

cas. The Americas have tremendous resources, tremendous natural resources in South and Central America, largely untapped because of an underdevelopment of infrastructure. With adequate infrastructure development, these areas, so potentially rich in natural resources, can become usable by mankind. Today, you have a thinly populated hemisphere, or subcontinent, in South America. There's tremendous potential for growth, similar to the kind of thing which is possible in Eurasia.

So we have before us the prospect, that if we are willing to get rid of a bankrupt system, put it through bankruptcy, learn the lessons that we should have learned by comparing our experience from the period 1945-1964 and since; we should be able to devise, on the basis of proven precedents, the kind of policy programs, the kind of cooperation which can get the world out of its present crisis and put it on the path of recovery.

### **The Scientific Basis for Optimism**

As I've said, what is needed is, people like some of you here today, and me, and others, to begin taking our responsibility, an urgent responsibility, to discuss among ourselves, to clarify our own minds, on exactly what the right bankruptcy reorganization program is, for this sick planet. So we, in turn, must educate the relevant political forces and others in the population generally, that this is what we must do. We must make clear to them what the alternatives are of doing it, and what the alternatives, the penalties, are of *not* doing it.

On that basis, I'm optimistic about the human race.

When you look at the world as a scientist, you realize that every great discovery in science came from discovering that what people believed at that point in science, was false, was wrong. That popular opinion was wrong. And no scientific discovery was ever made by popular opinion. Sometimes, scientific discoveries, through our good fortune, reeducated popular opinion. And that's the way it is in politics. You face a situation which to many people is strange and frightening. Those of us who are older and wiser, understand. We understand, in general, what has to be done. We have to look at the lessons of the past, and devise a program for the future, as any scientist does in a crisis. And under those conditions, I think we should be optimistic. We should say, for thirty-five years, in particular, the world has been acting like a pack of fools, especially in the United States and Western Europe. We've been acting like a pack of fools. Well, maybe we've now discovered that we're a pack of fools, and by discovering that fact, maybe we can cause ourselves to cease being a pack of fools.

And maybe the suffering which we're now facing can become, for the future, something which coming generations can look back on as a great lesson. So that we can be thankful that we've suffered in this way, because only by suffering in this way are we likely to come to our senses, and do what we should have done.

Thank you.

# Maglev Trains Back On Track in Europe?

by Rainer Apel

Three events during July marked a significant potential change of transportation policies in Germany, and the renewal of a broader, public debate about magnetic-levitation railroad projects. A major international seminar on maglev projects took place on July 10, organized by the Hamburg Chamber of Industry and Commerce. It was followed by the arrival at the seaport of Shanghai in China, on July 12, of the first German shipments of electric components for the Pudong-to-Shanghai Airport maglev line; and on July 31 by the start of production, at Thyssen-Henschel in Kassel, of the magnetic field generators ("stators") that will be mounted underneath the train cars of the Shanghai maglev. Eighteen complete maglev train units will be produced for the Shanghai project within the next 18 months.

At the Kassel production site in Germany, the Shanghai contract secures 300 jobs plus another 700 in supplying firms, and the trade union factory council of maglev producer Thyssen-Krupp wrote a letter to the German government pointing out the job-creation potential, should maglev projects now be launched also in Germany.

The Hamburg seminar on July 10 was the first in a decade in Germany — the pioneer of maglev technology — which discussed maglev perspectives in a broader context; except, of course, for those numerous events already held by the LaRouche movement in Germany. The Hamburg meeting took the remarkable initiative of discussing several potential Europe-wide routes for the German Transrapid maglev system.

### **Spiral Arms of a Maglev System**

The grand project of a "Eurorapid" linking Germany with the Netherlands, Scandinavia, Poland, the Czech Republic, Austria, and Hungary, was presented at the seminar. In this maglev grid, the originally planned Hamburg-Berlin route, which the German government abandoned out of shortsighted fiscal considerations in February 2000, would be at the center. Branches would extend northwards to Denmark and Sweden; westwards to the big cities in the Netherlands; eastwards to Warsaw and to Moscow; to Cracow, and from there to Kiev; and to the southeast towards Dresden, Prague, Vienna, and Budapest.

