

How U.S. Territory Became A Land Bridge Between Two Bodies of Water



Vicky Davis,
Systems Analyst

February 7, 2011

2/10/11 Update – Minor Corrections

Table of Contents

Introduction	3
North American Integration	4
La Paz Agreement	5
Foreign Trade Zones	6
Export Processing Zones	7
Port of Entry	9
National Intermodal Surface Transportation System (ISTEA)	10
Intermodal Commerce Zones	11
Transportation Equity Act for the 21 st Century (TEA-21)	11
Intelligent Transportation Systems	14
Partnership for Prosperity (P4P)	16
Inland Ports – North American Inland Port Network (NAIPN)	16
CRS Report on Shanghai Counter-Terrorism Declaration.....	18
Transpacific Multimodal Security System (TPMSS)	19
Global Integrated Electronic Customs Network	22
North American Superhighway Coalition (NASCO)	23
Total Domain Awareness	24
United States as a Land Bridge	25
Inland International Port – Phased Implementation Under Maritime Law	26

A Land Bridge Between Two Bodies of Water

Introduction

Recently, the issue of Foreign Trade Zones (FTZ) has become a hot topic on the Internet and alternate media. The reason for it is because Boise local government officials plan to establish a Foreign Trade Zone attached to the Boise Airport. That information combined with news reports of a Chinese company, Sinomach, owned by the Communist Chinese government setting up a base of operations in the FTZ; when combined with the knowledge of Governor Butch Otter's Project 60, his trips to China looking for foreign direct investment (FDI) with the main source of that FDI coming from the sale of American citizenship via the EB-5 visa program, and the news has spread like wildfire.

What Butch Otter is doing could be described as facilitating a "cooperative occupation" of the United States. In the old days, most Americans would have called that treason – and some of us still do; but for many Americans – especially those who are profiting from it, it's considered just good business. The only thing that matters is money and everything else is secondary. And what a shame it is on this nation.

The complexity of foreign trade zones, international agreements, telecommunications, computer systems, law, etc. are such that most people won't even want to try to figure out how our nation and our people were sold out. Because of that, I'll just sum it up this way: the people who were supposed to protect our interests were so clever that they signed agreements that enabled our enemies to use those agreements to turn United States territory into what appears to be nothing more than a land bridge between two bodies of water. That brings international maritime and customs law into the interior of the United States.

The National Highway Corridor system of transportation created an unbroken chain of point-to-point (body-of-water to body-of-water) routes for international commerce with inland ports in Mexico, bonded-shipments to the interior and foreign customs processing (Mexican) on U.S. soil at the Kansas City Inland Port – KC SmartPort.

When the inland port system is combined with Mexican and Canadian "partnership" with the Asia Pacific Economic Cooperation (APEC) Forum which is the Asian "free trade association", it enables the Chinese and other foreign nations behind the façade of private businesses to use international law and provisions of trilateral agreements like NAFTA/Chapter 11 as a "pass through" for all manner of nation-cannibalizing actions while all of our government leaders just keep smiling and engaging in happy talk about how great this is for our country.

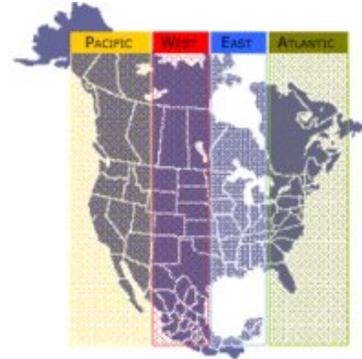
The International Standards for security of the International Supply Chain call for all of the command and control surveillance and tracking technology at the Ports of Entry. Since every airport is potentially a Port of Entry, this is forcing the placement of this military, Checkpoint Charlie style police state technology all throughout the United States. And the Port surveillance technology doesn't even have to be managed by Americans – because the ports are international.

That's the intro – the bullet point as it were. And it just scratches the surface. Now comes the hard part, which is to put the pieces of this complex scheme together.

North American Integration - "Free Trade Area of the Americas" through sedition, treason, economic sabotage, theft, malfeasance, breach of fiduciary responsibility, and more...

The North American Forum on Integration NAFina has this explanation on their webpage showing the international trade corridors¹:

"Following the implementation of NAFTA, coalitions of interest have been formed in order to promote specific transport channels, to develop the infrastructures of these channels and to propose jurisdictional amendments to facilitate the crossing of borders. These coalitions include businesses, government agencies, civil organizations, metropolitan areas, rural communities and also individuals, wishing to strengthen the commercial hubs of their regions."



They used to have this paragraph on that page but it is gone now because the North American International Trade Corridor Partnership (NAITCP) merged with an organization named North American Superhighway Coalition (NASCO) in 2005.

"...A network of cities, the North American International Trade Corridor Partnership (NAITCP), aims to build a huge regional market by holding regular trilateral meetings between member cities, and by facilitating contact between businesses in the corridor. In particular, the NAITCP has put together a huge directory of enterprises in the corridor, which may be consulted on-line, and organizes virtual trade missions."



George D. Blackwood, then City Councilman of Kansas City, Missouri and David W. Eaton, President of the Monterrey Business Consultants, Monterrey, Mexico, co-founded the NAITCP. In April of 1997, at the First Summit of Mayors in San Nicolas de los Garza, N.L., they signed an Agreement of Intention with 120 participating cities, 87 participating Mayors, and 350 guests. They presented their first strategic plan. That strategic plan was to form a network of cities along the corridor routes and to provide the communications systems for offering and demands of goods and services. As listed in the slide presentation² recovered from their website, the applications were:

- Business Opportunity Center
- Virtual Trade and Investment Missions
- Permanent Virtual Exposition
- Virtual Tourist Corridor

It's likely that the Virtual Exposition and Virtual Tourist Corridor were the implementation of the global *Multimedia Access to World Cultural Heritage System* agreed to as one of the pilot global systems by the G7 Information Society in Brussels in 1995³. The point was that Blackwood established a network of Mayors engaged in a seemingly innocuous project but that becomes strategic in 2002.

The Environmental Protection Agency as the national coordinator for the La Paz Agreement provisions probably, using the immunities provided in the agreement, solicited participation in the cross-border G8 telecommunications project that then turned into a global transportation systems project.

La Paz Agreement

In October of 1981, the “leaders of 22 nations met in Cancun, Mexico to discuss economic cooperation between the industrialized countries of the North and the developing countries of the South. They did not issue a formal communiqué, but said they agreed to move toward ‘global negotiations’ to assist the poorer nations”⁴.

In August of 1983 at La Paz, BCS, Mexican President De la Madrid and Ronald Reagan signed an agreement that on the surface was about finding solutions to common environmental problems in the border region but it was more than that, it created a geographically defined international zone on the border. The La Paz Agreement is a treaty with Mexico.⁵



The green zone was defined in Article 4 of the agreement:

ARTICLE 4 For the purposes of this Agreement, it shall be understood that the "border area" refers to the area situated 100 kilometers on either side of the inland and maritime boundaries between the Parties.

The La Paz Agreement begins as follows incorporating International Maritime Law into the agreement:

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 10827 ENVIRONMENTAL COOPERATION Agreement Between the UNITED STATES OF AMERICA and MEXICO Signed at La Paz August 14, 1983 NOTE BY THE DEPARTMENT OF STATE Pursuant to Public Law 89-497, approved July 8, 1966 (80 Stat. 271; 1 U.S.C. 113)- ". . . the Treaties and Other International Acts Series issued under the authority of the Secretary of State shall be competent evidence . . . of the treaties, international agreements other than treaties, and proclamations by the President of such treaties and international agreements other than treaties, as the case may be, therein contained, in all the courts of law and equity and of maritime jurisdiction, and in all the tribunals and public offices of the United States, and of the several States, without any further proof or authentication thereof."

Article 8 specifies that the each party will designate a national coordinator “whose principal function will be to coordinate and monitor implementation” of the agreement. Provision was made to allow additional responsibilities of the coordinators by annex to the original agreement and the national coordinators were designated to be the U.S. Environmental Protection Agency and the Secretaría de Desarrollo Urbano y Ecología, through the Subsecretaría de Ecología. As an international treaty however, the authority for oversight of the agreement falls within the jurisdiction of the U.S. State Department.

Article 9 specifies that the national coordinators may “invite as appropriate, representatives of federal, state and municipal government to participate in the meetings” provided for in the agreement and further that by mutual agreement, they “may also invite representatives of international governmental or non-governmental organizations who may be able to contribute some element of expertise on problems to be solved”.

Foreign Trade Zones

The significance of the foreign trade zones is that they are essentially foreign soil for customs purposes. From FTZ to FTZ goods can be moved through the United States without ever entering the United States. Foreign Trade Zones can be privately owned and operated. They operate under supervision of the Customs and Border Patrol by contract.

Definition⁶

An FTZ is an area within the United States, in or near a U.S. Customs port of entry, where foreign and domestic merchandise is considered to be outside the country, or at least, outside of U.S. Customs territory. Certain types of merchandise can be imported into a Zone without going through formal Customs entry procedures or paying import duties. Customs duties and excise taxes are due only at the time of transfer from the FTZ for U.S. consumption. If the merchandise never enters the U.S. commerce, then no duties or taxes are paid on those items.

History⁷

Foreign Trade Zone Law passed 1934; designation of geographically defined area adjacent to Customs Port of Entry. Purpose was to mitigate Smoot-Hawley, expedite and encourage foreign commerce. No manufacturing allowed.

