

to vote for her. In the better parts of her speech, she stated: "This evening, I call to assemble all those who agree with the values of the 'presidential pact' ... all those who want human values and not stock market values, to triumph. I will be the president who will guarantee the impartiality of the State, because you know, I'm a free woman like you are a free people. I am not the hostage of any clan, of any pressure group, of any financial power. There are many of us today who do not want a France dominated by the law of the fittest or the most brutal, a France chained by the power of money where all power is concentrated in the hands of the very few, always the same."

Former presidential candidate, Jacques CHEMINADE, will be making an official statement in support of Royal on the second round and has stated he will commit all his forces to making sure she wins. It should be recalled that the title of Cheminade's presidential program was "A project against the blackmail of financial fascism."

Debate On Maglev Technology Rages: The Danish Example

Whether in Europe, Southwest Asia, or in Latin America, the magnetic levitation train technology (MAGLEV) is becoming a cause celebre in parliaments and governments. In Denmark, which has led the debate, Transportation Minister Flemming HANSEN, on April 16 issued an answer to the Danish Parliament's Traffic Committee, regarding the Danish Schiller Institute's proposal for a national maglev network. Hansen admitted that it was technically feasible, but rejected the idea of investigating it further, based solely on budgetary concerns. His main argument was that if the German government had decided to drop the maglev link between Hamburg and Berlin, there was no basis for the Danish government to consider connecting Denmark's two largest cities—Copenhagen and Aarhus—as the first stage.

The Minister's response, and the Schiller Institute's counter response, then sparked a second wave of press coverage about the SI plan. Minister Hansen wrote, "It is rare to receive a proposal on the scale the Schiller Institute lays out in its communication of March 21, about constructing a national maglev network. It will very likely be technologically possible to construct a maglev, which could cover the distance between Copenhagen and Aarhus in about a half hour, but the costs will be very high...."

Ritzau, Denmark's national press service, sent out a wire entitled, "Maglev Doesn't Tempt the Minister," with excerpts from Hansen's response, including that "It is the Schiller Institutet which is behind the proposal." It was printed, in all, or part, on the homepages of *TV2*, with Denmark's largest share of viewers, and its local affiliates *TV Nord* (northern Jutland) and *TV2 Lorry* (Copenhagen); and the widely circulated free newspapers *24 Timer* (24 Hours, affiliated with *Politiken*) and the very last issue of *Dato*, (Date, affiliated with *Berlingske Tidende*). The internet daily of *Ingenioeren*, the publication of the Danish Engineer's Society, ing.dk, sent out an article entitled, "No, No, and Again No," based on SI chairman Tom Gillesberg's response. The article reports that Gillesberg "asks the minister 'to take off his tunnel-vised budget-glasses.'"

Finally, *Jyllands-Posten's* internet version, *jp.dk*, released an

article specifying that the SI's price of 190 billion DKK was for the entire national network, not only the Copenhagen-Aarhus link.

Maglev Optimism Returns To Germany, And Beyond

The intense public discussion and media coverage on Maglev development in Denmark, has spilled over into Germany, especially in the north. A prominent news item on the website of the otherwise pro-green Hamburg-based *Stern* weekly, run from April 14 on, reported on the Danish parliamentary hearing and also gave a link to the website of the German-language weekly of the LaRouche movement, *Neue Solidaritaet*. The author of the *Stern* article added as a commentary that "the LaRouche campaigns are usually not paid much attention to in the media, although they address some very interesting themes. Regrettably, since they could be a big source for controversies in politics."

This coverage coincides with renewed interest in Germany in the maglev technology, in the context of the first prototype of the new TR 09 model of the Transrapid's arrival at the testing site at Lathen, northwestern Germany. The news was covered throughout Germany, even in remote areas. News wires were also reporting on the existence of an expert report compiled just recently for the Transport Ministry of Germany, forecasting a cost-benefit ratio of 2.5 for a new maglev project, like the one that is still in the planning for Munich-Munich Airport. For Munich alone, this translates into a net benefit of 2.9 billion euros. On top of direct employment and production effects of the construction of a maglev track, the report sees a broader "industrial policy benefit," involving domestic investments as well as export options.

