

The geography of world economic development

Selected *EIR* proposals for international infrastructure projects



*Pennsylvania's Three Mile Island nuclear power plant;
Transrapid maglev train;
container shipping in the
Port of Seattle.*

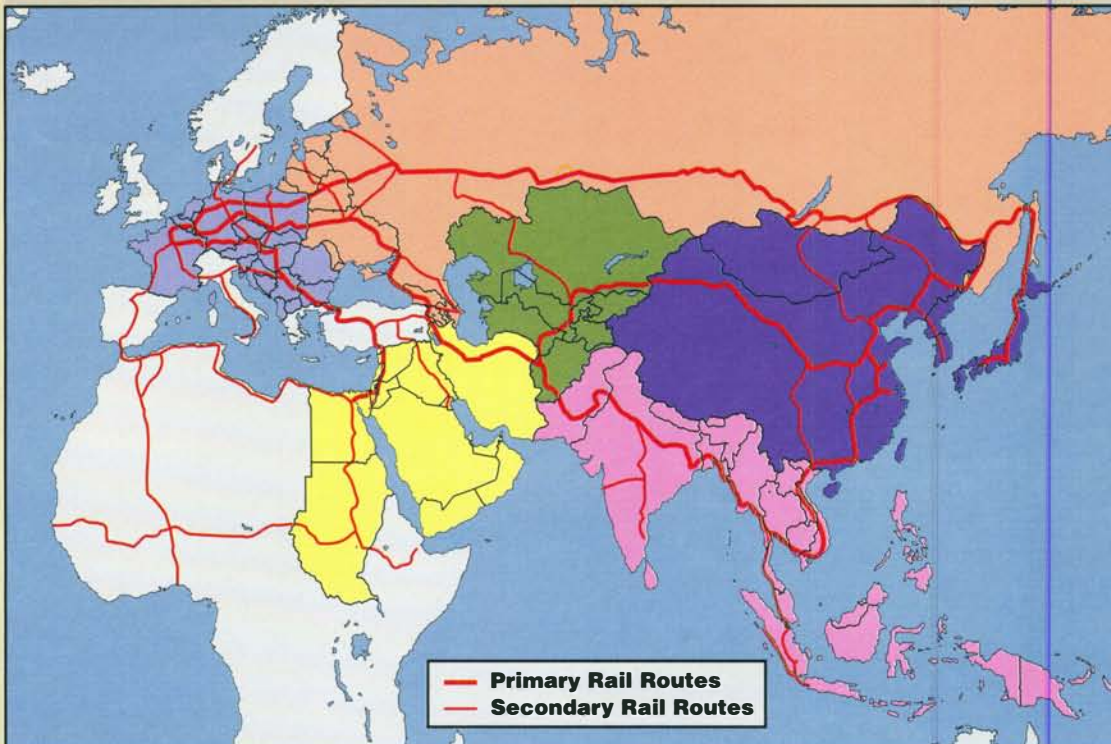


MAP 1 Proposed 'Eurasian land bridge' rail development



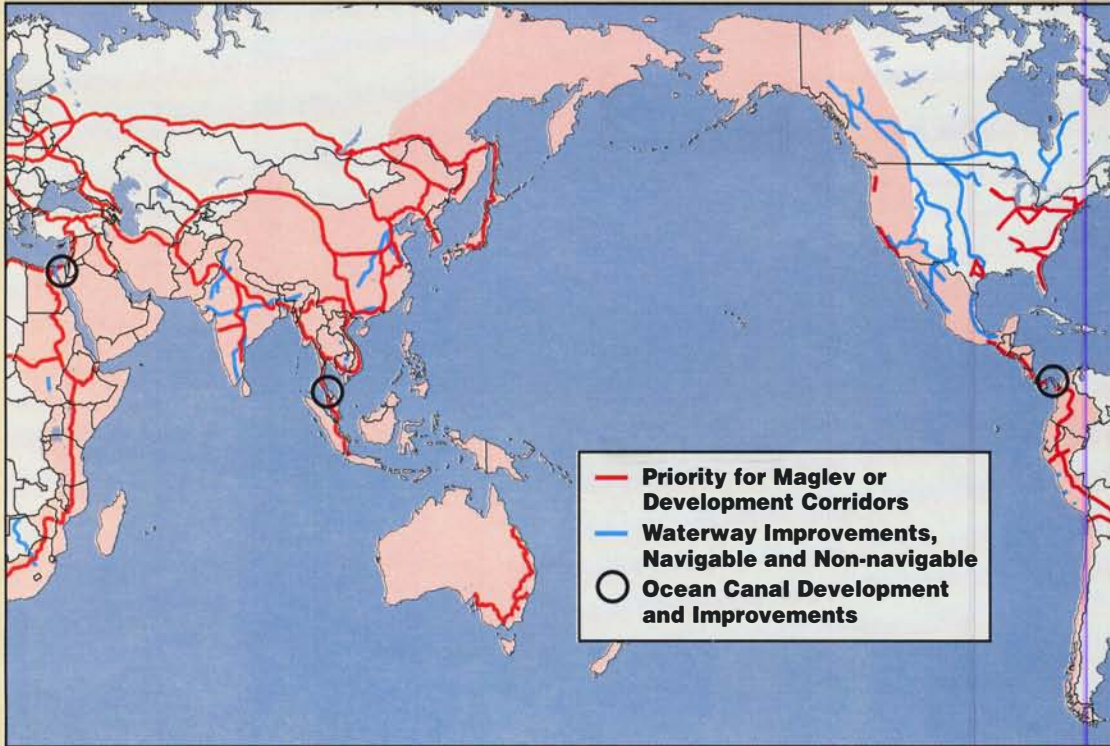
High-speed and maglev rail corridors form the Eurasian land bridge. Rail lines from France to Africa, and to Russia and China, and into Japan, were the 1896 "Great Project" of France's Gabriel Hanotaux and Russia's Sergei Witte. The northern route is the Trans-Siberian line; farther south, the new Silk Road line branches into China and India; the third main trunk goes to the Mideast and Africa.