The FTZ program has grown profoundly over the last 30 years. In 1970 there were 8 Foreign-Trade Zone projects (with a total of 3 Subzones) in the United States. Today there are over ~~230~~ 250 Foreign-Trade Zone projects (with nearly ~~400~~ 500 Subzones) in the United States. *[Note and even those figures are out of date]*

GATT Rounds – successive lowering of tariff barriers along with changing rules for FTZ's.

Merchandise of every description may be held in the Zone without being subject to Customs duties and other ad valorem taxes.

Definitions and Rules⁸ (excerpted)

(e) Foreign-trade zone is a restricted-access site, in or adjacent to a Customs port of entry, operated pursuant to public utility principles under the sponsorship of a corporation granted authority by the Board and under supervision of the Customs Service.

(i) Port of entry means a port of entry in the United States, as defined by part 101 of the regulations of the Customs Service (19 CFR part 101), or a user fee airport authorized under 19 U.S.C. 58b and listed in part 122 of the regulations of the Customs Service (19 CFR part 122).

(n) Subzone means a special-purpose zone established as an adjunct to a zone project for a limited purpose.

(r) Zone project means the zone plan, including all of the zone and subzone sites that the Board authorizes a single grantee to establish.

Establishment and Modification of Zones (excerpted)

Sec. 400.21 Number and location of zones and subzones.

(a) Number of zone projects--port of entry entitlement. (1) Provided that the other requirements of this subpart are met:

(i) Each port of entry is entitled to at least one zone project;

National Association of Foreign Trade Zones (NAFTZ) Map⁹

Think of each one of those dots as an inland port under International Maritime Law.



Currently, there are 256 General Purpose Zones and 498 Subzones in the U.S. and Puerto Rico.

Export Processing Zones

What is called a Foreign Trade Zone for some purposes is also called an Export Processing Zone or “free trade zone” in some literature – specifically literature pertaining to economic assistance, capacity building and development in third world countries.

The following is from paper titled, *The Role of Technology and Human Capital in the EPZ life-cycle*:¹⁰

“The utility of export processing zones (EPZs) as a development tool is based on the premise that they can help achieve three interrelated goals: enhancing foreign exchange earnings by promoting non-traditional exports; creating jobs and income; and generating technology transfers and spillovers (Warr, 1989).

There is a debate about the whether or not the EPZs are effective tools for development or not, but what is clear from the paper is that the role of the EPZ has changed and continues to change since the first ones were established. The reason for including reference to EPZ’s here is because Idaho Governor Butch Otter’s Project 60 program that seeks inward Foreign Direct Investment by selling American citizenship via the EB-5 visa plus the marketed purpose of the intermodal commerce zone in Meridian, Idaho (The “CORE”) fits the description of a “second school (of thought), *the new growth theory* which emphasizes the importance of knowledge creation”¹¹. The following are the specific excerpts:

“**New Growth Theory** emphasizes that economic growth results from the increasing returns associated with new knowledge. ... Markets fail to produce enough knowledge because innovators cannot capture all of the gains associated with creating new knowledge. ... [The theory has] many implications for economic development policy. [It] underscores the importance of investing in new knowledge creation to sustain growth. Policy makers will need to pay careful attention to all the factors that provide incentives for knowledge creation (research and development, the education system, entrepreneurship) (p. 1)”

With consideration for the fact that the U.S. Department of Transportation tried to fund a revolution through transportation programs and legislation, with a special focus on the “disadvantaged”, it would seem that the EPZ concept is being applied in the United States more as a means for conversion of the our economic system to a socialist model with the small business incubators being the launch platforms for the “connected enterprises” of the socialist networks. But that’s just a guess on my part with some related input from a 1992 newsletter called, *NAFTATHOUGHTS*¹²:

Programs promoted by the U.S. Agency for International Development (AID) in Honduras and El Salvador encouraging U.S. firms to relocate to those countries have stimulated intense debate in Congress and in the presidential race. Commenting on the “60 Minutes” story that exposed this practice, Bill Clinton said, “At a time when companies are having a hard time getting loans to expand factories in middle America, Mr. Bush’s administration is offering loans at low cost in Central America. It doesn’t serve the interests of workers in the United States or Central America when employers close their factories... that provide workers with a decent standard of living and open up sweatshops to pay starvation wages in another country”.

Congressman George Brown (D-CA), whose office worked with 60 Minutes” team, formally requested a far-reaching General Accounting Office (GAO) investigation of the roles of AID and other taxpayer-supported agencies and programs in developing foreign export processing zones (EPZs) and targeting U.S. firms to shift U.S. manufacturing operations and jobs to those zones.

It’s not a stretch to see this program as the bubble machine for funding and fomenting the color revolutions. USAID facilitates the establishment of Export Processing Zones, foreign direct investment flows in, knowledge is transferred and then funding leaves – and the bubble bursts. This leaves the people who were involved in the zones high and dry with no real economy to apply the knowledge and skills they’ve obtained in the zones or on the bottom end, it leaves them working as virtual slaves in sweatshops for the multinational corporations.

This graphic found on a university website¹³ tends to support that theory without reference to the USAID programs in developing countries but with reference to the development components of inland ports in the U.S.

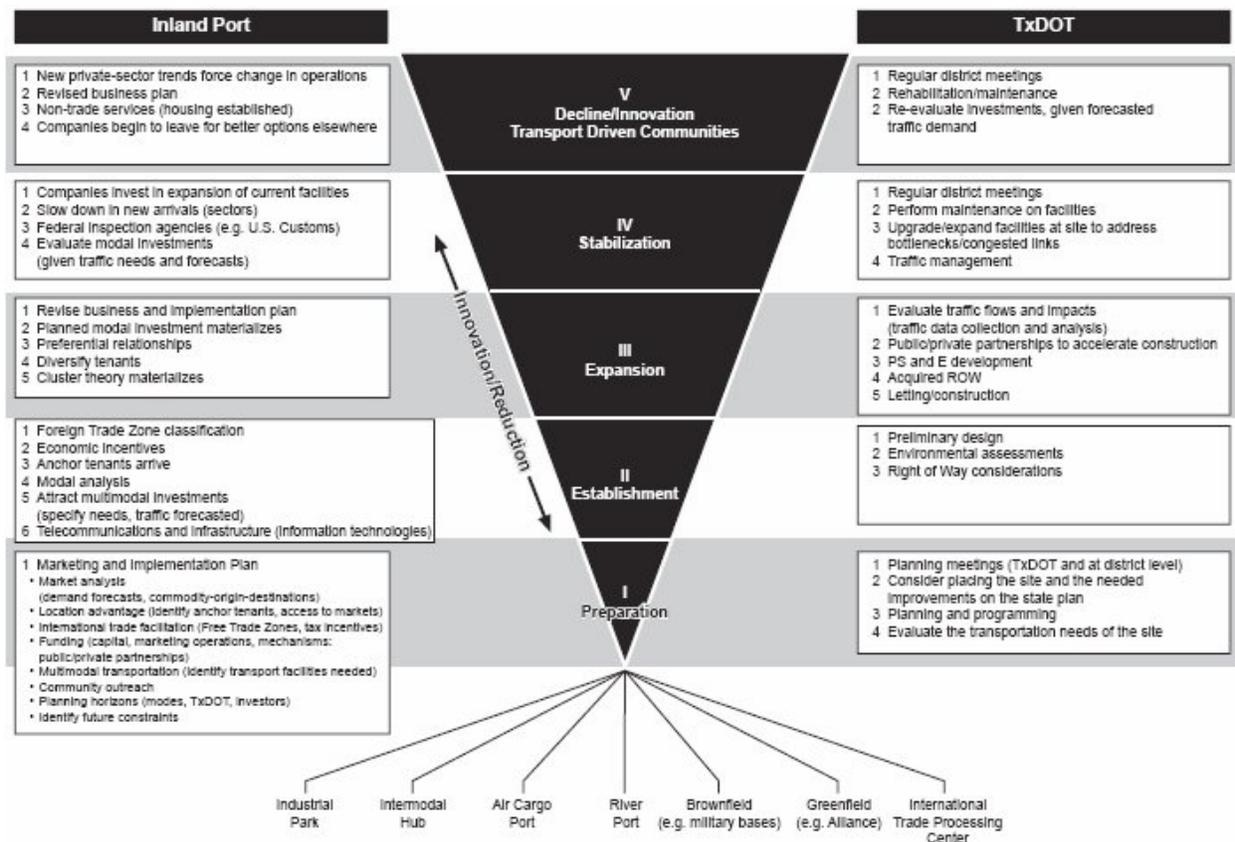


Figure 3.1 Inland Port Lifecycle

There is a variation on the USAID program now however. Instead of facilitating the export of American businesses, the goal seems to be to import the “disadvantaged” from the developing countries to “process” them through the Export Processing Zones for “knowledge transfer” within the United States.

Port of Entry

(Note - See the Safe Port Act, 2006, H.R. 4954, Title II, “Security of the International Supply Chain”, section (f) International Standards and practices. References to International Maritime Organization, World Customs Organization, International Labor Organization, International Organization for Standardization. This legislation says “encouraged to consider” but the World Trade Organization and NAFTA can add force to the “encouragement”.)

