Ending Geopolitical Wars and Terrorism

The New Silk Road Becomes the World Land-Bridge
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War with Russia, China, and India, or Global Development Partnership?

by Helga Zepp-LaRouche,
Chairwoman of the International Schiller Institute

EIR April 22—In the absence of adequate public debate on a development that concerns all of our lives and on which the future existence of the human race depends, the world once again finds itself in a Cold War and a global spiraling arms race: The United States’ and NATO’s attempt to ram through a unipolar world order—although it does not correspond to actual power relations—threatens to set off new wars. In the age of thermonuclear weapons, it would mean the third and final world war.

The simultaneous flare-up of the conflicts in the South China Sea and around the Korean Peninsula, and the situations in the Baltic states and Baltic Sea, in Ukraine, and Southwest Asia are all defined, despite their own specific predicates, by this characteristic: In stark contrast to the official propaganda line which accuses Russia and China of aggressive behavior, it is in reality the United States, Great Britain, and NATO that are working away at encircling and provoking Russia and China.

To this end, President Obama launched last week the Southeast Asia Maritime Security Initiative, funded with $425 million, an initiative intended to forge the seven ASEAN nations, plus Taiwan, into a military bloc against China in the Pacific. In an article titled, “Saving the South China Sea Without Starting World War III,” published March 30 in The National Interest, the author, Van Jackson, a military analyst from the Center for a New American Security, even urged the creation of an alliance which would bring India, Australia, South Korea, Japan, Indonesia, Vietnam, and the Philippines together under U.S. direction.

Chinese international affairs expert Hua Yisheng responded in an uncharacteristically sharp tone in the official Chinese newspaper People’s Daily, in an article with the headline, “U.S. Fanning the Flames of Potential World War III Will Only Hurt Itself.” He described the massive military buildup in the region against China that is already underway, and the picture of Chinese activities there which has been distorted for the sake of propaganda.

Given the obvious orchestration of an escalation of the situation in the South China Sea prior to the ruling on the Philippines’ complaint against China before the Permanent Court of Arbitration in the Hague—a ruling expected in late May or early June—Chinese Foreign Minister Wang Yi declared explicitly that, in denying the authority of this court, China is in absolute accordance with Article 298 of the UN Convention on the Law of the Sea (UNCLOS), which excludes any forced settlement and provides instead for solutions to conflict through dialogue and negotiation. The same guideline appears in Article 4 of the Declaration on the Conduct of Parties in the South China Sea (DOC), which has been signed by China and the ASEAN nations. It is rather the Philippines that is aggravating the situation with its one-sided claims.

At the latest meeting of the Russian, Chinese, and Indian foreign ministers in Moscow, Russian Foreign Minister Sergey Lavrov explicitly supported the Chinese position that the conflict should be solved through negotiations between the nations directly affected, and by avoiding its internationalization. At the conclusion of this meeting, in what must have come as a surprise to some, all three foreign ministers signed a communiqué presenting the
international treaties which China invokes—UNCLOS and DOC—as the correct basis for resolving the conflict. That makes clear that India has rejected the United States’ claim to a unipolar world.

Moreover, the Chinese Foreign Ministry sharply condemned the statement by British Minister of State at the Foreign Office Hugo Swire, that Great Britain fully and totally supports the United States’ demand that the decision of the Permanent Court of Arbitration in the Hague be binding on both parties. The only new development, it said, is the more frequent deployment of American airplanes and frigates into the region.

In a similar inversion of the facts, the United States presented the close encounter between the U.S. destroyer USS Donald Cook and a Russian fighter aircraft in the Baltic Sea, as “Russian aggression,” although the incident occurred only 70 sea miles from Russian territory, and the Baltic Sea is, like the South China Sea, many thousands of miles from the United States. You only have to convince people that black is white, and white is black, as Bertrand Russell remarked in his time.

**Obama and His Queen**

Meanwhile, nearly 15 years after the attacks of September 11, 2001, there is finally a groundswell for publishing the now famous 28-page chapter of the Joint Congressional Inquiry, which has been kept classified and, according to the then co-leader of this investigation, Senator Bob Graham, shed light on the leading role of Saudi Arabia in this terrorist attack, which changed the world so decisively. This coincided with President Obama’s trip to Riyadh, where he assured the Saudi regime and the leaders of the Gulf Cooperation Council that the United States (and NATO?) will defend these states against Iran.

In reality, the purpose is to assert the interests of the British Empire, which persists in the form of the international financial system and the Commonwealth, and which has controlled the manipulated the Near and Middle East since the days of Lawrence of Arabia. Recently Great Britain announced that it intended to again fully impose its interests “east of Suez,” in an April 2013 briefing paper by the Royal United Services Institute, described as the leading military think tank of the British Monarchy, entitled “A Return to East of Suez? UK Military Deployment to the Gulf.” ([An article by Jeff Steinberg](http://www.eir forgiven.com/publications/2013-06-21-eir.pdf), dealing with this in part, is in the June 21, 2013 EIR.)

And so, as if there were no commotion over the 28 pages, Obama’s trip took him directly from visiting King Salman to Queen Elizabeth—without thought of the Al-Yamamah/BAE agreement of some 25 years ago between the two royal houses, which is suspected of being used to finance terrorist activities. Meanwhile in the United States, pressure is mounting on Obama as to why he continues to maintain the cover-up of the role of Saudi Arabia in the attacks of September 11, the coverup which George W. Bush openly organized.
An insight into this question was afforded in the item Obama published on April 22 in the *Daily Telegraph*, in which he urges the British to vote to remain in the European Union in the upcoming referendum, because they "should be proud" that the EU helps to spread British values across the continent. The Mayor of London, Boris Johnson, immediately accused Obama of hypocrisy, since the United States has never signed on to the International Criminal Court, nor the UNCLOS, nor the UN Convention on the Rights of the Child, nor the UN Convention on the Emancipation of Women. Aside from the public relations version, what are these British values? Wars based on lies that trigger refugee flows to Europe; tax havens and the financing of illegal operations as in the scandal of the Panama Papers now coming to light (or should they be called the London Papers?); laundering of drug money through banks such as HSBC; credit conditionalities that have for decades thrown the so-called Third World into abject poverty crashes—the list goes on and on.

**What Are Germany’s Interests?**

In light of the escalating confrontation with Russia and China—and thus implicitly also India—it is high time that Germany and other European nations reconsider what their real security interests are. The sanctions against Russia have inflicted significant losses on German industry, and were moreover based on a “narrative” of the Ukraine crisis, which is just as distorted as the story about the alleged Chinese aggression in the South China Sea, or the one about “our allies” Saudi Arabia and Turkey, who still support ISIS or ISIS-allied groups in Syria and Iraq.

Given the immediate strategic situation, and the hair-raising perspective assured us by the current field of presidential candidates in the United States, it is a matter of survival for Germany to rethink its foreign policy. (Hillary Clinton now bears the nickname “Killary.” She sees “Russian aggression” everywhere and demands that especially Germany should pay more for the growing military budget of NATO.)

Russia has shown itself to be a reliable and indispensable partner in the case of the negotiations of the P5+1 agreement with Iran and in the military intervention into Syria. China, with its offer of win-win cooperation in the development of a new Silk Road, provides a convincing perspective for a global development partnership. We are on the verge of World War III, and the only chance for America to regain its identity as a republic is for Germany, and therefore Europe, to say no to global confrontation with Russia, China, and India.

*This article was written for the German newspaper, Neue Solidarität.*
JEFFREY STEINBERG: Thank you, Matt. Well I think it’s important to recognize that the fundamental point that Mr. LaRouche just made in answering the institutional question for this week, is that the story of 9/11 is incomplete if we simply stop with the now obvious, transparently evident role that high-ranking figures within the Saudi royal family and within the Saudi government played in the 9/11 attacks. Both before the attacks, as the attacks were happening, and in the cover-up that followed. What’s crucial to understand is that the Saudis do nothing without full support and approval coming from the highest levels of the British monarchy; all the way up to the Queen herself, and to the Royal Consort, Prince Philip. The fact of the matter is that, going back centuries, back to the time of the heyday of the British East India Company, the entire Persian Gulf region was a British colony, a British Protectorate. For centuries, every one of the so-called nations — really tribal collections — along the Persian Gulf, whether it was Bahrain, or the UAE, or Qatar, or Oman, or Saudi Arabia, or Kuwait; all of those countries existed in name only. All of them had treaty agreements where their foreign and defense policy was run out of London. It was a vital feature for the functioning of the British East India Company to have a way station en route to India and on to China. So, at the beginning of the 20th Century, when people like Lawrence of Arabia forged the establishment of the House of Saud as a marriage between a tribal family and the Wahabi fundamentalist clergy of that area; it’s always been a British game, it’s always been tightly under the thumb of the British. And that carries through even more so in the present modern period.

Mr. LaRouche mentioned Prince Bandar bin Sultan, who for years was the Saudi ambassador here in the United States; before that, he was the Saudi military attaché in Washington. And he was widely referred to as “Prince Bandar Bush”, because of his close relationship with the Bush family — starting with father George HW Bush, and continuing even more so under George W Bush — was notoriously close. But above all else, Prince Bandar was a British agent. He was trained at British military schools; his official, authorized biography was written by one of his school chums from British military school. And in 1985, Bandar negotiated what came to be a critical feature of the Anglo-Saudi arrangement — the Al-Yamamah deal; this was ostensibly a barter arrangement in which the Saudis paid in oil for British military equipment — fighter planes, radar systems, training, supplies, all of that.

And in carefully investigating that program, what we discovered was that the amount of oil that the Saudis delivered to the British in payment for about $40 billion of military hardware, was orders of magnitude greater. The oil for the
Saudis was cheap; it was under $5 a barrel to pull it out of the ground and load it onto a supertanker. But once British Petroleum and Royal Dutch Shell took control over that oil, they sold it on the spot market at phenomenal mark-ups. From 1985 until the scandal first broke in 2007, more than $100 billion in excess funds were accrued after paying for the British military equipment and after generous bribes to many British and Saudi officials. Hundreds of billions of dollars were sequestered in offshore bank accounts; and those funds represented the biggest slush fund in the world for carrying out destabilizations of governments, terrorist activities, and assassinations. Prince Bandar, not being the brightest guy on the planet, openly boasted about this special relationship, and said that while Al-Yamamah was a traditional barter arrangement — oil for weapons — it was in fact something much more. It was a reflection of the marriage of the British and Saudi monarchies; and the fact that these monarchies could operate outside of any parliamentary or Congressional scrutiny; and could carry out black operations anywhere in the world that they chose to do it.

Now, officially, Prince Bandar received a $2 billion commission for arranging the Al-Yamamah deal; and those funds have been traced. They went from accounts of the Bank of England, accounts from the British Ministry of Defense that oversaw the Al-Yamamah arrangement; and they went from there into the bank accounts in Riggs National Bank in Washington DC, the private accounts of Prince Bandar bin Sultan. Among the documentation contained in the 28 pages that Presidents Bush and Obama have kept from the American people, is evidence, paper trails of funds that were sent directly from Bandar’s and his wife’s personal bank account into the hands of two Saudi intelligence agents who were the handlers of the original two 9/11 hijackers who arrived in the United States at the beginning of the year 2000.

So, the British hand in 9/11 is unmistakable. If those 28 pages were to be opened up, it would not only confirm that the British and the Saudi royal families were together engaged in setting up and financing the 9/11 attacks; but would open up an array of other questions about follow-on terrorist operations that have occurred on a global scale. All told, hundreds of billions of dollars laundered offshore — probably in places like Panama, as well as the Cayman Islands, the Isles of Jersey off the coast of England — have gone into countless operations like the 9/11 attacks themselves.

