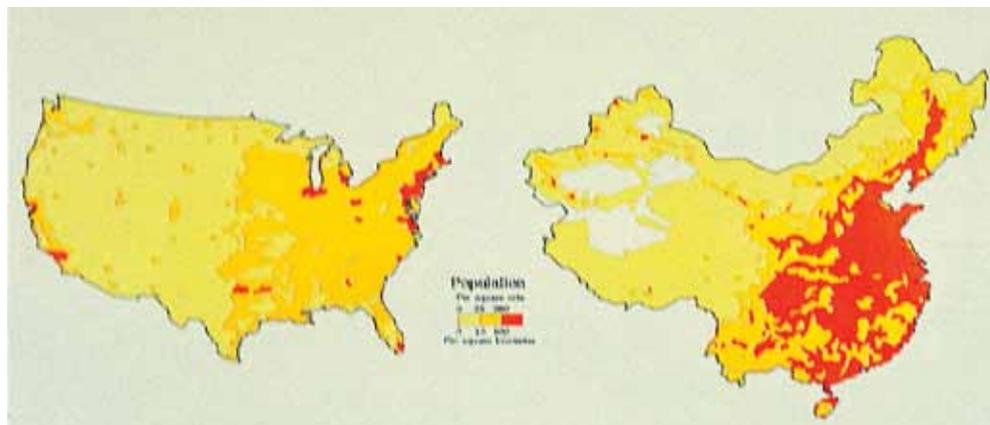
A canal across Nicaragua was first suggested in 1567, when King Felipe II of Spain ordered a survey.

Many of today's supertankers too large for the Panama canal,

Heavy traffic through Panama Canal

Rich shale gas deposits in the United States looking for an export route to Asia, the project has again been resuscitated

FIGURE 7



size of that canal.

South-North Water Diversion in China

Next I'm going to talk about the South-North Water Diversion project in China. **Figure 7** shows China and the United States: two countries with similarities, but very strong dissimilarities. Similar latitudes, similar size—except the population densities are very different. China has 1.3 billion people, while we only have 300 million people in America. And America is very fortunate, because our precipitation occurs from coast to coast, fairly evenly distributed, and not only spatially distributed, but also well distributed seasonally. Seasonal distribution is fairly uniform in America; but the rainfall distribution in China is highly uneven. It is concentrated in the Summer and Spring. It's also concen-

trated in the Southeast, and becomes very sparse in the Northwest.

Let's look at the water resources of all the countries of the world. One country where water resources are most abundant is—guess what—Brazil. You know there's a lot of trade between Brazil and China—and Brazil says, "We have everything China needs, we have water China needs, except

we don't know how to sell water to China." Well, Brazil is number one, in terms of abundance of water resources, followed by Congo, followed by Indonesia, then the United States, then Russia, and then China.

China is number one in population, but number six in water resources. Which means water distribution, water conservation, water storage become very important in that country. If you look at the precipitation patterns (**Figure 8**), you can see that there's much more precipitation in the southern coastal area, which becomes less and less as we go north and west.

But, if you look at population distribution (**Figure 9**), the population distribution is from the south to the north: Water becomes much more scarce in the north. It is logical for us to redistribute water from the more abundant area to the less abundant area; we have to

FIGURE 8
Asia's Rainfall

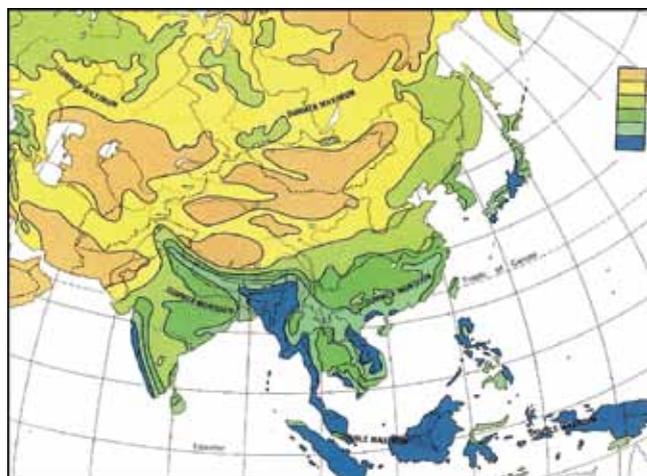


FIGURE 9
Asia's Population

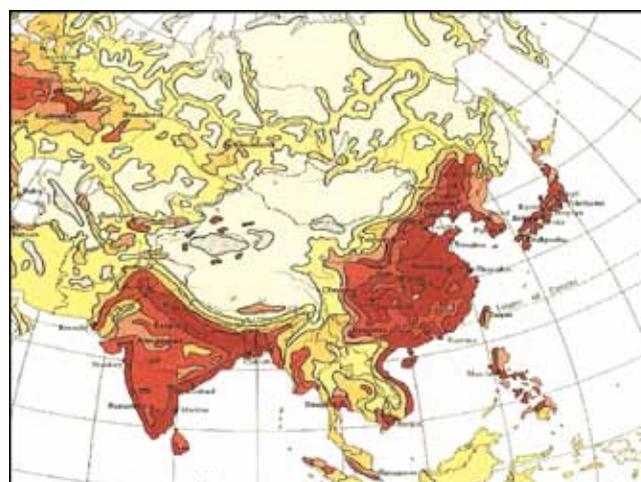


FIGURE 10



divert water from the south to the north. In the north, water has become so precious: I visited some peasant families not too long ago, and they even collect water in their yard (Figure 10). You see? When it rains they collect water, and the water is stored in a water storage tank. This is rainfall water!

