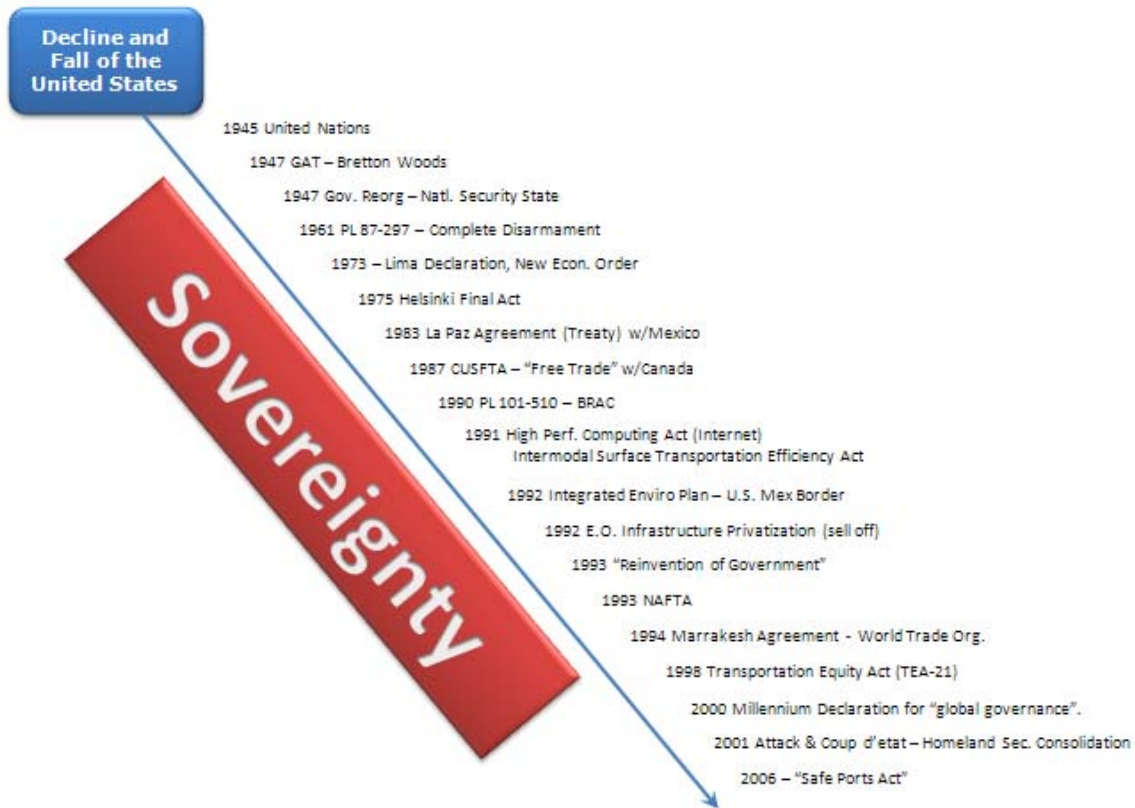


Losing Our Sovereignty – Part 1

U.S. Territory as a Land Bridge Between Two Bodies of Water



National Sovereignty Decline

Summary Brief

There are several foreign policy initiatives combined with domestic law that are enabling the United States to become occupied territory that will be controlled by a foreign entity. For that reason and more, I believe that high crimes and misdemeanors have been committed and that public assets have been criminally converted for private profit under the color of law. If the agenda is so far along that high crimes and misdemeanors no longer applies, then the crimes committed would be Acts of Piracy.

The "Free Trade Area of the Americas" is intended to dissolve the nation and to bury the evidence.

In order to keep this brief, only a sketch of the strategy is being included along with a letter written by Idaho Governor Butch Otter's office in response to a citizen letter of inquiry and a recent U.S. State Department press release regarding annotated B-1 visas for foreign maritime workers to allow them to get Transportation Department ID's.

Vicky Davis, Systems Analyst

Staging

See Notes for detail

- 1990 Immigration Reform Act (PL 101-649)
 - Target Employment Area (TEA, EB-5 Regions)
- 1991, the High Performance Computing Act, 1991, Intermodal Surface Transportation Efficiency Act (ISTEA)
- 1993, North American Free Trade Agreement (NAFTA)
- 1994, Marrakesh Agreement – World Trade Organization
- 1998, Transportation Efficiency Act for the 21st Century (TEA-21)
- 2000, Millennium Declaration, Mandate for “Global Governance”
- 2006, Safe Ports Act

Establishment of the Beachhead

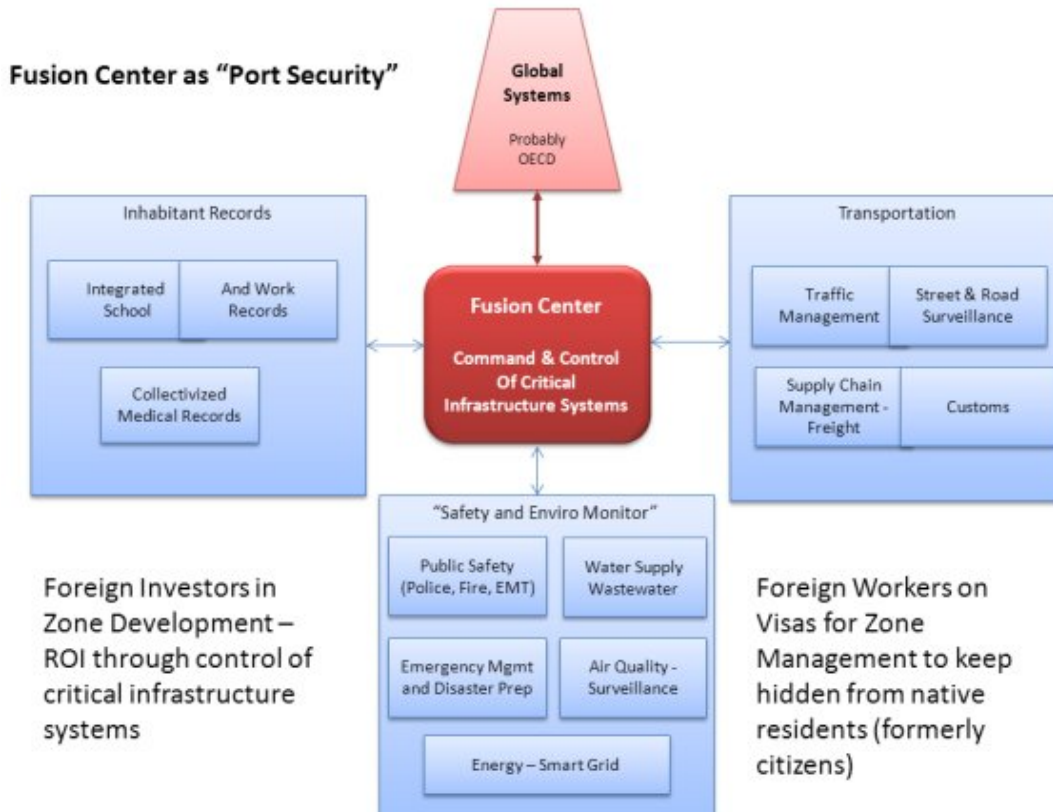
The establishment of the foreign bases of operation occurs over a period of years gradually building the structural foundation.

- Authorization in state law for Foreign Trade Zones
- The establishment of a multi-jurisdictional layer of “governance” for the purposes of regional planning and zoning (metropolitan area). Collaboration in the following areas
 - Transportation
 - Parks, open space and trails
 - Water supply and quality
 - Air quality
 - Public safety
 - Storm water drainage
 - Drug abuse prevention
 - Emergency management and disaster preparedness
- Authorization in state law for a new political subdivision centered on transportation hubs. When it's on a navigable body of water, it's called a Port District. When it is inland, it is called an Intermodal Commerce Zone.
- Definition of the airport as a port of entry – and then a customs port of entry
- Building the data center that becomes the central command and control facility
- Economic Cluster report to identify the major employers in the area plus their supply chains. The major employers then become the “anchors” in the Intermodal/Port Districts.
- A “Technology Park” is then established which is presented to the public as an economic development/work-based learning zone. It is an intermodal commerce zone and will become a subzone of a Foreign Trade Zone. It is connected with one or more universities so that it can be classified as a Research and Development zone and they get federal grant money, tax subsidies.

- Designation of an EB-5 regional center. EB-5 visas are the sale of American citizenship. The EB-5 costs between \$500k and \$1M. The money from these visas then goes to towards the development of the “Technology Park” and small business incubator system. The small businesses that are spawned from this system are the installers of the technology for command and control of our critical infrastructure – and the training facilities for jobs at the major employers who are engaged in this system.

