

tors to a land-bridge network, and a guarantee that those willing to operate over the network will have pay a reasonable but not an exorbitant fee to those who run the network, particularly because those running the network are likely to be the commercial companies that build the network rather than the governments of the states along the line. . . .

As part of its new policy toward Asia, the European Commission has developed a long-term strategy for our relationship with China. This was deliberately called a long-term strategy, in order to take account of temporary hiccups which have occurred in China's rush toward the future and which may well continue to occur in the coming years. The basic premise of our strategy is that China has taken major, positive, and irreversible steps to alter its economy and society, and that Europe must cooperate with China in its continued development. . . .

In conclusion, I believe that we are at a critical moment in discussion of the land-bridge project. If we can make it marketable, if we can clearly demonstrate that the legal framework for economic activity along the land-bridge is in place and that the prospects for sustained growth are real, then I believe the project will become a reality.

Mr. Chairman, I would wish you and your colleagues here every success in the discussions ahead. I will look forward to studying closely the results of this important symposium.

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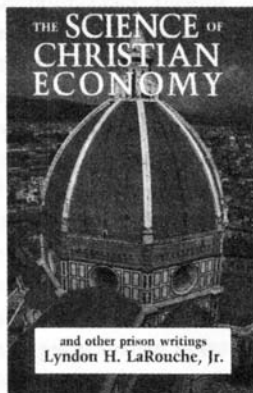
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The start of a new economic era for a new civilization

by Rui Zingwen

A report by Mr. Rui Xingwen, chairman of the China Development and Promotion Commission of the New Euro-Asia Continental Bridge, to the plenum of the International Symposium on Economic Development of the Regions along the New Euro-Asia Continental Bridge, on May 7.

Respected chairman and vice chairmen, distinguished guests and friends, ladies and gentlemen, the International Symposium of Economic Cooperation in the Regions along the New Euro-Asia Continental Bridge has been opened successfully in Beijing. The theme of the symposium is to accelerate the economic development and cooperation in the regions along the new Euro-Asia continental bridge, as we are on the threshold of the twenty-first century. The convening of the symposium raises the curtain on the economic development and cooperation in the regions along the new Euro-Asia continental bridge. The symposium is also an important event of Euro-Asia economic development and cooperation following the Bangkok Euro-Asian Summit, on March 1, 1996. Leaders of China, Russia, Kazakhstan, Kyrgyzstan, and Tajikistan signed the Agreement on Strengthening Military Trust along the border areas on April 26, in Shanghai, which will also have a positive impact on the symposium and the development of the regions along the land-bridge. On behalf of the China Development and Promotion Commission of the New Euro-Asia Continental Bridge, I would like to express my warmest congratulations to the opening of the symposium. . . .

My topic is: Start the new economic era of the continental bridge for a new human civilization, which falls in four parts.

I. Start the new economic era of the continental bridge

The economic development and cooperation in the regions along the new Euro-Asia continental bridge is an inevitable trend and result of the land-bridge economic law. It will, on the one hand, develop with the development of world's land-bridge economy, and, on the other hand, powerfully push the world's land-bridge economy forward.

The land-bridge economy, based on the emergence and development of the world's land-bridges, is a newly developed economic pattern in the world. Its emergence and formation will broaden the ways of solving common problems of

existence and development faced by human society, usher human society into a new era, i.e., an economic era of the continental bridge.

The term “continental bridge” is a figurative one. It should be defined as a new, modern, transcontinental, and international ocean-land corridor, which connects ocean transportation with land transportation directly by means of railways, as well as highways, aviation, ocean shipping, water transport, and pipeline transportation, and is equipped with fiber optics communications facilities. It is developed on the basis of various kinds of advanced transport facilities, which are brought up by modern industrial civilization, and science and technology, and is a combination and unity of various kinds of advanced transportation facilities. With the rapid advancement of science and technology since the 1950s, man’s ability to utilize nature, create inventions, etc., has been largely increased. The development and utilization of microelectronics, nuclear energy, biotechnology, and so on, enhanced production quality. The distance between people is also sharply narrowed, by means of both the manufacturing of high-speed, spacious, and high-capacity means of transportation, such as locomotives, cars, airplanes, and ships, and the emergence of pipeline transportation and fiber optics communications. The invention of container transportation, like glue, conglomerated the above-mentioned various transportation means into a unified one, and thus, enabled the formation of the land-bridge communications and transportation system.

