

A railway system for all of Eurasia

It is important to think of the extension of the transportation network of the Productive Triangle in coherence with Eurasia as a whole. The revitalized "Orient Express" line (Paris-Istanbul) shall be extended in various directions:

- a) over Syria and Jordan to Aqaba;
- b) along the Mediterranean coast to Egypt and then along the south coast of the Mediterranean to the planned bridge over Gibraltar to Spain, with southern connections in the east, west, and central areas of Africa;
- c) over Ankara to Baghdad and Basrah ("the Baghdad line");
- d) over the "Anatolian Express" line to Erzerum (with connection to Yerevan, Tbilisi, and Baku) and then farther in Iran to Tabriz and Teheran. From there, there are two natural lines to India: the first further east from Teheran to northwest Afghanistan, then south around the mountains to Indus, Pakistan, and from there to Punjab. Secondly, from Teheran south to Kerman and Quetta directly to Pakistan, and along Indus to Punjab.

The modernization of the trans-Siberian railway also signifies the possibility of improved land connections to China. The "classic" route, still used, runs over the trans-Siberian to Ulan-Ude and then southeast through Mongolia to Beijing. A second connection goes from Chita over the Transiberian into Manchuria, and a third from Kazakhstan over Tashkent and Alma Ata to Kuqa and Urumqi in Xinjiang, and from there into the heart of China.

Rail connection to Japan

Last, the possibility of a future land connection to Japan should not remain unmentioned. Within the context of a modernization of the trans-Siberian railway, according to German experts, a transport time of 9-11 days for goods from central Europe (Frankfurt, for example) to Vladivostok could be attained. From there, it is a relatively short stretch of sea to Japan.

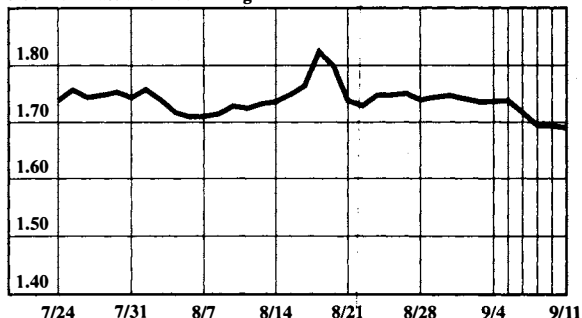
With that, the trans-Siberian should be in a very good competitive position relative to the long sea route from Europe. But the sea route might be completely avoided; namely, a tunnel of only a few kilometers could be built to connect the mainland to the island of Sakhalin, travel on the island to its southern tip, and from there go by a longer tunnel, about 50 kilometers long, to reach the Japanese island of Hokkaido. Hokkaido is already connected by a 54 kilometer tunnel to the main Japanese island of Honshu. The possibility of the transport of goods from Europe over the trans-Siberian to Japan is already being investigated by a Russian-Japanese joint venture.

Through these Eurasian connections, the Productive Triangle would on the one hand be connected to the economic giant of Japan, on the other hand, have direct access to the 800 million people in India and over one billion people in China.

Currency Rates

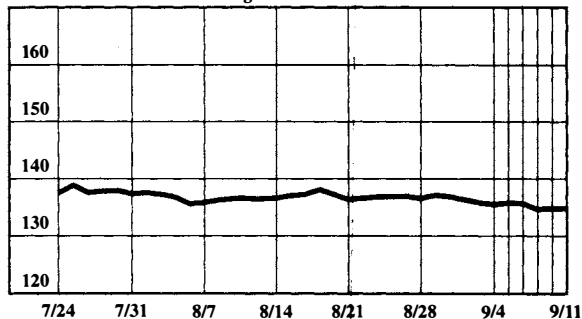
The dollar in deutschemarks

New York late afternoon fixing



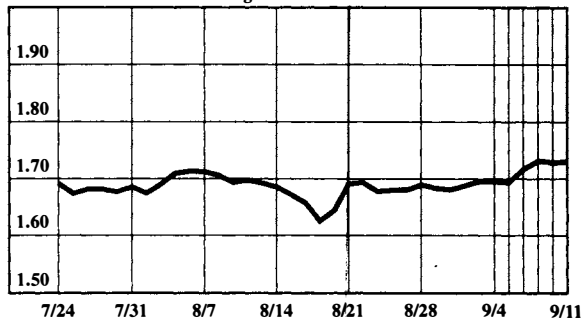
The dollar in yen

New York late afternoon fixing



The British pound in dollars

New York late afternoon fixing



The dollar in Swiss francs

New York late afternoon fixing