Implementation of Zone Management – “Port Security”

- Open a Foreign Trade Zone – this “internationalizes” the port
- Establish an intermodal commerce zone and EB-5 Regional Center
- Cluster Study and selection of anchors, set up university connections for “work-based training programs” and “small business” incubator for control system and surveillance equipment installation
- Designate the intermodal commerce zone (Port District – Inland or Water) as a subzone of the FTZ
- Use EB-5 money to development the zone for the purpose of zone management
- Implement the Fusion Center – Command and Control – not only of the zone, but of the entire area.
- Import Foreign workers and train students to man the control systems of the zones and to eventually become the occupiers once enough of them have been imported to take over



Notes

- The 1990 Immigration Reform Act (PL 101-649) radically changed the lawful levels of immigration to this country. It defined a myriad of categories of visas to distribute the massive, annual increases in population across economic and social sectors. This legislation has special provisions for foreign investor 'Employment Creation':

(B) SET-ASIDE FOR TARGETTED EMPLOYMENT AREAS-

^(i) IN GENERAL- Not less than 3,000 of the visas made available under this paragraph in each fiscal year shall be reserved for qualified immigrants who establish a new commercial enterprise described in subparagraph (A) which will create employment in a targetted employment area.

^(ii) TARGETTED EMPLOYMENT AREA DEFINED- In this paragraph, the term 'targetted employment area' means, at the time of the investment, a rural area or an area which has experienced high unemployment (of at least 150 percent of the national average rate).

^(iii) RURAL AREA DEFINED- In this paragraph, the term 'rural area' means any area other than an area within a metropolitan statistical area or within the outer boundary of any city or town having a population of 20,000 or more (based on the most recent decennial census of the United States).

- In 1991, the High Performance Computing Act making the nation's telecommunications system available for open access by the public and business. (Internet) Also in 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) was passed. This legislation defined a new paradigm in transportation—an 'Intelligent Vehicle Highway System' built around the concept of intermodalism (transportation hubs); it defined the first international, border-to-border Corridor, The CANAMEX. It also provided funding for university-based "research" centers for transportation planning and smart highway and vehicle technology research and development. The ISTEA legislation changed the law to allow the Interstate highway system to become toll roads.
- In 1993, Bill Clinton signed the North American Free Trade Agreement (NAFTA). NAFTA Chapter 11 has 'multinational investor rights' provisions that allow foreign corporations to claim prospective damages if they are prevented from doing business in our country if U.S. or state law prohibits any aspect of their business. This provision is a "blackmail government" tool. Either change your laws or pay us the amount of money we figure we'll lose by the prohibition.
- In 1994, the Uruguay Round of GAT was completed resulting in the Marrakesh Agreement. The Marrakesh Agreement created the World Trade Organization. One of the provisions in that agreement was 'Trade in Services' with four modes of Services defined:

"The GATS distinguishes between four modes of supplying services: cross-border trade, consumption abroad, commercial presence, and presence of natural persons".

Apparently there is no prohibition against foreign governments masquerading as corporations to use both the NAFTA and WTO provisions to force their way into our country, breaking down our laws and then flooding it with their excess populations under the ruse of providing "services". Our domestic economy has been flooded with cheap imports to drive American business out.

There is also nothing to prohibit foreign governments from providing a government operative with the money to buy American citizenship using the EB-5 visa; nor is there anything to prevent a foreign government from training an army of industrial spies and subversives to enter the country using the hundreds of thousands of visas issued every year since 1990.

Attachments

Idaho State Governor Butch Otter, Constituent Letter in response to inquiry about Communist Chinese investment in Idaho http://www.channelingreality.com/Documents/Violet_Harris_no_addr.pdf

U.S. State Department, Press Release, February 9, 2011, U.S. Establishes Annotated B-1 Visa for Foreign Maritime Workers,
http://www.channelingreality.com/Documents/B-1_Visas_Maritime_Workers_20110.pdf

Losing Our Sovereignty #2 – The United Islands of NA

By Vicky Davis

When the Japanese attacked Pearl Harbor, President Roosevelt declared that the date, December 7, 1941 was “a date that will live in infamy”. From the Japanese point of view however, it was December 8th, 1941 not December 7th. That reveals a glaring flaw in precision in the recording of dates for historical purposes. For time, we note AM and PM, but we don’t note which side of the International Date Line is being referenced for dates. That revelatory tidbit became obvious when the theme for this article was being decided upon. The idea was “December 8th, the day of infamy that keeps on giving” with implied reference to the attack on Pearl Harbor.

The focus on December 8th as a day of infamy is because that particular day was obviously selected to be the day when the NAFTA and the WTO agreements became law – exactly one year apart. Individually, each agreement was a Pearl Harbor attack on our economy. Together, they were like the one – two-punch of the atom bombs that were dropped on Hiroshima and Nagasaki to end World War II.

December 8, 1993 President William J. Clinton signed the North American Free Trade Agreement Implementation Act NAFTA Worker Security Act. It became Public Law 103-182.

The legislation was H.R. 3450, passed by House on November 17, 1993 and by the Senate on November 20, 1993

December 8, 1994 President William J. Clinton signed the Uruguay Round Agreements Act Retirement Protection Act of 1994. It became Public Law 103-465

The legislation was H.R. 5110, passed by the House on November 29, 1994 and by the Senate on December 1, 1994.

Partnership for Prosperity (P4)

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, Michoacan”¹.*



Source: KC SmartPort Brochure, Lazaro Cardenas-Kansas City Transportation Corridor

One of the issues 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. prohibited their operation on U.S. roads. Mexico filed a complaint with the NAFTA Commission that was decided in Mexico's favor in February of 2001².

On September 6, 2001, the White House issued a press release on the **Partnership for Prosperity**³ 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. September 6, 2001.⁴

North American International Trade Corridor Partnership

The North American International Trade Corridor Partnership (NAITCP) was an organization co-founded by George D. Blackwood, City Councilman of Kansas City, Missouri and David W. Eaton, President of the Monterrey Business Consultants, Monterrey, Mexico. 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, which was to form a network of cities along the international transportation corridor routes.

The NAITCP merged with the North American Corridor Coalition (NASCO), but before their website disappeared, Phase One of Mexican President Vicente Fox's Master Development Strategy report was found. It was prepared by Justo Sierra 371, Col Anahuac, San Nicolas de los Garza, N.L. CP 66450 Mexico.

North American Inland Port Network⁵

Master Development Strategy – Phase 1
Executive Summary (excerpts)

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.

It also called for a Mexican Customs office to be built at the intermodal transportation hub in Kansas City making it “the first foreign customs office inside the United States”⁶.

The strategy of the NAIPN plan was to create inland, international shipping lanes unhampered by national borders with destination points being the inland ports that become in effect, island cities for international commerce. For a visual, consider the dots on this map as inland, island port cities.

National Association of Foreign Trade Zones (NAFTZ) Map⁷



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

¹ KC SmartPort Brochure, Lazaro Cardenas-Kansas City Transportation Corridor, Opportunities for International Shippers, <http://www.kcsmartport.com/pdf/SmtPrtOneRoute.pdf>

² NAFTA Secretariat, Decisions and Reports, <http://www.nafta-sec-alena.org/en/DecisionsAndReports.aspx?x=312>

³ 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

⁴ 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

⁵ 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

⁶ St. Petersburg Times, Tampa, Florida, AP article, November 19, 2005, "Kansas City poised to be direct route", http://www.sptimes.com/2005/11/19/Business/Kansas_City_poised_to.shtml

⁷ National Association of Foreign-Trade Zones (NAFTZ), http://www.naftz.org/index_categories.php/ftzs/6

Losing Our Sovereignty #3 – Trade Zones – Foreign and Otherwise

By Vicky Davis

Who cares about zoning right? But you should care because zoning is being used to create the “port cities” that are island stops on the inland international shipping lanes (Corridors).

Foreign Trade Zones (FTZ)

History¹

The Foreign Trade Zone Law was passed 1934 but over the years, the rules regarding FTZ's has changed with each GAT Trade Round. Originally, manufacturing was not allowed in the zones. Today, all manner “merchandise” can be brought into the zones and all activities allowed in international trade can be performed in the Zones and Subzones.

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]*

FTZ Definition and Rules²

A Foreign-Trade Zone is a restricted-access area in or near a U.S. Customs port of entry. The zone is considered foreign soil for customs purposes. Freight, materials and merchandise can be imported to a zone without a customs inspection or paying duties. If the merchandise never enters the U.S. formally, then no duties or taxes are paid on those items. Cargo, freight and materials can be moved from FTZ to FTZ without ever entering the United States.

FTZ's operate under the supervision of Customs and Border Protection (how well are they doing at the border?). The regulations say that all activities within the FTZ area must comply with state and local laws. However, your local sheriff can't just drop by and investigate. He must be invited into the zones. If a crime is committed in an FTZ, the Customs Officer makes a determination whether the crime is local jurisdiction or federal and then acts accordingly.

The Foreign Trade Zone Board authorizes FTZ's. The FTZ Board is comprised of the U.S. Secretary of Commerce and the U.S. Treasury Secretary – or their designees.

p) Zone grantee is the corporate recipient of a grant of authority for a zone project. Where used in this part, the term "grantee" means "zone grantee" unless otherwise indicated.

q) Zone operator is a corporation, partnership, or person that operates a zone or subzone under the terms of an agreement with the zone grantee or an intermediary entity, with the concurrence of the District Director.

