

'The Rivers Which Unite Us'

by Nilder Costa

The most important outcome of the summit in Brasilia, is the official commitment by all the South American Presidents, to give priority attention to developing the regional transportation, energy, and communications infrastructure projects which would, finally, effect the physical integration of the South American continent.

Although few specifics were spelled out, the "Plan of Action for Regional Infrastructure Integration in South America," annexed to the final declaration of the Presidents, mandates the creation of technical coordination groups to assist the governments in developing continental "axes of integration" over the next ten years. A Technical Coordination Committee, formed by representatives of the Inter-American Development Bank, the Andean Development Corp. (CAF), and the Fund for the Development of the La Plata River Basin, is to prepare more detailed proposals by Dec. 31, 2000, identifying priority areas for short-term attention, and elaborating mechanisms for regional follow-up.

From what has been announced thus far, these axes of integration are envisioned as extensions of infrastructure already existing or planned in Brazil (railroads, waterways, highways, ports, transmission lines, and pipelines), connected to more daring, regional projects. The latter include the Northern Arc Highway, which is to link cities in the Brazilian states of Roraima and Amapá, by a highway which passes through Guyana, French Guinea, and Surinam. Also under

discussion is the completion of the Manaus-Caracas highway, which would link up with the waterways of the Amazon Basin (Manaus is on the Amazon River), and a Madeira-Mamoré railroad, which would connect the Madeira River, an Amazon tributary, with the Mamoré, which leads into the Paraná-La Plata River system. Another proposed project is a Trans-Pacific highway, which would provide Brazil access to the Pacific Ocean, through a southern port in Peru.

According to officials of Brazil's Foreign Relations Ministry, the CAF has been asked to organize a regional seminar to follow up on the commitments made at the Brasilia summit. The leading role given to the CAF in planning and coordinating the infrastructure drive, is promising. The CAF

FIGURE 1
South America: Great Projects of Railroad Construction



has been working, with little fanfare, on the physical integration of the South American continent for years. Its work reflects, in part, the influence of the ideas defended for decades by American statesman and economist Lyndon LaRouche and his associates, particularly, the influence of *Ibero-American Integration*, a book published originally in Spanish by LaRouche's associates in the Schiller Institute in 1985, and in Portuguese in 1988. The book circulated widely throughout South America, and became a key reference for various influential experts. Such is the case, for example, with Brazilian Professor Emeritus Vasco Azevedo Neto, author of major studies on continental integration, such as his 1996 work *Transportation in South America: Continental Development and Integration*, who credits

LaRouche's development of physical economy as inspiring his approach to these problems.

'The Great Waterway'

The CAF's 1998 report, "The Rivers Which Unite Us," exemplifies the concept of physical economy which guides its work. The report outlines a unified project to integrate the South American river systems, centered around a "North-South Axis" formed by linking the Orinoco, Amazon, and La Plata river basins—an idea first proposed in 1800 by Alexander von Humboldt. Notably, the CAF study makes reference to the above-cited work of Professor Vasco Neto, and adopts the name which he gave to this axis of "the Great Waterway." This great 10,000 kilometer-long project would

connect all the countries of South America (except Chile), and thus would have a strategic significance for the continent similar to the Rhine-Main-Danube's importance for Europe.

The CAF report details various axes which would then complement the Orinoco-Amazonas-La Plata waterway. One, would be to link the La Plata basin to three tributaries of the Amazon, Brazil's Tapajós, Xingu, and Araguaia rivers. Various inter-modal connections looking to the Pacific are also proposed, the most important of which is called the Manaus-Pacific route, which would connect Manaus, via the Amazon and its tributaries, to the Peruvian cities of Iquitos and Saremiriza, and then cross the Andes by highway, to reach the port of Paita, on Peru's northern coast.

Last July, the CAF, together with the Mato Grosso government and the Mato Grosso Federation of Industries (FIEMT), co-sponsored the "Sixth Conference of Cargo Operators and Transporters of the Atlantic-Pacific Axis of Integration," held in the city of Cuiabá, Mato Grosso, Brazil. Delegations representing private rail and airline companies, transport cooperatives, port operators, and waterway development promoters from Peru, Chile, Argentina, Paraguay, and

FIGURE 2
South America: Great Water Projects



Brazil participated. Speakers included Bolivia's Minister of Transportation and Communication, the Governor of Mato Grosso, and people from the CAF, Brazil's National Economic Development Bank (BNDES), and the Latin American Association for Integration.