Following the internationalization, grouping, and regionalization of the world’s economy, and the integration of economy and technology, international and transcontinental transportation, besides connection via oceans, requires more access directly toward land. This calls for a new process that links continents with oceans, and can combine production, circulation, markets, and consumption to achieve better efficiency. Thus, continental-bridge and land-bridge transportation come into being, e.g., the America continental bridge in the 1950s, the Euro-Asia continental bridge from Nakhodka to West Europe via Siberia, and the current new Euro-Asia continental bridge, which draws worldwide attention.

Now, some countries are considering establishing a Euro-Asia-Africa continental bridge across South Asia, Southeast Asia, and West Asia, ending in Europe and Africa, and the Euro-Asia-America continental bridge, by means of building a dam or tunnel across the Bering Strait.

It is imaginable, that future human society will neither be hindered by oceans, nor be frustrated by severe cold, altitude, and desolation any longer. Transcontinental high-speed trains and expressways will circle the globe, and bring unprecedented new opportunities for existence, development, and prosperity to human society. It will further promote the reciprocity and cooperation of the regional economy, integration and opening of the market system, joint development and comprehensive utilization of resources, development and sharing of science and technology, construction and operation

of transcontinental energy, transport, and communications networks, and improvement and enhancement of the regional environment. All these aspects will help the land-bridge economy become prosperous; hence, human society will enter into a new era—the continental bridge era, which is the third development era of human society.

Ever since human existence, there have been two periods in terms of development activities. First, people availed themselves of the conveniences of rivers and lived there, generation after generation; thus, the ancient civilizations of the Yellow River and the Nile River were created. This was the natural economic period, from the primitive to the commodity economic period. After that, there was the industrial period, especially the great industrial times which is dominated by the commodity economy. When the steam locomotive and the electric motor were invented, oceans became the main channel to exchange commodities among the continents. Man started to gather along the seashore, and he built cities, especially where rivers empty into the sea. That was the start of modern civilization.

Up to now, 60% of the world’s population lives in areas along rivers and near seas, which only accounts for 19.2% of the total land, now the prosperous and developed regions. We call the previous period “rivers economy time,” while the latter can be regarded as “seashore economy time.” Meanwhile, some serious social and economic problems crop up:

1) the resources in the developed regions along seashores become exhausted, while the population is still growing at an exceeding speed;

2) the economic gaps between the developed coastal cities and the underdeveloped land-locked cities become wider and wider; and

3) owing to the shriveling of markets and the deterioration of the ecological environment, people’s existence space and the development of civilization are threatened.

However, the emergence of the land-bridge brings about not only hope for us, but also a new concept, i.e., the coming of the land-bridge economy time. People could take the advantages of communications of the land-bridge, to convey advanced civilization and prosperity to the vast, backward, landlocked regions, to develop the undeveloped or underdeveloped areas taking up 80.8% of the total land area, and to exploit new development areas, discover new materials, make new cultivation, and form new environments for the existence and development of human society.

There is an old saying in China: “Pan Gu (creator of the universe in Chinese mythology) separated heaven and earth.” Undoubtedly, the construction of the land-bridge is a great project, inheriting the “Pan Gu separated heaven and earth.” It takes a long time for the “land-bridge economy time” to come into being. For example, it took thousands of years for the “rivers economy time” to come into being, hundreds of years for the “seashore economy time.” Therefore, it will take at least a couple of centuries for the “land-bridge economy



China's next generation. "It is imaginable," says Rui Zingwen, "that future human society will neither be hindered by oceans, nor be frustrated by severe cold, altitude, and desolation any longer. Transcontinental high-speed trains and expressways will circle the globe, and bring unprecedented new opportunities for existence, development, and prosperity to human society."

time" to come into being. Mencius, an ancient Chinese philosopher, said: "One only becomes modest after travel afar, and becomes humble upon climbing high." If we walk forward consistently, our goals will finally be reached. The great mission to promote the economic development and cooperation of the regions along the new Euro-Asia continental bridge and construct a comprehensively prosperous international economic corridor across Europe and Asia, will have the possibilities and potentials to become the pioneer toward the third era, i.e., the land-bridge time, and to promote the world's land-bridge economic development.