Subzones

“Subzone means a special-purpose zone established as an adjunct to a zone project for a limited purpose.” Subzones are legally and logically connected to Foreign-Trade Zones but do not have to be adjacent to the FTZ nor even in a close proximity to the FTZ.

- b) Location of zones and subzones-port of entry adjacency requirements. (1) The Act provides that the Board may approve "zones in or adjacent to ports of entry" (19 U.S.C. 81b).
- 2) The "adjacency" requirement is satisfied if:
- i) A general-purpose zone is located within 60 statute miles or 90 minutes' driving time from the outer limits of a port of entry;
 - ii) A subzone meets the following requirements relating to Customs supervision:
 - A) Proper Customs oversight can be accomplished with physical and electronic means; and
 - B) All electronically produced records are maintained in a format compatible with the requirements of the U.S. Customs Service for the duration of the record period; and
 - C) The grantee/operator agrees to present merchandise for examination at a Customs site selected by Customs when requested, and further agrees to present all necessary documents directly to the Customs oversight office.

Port of Entry

"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)."

Each port of entry is entitled to have at least one Zone Project (Plan). A Zone Project can have many FTZ's and each FTZ can have many Subzones.

Port District

Some ports have incorporated into their own political subdivisions authorized under state law in conjunction with federal laws governing the original designation of "port"³. The following information was obtained from the Santa Cruz Harbor website⁴ 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."



¹ Foreign-Trade Zone Resource Center, History Section, [Hhttp://www.foreign-trade-zone.com/history.htm](http://www.foreign-trade-zone.com/history.htm)H

² International Trade Administration, Import Administration, U.S. Foreign Trade Zones, Regulations, 15 CFR Part 400, Subpart A, 400.2 Definitions, [Hhttp://ia.ita.doc.gov/ftzpage/grantee/regs.html](http://ia.ita.doc.gov/ftzpage/grantee/regs.html)H

³ U.S. Census Bureau, Foreign Trade Statistics, Schedule D – District and Port Codes, [Hhttp://www.census.gov/foreign-trade/schedules/d/distname.html](http://www.census.gov/foreign-trade/schedules/d/distname.html)H

⁴ Santa Cruz Harbor, "About the Port", [Hhttp://www.santacruzharbor.org/aPortDistrictIsaPortDistrict.html](http://www.santacruzharbor.org/aPortDistrictIsaPortDistrict.html)H

Losing Our Sovereignty #4 – Ports, Inland Ports and Hubs

By Vicky Davis

For the residents of Idaho, except for Lewiston, which is on the Columbia-Snake River, it would never occur to them that their city might be defined in law as an inland port. In fact, I read this section in Idaho law¹ probably 4 or 5 times without grasping the significance of “land-based port”:

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

70-2201.COUNTY-BASED INTERMODAL COMMERCE AUTHORITY AUTHORIZED. The county-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.

The rest of the sections in Chapter 22 define a new political subdivision that is in effect, a land-based Port District. I suspect the authority defined for Idaho’s Intermodal Commerce Authority was modeled after the Port Authority of New York-New Jersey².

History of the Port Authority

On April 30, 1921, the Port of New York Authority was established to administer the common harbor interests of New York and New Jersey.

It was the first interstate agency created under a clause of the Constitution that permits compacts between states with Congressional consent.

This Port Compact also created the Port District, an area of about 1,500 square miles in both states, centering about New York Harbor.

Even though Idaho’s Intermodal Commerce Authority is county-based, the law allows this new political subdivision full power to contract with other entities in carrying out their business of facilitating intermodal commerce.

Intermodalism

The Grand Plan for America’s transportation system for the 21st century was defined in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The Declaration of Policy³, Section 2 (excerpted):

The National Intermodal Transportation System shall consist of all forms of transportation in a unified, interconnected manner, including the transportation systems of the future, to reduce energy consumption and air pollution while promoting economic development and supporting the Nation’s preeminent position in international commerce.

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 National Intermodal Transportation System shall provide improved access to ports and airports, the Nation's link to world commerce.

...The National Intermodal Transportation System shall be adapted to "intelligent vehicles"...

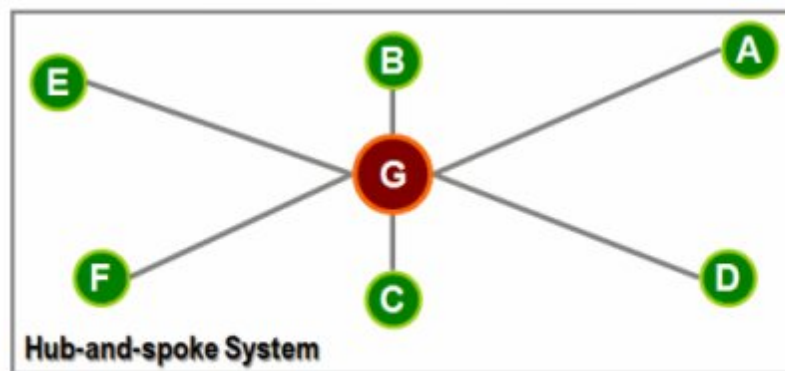
The National Intermodal Transportation System must be the centerpiece of a national investment commitment to create the new wealth of the Nation for the 21st century.

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.

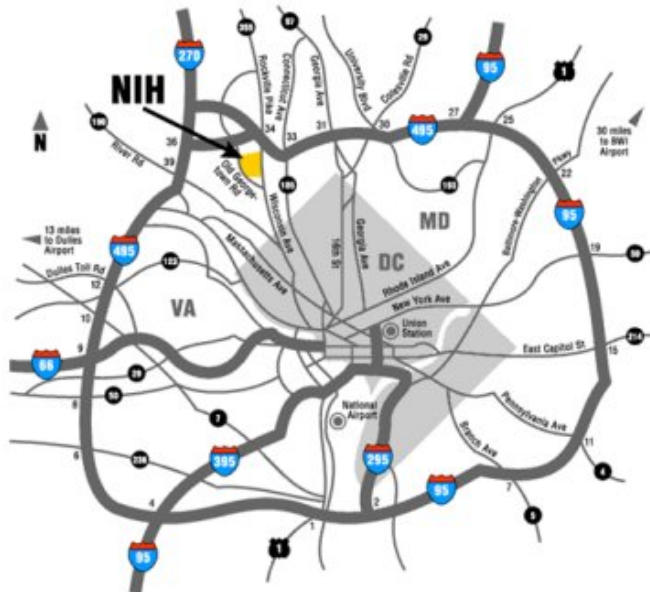
According to Wikipedia⁴, Delta Airlines pioneered the hub and spoke system in 1955 in an effort to compete with Eastern Airlines.



Source: adapted from J.J. Coyle, E.J. Bardi and R.A. Novack (1994) *Transportation*, Fourth Edition, New York: West Publishing Company, p. 402.

[Hofstra University - Geography of Transport Systems](#)⁵

The implementation of the hub and spoke system as it pertains to surface transportation and facilities, is the beltway concept:



Source: National Institute of Dental and Craniofacial Research, NIH ⁶

In transportation systems design, obviously, the intent is to link up the different modes of transportation to maximize the efficiency of movement. From a design standpoint, it would be logical for the idea of the Intermodal Commerce Authority (Port District) to be the territory inside the beltway hub.

“The Core”

What precipitated this research into the arcane world of transportation systems was an article in the Idaho Statesman newspaper⁷ regarding a 23-person delegation from China to tour a location in Meridian, Idaho for possible investment opportunities.

Meridian is just outside Boise, not too far from the Boise Airport. The location they were visiting is called, *The Core*⁸. According to Brenda Sherwood, the Economic Development Specialist for Meridian, the name “CORE” derives from “corridor” because the *The Core* is located in transportation hub – an intermodal commerce zone. She said they were considering applying for a Foreign Trade Zone designation but hadn’t decided at that time.

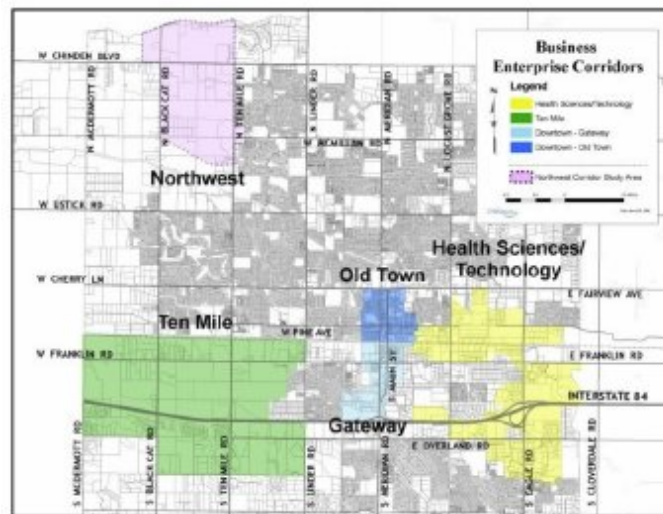


Source: “The CORE” website

The Statesman article described The Core as “a local health care, technology and industry-related growth corridor”. A map of The Core was found on their website⁹:



The map insert shows the area plan



The last line of the Statesman article said, "Chinese businessmen investing \$1 million for five years in American ventures are eligible to obtain visas granting them permanent status in the United States, under rules established by the United States Customs and Immigration Service."