A “Port of Entry” is an officially designated location (seaports, airports, and or land border locations) where CBP officers or employees are assigned to accept entries of merchandise, clear passengers, collect duties, and enforce the various provisions of CBP and related laws.¹⁴

Ports of entry are responsible for daily port specific operations. There are 327 official ports of entry in the United States and 15 Preclearance offices in Canada and the Caribbean.¹⁵

Facilities provided without cost to the Federal Government, must include:

- Wharfage and anchorage adequate for oceangoing cargo/passenger vessels (if a water port).
- Cargo and passenger facilities.
- Warehousing space for the secure storage of imported cargo pending final CBP inspection and release.
- The commitment of optimal use of electronic data input equipment and software to permit integration with any CBP system for electronic processing of commercial entries.
- Administrative office space, cargo inspection areas, primary and secondary inspection rooms, and storage areas, storage areas and any other space necessary for regular CBP operations.
- Identification of location and distance of nearest CBP ports.

Classes of Ports¹⁶

There are different classes of ports that provide authorization for port of entry activities

Class A - The Port is designated as a Port-of-Entry for all aliens.

Class B- The Port is designated a Port-of-Entry for aliens who at the time of applying for admission are lawfully in possession of valid Permanent Resident Cards or valid non-resident aliens’ border-crossing or are admissible without documents under the documentary waivers contained in part 212 of 8 CFR, Chapter 1.

Class C-The Port is a designated Port-of-Entry only for aliens who are arriving in the United States as crewmen as that term is defined in section 101(a) of the Immigration and Nationality Act, as amended, with respect to vessels.

Port Districts¹⁷

Some ports have incorporated into their own political subdivisions authorized under state law in conjunction with federal laws governing the original designation of “port”. The following information was obtained from the Santa Cruz Harbor website¹⁸ as an example, but it would seem reasonable that each state would have their own rules pertaining to the definition of a port district.

"The controller of the State of California defines a district as "a legally constituted governmental entity, which is neither a city nor a county, established for the specific purpose of carrying out specific activities within... defined boundaries." Districts also exercise many of the same powers of other units of governments: including the right to "have succession, to sue and be sued, to acquire real or personal property, to exercise the right of eminent domain, and to tax," among other things.

More than anything else, the Port is a financial being. It has the "powers of purse" which enable it to function in this free market system. The Port District is, of course, a tax district. This comprises a 37 sq. mile area which includes the City of Santa Cruz and the areas of Live Oak, Soquel and the unincorporated parts of Capitola. The tax, which was originally \$.10 (per \$100 value), was a very important part of the harbor financial picture. Fortunately, the Port also has the power to acquire land, lease concessions, develop rents and enterprises which all result in operating income."

National Intermodal Surface Transportation System

In 1988, a conference of various transportation-related special interest groups formed an organization called Mobility 2000 named after the Dallas-Fort Worth federally mandated, regional transportation study that was completed in 1986.

"Mobility 2000 was formed to develop a national program of automated highway technology, which eventually evolved into Intelligent Transportation systems (ITS). Mobility was the organizational precursor to ITS America, of which AASHTO [American Association of State Highway and Transportation Officials] was a founding member".¹⁹

The Mobility 2000 design concepts²⁰ were formalized in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). This legislation, H.R. 2950, defined a new transportation system for the United States²¹. It declared the completion of the Interstate and it included the definition of a new and greatly expanded, national electronically and physically interconnected transportation system:

SEC. 1001. COMPLETION OF INTERSTATE SYSTEM.

(a) Declaration.-Congress declares that the authorizations of appropriations and apportionments for construction of the Dwight D. Eisenhower National System of Interstate and Defense Highways made by this section (including the amendments made by this section) are the final authorizations of appropriations and apportionments for completion of construction of such System.

Sec. 2. Declaration of Policy: Intermodal Surface Transportation Efficiency Act.

The National Intermodal Transportation System shall include a National Highway System which consists of the National System of Interstate and Defense Highways and those principal arterial roads which are essential for interstate and regional commerce and travel, national defense, intermodal transfer facilities, and international commerce and border crossings.

The purpose defined in the ISTEA Act contains the following description making the intent clear:

The purpose of the National Highway System is to **provide an interconnected system** of principal arterial routes which will serve major population centers, **international border crossings**, ports, airports, public transportation facilities, and **other intermodal transportation facilities** and other major travel destinations; meet national defense requirements; and serve **interstate and interregional travel**

The ISTEA legislation defined the concepts of the new international transportation system. In 1995, the National Highway System Designation Act (P.L. 104-59) was passed specifying the “High Priority Corridors” that would receive the initial funding. More importantly, the definition of CANAMEX created an unbroken chain, border-to-border international transportation route through the continental United States. It was clever of them to do it first with a relatively unimportant route. In subsequent legislation, they defined other international corridors and the hookup points to other international corridors and international waterways.

Sec. 332. High Priority Corridors, (Items 26 and 23).

(26) The CANAMEX Corridor from Nogales, Arizona, through Las Vegas, Nevada, to Salt Lake City, Utah, to Idaho Falls, Idaho, to Montana, to the Canadian Border as follows...:

(23) The Interstate Route 35 Corridor from Laredo, Texas, through Oklahoma City, Oklahoma, to Wichita, Kansas, to Kansas City, Kansas/Missouri, to Des Moines, Iowa, to Minneapolis, Minnesota, to Duluth, Minnesota

Intermodal Commerce Zones

Definitions:

Intermodal - the connection point between two modes of transportation for the same trip

Intermodalism – A system designed around the concept of intermodal efficiency for all modes of transportation - truck, train, air, ship, bus, vehicle, etc.

An intermodal commerce zone is a geographically defined area where intermodal activities occur. Essentially, it's a commercial transportation hub that fits the description of an inland port district. These districts may also be Export Processing Zones (EPZ) but I'm not sure of that.

These districts – or zones have to be defined in state law. The Idaho law that authorizes intermodal commerce zones is Title 70, Chapter 22.

Transportation Equity Act for the 21st Century (TEA-21)

The TEA-21 legislation called for implementation of the “smart highway system” and transportation management systems including the command and control surveillance technology with the jobs set aside primarily for minorities, women and society's misfits.

“The Secretary shall carry out the Intelligent Transportation Systems program in cooperation with State and local governments and other public entities, the United States private sector, the Federal laboratories, and colleges and universities...” — TEA-21

TEA-21 was passed in 1998 and become PL 105-178. The following are excerpts from a brochure produced by the U.S. Department of Transportation, Federal Highway Administration²² (emphasis added):

Transportation Equity Act...

The Intermodal Surface Transportation Efficiency Act of 1991, commonly referred to as ISTEA, began a transition in the United States from an era of highway construction to one of intermodal transportation management. **During the ISTEA era, the ITS program was largely devoted to researching and developing ITS applications and building a foundation on which ITS deployment could take place.**

Dear Readers... (letter from Christine M. Johnson, Ph.D. Director, ITS Joint Program Office

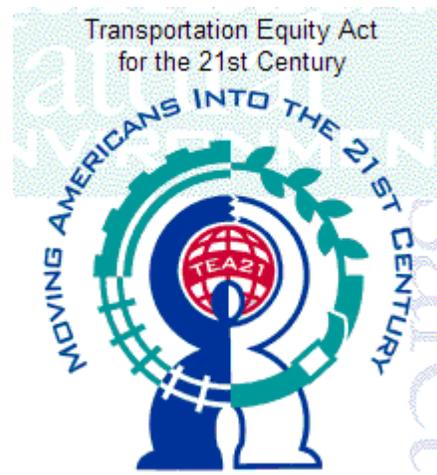
With the passage of TEA-21, the ITS program has fundamentally shifted from a program of research and development to one primarily focused on infrastructure deployment. More importantly, the direction from Congress is clear: technology will underpin the surface transportation system of tomorrow — and today. ITS has arrived!

Your tax dollars were funneled to universities and under the heading of “research” where the students were used to develop the technology and applications for the **Intelligent Transportation System that is a full spectrum dominance – surveillance, data collection, command and control system** that is being deployed – embedded into the infrastructure throughout the country – including rural areas.

Everything about this “Transportation System” has been under the radar so to speak because if the American people had understood what they were being asked to pay for, they rather obviously would have said emphatically NO because it cannot be cost justified on any level within the scope of transportation requirements for the country.

Everything about it is un-American. The legislation and the presentation of it has been lie on top of lie on top of lie. And more proof of concept is that while our economy is collapsing they continue to provide funding for this “Transportation System”.

TEA-21





TEA-21 - Transportation Equity Act for the 21st Century Moving Americans into the 21st Century

Fact Sheet

[TEA-21 Home](#) | [DOT Home](#) | [Fact Sheet Index](#)

TRAINING FOR WELFARE RECIPIENTS

The following are excerpts from the U.S. Department of Transportation, Federal Highway Administration, Summary²³: *Rebuilding America's Infrastructure*:

Disadvantaged Business Enterprises

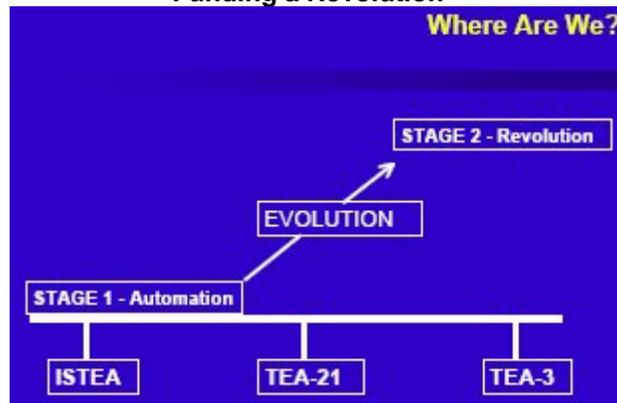
TEA-21 maintains the Disadvantaged Business Enterprises program, which is designed to ensure equal opportunity in transportation contracting markets and to address the effects of discrimination in transportation contracting. The program establishes a flexible 10 percent national goal for the participation of **disadvantaged business enterprises, including small firms owned and controlled by women and minorities**. As in the past, recipients will be responsible for setting their own goals based on local market conditions and the availability of qualified disadvantaged business enterprises. The use of quotas will not be permitted.