As for the EXPORT options, the website of Transrapid International, the export marketing consortium of Germany's maglev producers, lists ongoing talks in the Persian Gulf region between Germany, Abu Dhabi and Qatar since the spring of 2005, for projects of several hundred kilometers each, especially a coastline route from Abu Dhabi to Qatar, with connections to the airports of Abu Dhabi and Dubai.

In Western Europe, talks are ongoing on the Netherlands' "Randstad Rapid" project, with a feasibility study commissioned by the Dutch Transport Ministry, for a 230-kilometer circle line connecting Utrecht, Rotterdam, The Hague, Schiphol (Amsterdam) Airport, Amsterdam, Almere, Amersfoort. Also in western Europe, an 800-kilometer north-south route Glasgow-London is under discussion; no feasibility study has been done yet, but strong lobbying is underway, for example by the Association of Scottish Regional Councils. A British Transport Ministry review is up for May. This route would connect Edinburgh plus airport, Newcastle, Manchester with a branch to Liverpool, Birmingham, London Heathrow Airport.

In central and eastern Europe, preliminary feasibility studies have been carried out by the EU Commission, at the end of the 1990s, on four potential major routes: A) Berlin-Warsaw-Minsk-Moscow, over a distance of 1850 kilometers; B) Berlin-Wroclaw-Katovice-Cracow, with potential extension to Kiev, entire distance of 1500 kilometers; 3) Berlin-Dresden-Prague-Vienna-Bratislava-Budapest, with potential extension to Thessaloniki, entire distance of 2000 kilometers; 4) Berlin-Dresden-

Prague-Bratislava-Budapest, over a distance of 950 kilometers.

Finally, the Venezuelan Congress is about to hold hearings on the Caracas-la Guaira Electromagnetic Train Project, Venezuela's official press agency *ABN* reported April 20. On April 26, the Committee on Science, Technology and Social Communication will hear a proposal by engineer Cerra Bals, on a bill to fund a project to link Venezuela's capital with its port of La Guaira via an "electromagnetic train."

Maglev In Iran?

On April 14, Iranian media reported an announcement of historic implications at the Mashhad International Fair site, of an agreement between Germany and Iran for the construction of the Maglev train to link the capital city of Tehran to Mashhad. The agreement was signed between the Iranian Ministry of Roads and Transportation and a German company, which is to make its official announcement this week. Iran's First Vice-President Parviz DAVOUDI was also in attendance.

According to the Governor General of Khorasan Razavi province, Mohammad-Javad MOHAMMADI-ZADEH, who spoke at the ceremony, the maglev would reduce travel time between Tehran and Mashhad to 2.5-3 hours, whereas it now takes about 14 hours, to make the 900-km trip. He added that Germany would invest 6.7 billion euros in the project under a base operations support contract, according to which Iran would repay the loan within a 15- to 25-year period.

The Tehran-Mashhad link is crucial: Mashhad was linked to Sarakhs in 1996, which was the "missing link" in the chain from Iran to China, through the Central Asian Republics. The Mashhad-Sarakhs-Tajan stretch established this link between Iran and Turkmenistan; from there, the line should proceed all the way to China, as outlined in *EIR's* 1997 Eurasian Land-Bridge report.

Sergei Ivanov: Invest In Great Projects And Manufacturing

Elevated to the post of first deputy prime minister of Russia in February, Sergei IVANOV presented thus his area of responsibility in an interview April 12 to the *Financial Times*: "the real sector of the economy, minus energy" (but, including nuclear power). Excerpts from the lengthy interview in the April 19 print edition omitted many of the most important economic concepts developed, which we cite. In the first half of the conversation, Ivanov laid out how the state ought to act in the national interest, through the large industrial holding companies whose creation he is overseeing.

Ivanov disputed the notion that Russia were happy with current high oil and gas prices. In fact, he said, "high oil prices are more of a minus, than a plus for our economy," because they postpone a decisive "move towards innovation and a knowledge economy." Developing a major theme of President Vladimir PUTIN's speeches over the past year, Ivanov said his main task was "to develop a more diversified economy," through transport infrastructure (aviation, sea, rail, auto), nuclear power, space, telecommunications, and commercial use of GLONASS (the Russian satellite positioning system). In some of these sectors, like nuclear power and space services, he added, Russia can be competitive on the world market, under its own steam. Ivanov cited other sectors, like the aircraft industry, where Rus-

sia has successful joint ventures with Boeing, or Italy's Finmeccanica.

