

## Germany is poised to change the map of Central Europe

by Rainer Apel

Moscow has never been more angered over a political speech by a Western government official, than it was over the address delivered to West Germany's parliament in Bonn on Nov. 28 by Chancellor Helmut Kohl, concerning prospects and plans for a reunification of his divided nation. Central aspects of his address, such as his 10-point program for the reunification of Germany, had been leaked to the press the day before; but his actual address caught everyone by surprise, since he made significant departures from the printed text.

For example, Kohl paid a highly emotional tribute to the peaceful revolution of the East Germans. Right at the opening of his speech, he said: "We feel pride about the Germans in the G.D.R. [German Democratic Republic] who through their peaceful struggle for freedom, human rights, and determination, have given the whole world an example of their courage and desire for freedom, which is, indeed, acknowledged throughout the world."

Kohl declared that "The peaceful uprising that we are witnessing today, is, most of all, thanks to those people in the streets who have demonstrated their desire for freedom so impressive." Kohl mentioned the diplomatic efforts of his own government, its *Ostpolitik* with Moscow, only in the second place.

### Deep embarrassment at the Kremlin

The day following Kohl's speech, official statements from Moscow expressed unmitigated rage over Kohl's action, by reviving the old propaganda bogeyman of "German Revanchism." The official Soviet news agency TASS accused Kohl on Nov. 29 of "fueling, wittingly or unwittingly, the greed of those who openly campaign for the changing of existing borders in Europe. . . . This is raising deep concern."

TASS declared that "the existence of two separate German states is a reality on which the stability and security of the entire continent is built. It cannot be that all of a sudden, a plan is being worked out with the aim of changing these very realities, without seeking the consent or participation of the neighbors and partners."

Another attack came the same day from the deputy Soviet Foreign Ministry spokesman, Yuri Grimitskych, who charged Kohl with the "attempt to push the recently started process of renovation in the G.D.R. into nationalistic pathways," and with "unleashing a discussion that makes the people in all of Europe believe that reunification of Germany is already a topic on the agenda of world politics, of German policy."

Soviet leader Mikhail Gorbachov and his Foreign Minister Eduard Shevardnadze, arriving in Rome for talks with the Italian government in the afternoon of the same day, addressed the "danger of German revanchism" even more urgently.

In remarks before the international press on Nov. 29, Soviet Foreign Ministry spokesman Gennadi Gerasimov said that Gorbachov and Italian Prime Minister Giulio Andreotti had discussed, in their first meeting shortly before, the "threat of German revanchism to the existing borders in Europe." Revanchism, Gorbachov warned, wants to redraw Germany's borders with Poland, Hungary, and Czechoslovakia.

According to Gerasimov, Gorbachov expressed his desire for an addendum to Kohl's 10-point program on Germany, which would affirm that the borders in Eastern Europe, as they developed (under Soviet military occupation) after 1945, be left untouched. Only on this condition, would Moscow be willing to discuss the German question.

## What Kohl actually said

In his Nov. 28 address, Kohl presented a very cautious outline for the reunification of Germany in a federated state, initiated through confederative structures that would help the two German states grow together smoothly. Kohl declared that "the special character of the relations between both German states require an increasingly tighter network of agreements in all sectors and at all levels.

"This cooperation will also increasingly require common institutions. Existing joint commissions can assume new tasks, further commissions can be created. I am thinking especially of the economy, transport, environmental protection, science and technology, health and culture. It is self-evident that Berlin will be fully included in this cooperation. . . .

"We could imagine the following institutions coming about soon after free elections [in East Germany]:

- a common governmental committee for permanent consultation and political harmonization;

- common technical committees;

- a common parliamentary committee.

