

The Panopticon

“Train the Workers and the Jobs Will Come”

Research on Intermodal Commerce Zones, Inland Ports, EB-5 visas, a Chinese “beachhead”, and Governor Butch Otter’s invitation to the Communist Chinese to invest in Idaho.

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The "CORE" in Meridian is an Intermodal Commerce Zone and EB-5 Regional Center. EB-5 Regional Centers can offer EB-5 visas in exchange for "investment" in the zone.

The EB-5 visa – sale of American citizenship – is the centerpiece of Idaho Governor Butch Otter's Project 60 initiative¹. The marketed objective of Project 60 is to increase the state's GDP from \$51 billion annually, to \$60 billion. Butch has made a number of trade missions with his hand out looking for inward Foreign Direct Investment. When speaking to Idahoans, he says he is establishing connections for Idaho businesses to export. What he is actually doing though is just the opposite:

"Chinese businessmen and their families sat in the aisles and stood along the wall of a crowded Shanghai hotel conference room to hear Gov. Butch Otter invite them to move themselves and their money to Idaho".²

In 2007, Butch Otter hosted Taiwanese businessman, Raymond Ku at the Simplot residence. Raymond Ku made millions helping wealthy Chinese leave Hong Kong in the 1980's through his company Westlink. In 2009, Butch Otter made the EB-5 program the cornerstone of Project 60.

<p><u>Marketed Message</u></p> <p><i>Foster Systemic Growth</i> <i>Strong Transportation</i> <i>Technical Infrastructure</i> <i>Maintaining a Skilled Trained Workforce</i> <i>Tech Transfer</i></p>	<p><small>3. International investment in Idaho provides new sources of capital & job growth, while expanding Idaho's global market reach.</small></p> <p>EXPAND Idaho's Economy</p> <p>Project 60</p> <p>Third Step:  Encourage International Investments In Idaho</p>
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As of now, there are four EB-5 Regional Centers in Idaho³:

Invest Idaho Regional Center, LLC
Idaho State Regional Center, LLC⁴
Idaho EB-5 Regional Center, LLC
Idaho Global Investment Center, LLC

International Inland Ports

In 1991, the U.S. entered a new era in terms of transportation legislation. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) declared the Dwight D. Eisenhower National System of Interstate and Defense Highways (Interstate System) complete and the 'National Highway System (NHS)' was created. The NHS included not only the Interstate System but also the feeder routes (urban and rural) leading to principal arterials and highways (including toll facilities), ports, airports, public transportation facilities, and other intermodal transportation facilities.

The purpose of the legislation was described thusly:

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**⁵

In a letter from Secretary of Transportation, Federico Peña to Senator John Chafee, Chairman of the Committee on Public Works and the Environment concerning a report regarding highway designations for the NHS, he wrote:

Section 1006 of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240) authorized the NHS. However, the act made clear that the NHS was not intended to be simply a highway system. Rather it was intended to provide the links that would unite a national intermodal transportation network in a unified, interconnected manner.

*In December 1993, the Department submitted its recommendations to Congress for designation of the NHS. The recommendations included some connections to intermodal terminals, but the Department's report noted that the proposals received from the State transportation departments were not sufficiently consistent to warrant final designation of all connectors. The 1995 act, which designated the NHS, directed the Department to submit, within 180 days of enactment, modifications to the **NHS to provide connections "...to major ports, airports, international border crossings, public transportation and transit facilities, interstate bus terminals, and rail and other intermodal transportation facilities."** These connections, which are eligible on an interim basis for NHS funding, are subject to approval by Congress.⁶*

Idaho – Inland Ports

Legislation for the definition of Inland Ports was put into Idaho law over a period of three years between 2004-2006.

Idaho Statutes

Title 70 Watercourses and Port Districts
Chapter 22 County-Based or City Based Intermodal Commerce Authority

70-2201. County-based or city-based intermodal commerce authority authorized. A county-based or city-based intermodal commerce authority, hereinafter referred to as the intermodal authority, is hereby authorized to acquire, construct, maintain, operate, develop and regulate rail, truck, and other on-land transfer and terminal facilities, buildings, warehouses and storage facilities, manufacturing, industrial and economic development facilities and services, reasonably incident to a modern, efficient and competitive **land-based port**, and may be established according to this chapter in any county or incorporated city.

