



NORTH AMERICAN UNION FACT SHEET



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SUMMARY

The effort began in 2005, yet there has been little national media coverage, no congressional hearings and no national debate over the most significant policy changes in American history. By most accounts, the Bush Administration has been operating in secret for at least three years to establish what can only be described as a North American Union with Mexico and Canada, along the same lines as the European Union.

If that happens it can only mean an eventual end to the U.S. Constitution as our ruling document, replaced instead with a new North American Government. That is what is happening in Europe today as once sovereign and historic nations have given up control of their own governance. It can and will eventually lead to the surrender of U.S. sovereignty, independence, and national borders.

If current plans are fulfilled, it will result in the establishment of a North American currency called the “Amero,” as the dollar is junked; the U.S. will provide the army for defense; and the U.S. may provide benefits such as Social Security and other U.S. tax-paid programs for those who are now citizens of Mexico and Canada. Gone will be U.S. citizenship, as we will all be regarded as “North Americans.” Gone will be any kind of border control between the three nations of North America.

Plans are well underway to establish a NAFTA Super Highway, to be the width of eight football fields. It will run from Mexico to Canada, running through the middle of the United States. No tariffs or direct inspections will be enforced as trucks from Mexico and Canada drive through this nation. Only electronic scanning will be used to inspect the trucks as they travel down the highway. No border inspections will be performed. Trucks will not be opened and cargos inspected.

Kansas City, MO has been tapped to serve as an “inland port” to handle imports and exports among the three nations. Operating quietly, Kansas City has already designated \$2.5 million of its taxpayer’s money to establish the port. Now, the Mexican government is demanding that it have its own inspection site in Kansas City to inspect its own trucks. It also is demanding that the land its port will sit on will officially become Mexican sovereign territory.

The official effort began on March 23, 2005, after a summit, held at President Bush’s ranch in Waco, TX. It was attended by President Bush, (then) Mexican President Vicente Fox, and (then) Canadian Prime Minister Paul Martin. The three leaders announced the signing of an agreement to create common policies concerning various economic and security areas among the three nations.

Officially, the term “North American Union” is not being used. Instead, the agreement authorized twenty tri-national “working groups” to establish the “Security and Prosperity Partnership” (SPP). The concept is being sold as simply a new framework within which the member nations can create free trade and security within the North American continent. However, based on working documents, the intent to create the North American Union is impossible to hide. The trilateral agreement, signed as a joint declaration, has not been submitted to Congress for review. There is no congressional oversight.

SECURITY AND PROSPERITY PARTNERSHIP (SPP)

“The public has been kept in the dark while business elites have played a lead role in designing the blueprint for this more integrated North America.”

Toronto Star, September 20, 2006

“We’re talking about such an important

thing, we’re talking about the integration of Canada into the United States. For them to hold this meeting in secret and to make every effort to avoid anybody learning about it, right away you’ve got to be hugely concerned.” Canadian author Mel Hurtig after attending the SPP meeting in Banff, Canada, September 12, 2006

The joint statement on the SPP, issued on March, 23, 2005 described it as an initiative to: *“...establish a common approach to security to protect North America from external threats, prevent and respond to threats within North America, and further streamline the security and efficient movement of legitimate, low-risk traffic across our shared borders.”*

The White House has established the SPP office in the North American Free Trade Agreement (NAFTA) office in the U.S. Department of Commerce, where it has worked in virtual secrecy for two years. As the process proceeds, the SPP groups have not released public reports on their activities.

Over the past three years, at least 20 SPP working groups have produced a number of memorandums of understanding and trilateral declarations of agreement. These agreements cover a wide variety of issues including: energy, transportation, financial services (including loan and foreign aid policy), communications, technology, environmental policy, rules under which businesses will operate, food and agriculture policy, health policy, e-commerce, aviation policy, border and immigration policy, and the means for multiple governmental agencies to interact. They may be viewed on the Internet at www.spp.gov. The Bush Administration has denied that the SPP is operating in secret. Yet it has not released the names of those in the working groups.

The working groups are now laying

the foundation for a European Union-style integration of the North American continent. Throughout their documents the terms “convergence” “harmonization” and “integration” are used frequently to describe policy relationships with Mexico and Canada.

As the working groups prepare their policy papers, high-level tri-national meetings are regularly held in rotation in the three nations. At one of the first, officials of the three nations quietly met in Alberta, Canada September 12 – 14, 2006. Former Secretary of State George Shultz was a joint chairman of the meeting with his counterparts from Mexico and Canada. Also in active attendance were Secretary of Defense Donald Rumsfeld, Admiral Tim Keating, Commander of NORAD, and Robert Pastor, a key advocate of the creation of a North American Union. Discussions at the conference included “A Vision for North America,” “Toward a North American Energy Strategy,” and “Demographic and Social Dimensions of North American Integration.”

