

DEVELOPMENT OF THE ECONOMIC FORCE RELATIONS OF IMPERIALISM

(published in "Per il Comunismo" no.3 – december 2019)

In this economic report we want to highlight the economic data of several countries in order to reach the most objective possible assessment of the force relations in the economic field of the main countries and specifically of the USA, China, India, Europe and within Europe Germany, France, Italy, England and Spain.

As the fathers of Marxism Marx, Engels, Lenin, and the Communist Left have taught us, we examine the economic data related to industrial production and not the financial data. It is not that we neglect the financial aspect but that it is derived from the course of the production process.

The countries we are going to examine are China, USA, India, Europe, Germany, England, France and Italy.

We first examine the production of Steel, Aluminum and Cement which are the fundamental elements for the production of constructions such as roads, bridges, railways, buildings, production facilities, etc.

STEEL

In an important text of ours from 1950 that appeared in Battaglia Comunista No. 18 of 1950 it is stated:

"Throughout a man's life it has been able to attend three times the preparation of an armed conflict with the whole earth as the scene.

The third world war is not in progress yet, but probably nine people out of ten consider it with certainty. Even if the tenth was right, it is certain that we are in the period of open preparation; for once the ancient warning that war is avoided by preparing for war would come true. An event like this is not out of history; it occurs when one of the contestants is so overbearing and armed that the other raises his hands up without a fight, or after brief attempts and skirmishes. Throw in the towel and pick up the bag, you would say in the ring.

Then, it is not necessary to insist on prophecies about the third war and subordinately about the possibilities of having a position around the ring during natural life, to have the right to draw conclusions from the direct experience of the developing «third preparation».

As always, the guides of the great propaganda work, unfortunately with success, in such a way that in the foreground scenes the masses recognize causes and guilt of the danger of war in ideal, moral, especially national factors, in the fact that not only certain governments and dominant classes, but certain people, nations, even races, overcome with an indomitable thirst for dominance and blood, provoke, threaten, and prepare to attack the rest of the world, where, on the contrary, masses, crowds, elites, statesmen would be prone to peace, to disarmament, to the moving general idyll.

They all make swords and cannons, but all declare that if those others were not present, the bad ones, the cruel ones, the sons of the Evil, they would be willing to dedicate themselves exclusively to the cultivation of olive branches, to the breeding of pigeons. (...)

In Marx's time, steel was not yet the expressive index of the capitalist mode of production, useful for confronting the industrial development of various countries. The number of spindles for cotton looms was more useful. The Middle Ages had dressed men in steel and armories and cuirass and slat factories had flourished. The bourgeoisie, pretending to abhor the excesses of that cruel and bloody age, heralded the civil era in which the ci-devant (NDT: decadent aristocrat) barons and the naked

aborigines of Papua would be dressed in the same wool and cotton. Egalité, Fraternité. (...)

We must reach 1880 for the statistics of world steel production to become eloquent: in times of peace, steel was used to make machines and locomotives, ships and plows, it is well known. In any case, let the numbers speak a bit.

We will follow only six countries, because all the others, approximately, do not add up to more than the last tenth of the mass produced in the world. It will be the big six, and for 1880 only four are enough. We find cotton England in the forefront, with 1,300,000 tonnes of steel per year, immediately after the United States of America with 1,200,000, Germany with 700,000, France with 400,000. In total 3,600,000 tonnes. The figures from the various sources do not vary little, but those rounded are sufficient for our purpose. (...)

In the statistics of 1913 the number of 1880 has gone to no less than twenty times greater. The population of the earth has grown 25%; his satisfaction with useful consumptions, food, houses, clothes, and let's put in a little of that steel (although a plow weighs less than the hoe it replaces, a milling cutter than a nail file, and so on, taking into account that the steel pens have replaced all the goose pens, giving an advantage to the production of nonsense) let's grant that it has doubled; always denying the bourgeoisie, even in the initial phase, having increased the true welfare. The disproportion between the two relationships remains staggering. Can it have no influence on the development of world events? Isn't a cause of such magnitude, primary and significant, but certainly not the only one in the picture of the virulence of Capital, enough for the irruption of imposing effects? No, it must be the bogeyman, the bad guy, the tyrant of tragedy, the horde of barbarians that come, who knows how, from outside this magnificent world of bourgeois economy!