Boise Airport – Foreign Trade Zone

The minutes of the October 27, 2005 Airport Commission meeting⁷, included the following update:

B7. Report on Foreign Trade Zone Meeting: Airport staff met with Stephanie Hun Camarillo, Idaho Commerce & Labor; Rachel Rud-Scaraglino, US Customs and Border Protection; and Shirl Boyce, Boise Valley Economic Partnership to discuss a foreign trade zone at Boise Airport. According to Mr. Boyce, an FTZ should not be established until a user is identified. In and of themselves, FTZ's are not an economic benefit; it will require marketing. HE also emphasized that an FTZ will require excellent access. The railroad, interstate, and airport are easily accessible from the 3rd runway areas. Ms. Camarillo agrees the airport is a strategic location for an FTZ. Mr. Boyce expressed that BOI should not have to work on this alone. He will contact Marshall Miller, the FTZ consultant and arrange for a conference call with the CBP, Commerce and Labor, and airport staff. In late November those attending this initial meeting will get together

and discuss the next steps in conducting further research. Staff will continue to update the Airport Commission and will seek advice and counsel once plans begin to develop.

Mexican Development Plan

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, Michoacan⁸

Mexican President Vicente Fox's Master Development Strategy⁹ – Phase 1 was found on the website of the North American International Trade Partnership (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.

"The Beachhead"

In a June 6, 2010 article¹⁰, Don Dietrich was quoted as saying, “The Chinese are looking for a beachhead in the United States. Idaho is ready to give them one”. The Intermodal Commerce Zones (“The CORE”) are Inland Ports for International Commerce. They are the “secure launching pads” referred to in the Mexican Development Strategy and they are the “beachheads” referred to by Don Dietrich.

Asia Pacific Economic “Cooperation”

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**¹¹.

In Shanghai, China, a meeting of APEC Ministers Responsible for Trade was held in Shanghai on June 6-7, 2001.¹² 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.

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.¹³ 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

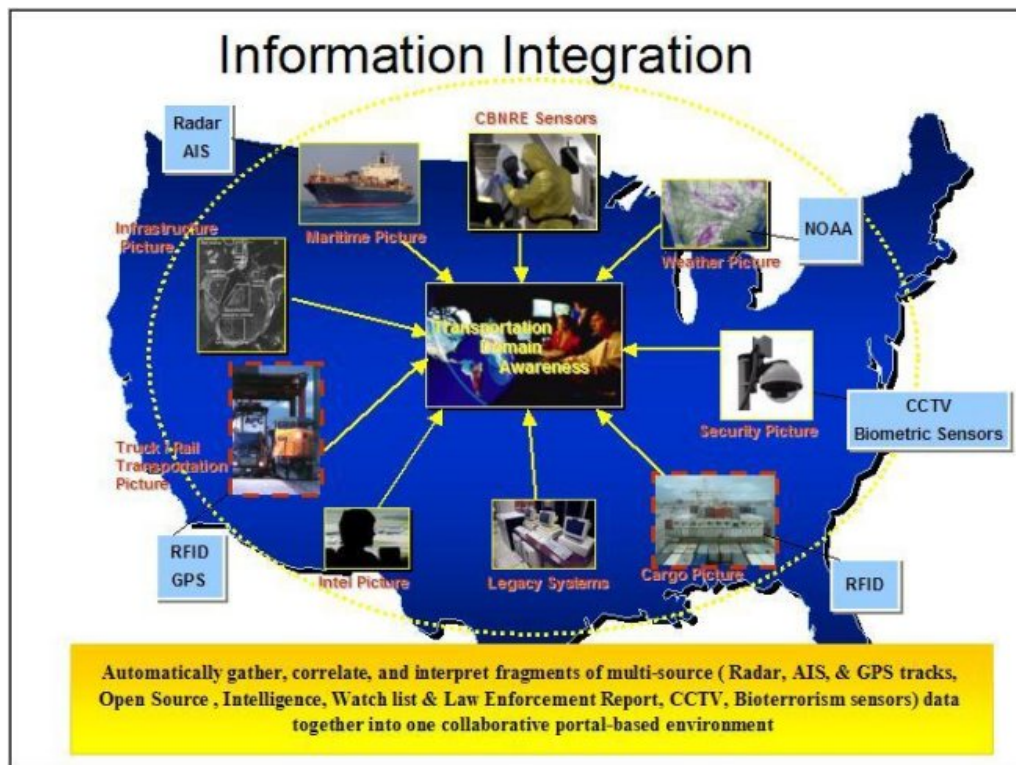
The concept of an end-to-end Trade Corridor Management and Security System supported by information technology systems to secure trade in order to ensure the corridor's economic growth and prosperity- is novel. Many localized efforts have addressed the freight management capabilities, but it is NASCO's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