A second high-level meeting was held August 19-21, 2007 in Montebello, Canada and was attended by President Bush, Canadian Prime Minister Steven Harper and Mexican President Felipe Calderon. Topics discussed were integrating and harmonizing regulations between Mexico, Canada and the U.S. and providing U.S. military assistance to Mexico. Most of the agenda was shrouded in secrecy with few media announcements of plans and agreements discussed at the Summit. The agenda for the Montebello meeting was clearly driven by the American Competitiveness Council representing top 10 multinational corporations from each of the three nations seeking ways to open borders and integrate private business into government policy making.

At yet another meeting on February 14, 2008, in a ceremony that received virtually no attention in the American news media, the United States and Canada signed a military agreement allowing the armed forces from one nation to support the armed forces of the

other during domestic civil emergency, even one that does not involve a cross-border crisis. The agreement with Canada, combined with the agreement made at Montebello with the Mexican military are clearly moves to create a North American army.

On March 13, 2008, a meeting was held at the U.S. State Department in Washington, D.C. to discuss integration of the U.S., Mexico and Canada with a move toward linking a North American community with the European Union. No members of Congress attended the meeting. Several participants of the meeting said the premise of the SPP is to create a North American business platform to benefit North America-based multinational companies the way the European Union benefits its own. They seek a “convergence” of administrative rules and regulations between Europe and North America. Again, participants seek to break down national borders and abandon national sovereignty.

In April 2008, the three leaders will again meet in yet another SPP meeting in New Orleans. Areas where they intend to make further progress include harmonization in the areas of bio-fuel, health, IT products and RFID technology. Such technology is being used to create documents that track citizen movement, not only around their countries, but internationally as well, creating an international ID card.

As the three leaders and their high level administration officials continue to meet to forge what can only be described as a North American Union, the Bush Administration has repeatedly denied that the President ever signed an agreement with Canada and Mexico. The Administration has established a “Myths and Facts” section to the Security and Prosperity Partnership web page to attempt to counter the arguments of those now exposing the SPP. The site blatantly says, ***“The SPP is a dialogue to increase security and enhance prosperity among the three countries. The SPP is not an agreement nor is it a treaty. In fact, no agreement was ever signed.”***

However, according to a report on the SPP written by Former Canadian Prime Minister Paul Martin, one of the three heads of state involved in the March 23, 2005 meeting with Bush and Fox, writes ***“Thus, on March 23, President Bush, President Fox and I signed the Security and Prosperity Partnership of North America...”*** The full report by Mr. Martin may be read on the Internet at: www.dfait-maeci.gc.ca/cip-pic/ips/ips-overview2-en.asp.

Former Mexican President Vicente Fox has also been very open about his intentions for the SPP. Speaking in Madrid, Spain in 2002 he said, ***“Eventually our long-range objective is to establish with the United States...an ensemble of connections and institutions similar to those created by the European Union, with the goal of attending to future themes as important as...the freedom of movement of capital, goods and services and persons. The new framework we wish to construct is inspired in the example of the European Union.”***

Why is the Bush Administration not open about its SPP plans? One obvious answer is because they are doing this without congressional approval and it is therefore illegal.

COUNCIL ON FOREIGN RELATIONS BLUE PRINT

Many SPP working groups appear to be driving toward achieving specific objectives as defined by a May, 2005 Council on Foreign Relations (CFR) task force report, which presented a blueprint for expanding the SPP agreement into a North American Union that would merge the U.S., Canada and Mexico into a new governmental form.

The CFR report is entitled “Building a North American Community,” and is essentially a five-year plan for implementing the North American Union. It may be viewed at the CFR Internet web sight at www.cfr.org.

A member of the CFR taskforce, Dr. Robert Pastor, wrote a book, published in 2001, entitled “Toward a North American Commission.” The CFR taskforce report and the official SPP agreement carry

almost identical language as Pastor's book. Though the Bush Administration denies a connection to Dr. Pastor's book or to the CFR's report, Dr. Pastor has represented the United States in SPP meetings, including (as mentioned above) the recent meeting in Alberta, Canada.

The book, the CFR task force and the SPP agreement call for the establishment of a North American Competitiveness Council to pull the private sector into the SPP process. In addition, all three call for the establishment of a "North American Advisory Council," which is to be an "independent body of advisors," composed of "eminent persons from outside the government."

In 2002, Dr. Pastor addressed the Trilateral Commission, calling for the establishment of a North American Investment Fund that would supplement World Bank funds expended in a trilateral effort to develop Mexico economically. The May 2005 CFR report called for the same fund. Efforts are now underway in the SPP to officially establish the fund.