Of the new figure of 71 million tonnes per year of steel already the largest part, in 1913, was produced by the United States: 31 million. After 33 years, twenty times more. The Great Britain, lost the leadership, with a little more than 10 million has made a minor jump. Meanwhile capitalist industrialism has made giant strides in the third of the largest, Germany, which has been placed in the top two with another 19 million increasing 27 times. France makes just over 5 million. We must put two other characters: Russia, with surely 5 million, Japan, which is limited to 200,000 tonnes, even having been the winner of that one." (Her majesty the steel)

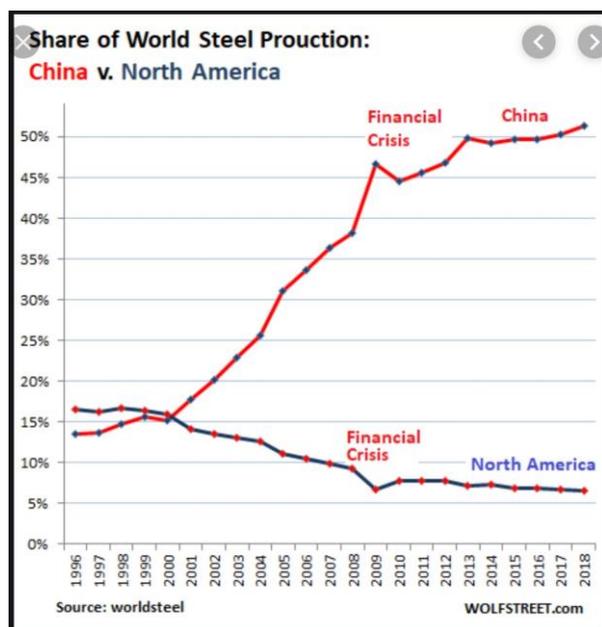
After just 16 years:

Production in 1929 in million of tonnes

	Million of tonnes	% of the world total
USA	56.43	48%
Germany	16.0	13.5%
England	9.64	8.15%
France	9.55	8%
Russia	4.76	4%

Before the crisis, the USA came to produce 50% of the world's steel, relegating England to third place with a percentage of the world total of only 8.15%, while Germany reached second place with 13.5%.

Here we present a graph that shows the % of the total for China and the USA from 1996 to 2018.



From 16% for the USA and 14% for China in 1996, it goes to 52% for China and 6.7% for the USA in 2018.

In June 2019, steel production in China was **87.5** million tonnes, while in the USA it was **7.27** million tonnes out of a total world production of **158.98** with a percentage of the total of the 55% for China and 4.58% for the USA and a per capita production of 62.43 kg/month, that is, around 2 kg/day for each Chinese, and 22.01 kg/month or 0.71 kg/day for each American. In China, more steel than food is available.

The classification of steel production for the month of June 2019 has been extracted from the following table taken from the World Steel Association:

World		158 978
1	China	87,533
2	India	9,336
3	Japan	8,789
4	United States	7,276
5	South Korea	5,958
6	Russia	5,875
7	Germany	3,405
8	Brazil	2,823
9	Turkey	2,698
10	Iran	2,165
11	Italy	2,086
12	Taiwan	1,960
13	Ukraine	1,659
14	Mexico	1,580
15	Viet Nam	1,350
16	France	1,310
17	Spain	1,210
18	Canada	970
19	Poland	780
20	Egypt	725
21	Belgium	720
22	Austria	632
23	United Kingdom	618
24	Netherlands	515
25	Australia	476

(Source W.S.A. in thousands of tonnes)

Monthly crude steel production in the 64 countries included in the report, in thousands of tonnes.