Now, let's talk about water diversion projects. There are three different routes (Figure 11), to divert water from the south to the north. There's the Eastern route, taking water from the Yangtze River to the north, to the harbor city of Tianjin. The Central route is also taking

FIGURE 12

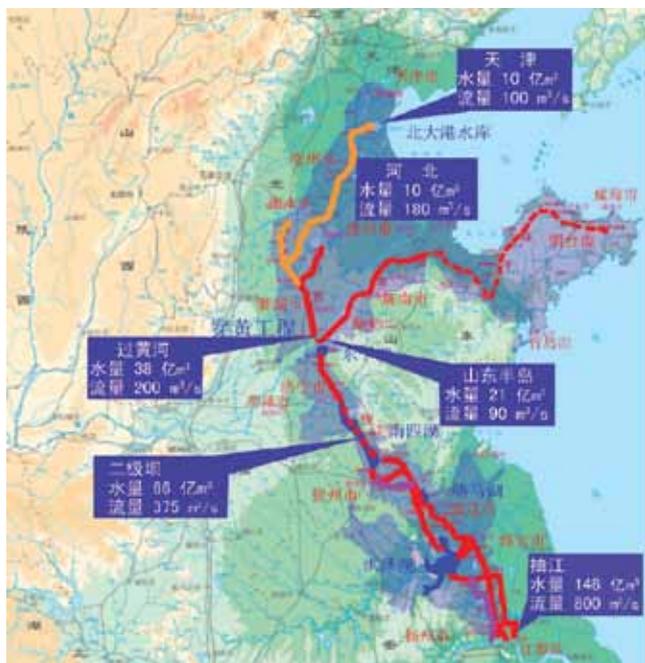


FIGURE 11

China's Planned Water Diversion Routes



water from a tributary of the Yangtze River to Beijing; and, the Western route is taking water from near the Tibetan plateau, by diverting water from the Yangtze River to the Yellow River.

Now these three routes combined would take roughly 7% of the water from the Yangtze River Basin to the north, to the Yellow River Basin.

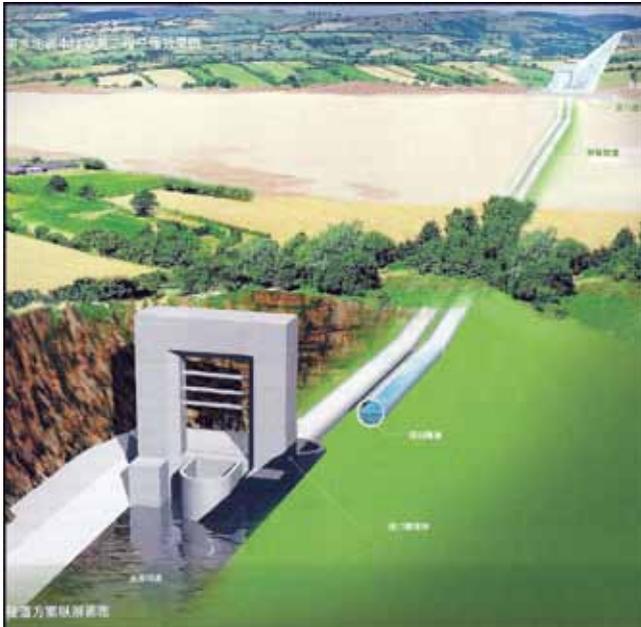
Let's take a look at details of the Eastern route, The Eastern route (Figure 12), starting from the Yangtze River—you can see the three different phases. Phase 1, starting from the south, then going to the center, and there's a tributary to the tip of the peninsula and all the way to the harbor city of Tianjin. It goes through a series of lakes, this part is already completed—the intake station at the Yangtze River is already constructed, completed, to take water from the Yangtze River and send it to the north.

Figure 13 shows the canal, the ancient canal, which

FIGURE 13



FIGURE 14



has been improved, enlarged, and deepened, to increase its capacity for transporting water from the south to the north.

Figure 14 is a tunnel under the Yellow River: These are very, very huge tunnels which take the water toward the north. The Eastern route has a number of pumping stations to cross the Yellow River.

FIGURE 15

The Western Route



The Yellow River is not a point of water concentration; the Yellow River is a point of water divide. You know why? Because the Yellow River is an *elevated* waterway. It has a heavy sediment content. Over the years, people have been building up the levees, year after year, generation after generation—the riverbed of the Yellow River is much higher than the adjacent fields. So when the water goes from the Yangtze River to the Yellow River, it has to go through a series of pumping stations, and after passing the Yellow River, that water will flow by gravity all the way to the city of Tianjin.

The Western route (**Figure 15**) is very, very impressive, because that area is so mountainous. The route has to go through so many mountains, through so many river valleys. The most mountainous area is right at the edge of the Tibetan plateau. So, that is going to require a large expenditure.

In **Figure 16** you see the route of the diverging canal. The route is going to go by canals, by pumps, and by tunnels, many tunnels, going through a series of reservoirs. That construction would be very difficult, because that area has so many high mountains. Do you know that the average elevation for the Tibetan plateau is 5,000 meters?! (**Figure 17**)

I remember just a few years ago, I had a chance to visit Tibet, and I stayed at the tallest hotel in the highest city of the world, getting into the Guinness Book of World Records. That hotel has an altitude of 15,000 feet! I could feel the difficulty in breathing. And also

FIGURE 16



FIGURE 17



the air pressure is so low—people told me that if you boil water—water boils not at 100°Celsius, but at 69°Celsius. I asked them: “How do you cook? You may not be able to fully cook food, because it boils at such a low temperature.” They said: “No problem,

we’ve got pressure cookers.” That’s my personal experience.

By the way, it was very difficult, because it becomes very strenuous. While I was walking down or walking up the stairs—every five steps I’ve got to stop for a while so I can catch my breath. So, think about the construction of this water diversion system. This project has not yet been started.

You may wish to know the status of the three lines for water diversion. The Eastern route is on the way to completion, I’d say maybe in a couple of years, because the start-up project was maybe ten years ago. The Central route is also near completion; in another two or three years that route will be completed.

What about the cost of construction? For the Eastern route and the Central route for water diversion the total cost is \$60 billion. It also involves the resettlement of people: They have to resettle 600,000 people for the completion of these two diversion routes. That is a very difficult task. In a country like that, they can still do it; but in this country [the United States], if you wanted to resettle not 600,000,

FIGURE 18
Three Gorges Dam



but 6,000 people, I think it would be an impossibility. I don’t know how to say this [laughter]—but we would have a lot of difficulty! I live in San Diego, and I remember when they built highway 56, it took them 26 years! From the time of planning to the time of completion of the freeway, it took them exactly 26 years. Right? There were a lot of lawsuits: eminent domain, land use, land acquisition.

