

# 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 8<sup>th</sup>, 1941 not December 7<sup>th</sup>. 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 8<sup>th</sup>, the day of infamy that keeps on giving” with implied reference to the attack on Pearl Harbor.

The focus on December 8<sup>th</sup> 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”<sup>1</sup>.*



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 2001<sup>2</sup>.

On September 6, 2001, the White House issued a press release on the **Partnership for Prosperity**<sup>3</sup> 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.<sup>4</sup>*

## **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 Network**<sup>5</sup>

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”<sup>6</sup>.

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) Map<sup>7</sup>**



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

---

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

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

<sup>3</sup> 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](http://www.channelingreality.com/NAU/P4P/p4p_faq_sept2001.pdf)

<sup>4</sup> 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](http://www.channelingreality.com/Documents/Fox_Congress_H5411_12.pdf)

<sup>5</sup> 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](http://www.channelingreality.com/NAU/NAITCP/NAIPN_Strategic_Plan.pdf)

<sup>6</sup> 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](http://www.sptimes.com/2005/11/19/Business/Kansas_City_poised_to.shtml)

<sup>7</sup> National Association of Foreign-Trade Zones (NAFTZ), [http://www.naftz.org/index\\_categories.php/ftzs/6](http://www.naftz.org/index_categories.php/ftzs/6)