

A 'Productive Triangle' for Europe's integration

by Angelika Beyreuter-Raimondi

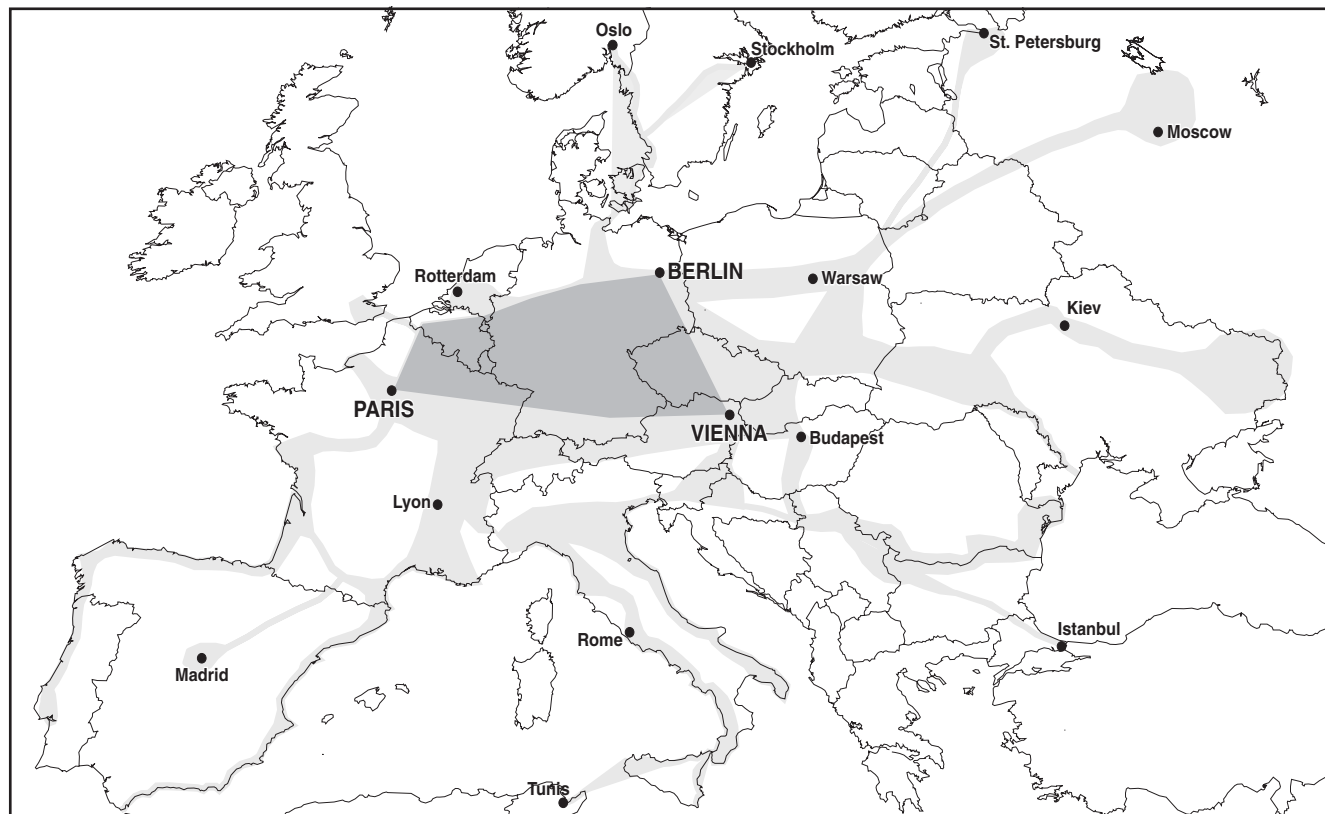
In December 1989, Lyndon LaRouche commissioned a group of scientists and other specialists to work out an economic program for Europe. The central point of the program is the Paris-Berlin-Vienna "Productive Triangle," a proposal which circulated widely, was translated into many languages (especially East European languages), and was the theme of many conferences. This geographical area, a spherical triangle approximately as large as the territory of Japan, encompassing the industrial regions of northern France, western and eastern Germany, and parts of former Czechoslovakia and Austria, was envisioned to become the center of the world economy, where there is the largest concentration of productive economic power, to serve as a locomotive to restart the collapsing world economy.

The grand design of this program aimed at stimulating the entire economy of eastern and western Europe following the fall of the "Iron Curtain," by means of immediate construction of large projects for the modernization of infrastructure in transportation, energy, water, and communications. These projects, to be financed chiefly through state credit at low rates of interest, would stimulate the demand for investment goods over the long term, secure employment, and favor the creation of modern industrial factories.