So, while many people are quite clear on why it is that President George W Bush would order the suppression of the 28 pages, because of his notorious close relationship with Prince Bandar and the Saudis; many people scratch their heads and say, “Well, why would President Obama — particularly after he promised the families that he would declassify the 28 pages; why would President Obama continue with the cover-up?” It’s not for Obama a matter of the Saudis; for Obama it goes to the next higher level in this whole story, which is namely, the British. Obama, from the beginning of his political career, has been sponsored by the British. It’s not surprising that this week President Obama made a trip to Saudi Arabia; he was there Wednesday and Thursday. He met with King Salman of Saudi Arabia; and on Thursday, he met with all of the leaders of the Gulf Cooperation Council countries. From there, he has now flown on to London, where he will be holding a private audience with the Queen. Obama has been a slavish loyalist of the British Empire, of the British monarchy, since the moment he came into office as President. So, Obama’s hand in the cover-up, the shameless continuing cover-up of what happened on 9/11, is all about protecting the British side of this story. Were those 28 pages to be opened up, the minute that one began looking at the role of Prince Bandar, it would become absolutely obvious that there is a major British side to this story.

Now of course, when you talk about the British monarchy, if you roll the clock back just a few years before the September 11, 2001 attacks; remember that there was an intensive investigation over a number of years into the fact that the British monarchy was unquestionably behind the murder of Princess Diana. It was a revenge killing because she represented forces that were completely disgusted with the way that the House of Windsor, Queen Elizabeth, Prince Philip, Prince Charles operated. So, you have a British monarchy that has blood on its hands going back a very long time; and most recently with the top-down ordered assassination of Princess Diana. It should come as no surprise that that same British apparatus is up to its eyeballs on global terrorism.

Now in point of fact, in late 2000, Executive Intelligence Review filed a formal request with the US State Department that they consider placing Great Britain on the list of state sponsors of terrorism. People may remember at that time,
there was a wave of terrorism going on around the globe. In 1997, you had the Egyptian Islamic Jihad group carry out an attack against a group of Japanese tourists at Luxor; and the Egyptian government at that time, provided detailed evidence that the terror plot had been organized, financed, and controlled by Egyptian terrorist networks that were living in Britain under the protection of the British monarchy.

Several years later, the Russian government filed a series of formal diplomatic demarches because they had evidence that the British government was facilitating the recruitment of Chechen terrorists who would be allowed to travel to Afghanistan from Britain to be trained by al-Qaeda and then safely routed into Chechnya to become part of the separatist terrorist networks that were fighting against the Russian government. There was detailed evidence that was included in that EIR profile; and unfortunately needless to say, the State Department sat on it, did nothing; and so, we had 2001. And we had many subsequent terrorist events that followed from that.

So, the bottom line here, is that now that there is intensive momentum demanding the declassification of those 28 pages, what is really required is a complete, de novo, top-down investigation into the 9/11 actions; and into all of the subsequent terrorist actions that have followed and have been the work of the same Anglo-Saudi apparatus. Once those 28 pages are made public, once the American people — led by the families of those 2,997 people killed by 9/11 — have the chance to thoroughly read through and digest the content of those pages; then the whole can of worms, the whole British-Saudi empire structure has to be brought down. Has to be subject to the kind of rigorous criminal prosecution that is warranted; and that means as well, that both President Bush and President Obama have to be brought to criminal task for their role in both facilitating and covering this up.

As Mr. LaRouche said in his brief comments to colleagues yesterday, that you just saw in that 5-minute video, he was on the scene; he was giving a live interview to Utah radio broadcaster Jack Stockwell. He had the TV on in his study; and he saw in real-time, the planes crashing into the two World Trade Center towers. He was one of the few people — perhaps the only person outside of those who committed the crime — on Earth who understood the full strategic implications of it the moment that the attack occurred. LaRouche had warned at the beginning of 2001, once he saw the character of the Bush/Cheney administration, that this was the kind of regime that would look for the first opportunity to carry out a Reichstag fire in order to go for dictatorship. And he understood that it was the Anglo-Saudi apparatus that represented the capability for carrying out just such a heinous crime with those particular intentions. He made very clear in that real-time interview with Jack Stockwell, that the entire blame was going to immediately be placed on al-Qaeda; but he said to the extent that al-Qaeda had anything to do with it, it’s a bit part. It’s a minor element of something much bigger that goes much higher; and goes up to the British-Saudi apparatus that we’ve been discussing here.

So, members of Congress who have read those 28 pages — and by now, there’s well over 100 members who have done that; they’ve all come away with the same conclusion. That these documents must be made public; and furthermore, that they completely alter how you understand the history of the last several decades. So, take that as just a glimmer of an indication of what the implications are. Regardless of what’s contained in the 28 pages per se, it’s the implications of the findings in those 28 pages; and the can of worms that’s opened up that leads all the way up to the British monarchy. And you realize that the fight to get these 28 pages released to the public is a fight for the very survival of mankind going forward from this day. The British Empire today is bankrupt; they’re desperate. They’re not just desperate to cover up the 28 pages and the whole 9/11 story and the Al-Yamamah story; they’re desperate because they’re on the edge of losing their power. And they will, if the opportunity presents itself, create the conditions using these kinds of capabilities, to start a world war. So, the stakes are enormous; and the answer is very straightforward. Release the 28 pages; and on the basis of that, re-open from the top down a complete and thorough investigation. Starting with the British and Saudi monarchies and working down from there. We owe it to the families that suffered through 9/11; we owe it to the American people; and we owe it to mankind.

... The 28 pages are a critical piece of this story, because that was the final product; it was the work product after a year of investigation by the Joint Congressional Inquiry. And that 28-page chapter that took up the question of foreign support and funding for the 9/11 hijackers, represented the most solid and corroborated evidence that the
investigators were able to compile in the face of massive obstruction. It’s not just simply that President Bush, when he reviewed the final 800-page report of the Joint Congressional Inquiry, simply ordered the suppression of the 28-page chapter. Every step along the way, during both the period of the investigation by the Joint Congressional Commission and the later 9/11 Commission, was impeded top down from the White House; and particularly from the highest levels of the FBI. This is not mere speculation. In the recent period — just over the course of the last year — many of the documents that were work-products of the Joint Committee and the 9/11 Commission which were classified, have now been reviewed and declassified.

For those of you who don’t know some of the inner workings of Washington, there is a board which is located at the National Archive, called the Interagency Security Clearance Appeals Panel — referred to as ISCAP. And they are the final authority; they’re kind of a Supreme Court with respect to questions about what documents should be declassified. And they’ve been in the process of reviewing and declassifying some of the important staff documents of the two investigative bodies. Last July, they declassified about 29 documents that were work-products from the 9/11 Commission; and one in particular written by Dana Lesemann and Jacobson, is very revealing. It was a work-product document; it was classified for the last decades as being “Secret”, but what they laid out was their plans for pursuing the investigation over the period of the next several months. What’s very clear is that they had many, many more leads on many more officials of the Saudi government — in southern California, in Washington, in Saudi Arabia — who were deeply implicated with the 9/11 hijackers. One section of Document 17, this 47-page paper that was declassified last July, is headlined “A Brief Overview of Possible Saudi Government Connections to the September 11 Attacks”; and it goes through the names of 18 Saudi officials who were in southern California, in Washington, and back in Saudi Arabia, who had direct contact and facilitated the efforts of the hijackers.

Now, the FBI was a continuous obstacle from the top down. During the "60 Minutes" broadcast several weeks ago, Commission Member John Lehman said that the order to block the publication of the 28 pages came directly from Robert Muller, who was the director of the FBI at the time. Now, it happens, and again it’s repeated throughout this 47-page working document from the 9/11 Commission staff, that the two 9/11 hijackers, al-Hazmi and al-Midhar, who were living in the San Diego area; for the better part of a year were living in the home of a man who was an FBI informant, who was being paid $3000 a month by the FBI to keep tabs on possible radicals inside the Muslim community — particularly the Saudi-Muslim community in the southern California area. The staff from the 9/11 Commission and earlier the staff from the Joint Congressional Inquiry, repeatedly asked to interview the informant; they were blocked at every turn. The informant was put in the Federal Witness Protection Program under a change of identity; the FBI Special Agents who were the handlers of this informant, were also blocked from being interviewed by the Committee. So, in other words, one branch of the Executive Branch of the Federal government was working overtime to prevent the investigation from going forward.

Now, going all the way back to the days of J Edgar Hoover, it was notorious that the FBI was completely in bed with the British. During World War II, it was an open collaboration between the FBI and the British Special Operations Executive, with their headquarters at Rockefeller Center in New York City. But this relationship continued. Wall Street is an important intermediary between the FBI and the British. And so, the FBI role in the cover-up, both in San Diego and in other parts of the country, is absolutely stunning; and is something that in and of itself must be thoroughly investigated and exposed.

In the case of Sarasota, the FBI conducted an exhaustive investigation into a wealthy Saudi family that were intimately tied through business with the Saudi royals, who were in regular contact with Mohammed Atta and two other of the 9/11 hijackers. They lived in a gated community in the Sarasota, Florida area. Mohammed Atta and the others would frequently visit that home; and two weeks before the 9/11 attacks, that family on very short notice, picked up and left the country. First flew back to London; and from London back on to Saudi Arabia. The FBI compiled 86,000 pages of documentation following up those leads; because the connections between this leading Saudi family and the 9/11 hijackers was unmistakable. Those documents were withheld from the Joint Congressional Inquiry, despite the fact that the FBI was subpoenaed all over the country to turn over any records relevant to the investigation into 9/11.
So, you've got — as Senator Graham said — "willful deception" at the highest levels of government. Now, we know about San Diego; we know about Sarasota. We know also that Herndon and Falls Church, Virginia was another sort of center of activity of some of the hijackers and some of the leading Saudi clerics who were part of the overall structure of support for those 9/11 terrorists. Paterson, New Jersey was another center of this. Senator Graham has said at press conferences on Capitol Hill, that we've barely scratched the surface; because the government — to protect the British and protect the Saudis — have put up a wall of deception. They've blocked lines of inquiry; they've concealed documents; they've committed fraud and perjury. All because the power of the British and the power of the British/Saudi alliance is so dominant over politics in Washington that the FBI, in effect, is sworn to defend that relationship; even if it means that the American people are denied justice.

So, once again in conclusion, there is much more to this story than merely the events of September 11, 2001; as horrific and as dramatic as they were. The 9/11 Families deserve nothing less than the full and complete truth; no matter where it leads. But the problem runs much deeper. If we don’t purge this Anglo-Saudi problem, if we don’t get to some of the questions that were posed by the 9/11 Commission staffers; such as "Did the FBI intentionally withhold from the Joint Inquiry, information about the informant’s relationship with the hijackers; and subsequently attempt to obstruct the Joint Inquiry’s investigation of the matter? If the FBI did withhold information and obstruct the Joint Inquiry’s investigation, were the FBI’s actions indicative of a larger pattern of an FBI non-compliance with Congressional oversight; and what should be done about it?"

So, this is a can of worms that must be opened; and must be systematically investigated. Because our very future may depend on getting to the bottom of this.
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  March 3, 2016
Helga Zepp-LaRouche:  
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EIR—At a moment in history when the world is shaken by rising military tensions in many corners of the Earth; a new looming financial crisis, worse than that of 2008; an extremely upsetting refugee crisis in Europe, as the result of a series of wars in Southwest Asia based on lies; an apparently endless number of scandals pertaining to criminal aspects of the international system, such as the Panama Papers or the classified 28 pages of the 9/11 Congressional report,—it is clear that we are dealing with a civilizational crisis.