MAP 2 The six political-regional planning areas of Eurasia



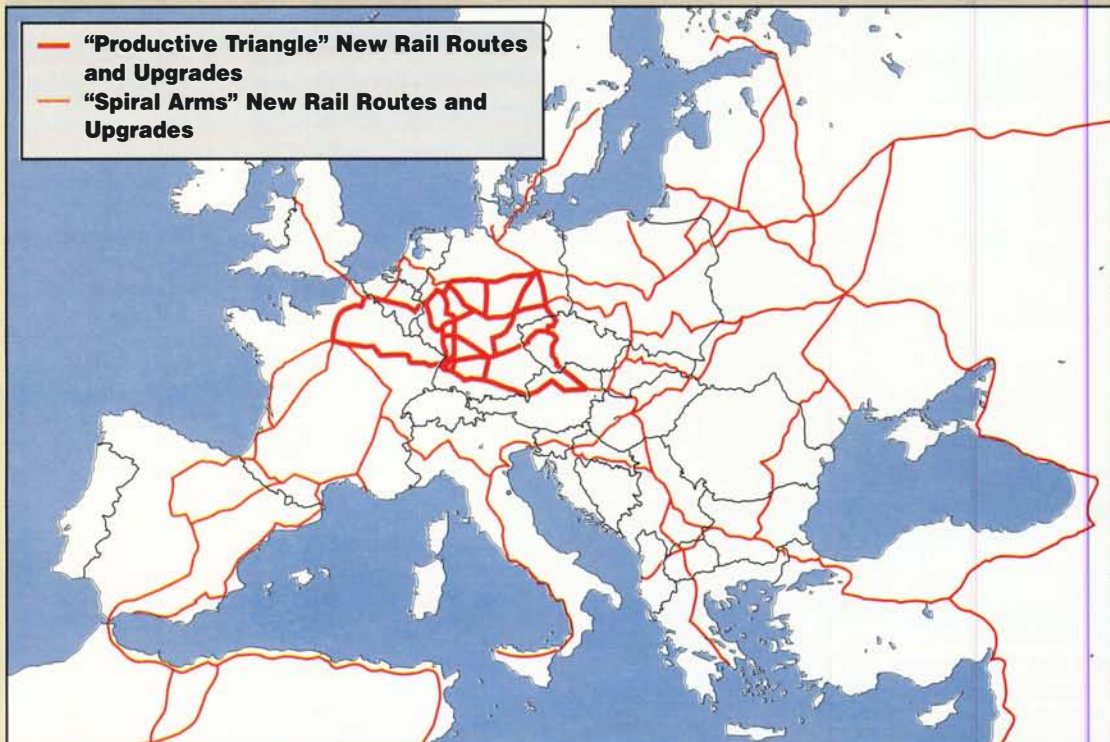
Development regions (by colored area) of Eurasia-Africa, based on land, water, and population necessities. Pakistan, India, and Southeast Asia, for example (in pink), despite political and religious conflicts, are a single development region for physical infrastructure planning purposes, requiring integrated rail, water, and power grids to function.

MAP 3 Pacific-Indian oceans basins: major infrastructure projects



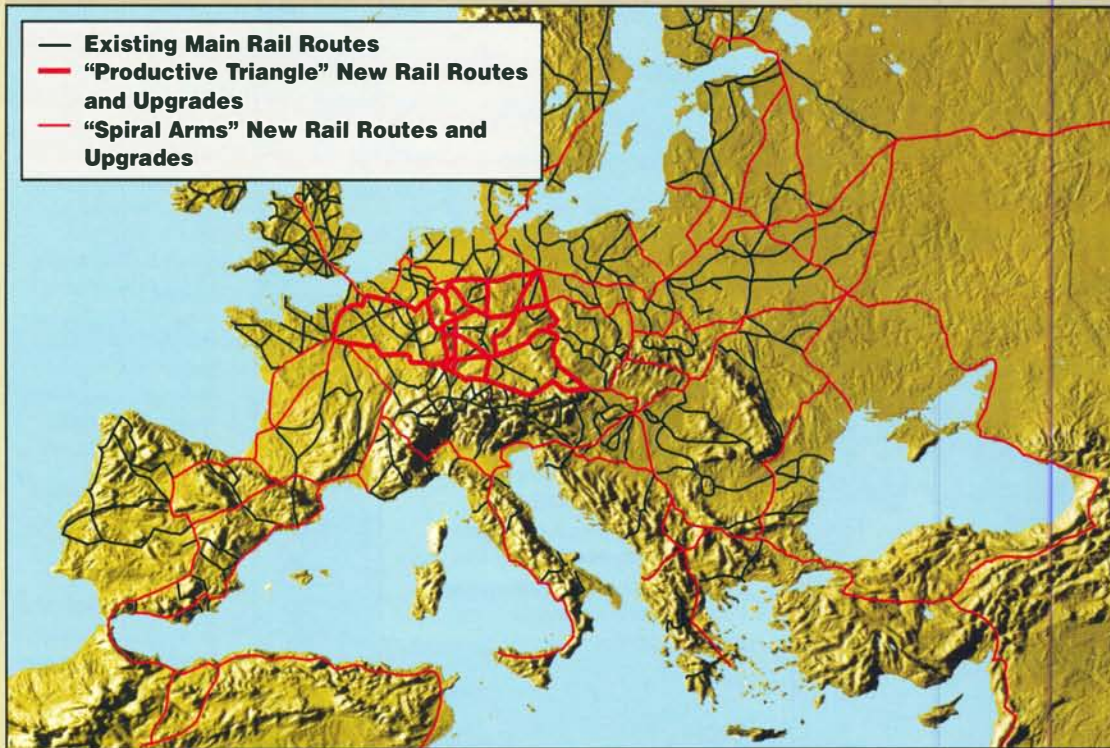
The Indian and Pacific oceans basins, home of most of humanity. LaRouche's 1974 International Development Bank plan called for a dozen infrastructure Great Projects circling it. His 1983 Pacific Basin plan linked super-ports and canals, including new or upgraded canals on Suez and the Isthmus of Panama and a new canal on the Kra Isthmus of Thailand. The canals would allow transport around the basin by new high-speed magnetohydrodynamic ships.