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.¹⁴

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.¹⁵



Li Ka-shing, Chairman of Hutchison Whampoa

Hutchison Port Holdings is a subsidiary of Hutchison Whampoa. In February 2002, Judicial Watch filed a complaint requesting an investigation of Hutchison Whampoa, Ltd.'s actions to gain control of Global Crossing (telecommunications). In that complaint, they refer to excerpts from a declassified U.S. government intelligence report¹⁶ obtained by Judicial Watch through a FOIA request. Excerpts:

Hutchison Whampoa, Ltd. is the holding company of billionaire Li Ka-shing, a well-known businessman, whose companies make up 15 percent of the market capitalization of the Hong Kong stock market. Ka-shing's empire includes ports, telecom and energy assets around the world.

...**"Li is directly connected to Beijing and is willing to use his business influence to further the aims of the Chinese Government.** He has positioned his son, Victor Li, to replace him in certain CK [Cheung Kong Holdings, Ltd.] and HW [Hutchison Whampoa] operations such as HW's Hong Kong International Terminals (HIT)."

* * *

"Li's interest in the [Panama] canal is not only strategic, but also as a means for outside financial opportunities for the Chinese government."^[2]

In a June 2001 article titled, "Chinese Company Continues to Encircle the World"¹⁷, author Phil Brennan wrote the following:

Just what is Hutchison-Whampoa?

According to a 1999 investigative report by the American Foreign Policy Council, "Hutchison Whampoa, through its Hutchison International Terminals [HIT] subsidiary or Panama Ports Company, has substantial links to the Chinese communist government and the People's Liberation Army.

"The Panama Ports Company is 10 percent owned by China Resources Enterprise [CRE], which is the commercial arm of China's Ministry of Trade and Economic Co-operation. In its investigation into China's attempts to influence the 1996 U.S. presidential campaign, the U.S. Senate Government Affairs Committee identified CRE as a conduit for 'espionage - economic, political and military - for China.' Committee Chairman Senator Fred Thompson said that CRE has 'geopolitical purposes. Kind of like a smiling tiger; it might look friendly, but it's very dangerous.'"

Sen. Trent Lott has described the Hong Kong firm as "an arm of the People's Liberation Army."

Chinese Interested in our Energy Grid

In an Idaho Statesman article dated September 9, 2010¹⁸, it was reported that officials of the China National Machinery Industry Corporation met with Idaho state, utility and industry officials “to show off their ability to design, build and maintain everything from power plants to high transmission lines”.

“The Chinese-government owned company, called Sinomach for short, is itself a sign of the growing economic and industrial strength China now projects worldwide. For Sinomach the American West provides many of the same opportunities it already has tapped in places like Africa, India, Pakistan, Indonesia and even Iran.

...Zhang Chun, director general of the company told state officials the United States represents a big market for Sinomach and that he was happy to get a chance to meet with the companies, arranged in part by Paul Kjellander, director of the Idaho Office of Energy Resources.”