	June 2019	June 2018	% change Jun-19/18	6 months		% change
				2019	2018	
Austria	632	474	33.4	3 963	3 822	3.7
Belgium	720 e	660	9.1	4 189	4 029	4.0
Bulgaria	50 e	63	-20.0	291	347	-16.0
Croatia	0 e	9	-100.0	48	52	-7.8
Czech Republic	398	433	-8.0	2 448	2 506	-2.3
Finland	287	345	-16.8	1 938	2 114	-8.3
France	1 310	1 267	3.4	7 702	7 978	-3.5
Germany	3 405	3 617	-5.8	20 717	21 830	-5.1
Greece	125 e	140	-10.7	761	776	-1.9
Hungary	122	165	-26.1	936	997	-6.1
Italy	2 086	2 140	-2.5	12 561	12 819	-2.0
Luxembourg	195 e	201	-3.0	1 186	1 171	1.2
Netherlands	515	582	-11.5	3 438	3 532	-2.7
Poland	780 e	840	-7.1	4 912	5 223	-6.0
Slovenia	54	57	-5.7	331	352	-5.8
Spain	1 210	1 183	2.3	7 418	7 420	0.0
Sweden	362	398	-9.0	2 558	2 550	0.3
United Kingdom	618	715	-13.5	3 800	3 910	-2.8
Other E.U. (28) (e)	920 e	932	-1.2	5 548	5 505	0.8
European Union (28)	13 790	14 219	-3.0	84 744	86 933	-2.5
Bosnia-Herzegovina	75 e	1	5023.0	450	239	88.2
Macedonia	25	37	-33.1	133	131	1.6
Norway	58	53	9.8	328	298	10.1
Serbia	171	180	-5.3	1 033	997	3.6
Turkey	2 698	3 032	-11.0	16 994	18 912	-10.1
Other Europe	3 026	3 303	-8.4	18 938	20 577	-8.0
Byelorussia	220 e	217	1.4	1 306	1 143	14.3
Kazakhstan	385 e	387	-0.5	2 015	2 326	-13.4
Moldova	45 e	43	4.7	206	275	-25.1
Russia	5 875 e	6 029	-2.6	35 757	36 010	-0.7
Ukraine	1 659 e	1 711	-3.0	10 930	10 391	5.2
Uzbekistan	45 e	60	-25.0	278	327	-15.0
C.I.S. (6)	8 229	8 447	-2.6	50 492	50 472	0.0
Canada	970 e	1 050	-7.6	5 834	6 544	-10.9
Cuba	15 e	16	-8.1	103	103	0.4
El Salvador	8 e	7	11.0	49	47	4.2
Guatemala	25 e	23	6.6	149	145	2.7
Mexico	1 580 e	1 738	-9.1	9 650	10 430	-7.5
United States	7 276	7 057	3.1	44 345	42 059	5.4
North America	9 874	9 892	-0.2	60 129	59 327	1.4
Argentina	412	414	-0.4	2 319	2 550	-9.0
Brazil	2 823	2 913	-3.1	17 243	17 482	-1.4
Chile	75 e	76	-1.4	443	534	-17.1
Colombia	90 e	105	-14.5	506	572	-11.5
Ecuador	50 e	48	4.5	302	290	4.1
Paraguay	1 e	2	-35.9	7	8	-4.0
Peru	105 e	103	2.4	608	606	0.4
Uruguay	4 e	5	-12.4	28	27	1.1
Venezuela	3 e	12	-75.0	34	93	-63.6
South America	3 563	3 676	-3.1	21 491	22 162	-3.0
Egypt	725 e	642	12.9	4 315	3 799	13.6
Libya	54	36	51.5	280	184	52.5
South Africa	454 e	547	-17.0	3 133	3 197	-2.0
Africa	1 234	1 225	0.7	7 729	7 180	7.6
Iran	2 165 e	2 040	6.1	12 788	12 110	5.6
Qatar	231	225	2.6	1 289	1 316	-2.1
Saudi Arabia (1)	425 e	460	-7.5	2 583	2 545	1.5
United Arab Emirates	287	279	2.8	1 652	1 585	4.2
Middle East	3 108	3 004	3.4	18 312	17 557	4.3
China	87 533	79 585	10.0	492 169	447 825	9.9
India	9 336	8 976	4.0	56 959	54 230	5.0
Japan	8 789	8 750	0.4	51 082	52 967	-3.6
South Korea	5 958	6 116	-2.6	36 445	36 060	1.1
Pakistan	280 e	442	-36.7	1 649	2 514	-34.4
Taiwan, China	1 960 e	1 966	-0.3	11 552	11 425	1.1
Thailand	415 e	589	-29.6	2 151	3 311	-35.0
Vietnam (2)	1 350 e	1 252	7.8	8 170	6 215	31.5
Asia	115 622	107 676	7.4	660 176	614 547	7.4
Australia	476	507	-6.2	2 719	2 923	-7.0
New Zealand	58	52	12.6	335	327	2.5
Oceania	534	559	-4.4	3 054	3 250	-6.0
Total 64 countries (3)	158 978	152 002	4.6	925 064	882 005	4.9

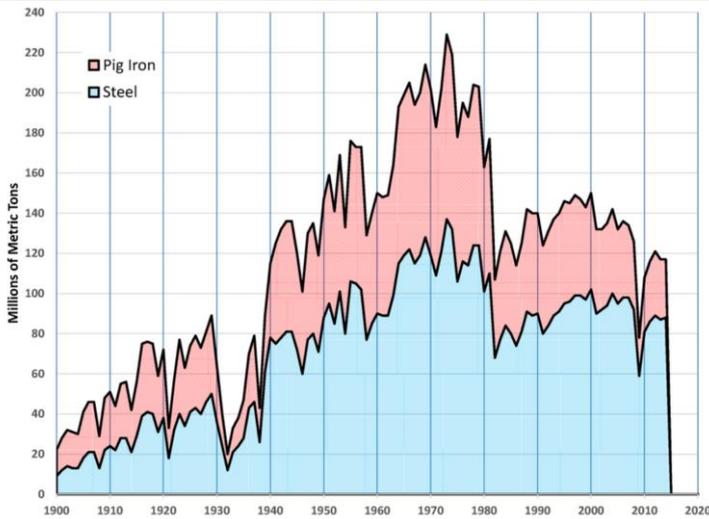
In the table shown above taken from the World Steel Association we find the data related to steel production in the first 6 months of 2019.

We now make a classification by geographical area of steel production for the first 6 months of 2019 using data from the World Steel Association:

	2019	% sobre el TOTAL 2019
1 ASIA	660,176	71.36%
2 EUROPE	84,744	9.16%
3 NORTH AMERICA	60,129	6.50%
4 C.I.S.	50,492	5.46%
5 SOUTH AMERICA	21,491	2.32%
6 OTHER EUROPE	18,938	2.04%
7 MIDDLE EAST	18,312	1.98%
8 AFRICA	7,729	0.84%

The Asian area produces 71.36% of world steel. If we add the production of Europe, the C.I.S and the other Europeans, which form a single area not separated by sea, we obtain a steel production equal to 88%. In this area, commodities (including steel) can circulate without being able to be controlled or blocked by the military navies. With the completion of the silk road, commodities in this area can circulate without being subjected to an eventual naval block by the USA and England.