MAP 4 Proposed European 'Productive Triangle' rail development



The European "Productive Triangle" of high-speed rail lines and intensive infrastructure investment proposed by LaRouche after the Berlin Wall fell in 1989. It encompasses an area whose vertices are Paris, Berlin, and Vienna. "Spiral arms," or corridors of development, would extend to Scandinavia; eastern Europe, Russia, Ukraine, and farther east to Asia; the Balkans and the Middle East; and to Iberia and North Africa.

MAP 5 'Productive Triangle,' rail development (physical geography)



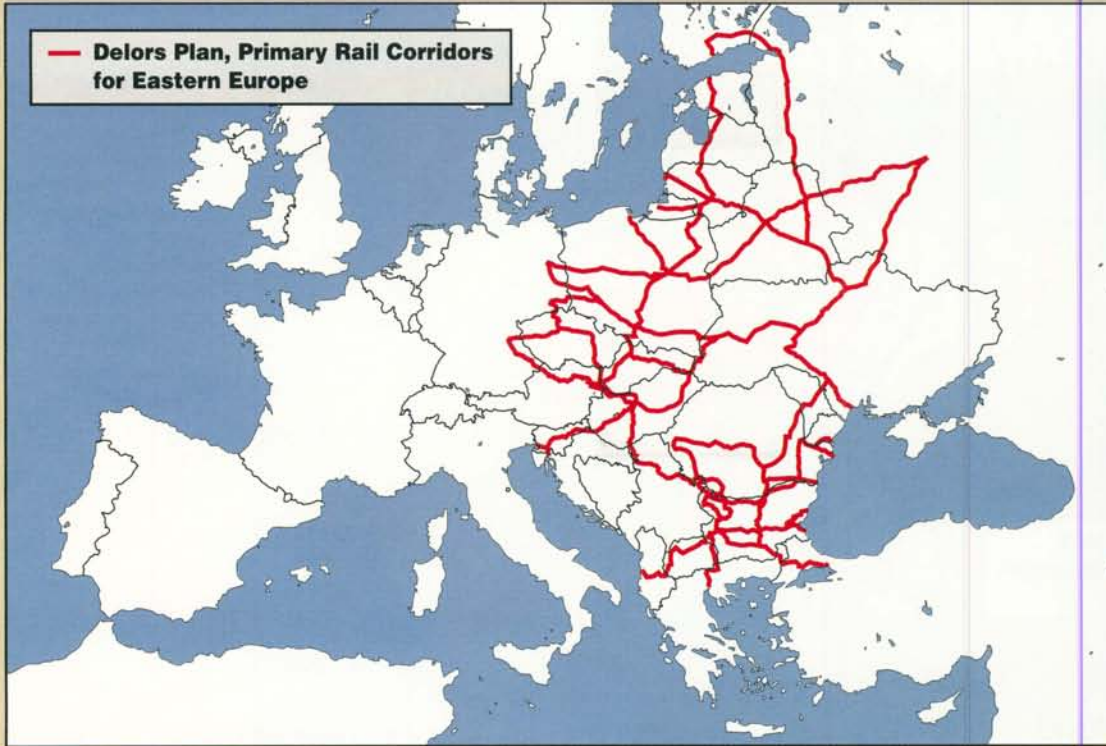
Existing and proposed lines of the European "Productive Triangle" to be developed as high-speed rail corridors, with maglev on priority links. This area of Europe has the highest concentration of productive power potential in the world. Its peak functioning is required for global economic recovery.

MAP 6 'Productive Triangle,' waterway development (physical geography)



Existing and proposed waterways of the European "Productive Triangle." Western Europe's inland waterways, begun by Charlemagne, are extensive compared with Russia's much lower density of water projects, but must be expanded. Barge traffic is the cheapest method of moving bulk inland freight.