You know what? [In China,] ever since the Communist Revolution, there has been no private ownership of land. So the government owns the land, and that makes it a lot easier for public works on the Tibetan plateau. They had an open-

ing ceremony for the construction of this water diversion project.

The Three Gorges Dam

Now I want to talk about the Three Gorges Dam. As I told you, I started working on this project some 30 years ago. This project was first proposed in Beijing by Dr. Sun Yat-sen, whom Leni [Rubinstein] just mentioned. He really had the vision, he said: We are going to get this inspiration, and this idea, from the TVA projects. You know the TVA—it has a network of dams and hydropower stations, that can generate tremendous rates of hydropower, and this project has many benefits. **Figure 18** shows the completed dam now.

Figure 19 is a close-up of the project, showing the completed project. **Figure 20** was taken from a satellite. You can see that water was released through the sluice gates. You know that this water is muddy, as I mentioned to you.

When this project was proposed, there was a lot of opposition, including the President of the Chinese Academy of Science. He said: The water is so muddy, and sooner or later, the velocity will slow down in the reservoir, and the reservoir will be filled up with sediment, eventually, if not in 100 years, perhaps in 500 years. So that reservoir is going to become a waterfall, its function would be lost, and it would become a permanent sorrow for China.

Well, our mission was very simple: to determine how to control the reservoir, to design the reservoir, to build the reservoir such that the capacity of the reservoir can be preserved in perpetuity. There were all kinds of studies—there were physical modeling studies in the laboratories to find out how the reservoir behaves, as the water and the sediment are released and pour through the reservoir. There was also computer modeling of flood flow going through the reservoirs.

The part I got involved in was computer modeling of the water and sediment flow going through the reser-

FIGURE 19



FIGURE 20



voirs. I can tell you very briefly, because if I have to go into the details it may take a couple hours. This reservoir will be silted up; but the percentage of sediment in the reservoir would only take away, roughly, 40% of the reservoir capacity, in the very long term; 60% of the capacity of the reservoir will be preserved in perpetuity.

Then the question was: How can you say that? Why do you figure that's true?

FIGURE 21

Dr. Chang at the Three Gorges Dam



FIGURE 22



I can tell you very briefly: There are many reasons why that is going to be true. This reservoir is very different from Lake Meade. Many of you have seen Lake Meade, right? If you stand on top of Lake Meade—on the Hoover Dam, overlooking Lake Meade—you notice the water is clear. . . . Do you know what message I get? No sediment can escape Lake Meade; all the sediment will settle in Lake Meade. However, if you look at this picture (Figure 20), you see that even the outflow of the water is muddy. Now, that's because Lake Meade is a *storage* reservoir; it has a round shape. This reservoir [in China] is a *river* reservoir; it's a long and narrow

reservoir on the river channel—that's one thing. Second, there's a flow, and the flow will always move the sediment. When the reservoir is silted up, people will think the reservoir will become shallower and shallower, and sediment will build up from the bottom, right? That sediment builds up from the bottom of the reservoir, and the river will become shallower and shallower? Not so!

You want to know what really happens? From physical modeling and from mathematical computer modeling, we found out that sediment deposits will, basically, be along the *banks*, which means that eventually the river will become narrower, but still as deep, almost as deep as it is today. In other words, once the reservoir fills up, it will become more like a river channel, because the siltation will simply reduce the width of the river reservoir, not so much the depth of the reservoir. So, as

long as there is a flow, the flow will always make a channel in the river reservoir. And, the flow of the Yangtze River is *tremendous*; that flow itself will always preserve the capacity of the reservoir.

A tremendous amount of water goes through the reservoir, going through sluice gates.

You see, I was there only two years ago (**Figure 21**), do you know what happened? When I was there, there was a record drought . . . in the area just downstream of the reservoir. Do you know what the people blamed? "It's the reservoir, the Three Gorges Dam, that actually caused a record drought in the area, downstream of the reservoir." In other words, in people's opinion, the construction of the dam and the reservoir had changed the climate, the precipitation pattern of the Yangtze River Basin! Well, I'll tell you what—this point was not addressed in an environmental impact report!

I cannot relate the change of precipitation pattern to the presence of the reservoir. People have wild ideas.

Let me tell you another wild idea: During the planning stages of the dam, people wanted to study the impact of the reservoir and the dam; they said that the impact of the reservoir and dam would change the Earth's rotation! [laughs] . . .

Figure 22 shows the inside, where visitors who visit the dam and the power plant, could not go, but because we were guests of the Chinese Water Resources Bureau, we had the privilege of getting in. This is a powerhouse; the top part is a generator, driven by the turbines; the

FIGURE 23
Indoor Model of the Dam Project



FIGURE 24

Three Gorges: A Giant Among Giants

Rated Capacity Megawatts	Hydropower Dam And Country
17,660	Three Gorges Dam, China
10,300	Guri, Venezuela
7,400	Itaipu, Brazil/Paraguay
6,495	Grand Coulee, USA
6,400	Sayano Shushensk, Russia
6,000	Krasnoyarsk, Russia
5,328	La Grande 2, Canada
5,225	Churchill Falls, Canada
4,600	Bratsk, Russia
3,675	Ust-Ilim, Russia
3,600	

turbines are submerged in water. . . .

I mentioned to you that when they built this reservoir and dam, they did a physical modeling study in an indoor laboratory. I couldn't believe the size of the indoor physical model (**Figure 23**)! I've never seen and couldn't believe the size of the indoor physical model, I've never seen such a super indoor laboratory in my entire career. You know, we have a lot of hydraulic lab-

oratories, the largest one being the Vicksburg, Miss., waterways experimental station of the Army Corps of Engineers; but they are not even one-third of the size of this indoor laboratory in China used for the study of the Yangtze River and the Three Gorges Dam.