II. Construct a comprehensively prosperous international economic corridor across Europe and Asia

Regional economic development and cooperation is a trend of the world economy. The new Euro-Asia continental bridge economic region, starting east from Lianyungang and Rizhao port in China, ending west in Rotterdam, the Netherlands, with a total length of 10,900 kilometers across Europe and Asia, is a new international economic region, connected by the giant international corridor. To the east, it links up with Northeast Asia and Southeast Asia, through numerous seaports in China, and can further connect with the western coastal cities of the U.S.A.; to the west, after track-transfer at the Alataw pass, in Xinjiang, China, it joins the Central Asian railway network in the border station in Kazakhstan, extends westward further to Aktogay, and from there, via three routes,

namely, the northern one, the middle one, and the southern one, can join the European railway networks and reach Europe.

The northern route: connecting Aktogay in Kazakhstan, or Bishkek in Kyrgyzstan, northward via Siberian railways and onward to West Europe and North Europe.

The middle route: starting from Kazakhstan via Russia, Belarus, Ukraine, Slovakia, Hungary, Austria, Switzerland, transship from Germany and France to the ports of the English Channel. Or it can go south from Aktogay, Kazakhstan, along the border of Kyrgyzstan, through Tashkent, Uzbekistan and Ashkhabad, Turkmenistan, west to Krasnovodsk, via the Caspian Sea to Baku, Azerbaijan, then to Tbilisi, Georgia, the Black Sea, Varna in Bulgaria, Romania, Hungary, thus reaching the Central European countries.

The southern route: starting from Ashkhabad, Turkmenistan, south down into Iran, then from Mashhad go west via Teheran, Tabriz, to Turkey, through the Strait of Bosphorus, and via Bulgaria and Yugoslavia, reaches Central Europe, West Europe, and South Europe. It can even go south, and reach the Middle East and North Africa via Turkey.

In view of the above, the Euro-Asian continental bridge links up more than 40 countries and regions: China, East Asia, Central Asia, West Asia, the Middle East, Russia, East Europe, Middle Europe, South Europe, and West Europe. This accounts for 22% of all the countries of the world, and covers 39.7 million square kilometers, equivalent to 26.6% of the total land area, with a population of 2.2 billion, amount-

ing to 36% of world population.

The most distinct characteristic of the region of the new Euro-Asia land-bridge, is that it links, from east to the west, the Pacific and Atlantic economic centers, which fundamentally belong to the developed region, but lack space capacity and natural resources.

Except for some countries, most countries located in the vast, long, and narrow middle region belong to the least-developed or underdeveloped region, especially the mid-west part of China, Central Asia, West Asia, the Middle East, and South Asia. These regions are stricken with inconvenient transportation and bad natural environment, yet they are rich in land capacity, resources, including all the natural resources needed by human society, and thus have good prospects and great potential for development and for becoming suitable places for a flourishing human society. . . . Energy resources are also abundant in this region. . . . We can call it the home of energy resources of the world. Because of this characteristic, the new Euro-Asia land-bridge region has a very strong nature of interdependence and advantage complementarity, which foretells a promising future of cooperation.

Asia and Europe have a long history of economic and cultural exchanges and cooperation. Two thousand years ago, the ancient Silk Road linked the two continents. Economic cooperation and cultural exchanges along the ancient Silk Road had a great impact, not only on the splendid ancient civilization achieved by human society, but also on the formation of modern civilization. Up to now, it is still one of the most important spiritual ties that links Asia and Europe. The new Euro-Asia continental bridge is developed on the basis of these ties, and therefore is also called the Modern Silk Road. It will be bound to play a more important role in promoting the modern Euro-Asia economic and cultural exchanges and cooperation, and in enhancing the development of modern Euro-Asia civilization.

With the achievement of modern science and technology, and the dreadful lessons learnt from the two world wars, human society has acknowledged interdependence as a common discipline from which it shall not depart. Promotion of Euro-Asia economic cooperation and expansion of Euro-Asia economic exchanges, is not only the need of the least-developed and underdeveloped countries and regions, but also the need of developed countries and regions. On one hand, development of least-developed and underdeveloped countries and regions mainly depends on self-reliance, but also requires capital and technical support from developed countries and regions. On the other hand, developed countries and regions require the development of the least-developed and underdeveloped countries and regions to be the supplementary aid to their self-adjustment to recover from crisis, avoid stagnation, and maintain prosperity.