Brenda Sherwood had said that the "The CORE" was an EB-5 Regional Center and is a 501-C6 organization. It turns out the EB-5 visa is effectively the sale of American citizenship.

EB-5 Immigrant Investor

The fifth employment based visa preference category, created by Congress in 1990¹⁰, is available to immigrants seeking to enter the United States in order to invest in a new commercial enterprise that will benefit the US economy and create at least 10 full-time jobs. There are two ways to invest which you may use within the EB-5 category and they are: creating a new commercial enterprise or investing in a troubled business. According to the United States Citizenship and Immigration Services¹¹:

New Business Enterprise

To qualify you must invest or be in the process of investing at least \$1,000,000. If your investment is in a designated targeted employment area (discussed further below) then the minimum investment requirement is \$500,000.... A **Targeted Employment Area** is defined by law as "a rural area or an area that has experienced high unemployment of at least 150 percent of the national average." For further detail click on the Laws section of this website and access section 203(b)(5)(B) of the Immigration Nationality Act (INA).

The entire state of Idaho has been designated as a **Targeted Employment Area** (TEA Zone).

This map was found on the Idaho Department of Labor website for "Market Information".¹²

Areas in gold are Targeted Employment Area designations (\$500,000 EB-5). Colored areas represent metropolitan statistical areas or larger rural cities (\$1,000,000 EB-5).

So basically, they are trying to sell the entire state of Idaho to the Communist Chinese.



¹ State of Idaho, Statutes, Title 70, Chapter 22, <http://www.legislature.idaho.gov/idstat/Title70/T70CH22.htm>

² Port Authority of New York & New Jersey, About-History section, <http://www.panynj.gov/about/history-port-authority.html>

³ U.S. Department of Transportation, Research and Innovation Technology Administration (RITA), National Transportation Library, 'Intermodal Surface Transportation Efficiency Act of 1991', <http://ntl.bts.gov/DOCS/istea.html>

⁴ Wikipedia, 'Transport Hub', http://en.wikipedia.org/wiki/Transport_hub

⁵ Hofstra University, 'The Geography of Transport Systems', <http://people.hofstra.edu/geotrans/eng/ch3en/appl3en/hubspoke.html>

⁶ NIH, Map of the beltway location for National Institute of Dental and Craniofacial Research <http://www.nidcr.nih.gov/AboutUs/VisitingNIDCR/Maps/MapCapitalBeltway.htm>

⁷ Idaho Statesman, Article, May 18, 2010, "Meridian to host Chinese economic, cultural delegation", <http://www.idahostatesman.com/2010/05/18/1196468/meridian-to-host-chinese-economic.html>

⁸ 'The Core Idaho' website, <http://www.thecoreidaho.com>

⁹ The Core Idaho website, Downloads, <http://thecoreidaho.com/downloads/561e8a360cfe20550adcea24b86d13a6.pdf>

¹⁰ Immigration Act of 1990, PL 101-649, 11/29/1990

¹¹ U.S. Citizenship and Immigration Services, EB-5 Immigrant Investor, Fifth Preference, <http://www.uscis.gov/portal/site/uscis/menuitem.eb1d4c2a3e5b9ac89243c6a7543f6d1a/?vgnnextchannel=fac83453d4a3210VgnVCM100000b92ca60aRCRD&vgnnextoid=fac83453d4a3210VgnVCM100000b92ca60aRCRD>

¹² Idaho State Department of Labor, Market Information, Targeted Employment Area Designation, <http://lmi.idaho.gov/LinkClick.aspx?fileticket=cw7m324N4IQ=&tabid=729>

Losing Our Sovereignty #5 – The Trojan Triangle

By Vicky Davis

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. But of course, Project 60 is not really Butch Otter's plan. Butch is just a sock puppet putting on a show for the hometown crowd. When speaking to Idahoans, he says he is establishing connections for Idaho businesses to export. What he is actually doing though is looking for foreign direct investment, which is in fact, importing competition for domestic businesses.

Foster Systemic Growth

Strong Transportation
Technical Infrastructure
Maintaining a Skilled Trained
Workforce
Tech Transfer



When I began to document "The Core"², I called the system that I found, a Trojan Triangle³. It needed a descriptive label because there were so many elements to it and because the same pattern was being replicated across the United States and the world.



Trojan Triangle

The sides were labeled *transportation* because they were located at the transportation hubs (intermodal commerce zones), *education* because they are work-based learning sites⁴ and *community* because the objective was automation of the infrastructure.

Recently, I discovered the source agency for the Trojan Triangle System. The U.S. government has a central planning agency that was established in 1965. The Economic Development Administration (EDA) was no doubt a 'Great Society' program that has remained in relative obscurity outside of government channels. The EDA operates through regional offices. The regional office for Idaho is in Seattle⁵.

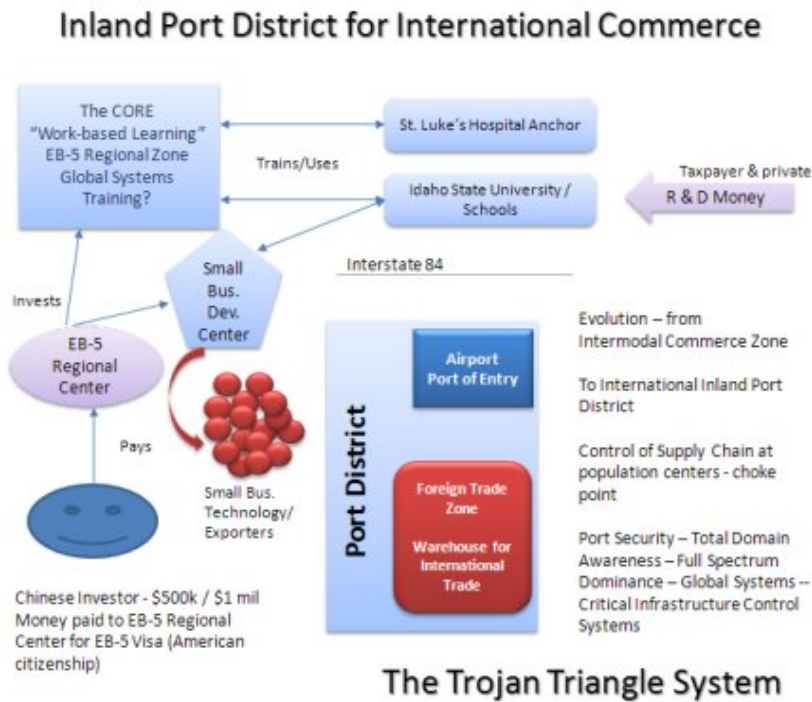
A copy of the 2005 reauthorization legislation was found on the EDA website. There is a lot to say about this agency that will have to wait for future commentaries but for the moment, Sec. 2. Findings and Declarations⁶ deserves some attention (emphasis added):

SEC. 2. FINDINGS AND DECLARATIONS. (42 U.S.C. § 3121)

(a) FINDINGS.— Congress finds that—

- (1) there continue to be areas of the United States experiencing chronic high unemployment, underemployment, outmigration, and low per capita incomes, as well as areas facing sudden and severe economic dislocations because of structural economic changes, changing trade patterns, certain Federal actions (including environmental requirements that result in the removal of economic activities from a locality), and natural disasters;
- (2) **economic growth in the States, cities and rural areas of the United States is produced by expanding economic opportunities, expanding free enterprise through trade, developing and strengthening public infrastructure, and creating a climate for job creation and business development;**
- (3) the goal of Federal economic development programs is to **raise the standard of living for all citizens and increase the wealth** and overall rate of growth of the economy by encouraging communities to develop a more competitive and diversified economic base by—
 - (A) creating an environment that promotes economic activity by improving and expanding public infrastructure;
 - (B) **promoting job creation through increased innovation, productivity, and entrepreneurship;** and
 - (C) empowering local and regional communities experiencing chronic high unemployment and low per capita income to develop private sector business and attract increased private-sector capital investment;
- (4) while economic development is an inherently local process, the Federal Government should work in partnership with public and private State, regional, tribal, and local organizations to maximize the impact of existing resources and enable regions, communities, and citizens to participate more fully in the American dream and national prosperity;
- (5) **in order to avoid duplication of effort and achieve meaningful, long-lasting results, Federal, State, tribal, and local economic development activities should have a clear focus, improved coordination, a comprehensive approach,** and simplified and consistent requirements; and
- (6) **Federal economic development efforts will be more effective if the efforts are coordinated with, and build upon, the trade, workforce investment, transportation, and technology programs of the United States.**

“Trade, workforce investment, transportation and technology programs” spells Trojan Triangle.