The CFR Task Force calls for the ***"creation by 2010 of a North American community to enhance security, prosperity, and opportunity. We propose a community based on the principle affirmed in the March, 2005 Joint Statement of the three leaders (of the three nations) that 'our security and prosperity are mutually dependent and complementary.' Its boundaries will be defined by a common external tariff and an outer security perimeter within which the movement of people, products and capital will be legal, orderly, and safe."***

To those ends, the CFR report called for establishment of a common security border perimeter around North America by 2010, along with free movement of people, commerce and capital to be facilitated by the establishment of a North American Border Pass that would replace a U.S. passport for travel between the U.S., Canada and Mexico.

Also envisioned by the CFR task force are: a North American Court, a North American inter-parliamentary group, A North American Executive

Commission, a North American Military Defense Command, a North American Customs Office and a North American Development Bank.

The task force report is important in the debate over the official Security and Prosperity Partnership operation because, though the Bush Administration denies any connection to the CFR report, the language used in the CFR task force report and SPP documents, so far, have proven to be nearly identical. Clearly the CFR task force report is being used as the blue print to establish the North American Union.

WHAT IS THE DRIVING FORCE FOR THE NAU? PUBLIC / PRIVATE PARTNERSHIPS

It's not just the three governments and their agencies which are putting together the Security and Prosperity Partnership. Private corporations are also a strong force driving the policy. They are working together with the governments in what are commonly referred to as Public/Private Partnerships (PPPs). Such arrangements are becoming the fastest growing process to impose such policy. In the U.S., state legislatures are passing laws which call for the implementation of PPPs.

NAFTA, GATT, CAFTA and the SPP institutionalize PPPs as the accepted way to implement policy.

Beware, these bonds between government and private international corporations are a double-edged sword. They come armed with government's power to tax and enforce policy and government's power to enforce eminent domain. At the same time, the private corporations use their wealth and extensive advertising budgets to entrench the policy into our national conscience. Banks and mortgage companies in the partnership can enforce policy by forcing borrowers to comply as a stipulation for loans.

Private developers which have entered into a PPP with local government, for example, can now obtain the power of eminent domain to build on land not open to competitors. The fact is,

current use of eminent domain by local communities in partnership with private developers simply considers all property to be common land of the State, to be used as it sees fit for some unidentified community good.

The government gains the higher taxes created by new development. The developer gets the revenue from the work. The immediate losers, of course, are the property owners. But other citizens lose too. Communities give up control of their infrastructure. Voters lose control of their government.

Private companies are now systematically buying up water treatment plants in communities, in effect, gaining control of the water supply. And they are buying control of the U.S. highway systems through PPPs with state departments of transportation. Because of a PPP, one million Texans are about to lose their land for the Trans Texas Corridor (TTC), a major plank in the SPP agenda.

In September 2007, in New York City at a meeting of the North American Public/Private Partnership and Infrastructure Finance conference, attendees were told that there is \$100 billion (and perhaps as much as \$400 billion) available for PPP financing of new privately operated toll roads in the US, with the majority of the funds coming from foreign investments.

Many of the contracts between government and private corporations contain provisions like a "no-compete clause." Such clauses give the corporations the power to charge whatever they want for Americans to travel on their highways. As one speaker at the conference, Dennis Enright pointed out, ***"If the Holland Tunnel were run by a PPP, the fee today would be \$180 per car – not \$6."*** If there is no alternative route to get off Manhattan Island, what choice do drivers have? That's monopoly.

Foreign companies are being met with open arms by local, state and federal officials who see a way to use private corporations and their massive

bank accounts to fund projects. As the Associated Press reported July 15, 2006, ***“On a single day in June (2006) an Australian-Spanish partnership paid \$3.6 billion to lease the Indiana Toll Road. An Australian company bought a 99 year lease on Virginia’s Pocahontas Parkway, and Texas officials decided to let a Spanish-American partnership build and run a toll road for 50 years.”***

Private companies operating in the free market lack one thing government has – the power of coercion. The free market operates with the consumer making the decisions based on personal choice. Under PPPs the choices are decided for you in meetings behind closed doors, such as the SPP’s working groups.

Meanwhile, private corporations that are not part of a PPP are unable to compete with those that are. They are shut out of competition from the establishment of economic development zones like NAFTA and GATT and CAFTA which provide the chosen elite with such perks as reduced real estate taxes, financial aid and easily-obtained building and manufacturing permits. Companies that find themselves outside of the elite status of the PPP may suddenly run into regulatory difficulties to get their own projects completed. It’s not just a coincidence.

PPPs are one of the reasons why many people find they can no longer fight city hall. Private companies gain the power of government to do as they please – and government earns the independence of the companies, no longer needing to answer to voters. It’s the perfect partnership, but it isn’t freedom.

Such a process allows the private companies to be little more than government-sanctioned monopolies, answerable to no one. Their power is awesome and near absolute. Some call such policy corporatism. Another term would be corporate fascism.