It should also be evident to any thinking person, that a continuation of the present practices in all likelihood will lead to a human catastrophe, of which the two World Wars of the Twentieth Century gave a foretaste of potential things to come. In the age of thermonuclear weapons, this would very probably mean the annihilation of the human civilization.

However, mankind is the only creative species known so far, and therefore has the potential to find solutions to all challenges by discovering new principles, deeper understandings of the lawfulness of our universe, and answers on a higher level of reason than the level on which the conflict arose. Gottfried Wilhelm Leibniz insisted in the Seventeenth Century, that man has the unique power to answer a great evil with an even greater good.

If we are going to escape the present dangers, we have to reject almost all of the axioms of today’s methods of thinking and popular culture. We have to replace them with a completely new paradigm, defined by the future of humanity as one, and the common aims of mankind, rather than geopolitical confrontations. We need to base this new paradigm on the optimistic image of man as limitless and perfectible, both intellectually and morally. If we think thousands and thousands of years into the future, the true identity of man will be that of genius.

The Schiller Institute is conducting a series of international conferences with the aim of bringing together forces from all over the world to establish joint partnerships for development, such as are already progressing with the New Silk Road initiated by China. In collaboration with EIR, the Schiller Institute is promoting the idea that The New Silk Road Becomes the World Land-Bridge, as a very concrete program to overcome poverty on all continents, starting with the necessary infrastructure development as the precondition for the development of industry and agriculture.

But it is also evident that this new paradigm of an economic development perspective for the whole world can only succeed if it is combined with a renaissance of Classical culture, which can inspire the necessary creativity and aesthetic transformation of the people. An absolutely essential feature of these conferences is therefore a dialogue of the high phases of the different cultures, to make people more conscious of the enormous richness of universal history and the profound beauty of our world and our universe.

See: Schiller Institute Conference-Proceedings http://www.comiterepubliquecanada.ca/article6443.html

May 2016
TRANSCRIPT of Helga Zepp-LaRouche Keynote Address:

Well, dear guests and friends of the Schiller Institute, this conference is taking place at a very serious moment, and it has no lesser goal than that which has been defined by my husband Lyndon LaRouche with the Manhattan Project: that we have to turn the United States back to its founding principles. We have to get the United States away from its present imperial orientation, and the idea that it must pursue an unipolar world, and turn it back to the identity of a republic, as the Founding Fathers and the Constitution designed it.

This goal is something which almost the whole world thinks is impossible. I can assure you that, outside of the United States, the thinking people think the United States is hopeless, and I can assure you that that is a very common feeling. Many people don’t travel to the United States any more because they think it has become a place of horror. Yet, achieving this goal, to turn the United States back into a republic, is going to determine, in all likelihood, the fate of the entire human species.

There is right now an absolutely eerie tension in the air, because many people who don’t always say it, but know it— that we are right now closer to World War III than even at the height of the Cuban Missile Crisis. This has been stated by military analysts and nevertheless, there is no peace movement. There is nobody in the street talking about the fact that we are close to World War III. In the ‘80s you had hundreds of thousands of people marching in the streets of Germany against the SS-60 and the Pershing 2. Today, where the situation is more dangerous, and experts have described that if there would be an incident, the warning time to launch general thermonuclear war would be 3 to 6 minutes.

So, only a few people are speaking that, while the vast majority of citizens in the United States and Europe is marching like lemmings towards the cliff.

I want to highlight a case of 78 year old pensioner, a retired teacher from the German city of Kaiserslautern, who, two days ago, was just denied his suit in the third level of the Federal administrative court in Leipzig, where he tried for the third time to sue the German government for allowing the United States to use the air base in Ramstein for a relay system of the drones, without which the drones could not be sent to the Middle East and elsewhere. [He said] that this would be against the German constitution, which does not allow Germany to ever again launch a war of aggression, or help other countries to do so. The judges ruled again that matters of international law can only be taken up by states, and not by individuals, but this pensioner of 78 years old, is planning to take this to the highest Constitutional court in Karlsruhe.

One is almost reminded of the story in the Old Testament where God was about to punish Sodom and Gomorrah for their sinful behavior, and was then convinced that if there would be only ten just men, the punishment would not be carried out. And I must ask: Are there ten honest men to stand up today?

Before I come to the solution, how we get out of this crisis, let me look at the very dire strategic situation. We are now having 12 days of joint military drills involving the United States and the Philippines, Australia, and Japan. The exercise is called Shoulder to Shoulder, and for the first time ever, the U.S. Defense Secretary Ash Carter will go there to be on the place [on site] next week. Now yesterday, Ash Carter said that the enemies of the United States are first, Russia; second, China; third, Iran; fourth, North Korea, and fifth—oh yeah, there was terrorism.

Parallel, you have the largest ever U.S.-South Korean military exercises until late April, also involving many troops, and the Philippine exercise includes an amphibious landing exercise to simulate taking one of the disputed islands in the South China Sea. The Philippine military also is sending a U.S. high-mobility artillery rocket system designed to shoot down aircraft. And basically it’s the first time that these exercises include Australia and Japan, in the effort to build a quadrilateral military counter alliance to China.
Now other things are taking place in the region. Two weeks ago, the Philippines allowed the United States to have access to five of its bases near the disputed waters in the South China sea, and they renewed the Enhanced Defense Cooperation Agreement. Now this is against the Philippine constitution, but they bypassed it by allowing the U.S. troops within Philippine bases, so that the Constitution would not apply. Now also Japan has a new national security law, which went into effect last Tuesday, where the national Diet passed a new security bill breaking away from the pacifist constitution of Japan, in order to enhance the alliance with the United States, and with it, the power to exercise the right for collective self-defence.

Now, the whole world watches: Does that mean that Japan is going to go back to its military past?

There is a tendency in Japan right now, to move into alliances with other claimants of the contested territories [in the South China Sea] to contain Beijing.

Now where is all of this leading? China’s position concerning the waters are written in what they call the Nine Dash Line in the South China Sea, and China claims that these are territories which historically belong to China, including the right to reclaim land and build bases on the Spratly Islands. China also says—and that is true—that this does represent a violation of the freedom to the seas, but it will just improve the living conditions of the people living there, give better ways to protect against pirates, and it does not hinder the passage of other ships.

Now the Philippines in 2013 filed a case in the International Court in the Hague, insisting on its right to exploit the South China Sea waters in its 100 nautical mile exclusive economic zone, as defined in the UN Convention on the Law of the Sea. China did not accept to be in this case, which is their perfect right, but is questioning the legitimacy of the case. The court should have at that point abandoned the case, but they accepted it, and the ruling is expected for the end of April/beginning of May. The Chinese Defense Ministry said that they have the absolute right to then declare an Air Defense Identification Zone.

Now at the Nuclear Summit in Washington, which just took place, President Xi in a discussion with President Obama, told Obama that China would not accept any behavior in the guise of freedom of navigation, that violates its sovereignty in this region. One day later, exactly one day later, the United States announced a new patrol near the disputed islands in the South China Sea, and Navy officials announced that they plan to conduct more and increasingly complex exercises in the future. So the United States is playing a chicken game against China, increasing the tension over violations of opposite claims, in the forefront [in anticipation of] of the Hague ruling, to create an atmosphere that then, they hope, China would not dare to set up an ADIZ.

But China already said that it will defend its rights in the South China Sea. So the question is, could there be a war between the United States and China over some relatively worthless rocks and reefs in the ocean? Could it be that the United States goes to a war with China on the Philippines’ behalf?

Obviously the South China Sea is of geographical significance for China, but the interest of the United States is geopolitical, and it is the same reasoning as in the TPP, to affirm the right to set the rules in Asia. The United States insists that they will defend a unipolar world, that they are the only superpower, and that they will not allow any other nation to meddle in that. The claim that Russia is only a regional power, which Obama did, is very absurd given the fact that Russia has a nuclear arsenal which is a complete strategic match to that of the United States. And Putin just demonstrated very brilliantly a military flank in Syria against ISIS, that Russia is absolutely needed if you want to have political solutions. Russia played a positive role in the P5+1 negotiations with Iran, and is now helping to end, and making possible, the end of the war in Syria.

There are many leaders in the world who have said, without Russia, you cannot solve existential problems, like terrorism, ISIS, the refugee crisis in Europe. And one should also be reminded that these territorial disputes in the South China Sea are the result of the imperial intention dating back to the Versailles Treaty and the Paris Peace Conference in the aftermath of that in 1919, whereby the former German colonies in the Pacific Islands north and south of the Equator, were given in part to Japan, which at that time caused a tremendous feeling of injustice in China, leading to the May 4th movement. And all the people in China thought the Versailles Treaty was a complete
fraud, and as we know from European history, it laid the seeds for World War II.

Now the same game was repeated in the San Francisco Peace Conference after the Second World War, where John Foster Dulles arranged for China to be excluded, despite the fact that China has the highest casualty rate in Asia against the Japanese, and fought the longest. But the Western powers drew the map in Eastern Asia without China, and John Foster Dulles deliberately declared certain Asian frontier territories without owners, an old imperial trick to manipulate then future conflicts, as was the case with the Sykes-Picot Agreement for Southwest Asia, or the 1919 Trianon Treaty for the Balkans.

The fact is that the unipolar world has already ceased to exist. It is a fact that China is rising; the United States is losing its hegemony. China is already exporting much more technologies than the United States. It is educating far more scientists, engineers, and the word in the science community internationally is, if you want to get anything done in frontier science, the place to go is China.

So China, except for a couple of minor corrections in its stock market, is doing very, very well economically—and do not believe what the New York Times is trying to tell you every day. Because China has embarked in the policy of the New Silk Road, the Maritime Silk Road, the One Belt, One Road policy on huge infrastructure projects to connect all the countries of Eurasia through infrastructure development and high technology investments. It is so attractive that already 60 nations are cooperating with China. It has created, together with other BRICS countries, a completely alternative economic system—the AIIB, which has immediately had 60 founding members, despite the United States making enormous pressure on everybody not to join it; the New Development Bank, which is already operating this year; The New Silk Road Fund and Maritime Silk Road Fund, and many other such institutions. There is a tremendous attractiveness of this program of a New Silk Road in the spirit of the ancient Silk Road in all of Asia, who are now all talking about increasing Asian connectivity.

The investments of these new banks are going exactly into the areas which were denied for decades by the IMF and the World Bank—namely, in infrastructure—and all of these countries are thirsty and hungry for exactly these kinds of developments. Many countries have recently expressed interest in becoming transport hubs for the New Silk Road and the Maritime Silk Road. Indonesia wants to become a hub. Sri Lanka, Afghanistan, Iran. The New Silk Road is moving very, very rapidly in all of Eastern Europe. Just now, when President Xi Jinping was in Prague on a state visit to the Czech Republic, President Zeman praised the New Silk Road and emphasized the role of Prague, the golden city, to be the gateway between Europe and China. The 16+1 countries just met in Riga, and they also—these are the 16 East European and Central European countries—all want to be connected to the One Belt, One Road policy.

So this is moving very, very positively.

You contrast that with the trans-Atlantic sector, the too-big-to-fail banks, Wall Street and London, which are completely bankrupt, and we are in front of an immediate financial crash, much, much worse than what happened in 2008, where the entire two quadrillion outstanding derivatives could blow up any minute. Furthermore the so-called tools of the central banks no longer function. As a matter of fact, every time a central bank does something to correct the problem, it boomerangs and has the opposite effect, as in the case of the Bank of Japan, Norway, or the ECB. When they go to zero interest rates, or even negative interest rates, it furthers the deflationary collapse instead of stimulating the real economy.