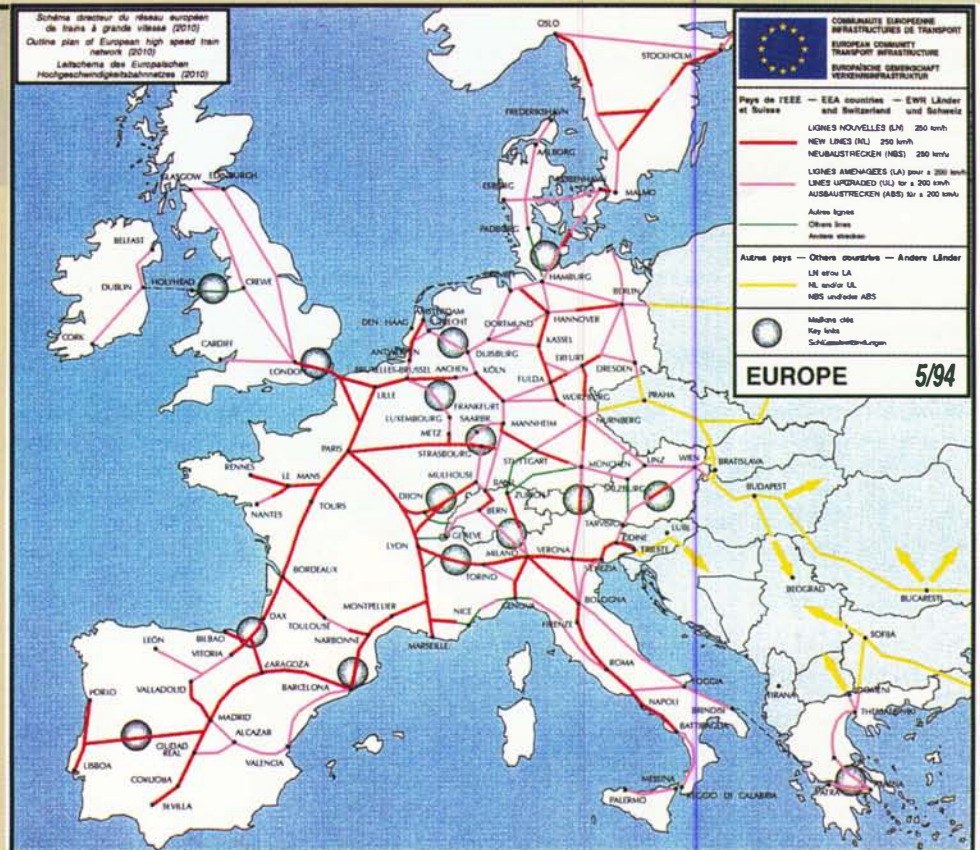
MAP 7 European Union proposal for eastern Europe rail development



Priority routes for new and upgraded rail lines in eastern Europe were proposed in winter 1993-94 by the Transport Infrastructure Commission of the European Union, whose president was Jacques Delors. The Delors plan is to construct this network by the year 2010. The main European interlinks follow the same routes as the proposed spirals of the "Productive Triangle."

MAP 8 Currently approved European Union projects

The 14 projects which the European Union has approved. They will improve infrastructure both in the "Productive Triangle" region and along some of the spiral arms. Construction is under way on several segments. New rail lines are in red; upgraded rail lines are in lavender; other rail lines are in green; other rail lines in other countries are in yellow; and circles show key links.



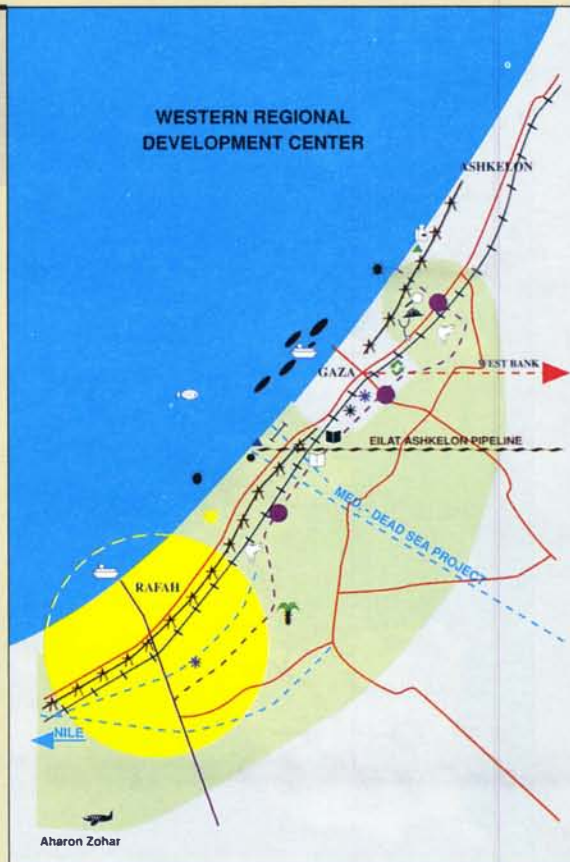
MAP 9 Greater Middle East, existing and proposed rail development (Arab League)



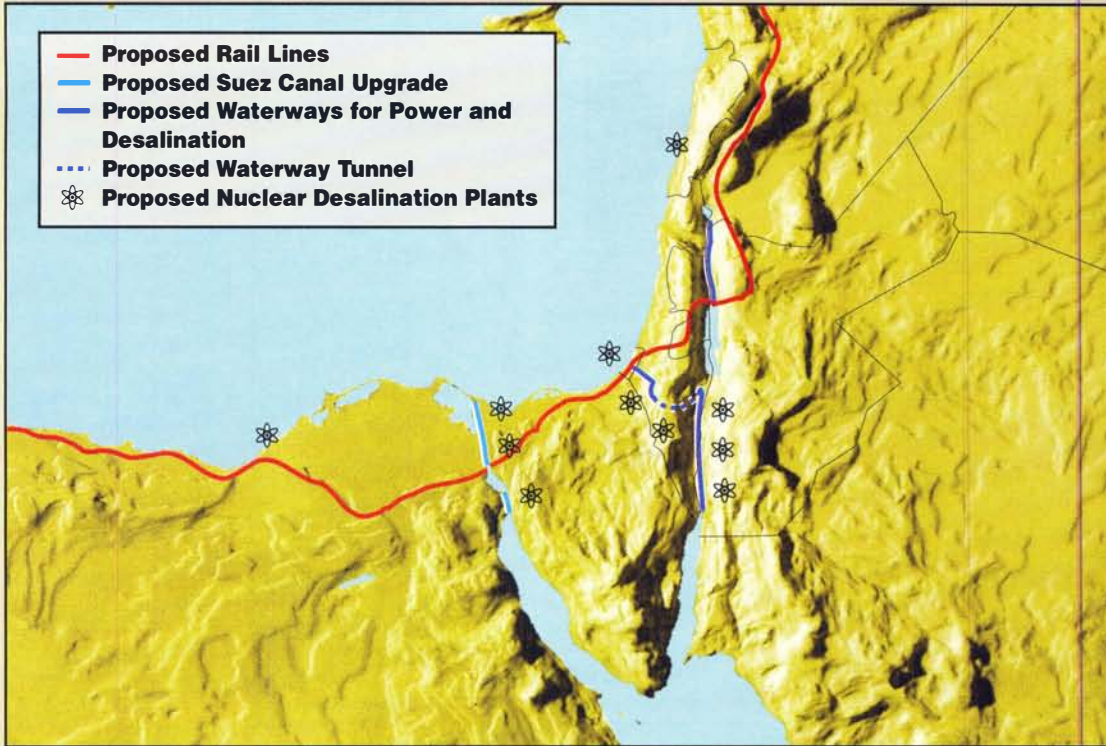
Selected rail route proposals, shown against existing lines, from the 1970s Arab League's "Guidelines for Railroad Projects in the Middle East," and from 1994 Palestinian Authority and Jordanian proposals. This is the crossroads between Eurasia and Africa.