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

[Hhttp://project60.jlog.com/Client/jlog/c7682d65-33ff-422b-a139-9cbd00b3f3a4](http://project60.jlog.com/Client/jlog/c7682d65-33ff-422b-a139-9cbd00b3f3a4)H

² “The Core”, Trojan Triangle, Vicky Davis, September 4, 2010,

[Hhttp://www.channelingreality.com/Digital_Treason/trojan_triangle_The_CORE.htm](http://www.channelingreality.com/Digital_Treason/trojan_triangle_The_CORE.htm)H

³ The Trojan Triangle, Vicky Davis, June 5, 2010, [Hhttp://www.channelingreality.com/Digital_Treason/Trojan_Triangle.htm](http://www.channelingreality.com/Digital_Treason/Trojan_Triangle.htm)H

⁴ Workforce Investment Act of 1998, Department of Labor,

[Hhttp://www.channelingreality.com/UN/Education/NationAtRisk/NSSB/Workforce_Investment_Act_of_1998.pdf](http://www.channelingreality.com/UN/Education/NationAtRisk/NSSB/Workforce_Investment_Act_of_1998.pdf)H

⁵ Economic Development Administration, Regional Offices, [Hhttp://www.eda.gov/AboutEDA/Regions.xml](http://www.eda.gov/AboutEDA/Regions.xml)H

⁶ Public Works and Economic Development Act of 1965, As Amended (“PWEDA”), Including the Comprehensive Amendments Made by the Economic Development Administration Authorization Act of 2004”,

[Hhttp://www.eda.gov/PDF/200508PWEDAAsAmended.Final.pdf](http://www.eda.gov/PDF/200508PWEDAAsAmended.Final.pdf)H

Losing Our Sovereignty #6 – Revolution

By Vicky Davis

On March 3, 1993, Clinton's Office of Domestic Policy issued a press release¹ that began:

"The people demand and deserve an active government on their side. But they don't want a government that wastes money, a government that costs more and does less. They voted for change. They wanted a literal revolution in the way government operates, and now, you and I must deliver.

President Bill Clinton
Remarks to the Cabinet
February 10, 1993

Today, the President has asked Vice-President Gore to lead a revolution in Washington that will change the way government does business. The American people deserve a government that treats them like customers.....

It wasn't clear what people he was talking about who were demanding a revolution until a report with a plan of action was found: '*Winning in the World Economy*' prepared by the Democratic Leadership Council in 1985².

"Early in 1985, elected Democrats around the country joined to create what has become a new force in American politics—the Democratic Leadership Council... Conceived as a catalyst for change—both within the Democratic Party and the nation—the DLC's fundamental aim is to explore new ways to advance our party's traditional commitment to growth and opportunity, national strength and social justice".

Bill Clinton was a member of that Council. When he and Al Gore got into office, they did in fact, stage a revolution. They executed an administrative coup d'état from the inside with the result being that we now have a fascist, corporate run "governing" structure that is just a façade of the old American government. The old government was cannibalized from the inside out³. They put Technocrats in power to redesign government in the corporate model and corporate style and while doing that; they redesigned it to serve their own business interests – global and domestic. Process control systems are being implemented everywhere to monitor and control your use of resources and to track and surveil your performance. The concept of "country" is scoffed at as old-fashioned. And the American people are treated like "customers" – customers who are trying to buy a meal at Le Cirque⁴ with their food stamps.

It wasn't just government business systems that were redesigned. They were redesigning for the third era of automation: Automation of the Infrastructure. By definition, that means central planning and control – not just for the infrastructure, but for everything that interacts with the infrastructure. And that means you.

After they initiated the project at a national level, Al Gore decided to go global with our government information systems... and when they did that, they lost control of the "project".

"[Vice President Gore...] To help strengthen and support democracy and economic development in countries throughout the world, Vice President Gore proposed the development of a Global Information Infrastructure. He led the U.S. delegation to the inauguration of the first freely elected President of South Africa, Nelson Mandela, and has worked closely with Russian Prime Minister Viktor Chernomyrdin to build a partnership between the two former adversaries. The Gore-Chernomyrdin Commission was formed by Presidents Clinton and Yeltsin to foster economic cooperation between their nations, particularly on the issues of space cooperation, business, science and technology, defense conversion, energy and the environment. His leadership was critical in getting passage through Congress of the historic North American Free Trade Agreement.⁵

1994 – Defense Technology Conversion. Re-purpose the defense contractors to "automate" the civilian "battlespace".

From the Department of Transportation, 1994 Program Plan⁶



U.S. Secretary of Energy Hazel O'Leary – Jan 1993 – Dec 1997

*The United States is the world leader in many technologies applicable to IVHS, and numerous efforts are currently underway to assess the feasibility of converting existing aerospace and defense technologies to IVHS. **For example, DOT and the Department of Energy (DOE) entered into a Memorandum of Understanding on August 6, 1993, that will promote the use of the defense technology expertise of DOE's national laboratories in DOT's IVHS program.***

*Discussions have also taken place between DOT and various elements of the Department of Defense (DOD) and the Advanced Research Projects Agency (ARPA) to **convert applicable defense technologies to IVHS. Potentially applicable technologies include: high-definition imaging and displays, advanced sensors (e.g., infrared, microwave, acoustic), radar/lidar technologies, simulation modeling, telecommunications, advanced software (e.g., systems control, image processing, and data infusion), artificial intelligence technologies, and vehicle robotics and location systems.***

1994 – NCJ 164268 – "Partnership" Between Law Enforcement and the Military⁷



Janet Reno, Attorney General
March 1993 - January 2001

*"In 1994 the **U.S. Department of Justice (DOJ) and the U.S. Department of Defense (DOD) entered into a cooperative agreement to develop technologies of value to both.** This agreement, codified in a Memorandum of Understanding (MOU)⁸ and signed by the Deputy Secretary of Defense and the Attorney General, formalized and focused a longstanding ad hoc relationship. To manage this technology development program and to direct its day-to-day activities, the MOU established a Joint Program Steering Group (JPSG) that would represent both departments and be staffed with members from several agencies."*



John Deutch, Deputy Secretary of
Defense - 1994 - 1995

1994 – Federico Peña and Rodney Slater – automation of the transportation infrastructure.

It should be noted that not all computerized systems handle information. Process control systems handle flows of water, wastewater, gas and oil pipeline, electricity transmission grids, etc. The concept of intermodalism combined with automation of the infrastructure – including process control systems and centralized control of those systems and you get 21st Century Police State control grid – with them controlling your water supply systems and wastewater systems, your electric grid, your telecommunications network – all of your critical infrastructure systems under the guise of “security”.



Dot Secretary Federico Peña
Jan. 1993 - Feb. 1997

NTS will incorporate from all the modes the most significant elements of the nation's transportation systems. Beginning with NHS, NTS will include airports, ports, waterways, rail, intercity bus lines, pipelines, and local transit systems with regional and national impact. NTS will also include systems moving both people and freight as well as facilities owned by both private business and the public sector⁹



Federal Highway Administrator
Rodney E. Slater - Jan 1993 - Feb 1997
Dot Secretary Feb. 1997 - Jan. 2001

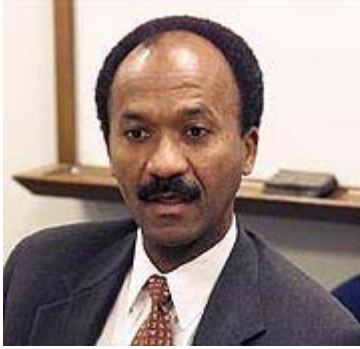
1996 - Consolidation of the government information and financial systems



Alice Rivlin, Director of the OMB,
1994-1996

Alice Rivlin issued the Memorandum¹⁰ to agency heads to create the positions of Chief Information Officer in each agency. They were charged with: “facilitating the development, implementation, and maintenance of a sound and **integrated information technology architecture** for the agency, and promoting the effective design and operation of **all major information resources management processes**. The duties of the CIO are set forth at section S 125(c) of the ITMRA.”

After leaving the OMB, she became a Governor for the Federal Reserve and served as Vice-Chair to Alan Greenspan.



Franklin Raines, Director of the OMB,
Director of the OMB, 1996-1998

February 26, 1997, Franklin Raines issued the Memorandum for Heads of Executive Departments and Establishments giving authorization for multiagency procurement of information technology:

Authority: Section 5124(a)(2) of the Clinger-Cohen Act (formerly the Information Technology Management Reform Act of 1996)(ITMRA), 40 U.S.C. 1424(a)(2), states that an Executive agency may "enter into a contract that provides for multiagency acquisitions of information technology in accordance with guidance issued by the Director."