Now let's look at the project benefits.

The major benefit of hydropower is quite apparent, because the energy is *very cheap*. I want to give you one example: Do you know the San Onofre [nuclear power plant] in San Diego County, the Diablo Canyon? We have two nuclear power stations there. Now San Onofre is 2.2 gigawatts; the revenue it got, as of ten years ago, which I know, was \$2.2 million every day! But to run that nuclear power plant, the expense is very high: \$2 million. So the profit margin

is very small. Why? Because nuclear power plants have very, very strict security measures. There are 3,000 people working at a power plant, and many of them are working on the subject and aspect of security, nuclear power security.

But what about energy? You know the Feather River in Northern California: The Feather River has three-stage power-generating stations; they produce 1 gigawatt, equivalent to one nuclear power plant. Their revenue is about \$1 million per day. But what about expense? The expense approaches zero. Why? Because for hydropower, the fuel is free! You don't pay for the fuel, you don't pay for the transportation of the fuel. They only have 16 people working that entire canyon. The salary expenses are very, very small. So you can see right away that it is very cheap energy.

There are many, many benefits. But I want to mention something else: You may wish to know hydropower plants of the world (**Figure 24**). The table shows the rated capacity, the hydropower dams, and the country which it belongs. The Three Gorges Dam has the capacity of 17.6 gigawatts—that's by far the largest hydropower station in the world. Followed by Guri of Venezuela, Itaipu in Brazil, Grand Coulee Dam in the State of Washington—that's 6.4 gigawatts. What about the Hoover Dam? The Hoover Dam is not on the list,

but the Hoover Dam is so important for the energy supply of Southern California.

Well, let's see, what is 1 gigawatt? Do you have any ideas? One gigawatt normally is the typical capacity of one nuclear power plant. So, to give you some idea: The Three Gorges Dam has a rated capacity, roughly, equivalent to 17.6 nuclear power plants. Do you know how much revenue it generates? Using ten years' [average] price, it generates something like \$17.6 million a day. What about the expense for producing the energy? The construction expense was very high, but the operating expense is very low, because you don't have all the safety regulations that a nuclear power plant does. So, therefore, the advantage of hydropower is apparent.

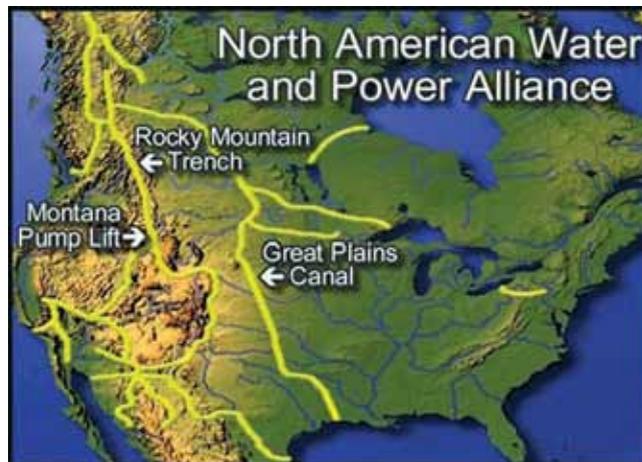
NAWAPA

I want to go quickly to NAWAPA (**Figure 25**). This really is a vision of the North American continent, as well as the world community, because this network of water distribution systems—reservoirs, dams, channels, pipes, culverts, and so forth—redistributes water from abundant areas to the water-scarce areas. That is going to generate so much wealth in North America. And let me say this: NAWAPA is the vision of the future. NAWAPA will have a lot of pumping stations. You have to pump water up, and let the water go down. But once water is pumped and then the water comes down, it also drives hydroturbines. Energy is also generated by the water distribution system of NAWAPA.

They are building the water-supply systems of California. They have pumping stations, and at the same time they have a lot of hydropower generators, because whatever water goes up, when it comes down, they can actually generate power.

You know they have the maximum use of nuclear power in France. Germany is trying to minimize the use of nuclear power, but France has extensive use of nuclear power. But, nuclear energy is produced at a constant rate; you cannot change the rate, you cannot adjust the power rate. Sometimes they produce too much energy, and sometimes they do not produce enough energy. So, whenever they produce too much energy, that energy has to be stored. How do they store the surplus nuclear energy? Batteries? We don't have batteries of that size! And, batteries would have to be at such a heavy capacity. But let me say this: Reservoirs are nature's batteries. The water is pumped up into reservoirs—that's where the energy is stored. Whenever they need that additional energy, the water comes

FIGURE 25



LaRouchePAC

down—from the reservoirs to the hydroturbines to generate energy.

So, reservoirs are nature's batteries for energy storage. I simply cannot help thinking—whoever came up with this idea, it starts in the '60s, had a tremendous vision—that this is the cause we've been striving for. We hope, someday, NAWAPA will be realized.

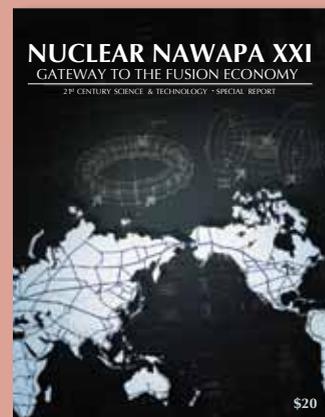
Nuclear NAWAPA XXI Gateway to the Fusion Economy

A 21st Century Science & Technology Special Report

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Kra Canal Project Is Moving Ahead

Pakdee Tanapura is the international director and acting spokesman of the Board of Directors of the International Executive Committee for the Study of the Kra Canal Project in Bangkok.

Good morning. I'm Pakdee Tanapura from Bangkok, Thailand. I've been working on the Kra Canal for the past 30 years. We started to work on this megaproject, linking the canal across the south of Thailand, in 1983, and at that time, Lyndon LaRouche came to Bangkok and we organized a big conference. That big conference was with the participation of the Minister of Transport and Communications, Mr. Samak Sundaravej,



LPAC-TV

along with other Thai elites, and many MPs, many senators, and other important participants.