Steel and pig iron production graph from 1990 to 2015:

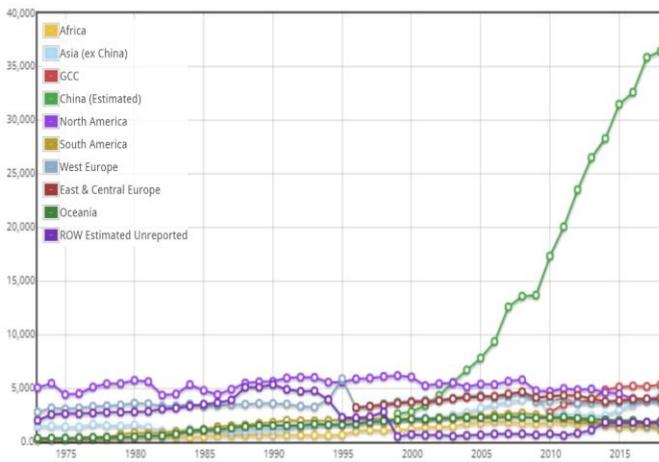


ALUMINUM

We now examine the production of Aluminum.

The graph below shows the aluminum production from 1973 to 2018 for China and for the different geographic areas.

Total for 1973 to 2018: 1,263,864 thousand metric tonnes of aluminium



What is obvious is that the CHINA production curve, which starts in 1999 with a production that is half that of North America, in 2003 reaches North American production and from there it takes off until it reaches in the 2018 to a production that is 9.67 times that of North America.

In 2018, the production was: (see the map-graph below)



The map above shows aluminum production by geographic area in 2018.

From the values shown, we calculate the percentage production of aluminum over the world total:

Values in million tonnes

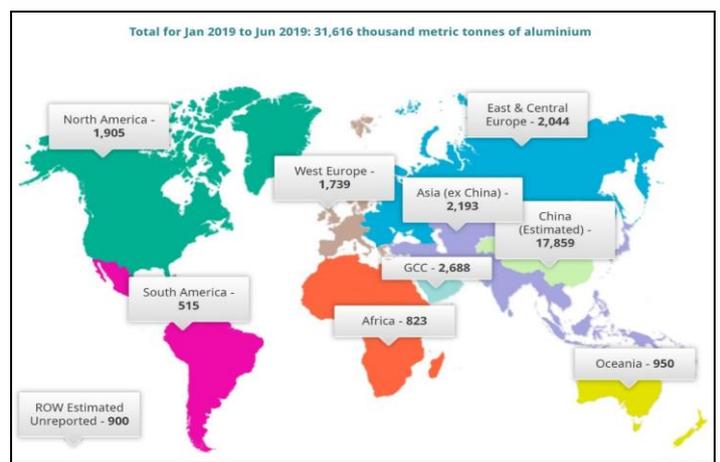
1	CHINA	36,485
2	GCC (Gulf Cooperation Council)	5,331
3	Asia without China	4,415
4	Eastern and Central Europe	4,049
5	North America	3,774
6	Western Europe	3,733
7	Oceania	1,917
8	Africa	1,688
9	South America	1,164

We must specify that in North American production, Canada has produced 2,924,389 tonnes of aluminum while the USA has produced only 849,611, which is equal to 1.3% of the world total.

Values as a percentage of total production

1	CHINA	56.71%
2	GCC (Gulf Cooperation Council)	8.28%
3	Asia without China	6.86%
4	Eastern and Central Europe	6.3%
5	North America	5.86%
6	Western Europe	5.8%
7	Oceania	2.98%
8	Africa	2.63%
9	South America	1.8%

In the first 6 months of 2019, the considerations made for 2018 have also been confirmed.



In the pie chart below we see that in **1972** aluminum production was 11.7 million tonnes and **in that year the USA had produced 3.74 million tonnes, this is 32% of the total, and it was the first world producer** followed by Russia with 16%, Japan with 9%, Canada with 8%, Norway with 5% and the other countries with lower percentages. At that date (1972), aluminum production in China was less than 1% of the world total.

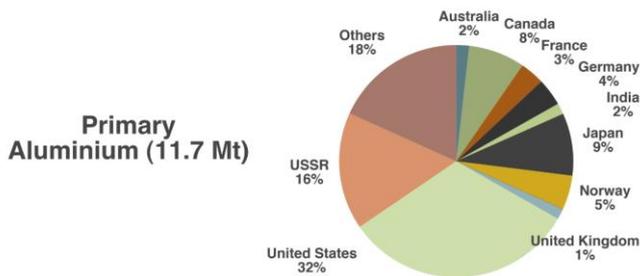


Figure 1: World Production of Bauxite, Alumina and Aluminium (1972)
Source: Derived from World Bureau of Metal Statistics (WBMS), various years

Today in this sector the relationships are completely reversed.

