

the role of the state, how liberal it should be, etc., about dignity, social justice. . . .

**EIR:** This conference attracted us, because concrete ideas and vision for Europe are being discussed. How should Europe function in the next months and years? Looking at the East, I find it very urgent to increase production, get infrastructure. Looking at the South, it's even more important. And looking at the West—I am not a friend of the current system of American economics. Poverty is spreading in the U.S.; it's a disaster. In Europe we should have a vision of how to change that misery.

**Anastassopoulos:** Even more: This is one of the cases, where having a vision is also promoting one's interests, and that is also very important. . . . You should have people [in eastern and central Europe] who are being inspired and influenced by what they have been doing. They have chased regimes away . . . and now they are trying to follow our example, and then they find that great resistance. We have a great moral and political commitment to fulfill.

But apart from that, when these people, after going through very difficult phases in the next years, when they get

again to the point of economic development, they represent potential consumers or producers. . . .

[Unlike the countries of eastern Europe], Germany has both the economic power to [solve its economic problems] without asking for anyone else's help to do it, and, of course, there is also another big difference: The people have a sense of duty and discipline and of organization. So they are doing it. You can't expect really the same degree of solidarity between western and eastern Europeans.

**EIR:** Why not? Politicians also have the task of educating the people.

**Anastassopoulos:** They belong to the same continent, but not to the same people as the Germans. The Community as a whole is economically not as strong as Germany alone is. I believe there is also a difference in the way you can stimulate growth. The average eastern German was generally well educated; the structure was better there, even though the material conditions were as bad as here [in Czechoslovakia]. But the human infrastructure was better prepared to be mobilized, and still, it will take some time for the west Germans to mobilize their eastern compatriots. . . .

## A call for swift action on ties with east Europe

*The following report was submitted by Mr. Anastassopoulos in summary of the conference panel on relations with central and eastern Europe.*

The radical political changes in the states of central and eastern Europe may be expected to bring about more intensive cooperation between these states and the European Community and their gradual inclusion in the process of European integration; because of this, considerably more political attention needs to be paid to transport, to reflect its real importance for the process of European integration.

On the other hand, it is time to breathe life into the clauses on cooperation in the field of transport contained in the agreements between the European Community and Yugoslavia, Hungary, Poland, Czechoslovakia, Bulgaria, Romania, and the Soviet Union on trade and economic cooperation and proceed to an exchange of views on future developments of a European transport system.

For the European Parliament, priority should be given to the rapid conclusion of agreements, particularly on the following transport policy questions:

- definition of certain European high-speed rail links

complemented by high-grade intercity train connections, while respecting the countryside and the people involved;

- definition of a European network for road/rail/inland waterway and combined transport with adequate terminals;

- definition of the technical specifications for a uniform European air traffic control system with an appropriate number of control centers;

- definition of an alternative transit route from Greece to central Germany via Bulgaria, Romania, Hungary, and Czechoslovakia;

- cooperation between railway companies in the commercial field, in order to guarantee competitiveness of goods transport by rail on central and eastern European routes;

- development of cross-border links and sufficient border checkpoints between the Community and central and eastern European countries;

- reciprocal access to inland waterways, the importance of which should be stressed with regard to the forthcoming completion of the Rhine-Danube Canal;

- overflying rights and freedom of commercial activity for airlines;

- free access to loading and removal of unfair competition practices in maritime transport; considerable support should be given to coastal shipping, not least as an environmentally compatible alternative to transport by land.