1997, Memorandum – Guidance on Information Technology Architecture

In 1999, Franklin Raines left the OMB to return to Fannie Mae as the CEO. He had been the Vice Chairman of Fannie Mae from 1991 to 1996 when he was appointed by Clinton to be the Director of the OMB. In 2004, Raines accepted "early retirement" from Fannie Mae.¹¹

New Economy

The Internet as a national (corporate) backbone combined with carte blanche to redesign the government combined with the idea of a high tech infrastructure (smart highways, smart grid), environmental control systems, new technology-driven methods of delivering education and health care allowed the Technocratic Systems Designers the opportunity to create a vision of a *New Society* and a *New Economy* to go with it and by definition, it was a Technocratic coup d'etat.

The idea of the *New Economy* was for new product development for automation of the infrastructure and for education and training to run the technology once it was implemented. The plan is remarkably similar to the Greenhouse Compact plan Ira Magaziner presented to Rhode Island voters in 1984. It was rejected by Rhode Islanders but made a comeback at the national level when Clinton was elected in 1992. Magaziner was a member of the Clinton's inner circle¹² during the campaign. He was one of the principal authors of the Commission on the Skills of the American Workforce report, *America's Choice: High Skills or Low Wages*¹³ published by the NCEE in 1990. And he came to the public's attention again when he and Hillary Clinton attempted to redesign America's health care system¹⁴ (they finally succeeded with Obama care).

Greenhouse: Why a Good Plan Failed¹⁵

By Dan Weisman

...Called the Greenhouse Compact, the plan was a tapestry of public policy changes and strategically targeted public investment to create jobs in selected industries"

... Economic growth would have been pursued without endangering the environment, weakening the unions, reducing workers' standard of living, raiding other states or eroding social services. Instead, particular R.I. industries with an inherent but unrealized competitive edge would have qualified for free or low cost public investment funds. The plan proposed specific policies, governmental services, tax incentives, improved infrastructures, workforce retraining and business management consulting to improve targeted industries' opportunities for stability, growth and new product development.

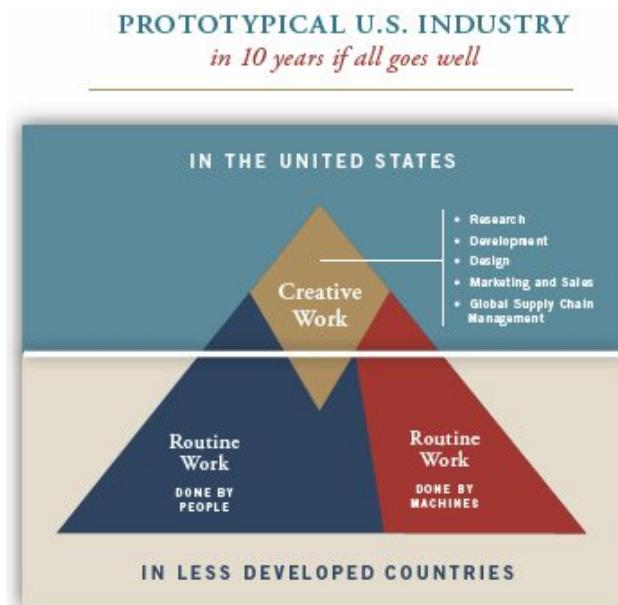


Ira Magaziner

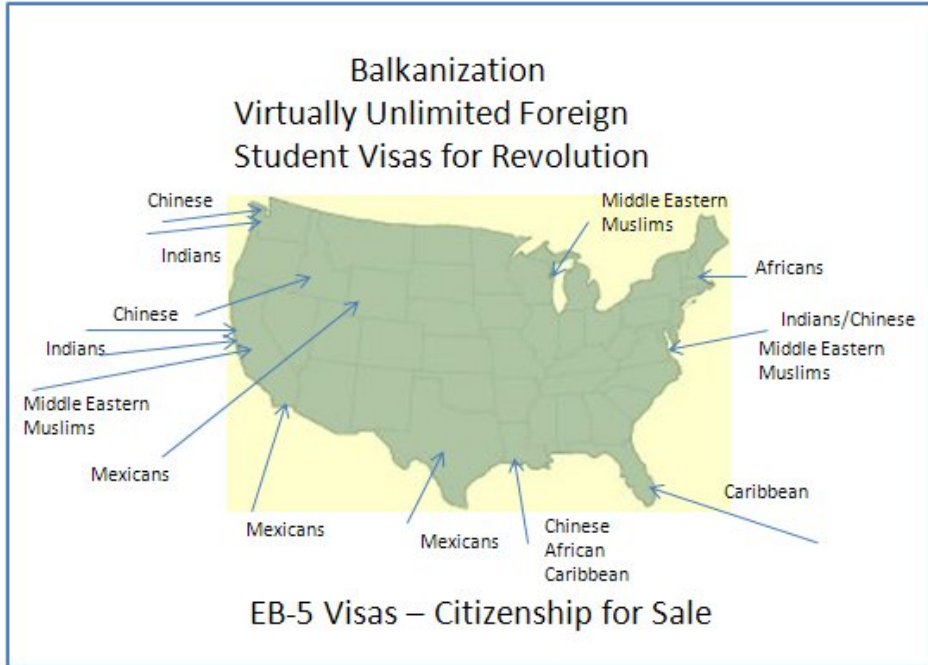
It appears that Ira Magaziner's Greenhouse Compact plan was combined with the ideas of intermodalism for transportation (inland ports), automation of the infrastructure and "reinvention of education and the workforce" put under heading of economic development and competitiveness for the global economy to form a fully centrally planned economy – but it was even more than that.

The Trap

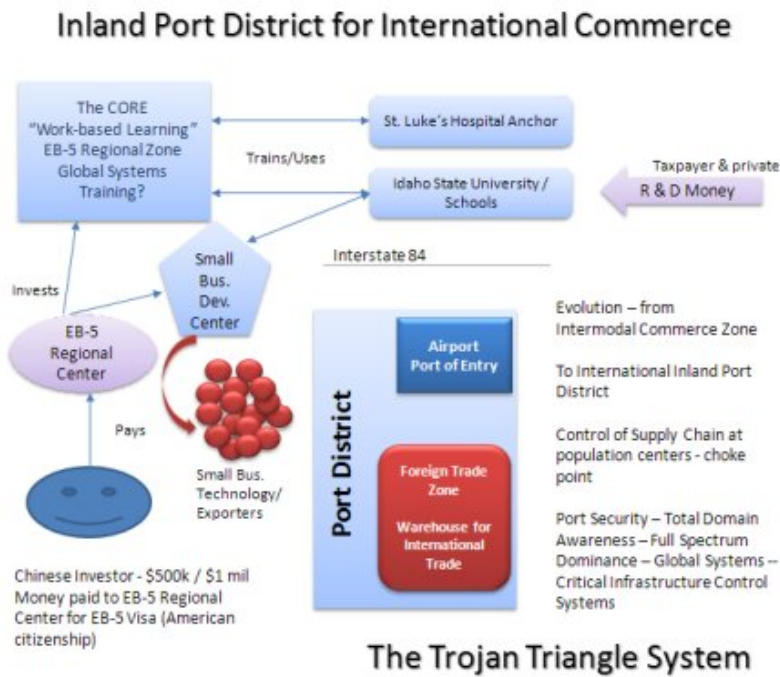
In the Tough Choices or Tough Times Report by the *new* Commission on the Skills of the American Workforce published by the NCEE in 2007, the following diagram is used to show the planned composition of the American workforce:



The above diagram is delusional for too many reasons to list here. Pretending that it could work for a moment, the only possible way would be if the U.S. were to be able to attract the best and brightest from all the countries in the world.

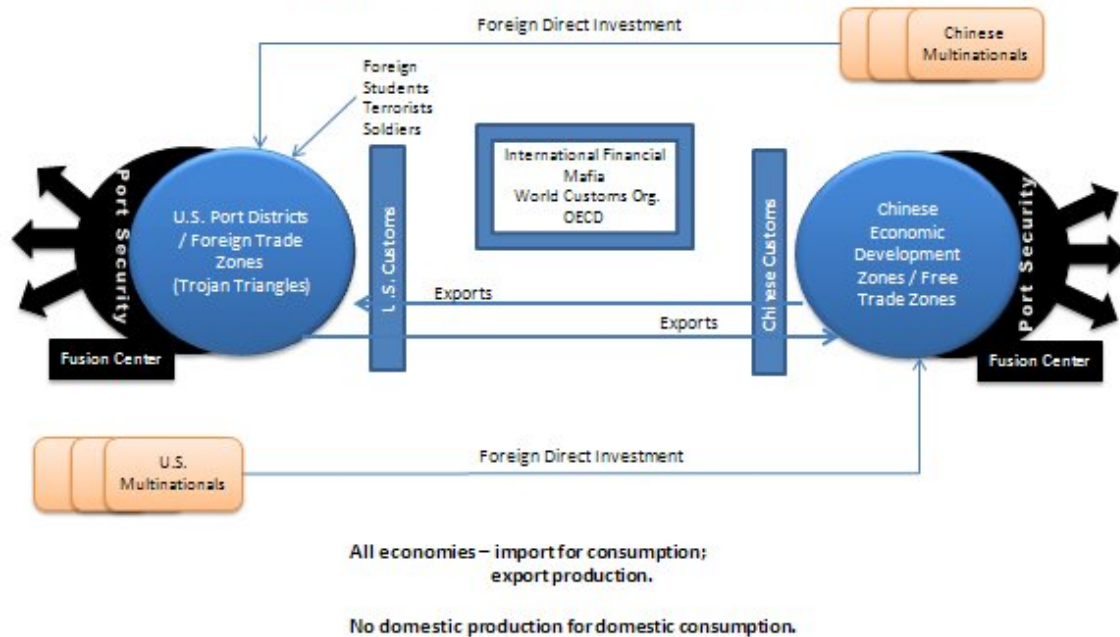


Look at the inland port system once more:



And now look at the external view of the inland port system that was designed for global economic control.