What does this all mean? The “CORE” is ostensibly about training workers. It is connected with the university and the public schools. The university has a small business incubator. The “businesses” that will be in the “CORE” are not real businesses. They will be doing either research through the university graduate programs – or they will be “classes” that are made to look like businesses. It’s a sham operation. The real business is importing foreigners in a global redistribution of population scheme. In California, this is how Silicon Valley was taken over by Indians – and why nearly all of the new “small businesses” are started by foreigners. It’s not because they have any innate talent. Get real. They came from third world countries. The ‘University-led economy’ is about economically disempowering the American people – and putting economic control of the country into the hands of foreigners. It is a plan of incremental foreign occupation with economic power shifting from the American people – to the imported foreigners.

When I say that the businesses are not real businesses – that doesn’t mean that they won’t be making money. (See previous research: SBA Defense/Government Contracting Shell Game¹⁹). They will make money from the free or virtually free labor provided by the “students” who are paying for the privilege of providing that free labor.

Agenda 21 – Control Grid

How does this all tie together? The inland port is a separate governmental jurisdiction under totalitarian management control of a separately incorporated governance board. The board includes county and city officials and members of the private sector – business community members who no doubt will profit both from the money obtained through the sale of American citizenship – and by the free – or virtually free labor provided by the students. Because it is connected with a port of entry, it becomes an international zone for all intents and purposes.

The design of the corridor system and the transportation hubs was to be fully technologically enabled hence “Intelligent Vehicle Highway System”. The systems of the Control Grid include traffic management, highway global supply chain monitoring, etc., but they also include the Smart Grid control systems, the Smart Water and Waste Water Control systems, all control systems for essential infrastructure – as well as the surveillance control systems.

Effectively, the intermodal commerce zones – inland ports – what I called the “Trojan Triangles” become the central surveillance hubs for the Panopticon. It is my belief the fusion centers are the control/surveillance hubs. Everybody focuses on the police surveillance aspect, but the control systems that will affect people the most – are the critical infrastructure control systems – like the smart grid.

Notice that Idaho law was changed to mandate international building codes and in particular, notice the specification of International Residential Code and International Energy Conservation Code. The building codes are the way they are mandating the implementation of Smart Grid, Agenda 21 principles of resource allocation and design of “human habitats”.

Title 39 – Health and Safety
Chapter 41 – Idaho Building Code Act

[39-4116](#). LOCAL GOVERNMENT ADOPTION AND ENFORCEMENT OF BUILDING CODES.

(1) Local governments enforcing building codes shall do so only in compliance with the provisions of this section. Local governments that have not previously instituted and implemented a code enforcement program prior to the effective date of this act may elect to implement a building code enforcement program by passing an ordinance evidencing the intent to do so. Local governments may contract with a public or private entity to administer their building code enforcement program.

(2) By January 1, 2005, local governments that issue building permits and perform building code enforcement activities shall by ordinance, adopt the following codes as published by the International Code Council together with any amendments or revisions set forth in section 39-4109, Idaho Code:

- (a) International Building Code, including all rules promulgated by the board to provide equivalency with the provisions of the Americans with disabilities act accessibility guidelines and the federal fair housing act accessibility guidelines;
- (b) International Residential Code, parts I-IV and IX; and
- (c) International Energy Conservation Code.

How do I know that what I’m saying about the “CORE”, inland ports, and foreign trade zones is correct or pretty close to it? There are many reasons, but the first and most obvious reason is because the logic of the “CORE” is upside down. The theory is “train the workers – and the jobs will come”. That’s illogical. And when things are illogical, there is another story that is not being told.

I don’t claim perfection. I’m an analyst. I document what they’ve done – not what they say (except in snippets). I form a picture of the system that they’ve created and from that picture, I derive the reasoning for it based upon known goals. For what I’m doing it’s millions of pieces of information, tagged, sorted and filed. And I’m doing it in an age of obfuscation, misinformation and deception.

What we as Idahoans need, is a full, open and honest investigation. We need a study that goes to the depths of the legislative and regulatory framework over the last two and a half decades. We need statements from the state, county, city officials and business leaders – on the record – regarding what they are really doing and why they are doing it. We need to know the precise corporate and non-profit involvement in our government and what their part is in the implementation of this new system – and the new way of governance. And we need it fast as evidenced by the first U.S.-Chinese subnational cooperation forum sponsored by the National Governor’s Association. If that didn’t ring any alarm bells for you, check your pulse. If you have one, then it’s only your brain that is dead.