Ultimately, corporate fascism does not trust the marketplace to do what the elites want. Thus, the alignment of corporations and government is

done at the expense of ordinary people – the exact opposite of free markets controlled by consumers.

This then, is the future offered by the Security and Prosperity Partnership – corporate fascism and all-powerful government, it’s not prosperity. It’s not security. And it’s not freedom.

NO CONGRESSIONAL AUTHORIZATION OR OVERSIGHT

“The SPP was not created by a treaty between the nations involved, nor was Congress involved in any way. Instead, the SPP is an unholy alliance of foreign consortiums and officials from several governments.” *Congressman Ron Paul*

The Bush Administration says the SPP is not a treaty, nor a formal agreement, but rather a dialog among the three nations. As Congressman Ron Paul said in August 2006, ***“What is a dialog? We don’t know. What we do know is that Congressional oversight of what might be one of the most significant developments in recent history is non-existent. Congress has no role at all in a “dialog” that many see as a plan for a North American Union.”***

To date, Congress has passed no legislation to authorize the activities of the SPP, nor appropriated funds that it is now spending. Congress has had no official involvement in the process and has no oversight. Many members of Congress have denied any knowledge of the activities of the SPP. Democrat Congressman Barney Frank (D-MA) has said ***“It (SPP) was done for the United States solely by the President, with no Congressional involvement.”***

Congressman Tom Tancredo, (R-Colo) has demanded that the Bush Administration fully disclose the activities of the SPP working groups, including revealing the names of the members of those groups. No answers to his demands have yet been received from the Bush Administration, though the activity continues to move forward. Geri Word, head of the SPP office, located in the Commerce Department, told World Net Daily that the work has not been disclosed because ***“we did***

not want to get the contact people of the working groups distracted by calls from the public.” Yet, the SPP denies it is working in secret.

The Bush Administration justifies its SPP efforts as being an extension of the North American Free Trade Agreement (NAFTA). Administration officials say the SPP is just an extension of NAFTA and that no further congressional involvement is required. Said Robert Pastor in an article in the CFR’s Foreign Affairs, ***“NAFTA was merely the first draft of an economic constitution for North America.”*** Said U.S. Secretary of Commerce Carlos Gutierrez, ***“The SPP seeks to build on NAFTA.”***

In 1994 as NAFTA was being debated, Members of Congress and concerned Americans who questioned the plan to create NAFTA were assured that increased trade was the pact’s only goal. Similar deception lured Europeans into accepting the European Union. NAFTA’s harmful effects on jobs, businesses and immigration control cannot be denied. But the pact is also serving as the legal basis for destroying U.S. independence.

NAFTA SUPER HIGHWAY - THE TRANS-TEXAS CORRIDOR (TTC)

The Denial

“The Administration is not engaged in a secret plan to create a NAFTA Superhighway.” *Vice President Dick Cheney*

“I am not familiar with any plans at all, related to NAFTA or cross-border traffic.” *Jeffery Shane, Undersecretary of Transportation, Bush Administration*

“I’m amused by the difference between what actually takes place in the meetings and what some are trying to say takes place... it’s quite comical, actually.” *President Bush answering a Fox News question about a North American Union during a wrap up news conference at the Montebello Summit, August 2007*

The Truth

“Look at the NAFTA corridor as the trunk of the tree, one that hooks up Mexico and all those markets down

there with the industrial heartland of our country, as well as the most important economic centers of Canada.” Clinton Administration testimony to the House Subcommittee on Surface Transportation, 1995

“The Trans Texas Corridor is not just the NAFTA Superhighway, but the Logistical Trans-Corridor of North America, uniting Mexico, the US and Canada.” Jose Natividad Gonsales, Governor of the Mexican province of Nuevo Leon. U.S. Transportation Secretary Mary Peters was in attendance

At the same ceremony, according to the Mexican press, Mexico’s transportation secretary used the occasion to announce that Mexican President Felipe Calderon and President Bush had agreed to create ***“an economically integrated North America.”***

“One principle player is a Spanish construction company, which plans to build the highway and operate it as a toll road. But don’t be fooled: the superhighway proposal is not the result of free market demand, but rather an extension of government-managed trade schemes like NAFTA that benefit politically-correct interests.” Texas Congressman Ron Paul

“The Oklahoma-to-Mexico stretch would be just the first link in a 4,000 mile, \$184 billion network. The corridor would be up to a quarter mile across, consisting of as many as six lanes for cars and four for trucks, plus railroad tracks, oil and gas pipelines, water and other utility lines, and broadband cables.” Associated Press, July 21, 2006

Quietly, the Bush Administration is working to advance a plan to build super highways through the heart of the United States to transport goods from Mexico and Canada. The highways are part of the original North American Free Trade Agreement, (NAFTA). The plan is now being advanced through an operation called “North America’s Super Corridor Coalition, Inc” (NASCO). Since being exposed to the general public, NASCO is now denying it is building the highways, but plans continue forward.