At that Hamburg seminar, Martin van Pernis of Transrapid-Nederland advertised that the Dutch government would announce a decision by the end of this year, potentially for two projects in the Netherlands: 1) the Randstad circle line



*The very high-speed magnetic-levitation train known as the Transrapid, being constructed in Shanghai and now proposed once again for routes throughout northern Europe, is here shown on one of its test tracks.*

project, linking the cities of Rotterdam, The Hague, Amsterdam, and Utrecht; 2) a route from Amsterdam to Groningen, with the option of extending it into Germany towards Hamburg. Van Pernis said that by November, a completed plan would be presented, and could be passed by the Dutch government before the end of the year, so that the first maglev train could run on a longer line in the Netherlands by the year 2010. With that, the Netherlands would march ahead, in the European realization of maglev projects, and Van Pernis proudly said: “We are the Chinese of the West.”

In response, the north German state of Lower Saxony instantly announced that it would campaign for the link from Groningen to Hamburg across the state’s territory, via Oldenburg and Bremen, once the Dutch decided for the maglev project. This was reiterated in another Lower Saxony statement, on July 11. The Dutch ministries of Public Transportation and of Environmental Affairs announced on July 12 their endorsement of the projects, the first section to be completed, being, most likely, between Amsterdam and Lelystad, including the airports of both cities.

On July 12, the western German state of North Rhine-Westphalia announced a joint venture with the German railway company Deutsche Bundesbahn, for the preparation of an initial 77-kilometer Metrorapid project from Dortmund to Düsseldorf, which would be ready by 2006. Later on, this

route could be extended, and connect altogether eight major cities in that state, in a circle line comparable to the Dutch Randstad project.

And on July 13, the southern German state of Bavaria followed with a similar announcement, on the formation of such a joint venture with Deutsche Bundesbahn, for a 30-kilometer line connecting Munich with its international airport. Either of the two projects, or both together, would receive federal government matching funds in the range of 4.5-6.0 billion deutschemarks (roughly \$2.2-3 billion), once the respective feasibility studies were presented, as scheduled, in early 2002. The money would be taken from the original, frozen fund of DM 6 billion, once assigned to the abandoned Hamburg-Berlin project.

### **Earlier Opposition Dissipating**

On July 13, Gov. Harald Ringstorff of Mecklenburg-Pomerania, in Germany’s northeast, took the surprising step of disregarding his government’s previous anti-maglev position. Ringstorff said that he was for the “Eurorapid” as presented in Hamburg, as it gave a new meaning to the old Hamburg-Berlin project. Most of that line would traverse the state’s territory, and the maglev would pass through Schwerin.

And on July 16, several official institutions of another northern German state, Schleswig-Holstein, expressed interest in having the state’s Baltic seaport of Lübeck linked up with a future Groningen-Hamburg maglev route. Lübeck would thereby become the doorway to Scandinavia. What is worth special note, is that whereas the municipality of Lübeck and its chamber of industry and commerce have endorsed a maglev project before, the state government, through its Ministry of Economics and Public Transport, have, for the first time, signalled cautious support for the maglev technology. For 13 years, Schleswig-Holstein governments—all led by Social Democrats (SPD)—have vehemently opposed the Transrapid.

Also worth noting is that, over July, in addition to the SPD-run city-state of Hamburg, which has been in favor of maglev projects, and to Bavaria, which is governed by the Christian Social Union, five other SPD-led states have warmed up to the idea of Transrapid projects. This will help increase the pressure on the national SPD-led government of Chancellor Gerhard Schröder, to reverse its scandalous decision of February 2000 to cancel the 280-kilometer Hamburg-Berlin project, and to make the necessary funds available to construct not only that one project, but several others as well.

Another prominent politician, Walter Hirche, chairman of the Lower Saxony section of the Free Democrats, went even further than all the others, with a spectacular proposal on July 23: He called for a maglev grid connecting all German cities of more than 100,000 inhabitants. This would include no less than 83 cities, linked with each other by a total of 5,000 kilometers of maglev tracks.