A new provision has been added to the DBE program, which seeks to reassure recipients that, in the event a final order of a Federal court finds the DBE program unconstitutional, their continuing eligibility for funding will not be affected.

Special Programs

- Welfare to Work – *Access to jobs.*
- On-the-Job Training/Supportive Services (OJT/SS)
- Innovative Finance – encourage private parties financing infrastructure
- *Direct Federal credit – new program TIFIA; credit assistance for “public-private sponsors of major transportation projects”*
- State Infrastructure Banks – California, Florida, Missouri and Rhode Island – pilot programs – Secretary of Transportation cooperative agreements with states allowing them to capitalize their banks with Federal-aid funds.

Funding a Revolution²⁴



Intelligent Transportation Systems

The name, 'Intelligent Transportation System (ITS)' in the original Mobility 2000 project was changed to the Intelligent Vehicle Highway System (IVHS) for the development of the strategic, 21st transportation plan. It was written by a working group called, IVHS America and was purportedly representative of the various interest groups involved in transportation in some capacity.

The IVHS Strategic Plan²⁵ was published in 1992 and defined the following five functional areas:

These are:

- Advanced Traffic Management Systems (ATMS)
- Advanced Traveler Information Systems (ATIS)
- Advanced Vehicle Control Systems (AVCS)
- Commercial Vehicle Operations (CVO)
- Advanced Public Transportation Systems (APTS)

"All five functional areas apply to transportation in rural areas as well as in urban areas."

Border systems, freight inspection, datalinks, traffic management command and control centers, and data collection hubs all fall under several of the above categories and are integral to IVHS concept.

IVHS Strategic Plan Graphic

*"IVHS is a paradigm shift -
the transportation/
information infrastructure. "*

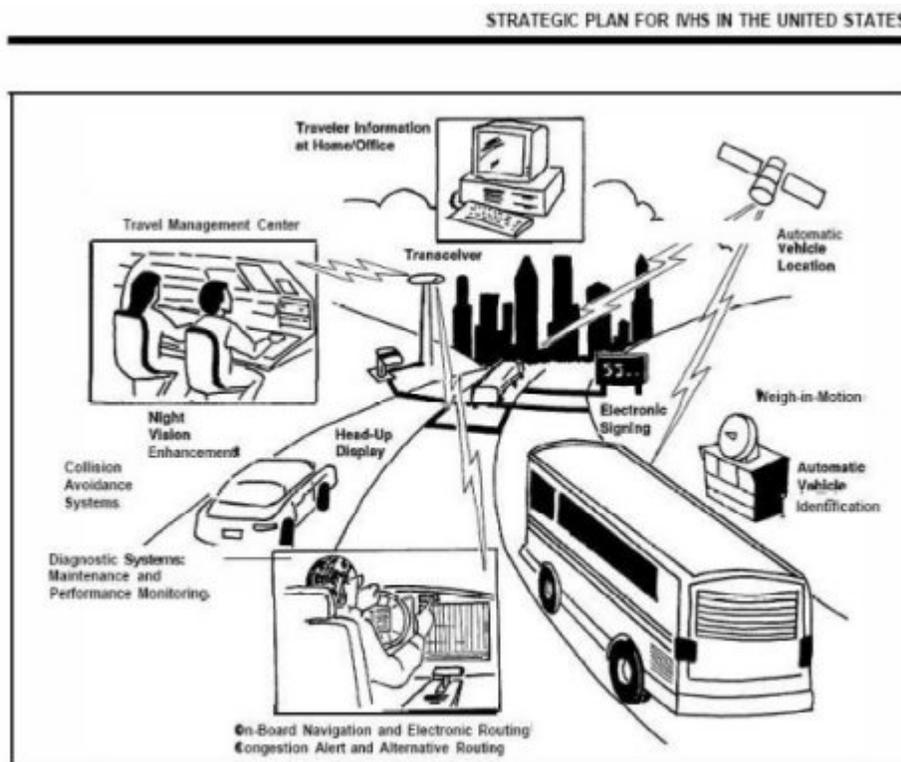


Figure 11.1. Some components of an Intelligent Vehicle-Highway System (Adapted from U.S. Department of Transportation National Transportation Strategic Planning Study, March 1990).

The 1995 NHS designations, included connections to 143 intermodal passenger and freight terminals. Based on the proposals submitted by the States in cooperation with their public and private sector partners, the FHWA has identified appropriate connections for an additional 1,251 major terminals. (Some terminals do not require connections because they are adjacent to or in close proximity to NHS routes.)²⁶

These terminals include:

- 194 major port facilities,
- 167 major airports,
- 68 major Amtrak stations,
- 198 major rail/truck terminals,
- 96 major intercity bus terminals,
- 66 major pipeline terminals,
- 377 major public transit terminals,
- 43 major ferry terminals, and
- 42 major multi-modal passenger terminals.

The additional connections total approximately 3,208 kilometers (1,925 miles).

(This is why cars cost from \$20,000 up. It's because they have computer technology that will interact with the embedded technology in the infrastructure).

In 2001, when Dr. Christine Johnson, Director of the ITS Joint Program Office, Program Manager of the Federal Highway Administration (FHWA) gave a presentation to the National Governor's Association on the Intelligent Transportation System. Slide 9 of the presentation²⁷ tells the Governor's that the mission of the FHWA was expanding from constructing infrastructure to operating it.



Partnership for Prosperity (P4P)

In 1995, the Mexican government decided to privatize the nation's seaport operations creating the possibility for 100 percent foreign investment in terminal ownership and up to 49-percent foreign investment in Port Authority Administration. Hutchison Port Holdings Ltd., is in the midst of a \$290 million 20-year program to expand terminals operations in Lazaro Cardenas, Michoacan²⁸.

One of the problems between the United States and Mexico pertaining to the NAFTA Agreement was cross-border trucking. Mexican trucks did not – and do not meet U.S. standards for safety so the U.S. continued to prohibit their operation on U.S. roads. Mexico filed a complaint with the NAFTA Commission that was decided in Mexico's favor in February of 2001²⁹.

On September 6, 2001, the White House issued a press release on the **Partnership for Prosperity**³⁰ which ostensibly was the settlement agreement on the NAFTA case with Mexico.

On the same day, Mexican President Vicente Fox addressed the Congress on the floor of the U.S. House of Representatives.



Vicente Fox, former President of Mexico

"Years ago, the United States Congress faced a difficult decision and chose to vote in favor of a greater integration with Mexico through the North American Free Trade Agreement.

The partnership between Mexico and the United States is still incomplete. There remain many unresolved issues that must be dealt with in order to achieve our common goals as partners. One of these goals is an issue which this great body will soon consider and which entails an important obligation under NAFTA; it is the issue of access to the United States for Mexican trucks. For this, as in many other items of our common agenda, we need your trust. Trust will allow both countries to comply responsibly and maturely with their obligations to one another."

...On issues of common concern, such as the situation in Colombia, the promotion of economic development across Central America, the establishment of the Free Trade Area of the Americas, the negotiation of a democratic charter for the OAS, or the shared goal of fostering financial stability and disarming financial crises throughout our region, it is vital that Mexico and the United States work together, each one as a partner that we are, in building peace and stability throughout the Americas on the basis of our own principles and interests."³¹

Inland Ports – North American Inland Port Network (NAIPN)

Mexican President Vicente Fox's Master Development Strategy³² – Phase 1 was found on the NAITCP website. The footer information gives the preparer of the report:

Justo Sierra 371, Col Anahuac, San Nicolas de los Garza, N.L. CP 66450 Mexico

Master Development Strategy excerpts:

EXECUTIVE SUMMARY

It is with great pride that the **North American International Trade Corridor Partnership (NAITCP)** presents the **North American Inland Port Network (NAIPN)** to the United States

Trade and Development Agency (USTDA). The NAIPN project, fully consistent with the bilateral initiative **Partnership for Prosperity (P4P)** and with President Fox’s National Development Plan, envisions an integrated, efficient and secure network of inland ports specializing in the transportation of containerized cargo in North America. This modern network of inland ports with a special focus on security systems for containerised cargo is a key element to effectively integrate Mexico to the North American economic block and to pave the road for Mexico to become a higher value added economy. The overriding objective of this project is to further increase Mexico’s competitiveness while also promoting a secure regional trading environment.

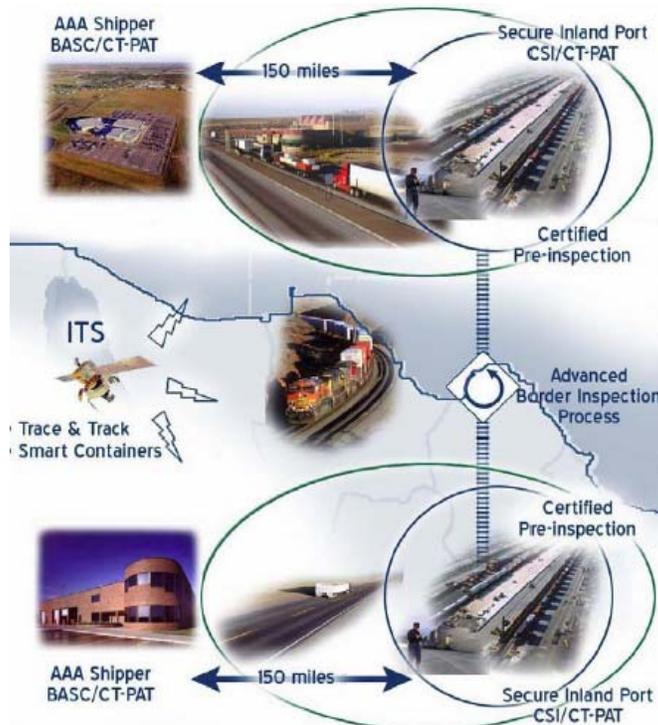
NAIPN DRIVING PRINCIPALS:

- ii. Inland ports can be “**secure launching pads**” for international trade.