"Previous policy toward East Germany," the chancellor went on to say, "essentially had to concentrate on small steps that strove to alleviate the results of our division and uphold and sharpen the consciousness for the unity of the nation. If in future a democratically legitimized, that is, a freely elected government, becomes our partner, totally new perspectives open up. New forms of institutional cooperation can emerge and develop in stages. Such a growing-together is part of the continuity of German history. Now we can again make use of these historical experiences.

"Nobody knows what a reunified Germany will look like," Kohl continued. "But I am sure that unity will come, if it is wanted by the German nation. The development of intra-German relations remains embedded in the pan-European process and in East-West relations. The future structure of Germany must fit into the whole architecture of Europe as a whole. The West has to provide peacemaking aid here with its concept for a permanent and just European order of peace."

These four points per se of Kohl's address could not have made the Kremlin upset, especially since point nine stated Bonn's hope for a successful Dec. 2-3 Malta summit between Gorbachov and Bush. But what may have enraged Gorbachov was point two of Kohl's address, which dealt with the issue of East-West transportation. Here, the chancellor significantly altered his original script and presented a design that must have rung an alarm bell in Moscow.

## The trans-European rail grid

"There are," Kohl said, "currently negotiations taking place on the modernization of the rail route leading from Hanover to Berlin. I do hold the view, however, that this is not enough and that in the context of recent political developments we should discuss the transport and rail connections

between the G.D.R. and the Federal Republic in a more fundamental approach." (This passage was received with applause by the overwhelming majority of the deputies in the Parliament.)

"Forty years of being divided also mean that the transport routes have taken on, in part, a quite different structure. This is not only true for the border crossing points, but also for the traditional routing of transport connections in Central Europe, for the connections between East and West.

"Why, therefore, aren't we considering the classic route from Moscow via Warsaw and Berlin to Paris, which always ran through Cologne and had great importance at all times, to have a role in the era of high-speed trains, on the eve of the extension of the respective future trans-European transportation grid?"

These remarks strongly echo numerous proposals made over the last year by Lyndon LaRouche on the subject of linking the future economic development of Poland, Germany, and France together through the construction of a high-speed rail artery running from Paris to Warsaw. This, LaRouche has often repeated, would be the best way toward a reunification of the two Germanys and the liberation of Eastern Europe from the economic-social mess 40 years of Stalinist planning have pushed them into.

If these had been mere statements, and if Kohl's Nov. 28 address had shared the fate of many parliamentary speeches that are given and then forgotten the day after, nobody would have cared or become enraged like the Soviets did. But Kohl's remarks are highly explosive, because they are in response to and reflect a process of transformation that has caught up not only the Germans in the East, but also those in the West.

## Breaking away from Moscow's control

Ever since the crisis of the East German Communist regime, the protest actions of millions of East Germans for free elections, democracy and reforms have acted as a catalyst on West German politics. The perspective of German unity that appears on the horizon more than ever since thousands of protesting East Germans began chanting slogans calling for "Germany, united fatherland" and the like, has led to a profound transformation of the West Germans.

The opening of new cross-points at the German-German border since Nov. 9, the stream of millions of East Germans visitors into the West, has finally confronted the West Germans with the severe problems of the ruined economy "over there." People are forced now to design useful projects for intensified cooperation between the two Germanys.

All of a sudden, people in West Germany are less interested in ecology issues, and are beginning to discuss how to build bridges, highways and roads, new power stations and high-voltage lines, and how to reopen waterways and rail routes, build new homes in the West (for the refugees), and restore entire cities in the East.

Teams of engineers, specialists in construction and re-

construction, industrial managers, craftsmen, and even politicians are swarming out to inspect the border regions between the two Germanys. Studies are being commissioned on highways, rail routes, and waterways that can be reopened after 44 years of German postwar partition and disruption of traditional commerce and transport routes.

This includes small projects like restoring a few kilometers of the old Route 722 between Hof (in the West) and Plauen (in the East), a key connection between Franconia and Saxony, two of the most important industrial regions in central Germany.