Now how desperate the situation in the trans-Atlantic system is you can see by the fact that the head of the European Central Bank Draghi is now talking about helicopter money. Now that is, if you remember, an invention of Ben Bernanke—the idea that in order to avoid a meltdown of the entire financial system, you just fly helicopters over cities, who throw down money, as much as is needed to prevent a meltdown. Now this obviously has caused a complete uproar in Germany, because people in Germany remember what the hyperinflation of 1923 was all about.

Then look at the condition of Europe. The refugee crisis, which is not being discussed much, but the reality is that it’s the result of the wars conducted mostly by the United States and the British in the Middle East, wars which were all based on lies. Iraq—no weapons of mass destruction. The war against Libya was initiated by a lie in the UN
Security Council that it would not be a war. Look at Afghanistan: was September 11 really as it was presented? Look at the situation in Yemen and in many African states.

The refugee crisis, which is the biggest humanitarian crisis probably since the end of the Second World War—unbelievable fates of people—has revealed that there is no European Union, because there is no union. There is no unity. There is no solidarity. You have now a situation where children are stuck behind barbed wire, and police are shooting at them, trying to get the back. And then there was this absolutely shameful deal between the EU and Turkey, and Turkey—which, according to documents just delivered to the UN Security Council, is still supporting ISIS.

In Germany politicians are saying, oh, now we have fewer refugees. Yeah, but at what price. They’re being deported on a grand scale from intern camps in Greece, and it is a complete disgrace. Even the UN Human Rights Commission said this is a complete violation of human rights. It violates the Geneva convention on refugees, and all the aid organizations have already left their jobs, because they say, under these conditions they cannot do it. For example, the Doctors without Borders, and many others.

So the world is clearly in a complete mess and disintegration condition, and what is the answer of the leading institutions of the trans-Atlantic sector? Well, they pulled just now a big rabbit out of the hat called the Panama Papers. Now, one year ago, an anonymous source—which is always dubious—gave to the Süddeutsche Zeitung 11.5 million documents, which contained forty years of data concerning the firm in Panama called Mossack Fonseca, which specializes in letterbox firms for the purpose of tax evasion. Now then the International Consortium of Investigative Journalists deployed for one year 400 reporters in 80 countries, financed by whom? By George Soros. And then targeting politicians and industry leaders and sportsmen and others.

Immediately, naturally, the focus was on Putin, even though his name is nowhere to be found in these documents, and Xi Jinping. The New York Times did not waste a day since the beginning [inaudible 27:00] this of Xi Jinping.

Now, let’s look at this operation: What is this? Jürgen Mossack, one of the founders, his father was a member of the Hitler Waffen SS; Ramón Fonseca Mora, the other guy, was the ex-president of the Panameñista Party, a party founded by the open Hitler supporter Arnulfo Arias Madrid; and the son was actively involved in the overthrow of General Noriega. Now the old Mossack was a member of the Nazi Waffen SS, and then offered his services after the war, to the U.S. government as an informant. Now that is entirely the profile of the Dulles brothers’ famous rat line, by which they transported Nazis from Germany via the so-called rat line, to South America, to deploy them there for other purposes.

The focus on Xi Jinping is obviously especially ridiculous, because if there is one political leader in the world who is conducting an anti-corruption campaign in a completely ruthless fashion, then it is him. So, what is the purpose of this? Obviously, it’s part of the present trans-Atlantic hybrid warfare against Russia and China, with the aim to have regime change, by a variety of means: by color revolutions, by NGOs which are financed from foundations which are probably in this tax-exempt scheme; sanctions, and now the Panama Papers with the obvious hope to steer an uproar among their own populations. And it almost worked in the case of the Icelandic President, where now people are in front of the residence of President Olafur Grimsson, but the m.o. of this is really not a new one. The way this has been functioning for a very long time is, you use certain assets owned by the governments, or secret services, and allow criminal operations and behavior to go on for a very long time. And then, at a convenient moment, you blow it up, and you cause a shake-up.

Now this was done very efficiently in the 1990s in Italy, with an operation called "Clean Hands" where you had a national juridical investigation into political corruption. And then they blew it all up, and it caused the end of the so-called First Republic of Italy, because all the parties got involved. And anybody who ever travelled to Italy knows, that the entire postwar system of Italy was based on a principle called "amici di amici." You may not approve of it, but that’s what it was, that you couldn’t get a job done without some kickback, public works would always have some bribes, and the whole operation was called Tagentopoli, or in English, "Bribesville," meaning these kickbacks...
for public works. It Italy, at that time, it involved 5,000 public figures; half of the Italian parliament; more than 400 city and town councils were dissolved, and the annual bribe rate in the '90s was estimated to be $4 billion.

Now, Bloomberg recently reported that the Brazilian "anti-corruption" campaign against Dilma Rousseff, one of the BRICS leaders, is based on the Italian model. It is called "Operation Carwash."

So what they do, is they operate by a system of plea bargains, turn mafia bosses into snitches, and that way, you can roll up the whole political system. Now what comes out there is very interesting, because it reveals the total criminal character, of the entire trans-Atlantic financial system. In the case of Mossack Fonseca, which is only the fourth largest of such firms, so one has to assume that there are many, many more such cases, it turns out that the HongShang bank [Honkong and Shanghai Banking Corp., HSBC] is responsible for 20% of these letterbox firms, and then comes UBS (Union Bank of Switzerland), Crédit Suisse; almost all the German banks are involved.

So what do you do when you have such a problem? The only solution to stop this, is, obviously, what Franklin D. Roosevelt did in 1933, when he declared Glass-Steagall with separation of the banks, by simply bankrupting the fraudulent parts and that is exactly what is required today: That you need to separate the banks, protect the commercial banks, and close down the derivatives, the toxic waste paper; and then, you need a Pecora Commission to look into who committed what crime, and for what purpose.

Now, the funny thing is that when the British cabinet member [Chancellor of the Exchequer] Osborne was asked, what about the fact that the father of [Prime Minister] Cameron is also now a target in the Panama Papers, he said, "oh that is a private matter"! You know, so it is quite amazing what nerve these people have.

So, the FDR solution for the United States. Then, we need to put down all of these crises, and I think it is absolutely feasible, but one has to take the path as it was now demonstrated by the negotiations between Secretary of State Kerry and Foreign Minister of Russia Lavrov, in the case of Syria. There has to be a political agreement.

But then, you need a huge development program. You need to do exactly what President Xi Jinping offered when he was in Iran, namely, to extend the New Silk Road, the One Belt, One Road policy into the entire Middle East. Because you will not stop terrorism by dropping more bombs! If you launch more drones and drop more bombs, one every killed terrorist you will create 100 new ones who hate the West even more than before.

So this is no solution. Obviously, ISIS has to be fought, and has to be gotten rid of, but you need a development perspective for the entire region, from Afghanistan to the Middle East, to the Mediterranean, from the Caucasus to the Persian Gulf. And we need to have a war on the desert: We have to have new, fresh water, which is eminently possible with peaceful nuclear energy and desalination of large amounts of ocean water. We need to build new cities, agriculture, industry, so that the people of Syria, and Iraq, and Afghanistan, and Yemen, and Tripoli in Libya, and many, many African countries, that they have a future!

Why can we not take the offer of Xi Jinping to enter into a "win-win" cooperation with the large neighbors of the Middle East, Russia, China, India, Iran, Egypt, and build up the Middle East in a Marshall Plan/New Silk Road fashion. The only reason why I’m mentioning the Marshall Plan, is because it reminds people that you can rebuild war-torn regions with a crash program. I know that China doesn’t want to use this word, because the Marshall Plan has such a Cold War connotation; but we need to have a New Silk Road perspective.

Now, the same goes obviously to settle the Ukraine crisis. You probably heard that yesterday, the Dutch people voted in a referendum against the EU Association Agreement for Ukraine. This is very, very good: Because it means that this horrible EU is one step further to its dissolution, because if you remember, it was the EU Association Agreement which was supposed to be signed by Yanukovych in late 2013, in the summit in [audio loss] that started the whole Ukraine crisis. Because Yanukovych, in the last moment realized, that it would have totally have given the territory of Ukraine access for NATO; it would have totally made possible economic warfare against Russia, because of the border and the agreements between Ukraine and Russia. So he did not sign it in the very last moment. And then, you had the color revolution, the Maidan, all of these things develop. And if you look at the chronology of these events, it was not Russia acquiring the Crimea; Russia in every single instance, reacted to a
provocative action by NATO and by the EU, including a fascist coup in February 2014 [in Ukraine].

So if you want to solve this problem now? Well, this is now the idea moment, because the EU Association Agreement just detonated, and it cannot be implemented, even if only 32% of the Dutch people voted on it, there were 64% in favor, the government in Holland does not dare to go along with it, because there are many people in 70% who did not vote who don’t like the EU, because remember Holland and France were the only two countries who voted against the EU Constitution in 2005.

So the ferment against this dictatorship which the EU has become, is just too big, and the lament today in the European media about the failure of this agreement is just absolutely loud and noisy.

OK. Let’s use this situation, where, and if there’s one veto, this agreement cannot go through, let’s use it to say: "Stop the confrontation with Russia!" Extend the European Union and the Eurasian Economic Union of Russia into one Eurasian area from the Atlantic to the Sea of China. Let’s extend the Silk Road perspective, to include Ukraine and develop it! Because Ukraine is economically absolutely finished! The people are living a horrendous life, as the result of that happened in the last three years.

Let’s do the same thing for Africa. Do people really think that we can sit there, and the 1% of the rich become richer and richer, by means which we now get a better window with the Panama Papers, and the majority of people lose everything. The middle class become the poor, the poor have shortened lives; the gap between rich and poor worldwide is becoming bigger and bigger; and 1 billion people go hungry every day.

Klaus Schwab, the director of the Davos Economic Forum a couple of months ago said, that if the present trends do not change, it is expected that 1 billion people will come as refugees to Europe in the next years. Well, if it comes to that, and you have the effort to use NATO and Frontex, military ships and fire at the refugees to try to deter them, what remains then of the “European values”? What about our humanism? What about any value?

So why don’t we take the New Silk Road and say "well, we have now a very attractive economic model which is already functioning already very well in 60 nations of the world, and let’s join hands, the United States, and Russia, and China, and European nations, and develop Africa. This is the moment, where we have to have a grand vision, to change the plight of so many people.

Now, in Germany, there is one minister, the Development Minister Gerd Müller who traveled a lot in Southwest Asia and in Africa, and he is mentioning now, which is a big step forward, every time, "we need a Marshall Plan, we need to develop these countries, because otherwise, they will bring all their problems to Europe."

And let’s convince Japan that it is not in their favor to be drawn into military adventures against China. Japan is a country, very much like Germany which has almost no raw materials, and achieved a very high living standard because of high rates in science and technology, and exporting. And for Japan, the natural export market is all of Asia, is Africa, and they should be part of such a new world economic system; and not go the way the Bank of Japan is now going to zero interest rates, negative interest rates, and plunging deeper and deeper into the deflation.

The United States: Is the United States so much above the need for a New Silk Road? I mean, if you travel through either roads from Washington to New York, or even on the roads in New York, I don’t understand why the citizens are not in an uprising against these roads! I mean, they are so bad, that the roads at the end of G.D.R., East German before it collapsed, they were smooth compared to what you have here! So, what the United States would obviously profit from is to join the New Silk Road, to build infrastructure! China built 20,000 km of fast train system by the end of last year, and they plan to have 50,000 km by the year 2025 or 2030, in any case, a very short period of time. And the United States has built how many kilometers or miles of fast train? Zero!