The strategy document goes on to detail Mexico’s plan for the implementation of inland ports fully technologically enabled:

The non-profit NAITCP is requesting **\$697,051 USD** (detailed budget annex III) from the USTDA to carry out the **Phase One of a Master Development Strategy** for the Mexico inland ports network.

The plan called for the creation of six inland ports in Mexico, telecommunications that would link the Mexican inland ports with each other and with inland ports in the U.S. and Canada. It specified development of a multimodal Intelligent Transportation System (ITS) and a plan to implement “Inland Trade Processing amongst the members of NAIPN. One of the key deliverables of the USTDA project will be an implementation plan for *Recintos Fiscalizados Estratégicos* in the six participating inland ports and it called for a plan to implement “security programs” such as the U.S. Customs – Trade Partnership Against Terrorism (CT-PAT), the Container Security Initiative (CSI) and the Business Anti-Smuggling and Security Coalition (BASC)



In Shanghai, China, a meeting of APEC Ministers Responsible for Trade was held in Shanghai on June 6-7, 2001.³³ On October 21, 2001, APEC published the following

2001 Leaders' Declaration, Shanghai Declaration – Meeting New Challenges in the New Century

Appendix 1 – **Shanghai Accord**

Appendix 2 – **e-Apec Strategy**

Statement on Counter-Terrorism (referred to as **Shanghai Counter-Terrorism Declaration**) - Excerpt:

6. Leaders are determined to enhance counter-terrorism cooperation in line with specific circumstances in their respective economies, through:
 - Appropriate financial measures to prevent the flow of funds to terrorists, including accelerating work on combating financial crimes through APEC Finance Ministers' working Group on Fighting Financial Crime and increasing involvement in related international standard-setting bodies;
 - **Adherence by all economies to relevant international requirements for the security of air and maritime transportation. Leaders call on Transport Ministers to actively take part in the discussions on enhancing airport, aircraft, and port security, achieve effective outcomes as early as possible, and assure full implementation and cooperation in this regard;**
 - Strengthening of energy security in the region through the mechanism of the APEC Energy Security Initiative, which examines measures to respond to temporary supply disruptions and longer-term challenges facing the region's energy supply;
 - **Strengthening of APEC activities in the area of critical sector protection, including telecommunications, transportation, health and energy.**
 - **Enhancement of customs communication networks and expeditious development of a global integrated electronic customs network, which would allow customs authorities to better enforce laws while minimizing the impact on the flow of trade.**
 - **Enhancement of customs communication networks and expeditious development of a global integrated electronic customs network, which would allow customs authorities to better enforce laws while minimizing the impact on the flow of trade.**
 - **Cooperation to develop electronic movement records systems that will enhance border security while ensuring movement of legitimate travelers is not disrupted.**
 - Strengthening capacity building and economic and technical cooperation to enable member economies to put into place and enforce effective counter-terrorism measures.
 - Cooperation to limit the economic fallout from the attacks and move to restore economic confidence in the region through policies and measures to increase economic growth as well as ensure stable environment for trade, investment, travel and tourism.

CRS Report on Shanghai Counter-Terrorism Declaration

A Congressional Research Report (CRS) report³⁴ on the October Shanghai report release indicated that the Chinese – via APEC were using the provisions of NAFTA to impose their agenda on the United States. CRS reported the following to Congress:

Summary:

On October 20-21, 2001, the Ninth APEC Leaders' Meeting (summit) was hosted by China in Shanghai. President Bush, Secretary of State Powell, U.S. Trade Representative Zoellick, Commerce Secretary Evans, and other members of the Administration attended. The office theme for APEC 2001 was "Meeting New Challenges in the New Century: Achieving Common Prosperity through Participation and Cooperation"

APEC has become the primary regional institution in the Asia-Pacific for promoting open trade and practical economic cooperation. It is of interest to Congress because:

- it is becoming a vehicle for pursuing free trade and other initiatives similar in their longer-term objectives to the goals pursued under the North American Free Trade Agreement (NAFTA);

Transpacific Multimodal Security System (TPMSS)

In 2002, Mexico hosted the Asia-Pacific Economic Cooperation (APEC) Summit and launched a program named the 'Transpacific Multimodal Security System (TPMSS)'.

"Container shipments will be tracked using intelligent transportation systems (ITS) that could include global positioning systems (GPS) or radio frequency identification systems (RFID) and monitored by the ITS on their way to inland trade-processing centers in Kansas City and elsewhere in the U.S."³⁵

A copy of the TPMSS Conceptual Design document was found on the NAITCP website. The following is an excerpt from that design:

Trans-Pacific Multimodal Security System (TPMSS)³⁶

Conceptual Draft, October 9, 2002

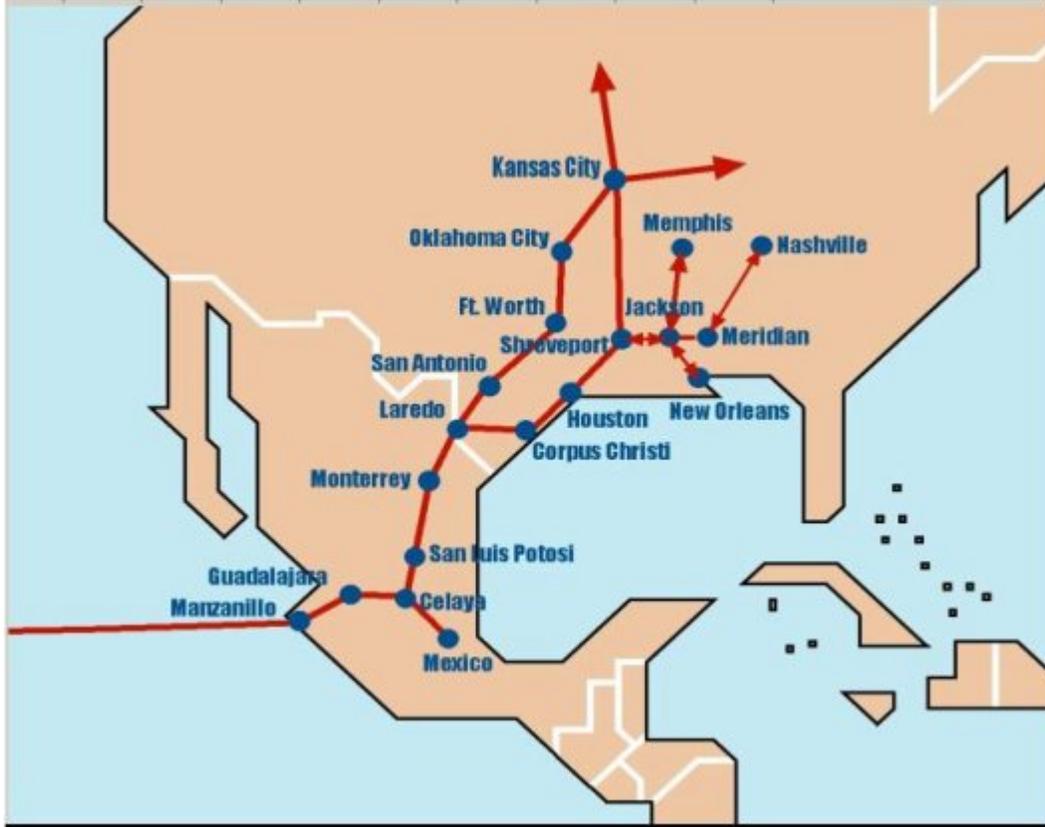
An important step towards the further integration of Mexico with its APEC trading partners is the development of a modern multimodal security system between North America and Asia. The backbone of this new system will be frequent maritime routes between selected Asian ports and the Mexican ports of Manzanillo and Lázaro Cárdenas. These sea routes will be supported by enhanced rail service running through the heart of North America. TFM and Ferromex, in coordination with Kansas City Southern and Union Pacific, will be the workhorses hauling cargo north out of the ports of Manzanillo and Lázaro Cárdenas.

Manzanillo is Mexico's busiest Pacific port and will be the first seaport incorporated into the **Trans-Pacific Multimodal Security System** (TPMSS). Subsequently, the port of Lázaro Cárdenas will be added to the program. Several Asian transshipment and gateway hubs such as Singapore, Hong Kong, Shanghai, and Kaoshiung could realize quantifiable long-term benefits by participating in this initiative. Cargo generation programs, customs modernization, infrastructure enhancements, operational improvements and the use of Intelligent Transportation Systems (ITS) will help justify frequent maritime service between Mexico and Asia. Furthermore, secure unit-train service from Manzanillo and Lázaro Cárdenas to points such as Kansas City, Fort Worth, Chicago, Shreveport and Oklahoma City will help create sufficient cargo volumes to warrant more frequent trans-Pacific shipping routes between Asia and Mexico. The TPMSS constitutes an innovative public/private partnership that can be readily duplicated throughout the APEC region.