At the present time, the least-developed and underdeveloped countries and regions are facing great exploitation, construction, and development, whereas the developed

countries and regions are facing new challenges and new crises. Therefore, cooperation based upon defending state sovereignty is the basic objective required for both sides to achieve mutual benefits. . . .

III. The strategic plan of China's construction of the new Euro-Asia continental bridge economic corridor

The Chinese government will always be positive on constructing, exploiting, and utilizing the new Euro-Asia continental bridge, and also on forwarding the cooperation between Asia and Europe by the bridge. . . .

The Proposal for the Ninth Five-Year Plan and the Long-Term Targets for the Year 2010, was raised at the fifth session of the 14th CCP's [Chinese Communist Party] congress in September 1995; the Outline for the Ninth Five-Year Plan of National Economic and Social Development, also for the 2010s Long-Term Targets, was passed at the fourth session of the Eighth Peoples' Congress in March 1996. These two papers formed the grand blueprint of China's socialist modernization structure for going beyond this century. . . .

For realizing the great plan, the Chinese government has made the corresponding policies and measures, in which the government mapped out plans to develop several economic circles or corridors, depending on the main city and traffic road. The circles and corridors include: the corridor of the Yangtze River delta and area along the river, with Shanghai as a key city; the economic zone of the southwest coastal area, mainly in the Pearl River delta and southeast of Fujian; the Bohai coastal economic circle, mainly formed by the Liaodong peninsula, Shandong peninsula, Beijing, Tianjin, and Hebei province; and the corridor tied by the Euro-Asia bridge, Jingjiu railway, and the other main railways.

For solving the imbalance of development between the east and central-west of China, it has been pointed out in the Proposal and Outline, that the government should adopt powerful measures to support the development of the mid-western underdeveloped areas, the ethnic areas, and the poverty-stricken areas. . . .

The new Euro-Asia bridge is continuous over 4,131 kilometers in China. It connects 10 administrative regions in the east and midwest of China. . . . The region is very important for Chinese social and economic development. . . .

Since the founding of the People's Republic of China, the government has invested substantively and improved the infrastructure conditions along the continental bridge. The total length of the rail along this bridge is 30% of the overall railway across China. . . . There are 16 large and medium-sized cities, half of the total number of that of the country, with the civic population of over 1 million. . . . Ever since 1949, the Chinese government has put emphasis on the layout of industrial sectors along the bridge, and has already set up a group of main industrial enterprises which are playing an important role in national economy. . . .

The China section of the bridge is the cradle of Chinese nationality. The northern river of the Chinese people, the Yellow River, runs parallel to the bridge. . . .

Due to historical reasons, generally speaking, although the area along the bridge is endowed with rich resources and saw great social and economic development, the economic level still lags behind. . . . Therefore, the opening and development of this area has received the attention of the Chinese government, and relevant policies and measures have been adopted and implemented. The whole line of the new Euro-Asia continental bridge was connected in 1990 and put into operation for international use in 1992. Subsequently, the area along the bridge was decided for opening to the outside in 1993, and, in 1994, the Chinese government determined to regard the opening and development of the region along the bridge as the practical action for China to actually implement the decision reached at the United Nations Environment and Development Conference (1992), and it put related activities on the list of the first priority projects of the "White Paper for China Agenda 21—Population, Environment and Development in the Twenty-First Century of China," and recently, in 1995, identified and determined to set up the China New Euro-Asia Continental Bridge economic corridor.