So what we propose, is that the United States, rather than wasting its industrial capacity in an ever-growing military-industrial complex, trying to militarize the whole world, you can transform these industries and build fast trains, build maglev trains, or import the Chinese fast train system — which is excellent. It’s smooth, it’s quick, it doesn’t shake at all, like the European fast trains. So build 50,000 miles of fast train in the United States! Fight the desert in the
Southwest of the United States! Build a couple of new cities, you know: large parts of the United States are completely undeveloped. Basically, after Teddy Roosevelt, no new cities were built in the west. Build some "smart cities," modern cities based on modular systems, but make beautiful cities! That would be a real challenge, to build beautiful cities, and not more Houstons. [applause]

So, we have put this program on the table: The New Silk Road Becomes the World Land-Bridge.

And the reason why we have proposed a development for the entire world, is because also, multipolarity is not the answer to a unipolar world. Because the idea that you have multipoles, that you have groups of nations which still maintain their interests against other groups of nations, still has the seed of geopolitics. And geopolitics is what caused two world wars in the 20th century, and if we would come to a new world war, it would be the annihilation of all of mankind. Because the idea that you have a limited war somewhere in the Pacific or somewhere in Europe, is complete bunk, and all the military experts we talked to, top-level military in Europe, the United States and elsewhere, are convinced that it is the nature of the existence of thermonuclear weapons, that it would come to a general, global war, if you start a war somewhere.

What we need to have is the replacement of geopolitics through a new paradigm; a new paradigm which must be as different as was the Middle Ages separated from what is called "modern times." The Middle Ages being, scholasticism, superstition, Flagellants, people just going crazy, believing in Aristotle; and when the Renaissance happened with Nikolaus of Cusa and some of the great thinkers of the Italian Renaissance, they designed a completely new paradigm which defined the role of the individual in a completely different way; it established the sovereign nation-state devoted to the common good for the first time; it made scientific and artistic progress possible in ways absolutely unknown before.

And we need, today, a completely new paradigm. If we cannot lift our thinking above the present, petty, so-called self-interest, so-called "national interest" or interest, really, of the big corporations and Wall Street, then we will not make it as a human species. What we need is an image of man, which is man as the only creative species, in our knowledge so far. In the Chinese Confucian philosophy, there is the word, or the notion of ren, which is almost the same thing as in Christian humanism, the word agapê, of love. That you have to have love and harmonious relation with your family, your neighbor, your nation and the international community of nations.

Now, the human species has come a very long way in a very short period of time. If you think about the last 10,000 years, we have produced quite a number of great minds: Confucius, Plato, Mencius, Nikolaus of Cusa, Kepler, Leibniz, Bach, Schiller, Beethoven, Tagore, Vernadsky, Einstein, just to name a few; and that is how people should be.

Now, you say, "these are people who are so extraordinary, they only come one in a century"; but I don’t think so. I think that if we go now for the kind of reform which we are talking about, and you would eliminate poverty, that no more child, and no more person on the entire planet would be deprived of his or her basic needs. I think if you then give all the children of this planet a universal education, to give them access to the great discoveries of the past, that you teach them Classical art, that you give them the kind of morality which used to be associated with Christian humanism, or with Buddhism, or with Confucianism, or other great cultures of this planet, well, I think the elimination of hunger and poverty would do the best for human rights you can do! Because being poor and being hungry does not allow you to exercise your human rights.

So if we go on the other road, and say, let’s have a plan of global development, let’s stop geopolitical wars, let’s join hands to work together, so that every child of the future can have a perspective to become a scientist, to become a teacher, an artist, to become basically an astronaut or some other beautiful thing developing the human mind. Then, I think what we need, is, we have to go back to our own high traditions of our own cultures. The Americans have to become republicans again, like Benjamin Franklin, or the Founding Fathers, Alexander Hamilton, Lincoln, Roosevelt, Kennedy. I think in Germany, we need to go back to the German Classics. In other nations, we have high points of culture, which we have to revive.

And then we have to relate to each other from the standpoint of the actual highest form of our culture, and relate to
the highest form of the culture of the other nation.

And then we will have a human world.

I think we should not give up on the idea that mankind is human! And that is what we have to fight for right now. So I think that, if we do that, and to speak in modern English, the "new normal" will be that every person will be a genius.

[applause]
EIRNS—The seminar, "Solving the Economic and Refugee Crises with the New Silk Road!" organized by EIR in cooperation with the Consulate General of Ethiopia in Frankfurt, was attended by an audience of 75, consisting of representatives of several diplomatic offices, of subscribers and contacts of EIR in the region, and about 10 Syrians (students as well as refugees waiting for enrollment at universities). Several contacts even came from as far away as Berlin, and cities in Switzerland. Extending over the entire afternoon, the seminar featured presentations by Helga Zepp-LaRouche, chairwoman of the Schiller Institute; Hussein Askary, EIR Arabic Editor, Stockholm; Mehreteab Mulugeta Haile, Consul General Federal Democratic Republic of Ethiopia; Marcello Vichi, former Director, Foreign Department Bonifica company, author of the Transaqua concept; Andrea Mangano, Vice President, Italian Association of Water Engineers and contributor to the Transaqua outline. The speakers were
joined by Mohammed Bila, Lake Chad Basin Commission, and Ulf Sandmark, Schiller Institute Stockholm and Swedish-Syrian Committee for Democracy, for an expanded panel in the second part of the seminar. The seminar was moderated by Claudio Celani of the EIR’s European center in Wiesbaden.

In her keynote, Helga Zepp-LaRouche stressed that this would not be an academic seminar but rather a discussion about the fact that in this existential crisis of mankind, shown by the refugee crisis, the wars and the financial crash, solutions are within reach and must be realized now. In the wake of the terror attacks in Brussels yesterday, it is more than appropriate to recall former U.S. Senator Bob Graham’s statement of mid-November last year after the terror attacks in Paris then, that had the classified 28 pages of the Joint Congressional Inquiry into 9/11 been made public, such atrocities could and would have been prevented.

It is beyond any doubt that the Russian military intervention in Syria changed the rules of game, that it exposed the role of that pro-IS alliance of Saudi Arabia, Qatar, United States, and United Kingdom, and particular that of Turkey, whose policies have been attacked harshly by two former U.S. ambassadors to Ankara. The EU agreement with Turkey on the refugees is a travesty which fits in the general picture of Western and U.S. human rights violations which have just been exposed in a Chinese dossier. Whereas the West is talking about an insanity like “helicopter money” to save its own speculative banks, the Chinese “One Belt, One Road” initiative presents a real-economic offer for a win-win strategy; that is, not just in the interest of China but also of the other nations—and real development only will help to dry out terrorism. Either Europe works with Russia, China, India, Iran, Egypt, and other nations to launch a Marshall Plan for Syria and Africa, or its bankrupt economies will crash against the wall, Mrs. Zepp-LaRouche said.

Presenting the EIR World Land-Bridge report in its first Arabic translation, Hussein Askary reported that as this seminar was being held in Frankfurt, an event presenting the Arabic report was also taking place in Yemen today under conditions of continued Saudi airstrikes of Yemeni cities. The idea of the New Silk Road is more than just building a few roads and railroads; it is a concept of development corridors improving the life of some 450 million people in the Southwest Asian region, with Syria being at the center. This involves mega-projects of rapid development, financed by national development banks free of the obligation of paying the debt as demanded by the Western monetarist institutions. Like Egypt, Syria will focus on industrial zones, transport corridors and agricultural development, with China showing the way with its massive infrastructural engagement for instance in East Africa.

The Ethiopian Consul-General followed with a presentation on the economic strategy of his country, characterized by policies that have greatly improved the per-capita income, literacy rate, and public health care since the 1990s. With an envisaged annual GDP growth of 11%, Ethiopia wants to become a middle-income level country by 2025, made possible by opportunities for Ethiopians to set up a farm or shop at the price that many pay today to human traffickers to be brought to Europe as refugees. Ethiopia, itself, is the largest refugee host in Africa, with 800,000 refugees from South Sudan, Somalia, Eritrea taken in—a fact that nobody in Europe talks about. Ethiopia will be transformed from a primary-products exporter to a nation with high-value production and infrastructure, and the country’s cooperation with Russia, China, India, and Brazil in rail projects is important in this context.

Marcello Vichi reviews the 35 year history of the Transaqua Project.

Marcello Vichi then gave a review of the history of the Transaqua Project discussion during the past 35 years, from the first proposals presented by Italy’s Bonifica company 1982-1985, to African governments as well as the United
Nations, pointing to a transfer of water from the giant Congo River as the only viable option for refilling Lake Chad. The proposal has largely been met with disinterest or pessimism as to the chance of its realization, has been discarded as allegedly "megalomaniac," but the recent refugee streams have made Europe rethink its views, and Transaqua, which has always been more than just water for Chad — rather the broader framework for the development of entire Central Africa — is the only option that can attract the young generation of African labor force not to become refugees.

Andrea Mangano then gave an overview of what Lake Chad was 35 years ago and what it is now, with 90% of its water lost. It shares the problem with other evaporating inland lakes in the world that are no longer supplied by their traditional tributaries—the Aral Sea, Lake Urmia, Lake Turikana, the Dead Sea. The only thing that improves the situation is water transfer and reduced consumption by irrigation via new technologies. This is done by Transaqua, which will tap 5% of the water from the upper tributaries of the Congo River, which is otherwise flowing away unused into the Atlantic Ocean at volumes 14 times the water of Germany’s biggest river, the Rhine. Refilling the lake will be done with infrastructure construction that will give the entirety of Central Africa hydropower, irrigation for agriculture, and waterway transport, and relieve the region from its present land-locked situation.

Mohammed Bila elaborated on the Transaqua issue in the expanded panel, pointing to the big and ongoing migration wave southwards from Chad, since the huge drought of 1973 during which the Lake Chad already lost 40% of its water. The farmers and their cattle that have migrated to the south, will not return to Chad unless the lake is refilling, and unless the terrorist movement of Boko Haram has been crushed.

Ulf Sandmark reported on his two visits to Syria in 2014 and 2015, during which it became evident that the reconstruction of Syria actually implies the development of the entire Southwest Asia region, making it an integral part of the New Silk Road—to which he found the Syrians open-minded, and when the "Phoenix" reconstruction plan drafted back in Stockholm was presented to the Syrians during the second visit, it received broad coverage in the country’s media.

The discussion between the audience and the panelists featured more aspects of what was said in the presentations, ranging from the genocidal tradition of the British Empire which has sabotaged real development in Africa and Mideast, the hopelessness of the monetarist system, and the increased threat of a thermonuclear world war if the chance of changing course in the direction of cooperation with the New Silk Road is not taken by Europe and the United States; that it is a race of time to enter a new paradigm before the total collapse destroys everything. Also, that contrary to Western black propaganda, China is not engaged in Ethiopia for raw materials, since Ethiopia has none, but instead is a real partner for development. Zepp-LaRouche repeatedly insisted during the discussion that the participants of this Frankfurt seminar take home with them the commitment to set fire to the backs of the policy-makers to get things fundamentally changed, that a real mass movement for development has to be created. Vichi made a passionate appeal to be optimistic as a must for people so that things can be changed. A new and creative image of man, as it was developed in the great Italian Renaissance, is required also today, Celani pointed out. Sandmark also insisted that the New Silk Road is not just for engineers but for everyone to study at more seminars and chapter meetings. The first chapter meeting on the Arabic language report in Yemen today was actually being presided over by the leading poet of that country, Askary added.
Helga Zepp-LaRouche, founder and Chairwoman of the Schiller Institute, spoke Wednesday in New Delhi at the Raisina Dialogue, co-sponsored by the Indian Ministry of External Affairs and the Observer Research Foundation. The two-day conference is described by its organizers as being “designed to explore prospects and opportunities for Asian integration as well as Asia’s integration with the larger world.” The event hosted more than 100 speakers from over 100 countries.