Italy and Germany are the foreign partners with which Russia has been able to cooperate most successfully, Ivanov said, and also "partly" France, whereas "in the US and Great Britain, it is more closed for us." Ivanov elaborated why it is essential that the state play a major role in some sectors. "Not because we want to leave everything under the control of the state," but because there are some sectors, like nuclear power, which are inseparable from military industry, and others, like rail or shipbuilding, where there will be a 75 percent or higher state role "by definition."

"People often say, as a reproach," added Ivanov, "that Russia is creating huge holdings [holding companies--ed.] in aerospace, shipbuilding, nuclear power, space--supermonsters, monopolies that are suppressing the market. But the private sector does not go into these markets... The private sector goes into mobile phones. But wherever there's a need for huge resources and long-term credits with subsidized interest rates, because it takes five or seven years to build a modern ship, and when it will make a return on investment--well, you understand. Private business just doesn't invest in this, and we need to create such holdings."

The state will promote transport infrastructure, he said, in order to develop whole regions of Russia that are underpopulated. There is an area equal to two-thirds of Russia's total, in which only 20 million people (out of 142 million) live. There will have to be immigration, but Russia needs people to immigrate to these regions, not only to Moscow.

Russia To Build World's Longest Tunnel

Viktor RAZBEGIN, Deputy Head of Industrial Research of the Russian Economy Ministry, announced to reporters in Moscow April 18 that a transport and pipeline link under the Bering Strait, to Alaska, would be built. It is part of a \$65 billion project to supply the US with oil, natural gas, and electricity from Siberia. Russian officials will formally present the plan to the US and Canadian governments this week, Razbegin said.

The planned undersea tunnel will contain a high-speed railway, highway and pipelines, as well as power and fiber-optics, according to TKM-WORLD LINK--which is the name of the 6,000 kilometer (3,700 mile) route. The route will take 10-15 years to complete. State organizations and private companies in partnership would build and control the route, Razbegin said. Investors include OAO Russian Railways, national Utility OAO Unified Energy system, and pipeline operator OAO Transneft. Russia and the US may each take 25% stakes, and the governments will act as guarantors for private money, Razbegin said.

The World Link will save North America and Far East Russia \$20 billion/yr. on electricity costs, according to Vasily Zubakin, deputy CEO of OAO Hydro OGK, a potential investor, because "It's cheaper to transport electricity east, and with our unique tidal resources [plants] the potential is real." The project envisions building high-voltage power lines with a capacity of up to 15 gigawatts to supply the new rail links and also export to North America. Cargo traffic of as much as 100 million tons annually is expected on the World Link, such that the \$15 billion investment in the rail portion of the project could be paid off in 20 years, Zubakin said, explaining, "The transit link is that

string on which all our industrial cluster projects could hang."

The news of the project was covered massively in Russia, in over 60 stories in press, internet and televised media.

Tymoshenko Calls For New Cold War

Ukrainian ex-Premier Yulia TYMOSHENKO, a key figure in the current political crisis in her country, has written an article for the May/June issue of the New York Council on Foreign Relations (CFR) journal *Foreign Affairs*, headlined "Contain Russia." With that title, she deliberately invokes George Kennan's famous 1947 *Foreign Affairs* article signed "X" on containment of the Soviet Union, which became a founding document of the Cold War. Thus, Tymoshenko joins Estonian diplomat Mart HELME in calling explicitly for a new Cold War; Helmes's exhortation to the United States and its Anglo-Saxon allies, Great Britain, Canada, Australia, and New Zealand, to adopt a new Truman Doctrine, against Russia, appeared earlier this month in the *Brussels Journal*.