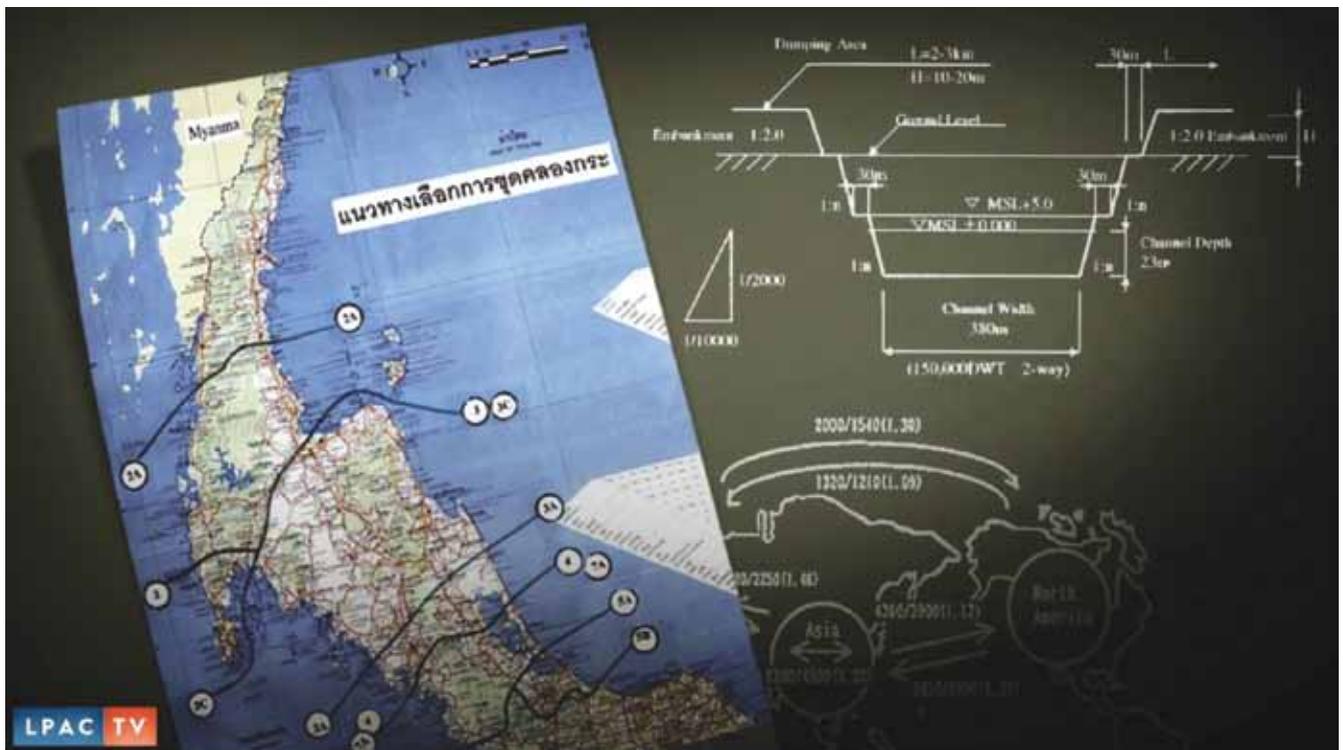
Also at that time, we had the participation of the GIF Japan, the Global Infrastructure Fund foundation, by Dr. [Masaki] Nakajima and Dr. [Norio] Yomomoto. Also we had the participation from the U.S. side, of some American scientists working on the utilization of nuclear explosives, that would help reduce the cost of the construction by about 40%.

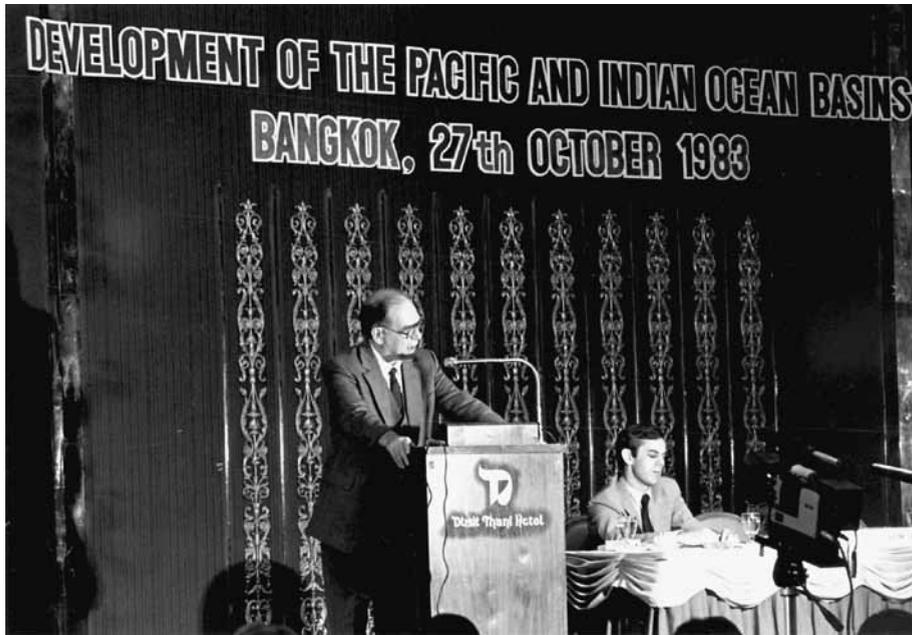
Also, we had the participation of many ASEAN country members, important persons like Dr. Roeslan Abdulgani, chairman of the advisory team to President Suharto of Indonesia, and Dr. Zainuddin Bahari of the Malaysian Institute for Strategic and International Studies.

We also had the participation of some former ambassadors from India, who had been stationed in Thailand for a while, and also were in support of the Kra Canal. So, it was a very big conference.