“We have to stay away from (the term) ‘SuperCorridor’ because it is a very bad hot button right now.” Tiffany Melvin, Executive Director of NASCO in an email to NASCO members, discovered through Freedom of Information requests. She wrote this after the plans for the TTC began to be exposed in the media.

The Super Transnational System includes multiple lanes for cars and trucks. Plans call for a ten lane, limited access highway to parallel I-35. It will have three lanes each way for passenger cars, two express lanes each way for trucks. Mexican and Canadian cars and trucks will be allowed to travel the highway, over the U.S. border with no inspections. The highway will also carry rail lines plus a utility corridor for oil and natural gas pipelines, electric towers, cables for communications and telephone lines. Speed limits will be relaxed as well as safety inspections for vehicles from Mexico and Canada. Trucks will be allowed to carry extra tonnage and be extra long. A Railway system will travel up the center of the highway, allowing Mexican railroad companies to enter the U.S. and travel up the highway.

Several such highways are contemplated. Environmental impact studies have already been completed. The Texas highway, called the Trans Texas Corridor (TTC) will be a quarter of a mile wide. It will travel straight up the center of Texas. It will take by eminent domain more than 580 thousand acres of private land, much of it prime Texas farmland. It will displace more than one million Texans.

The full plan for the TTC by the Texas Department of Transportation outlines 4,000 miles of corridors that crisscross the state. The corridor is so wide that it will literally divide the state in two. There are very few plans for overpasses to cross it, yet it will be impossible to cross without them. The TxDOT has basically told local communities that if they want overpasses then the communities will have to supply them – at an estimated cost of \$2.5 million each. Without the

overpasses, fire, police, ambulances and school buses will not be able to serve their communities. Property owners may find it cuts through the middle of their land. To get from one side of their property to the other may require travel of several miles to an overpass, if there is one.

The TxDOT originally sold the idea of the TTC as being nothing more than highway improvement to anticipate traffic growth over the next few decades. That is not true. There are few exit ramps planned. Car lanes will be in the center of the corridor. There will be few opportunities to get on and off the TTC. Communities now depending on traffic from existing highways for local revenue from such services as restaurants and gas stations will lose that business. Instead, the Spanish company Cintra which has the 50-year lease to build and operate the TTC, will establish facilities down the center of the corridor and control and profit from that business.

The key to the lease with Cintra is a legal document called a “Comprehensive Development Agreement” (CDA). These contracts often include equity guarantees, debt guarantees, exchange rate guarantees, subordinated loans, shadow toll payments, and minimum revenue guarantees. In other words, the state has signed a 50-year lease with Cintra, giving it absolute guarantees of a specific rate of return on its investment. TxDOT is turning over assets paid for by the taxpayers of Texas and (through a no-compete clause) guarantees that no other highway will compete in any way with the TTC. For Cintra to achieve these revenue guarantees means there is no way for the Texas government to control what Cintra charges for tolls and there will be no alternative route for drivers to take if the tolls are too high.

Moreover, once built there will be no chance for anyone or any community in its path to obtain justice for taken property or to reduce toll rates. Local courts will have no say in the matter. All disputes will be handled by an International court system either through NAFTA or the SPP.

KANSAS CITY CUSTOMS PORT TO BE MEXICAN SOIL

Beginning at the southern tip of Mexico, passing through Laredo, TX, the highway heads to an “inland port” in Kansas City, where a “Sentry System” will electronically inspect the cargos, before they head East or West, or continue on North through Duluth, Minnesota and into Canada.

As described on the KC SmartPort’s website (www.kcsmartport.com), the plan is to enable cheap-labor products made in Communist China to travel in sealed “containers nonstop from the Far East by way of Mexico,” through “a ships-to-rail terminal at the port of Lazaro Cardenas in Mexico,” then up “the evolving trade corridor” to Kansas City, Missouri, where they would have their first inspection. A Kansas City SmartPort brochure explains further, *“Kansas City offers the opportunity for sealed cargo containers to travel to Mexican port cities with virtually no border delays.”*

Kansas City may be the ONLY checkpoint and disbursement center for trucks bringing their cargos into this country from Mexico and Canada. The official organization in charge of setting up the port is KCSmartPort. The searches of goods will not involve open inspections in which truck doors would be opened and the contents inspected by Smart Port personnel or even drug sniffing dogs. Instead the trucks will be simply scanned by high-tech gamma ray screening in drive-by inspections.