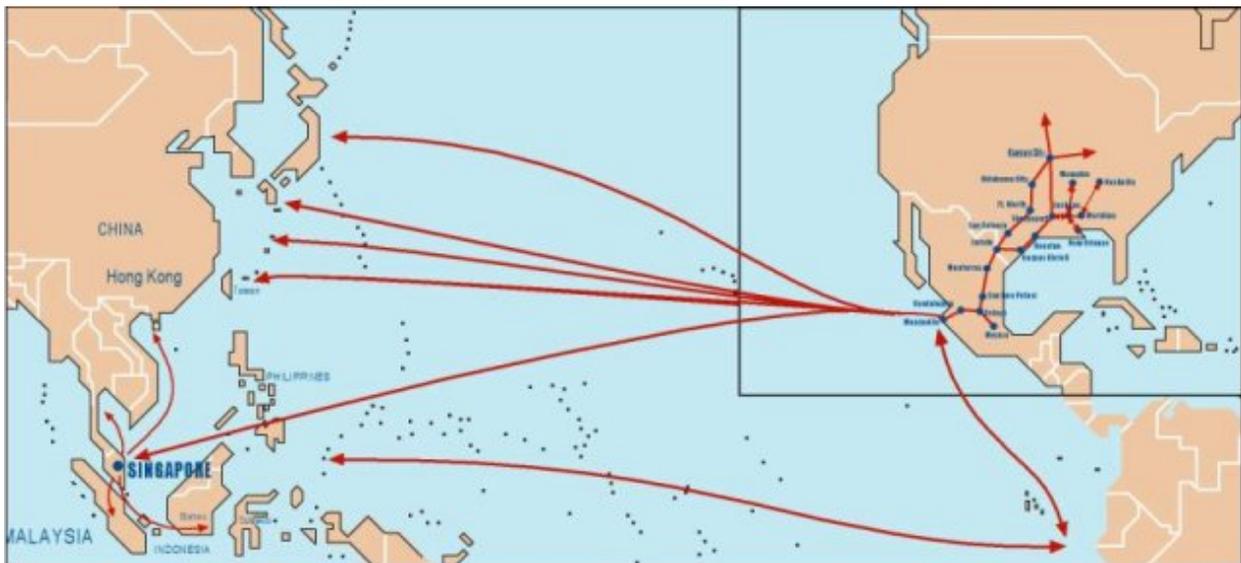
The essence of the TPMSS is to build additional transportation capacity in APEC region, realize operational improvements, implementation of innovative security and customs protocols while providing Mexican businesses with direct access to globally competitive multimodal systems. The project proposes the development of a secure and agile transportation system to increase current capacity and, in the initial stages, will utilize the **Kansas City SmartPort** as its strategically located inland port in North America.

These are two of the three diagrams in the Conceptual Design showing a strategic map of the international trade routes. The headings above the graphics are the original headings from the TPMSS design.

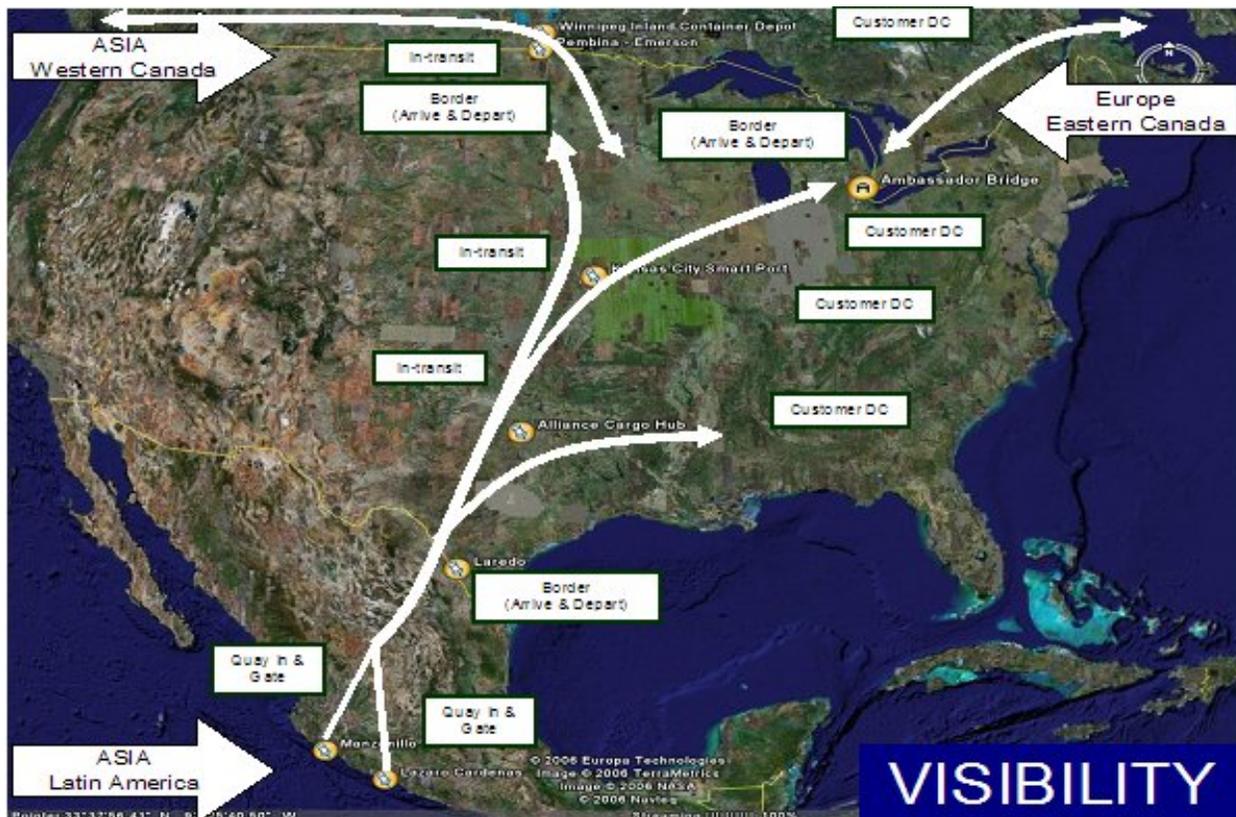
Trans-Pacific Land Bridge



Duplication in other Economies



This labeled satellite image of the United States was found in a NASCO report titled “Corridors of the Future: Phase One, International Mid-Continent Trade and Transportation Corridor”³⁷



This graphic shows strategically what they have done with the international agreements and the international transportation corridor system with inland ports. At least in so far as the corridors and ports are concerned – it puts U.S. territory under international maritime and customs law creating unbroken international transportation lanes for international commerce.

Counter Terrorism Strategy – promoting enhanced security

“The recent terrorist attacks in the U.S. have heightened concerns for security within the APEC region. The TPMSS will promote greater multilateral customs coordination and work to increase the integrity of cargo shipments as a means to advance the Shanghai Counter-Terrorism Declaration.



Asia-Pacific Economic Cooperation (APEC)

The terrorist attacks illustrated the critical yet fragile nature of the international transport system...

In October 2001, the **APEC Leaders called for implementation of projects designed to strengthen activities in the area of critical sector protection, including telecommunications, transportation, health and energy.** Also, in order to allow customs authorities to better enforce laws while simultaneously minimizing the negative impact of new security programs on the flow of goods, the **APEC Leaders have called for the implementation of enhanced customs communication networks and the development of a global integrated electronic customs network**³⁸.

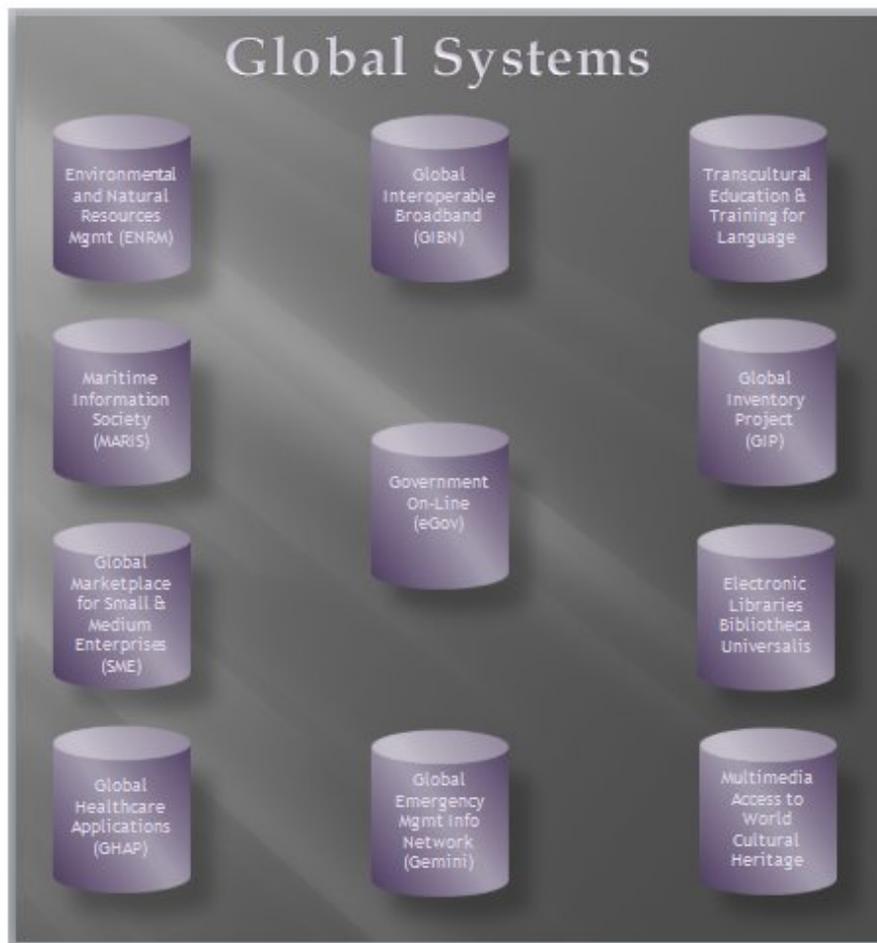
Global Integrated Electronic Customs Network

In 1995 at the G7 Summit in Halifax, in the Declaration under Jobs and Growth, Item 10, it says the following:

“We welcome the results of the G7 Information Society conference held in Brussels in February, including the eight core policy principles agreed to by Ministers, and encourage implementation of the series of pilot projects designed to help promote innovation and the spread of new technologies. We also welcome the involvement of the private sector...”³⁹

The Global Integrated Electronic Customs Network would be one of the Maritime Systems.