MODERATOR: Now we have Mrs. Helga Zepp-LaRouche to speak on the Chinese Belt and Road initiative.... You have the floor.

HELGA ZEPP-LAROUCHE: Well, thank you very much. I want to thank the organizers of this very distinguished forum to give me the opportunity to speak. Because I think most people know that mankind is in one of its most severe crises, and maybe the most important crisis in all of our history. The strategic situation is described by many analysts as more dangerous than during the height of the Cold War, which was the Cuban Missile Crisis; the trans-Atlantic financial system is headed for a new crisis, worse than 2008; and the refugee crisis in Europe is really not only a tremendous humanitarian crisis, but it is about to explode the EU.

Now, the question is, are we as a human civilization capable of changing wrong policies which have led to this crisis, or are we doomed to repeat the mistakes which have led, due to geopolitics, to two world wars in the 20th Century? But fortunately, we are also witnessing the emergence of a completely new paradigm. Under the leadership of the BRICS countries, a completely new set of relations among states is developing, based on mutual interest, economic cooperation, and collaboration in future-oriented, high-technology areas, such as thermonuclear
fusion, the research into space, and therefore a deeper understanding of the physical principles of our universe. The Chinese New Silk Road program, One Belt, One Road, is offering the Chinese economic miracle to be repeated in every country which wants to cooperate in this win-win perspective. Already 65 states are participating in this new model of cooperation, and it is in the process of overcoming geopolitics, and with that, the source of war, potentially forever.

The new agreement between U.S. Secretary of State Kerry and Russian Foreign Minister Lavrov concerning a ceasefire for Syria, is potentially a game-changer for the entire strategic situation, provided that especially Russia, China, and India immediately work with the countries of South-west Asia to implement a comprehensive build-up program, not only for the war-torn countries of Syria, Iraq, Afghanistan, but for the entire region from Afghanistan to the Mediterranean, from the Caucasus to the Persian Gulf. And with the trip of President Xi Jinping to the region, to Iran, Egypt, and Saudi Arabia, the extension of the Silk Road is now on the table.

The Schiller Institute published a 370-page study with the title, “The New Silk Road Becomes the World Land-Bridge,” which is already available in Chinese, in Arabic, and soon in Korean, which is a blueprint for a comprehensive build-up of the whole world economy. It contains a very concrete plan for South-west Asia. So this region, between Asia, Europe, and Africa, has a huge development potential, with great human and natural resources, and it is uniquely located.

The Five Seas strategy announced in 2004 by President Assad can still be a reference point for an infrastructure net between the Mediterranean Sea, the Indian Ocean, the Red Sea, the Caspian Sea, and the Black Sea, making this region potentially a prosperous hub, for the vast increases of trade between Asia, Europe, and Africa.

Two major development corridors, one east-west, and another one north-south, will not only include integrated fast train systems, highways, pipelines, water projects, industries, and agriculture. With modern technologies, such as nuclear energy for the desalination of vast amounts of ocean water and the ionization of moisture in the atmosphere, we can green the desert and reconquer large areas of the desert for agriculture and human habitation.

The New Silk Road, which already extends from Chongqing and Yiwu to Tehran, where the first Silk Road train arrived three weeks ago, can be extended from there via Baghdad, Amman, Aqaba, and then continue through a tunnel to Sharm el-Sheikh in the Southern Sinai to Cairo. The route crosses the Euphrates River, where ancient travel routes can be transformed into modern corridors, from the Basra port in Iraq at the Persian Gulf, northwest to Aleppo. Existing railroads along the Euphrates in Iraq and a railroad between Aleppo in Syria and Deir ez-Zor on the Euphrates, should be modernized, and a new line from there to Baghdad connecting the main arteries of the Silk Road should be built.

Again, this corridor should not just be rail, but should integrate transport, energy production, distribution, communications, and create the conditions governing the location for the development of industry and new cities.

A land route to India connecting the Iranian rail network up to Zahedan on the Iran-Pakistan border, is on schedule to be completed. Other lines, for time reasons very briefly: from Deir ez-Zor to Tadmor-Palmyra to Damascus and Beirut. A north-south link from Syria to the industrial zones of the Suez Canal; a north-south railway from Damascus to Mecca and Medina; a tunnel under the Bab el Mandeb Strait from Djibouti to the Arab Peninsula, and links to Europe, the Black Sea, and Russia.

India has good relations with practically all the countries of the region and has been asked already by Russia and China, to play a mediating role in such a developing perspective. As Prime Minister Modi said, 65% of the Indian population is under 35 years of age, and that is the greatest asset of the country. These youth must be not only given a vision, to help to increase the productivity of Indian agriculture through the use of power, water, fertilizer, high-variety seeds, and so forth, so that the number of working people as farmers can be halved and that land be used for a build-up of infrastructure. But the youth of India can also be inspired to take it as their own mission, to participate in the economic transformation of South-west Asia and Africa, and in this way, be part of creating a future for all of mankind.

The realization of such a development perspective, is the only way how to end the refugee crisis and revive the economies of Europe and the United States, and to develop all of Asia.
Appendix

- **Sign Online** - The U.S. and Europe must have the courage to reject geopolitics and collaborate with the BRICS

- MAP of World Land-Bridge Network- Key Links and Corridors

- The principle of the Development Corridor
**Sign Online** - The U.S. and Europe must have the courage to reject geopolitics and collaborate with the BRICS

The International Schiller Institute, founded by Helga Zepp-LaRouche, issued the following statement, for international circulation, to garner support for immediate action.

In today’s nuclear age, the consequence of a geopolitical policy of confrontation with Russia and China can only be the thermonuclear extinction of the human race. Therefore, every effort must be made to cooperate to solve the multiple crises facing humanity.

The BRICS nations (Brazil, Russia, India, China and South Africa) have united to pursue a policy of economic development not just for their individual countries, but for the benefit of the people of all nations. To that end, they have created a New Development Bank to invest billions in necessary development projects.

China recently initiated the Asian Infrastructure Investment Bank (AIIB), joined by over 20 Asian nations as founding members, and has set up a Silk Road Development Fund.

At the APEC conference in Beijing, Chinese President Xi Jinping invited President Obama to join the efforts of China and other Asian nations, including Russia, in the development of the New Silk Road.

These initiatives are not geopolitical in nature. Contrary to the Transpacific Partnership (TPP) advocated by Obama, which excludes Russia and China, the BRICS-related initiatives including the Chinese proposed Free Trade Area of the Asian Pacific (FTAAP), are inclusive. They are based on the concept expressed by the late Pope Paul VI that the ”new name of peace is development.” Thus, in Australia at the recent G-20 meeting, both Xi Jinping and Indian Prime Minister Modi spoke of the twin goals of achieving global peace and ending poverty through economic development.

There is no problem in the world that cannot be solved by such an approach, and conversely, no problem that will be solved without it.

Such cooperation between the U.S., Russia, China and India, among other nations, is necessary to defeat the Ebola pandemic in Africa.

The terrorist threat represented by ISIS and Al-Qaeda is aimed equally at Russia, China, and India, as well as the U.S. and Europe. It can only be defeated through a new security architecture based on cooperation.

The policy of conducting “color revolutions” under the pretext of democracy, represents a policy of war, even if that term is not used, because its aim is to topple governments with the aid of foreign money. It has to stop. The campaign to impose sanctions on Russia for its opposition to such “color revolutions” and to a Nazi coup in Ukraine, is only exacerbating the global crisis. An approach based on mutual cooperation to achieve the common ends of mankind throughout Eurasia and beyond, would instead create the basis for global peace.

While the U.S. has abandoned the Kennedy space program, the Chinese are committed to a lunar program focused on the exploitation of helium-3 for the purpose of generating unlimited fusion energy. With collaboration between the U.S., Europe, Russia, China and India, among other nations, man could finally realize Johannes Kepler’s vision of mastery of the laws of the solar system for the benefit of man.

Only such an approach would restore the United States and Europe to their original purpose as expressed in the European Renaissance and the American Revolution, a purpose which the U.S. and Europe have increasingly abandoned, and the rest of the world has now adopted and is now urging them to readopt.

We therefore call upon the U.S. and Europe to abandon the suicidal geopolitical policies of the past which led to the two previous World Wars and are leading to a third, and to build a future for all humanity by readopting the principle of the Treaty of Westphalia, by basing foreign policy on the principle of the “benefit of the other,” which ended the Thirty Years War in Europe, and on John Quincy Adams’ concept of a “community of principle among sovereign nation states.”

That is the only course coherent with the true nature of man as the only creative species. Any other course is based on a concept of man as an animal, and leads to human extinction. As patriots of our own nations, and as citizens of the world, we call on our fellow citizens and the leaders of our nations to have the courage to break the current cycle of escalating bestiality, by accepting the generous offer to collaborate with the BRICS.

First Name ___________________________  Last Name ___________________________

*Institution or Organization ___________________________  Title ___________________________

City ___________________________  Province ___________________________

Email ___________________________  Phone # ___________________________

*Institutional or Organizational affiliations are listed for identification purposes only, and do not imply endorsement by the institution or organization. With my signature, I agree that my name may eventually be made public.
World Land-Bridge Network—Key Links and Corridors

*means committed, underway, or completed
Status descriptions of each of the 27 features identified on the map on the facing page, all of which are important to the emerging worldwide transportation network for development.

Links

1 *Great Inter-Oceanic Canal, Nicaragua*

Construction is scheduled to begin in December 2014 on the cross-Nicaragua Great Inter-Oceanic Canal, connecting the Pacific and Atlantic Oceans (via the Caribbean Sea). It will run 278 km (172.7 mi) from the mouth of the Brito River on the Pacific coast in southwestern Nicaragua, to the mouth of the Punta Gorda River on the Caribbean side, 104.6 km (65 mi) of it passing through Lake Nicaragua. The canal was originally mapped out 118 years ago by U.S. engineers. The new commitment was announced July 7, 2014, by President Daniel Ortega and Wang Jing, head of the Chinese HKND firm. Survey work began in August. More than 50,000 workers will build the complex, including two ports, an international airport, cement and steel factories, and other infrastructure. Completion is projected in five years.

2 **Bering Strait Tunnel**

The gap between Alaska and Siberia can be closed by 85 km (52.8 mi) of tunnel under the Bering Strait, linking the transportation systems of Eurasia and the Americas. Some 3,000 km (1,864.1 mi) of new railway in Eurasia and more than 1,000 km (621.4 mi) in North America will need to be built, under rugged northern conditions on both continents, to complete the connection. The proposal for a Bering Strait crossing dates from the 1800s; it received a boost in April 2007, when a Moscow conference, convened by Russia’s Council for the Study of Productive Forces (SOPS), appealed to leading nations to start feasibility studies. The SOPS design for this link won a Grand Prize at World Expo-2010 in Shanghai. Prof. Wang Mengshu of the Chinese Academy of Engineering said in May 2014, that discussions of the project are under way between China and Russia.

3 **Sakhalin Island-Mainland (Russia) Connection**

The Tatar Strait between Russia’s Sakhalin Island and the mainland is 7.3 km (4.5 mi) wide at its narrowest point. This link, combined with a new tunnel from the southern end of Sakhalin to Japan, will connect Japan to the Eurasian landmass and its railway network, near the terminus of the Baikal-Amur Mainline. A tunnel was partially dug under the Tatar Strait in the early 1950s. Russia is studying tunnel, railway bridge, or dam (sea gate) options. The sea gate design, a gigantic movable dam with transport lines on top of it, could include diversion of the mouth of the Amur River from the Sea of Japan, south of the Strait, to the Sea of Okhotsk north of it, an engineering feat that would help Russia and China with flood control along the Amur.