As part of the inland port, a Mexican Customs office is being established. The Kansas City Council has voted a \$2.5 million loan to KCSmartPort to build the Mexican customs facility in the West Bottoms near the Kemper Area on city-owned land east of Liberty Street and mostly south of Interstate 670. According to e-mails and other documents obtained by World Net Daily, top executives with the KCSmartPort project, suggest the facility “would need to be designated as Mexican sovereign territory and meet certain requirements.” In addition, Mexico is insisting on the right to be the sole inspector of its own trucks.

The negotiations with Mexico and the U.S. State Department for the final approval of the Mexican Customs office are proceeding in secret.

Meanwhile, the Bush Administration is moving forward with a test project to allow Mexican trucks to cross the border and travel freely in the United States. U.S. Transportation Secretary Mary Peters is moving ahead with the program, even though both the U.S. House and Senate have passed legislation demanding that funds be cut off for such a project.

Though Secretary Peters insists that safety is of utmost importance to the Administration, reports show that is not true. Four of the Mexican companies participating in the Bush Administration’s test trucking program collected more than 1,700 safety violations over the past year. Is it any wonder that the Mexican government is insisting on the right to inspect its own trucks. The Teamsters Union has filed suit to stop the Mexican truck project. Many in the trucking industry are now calling for the firing of Secretary Peters.

DOES THE SPP PROVIDE SECURITY FOR THE UNITED STATES?

One of the main arguments the Bush Administration presents for creating the SPP is security. So the argument goes, we are to expand our security perimeter to the far reaches of the North American continent, encompassing the borders of Mexico and Canada. Already steps are underway to combine the armed forces of the three countries. Other efforts include a single identification card or “North American passport” as a security measure. So will the borders be secure from outside penetration or invasion?

Consider these little known facts about some of the Public/Private Partnerships involved with implementing the SPP and the NAFTA Superhighway:

The main port selected to feed the NAFTA Superhighway and TTC is the Mexican port of Lazaro Cardenas. The port will be teeming with ships loading and unloading – ships coming mostly from China. The port is controlled by Hutchison Whampoa, the same giant Hong Kong

shipping firm that today controls the ports at both ends of the Panama Canal. In fact, all “private” companies in China are tightly controlled and used by the Communist government for its strategic goals.

There has been great speculation that Hutchison Whampoa is actually controlled by the Chinese Red Army. It is the reason a major protest was filed when Hutchison Whampoa sought to take control of former U.S. Navy bases in Long Beach California. Now, this Chinese company will be in charge of unloading Chinese ships and the cargo will be transported on Mexican trucks and allowed to cross the U.S. border without inspection, traveling all the way to Kansas City to a Mexican-controlled inland port, where the trucks will then spread out across the country or north into Canada.

The Bush Administration argues that security will be maintained through the use of Radio Frequency Identification chips (RFID) placed on products in the trucks. In that way the cargos can be monitored and the government will know their location at all times.

To assure the cargos are monitored, the North American Super Corridor Coalition (NASCO), the main organization coordinating Public/Private Partnerships to build the NAFTA Superhighway and the TTC, has joined in partnership with Savi Networks (A subsidiary of Lockheed Martin) to provide radio sensing devices at frequent intervals along the TTC. Lockheed Martin originally designed the radio sensing devices for the U.S. military. Savi Networks now provides them for private sector projects.

This then is an example of the “security” part of the SPP. There is one little detail Americans should know before they feel too safe. 49% of Savi Networks is owned by Hutchison Whampoa.

THE “AMERO”, MERGING U.S., CANADIAN AND MEXICAN CURRENCIES

Arizona State University is teaching that the U.S., Mexico and Canada need to be integrated into a unified superstate, where U.S. citizens of the future will be known as “North Americanists”. The

program openly calls for the integration of economic issues across the continent, and in many places goes further – such as the call for a common North American currency and an implied joint military.

Though it will take some years to finalize, plans are being laid to create a new currency for the coming North American Union, much like the Euro replaced the currencies of individual countries of the European Union. The Amero would replace the U.S. Dollar, Mexican Peso and the Canadian dollar.

The plan has been specifically promoted through Dr. Pastor's book, the blueprint for the rest of the SPP plan. Of course the SPP and the Bush Administration deny that there is even discussion of such a currency. However, on April 6, 2006, the SPP announced the formation of the Financial Services Working Group. According to its own news release, the Financial Group will focus on "enhancing processes for addressing banking, securities and insurance issues." It goes on to say ***"U.S. financial regulatory agencies will play a critical role in the SPP."***

Bankintroductions.com, a Canadian company that specializes in global banking strategies and currency consulting, is advising clients that the Amero may be the currency of North America within 10 years. In an article in the May/June 2007 issue of the CFR's magazine, *Foreign Affairs*, in an article entitled "The End of National Currency," CFR Economist Benn Steil asserts the dollar is a temporary currency. In October 2007, during an appearance by former Mexican President Vicente Fox, Larry King asked him, "Mr. Fox, I would like to know how you feel about the possibility of having a Latin America united currency." Fox answered in the affirmative, saying it would be long term.