In 2019 China produced 36,485 million tonnes of aluminum with a percentage of 56.7% while the USA on the same date produced 0.849 million tonnes, this is 1.3% of the world total.

As you can see, the productive fall of this sector has been ruinous for the USA. TRUMP shouldn't wail or fidget much. No country, USA included, can live off a single resource.

Considerations on the importance of aluminum in capitalist industrial production.

"Aluminum is a chemical element of the periodic table of elements and with atomic number 13. Its symbol is Al.

It is a ductile metal of silver color. Aluminum is mainly extracted from bauxite ores and its softness, lightness and resistance to oxidation are remarkable, due to the formation of a very thin oxide layer that prevents oxygen from corroding the metal below.

Aluminum is used in many industries to make millions of different products and is very important to the global economy. The structural components of aluminum are vital for the aerospace industry and very important in other fields of transport (automobile, rail, etc.) and construction where lightness, durability and resistance are necessary." (Wikipedia)

"The aeronautical industry needs a large number of materials and diverse products, in continuous evolution thanks to technological development. The characteristics that make these materials suitable are their high capacity to resist stress and lightness.

Precisely for this reason, most of the structural components of an aircraft are built using aluminum alloys (pure aluminum has a very low mechanical resistance and is not used in its pure state): its low density, which translates into a remarkable lightness (low specific weight), and its mechanical resistance, allow it to support significant loads while reducing the total weight as much as possible.

To get an idea of the importance of aluminum alloys in the aeronautical industry, this example can be used: according to a recent statistic, in a Boeing B757, 78% of the materials used for its construction are made up of aluminum and its alloys.

The use of a hundred types of aluminum alloys allows car designers to use them in various parts:

- Engines and other mechanical parts: alternator housing and starter covers, intake manifolds, oil pan, gearbox and cylinder head;
- Chassis: side protection bars, rims, steering box;
- Cooling system: water pump, couplings for hoses and radiator;
- Air conditioning: compressor housing, condenser, evaporator.

The amount of aluminum used has steadily increased in the last 30 years (from the 25-30 kg contained in an average vehicle of the 1970s, approximately 3% of the total weight, today exceeds 90 kg), and it is estimated a continued increase in the near future.

The trend to increase the use of aluminum is registered throughout the automotive industry, but there are some examples of cars that make heavy use. The Audi A8, for example, launched on the market in June 1994, features an all-aluminum chassis, revealing itself as an absolute newness in the field of mass production cars." (https://www.infissaper.it/magazine/leghe-di-alluminio/)

"In January 2014, the new Ford F-150 was introduced instead: this version of the pick-up, among the best-selling in the United States, was made almost entirely of aluminum, with a weight reduction of more than 300 kg." (https://www.infissaper.it/magazine/alluminio-automobili/)

"Another field in which aluminum alloys are used extensively and profitably is the railway industry. Aluminum alloys are in fact among the most widely used materials for the construction of train wagons and in particular for the realization of the sides of the wagons (side walls), the roof and the floor panels and also the rounded profiles that join the floor of the train with the side walls.

The use of aluminum alloys in train wagons guarantees considerable weight savings compared to other materials without losing strength." (https://www.infissaper.it/magazine/leghe-di-alluminio/)

"The use of aluminum in construction is very frequent thanks to its intrinsic property of lightness and resistance to corrosion. It is mainly used in the external cladding of facades, roofs and walls, in windows and doors, in stairs, railings, on shelves and other more varied applications.

Aluminum alloys made for construction are resistant to water, corrosion and immune to the harmful effects of UV rays, thus ensuring long-lasting performance.

Aluminum does not require any particular type of maintenance, whether it is raw aluminum or painted or anodized aluminum." (https://www.laminazioneottile.com/blog/it/uso-alluminio-edilizia/)

"Aluminum is extracted from a mineral called bauxite. It is estimated that the existing bauxite reserves on the planet would allow the production of primary aluminum at current rates for another 3,000 years. Aluminum is a metal that does not degrade like iron. In contact with atmospheric agents, a thin layer of oxide is created that protects the metal from further oxidation, as happens in the case of iron and steel." (https://www.infissaper.it/magazine/bauxite-roccia-madre-alluminio/)

CEMENT

We analyze the production of Cement, an essential element in the production of buildings, roads, bridges, dams, land layout, etc. In the following table we show the ranking of the first 11 cement producing countries in 2018:

Cement production (source USGS)							
Country	1988	2014	2015	2016	2017	2018	% of world 2018
China	513.5	2500	2356	2410	2400	2370	57.80
India	85	280	300	280	270	280	6.83
U.S.A.	85.6	77	84	85	86	88	2.15
Brazil	43	72	60	57	54	52	1.27
Indonesia	22	60	58	63	66	78	1.90
Iran	20.1	75	58	55	56	53	1.29
Japan	81.3	58	55	56	53	53	1.29
Saudi Arabia	14	63	62	61	45	47	1.15
Russia	26.7	69	62	61	45	47	1.15
Turkey	38.2	75	71	77	77	80	1.95
Vietnam	6	60	67	77	78	80	1.95
Germany	30	31	32	33	33	35	0.85
Italy	22	22	23	19.3	19.3	20	0.49
World	987.4	4180	4100	4200	4050	4100	100.00