MAP 10 Israeli government-proposed development projects

The greater Gaza development region, as shown in the government of Israel's October 1994 report, "Development Options for Regional Cooperation." There are acute infrastructure needs for the 800,000 people in the Gaza Strip. The report calls for 26 new water treatment plants. Map symbols show new ports, a Gaza-West Bank transit link, the Med-Dead Sea project, rail, road, housing, and other infrastructure plans.



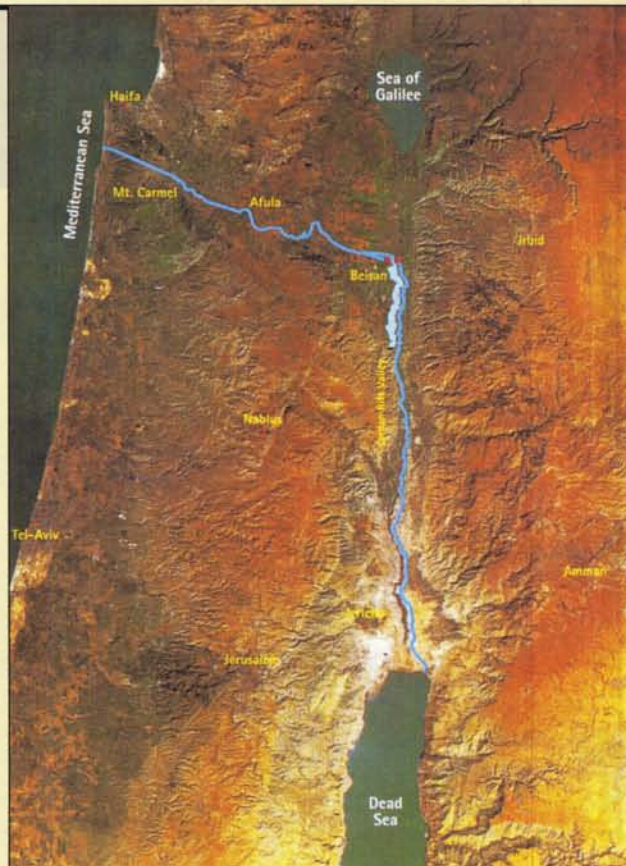
MAP 11 LaRouche's 'Oasis Plan' for development of Middle East crossroads



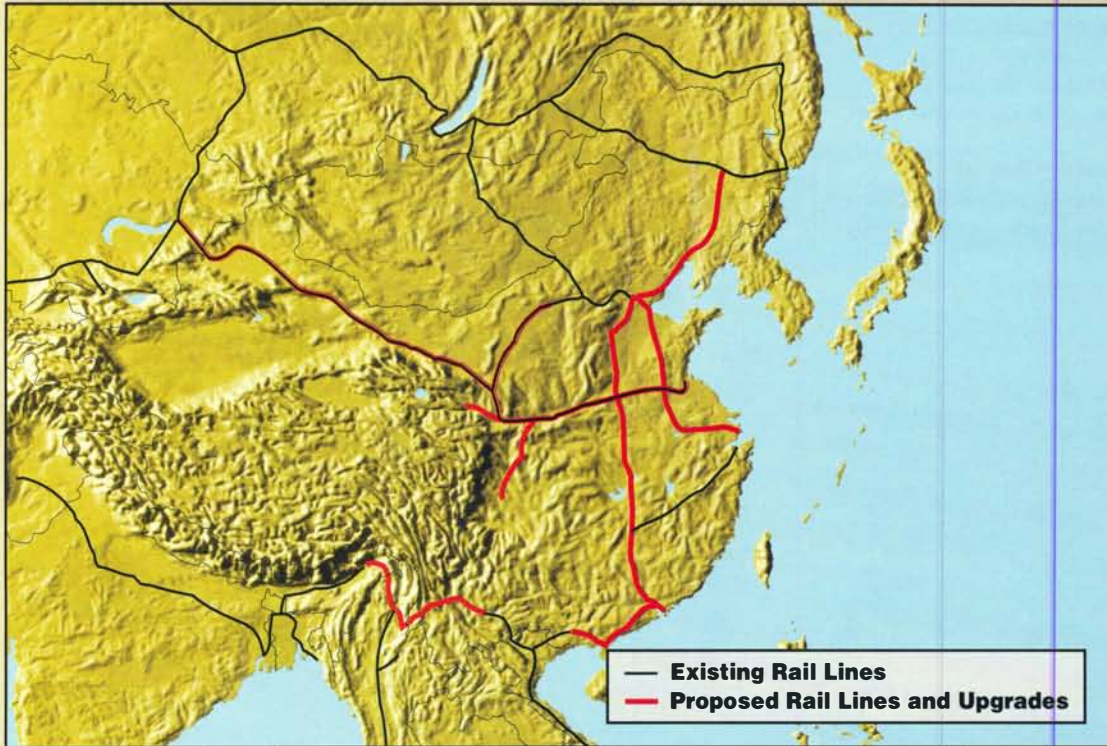
Lyndon LaRouche's "Oasis Plan" for the Mideast features canals linking the Mediterranean with the Dead Sea and/or the Red Sea to Dead Sea to provide fresh-water for agriculture, industry, and domestic use. Shown are the general locations for nuclear-powered desalination facilities to provide, in effect, a new Jordan River.