The strategic policies and special measures made by the Chinese government show that the area along the continental bridge has great potential and prospects for development. We are confident that the further development of the "International Steel Corridor," which crosses China's east-middle-west part and opens toward both the west and the east, will become the new growth corridor of China's economy, and will develop into an international and outward-oriented corridor of transportation and economy. Hence, we will take such measures as follows:

- adopt and implement the opening-up policies in the region along the bridge as implemented by the coastal areas, and continue to set up various kinds of development zones and bonded zones;
- experiment on the model of setting up natural resources development zones. To set up resources and resources-processing enterprises according to the requirements of a high starting point and integration with the world. To facilitate the industrialization and urbanization of the area along the bridge;
- use foreign funds to set up a China West Part Agricultural Cooperation and Development Zone, and to establish a Euro-Asia Agricultural Products Wholesale Trading Center;
- set up several economic development zones along the bridge based on centered cities, taking into account transportation, resources, and geographical location. For example, the Huaihai Economic Zone is based on Xuzhou, the Zhongyuan Economic Zone is based on Zhengzhou (including the north part of Hubei province), the Guanzhong Economic Zone is based on Xilan (including the northwest of Sichuan province), the Northwest Economic Zone is based on Lanzhou, and the West Economic Zone is based on Urumqi, and etc. And to

make Urumqi the center of international finance, commerce and trade, industry, and agriculture in the west of China, and foster the development and prosperity of the market of China's west and central Asia;

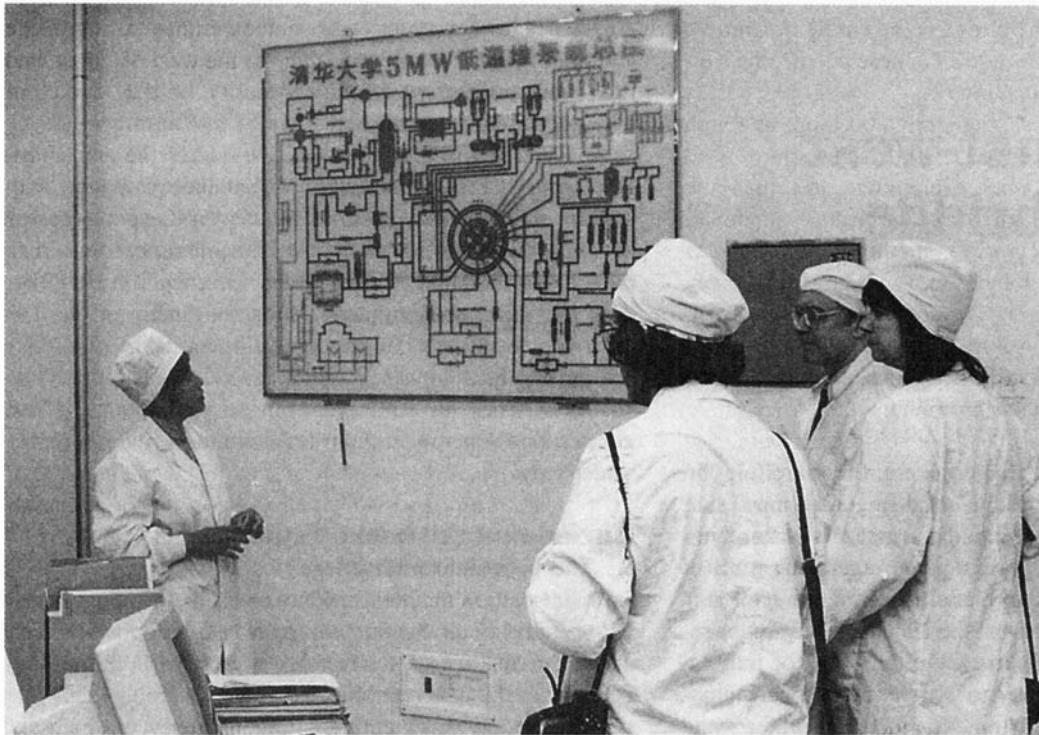
- develop Lianyungang, the east end of the new Euro-Asia bridge, into an international container pivot port with some functions of a free port, and also identify special access to the sea for inland countries. At the same time, to establish the ports along the east coastal area (including Tianjin, Qingdao, Shanghai, Ningbo, Guangzhou, and Shenzhen, etc.) as the entrance and exit connecting the hinterland of Euro-Asia and the Pacific region;
- construct the pipelines of oil and gas connecting East and Central Asia and establish the petrochemical industry corridor, in accordance with needs and requirements;
- develop tourism of the new Silk Road, tap the potentials of the culture of Yellow River and western regions, and foster the development of tertiary sectors;
- implement the policy of supporting the development of midwest regions in the area along the bridge as a top priority in accordance with the construction emphasis of the government;
- accord foreign enterprises national treatment status.