Global Economic Control Inland Ports – Chokepoints for the Economy



When all the pieces are laid out, the redesign of government, the corporatization of the structure, the automation of the infrastructure (total domain awareness), and the design for the international trading, inland port system (foreign trade zones) system combined with the Foreign Direct Investment flows, it clearly shows a strategic plan for national suicide. With consideration for international trade agreements, the open global trading system, the open borders, open universities, open immigration, open telecommunications system – all were a setup for ending the United States as a sovereign nation. And in fact, this would be true for all countries caught in this trap of betrayal.

¹ National Archives and Records Administration, [Hhttp://clinton6.nara.gov/1993/03/1993-03-03-a-revolution-in-government-office-of-domestic-policy.html](http://clinton6.nara.gov/1993/03/1993-03-03-a-revolution-in-government-office-of-domestic-policy.html)H

² Democratic Leadership Council, The Economic Competition Index, October 1985, "Winning in the World Economy", [Hhttp://www.channelingreality.com/DLC/Winning_world_Economy_1985.pdf](http://www.channelingreality.com/DLC/Winning_world_Economy_1985.pdf)H

³ National Partnership for Reinventing Government Archive, [Hhttp://govinfo.library.unt.edu/npr/library/index.html#systemreports](http://govinfo.library.unt.edu/npr/library/index.html#systemreports)H

⁴ Le Cirque Restaurant, 151 East 58th Street, New York, New York

⁵ Al Gore Biography, Vice President of the United States (former), [Hhttp://govinfo.library.unt.edu/npr/library/status/bios/gore.htm](http://govinfo.library.unt.edu/npr/library/status/bios/gore.htm)H

⁶ U.S. Department of Transportation, Implementation of the National Intelligent Vehicle Highway System, Program Plan, Report to Congress, June 1994, [Hhttp://www.channelingreality.com/NAU/ITS/DOD_GPS_1994.pdf](http://www.channelingreality.com/NAU/ITS/DOD_GPS_1994.pdf)H

⁷ National Criminal Justice Reference Service, Department of Justice and Department of Defense Joint Technology Program, NIJ Research Report, February 1997, [Hhttp://www.ncjrs.gov/txtfiles/164268.txt](http://www.ncjrs.gov/txtfiles/164268.txt)H

⁸ Namebase post of MOU obtain through FOIA, html reproduction, [Hhttp://www.namebase.org/foia/mou01.html](http://www.namebase.org/foia/mou01.html)H
Graphic Image of document, [Hhttp://www.namebase.org/gifs/mou01p01.gif](http://www.namebase.org/gifs/mou01p01.gif)H

⁹ U.S. Department of Transportation, Federal Highway Administration, Publications, Public Roads, Vol. 57 No. 3, Summer 1994, [Hhttp://www.fhwa.dot.gov/publications/publicroads/94winter/p94wi1.cfm](http://www.fhwa.dot.gov/publications/publicroads/94winter/p94wi1.cfm)H

¹⁰ Executive Office of the President, Office of Management and Budget, Memorandum for the Heads of Executive Departments and Establishments, April 4, 1996, Alice M. Rivlin, Director, Subject, Implementation of the Implementation Technology Management Reform Act of 1996, Hhttp://www.cio.gov/Documents/omb_m_96_20.htmlH

¹¹ BBC News, December 22, 2004, "Senior Fannie Mae bosses resign", H<http://news.bbc.co.uk/2/hi/business/4116903.stm>H

¹² Newsweek, Howard Fineman, October 26, 1992, "The Inner Circle",
H<http://www.newsweek.com/1992/10/25/the-inner-circle.print.html>H

¹³ National Center on Education and the Economy, Report of the Commission on the Skills of the American Workforce, June 1990, "America's Choice: High Skills or Low Wages!", Ira Magaziner, Chair, President SJS, Inc.,
Hhttp://www.channelingreality.com/UN/Education/High_SkillsLow_Wages.pdfH (very large pdf)

¹⁴ Brief Biography of Ira Magaziner, Hhttp://www.channelingreality.com/UN/Education/Ira_Magaziner_CV.pdfH

¹⁵ Labor Research Review, Volume 1, Number 9, Article 3, 1986, Dan Weisman, "Greenhouse: Why a Good Plan Failed"
Hhttp://www.channelingreality.com/Competitiveness/Ira_Magaziner/Magaziner_Greenhouse_Compact_Article.pdfH

Losing Our Sovereignty #7 – You can't lose what you don't have

By Vicky Davis

In Project #4, Loss of Sovereignty, what has been described to this point, is a strategy of white-collar, economic warfare against the people of the United States. The strategy is administrative. It facilitates foreign occupation in zoned areas within our population centers complete with 21st century surveillance and control technologies to control turf and people.

If you didn't read it, it's understandable. It's boring stuff. But that's how they were able to blindside us – legal maneuverings at the administrative level behind the façade of foreign trade – that actually has a military purpose in it's implementation. We always look for the enemy to attack from the outside, not from the inside and not by programs purported to be for the benefit of our country.

What happened is that the so-called leaders of the country turned foreign policy combined with supply-side economics into an economic weapon of war against the American people. Senator David L. Boren of Oklahoma provided the strategy in an article published in the Washington Post on May 2, 1990.

For a Model Nation¹

By David L. Boren

(excerpted)

A different set of assets will be needed for a leadership role in the next century. Economic strength along with the moral force of America's political and social example as a model for others will be more important. While we must remain prepared to deal with a variety of military threats, overall military strength will be less important.

Those who doubt that economic competition is more and more replacing military competition should examine what is happening in the intelligence field. An increasing share of the espionage directed against the United States comes from spying by foreign governments against private American companies aimed at stealing commercial secrets to gain a national economic advantage.

There is no time to waste. We need to realign our foreign policy to advance our national economic interests. What should we do?

First, change the way we give foreign aid by giving more in the form of credits to be used solely to buy American products produced with American jobs...

Embassies must be regarded as outposts to further our economic interests. We must put behind us the attitude that commercial sections of diplomatic missions are nuisances best relegated to basements or annexes. If we don't restore our economic influence we will soon be without political influence.

Third, dramatically increase student exchange programs for college undergraduates--especially with the Soviet Union, Eastern Europe and Latin America.

Of course, a comprehensive plan to rebuild our economy should include many other initiatives. Repairing the entire education system, planning for the transition from a military economy to a

civilian economy and developing an international partnership to share the cost of improving the environment must all be part of the plan. It is essential to overhaul tax policy to match the tax incentives for saving and investment given by other nations so that our cost of capital can compete with theirs.

Above all, we must realize that we can't afford to continue to rely upon the same foreign policy tools put in place by the Truman administration 45 years ago. A new world calls for a new vision for our role in it...

Think about it: Profit-making U.S. corporations as instruments of American foreign policy operating in foreign countries aided and abetted by the U.S. State Department with the Congress providing incentives and benefits for their foreign operations. The only way for them to make money on their foreign operations was to turn around and from their foreign base of operations – to bleed the United States². And that is exactly what they did.

What about the 'Buy American' provision? Forget about it. It was dropped because obviously with U.S. corporations operating in foreign countries, there was nothing 'American' to buy. The NAFTA Agreement was written in the interest of "foreign corporations" to breakdown barriers to U.S. markets so that the corporations as instruments of foreign policy could fulfill their mission of "foreign aid" for developing countries (See NAFTA Chapter 11).

During the debate on the Marrakesh Agreement that was the result of the Uruguay Round Agreement of GATT, a speech by Senator Larry Craig on July 13, 1994, included the following:

"The World Trade Organization would vote on amendments and interpretations of GATT provisions. Again, Mr. President, the United States would be only 1 of 117 votes. Therefore, we could easily be outvoted by Third World countries of the World Trade Organization, as often happens in the United Nations. We have the history of the United Nations to demonstrate that that can clearly occur."³

There have been previous attempts to establish, as I mentioned, these supra-national organizations. The fear of granting broad authority over our trade rules to a mostly foreign entity led to the repeated rejection by the Senate of the International Trade Organization between 1947 and 1950, and a similar body known as the Organization for Trade Cooperation in 1955.