The data that immediately catches our attention is that total world production has remained almost constant since 2014, oscillating between 4,100 and 4,200 million tonnes while in 1988 world production was 987.4 million tonnes. **These numbers say that cement production in the last 5 years has remained at a standstill, essentially zero growth. This is an index that allows us to say that the economy has entered in a phase of standstill and that this is an unequivocal sign that the next few years will be years of crisis, standstill and recession.**

As of 2013-2014, total world cement production has remained essentially constant. The production curve is flat. China has produced its maximum in 2014 with 2,500 million tonnes and in 2017-2018 it has produced 2,000 million tonnes, a sign that China also underlies the laws of capitalism. According to us, China has reached its apex especially in the construction sector.

If we take a look at CHINA we see that in the last thirty years so many infrastructures and buildings have been built that it is impossible that in the coming years it can be built at the current rates, rather we are sure that there will be a slowdown and this should cause a deep crisis also in CHINA.

Transportation

We examine rail transport because its importance on the world board, both for the transport of commodities and for the transport of people, is growing notably with the introduction of high-speed trains that currently exceed 200 km/h (with peaks of 300 and more) for the transport of people, and high capacity trains for the transport of commodities with convoys ranging from 40 to 100 wagons.

High speed railways

We quote from Omio, a travel platform that allows its users to search and book rail, bus and air connections across Europe, a report on high-speed trains in China for 2019. High-speed rail in China is any rail service for the transport of people with an average speed of at least 200 km/h.

"The following study, carried out by Omio, provides an overview of the status of the 20 leading high-speed rail networks in the world. The results show where investments in advanced infrastructure and low-emission mobility have already been made. The study has analyzed and then compared the number of kilometers of line in service and under construction, the maximum operating speed and the technically feasible maximum

speed of the trains. The result is the Omio 2019 classification of high-speed trains."

(<https://www.liberoreporter.it/2019/07/esteri/lalta-velocita-ferroviaria-nel-mondo-la-classifica-cina-al-top-e-svizzera-flop.html>)

#	Land	Type of train	Operational lines (km)	Rails under construction (km)	Working highest speed (km/h)	Highest speed (km/h)
1	China	CR400BF	31,043	7,207	350	420
2	Japan	Shinkansen	3,041	402	320	400
3	Spain	AVE	2,852	904	310	404
4	France	TGV POS	2,734	0	320	575
5	Germany	ICE	1,571	147	300	368
6	South Korea	KTX	887	0	305	421
7	Italy	AGV 575	896	53	300	394
8	Turkey	TCDD	594	1,153	250	250
9	Austria	ICE	263	281	250	275
10	Saudi Arabia	Talgo 350	453	0	300	365

Data about the high speed network of the 10 first countries (Omio 2019)

Source: de.omio.com/bahn

From this table that provides the data on the length of high-speed tracks of the first 10 countries, we highlight that the length of high-speed tracks of Chinese railways is 31,043 km, this is more than double the sum of the length of the other 9 countries together which is 13,323 km and exactly 2.33 times. This report does not show the United States, which is now only beginning to tackle the construction of high-speed rail tracks.

Other data about Chinese trains:

- On the **BEIJING-SHANGHAI line**. The G train (projectile trains) cover the 1,318 km between the two cities in about 5 hours with a maximum speed of 300 km/h. **The fastest** takes 4 hours 24 minutes.
- **HARBIN-DALIAN line**. High-speed trains cover the 921 km between the two cities in about 3 and a half hours with a maximum speed of 300 km/h. **The fastest**: 3h35min.
- **LANZHOU-URUMQI line**. High-speed trains cover 1,776 km between the two cities in 11 hours with a maximum speed of 300 km/h. **The fastest**: 11h.
- **Main stops**: Lanzhou West (Gansu), Xining (Qinghai), Zhangye (Gansu), Jiayuguan (Gansu), Turpan (Xinjiang), Urumqi (Xinjiang).

"China: Guangzhou-Shenzhen-Hong Kong high-speed rail line inaugurated.

The first direct high-speed train from Hong Kong to Guangzhou departed this Sunday, September 23, inaugurating the Guangzhou-Shenzhen-Hong Kong (Xrl) line and marking a fundamental milestone towards the goal of a vast integrated economic zone in the south of China, which in Beijing's intentions should compete with metropolises like Tokyo and New York.

