

# 'World's Future Runs On the Trans-Siberian'

by Claudio Celani

"The Future of the World Runs on the Trans-Siberian" is the headline of a major article in Italy's *Corriere della Sera* on Aug. 24. The article, written by Moscow correspondent Fabrizio Dragosei, describes Russia's plans to upgrade and expand the Trans-Siberian Railroad to become the main transport route for the Eurasian continent, and to present it as official policy of the Russian government. The accompanying map depicts the various modes of transportation that will link the Trans-Siberian Railroad to major transport arteries throughout Europe and Asia. Dragosei uses the term "communication corridor," which echoes Lyndon LaRouche's original Eurasian Land-Bridge idea, with its "development corridors."

"The future, the Russians say, goes through Siberia. This is the most direct and fastest way to connect the main economic and productive hearts of the world: Japan, Europe, United States; Mideast oil fields with Southeast Asia, the new frontier of development.

"In some years, the Russians are convinced, they can offer a rail service from Milan to Tokyo, or from London to San Francisco. The costs are high, but the advantages would be enormous. Japanese goods, for instance, would reach Europe in 12 days instead of 25-30."

The backbone of the new East-West axis, *Corriere* writes, will be the 10,000 km-long Trans-Siberian Railroad. There is a project to transform it "into what technicians call a 'communication corridor' between Europe and Far East, flanking it with a road, with gas lines and pipelines, communication lines. . . . The two terminal branches of the railroad (toward Magadan in the north and toward Vladivostok in the south) should be extended to ensure the connections necessary for two other ambitious projects: the Bering tunnel and the trans-Korean railway.

"Thanks to the connection with Seoul and the southern plants, within two weeks, goods 'made in Korea' could reach Europe." Then, for the Bering Strait tunnel, the project is "a 96 km tunnel to connect Alaska to Chukotka, Russia's Far Northeast, re-creating the connection between the two continents that, 22,000 years ago, allowed migrations of Asiatic tribes."

As for the bridge to Japan, "in March, feasibility studies started for the connection between the mainland and Sakhalin Island. . . . Via the Trans-Siberian, Japan would be projected into the heart of Europe and connected to the United States through the Bering tunnel."

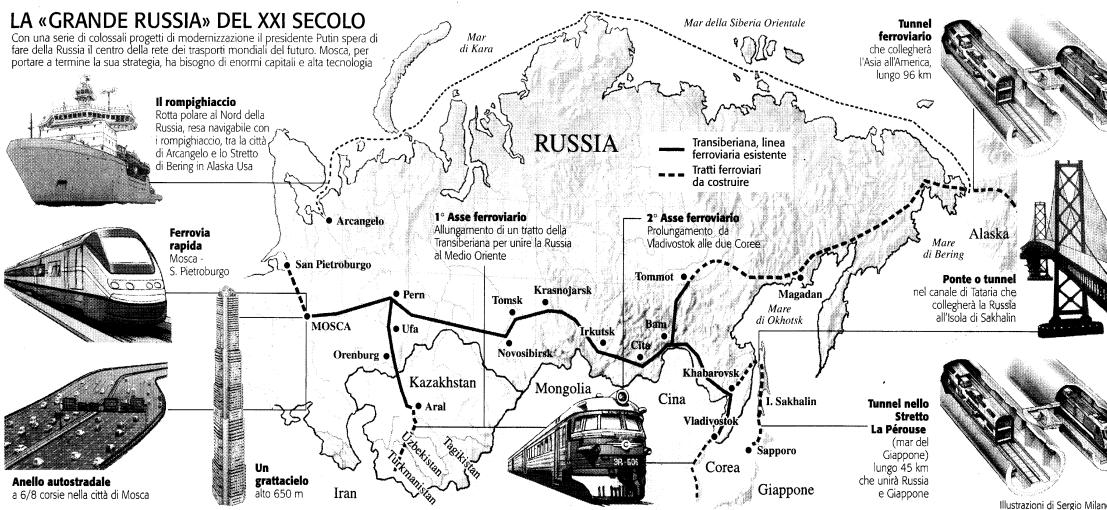
As concerns South Asia, "an agreement has already been signed between Russia and India for a connection between the Persian Gulf and Southeast Asia, through Iran, Russia, and Kazakhstan. It would be the completion of the Asiatic rail and road network."

Of course, Moscow and St. Petersburg must be connected through a high-speed rail network, with European gauge and European trains.

Another project is the use of Russian ice-breaking vessels to open a northern sea route across the Bering Strait between Archangelsk, Russia, and Alaska.

## LA «GRANDE RUSSIA» DEL XXI SECOLO

Con una serie di colossali progetti di modernizzazione il presidente Putin spera di fare della Russia il centro della rete dei trasporti mondiali del futuro. Mosca, per portare a termine la sua strategia, ha bisogno di enormi capitali e alta tecnologia



The Italian daily *Corriere della Sera*'s illustration of the Russian government's commitment to the Eurasian Land-Bridge. The many technologies and transportation and communication systems outlined makes clear that it is envisioned as a development corridor, as outlined by Lyndon LaRouche.