And with that, we also started to organize the Kra Canal, and we planned to have pre-feasibility studies; that means we wanted to revive the studies by TAMS,

FIGURE 1
Engineering Pre-Feasibility Study for the Kra Canal





EIRNS

Lyndon LaRouche addresses the October 1983 conference in Bangkok on Pacific and Indian Ocean development.

the engineering firm from the United States. We picked that up, and we wanted to revive it and make a pre-feasibility study, with the participation of the Minister of Transport and Communications, Mr. Samak.

So that was done, but unfortunately, Mr. Samak did not stay in his position. After a while, he had to resign, so that the Kra Canal did not take off, because the funding which was supposed to be allocated by the GIF and some parts of the participants, did not come. They were not allocated properly, so we did not have enough funds to do the pre-feasibility studies.

The LaRouche participation and contribution was very important. He came and gave a speech on the importance of the Canal at that time, and his speech and his participation appeared in every major newspaper in Thailand. So, that's what happened at that time.

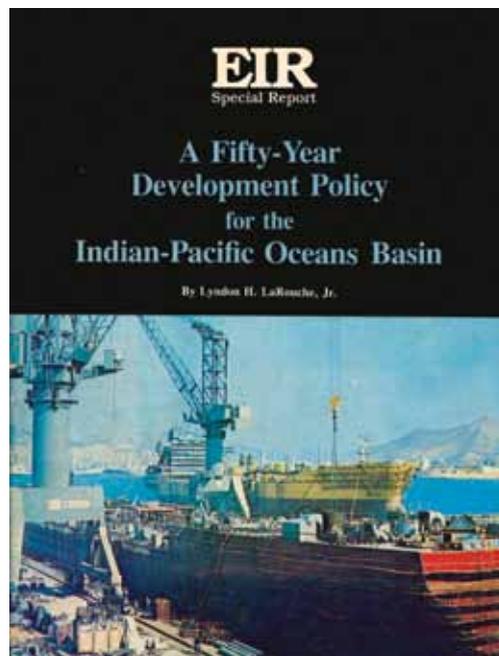
Since that time, we have developed many things to develop further the Kra Canal. In 2001, on exactly the same day as 9/11,

from all sides—from the royalty side, as from the Singapore side—so he said that Thailand did not need the Kra Canal. And that was the end of it.

General Chavalit quit the government, and the coup d'état of 2006 overthrew Thaksin from his prime ministership.

the cabinet ministry during the time of [Prime Minister] Thaksin [Shinawatra] adopted a resolution to create a national committee for the study of the Kra Canal. I'm part of that national committee. That national committee still exists, so I'm part of it, and am actually the international director of the national committee.

Then, that was proposed by Gen. Chavalit Yongchaiyudh, who at that time was deputy prime minister, and also minister of defense. He was involved very much on the Kra Canal, and also he had asked China to participate in the study, and also Japan, of course. Some money was allocated from the Japanese side, to start with, but then, unfortunately, Thaksin, was pressured



This EIR policy research study was published in August 1983.

Two Camps

Since then, our country is in big turmoil. There is street fighting, lots of conflicts, a lot of clashes between the pro-Thaksin group, as well as the pro-royalty [camp]. So the country is somewhat, until now, divided into two camps. But the Thaksin camp is more in favor of development. For example, right now the pro-Thaksin government is pushing for high-speed rail, an investment of about \$80 billion. With that we will develop high-speed rail all over the country, all over Thailand, and joining to the Silk Road rail in China, in the southern part of China. Also, with Myanmar and with Laos.

The other part of the high-speed rail would join Cambodia and Vietnam. So, the plan was well done. Of course, that upset the oligarchy in Thailand—the oligarchies are really upset, and they are trying to shut down that project, as well as trying to shut down all kinds of projects, including nuclear energy. They want to go for “soft energy,” global warming, these types of things. But I think the Thai people, right now, are pretty much aware of the need that Thailand has to be developed, as rapidly as possible, because we see China as an example of development.

So we are moving now. I’m involved in the preparations for a conference on nuclear energy, which should take place by the end of November.

Lately, Thaksin has put in his Facebook about his reflections when he visited Port Klang in Malaysia, in the Malacca Strait. He said that Thailand could develop a Kra Canal, that would undermine shipping in the Malacca Strait—which is wrong, anyway, since we think that by the year 2020, if we construct the Kra Canal, there would be something like 144,000 ships going through the Malacca Strait every year, which is an average of 3.6 minutes per ship. I mean, that’s massive. So, we are in need of the Kra Canal, as well as the Malacca Strait, to allow the flow of maritime transport in this area.

Recently I went to China to make a presentation on the Kra Canal. It was very well-received, and the dean of the faculty of Southeast Asian Studies of Xiamen University on the coast of China said that the Kra Canal is a top priority for the next development in the relations between China and Southeast Asia.

I also went to South Korea, to give a presentation on the maritime Silk Road, and the Kra Canal was very well received, and well considered, that it should be the next project for the coming decade.

So, all these somehow positive attitudes of Thaksin, and also the attitude of Southeast Asian countries, as well as China, Korea, and Japan, of course—because I was invited there by Dr. Yamamoto from GIF-Japan. So, everything is set to move ahead with the Kra Canal, and hopefully, nuclear energy, because we are in the mood for development. As you know, we are in big trouble in Europe and the United States, and I think Asian countries, the Pacific Rim countries, as well as India, are looking for development to counter the crisis that we are facing.

We hope that this will be successful, and we will move forward for the development of the new Maritime Silk Road, which is the Kra Canal.

So, that’s more or less what was done during our time, now three decades. We think that it’s time Asia should move for big infrastructure, and we are aware that there’s a deficit of infrastructure in Asia and India—all over the world actually. But in Asia, to cover the deficit in infrastructure in Asia. So, everything moves quite well, and hopefully that will be successful in the upcoming years.

India: Ramtanu Maitra

The Alliance of India-Russia-China

Ramtanu Maitra is the New Delhi correspondent for EIR. This is a transcript of his video presentation to the Schiller Conference of Nov. 2 in Los Angeles.