The infrastructural connection has costed \$10 billion, and work is continuing fast. More difficult, on the other hand, is to convince the public opinion of Hong Kong, that in the project the contours of a further erosion of the margins of autonomy enjoyed

by the former British colony can be seen. The plan for the development of the Greater Bay Area was formally approved by the National Congress of the Chinese people last March." (<https://www.stradeeautostrade.it/notizie/2018/cina-inaugurata-la-linea-ferroviaria-ad-alta-velocita-canton-shenzhen-hong-kong/> 25/09/2018)

"No less than 4,000 km of lines will be built this year, as China Railway Corp. aims to weave multiple trunk routes to serve strategic hubs and their conurbations in coastal areas, in order to exploit growing customer bases to finance the construction of electric lines in the central and western provinces, SCMP reports." (<https://www.agcnews.eu/cina-e-lunga-oltre-29mila-chilometri-la-tav-di-pechino/> 15/04/2019)

High-speed trains in China are largely built on viaducts to avoid wasting land for agriculture, save on land purchases and avoid level crossings. The land used with tracks on land is 28.4 hectares per kilometer of track, while the same distance of track over a bridge occupies only 10.9 hectares of land and the cost of purchasing the land is lower. In this way, elevated rail lines can free up land space in densely populated regions. The bridge sections are pre-engineered, prefabricated, and then transported to the site to be bolted together. This speeds up construction and ensures better quality control.

"The 1,318 km Beijing-Shanghai high-speed train, opened in 2011 to link China's two largest cities, boasts the longest viaduct in the world: the 164.8 km viaduct between Danyang and Kunshan near Shanghai is it extended over four cities in the eastern province of Jiangsu, where the predominant terrain is made up of rice fields, canals, lakes and swamps. The bridge runs roughly parallel to the Yangtze River, passing through the northern limits of urban centers along the way. Employing more than 10,000 workers, the construction took four years and costed approximately \$8.5 billion, according to Xinhua data." (<https://www.agcnews.eu/cina-e-lunga-oltre-29mila-chilometri-la-tav-di-pechino/> 15/04/2019)

In addition to internal railways, China is investing massively in connections with Asia and Europe, especially in commodity transport.

We present the following map showing the existing and functional connections for rail transport with Europe and Russia today. Observing the following railway map we see that from China to Europe there are 2 railway lines. The line that uses the Trans-Siberian road that connects Suzhou, Beijing, Tianjin and other cities to Duisburg, and the second line that connects Chongqing to Duisburg (Chongqing is the largest metropolis in the world with 36 million inhabitants). The length of the Chongqing-Duisburg road is 11,179 km. Observing the railway map, it is also deduced that the railway lines do not end in Duisburg, Bratislava or Hamburg but rather join the entire



European railway network so they are railway lines that reach

any European city or industrial center, and the same can be said from the Chinese side.

Today the commodities that leave China to reach Rotterdam by train take half the time that transport by sea. This is a severe blow to the ability of the US to be able to block commodities in the Eurasian area where there is a market of billions of customers.

This new situation puts in trouble the two historical powers England and the United States that had their axis of control in the MILITARY navy.

The German transport company D.B. Group on its website says:

"D.B. Group is specialized in transporting 40ft DV, 40ft HC COC containers between Far East (China and South Korea) and Russia/Europe using Trans-Siberian rail connection.

The Trans-Siberian Railway connects Europe and China with a large gauge system that spans more than 9,500 km through Russia, Belarus and Ukraine. In Europe and China, the change from large to narrow gauge is carried out at the specially equipped terminals of Brest (Belarus) or Malaszewicze (Poland) for the northern route, and Chop (Ukraine), Dobra (Slovakia) or Zahony (Hungary) for the southern route.

In the Far East, the main points of exchange are Zabaikalsk (Russia) and Manzhouli (China); From there, 90% of our shipments are managed. Next, our southern route through Dostyk (Kazakhstan) and Alashankou (China), which provides the trains from Chongqing. (...)

ENVIRONMENT

Rail transport contributes to a significant reduction in carbon dioxide emissions and is therefore one of the most environmentally friendly modes of transport. The route of the D.B. Group uses electrified rail networks fed largely by hydroelectric plants. The railway also contributes to reducing the serious congestion that affects the ports involved in the exchanges of containers between East and West, moving the containers from the trucks to the rail network.

The railways are practically indifferent to adverse weather conditions." (<https://www.dbgroup.net/it/trasporto-su-rotaia>)

Conclusions:

- From the work exposed it is clearly deduced that the leading economic power is China and the following summary clearly demonstrates this: 52% of the world's Steel, 56.7% of aluminum, 57.8% of cement.
- The USA produce: 4.8% of world steel, 1.2% of aluminum, 2.15% of cement.
- That is, China produces 10.8 times the steel of the USA, 47.2 times the aluminum of the USA, 26.9 times the cement of the USA.

This brief comparison of the production of these three basic materials of capitalist industrial production is enough to establish that the first world economic power today is China, which has disrupted the economic power relations that emerged from the second world war. We can say that at an industrial level the USA has suffered a defeat, a rupture. The USA think they can dominate the world with finance but they are completely wrong. We must remember what our current said more than 50 years ago. **"The economic fight knocks down more iron curtains than the atomic bombs."**

It is from the productive magma that crashes and tensions between capitalist states are born. They are not the decisions of politicians or business strategies per se. The power of a capitalist nation is seen not in the military apparatus but in the economic apparatus.