G7/G8 Pilot Projects⁴⁰



The significance of global governing systems is that U.S. “employees” would report to the Secretary of State and they would sit above the domestic government employees. See the International Trade Data System website⁴¹, Board of Directors for an example of what globalization has done to the American government. It’s no longer American; it is no longer government – even though the members are attached to U.S. domestic departments of government.



North American Superhighway Coalition (NASCO)

The North American Superhighway Coalition was organized informally in 1994 as the I-35 Corridor Coalition to promote the development of I-35 as the International NAFTA Superhighway.⁴² They were formally incorporated in the state of Texas in 1997 under the NASCO name. The NAITCP merged with NASCO in 2005 with George Blackwood becoming the President of NASCO.

Several years ago, a NASCO presentation to the Minnesota Department of Transportation titled, Corridors of the Future Application: Phase One, International Mid-Continent Trade and Transportation Corridor was obtained from the MN DOT.

The following is from the section titled, "The Integration Project: NAFTRACS/SAVI Pilot Program" in the NASCO report referred to above:

The Integration Project: NAFTRACS/SAVI Pilot Program

The concept of an end-to-end Trade Corridor Management and Security System supported by information technology systems to secure trade in order to ensure the corridor's economic growth and prosperity- is novel. Many localized efforts have addressed the freight management capabilities, but it is NASCO's intent to leverage and extend these initiatives.

This proposed three phase pilot project entitled "North American Facilitation of Transportation, Trade, Reduced Congestion and Security Project (NAFTRACS)" is designed to focus on business processes and data information as freight is transported from buyers to sellers. The project is intended to create a partnership between businesses and local, state, and federal governments along the I-35/29/80/94 Corridor, and will use actual freight shipments moving along the trade corridor to track and monitor data involving location and condition of freight. The participants in the pilot project will be trucking companies, 3PLs, brokers/freight forwarders, railroad operators, emergency responders and local, state and federal governments. Various federal and state DOT participants will have access to the appropriate and necessary information as necessitated by the pilot project concept of operations rules and methodology. Business processes, systems architecture and **data flow will comply with World Customs Organization's (WCO) "Framework of Standards" to further facilitate North American trade and transport.**

IV. Deploy a Transportation Domain Awareness and Data Management Center of Excellence within the corridor to facilitate trade, efficiency, security and visibility throughout the entire corridor.

AGENDA FOR PILOT PROGRAM: A three year NAFTRACS pilot is planned to specify, design, develop, test, measure and deploy the following:

- A Trade Corridor Management System and Associated Supply-Chain Data Warehouse
- A Trade Corridor Management System Vehicle Tracking / Route Management capability
- A Trade Corridor Common Operation Picture capability
- A Trade Corridor Situation Assessment / Command and Control capability
- A Trade Corridor Management System Risk Management Tracking and Reporting capability.

In conjunction with SAVI, the program will create and install an electronic infrastructure throughout the corridor similar to the "Ma Bell" communications infrastructure. This will be funded by private sector capital investment. This will involve expanding the reach and instrumentation of the corridor west from Winnipeg to Vancouver and to Seattle and west from

Dallas to LA/Long Beach. Finally, this project will include building a “Total Domain Awareness Data management/Command Control Center” within the corridor, which will integrate with local and regional TMCs. On an interim basis, NASCO in conjunction with SAVI, will utilize the LM Center for Innovation (“The Lighthouse”) in Chesapeake, VA to serve in this capacity.

The Total Domain Awareness Center is a commercial evolution of Lockheed Martin’s militarized GTN (Global Transportation Network) Command and Control system. The TDA system has been installed and is operating in Washington, DC & Lockheed Martin’s Center for Innovation (The “Lighthouse”) in Chesapeake, VA. This Center provides a two and three dimensional Common Operating Picture for decision makers with the following components: multi-modal information of all types focused on the status, location, mobility, efficiency, velocity, congestion, safety and security of freight and associated assets; biometric identification for personnel access control; CCTV and other video feeds to support the physical security and congestion mitigation; weather data, to include NOAA data, for the weather; CBRNE (chem-bio-nuc-rad-explosives) sensor data; incident, first responder and law enforcement data; rail and highway (traffic service); and maritime feeds where appropriate.

Total Domain Awareness



A document obtained through a Freedom of Information Request dated September 29, 2006, is a proposal for partnership between Savi Networks and NASCO for the implementation of “a more comprehensive TCMS to maximize value for commercial and regulatory clients as well as NASCO stakeholders” with the NASCO-SaviTrak system as a backbone.⁴³

Savi Networks is a joint venture between Lockheed Martin and Hutchison Port Holdings (HPH). HPH is subsidiary of the diversified Hutchison Whampoa Limited (HWL). The Chairman of HWL is Mr. Li Ka-shing.⁴⁴



Li Ka-shing, Chairman of Hutchison Whampoa

The United States as a Land Bridge Between Two Bodies of Water

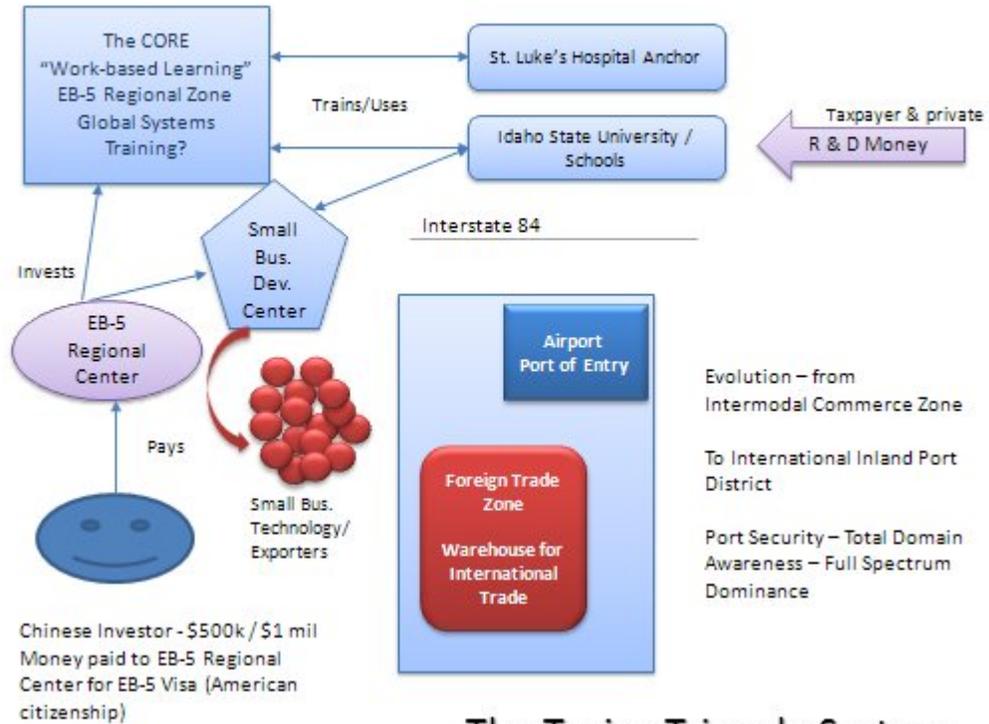
Minnesota’s Connection to Both Domestic and Global Markets⁴⁵

“In 1970, Congress officially designated the Great Lakes as our nation’s “Fourth Seacoast.” The Great Lakes serve as one of our most important transportation corridors, with movement of more than 200 million metric tons of goods a year, supporting both domestic and international business and trade. Minnesota gained direct access to international deep draft navigation in 1959. The St. Lawrence Seaway winds 2,350 miles (3,780 km) from the Atlantic Ocean to Duluth, Minnesota, and ships gain 600 ft. in elevation during the approximately eight-day trip.”