Schiller Institute

I will first tell you what the situation is. The situation is not where we expected it to be, but recently the Indian Prime Minister, Manmohan Singh, visited Moscow, and then flew directly to Beijing, altogether a five-day trip, Oct. 20-24—two days in Russia, three in China. And during his visit to Russia, there were a number of agreements signed, the most important of which concerned the Russian interest in building four more nuclear power plants, in a cluster, where they have already built one, and the second one is now being built.

The second thing that happened, is that India also got from Russia an agreement to jointly do exploration for oil in the Arctic area.

And on the strategic side, what they discussed in Russia is basically the importance of keeping Central Asia stable, in light of the fact that the American and NATO troops will be leaving Afghanistan in 2014, and the place is now infested with terrorists and drug traf-

FIGURE 1

The Kunming-Kolkata Economic Corridor



fickers, and with the departure of these troops, there is a great deal of fear in the region that these terrorists will turn toward the East, toward Russia, towards the Indian part of Kashmir, and also toward the western part of China, which is Xinjiang province.

In addition, the drug trafficking will create a huge amount of instability throughout the region. So there was this strategic understanding, that the stability of Central Asia is necessary for developing the Eurasian landmass.

In China, the discussions centered mostly on bilateral areas, but one important thing that they discussed—which had been discussed before, but this time there seems to be a little more teeth in it—is developing a corridor from Kunming to Kolkata (formerly known as Calcutta): Kunming, in China’s Hunan province, to Kolkata, India, via Myanmar, and Bangladesh (**Figure 1**). It’s a four-nation economic corridor. It is also a part of the old Silk Road, in the sense that the old Silk Road had many spurs, and this was one of the spurs that existed during those days.

The Chinese have already spoken extensively with the Bangladeshis, and the Bangladeshis have agreed to go ahead with the project. The Indians obviously agree to it, but the initiative has to come from India and China, because neither Myanmar nor Bangladesh has the financial, or the physical, capability to carry out this economic developmental corridor.

So that was a very good thing that happened. But all these things are still on paper. Until these agreements are implemented, or in the process of getting implemented, we cannot say that something concrete has really happened.

Trilateral Cooperation

But this trilateral cooperation is of extreme importance. This was recognized by Mr. LaRouche way back in 1991, when the Soviet Union collapsed, and that event opened up the way for Russia to participate very openly with India and China. And if you look at a map, and if you look at the demography of this area, you will find that Russia, China, and India, and the area that these three nations comprise, is about half of the world’s population.

So, the development of this area, because of these three giants’ capabilities, could change the world scene—economically, politically, and socially—rapidly.

Nonetheless, there exist problems, left over from the Cold War period, when Russia was not very well known to the Chinese, and there were a lot of animosities. Then, India and China always had difficulties because of the 1962 border clash. The border is about 2,300 miles long; it’s an undemarcated border, created by the British Raj, and since then, it has not been worked out to the satisfaction of either party. It has been sort of a sticking point between India and China. Previously, it was used to heat up discussions to create a situation in which even a war was considered a likely event.

In 1991, Mr. LaRouche talked about a trilateral agreement. Another person of substance, Yevgeni Primakov, the former Russian prime minister, in 1995, while passing through Delhi, mentioned that India, China, and Russia must cooperate in order to take over the Eurasian landmass area.

In 1999, in New Delhi, the Triangular Association was formed: Academician R.B. Rybakov, chairman of the Russian Academy of Sciences Institute of Oriental Studies, was the head; Prof. Ma Jiali, who was at the time with the Chinese Institute for Contemporary International Relations (CICIR); and an Indian professor Dr. Devendra Kaushik, who was the head of the School of International Studies, Jawarharlal Nehru University; I

was the convenor, and we started this triangular association.¹

Subsequently, a number of things happened which can be cited as the reason why this concept didn't move forward rapidly, or fast enough. There was 9/11; even before that, a significant-sized Asian financial collapse happened in 1997. Then in 2001, 9/11 happened. Then came 2007, and, of course, the global economy tanked, thanks to Wall Street/City of London and the White House's support. Things went astray quite a bit.

But now, at this point in time, there emerges a perfect opportunity when these three countries can move forward. China has become more confident now, since the 1990s, when it was just in the process of getting developed; now it's a developed nation, almost. Russia has been more assertive. In October, *Forbes* identified Vladimir Putin as the most powerful individual in the world. And the weakness that I see, particularly at this point in time, is in India, where the leadership is extremely weak. Manmohan Singh is a very weak leader, and moreover, Manmohan Singh is coming to the end of his term, and he's 81 or 82 years old, and this certainly is the end of his political life.

However, all the basic ingredients for moving this trilateral development forward are there.

The Bush-Obama Stumbling Block

Mr. LaRouche visited India in 2003, 2004, 2005, and 2008—four times—and every time he was there, of course, all kinds of issues were under discussion, but he always emphasized that India has a huge population, today, of 1.2 billion, and it has a very developed population, or at least a section of the population is very well developed scientifically and technologically. China has enormous momentum, and China has developed its industries very well. Russia is, scientifically, probably the most advanced nation in the world. When these three get their heads together, and their hands together, it is not at all a difficult thing to resolve the Eurasian problem. And once Eurasia gets developed, then the effect of Eurasia comes to Southeast Asia—and then the Far East, which is Japan and South Korea, which are already developed.

When you consider this entire mass coming together, for the development of 2.5 to 3 billion people,

1. In July 1999, leading scholars of India, China, and Russia founded the Triangular Association, to promote the Eurasian Land-Bridge, at a meeting in New Delhi. Lyndon LaRouche was named as an honorary advisor to the Association. (See *EIR*, Sept. 17, 1999.)

you see that the world is going to undergo a massive change. And this trilateral relationship, as Mr. LaRouche has repeatedly pointed out, doesn't *have* to be in a confrontation with the United States. But again, with the kind of leadership that the United States has, or had, from 2000 on, there was very little willingness to participate in worldwide development, and participate with the larger nations, which Wall Street and the White House consider as potential adversaries.