Trump has little to threaten against unfair competition, it is American commodities that fail to compete in the market. For some years now, the large warehouse of Chinese commodities has flooded the world market in any corner of the earth thanks to the best quality-price ratio of Chinese commodities compared to American ones.

Many leftist groups and so-called leftist parties always examine military endowments to assess the power relations between capitalist states, completely ignoring the productive apparatuses.

Who give birth to capital is only the proletariat from which a part of its labor is taken, **the surplus value**, which is transformed into capital. And therefore it is important to also analyze the number of inhabitants. Already throughout the world the capitalist mode of production dominates, Africa included, with the consequent proletarianization of most of the population, and therefore the surplus value is uprooted in every corner of the earth and the struggle is between those who seek to monopolize the surplus value of the others.

You don't have to have an eagle's eye to realize that the largest mass of proletarians is in Asia and not in the USA or Europe.

For this purpose we show a table of the top 15 most populated states in the world:

	Country/ Territory	Population	Date	% of world population
1	China	1,404,101,000	22/04/2020	18.05%
2	India	1,370,876,000	22/04/2020	17.62%
3	U.S.	329,542,000	22/04/2020	4.23%
4	Indonesia	268,074,600	01/07/2019	3.55%
5	Brazil	211,418,000	22/04/2020	2.71%
6	Pakistan	207,776,954	15/03/2017	2.67%
7	Bangladesh	195,874,740	01/07/2018	2.51%
8	Nigeria	166,221,000	15/03/2016	2.14%
9	Russia	146,745,098	01/01/2020	1.88%
10	Japan	127,792,286	01/07/2019	1.64%
11	Mexico	125,950,000	01/03/2020	1.62%
12	Philippines	108,771,978	01/07/2020	1.39%
13	Vietnam	100,309,000	22/04/2020	1.28%
14	Ethiopia	98,665,000	01/07/2019	1.27%
15	Germany	96,208,984	01/04/2019	1.23%

* Data updated April 2020:

https://it.wikipedia.org/wiki/Stati_per_popolazione

From the table of the classification among the countries with the highest number of inhabitants, we see that the population of the Asian countries is 3,894,725,614 out of a total of 4,958,326,640 of the total of the 15 countries.

Therefore, Asian countries have a population that is 78.5% of the total of the 15 most populous countries in the world.

This tells us that the center of gravity of the world economy has shifted and is increasingly concentrated in ASIA and this has determined a decrease in the ability of the USA to impose the dominance of the dollar more than in Asia also at the world level.

Reintroduction of protectionism

In Engels's preface to the English edition of On the Question of Free Trade of Marx, which appeared in 1888, we read this in connection with the fact that England had decided to reintroduce tariffs at the time when it was clear that it was losing its position as the world's leading industrial power in relation to both the United States and Germany:

"But no country will again be able to pass from Protection to Free Trade at a time when all, or nearly all, branches of its manufactures can defy foreign competition in the open market. The necessity of the change will come long before such a happy state may even be hoped for. That necessity will make itself evident in different trades at different times; and from the conflicting interests of these trades, the most edifying squabbles, lobby intrigues, and parliamentary conspiracies will arise. (...)

The moment a branch of national industry has completely conquered the home market, that moment exportation becomes a necessity to it. Under capitalistic conditions, an industry either expands or wanes. A trade cannot remain stationary; stoppage of expansion is incipient ruin; the progress of mechanical and chemical invention, by constantly superseding human labor and ever more rapidly increasing and concentrating capital, creates in every stagnant industry a glut both of workers and of capital, a glut which finds no vent everywhere, because the same process is taking place in all other industries."

If the USA now turn to the policy of imposing customs duties, it is not due to **unfair competition**, since by its nature Capital must get into every corner of the earth to sell the commodities produced in order to recover the expenses of production but above all to obtain one more, the profit, which will have to be reinvested in large part in production and without which it cannot live. The capitalist mode of production needs the world market and the removal of all obstacles to the movement of commodities, including customs barriers. When a state imposes customs duties is when endogenous commodities are not in a position to compete with foreign commodities. It is a contradiction in terms to affirm that such a country or another makes unfair competition since in the market, with the same characteristics of the commodities, the commodities that cost less and are sold for less and in case of need are bought and sold also below the cost in order to make a part of the advance money. To impose customs barriers, as the USA is doing, is to admit by force that the productive system of the USA is more outdated and less efficient than that of those that have arrived last, China and Asian countries. The above data clearly demonstrate that China-led Asia is the beating heart of the current phase of the world capitalist economy. Custom duties are of little use in the current situation in which capitalism is in force throughout the world. Will a third world war, after immense destruction, recreate the conditions for a new capitalist cycle? We do not intend to answer this question, but rather we relaunch our slogan to the proletarians of the whole world: **We must juggle Capitalism before humanity disappears from the face of the earth with the outbreaks and pestilences.**