4 **Sakhalin-Hokkaido Tunnel**

This tunnel or bridge would link the Russian island of Sakhalin with the Japanese island of Hokkaido, spanning the 45 km (28 mi) LaPerouse Strait. Combined with a Sakhalin-Russian mainland connection, this crossing will provide a rail route from Japan onto the Eurasian land-bridge. The Sakhalin-Hokkaido Tunnel would be shorter than the Seikan Tunnel between Honshu and Hokkaido islands.

5 **Seikan Tunnel**

This railway tunnel, which opened in 1988, runs under the Tsugaru Strait, connecting the main Japanese island of Honshu with Hokkaido, to its north. It is currently the longest and deepest in the world, with a total length of 53.85 km (33.46 mi), of which 23.3 km (14.5 mi) is under the seabed, with its track running at a depth of 100 m (328 ft) below the sea floor. First surveyed in 1946, the Seikan Tunnel was seen as an essential project for maintaining a strongly unified nation.

6 **Japan-Korea Undersea Tunnel**

This proposed tunnel would cross the Korea Strait to connect Japan and South Korea, via the strait islands of Iki and Tsushima. At its shortest, the crossing distance is some 128 km (80 mi). Proposed for a century, the project came under new study when a task force was formed in 2009, headed by Huh Moon-do, former director of the
National Unification Board of South Korea. Collaboration on this mutually beneficial project can contribute to easing the political tensions between the two nations.

7 *Bohai Tunnel*

The proposed tunnel will run more than 100 km (62.1 mi) under the Bohai Strait, to accommodate a high-speed railway between two Chinese cities, each with a population of about 7 million: Dalian, on the northern end, is a major port in heavily industrial Liaoning Province, while Yantai is a center of industry in Shandong Province. They face each other across the entrance to the Bohai Sea, the westernmost gulf of the Yellow Sea between China and the Korean Peninsula; on the Bohai Sea coast sits the city of Tianjin, population 14 million, which is 130 km (80.8 mi) southeast of the capital, Beijing. China’s State Council announced a commitment to the project in August 2014; work could start during the 13th Five Year Plan, 2016-2020. It will be the world’s longest undersea tunnel, taking 10 years to build, according to Prof. Wang Mengshu of the Chinese Academy of Engineering.

8 *Strait of Malacca Bridge*

The bridge to connect Malaysia and Indonesia will be the longest over-sea bridge in the world. Making use of the mid-strait Rupat Island, the bridge will run 48.7 km (30.3 mi) from Teluk Gong in the Malaysian state of Malake, to the island, and thence to Dumai on Sumatra—a span of 71.2 km (44.2 mi). First proposed in 1995, the project was stalled in the world financial breakdown. In 2006, the Ex-Im Bank of China agreed to provide financing. Chinese and other firms are conferring on the project, among them Danish contractors that built the Øresund Fixed Link between Denmark and Sweden.

9 *Sunda Strait Bridge (Indonesia)*

It is proposed to close the distance of 27.3 km (17 mi) between the islands of Sumatra and Java—which together account for 80% of the population of Indonesia—by a system of bridges across the Sunda Strait between the Java Sea and the Indian Ocean. Two main spans, 6.5 km (4 mi) and 4 km (2.5 mi) long, will be anchored on Sangiang Island in the strait. Challenges include the area’s seismicity. Cutting hours off the current ferry crossing, the Sunda Strait Bridge will boost agricultural supply operations and new industrial development in Indonesia, a major Asian nation of more than 250 million people.

10 *Isthmus of Kra Canal*

This canal has been proposed for Thailand since at least the 17th century, but consistently opposed by imperial interests. It will loosen the bottleneck of the Malacca Strait (between Sumatra, Indonesia and the Malay Peninsula, Malaysia), now practically the only sea lane between the Pacific and Indian Oceans. The idea was revived at a 1983 Bangkok conference sponsored by the Mitsubishi Global Infrastructure Fund, EIR, and Thai government and military officials. It was sidelined during subsequent financial crises, but is now under consideration as part of the BRICS infrastructure revival. The Kra Canal will be 50 to 100 km (31 to 62.1 mi) long, depending on its route, and must cross a 75 m (246 ft)-tall range of highlands.

11 *Bosporus Strait Rail Tunnel*

This tunnel is the first all-rail connection between Europe and Asia Minor, crossing the Bosporus at the Istanbul Strait. It was opened October 2013, the 90th anniversary of the Turkish Republic, and hailed as the "Iron Silk Road." Currently, it is a mass transit service, carrying some 3 million passengers daily, but plans call for adding high-speed rail and freight transport, as well as connecting it to the new Istanbul-to-Ankara high-speed rail line. First proposed in the 1860s, the idea awaited construction solutions to deep water and other challenges. The 13.6 km (8.45 mi) tunnel has the deepest immersed tube structure in the world. Positioned 56 m (184 ft) below sea level, a double-tube line of 1.4 km (0.87 mi) was laid on the sea floor; another 2.4 km (1.5 mi) of tunnel was built using “cut and cover” methods; and finally, there are 9.8 km (6.1 mi) of bored tunneling for service and access.
**Suez Canal Expansion**

Work commenced in Summer 2014 to build a second channel, 72 km (44.7 mi) long, and a world-class logistics hub, encompassing 46,671 sq. km (18 sq. mi) surrounding the dual-canal. The new channel will allow two-way traffic, for which the current canal is too narrow in some places. This will shorten the transit time between the Mediterranean and Red Seas from 11 hours to three. The project is a patriotic rallying call in Egypt, and the centerpiece of an aggressive development perspective with implications for all of northern Africa, Southwest Asia, and the Maritime Silk Road.

**Italy-Tunisia Link**

Connecting these two nations and the continents of Europe and Africa across the Mediterranean Sea involves (1) linking mainland Italy and Sicily, and (2) crossing the 155 km (96.3 mi) distance between Sicily and Tunisia, using four artificial islands, to be made from excavation debris. The first link, the 3.3 km (2 mi) Messina Strait Bridge, would be the longest single-span suspension structure in the world, running from Reggio Calabria on the Italian mainland, to Messina, Sicily. For the 140 km (87 mi) connection between Sicily and Tunisia, a five-tunnel design has been proposed—two for passengers and freight in each direction, and one for service and emergencies. An alternative and complementary plan is the Mediterranean Bridge, using the man-made islands as anchor-points to cover part of the distance; this design was publicized in September 2014 by Enzo Siviero, an Italian professor of construction science who also consults at Tongji University, Shanghai.

**Strait of Gibraltar**

The proposed tunnel between Tarifa, Spain and Tangiers, Morocco, would be 40 km (24.9 mi) long, with a depth of 300 m (984 ft) below sea level. It would cut the travel time between Barcelona and Casablanca to less than eight hours, and link European with African high-speed rail networks. A detailed feasibility study, commissioned by the Spanish and Moroccan governments, was presented to the EU in 2009, but no action has been taken.

**English Channel**

The Channel Tunnel opened in 1994, running 50.5 km (31.4 mi) between England and France. First proposed in the early 1800s, the tube goes under the Strait of Dover, and is 75 m (250 ft) below the seabed at its lowest point. The “Chunnel” carries the high-speed Eurostar train line, serving London and Paris or Brussels, and car-trains between Folkestone and Calais. As of 2014, the Channel Tunnel still has the world’s longest undersea stretch, although the Seikan Tunnel in Japan is longer overall, and deeper.

**Scandinavian Peninsula-Continental Links**

A set of bridges and tunnels—some operational, some under construction or discussion—link the Scandinavian peninsula with the main part of western continental Europe, via Jutland and the islands of Denmark. First, in 1998, the 18 km (11.2 mi) Great Belt Bridge and railway tunnel was completed between two large Danish islands. The 16 km (9.9 mi), three-part Øresund Fixed Link, from Copenhagen to Malmö, Sweden, was completed in 2000, enabling road and rail transport between Sweden and Norway, on one side, and the rest of continental Europe, on the other. Now under construction is the Fehmarnbelt Tunnel, connecting the Danish islands directly to Germany. This 17.6 km (10.9 mi) tunnel will become the world’s longest immersed (as opposed to bored) rail/road tube. The Nordic countries also seek to upgrade road and rail connections with Russia and its transcontinental rail system. Finnish geologists have designed and proposed east-west tunnel crossings of the Gulf of Bothnia between Finland and Sweden, as well as under the Baltic Sea from Finland southward to Estonia and the Rail Baltica corridor to Warsaw.

**Peru-Brazil Transcontinental Railway**

Feasibility studies are now under way, after the July 17, 2014 joint agreement by Peru, Brazil, and China, to construct a rail line across South America, from Campinorte, Goais, Peru to Rio Verde, Mato Grosso, Brazil. This will be the first railroad across the continent, and marks a commitment to launch corridors of development. As early
as 1898, an alternative trans-continental route was mapped out, between Brazil and Bolivia, which nation now wants to resume studies for what can be a second corridor.

B *Darien Gap Inter-American Railway*

Running a rail and road corridor through the Darien Gap, a large tract of swampland and forest on the Isthmus of Panama and straddling the Panama-Colombia border, between the Gulf of Darien in the Caribbean Sea and the Gulf of Panama on the Pacific Ocean side, will finally allow the implementation of a long-envisioned through-route for the Inter-American Railway, running from Alaska to Tierra del Fuego. Full plans were made in the 1890s by the Intercontinental Railway Commission, under the William McKinley Administration. At present, even the Pan American High-way does not go through. The Highway—a series of roads traversing North, Central, and South America—runs about 48,000 km (30,000 mi), with a complete break of some 100 km (60 mi) at the Darien Gap. Marshland rail construction challenges have not been the hold-up. The corridor has been blocked by anti-development opponents under green pretenses.

C *Alaska-Canada–Lower 48 Rail Line*

The route for a rail line from Alaska, through Canada, to the Lower 48 states will be 2,280 km (1,417 mi) long, if it follows the rush survey for a direct route, mapped out in 1942 by the U.S. Army Corps of Engineers. The plan was a defense contingency, and construction never began. In the ensuing more than 70 years, the project was blocked by forces opposed to development in the Americas. Now, it is urgent to build “the missing link.” Recent studies have been carried out by the Canadian Arctic Railway Corp. and others. This corridor is vital for the Americas, to pass through the Bering Strait Tunnel, and onward through Eurasia.

D *The Bering Strait Connector*

Russian Railways’ Strategy for 2030 calls for a railway from the Baikal-Amur Mainline (BAM) to the Chukotka Autonomous District on the Bering Strait, with a spur to Magadan on the Sea of Okhotsk. The first leg has been built (first freight carried in 2014): the extension of the Amur-Yakutsk Mainline, running northward from the Trans Siberian Railway (intersecting the BAM) to the bank of the Lena River opposite Yakutsk. The remaining approximately 3,000 km (1,864 mi) railway from the Lena to the Bering Strait will cross rugged, frozen mountain ranges in eastern Siberia. Some Russians envision a second corridor, along the Lena due north from Yakutsk, exiting to the Northern Sea Route at the port of Tiksi. The Siberian corridor to the Bering Strait tunnel, with its counterpart on the North American side, will open up vast potential for development in the Far North, radiating across the planet.