MAP 12 Israeli government-proposed water channel

This proposal from Israel's "Development Options" report shows a conduit-tunnel to channel Mediterranean seawater to Beisan, where it would be desalinated in Reverse Osmosis plants (red symbols), using falling water hydrostatic energy from the 400-meter elevation drop into the Jordan Rift Valley. The storage lake is in light blue. Freshwater output volume could equal the Jordan River.

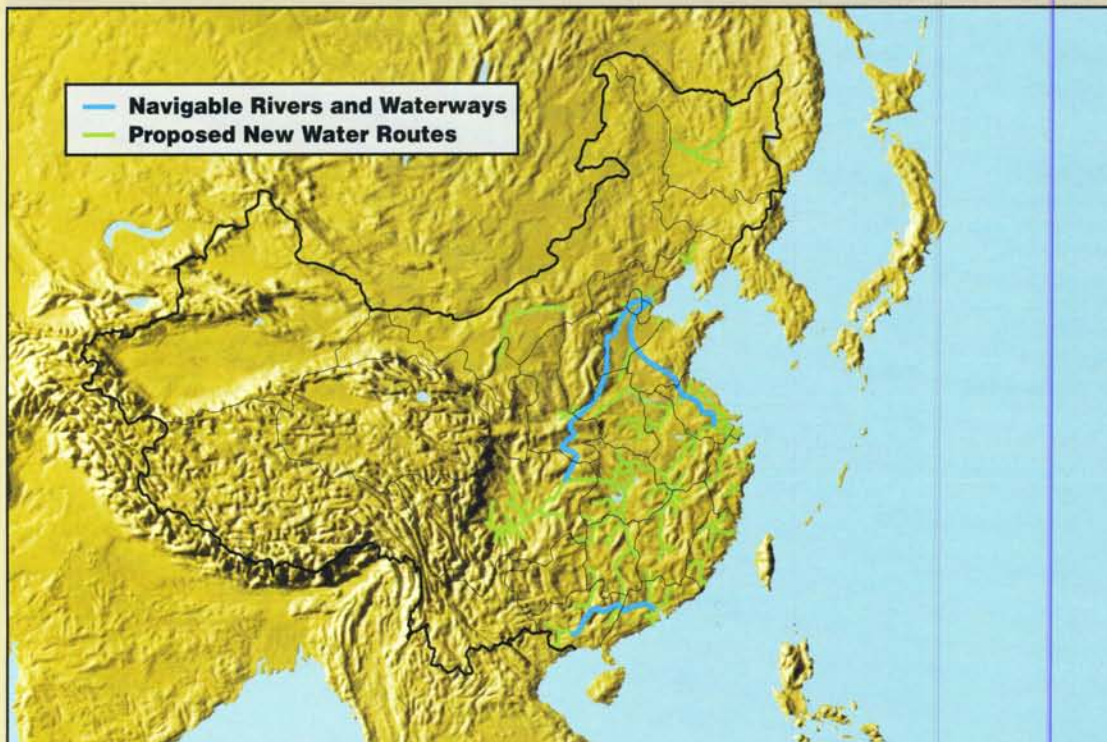


MAP 13 East Asia, existing and proposed rail development



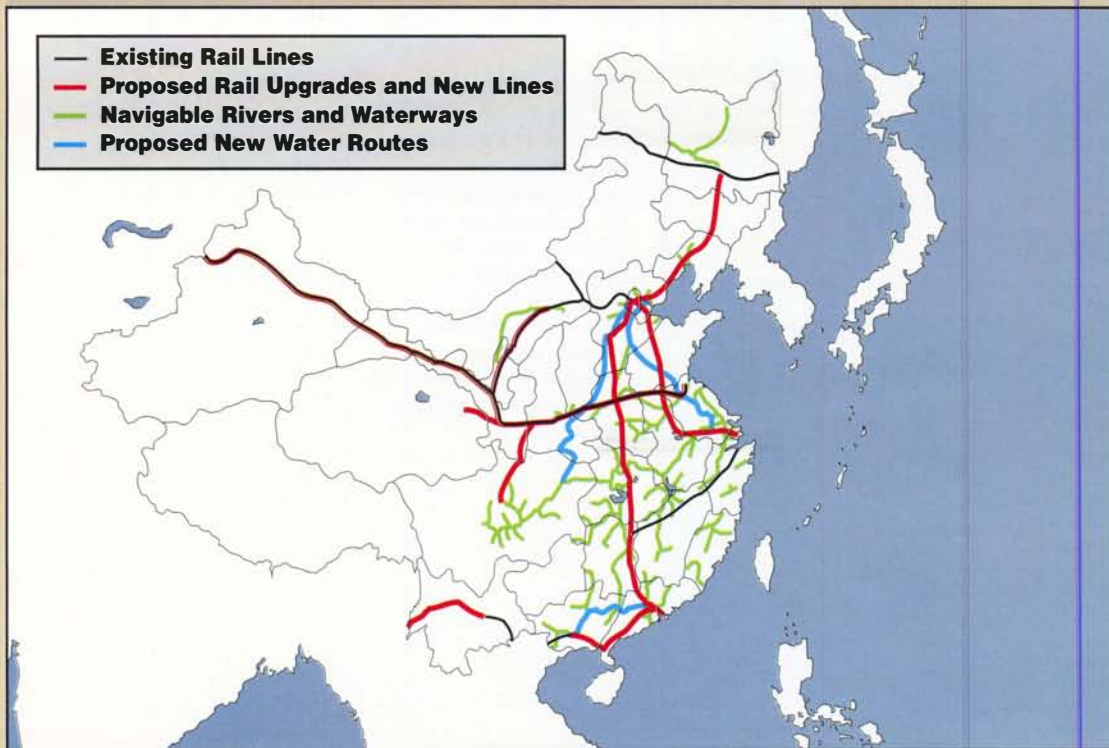
Selected existing and proposed rail projects for China. The interior of China must be developed by new transport systems to bring sea-going freight inland. Main rail lines must be upgraded and joined to the northern and southern Silk Road branches, and to the Trans-Siberian railway. This will allow China's interior to trade efficiently with the Pacific.