We believe that through the hard work of the Chinese people, the golden area will soon be developed, and we will take our best efforts to contribute to the prosperity and development of the Euro-Asia economic corridor. We warmly welcome friends from every country of the world, and friends from the circle of real estate, finance, and enterprises to jointly develop the area. We will take positive attitudes toward cooperation.

IV. Suggestions on the promotion of economic cooperation in the regions along the new Euro-Asia continental bridge

Promoting the economic development and cooperation in the region along the new Euro-Asia continental bridge requires the joint effort of the two continents. It falls within the line of the Euro-Asia Bangkok meeting, and will be further supported by the European and Asian countries and the international organizations concerned, with more and more concrete actions and steps coming forthwith. To our gratefulness, before this conference, many countries and international organizations carried out in-depth researches on expansion of the continental bridge, removal of obstacles in continental bridge transportation, and regional economic development. Many good suggestions and proposals were made and some agreements have already been endorsed after bilateral and multilateral negotiations. Some are as follows:

- In October 1994, the ministers of railway (or transportation) from China, Russia, and the five countries of Central Asia attended the multilateral conference in Beijing. The minutes were written and the project of "Development of the International Railway Artery Passing through Youyi Pass-



Schiller Institute representatives (right to left) Helga Zepp LaRouche, Jonathan Tennenbaum, and Mary Burdman tour the Nuclear Technology Institute of Qinghua University, where the first Chinese High Temperature Reactor is being built. Here, a project leader explains the construction of another project, a reactor for room heating and desalination applications.

Alataw Pass on the Border of China” was approved.

- In September 1995, the governments of the People’s Republic of China and Kazakhstan jointly endorsed “The Contract on Development of Loading, Unloading, and Transporting the Transit Goods of Kazakhstan via Lianyung Port.”

- The Industrial Ministry of Japan entrusted its Engineering Consulting Firm Association with studying the development of the new Euro-Asia continental bridge. The association proposed a cooperation plan known as the “Twenty-First Century Silk Route.” The Japan Federation of Economic Organizations has decided to take the development of the regions along the new Euro-Asia continental bridge as an important international cooperation project.

- In 1995, the European Union Commission determined its strategy toward the Asia-Pacific area and its new strategy toward China. Organizations concerned have proposed a Euro-Caucasus-Asia Transportation Corridor project.

- In September 1994, on the 49th session of the UN Assembly, the UN secretary general presented a report on “Transit Transport Systems in the Newly Independent and Developing Landlocked States in Central Asia and Their Transit Developing Neighbors: Current Situation and Proposals for Future Action.”

- In June 1995, the Second Meeting of Governmental Experts from Landlocked and Transit Developing Countries and Representatives of Donor Countries and Financial and Development Institutions, was held by UNCTAD [UN Conference on Trade and Development] in New York, with the Proposals for the Development of a Global Framework for

Transit Transport Cooperation proposed;

- In November 1995, UNCTAD conducted a “Central Asia External Trade and Transit Transport Initiative” technical meeting in Ankara, where the issue of a Euro-Asia corridor was again discussed;

- Recently, many international organizations put forward some related projects, such as UNESCAP [UN Economic and Social Council for Asia and the Pacific] with the project of a New Iron Silk Route, ADB [Asian Development Bank] with the project of an Asian Expressway, and the GIF [Global Infrastructure Fund of Japan’s Mitsubishi Research Institute] with the EATTS [Euro-Asia Terrestrial Transport System] project.

- Not long ago, the President of Korea proposed the plan of Euro-Asian railway network at the Euro-Asia meeting in Bangkok, and was praised by many heads of countries concerned.

All these sound development activities and initiatives clearly indicate the great potential of economic development and cooperation within the new Euro-Asian continental bridge region. We can highly expect, after this international symposium, the Euro-Asian continental bridge regional economic development and cooperation will achieve rapid progress. . . .

Hand in hand, let us march together and develop a flourishing Euro-Asian international economic region, reach a splendid future of human society. May the flower of cooperation, friendship, peacefulness, development, and prosperity be ever-blooming, be everlasting!