Therefore things didn't develop that way, particularly during President Obama's time. I'll start with the Bush Administration, when Iraq was attacked, and Afghanistan was invaded; but Obama went on to attack Libya, and then created a situation in Syria—all this created a situation where the entire Muslim world, from North Africa all the way to Central Asia, is up in arms against outside forces. And that's created fundamental difficulties for India, Russia, and China, to develop their economic corridors. Because if you look at the Silk Road, yes, it will start from China; it will go into Central Asia; it will go into Europe, but it also must go into the Middle East as well. But if you keep Iran as an enemy, and keep the whole entire area in flames, then this economic corridor cannot take place.

Secondly, Iran and Saudi Arabia are still the major oil- and gas-producing nations. Both China and India have a great deal of requirements for this oil and gas. By creating this instability, what has been done is that the potential for these countries to develop, fast, has been stalled.

And in addition to that, recently, the Obama Administration has started another new policy, which is basically to confront China. This is known as the "Asia Pivot" policy, which is to say, in the President's words: We have not left the Asia-Pacific. In fact, they are going to again concentrate their attention, their strength, in the Asia-Pacific once again.

Now, China is particularly worried about this, because it is now being considered as the number two world power; a large-scale American military presence in the Asia-Pacific would create a situation in which a confrontation with China could be real, and could happen.

More importantly, China depends very heavily on importing various natural resources, including oil and gas, for daily consumption for nearly 1.4 billion people in China. And they have to bring these resources by ship, from as far away as Ibero-America, Africa, or the Middle East, and there is always a threat, with the large presence of the U.S. Navy in the Asia-Pacific, that they

can, at any point in time, under the pretext of one conflict or the other, find the choke points, like the Malacca Strait, or the Sunda Strait in Indonesia, blocked off, and China will not be able to sustain itself.

So these are the threats that exist. But, again, these threats are now, in a certain way, fizzling out, because one of the things that the Obama Administration tried to do was to get India, by appealing to India's fear about China, next door, into the American camp against China. An effort was made in that direction. However, India has rejected it, very vocally, and that is not an issue at this point in time.

Bilateral Issues

There are a lot of bilateral issues which need to be resolved between India-China, India-Russia, China and Russia. I think that many of the difficult issues have been resolved, but India-China—this 2,300-mile border—that is a political issue. Until that border issue is settled amicably, the anti-China lobby, or the pro-U.S. lobby within India, will continue to pull the government back from full-fledged cooperation with China, which is necessary at this point in time.

The problem with India-Russia relations, is that India-Russia trade has been minuscule in size, simply because they have not found a way to develop their mutual dependence. As of now, India is a major purchaser of Russian military hardware, and Russia is definitely very willing to provide as many nuclear power plants as India can absorb. And in fact, Russia has set up some heavy engineering facilities in collaboration with the Indian industrial facilities, which will allow the Indians to build their own nuclear reactors, and various other equipment that is necessary for nuclear power plants.

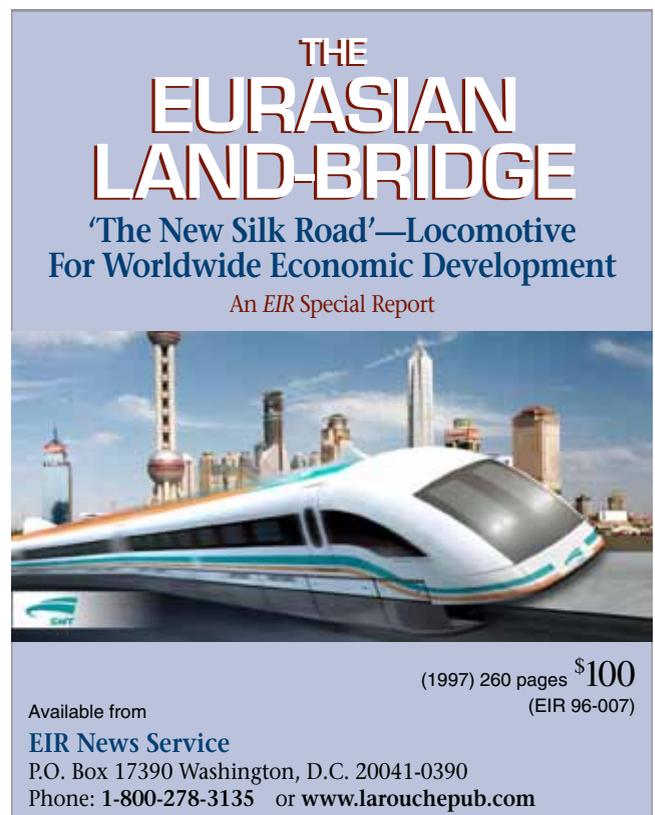
So, if we had been able to talk at a very high level in India, China, and Russia, and there had been a clear understanding that the trilateral cooperation was going to help all three, that would have stabilized the region. Things have not moved in that direction very much, but still, I consider what has happened to be a great deal of advancement. Because in 1999, after that formation of the Triangular Association, I had a press conference with these three individuals [Rybakov, Ma, and Kaushik—ed.], and the press was absolutely shocked to hear that such a thing could be done, because Russia, China—they had their own border war during the Soviet days; India-China had their border wars in 1962. How could these difficult animosities, developed over the years, be overcome?

But this, I think, is what we have succeeded in doing over the years—Mr. LaRouche, of course, is the leader: that there is a clear understanding now in Russia, China, and India that trilateral cooperation, however difficult it is to bring to fruition, is the most important thing that is to be done, in order to stabilize the region—each country is getting an actual benefit out of it—and also, to politically stabilize the world.

Because there is a recognition, which was not there before, that there's a multipolar world. The understanding had been that it is a unipolar world—the United States is so powerful that no other power would be able to emerge from under its shadow. But over the years, the collapse of the U.S. economy, the collapse of the U.S. policy, the mistakes and failures of the U.S. foreign policy, have made these people, at the highest level, realize that, as China often says, it is a multipolar world, and it can play a stellar role in taking over from the United States the responsibility of stabilizing that vast section of the world.

And eventually, when the United States gets adequate leadership, the United States can join. And that is the only way this world can be stabilized.

Thank you.



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