In truth, the SPP is being put into place incrementally. It will take years before everything is in final order. It took the European Union several years to create the Euro. However, the guiding documents from Dr. Pastor's book and the CFR report each call for the creation of a North American currency. It is

obvious, if one dissects the bureaucratic language of SPP documents, in order to reach its goal to "reduce the cost of trade, combat counterfeiting and facilitate trade," among the three nations trying to act as one, the drive for a single currency will certainly become necessary.

A NEW GOVERNMENT FOR NORTH AMERICA

Mexican economist and researcher Miguel Pickard wrote in an article, published by foreign press, detailing the "deep integration" planned for North America. He said there will be no single treaty and nothing will be submitted to legislatures of the three countries. Instead, he says, the plan for a "merged future" will be implemented through "the signing of regulations not subject to citizen review." He went on to report of several secret meetings held in all three nations, after which representatives signed "close to 300 regulations" installing a "Unified American Border Action Plan."

Many Americans simply do not believe that the United States would voluntarily give up its sovereignty to a North American Union. Those who think this way naively believe that there will be a vote by the American people to decide.

The average American must understand that such actions are done incrementally, behind closed doors, until the plans are so far along that stopping them becomes nearly impossible. The North American Free Trade Agreement (NAFTA) was sold as a way for American producers to broaden their markets. So too, was the European Union sold to the proud, ancient nations of that continent.

Today, in Europe, a new, socialist government rules them, complete with a ruling body, a new currency, a tax system, court system and a defense system -- all the ingredients necessary for a government. According to the former president of Germany, today, 84% of that nation's laws now come from the European Union.

Operating in secret, SPP working groups are efficiently laying the groundwork for a drastic change in the United States of America, away from our independent, sovereign nation to a form

of corporate fascism, non-responsive to the will of the people. Once the North American Union is in place, we will then have to compromise our very unique nation of protected freedoms with the socialist nation of Mexico and with Canada – a satellite of the British Crown, where property rights, justice, economics and natural rights are not automatically recognized. Government decides.

The Security and Prosperity Partnership is about neither. It is not a plan to simply help sell American goods to larger markets. It is not a plan to help keep our nation safer in a security partnership with Mexico and Canada. Securing our borders, not opening them, would do far more to accomplish that goal. The SPP is about creating a continental government which would eventually contain its own court system, its own ability to collect taxes (including some sort of military or police force) its own currency and its own governing body. The SPP is an invasion of our culture and our economy. It's about the redistribution of American wealth and industry. It will represent the end of over 250 years of an historic experiment in freedom – unless Americans across the nation say no – now.

*This report is produced by the American Policy Center, 70 Main Street, Suite 23, Warrenton, VA 20186. Telephone: (540) 341-8911. Web Address: www.americanpolicy.org. Much of the information for this report was contained in materials produced by investigative journalist Jerome Corsi. His reports on the North American Union may be found on World Net Daily, www.worldnetdaily.com. Human Events, www.humanevents.com. More information was provided by Dr. Steven Yates, "The United States of North America," The Ecologic Powerhouse, www.freedom.org. The blueprint for the North American Union may be viewed in its entirety on the web site of the Council on Foreign Relations, www.cfr.org and the official reports of the SPP working groups, now operating out of the U.S. Department of Commerce, may be viewed at www.spp.gov. The Kansas City SmartPort current being build in Kansas City, MO can be found at www.kcsmartport.com. Much of the information on the Trans-Texas Corridor may be found at the website of Corridor Watch, www.corridorwatch.org. **Please make copies of the report and distribute to as many people as you wish.***

THE CHRONOLOGICAL HISTORY FOR THE ESTABLISHMENT OF THE NORTH AMERICAN UNION

JULY 2, 2000: Mexican president Vicente Fox proposes a 20 to 30 year time line for the creation of a common North American market.

NOVEMBER 27, 2000: Robert Pastor's book "Toward a North American Community" is published.

DECEMBER 2001: U.S. Homeland Security Secretary Tom Ridge and Canadian Deputy Prime Minister John Manley sign the "Smart Border Declaration." It called for a "30-point action plan to enhance the security of our shared border , while facilitating the legitimate flow of people and goods."

SEPTEMBER 9, 2002: President Bush and Prime Minister Chretien meet to discuss progress in the Smart Border Action Plan. An update on the plan is produced by the White House on December 6, 2002.

DECEMBER, 2002: U.S. Secretary of State Colin Powell signs an agreement between the United States and Canada to establish a Bi-national Agreement on Military Planning.