MAP 14 China, existing and proposed waterway development



Selected existing and proposed water project routes for China. The highest rates of water utilization per capita and per square kilometer correlate with the highest output in agriculture and industry. These projects would transfer water from the south to the dry north.

MAP 15 China, rail and waterway development (provincial borders shown)



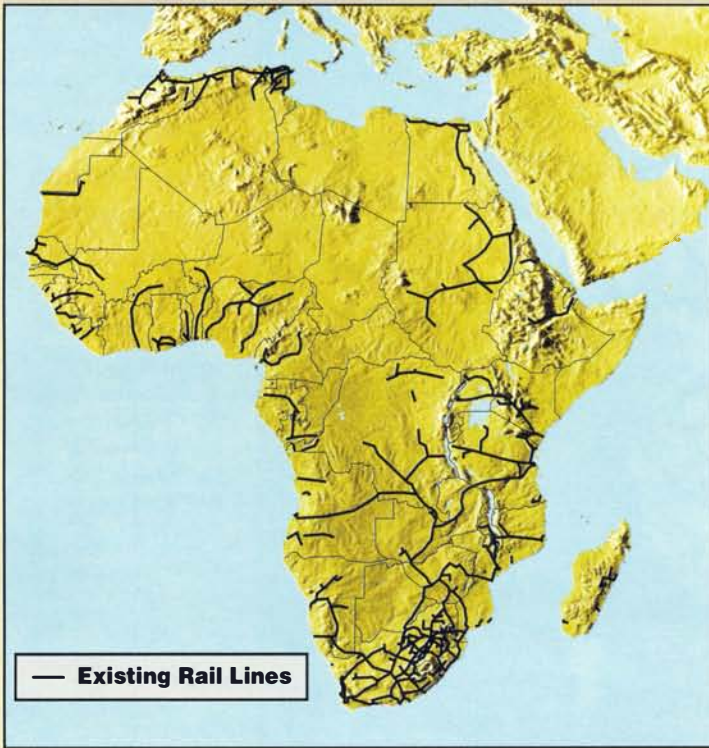
Infrastructure and China's provinces. Britain's threat to balkanize China began with the 1840s Opium Wars. Today, London is encouraging warlords in the richer coastal provinces to break with Beijing. Infrastructure upgrades can stabilize China by raising output and living standards in the depressed interior.

MAP 16 China, population by province (millions)



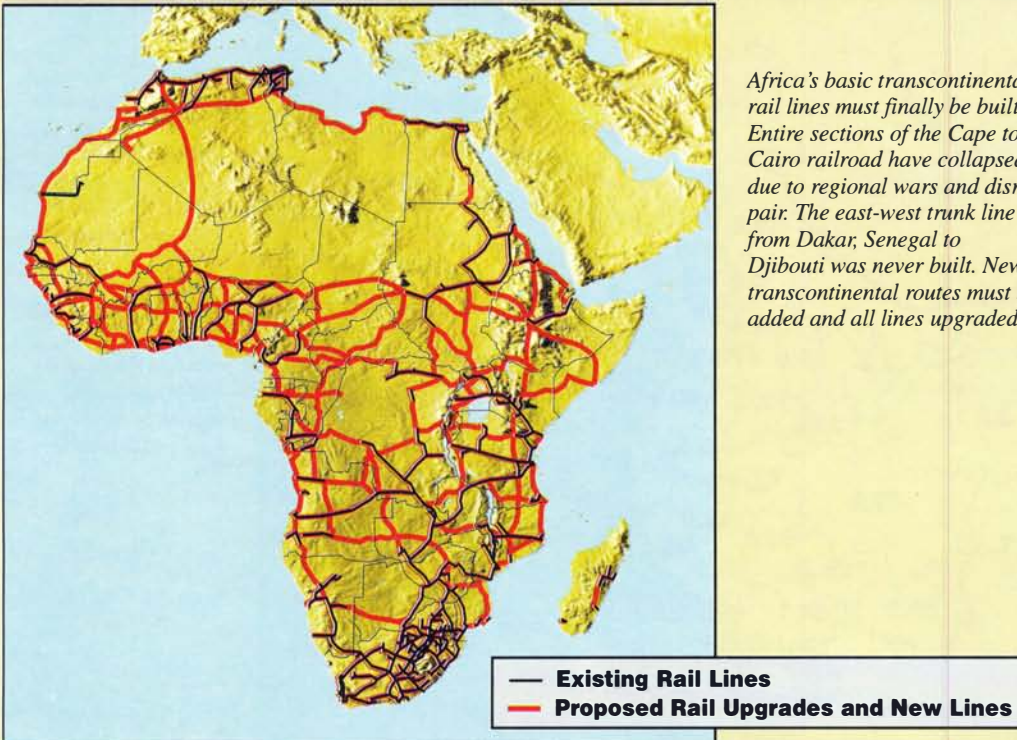
Most of China's huge population is concentrated in eastern provinces. Here large numbers of human beings are underutilized in a marginal peasant existence. Making available to them modern technology and education to improve productivity will create rapid growth in the rate of total world production.