E *Trans-Siberian Corridors*

Russia’s Trans-Siberian Railway (TSR), built in 1891-1916, was the first Eurasian transcontinental railroad. It runs 9,289 km (5,771.9 mi) from Moscow to Vladivostok, dipping south of Lake Baikal and following the Russia-China border along the Amur and Ussuri Rivers in the Far East. Three Siberian cities of more than 1 million people each, sit where the TSR crosses major rivers: Omsk on the Irtysh River, Novosibirsk on the Ob, and Krasnoyarsk on the Yenisei. The TSR is double-tracked and fully electrified. Several concepts of a Trans-Eurasian development corridor in Russia center on adding a high-speed railway in the TSR right-of-way.

The Baikal-Amur Mainline (BAM), or “second Trans-Sib,” splits from the TSR in east-central Siberia and passes L. Baikal on the northern end, continuing to the Sea of Japan. This single-track line was built in 1974-1991, but only in 2004 did the more than 15 km (9.3 mi) Severo-muysky Tunnel become operational, eliminating a steep, 54 km (33.6 mi) bypass and allowing 6 million tons of freight annually to be shifted from the TSR to the BAM. Spurs from the BAM to raw materials deposit areas have been built or are planned.

The planned SevSib (“North Siberian”) freight railroad, drawn in red on the map above label E, will run east from the Ural Mountains, joining the BAM between Tayshet and Lake Baikal. Together, the BAM, the SevSib, and the planned Belkomur Corridor, northwest from the Urals to the White Sea, all derive from plans made in 1928 for a
Russian Great Northern Railway, a 10,000 km (6,214 mi) diagonal line across the continent from Murmansk on the Kola Peninsula in far northwest Russia, to the Tatar Strait opposite Sakhalin Island on the Pacific Ocean.

**Silk Road Economic Belt**

Chinese President Xi Jinping called for the development of a “Silk Road Economic Belt” (SREB), on Sept. 7, 2013, in a speech in Kazakhstan. The concept is for corridors of rail, agro-industrial activity, water, power, and trade infrastructure, to stretch, as he put it, “from the Pacific to the Baltic”—making use of the old Silk Road. In November 2013, an SREB agreement was signed by representatives of 24 cities in eight countries along the route. Projects are under way on various segments of the SREB, which branches in three main directions westward from China’s western Xinjiang Province: a main corridor into Central Asia and on to Iran and Turkey, southern lines to Pakistan’s Arabian Sea coast, and northern connections through Kazakhstan to Russia and northern Europe. In October 2014, Chinese and Russian state-owned railway companies discussed one major northern connection, signing a memorandum of understanding on drafting project-designs for a “high-speed Eurasian transportation corridor from Moscow to Beijing.” The SREB runs through 18 Asian and European countries, affecting a population of three billions.

**International North-South Transport Corridor**

The International North-South Transport Corridor (INSTC) is a multimodal transportation and economic route from India by sea to the port of Chahbahar in Iran, and thence northward by rail through Central Asia, or northward along (or across, it is planned) the Caspian Sea via Azerbaijan into Russia, and thence to northern Eurasia. The agreement was made in 2000 by Russia, Iran, and India, and work is proceeding. Additional north-south development corridors, farther east than the INSTC, exist in the form of proposals from Russian circles, and an active policy by China, for railways into Pakistan, from the Trans-Siberian Railway (corridor not shown) and the Silk Road Economic Belt, respectively.

**Cross-Africa Rail Lines**

A cross-Africa network of railways is an urgent planetary task, exemplified by the east-west route, to run from Dakar to Djibouti, and the long-discussed route, to run from the Cape of Good Hope to Cairo. The reality of this prospect was laid out in May 2014 by Chinese Premier Li Keqiang, in a four-nation visit, in which he presented the goal of connecting all African capitals by high-speed rail, so as to boost pan-African communication and development. In 1980, this same perspective—including proposed water projects, nuclear power, and other infrastructure—was issued by the Fusion Energy Foundation of Lyndon LaRouche, in a book, *The Industrialization of Africa*.

**Australia Ring Railway**

Australia will be connected with a high-speed, transcontinental rail network between its major cities and ports, which will open up huge areas of its inland, the “outback,” to high-intensity agriculture, mining, and settlement. Currently, there is a standard-rail, east-west transcontinental line in the south, and a standard north-south line through the center of the continent. The plan is to develop a high-speed fast-freight line through the eastern states from Melbourne to Darwin, which continues across the north and down the western side to Perth, connecting to the existing east-west route. This line, and the north-south line, will be upgraded to high-speed rail. Freight will travel from Melbourne to Darwin in just 24 hours, where proposed high-speed shipping services will be able to deliver it to any of the massive ports in Asia within one to four days.

**Maritime Silk Road**

Chinese President Xi Jinping called for a “Maritime Silk Road” (MSR), on a visit to Indonesia in October 2013. Its purpose is to further mutual development through trade along the sea routes of southern Eurasia, from the Pacific coast to East Africa, the Mediterranean, and eastern Atlantic shores. Xi referred to the same purpose, as it had been furthered historically by the famous voyages of Chinese Admiral Zheng He in the 1400s. The MSR commitment is now active, in terms of projects and plans for port upgrades, canal improvements, and related work.
For example, in September 2014, Sri Lanka inaugurated construction of the “Colombo Port City,” to participate fully in the MSR. China is providing funding.

**Northern Sea Route**

The Northern Sea Route (NSR), or Northeast Passage, from Asian ports, through the Bering Strait, and westward along Russia’s Arctic coast to its far northwestern ports and beyond, is 5,200 km (3,231 mi) and nine days shorter than shipping to Europe around the southern side of Eurasia. While melting of the sea ice has eased the transit, Russia has also invested heavily in upgrading the NSR, adding new navigation systems, icebreakers, and rescue stations. China backs increased use of the NSR, as do Finnish and Scandinavian railway and shipping interests. New rail links from Finland to Russia’s NSR ports of Arkhangelsk and Murmansk have been built. If Russia builds the proposed Belkomur and/or Barentskomur corridors from the Urals to the northwestern ports, traffic in this direction will increase. At sea, potential shipping routes continue westward to Ireland (and its proposed Shannon Super-Port), the British Isles, and, on the so-called Arctic Bridge route, to North America and the famed Northwest Passage. On land, current Russian economic development along the NSR emphasizes onshore and continental shelf oil and gas projects; the world’s northernmost railway now runs on the gas-rich Yamal Peninsula. Optimists look ahead to construction of a railway parallel to the NSR, the long-planned Near-Polar Mainline, and habitable cities along Russia’s Arctic frontier.

‘The New Silk Road Becomes the World Land-Bridge’ EIR Special Report

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The Principle of the Development Corridor

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EIR--The history of human civilization shows us that economic development and modernization occurred largely along natural and man-made corridors, some of them going back thousands of years to early trading routes, and others formed by major rivers and coastlines. In recent times, man-made canals, roads, and railroads have provided the basis for such corridors, around which cities, industries, and population concentrations have developed. It is a remarkable fact that, as of the mid-1990s, 25% of the entire population of Eurasia, and 70% of its urban population, was concentrated within only three main transport corridors, each approximately 100 km wide, connecting Europe with China. A similar phenomenon is evident in other parts of the world.

The role of the railroad in creating the potential for new development corridors, especially across land-locked interior regions of continents, was demonstrated in an exemplary way with the completion of the Transcontinental Railroad in the United States in 1869. The Russian Trans-Siberian railroad followed in its wake, and simultaneously, there was developed a concentrated grid of railroads across Western Europe, which contributed crucially to its becoming a world center of scientific and technological progress.

The concept of the rail corridor is not, contrary to “common sense,” simply to get people or goods from “here to there.” This is, indeed, the practice in many parts of the world, where major corporations build rail lines from mines to ports, in order to extract riches for export, often refusing to use any of the wealth created to develop the local populations. In industrialized countries, the same idea applies in developing rail to get people to casinos or resorts. Rather, the corridor should be seen as a center of concentration of industrial, agricultural, and scientific capabilities, and population itself.

Contrary to the prevailing propaganda about “overpopulation” today, it is lack of sufficient population and population
density in many areas of the world that is limiting development, and keeping people in poverty. This is palpably the case in large parts of Asia, but also Africa, Australia, the Americas, and even Europe itself. The reality is that it takes a certain concentration of population, with certain skills and a division of labor, to create the basis for raising living standards and the productive powers of labor. Without that concentration, for example, it becomes “too expensive” to develop the basic economic infrastructure—in terms of transportation, energy production and distribution, water supply, communications, education, and health systems—which is needed to advance productive capabilities.

For example, if we compare the estimated average cost per person and per family to provide modern infrastructural services to a unit of population (say 1 million people), living scattered across a large rural area or concentrated in a city, the huge advantage of population concentrations—and of cities themselves—is apparent.

In his economic textbook So, You Wish to Know All About Economics? economist Lyndon LaRouche develops the scientific economic concept that underlies this somewhat simple-minded example, with his metric of Potential Relative Population Density (PRPD).

This metric takes us out of the realm of simply “counting noses,” and provides a scientific basis for measuring the economy, or productivity, of labour.

LaRouche develops the concept in layers. First, there is the actual population density of an area. But all geographic areas are not equal; they have relative degrees of habitability, depending on the natural condition of the land (say, desert or forest), how the land has been treated by human habitation (improved or depleted), and what kind of technology is available to be applied. These three considerations define the relative value of a square kilometer.

Second, there is the usual discrepancy between the number of people that could be supported with the existing level of technology, and the current size of the population. It is the potential number which LaRouche directs his attention to, and which, together with the previous consideration, makes up potential relative population density.

It goes beyond that, however, LaRouche emphasizes. The quantity to be measured is not simply the current potential relative population density, but the rate of increase of potential relative population density.

A related measure of what is actually the productive power of labour is the energy flux density of the power source (discussed in previous chapter).

From this scientific standpoint, at levels of technology either currently available or in sight, the planet could support tens of billions of persons at high standards of living, without overcrowding or any of the horrors environmentalists currently allege threaten us, and while actually enhancing and improving the beauty and usefulness of the Earth.

For purposes of conceptualization, the typical “infrastructure corridor” can be visualized as a continuous strip of land, approximately 100 km wide, centered on a major railroad line. Parallel to the rail line, are high-capacity electric power lines, oil and gas pipelines, water supply systems (including possibly new irrigation canals and aqueducts), fiber-optic communications lines, and so forth. In this way, are created the most essential preconditions for every kind of industrial, mining, agriculture, and urban construction activity within the corridor. From the core can come any number of branches or arteries, supplying surrounding areas.

As new urban centers grow up within the corridors, the eventual result will be a “pearl necklace” effect, of cities and towns, surrounded by regions of intensive agriculture, gardening, forestry, and recreational areas, interspersed with smaller towns and villages.

The economic advantages of such corridor development include vastly increasing the efficiency and economic impact of the infrastructure lines themselves.

A dense fabric of population centers and agricultural and industrial activities located along a rail line actually creates an economic “multiplier,” in the sense of increasing the degree of utilization, and thus reducing the per-unit cost. Through this kind of development, a railroad between two points actually takes on the role of a giant “production
line,” in which value is added to a portion of the goods as they move from one point to the other.

In effect, infrastructure corridors result in a kind of “positive feedback” as a result of the density of population, development, and energy sources. First, the “bundling” of transport, energy, water, communications, and other basic infrastructure along a given route, provides ideal conditions for the growth of a band of intense agriculture, industrial, and population centers along that route. And second, the growth in scale and density of economic activity along the entire length of such a route, greatly increases the efficiency, productivity, and net positive economic effect of infrastructure improvements, as well as every other sort of productive investment. This is in contrast to the contrary approach of oases, or islands, of investment activity.