JANUARY, 2003: The Canadian Council of Chief Executives launches the North American Security and Prosperity Initiative (NASPI) to propose a comprehensive North American strategy integrating economic and security issues.

FEBRUARY, 2004: The Council on Foreign Relations publishes Robert Pastor's paper "North America's Second Decade," which advocates further North American integration.

OCTOBER, 2004: The Canada-Mexico Partnership (CMP) is launched during the visit of President Fox to Ottawa.

NOVEMBER 1, 2004: The Independent Task Force on the Future of North America is formed. The task force is a trilateral effort charged with developing a "road map" to promote "North American security and advance the well-being of citizens of all three countries." The task force is sponsored by the Council on Foreign Relations.

MARCH 23, 2005: President Bush meets at his ranch in Crawford, TX with Vicente Fox of Mexico and Paul Martin of Canada in what they call a Summit. The three heads of state then drive to Baylor University in Waco, where they issue a press release announcing their signing of an agreement to form the Security and Prosperity Partnership of North America (SPP).

MAY 17, 2005: The Independent Task Force on the Future of North America (CFR) releases its report "Creating a North American Community – Chairman's Report." The 59-page document outlines a five-year plan for the "establishment by 2010 of a North American economic and security community" with a common "outer security perimeter" to achieve "the freer flow of people within North America."

JUNE 9, 2005: Senate Foreign Relations Chairman Richard Lugar held a "friendly" committee hearing that features Task Force member Robert Pastor. He reveals further details of the plan for a "continental perimeter," including "an integrated continental plan for transportation and infrastructure that includes new North American highways and high-speed rail corridors."

JUNE 27, 2005: Homeland Security Secretary Michael Chertoff attends a SPP meeting in Ottawa, Canada, at which he said "we want to facilitate the flow of traffic across our borders." The White House issues a press release endorsing the Ottawa report and calling the meeting "an important first step in achieving the goals of the Security and Prosperity Partnership."

JULY, 2005: The White House announces it is backing a coalition called Americans for Border and Economic Security, organized by former Republican National Committee Chairman Ed Gillespie. Its purpose is to conduct a political-style campaign to sell the American people in a guest-worker program wrapped in a few border-security promises and financed by coalition members who each put up \$50,000 to \$250,000.

MARCH 31, 2006: President Bush, Vicente Fox and new Canadian Prime Minister Stephen Harper meet in Cancun, Mexico to (according to the official news release) celebrate the first anniversary of the Security and Prosperity Partnership. At the same time Bush demands that Congress pass an immigration bill with a guest worker permit program.

JUNE 15, 2006: SPP's North American Competitiveness Council (NACC), consisting of government officials and corporate CEOs from the three countries, met to "institutionalize the North American Security and Prosperity Partnership and the NACC, so that the work will continue through changes of administrations."

SEPTEMBER 12, 2006: In Banff Alberta, Canada, a group of present and past elected officials from all three countries meet with corporate, military, academic, financial, industrial, and think tank members in a "North American Forum." U.S. participants include former Secretary of State George Shultz, Defense Secretary Donald Rumsfeld, and Robert Pastor, to name a few.

AUGUST 19-21, 2007: Montebello, Canada, President Bush, Canadian Prime Minister Steven Harper, Mexican President Felipe Calderon meet with corporate leaders to discuss integrating and harmonizing regulations between Mexico, U.S. and Canada. This part of the agenda was organized by the American Competitiveness Council representing top 10 multinational corporations from each of the three nations. The meeting also produced a plan to provide military assistance to Mexico to prop up its efforts to fight drugs. Emergency measures were discussed to deal with pandemic emergencies such as Avian Flu.

FEBRUARY 14, 2008: The United States and Canada sign a military agreement allowing the armed forces of both countries to support each other in case of domestic emergencies, even one that does not involve a cross-border crisis. Combined with the Montebello pact to aid Mexico's military, this U.S./Canadian pact essentially creates the ground work for a North American army.

MARCH 13, 2008: Approximately 50 persons gathered in a conference room at the U.S. State Department in Washington D.C. for a meeting of the Advisory Committee on International Economic Policy (ACIEP), an advisory body to the U.S. Government. The council advises on the whole field of economics. The meeting discussed NAFTA, the SPP and how they fit into plans for the "Framework for Advancing Transatlantic Economic Integration," created in April, 2007 by President Bush German Chancellor Angela Merkel, and European Commission President Jose Manuel Barroso. According to information distributed at the meeting, this "Framework has put the United States and the European Union on a joint path toward further transatlantic economic integration..."

APRIL 21-22, 2008: According to the official White House news release, "This fourth meeting of North American leaders since 2005 will continue our work on the Security and Prosperity Partnership (SPP) initiatives. It will also serve as an opportunity for the three leaders to discuss hemispheric and global issues of importance to North America."