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¹ State of Idaho, Project 60, video information page,

<http://project60.jlog.com/Client/jlog/c7682d65-33ff-422b-a139-9cbd00b3f3a4>

² Idaho Statesman, August 8, 2010, Rocky Barker, "Chinese investments in an Idaho gold mine just one way the state hopes to revive its economy, <http://www.igrealestate.com/ShowNews.cfm/NEWS/67682>

³ Idaho State Dept of Commerce, website, EB-5 Regional Centers, Brian Dickens, Coordinator
<http://commerce.idaho.gov/investments/eb-5-regional-center>

⁴ Artisan Business Group, Inc., Brian B. Su, CEO, Mr. Su is a leading authority of U.W. EB-5 investment projects marketing and promotion in China and Asia... His clients include...Idaho State Regional Center, Idaho EB-5 Regional Center (pending)" http://www.midwestusachina.com/china_consultant.htm

⁵ U.S. Dept of Transportation, Research and Innovation Technology Administration (RITA), H.R. 2950 Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), National Highway System Replacement language for Section 103 of Title 23 Section 1006 (a) (b) (1) Purpose <http://ntl.bts.gov/DOCS/istea.html>

⁶ Federal Highway Administration, Letter and report from Federico Pena, Secretary of the DOT to Senator John Chafee, Chairman, Committee on Environment and Public Works, May 24, 1996, Report title, "Pulling Together: The National Highway System and Its Connections to Major Intermodal Terminals
http://www.ops.fhwa.dot.gov/freight/freight_analysis/nhs_connectors/nhs_its_con.htm

⁷ City of Boise, Airport Commission Meeting, October 27, 2005,

<http://www.cityofboise.org/Departments/Airport/PDF/AirportCommission/October272005Minutes.pdf>

⁸ KC SmartPort Brochure, Lazaro Cardenas-Kansas City Transportation Corridor, Opportunities for International Shippers, <http://www.kcsmartport.com/pdf/SmtPrtOneRoute.pdf>

⁹ North America Inland Port Network, Master Development Strategy – Phase 1, Justo Sierra, Col Anahuac, San Nicolar de los Garza, N.L. CP 66450, Mexico, page capture from the internet archive
http://www.channelingreality.com/NAU/NAITCP/NAIPN_Strategic_Plan.pdf

¹⁰ Idaho Statesman, June 6, 2010, Rocky Barker, "Gov. Otter encourages Chinese investments in Idaho",
<http://www.idahostatesman.com/2010/06/06/v-print/1219968/east-meets-west.html>

¹¹ "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

¹² 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

¹³ 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

¹⁴ Partnership Proposal for NASCO, Prepared by Savi Networks, September 29, 2006, Freedom of Information Request by Amanda Teegarden of OK-Safe, Oklahoma

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

¹⁵ Hutchison Port Holdings website, Company Profile, <http://www.hph.com.hk/webpg.aspx?id=87>

¹⁶ Judicial Watch, Public Interest Law Firm, Complaint Requesting an Investigation of Hutchison Whampoa, Ltd.'s Actions to Gain Controlling Interest in Global Crossing Ltd., and Former Defense Secretary William S. Cohen's Activities As A Director of Global Crossing, Ltd. http://www.judicialwatch.org/cases/85/globalwhampoa.htm#_ftnref2

¹⁷ Newsmax, June 13, 2001, Phil Brennan, "Chinese Company Continues to Encircle the World",
<http://archive.newsmax.com/archives/articles/2001/6/12/210339.shtml>

¹⁸ Idaho Statesman, September 2, 2010, Rocky Barker, "Chinese company officials meet with leaders of Idaho, energy firms".

http://voices.idahostatesman.com/2010/09/02/rockybarker/chinese_company_officials_meet_leaders_idaho_energy_firms

¹⁹ Previous research by Vicky Davis: SBA Defense/Government Contracting Shell Game

http://www.channelingreality.com/Competitiveness/Oklahoma/a_simple_inquiry.htm