MAP 17 Africa, existing rail lines



Existing rail in Africa is still concentrated on the coast, where the colonial powers first established such routes to ship out raw materials and labor. England created the south-north Cape to Cairo Railroad for conquest. The population lacks the necessary transportation infrastructure for rapid economic development.

MAP 18 Africa, existing and proposed rail lines



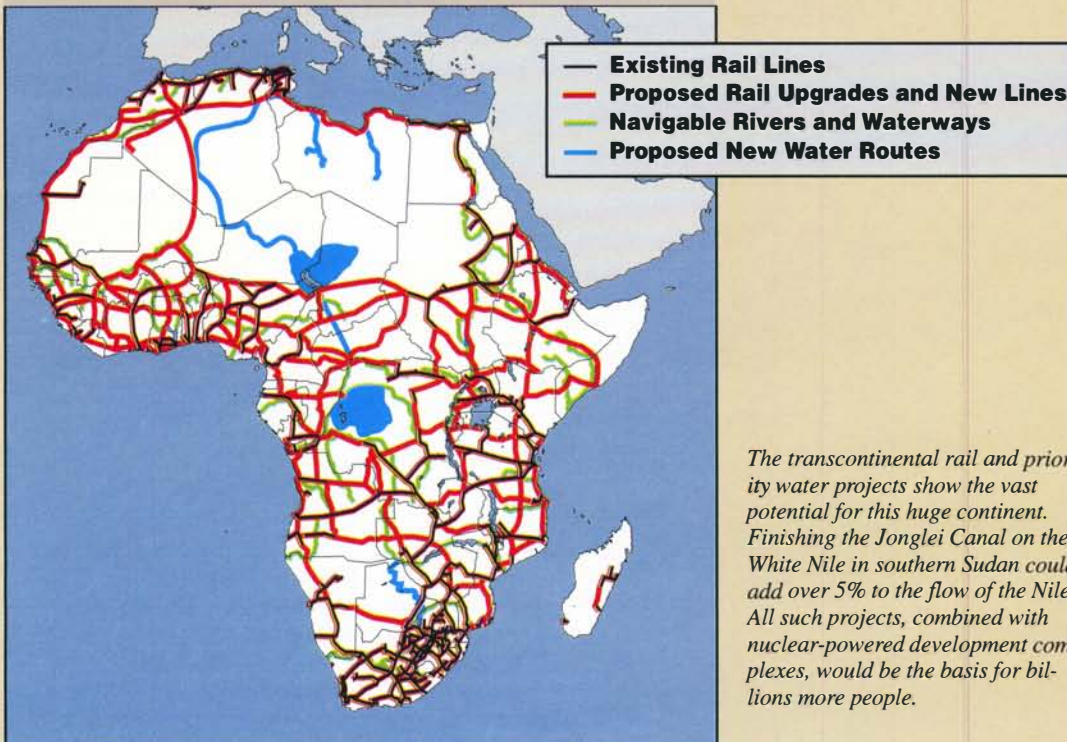
Africa's basic transcontinental rail lines must finally be built. Entire sections of the Cape to Cairo railroad have collapsed due to regional wars and disrepair. The east-west trunk line from Dakar, Senegal to Djibouti was never built. New transcontinental routes must be added and all lines upgraded.

MAP 19 Africa, rivers and proposed waterways



Existing rivers, and proposed new lakes and waterways. Daming part of the Zaire (Congo) River, the second largest river in volume in the world, would create a Central African lake. In the sub-Saharan region, Lake Chad must be expanded by diverting north some of the flow of the Ubangi River. Lake Chad could give rise to a trans-Sahara canal to the Mediterranean.

MAP 20 Africa, rail and waterway development



The transcontinental rail and priority water projects show the vast potential for this huge continent. Finishing the Jonglei Canal on the White Nile in southern Sudan could add over 5% to the flow of the Nile. All such projects, combined with nuclear-powered development complexes, would be the basis for billions more people.

MAP 21 North America, water development (Nawapa)



- **Navigable Waterways**
- **Proposed New Navigable Waterways**
- **Proposed Non-navigable Canals for Expanded Water Delivery**

The North American Water and Power Alliance (Nawapa). This 1960s engineering plan by the Ralph M. Parsons Co. would divert enough unused water now flowing north to the Arctic, southward through a natural and engineered Rocky Mountain Trench, to bring a new supply of 135 billion gallons a day to the Canadian and U.S. plains, the Great Lakes, and Mexico.

MAP 22 South America, proposed rail and waterway development



- **Selected Existing Rail Lines**
- **Proposed Rail Upgrades and New Lines**
- **Proposed Canal Linkups**
- **Proposed Water Transfer Tunnels**
- **Other Proposed Water Projects**

Existing and proposed water and rail projects include a new interoceanic canal through the Panama Isthmus. The Orinoco-Amazon River canal and the Amazon-Rio de la Plata canal would integrate the three huge river basins, allowing ships to operate over 10,000 kilometers. The dream of the Pan-American Railroad would be completed as a high-speed rail system.