Under the interstate and foreign commerce clauses of the Constitution, States cannot discriminate against foreign businesses, including the application of State tax law. Therefore, under the GATT currently, the failure of a State to comply with these provisions would result in a U.S. court action where the parties involved would be able to receive fair and open redress of their complaints. The dispute settlement mechanism included in the Uruguay round agreement, on the other hand, would require such matters involving State tax policy and foreign businesses to be brought before the World Trade Organization itself.

During the same floor speech, Senator Craig then entered into the Congressional Record a letter **written by Michael E. Carpenter, Attorney General for the State of Maine, and signed by 42 State Attorneys General all of whom opposed the agreement on state sovereignty grounds.** The following is the text of the letter as it was printed in the Congressional Record:

STATE OF MAINE, DEPARTMENT OF THE ATTORNEY GENERAL,
Augusta, ME, July 6, 1994.

Hon. William J. Clinton,
President of the United States,
Washington, DC.

Dear President Clinton: As defenders of State laws, State Attorneys General have a particularly keen interest in State sovereignty. The Uruguay Round of the General Agreement on Tariffs and Trade (GATT), which is to be submitted to Congress under fast-track authority soon, appears to have broad implications for State self-government. Given the paramount importance that the U.S. Constitution assigns to State's rights, we would like to request a State-Federal Consultation Summit on this issue, to be held in July or August, before the Administration submits implementing legislation. Although we have agreed to take the lead on this issue, because it affects all State officials, an invitation would be extended to State executive and legislative branches as well.

We are requesting a Summit to give State officials the benefit of a thorough airing of concerns about how the Uruguay Round and the proposed World Trade Organization (WTO) would affect State laws and regulations. Many State officials still have questions about how some of our State laws and regulations would fare under the WTO and its dispute resolution panels. This is of particular concern given that some of our trading partners have apparently identified specific State laws which they intend to challenge under the WTO .

As you know, the U.S. Trade Representative's Office (USTR) is charged with an interesting set of responsibilities. On one hand, its primary responsibility is to promote U.S. exports and international trade. Yet, on the other hand, the Trade Representative's Office is charged with the responsibility of protecting State sovereignty and defending any State law challenged in the various international dispute tribunals. Given the inevitable conflict in fulfilling both sets of these responsibilities, we would like to take advantage of the proposed Summit to clarify a range of serious concerns, including:

Whether the implementing legislation adequately guarantees States that the federal government will genuinely consider accepting trade sanctions rather than pressuring States to change State laws which are successfully challenged in the WTO .

Whether States have a guaranteed right and a formalized process in which they can participate in defending their own State laws.

Whether the USTR is required to engage in regular consultation with the States, and involve any State whose measures may be challenged in the defense of that measure at the earliest possible opportunity.

Whether parties challenging a State measure under GATT will be able to prevail based on the fact that one State is simply more or less restrictive than another State's.

Whether GATT grants any private party a right of action to challenge a State law in federal court.

Whether an adverse WTO panel decision can be interpreted as the foreign policy of the United States without the subsequent ratification of the Congress and the President.

Whether GATT panel reports and any information submitted by the States to the USTR during the reservation process are admissible as evidence in any federal court proceeding.

Whether a panel decision purporting to overturn State law shall be implemented only prospectively.

Whether the federal government may sue a State and challenge a State measure under GATT without an adverse WTO panel decision.

How will adverse WTO panel decisions impact State laws covering pesticide residues, food quality, environmental policy including recycling, or consumer health safety, where State standards are more stringent than federal or international standards.

Whether so-called 'unitary taxation,' which assesses the State taxes corporations pay on the basis of a corporation's worldwide operations, be illegal under GATT.

Whether States may maintain public procurement laws that favor in-State business in bidding for public contracts.

How well protected is a State law if it is included within the coverage of U.S. reservations to new GATT agreements.

Whether the United States can import some due process guarantees into the WTO dispute resolution system, now that the negotiations are over, the WTO panel proceedings remain closed and documents confidential.

In responding to our request for this GATT Summit, please have staff contact Christine T. Milliken, Executive Director and General Counsel of the National Association of Attorneys General, at (202) 434-8053. Although the Association has taken no formal position on this issue, the Association provides liaison service upon request when fifteen or more Attorneys General express an interest in a key subject.

Further, the Association through action at its recent Summer Meeting has instructed staff to develop in concert with the Office of U.S. Trade Representative an ongoing mechanism for consultation. The Association participates in several federal-state work groups, principally with the U.S. Department of Justice and also with the U.S. Environmental Protection Agency that might serve as a starting point for developing a model for an effective ongoing dialogue with the USTR on emerging issues in this key area.

Respectfully yours,
Michael E. Carpenter,
Attorney General of Maine.

* * * * *

At another time on July 13, 1994, Senator Larry Craig spoke about national treatment for foreign corporations. The following is also in the Congressional Record referring to another letter he received on the Marrakesh Agreement (Uruguay Round of GATT)⁴:

Dear Senator Craig: We are writing to explain our concern about the power over state and local taxes that the new General Agreement on Tariffs and Trade (GATT) will give the

World Trade Organization (WTO). Unless modified significantly, these provisions of the new GATT will undermine state and local fiscal sovereignty and likely favor foreign business over U.S. taxpayers.

Let me repeat:

* * * will undermine State and local fiscal sovereignty and likely favor foreign businesses over U.S. taxpayers.

The national treatment provision under GATS requires the United States to ensure that foreign services and service providers receive `treatment no less favorable than that it accords to its own like services and service suppliers.'

Under the provision, only foreign businesses receiving a negative economic impact resulting from a State law could seek corrective action by the WTO while domestic businesses which are economically harmed by a State guideline would have no similar avenue of redress. This grants foreign businesses a significant advantage which their domestic counterparts would not enjoy.

...Because only foreign taxpayers can benefit directly from the `national treatment' provision, they will have access to a more favorable set of rules than U.S. taxpayers.

The rulings of trade panels--`dispute settlement bodies'--may become legally binding on the States and local governments even though they are not legally binding on the Federal Government.

The Federal Government can decide to comply or not comply with an adverse trade panel ruling.

However, the dormant foreign commerce and national supremacy clauses of the Constitution are binding on States and localities.

Thus, foreign taxpayers may use the trade panel ruling as evidence in suits against States or localities and could seek enforcement trade panel rulings in our courts on the basis that they reflect the foreign commercial policies of the United States.

The memorandum also states that:

Because of these interactions between trade agreements and the U.S. constitutional law, we think that State and local tax authority will be undermined, **tax burdens may increasingly shift from foreign taxpayers to U.S. taxpayers, and desisionmaking authority over State and local taxes will increasingly shift from the U.S. Supreme Court to `dispute settlement bodies.'**

* * * * *

The legislation to create the World Trade Organization through the implementation of the Uruguay Round of GATT, was signed into law on December 8, 1994 with the understanding by the Senate, that they were signing away the sovereignty of the United States. They gave the ultimate weapon of war to the world – the ability to destroy our economy to the

WTO and to foreign corporations – which in the case of China, the corporations are the COMMUNIST Chinese government and military itself.

In February 2002, Judicial Watch filed a complaint requesting an investigation of Hutchison Whampoa, Ltd.'s actions to gain control of Global Crossing. In that complaint, they refer to excerpts from a declassified U.S. government intelligence report⁵ 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]

Put that together with intermodal commerce system of inland port districts with global telecommunications for “supply chain”, and COMMUNIST Chinese “corporations” interest in our energy grid⁶ and the military strategy of it rolls out in front of you. To say that there is a risk to national security is a joke. You can't lose what you don't have. Under this system, we have no national security and no national sovereignty.

¹ Global Security website, reprint of the Congressional Record, “Senator Boren on America's Role in the World, Senate, May 2, 1990, Pages: S5546-S5547, Washington Post article, May 2, 1990, by David Boren, “For a Model Nation”, http://www.globalsecurity.org/intell/library/congress/1990_cr/s900502-boren.htm

² Change to Win, website, report - compilation of manufacturing job losses to China, <http://www.changetowin.org/fileadmin/pdf/walmart-china-job-report.pdf> for Additional information, search Walmart, China price

³ Library of Congress, Thomas, Congressional Record, July 13, 1994, S8852-S8854, Mr. Craig, (Begins Page 3 in the pdf) http://www.channelingreality.com/Helsinki/Morganthau/Cong_Record_WTO/Larry_Craig_WTO_Summit_Americas_1994.pdf Additional excerpts from Congressional Record on WTO debates, 1994, can be found here, http://www.channelingreality.com/Digital_Treason/WTO_senate_debates_and_statements.htm

⁴ Library of Congress, Thomas, Congressional Record, July 13, 1994, S8854-S8857, http://www.channelingreality.com/Helsinki/Morganthau/Cong_Record_WTO/Senate_Debate_National_Treatment.pdf

⁵ 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

⁶ Idaho Statesman, Rocky Barker, December 31, 2010 article, ‘Chinese company eyes Boise’, <http://www.idahostatesman.com/2010/12/31/1472023/chinese-company-eyes-boise.html>