According to Serafim Carvalho, the man who conceptualized the conference, the approach adopted by businessmen and associations of South America's midwest, is to focus on the completion and improvement of already existing inter-regional axes, because these require less investment and are more easily accomplished. The resulting expansion of trade would then drive forward undertakings of greater scope in the future, involving the entire continental area lying between the Atlantic and Pacific Oceans.

With this idea, the FIEMT developed a project on the logistics of regional transport for the area encompassing the six Brazilian states of Mato Grosso, Mato Grosso do Sul, Goiás, Tocantins, Acre, and Rondonia, Brazil's Federal District, all of Bolivia, the south of Peru, the north of Chile, all of Paraguay, and the north and northeast of Argentina. The study was presented to the Governor of Mato Grosso, Dante de Oliveira, at the closing of the conference.

This author spoke at the Sixth Conference on "Transport Infrastructure and Environmentalism," and demonstrated that the campaigns against the waterway and highway projects of South America run by Prince Philip's World Wildlife Fund and its satellite NGOs (non-governmental organizations), follow a geopolitical agenda designed in London with the aim, precisely, of impeding the physical integration of the South American countries. Such environmental campaigns are nothing more than a modern version of the old British geopolitics toward the La Plata River region, which led to the Triple Alliance War against Paraguay (1865-70) and the War of the Pacific against Peru and Bolivia (1879-81). Thus, it is no surprise that, still today, our countries each fend for themselves along their coasts.

Enrique García, CAF executive president, identified the damage inflicted by these NGOs against the infrastructure projects, in his speech to the Presidents gathered at the South American summit. García pointed out that "the growing influence of the NGOs on decision-making on infrastructure . . . in practice, means a slower process in obtaining" international financing, compounding the already great difficulties resulting from the global financial crisis.

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Brzezinski Again Lights the Geopolitical Fuse for War

by Scott Thompson

On Aug. 29, during the annual assembly in Paris of French Ambassadors from around the world, French Foreign Affairs Minister Hubert Védrine made his harshest attack yet on the policies of the Anglo-American oligarchy. In particular, as the accompanying article highlights, he singled out the "neo-unilateralism" epitomized by former Carter National Security Adviser Zbigniew Brzezinski's article "Living With a New Europe," in the Summer 2000 issue of a neo-conservative journal named *The National Interest* (TNI).

This was the second in a recent series of articles in TNI by the influential and dangerous geopolitician Brzezinski, covering the major regions of Eurasia. The other two were "Living with China" (Spring 2000) and "Living with Russia" (Fall 2000).

Taken together, these are both an update and plan of implementation of Brzezinski's 1997 book, *The Grand Chessboard: American Primacy And Its Geostrategic Imperatives*. As EIR has reported, the gist of that book was that, in Brzezinski's words, with "the defeat and collapse of the Soviet Union" at the conclusion of what was in reality the British-orchestrated Cold War, "the United States [has emerged] as the sole and, indeed, the first truly global power."

Within this diatribe, Brzezinski claimed that "the chief prize" for the winner of the Cold War, the United States, is Eurasia. He boasted that the United States has now formed an empire that is on a scale greater than either *Pax Romana* or *Pax Britannica*. In addition, Brzezinski displayed his lust for a Cecil Rhodes-style grab for the oil, natural gas, and other riches of Transcaucasia and Central Asia after they split off from the former Soviet Union.

In his book, he praised the British geopolitician Halford Mackinder and his German counterpart Karl Haushofer, despite the fact that these two individuals helped to provide the figleaf for the Anglo-American oligarchy's manipulations that launched both World War I and World War II. Both in *The Grand Chessboard* and in his three recent articles, Brzezinski appears to be following in the footsteps of these Anglo-American oligarchical lackeys, to advocate policies that would light the fuse for World War III. He states that he "who controls Eurasia controls the world," so the United States must make it the hallmark of its national security policy to