Inland International Port – Phased Implementation Under Maritime Law

Inland Port District for International Commerce



The Trojan Triangle System



-
- ¹ North American Forum on Integration, NAFina, <http://www.fina-nafi.org/eng/integ/corridors.asp?lanque=eng&menu=integ>
- ² The NAITCP website was taken down after the merger between NAITCP and NASCO, but a slide presentation was recovered using the Internet Archive. The recovered slides may be viewed here: http://www.channelingreality.com/NAU/Naitpc_slides.htm
- ³ University of Toronto, G8 Information Centre, Halifax Summit Communique, June 16, 1995, Growth and Employment, Item 10, <http://www.g8.utoronto.ca/summit/1995halifax/communique/index.html>
- ⁴ Mexican Embassy to the United States, "Meetings between Mexican and U.S. Presidents", <http://www.usembassy-mexico.gov/meetpres.pdf>
- ⁵ U.S. Environmental Protection Agency website, La Paz Agreement between the United States and Mexico, <http://www.epa.gov/border2012/docs/LaPazAgreement.pdf>
- ⁶ National Association of Foreign Trade Zones, http://www.naftz.org/index_categories.php/ftzs/4
- ⁷ <http://www.foreign-trade-zone.com/history.htm>
- ⁸ <http://www.ia.ita.doc.gov/ftzpage/ftzregs98.htm>
- ⁹ http://www.naftz.org/index_categories.php/ftzs/6
- ¹⁰ Transnational Corporations, Vol. 17, No. 1, April 2008, The role of technology and human capital in the EPZ life-cycle, Karima Omar and William A. Stoeber, http://www.unctad.org/en/docs/iteiit20081a6_en.pdf
- ¹¹ Transnational Corporations, Vol. 17, No. 1, April 2008, The role of technology and human capital in the EPZ life-cycle, Karima Omar and William A. Stoeber, Page 138 (4 of 26 pdf), http://www.unctad.org/en/docs/iteiit20081a6_en.pdf
- ¹² NAFTA THOUGHTS, "A Newsletter on the North American Free Trade Agreement, Vol. 2, No. 4, October 1992, Published by The Development Gap, Washington, DC, Editor Karen Hansen-Kuhn, http://www.channelingreality.com/NAU/Documents/1992_NAFTA_Thoughts_vol2_no4.pdf
- ¹³ This graphic was found on a university website, maybe University of Texas. I haven't found it again for the reference but I will eventually
- ¹⁴ http://www.cbp.gov/xp/cgov/trade/trade_outreach/ports.xml
- ¹⁵ <http://www.cbp.gov/xp/cgov/toolbox/contacts/ports>
- ¹⁶ Customs and Border Patrol, CFR Ports of Entry for Aliens Arriving by Vessel or by Land Transportation http://www.cbp.gov/linkhandler/cgov/travel/pleasure_boats/8cfr_port_list.ctt/8cfr_port_list.doc
- ¹⁷ U.S. Census Bureau, Schedule D – District and Port Codes and Descriptions <http://www.census.gov/foreign-trade/schedules/d/distname.html>
- ¹⁸ Santa Cruz Harbor website; <http://www.santacruzharbor.org/aPortDistrictIaPortDistrict.html>
- ¹⁹ Siradol Siridhara, Virginia Tech Digital Library, 'AHS Maglev System Architecture', Dissertation, URN: etd-100799-120014, 8/23/1999, <http://scholar.lib.vt.edu/theses/available/etd-100799-120014/> section referenced: Introduction - Page 2, <http://scholar.lib.vt.edu/theses/available/etd-100799-120014/unrestricted/1introduction.PDF>
- ²⁰ I-70 Rural IVHS Corridor Master Plan, Colorado Dept of Transportation, De Leuw, Cather & Company, April 1996, 660205-01450 Appendix C--ITS Acronyms <http://www.itsdocs.fhwa.dot.gov/edldocs/3825/app-c.pdf> (entire report) http://www.itsdocs.fhwa.dot.gov/JPODOCS/REPTS_TE/3825.pdf (very large pdf)
- ²² Intelligent Transportation Systems in the Transportation Equity Act for the 21st Century, USDOT, FHWA, Publication Number FHWA-JPO-99-040-HVH-1/11-98(5M)QE http://www.channelingreality.com/nau/documents/tea21_brochure.pdf
- ²³ U.S. Department of Transportation, Federal Highway Administration, TEA-21 Summary, <http://www.fhwa.dot.gov/tea21/sumtoc.htm>
- ²⁴ U.S. Department of Transportation, Federal Highway Administration, 10-Year National Program Plan for Intelligent Transportation Systems in the United States, Powerpoint Slides http://www.channelingreality.com/NAU/ITS/National10YearPlan_PPTOverview.pdf
- ²⁵ Strategic Plan for Intelligent Vehicle Highway Systems in the United States, IVHS America, Report No: IVHS-AMER-92-3, May 20, 1992, http://www.itsdocs.fhwa.dot.gov/JPODOCS/REPTS_PR/1823.pdf Note link can't be found
- ²⁶ DOT-FHWA Report to Congress, "Pulling It Together: The National Highway System and Its Connections to Major Intermodal Terminals", May 24, 1996 http://www.ops.fhwa.dot.gov/freight/freight_analysis/nhs_connectors/nhs_its_con.htm
- ²⁷ National Governor's Association, Roundtable Presentation, April, 2, 2001, Dr. Christine Johnson, Director, ITS Joint Program Office, Program Manager, FHWA Operations, http://www.channelingreality.com/NAU/NAFTRACS/NGA_Presentation_on_ITS.pdf
- ²⁸ KC SmartPort Brochure, Lazaro Cardenas-Kansas City Transportation Corridor, Opportunities for International Shippers, <http://www.kcsmartport.com/pdf/SmtPrtOneRoute.pdf>
- ²⁹ NAFTA Secretariat, Decisions and Reports, <http://www.nafta-sec-alena.org/en/DecisionsAndReports.aspx?x=312>
- ³⁰ White House Communications, Office of the Press Secretary, Fact Sheet: Partnership for Prosperity, September 6, 2001 http://www.channelingreality.com/NAU/P4P/p4p_faq_sept2001.pdf
- ³¹ Congressional Record, U.S. House of Representatives, Address by His Excellency, Vicente Fox, President of the United Mexican States, September 6, 2001, Pages 5411-5412 http://www.channelingreality.com/Documents/Fox_Congress_H5411_12.pdf
- ³² North America Inland Port Network, Master Development Strategy – Phase 1, Justo Sierra, Col Anahuac, San Nicolár de los Garza, N.L. CP 66450, Mexico, http://www.channelingreality.com/NAU/NAITCP/NAIPN_Strategic_Plan.pdf
- ³³ Meeting of APEC Ministers Responsible for Trade, June 6-7, 2001, Shanghai, the People's Republic of China, Chair's Statement, http://www.channelingreality.com/NAU/Documents/APEC_2001_June_Ministers.pdf
- ³⁴ CRS Report for Congress, Asia Pacific Economic Cooperation (APEC), Free Trade, and the 2001 Summit in Shanghai, Updated October 26, 2001, Dick K. Nanto, Specialist in Industry and Trade, Foreign Affairs, Defense, and Trade Division, Order Code RL31038 http://www.channelingreality.com/NAU/ITS/State_Dept_CRS_Report.pdf
- ³⁵ KC SmartPort Brochure, Lazaro Cardenas-Kansas City Transportation Corridor, Opportunities for International Shippers, <http://www.kcsmartport.com/pdf/SmtPrtOneRoute.pdf>
- ³⁶ "The Trans-Pacific Multimodal Security System", Conceptual Design Draft, October 9, 2002, originally on the [www.naitcp.org] website recovered from the Internet Archive and posted at the following location: http://www.channelingreality.com/NAU/Transpacific_Multimodal.htm

³⁷ Corridors of the Future Application, Phase One, International Mid-Continent Trade and Transportation Corridor”, this document was probably obtained from the Minnesota Department of Transportation probably by FOIA request of a Minnesota attorney who then posted it on his website.

http://www.channelingreality.com/NAU/NAFTRACS/MN_Dot_Corridors_of_the_Future_Application.pdf

³⁸ “The Trans-Pacific Multimodal Security System”, Conceptual Design Draft, October 9, 2002, originally on the [www.naitcp.org] website recovered from the Internet Archive and posted at the following location:

http://www.channelingreality.com/NAU/Transpacific_Multimodal.htm

³⁹ University of Toronto, G7 Information Center, Halifax Summit Communique, June 16, 1995, ‘Jobs and Growth – Item 10’,

<http://www.g8.utoronto.ca/summit/1995halifax/communique/index.html>

⁴⁰ The G8 Complete Report was found as a link on the University of Toronto G8 Information website. The original version was retrieved using the Internet Archive Wayback machine from the following website:

http://web.archive.org/web/20040228110345/europa.eu.int/ISPO/docs/intcoop/g8/is_pp_compl_report.pdf A copy was captured for my files and is posted here: http://www.channelingreality.com/Digital_Treason/G8_GIS_Complete_Report.pdf

⁴¹ International Trade Data System website,

http://www.itsds.gov/xp/itsds/toolbox/organization/board_of_directors/directors_and_officios.xml

⁴² NAFTA Superhighway Memory Hole, D. Niwa; Page 2, Column 1, reference: Congressional Record – House, September 20, 1995, RE: National Highway System Designation Act of 1995, p. H9258.

http://www.channelingreality.com/Documents/NAFTA_Superhighway_07.pdf

⁴³ Partnership Proposal for NASCO, Prepared by Savi Networks, September 29, 2006,

http://www.channelingreality.com/NAU/NASCO/SaviNetworks_Proposal_for_NASCO.pdf

⁴⁴ Hutchison Port Holdings website, Company Profile, <http://www.hph.com.hk/webpg.aspx?id=87>

⁴⁵ University of Minnesota Extension, Sea Grant Minnesota Education website,

<http://www.seagrant.umn.edu/maritime/ship>