This also extends to the revival of projects designed more than 50 years ago, such as the construction of a modern waterway connection between the Middleland Canal and the Elbe-Havel Canal in Germany's north. The project, begun in 1938 but halted when the world war broke out one year later, consists of an elevated canal crossing the Elbe River over a distance of 13 kilometers. Built with an estimated 300 million deutschemarks, this canal will allow permanent transport without the usual reloading procedures during the passage of the 51-year-old Magdeburg sluice there.

A far bigger project is the construction of a trans-European rail connection between Paris and Warsaw, a venture costing in the range of billions of deutschemarks.

Over the past 15 years, virtually every big project, be it highway or railway construction, plans for power stations or bridges, had been rated in West Germany from a strictly ecologist viewpoint and has usually been discarded as "much too costly, too ambitious." The rise of the Green Party, over the same period, was endorsed and publicly applauded by Moscow, not least because the Greens were cut from the same cloth as the peacenik, anti-defense movement that could be used as a pawn against U. S. military presence on German territory. Moscow's loss of the "Green card" means it has lost crucial leverage on domestic politics in West Germany.

Dropping all undue respect of ecologism now, means that the West Germans will return to the traditional cultural matrix of their nation: interest in the sciences, especially the natural sciences and engineering, technology, and industrial development. It is this very identity that enabled the Germans in the West to realize the postwar "economic miracle," whereby in a matter of only 25 years, a country bombed into rubble emerged as the world's number-one exporting nation and third greatest industrial nation. Since the late 1960s, West Germany has maintained that position on the list of the world's industrial nations.

The inefficiency-worshipping Soviets feel that a return of the Germans to their traditional matrix of national identity will make them less susceptible and increasingly immune to Moscow's policy of carrots and sticks on the German question. One may paraphrase an old saying of Lenin's: He who loses control of the Germans, loses control of Germany and, therefore, of Europe.

## Moscow and the Trust retaliate in Germany

by Gabriele Liebig

Alfred Herrhausen, chairman of West Germany's Deutsche Bank and one of the country's most powerful political figures, was assassinated on the morning of Nov. 29 by a powerful bomb, which detonated as his automobile was traveling through the Frankfurt suburb of Bad Homburg. The blast was so strong, that the car, an armored Mercedes-Benz limousine, was hurled into the air, ripping off the entire side where Herrhausen was sitting in the back seat, killing him instantly.

According to police information, the bomb was a shaped charge, detonated through a laser-beam trigger that activated a wire-controlled ignition mechanism placed at some 150 meters from the detonation site. Police found later that various pieces of evidence had been left around the site to point to the Red Army Fraction (RAF)—the so-called Baader-Meinhof terrorist group—as the perpetrators.

But regardless of whether the bombing was the work of the RAF itself, or of the Soviet Union's powerful *spetsnaz* capability in Western Europe, or both, the fact remains that this was a political murder of the first order, of greater historic significance than the 1922 assassination of Weimar Republic Prime Minister Walther Rathenau, and the 1977 assassinations of Jürgen Ponto, chairman of the Dresdner Bank, and of Hanns-Martin Schleyer, head of the German Employers' Association. For Herrhausen was second only to West German Chancellor Helmut Kohl in laying the basis for the permanent reunification of Germany, since the fall of the Berlin Wall on Nov. 9.

In a statement released immediately following the bombing, Lyndon LaRouche—who himself was on the RAF's hit-list during their 1977 killing-spree—said that "this situation has to be judged both in terms of the capability which the RAF typifies [i.e., a *speznaz* capability—ed.], and also in light of my earlier warning to look for a period of crisis within the Soviet Empire between about the middle of December through Epiphany [Jan. 16] of next year. That crisis which I saw coming has now erupted."

The bombing, he said, "cannot be but a reflection of the same process we are witnessing in El Salvador. Either Gorbachov himself is involved or not, but a major faction of the Soviet military-Chekist apparatus is on the move with a