In her article, Tymoshenko writes that failing to contain Russia would be a replication of the appeasement of the Nazi regime in 1939. The text was pre-released by *Foreign Affairs*. On April 16, the Russian Foreign Ministry issued a statement on the publication, refuting Tymoshenko's theses, and commenting that the article confirmed the timeliness of Russian President Vladimir PUTIN's call, in his February 2007 speech in Munich, for serious and frank dialogue. And the Russian leader spoke directly and openly, while those who are behind the article commissioned from Yu.V. Tymoshenko do not have the courage to act with similar decency.

Tymoshenko visited the CFR during her trip to the United States in February, during which she also met Vice-President Dick CHENEY. She then helped launch the current showdown between President Victor YUSHCHENKO and the Supreme Rada, Ukraine's Parliament, by declaring that Cheney and other US officials fully backed the holding of new parliamentary elections in Ukraine.

Kuwaitis Prepare For Possible War Against Iran

Although it was officially announced on April 20 that Iranian chief negotiator Ali LARIJANI and European Union foreign policy chief Javier SOLANA would meet on April 25, to start a new round of talks on Iran's nuclear program, warnings of a coming war continue.

Most significant is an April 20 report by *Agence France Presse* that Kuwait has announced a plan to prepare for such a war. State Minister for Cabinet Affairs Faisal AL-HAJJI was quoted telling the *al-Watan* daily, that an emergency team "will devise a comprehensive contingency plan to deal with risks that may result in case a war breaks out in the Gulf on the back of the rising military escalation towards Iran." The team, which will draw on officials from the Ministries of Defense, Interior, Health, and Oil, was to be set up by the cabinet on April 22 and to hold its first meeting a day later. Then, on May 1, the Parliament will hold a special debate on the government's readiness for a possible confrontation.

There are 15,000 US troops now in Kuwait, a country which was used as the launching pad for the invasion of Iraq in 2003.

Mozart Festival In Occupied Palestine

For two weeks in mid-April, an extraordinary Mozart Festival was held in occupied Palestine. The Palestinian Mozart Festival included 50 works, including almost everything from solos to operas and ensembles to orchestral works. Some 20 concerts were held as well as films, master classes, and workshops which were held in cities throughout the West Bank where Palestinians had to run the gauntlet of checkpoints and security checks in order to reach concert halls.

In the city of Nablus, where only a few weeks ago the Israeli military was conducting a series of brutal military incursions, the CHOIR OF LONDON held a concert at the Al Masri Cultural Center. The American clarinetist Douglas METCALF performed a Mozart Quintet with a string quartet from England. Later in the evening, the choir performed Miserere K.85, and the Ave Verum. The audience included a group of children aged 6 to 8 who, according to the *Ha'aretz* correspondent, "sat in total silence, staring wide-eyed" at a performance the likes of which they had never seen.

In Bethlehem, the Choir of London performed the Magic Flute, and in Ramallah they performed Mozart's Requiem. Many of the performers were Palestinians, including the international Soprano and Jordanian native, Dima Bawab and 14-year old violinist Jenna Barghouti.

John HARTE, a member of the Choir of London and one of the musical directors of the festival, said, "This tour made us realize that music has far more roles than we imagined. Not only musical harmony, which is supposed to encourage harmony between nations, as many think, but also a means of objecting, a socio-political declaration, an expression of despair in politics and its failures and also an outlet from stress and worry."

Harte said the foreign performers stayed in the homes of Palestinian musicians and not five-star hotels. "There is a tremendous amount of work," Harte said, "but if the choice is between making lots of money in London and Germany, or singing here on Easter, I have no doubt what we and the Choir prefer."

LaRouche Webcast on May 1

On Tuesday, May 1, Lyndon LAROCHE will hold an international webcast, on the theme, "Get Up Out of the Mire and Gore." He will speak from Washington, D.C. The webcast will be available live on www.larouchepac.com at 7:00 p.m. Central European time.

EIR Strategic Alert
<http://www.eirma.com>

Herausgeber: »E.I.R. GmbH,

Postfach 1611, 65006 Wiesbaden, Tel.: 0611/73650,

Fax: 0611/7365101,

Verantwortl. f. d. Inhalt: Muriel Mirak-Weissbach, D-65006 Wiesbaden,

Jahresabonnement EUR 3000 / ISSN 0936-7527

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