The backbone of the triangle is an integrated system of high-speed and magnetic levitation rail, to be used for transport of both passengers and freight. The transportation network is to be expanded with roads and waterways, linked by automated freight-transfer systems. The urban centers would be connected with magnetic levitation lines. Within the triangle, a computer-controlled container-transport system would allow delivery of freight door-to-door within 24 hours.

Passenger transport and freight turnover would be intensified and expanded, reestablishing and extending the east-west links which were broken by the partition of Europe. Extending outward from this core region of the Productive Triangle, spiral arms of infrastructure corridors would reach into the remaining regions of Europe and integrate a market of over a half-billion people. The "arms" of the triangle would stimu-

FIGURE 1
The Productive Triangle, and its spiral arms of development, from a 1990 EIR study



late the construction of completely new cities and industries. Modern nuclear power plants would be the chief source of energy, providing electricity and process heat.

These spiral arms would extend eastward from Warsaw, branching off to St. Petersburg and the Baltic republics, and toward Moscow through Minsk, as well as through Ukraine to Kiev and Kharkov; from Prague and Dresden through Wroclaw to Krakow; in the southwest, along the Danube and Black Sea, with a branch to Istanbul. In the south, one arm would extend through Italy and into Sicily. In the southwest, an arm would reach through Lyons and Marseilles to Spain; in the northwest, to the ports of the Netherlands and to Great Britain; and in the north, into the Scandinavian countries.

Maximizing productivity-density

The unique characteristic of LaRouche's proposal was to exploit the geographical and technological conditions for an integrated European infrastructure in such a way that a maximum of productivity-density would be achieved. This notion of productivity- or flux-density is an economic magnitude which is correlated with the increase of population density, the quantitative and qualitative increase of energy consumption per capita and per hectare, the intensity of agriculture and industrial activities, and the density of passenger and freight movement per square kilometer.

Under conditions of scientific and technological progress, the increase of productivity-density also contributes to an increase in the rates of growth of productive forces in the economy. This effects a profit which surpasses the costs of initial investments many times over. Thus, the state credits for such a program are not in any way inflationary.

Such a development of a total European infrastructure could not be feasible if its realization were left up to the "free play of market forces." A conscious political decision of participating governments would be necessary for the implementation of the Productive Triangle, and thus, a conscious political decision against the monetarist economic policy conceptions of "shock therapy," as propagated by Harvard Prof. Jeffrey Sachs and the International Monetary Fund. Instead, the decision would be in favor of an economic policy based on *principles of physical economy*, that the real wealth of a society consists in human creativity and its realization in the labor process, and not in ownership of real estate, raw materials, or money.

The European Union drew upon this conception of the Productive Triangle in its "White Book," written under then-EC president Jacques Delors. According to the plan, investments of some \$500 billion would be required by the year 2010, and 26 high-priority projects are listed, including the construction of a comprehensive Europe-wide high-speed rail network. The construction of a modern rail connection from Berlin to Warsaw would signify an important improvement of the "continental bridge" to the Asian part of Russia and on to China.

Thatcher's obsession to block German unity

by Elisabeth Hellenbroich

Since the fall of communism in Eastern Europe, and in particular since the fall of the Berlin Wall, the "German question" has moved to the center of the British "geopolitical" agenda in Europe. The British obsessively did everything in their power to prevent German reunification—to create a strategic *entente* with France, as well as playing the role of guardian for the interests of Eastern Europe. Once it became obvious that British attempts to forestall German reunification had failed, they initiated a campaign against Germany as the "Fourth Reich," while simultaneously drawing the United States and its European allies into two consecutive wars: The Persian Gulf War against Iraq and the Balkan war, whose sole purpose was to keep Germany contained and to ruin the potential for development of the East.

The credo of British foreign policy at the end of the 1980s was:

1. Do everything possible to prevent and/or undermine German reunification.
2. Never allow Germany to become a hegemonic economic power on the European continent.
3. Prevent Germany from becoming an important factor in the economic development of the Eastern European economies, which, with their skilled labor power, were seen—according to informal studies made after 1989 (e.g., Morgan Stanley)—as a potentially major source of wealth, in cooperation with Germany and France. If the fall of communism was inevitable for economic reasons, then the East—according to British strategic thinking—should be reduced to nothing more than a supplier of cheap raw materials, which, with aid of International Monetary Fund (IMF) conditionalities, could be exploited and kept in perpetual backwardness.

Historical documents which have been made public, in the context of the just-released papers on Chancellor Helmut Kohl's foreign policy over the last 15 years, prove that the British establishment—that is, Mrs. Thatcher and most of her Cabinet ministers—were hysterically obsessed with the perspective of German reunification and the strategic consequences that would follow.

Thatcher's own account

In her memoirs, *The Downing Street Years* (New York: HarperCollins, 1993), former British Prime Minister Margaret Thatcher provides a clinically interesting insight into British geopolitical manipulations.