

# Superhighway & Security and Prosperity Partnership of North America (SPP)

(A project for the complete integration of the United States, Mexico and Canada)

## North American Union . . . . Already Starting to Replace USA

*Information from article by Jerome Corsi, May 30, 2006, Human Events Online*

In March 2005 at their summit meeting in Waco, Tex., President Bush, President Fox and Prime Minister Martin issued a joint statement announcing the creation of the “Security and Prosperity Partnership of North America” (SPP). The creation of this new agreement was never submitted to Congress for debate and decision. SPP is headed by three top cabinet level officers of each country.



Hosting a lunch and tour at his ranch, President George W. Bush waves to the press while walking with Canadian Prime Minister Paul Martin, left, and Mexican President Vicente Fox in Crawford, Texas, March 23, 2005.

This is not a theoretical exercise being prepared so it can be submitted for review. Instead, SPP is producing an action agreement to be implemented directly by regulations, without any envisioned direct Congressional oversight.

No new U.S. laws are contemplated for the Bush administration to submit to Congress. Instead, the plan is obviously to knit together the North American Union completely under the radar, through a process of regulations and directives issued by various U.S. government agencies.

What we have here is an executive branch plan being implemented by the Bush administration to construct a new super-regional structure completely by fiat. Yet, we can find no single speech in which President Bush has ever openly expressed to the American people his intention to create a North American Union

Once the SPP agenda is implemented with appropriate departmental regulations, there will be no area of immigration policy, trade rules, environmental regulations, capital flows, public health, plus dozens of other key policy areas that the U.S. government will be able to decide alone, or without first consulting with some appropriate North American Union regulatory body. At best, our border with Mexico will become a speed bump, largely erased, with little remaining to restrict the essentially free movement of people, trade, and capital.

The Task Force’s central recommendation is the establishment by 2010 of a North American economic and security community, the boundaries of which would be defined by a common external tariff and an outer security perimeter.

The only borders or tariffs which would remain would be those around the continent, not those between the countries within.

What will happen to the sovereignty of the United States? The model is the European Community. Many of our nation-state prerogatives would ultimately be superseded by the authority of a North American court and parliamentary body, just as the U.S. dollar would have to be surrendered for the "Amero."

President Bush should rein in the bureaucracy until the American people have been fully informed of the true nature of our government's desire to create a North American Union. Otherwise, the North American Union will become a reality in 2010 as planned.

## **Superhighway 'Security' Benefits Questioned**

*Information taken from WorldNetDaily.com, Aug. 30, 2006*

Rep. Ron Paul says "Security and Prosperity Partnership Of North America (SPP), will likely make us far less secure and certainly less prosperous."

"A massive highway is being planned to stretch from Canada into Mexico, through the state of Texas," Paul wrote. "This is likely to cost the U.S. taxpayer untold billions of dollars, will require eminent domain takings on an almost unimaginable scale, and will make the U.S. more vulnerable to those who seek to enter our country to do us harm."

Paul said the "Security and Prosperity Partnership" is "misnamed" and is running its course under the notice of most because it's neither a treaty nor a formal agreement, just a "dialogue" launched by the heads of state of Canada, Mexico and the United States during a summit in Waco, Texas, in March, 2005.

Paul noted congressional oversight of the massive plan is non-existent, and the SPP's own government website confirms the group is committed to having "our central regulatory agencies complete a trilateral regulatory cooperation framework by 2007."

"Though the U.S. administration insists that the SPP does not undermine U.S. sovereignty, how else can one take statements like this?" Paul asked. "How can establishing a 'trilateral regulatory cooperation' not undermine our national sovereignty?"

The SPP also intends to seek the best practices of registering medicinal products, and Paul said his concern is not only more and bigger government, but an unelected government.

The proposal for a trans-national highway, for example, in Texas alone could displace tens of thousands from their homes and cost billions, according to critics who call themselves CorridorWatch.

Both Republican and Democratic parties in Texas have announced opposition to the Texas portion of the highway, called the Trans-Texas Corridor.

Its plans are for the project to be done in phases over 50 years, but at nearly a quarter-mile wide, and with announced plans for 8,000 miles of corridor, that would claim almost 2,000 square miles of Texas.

*WorldNetDaily.com Sept. 1, 2006*

A report on KWTX said the tollway to be built by the Spanish-based Cintra-Zachry consortium is part of an "ambitious" \$184 billion plan for a network of superhighway transportation corridors around the state. Those, in turn, are expected to be part of the nationwide network of superhighways that are planned to run from Mexico to Canada, dividing the United States into economic and social districts.

The Cintra-Zachry consortium already has been given a contract by the state for the first portion of

what is expected to be a 4,000-mile network of quarter-mile-wide transportation corridors across Texas, the report said.

Cintra partnered with the San Antonio-based Zachry Construction to make plans for the work.. Cintra will have the right to run the road and charge tolls for 50 years, plans show.

*Learn more by reading Rep. Paul's "Texas Straight Talk" weekly column, Aug. 28, 2006 "A North American United Nations?" at [www.house.gov/paul](http://www.house.gov/paul)*



## **How Superhighway is Built Under Radar Screen**

*Information taken from WorldNetDaily.com, Aug. 29, 2006*

Some members of Congress will tell you they have seen no "earmarks" for a superhighway connecting Mexico and Canada via the U.S. But the plan does exist and the superhighway is being built – under the radar screen.

One need look no further than the \$286 billion highway bill signed into law earlier this month by President Bush for some of the "earmarks."

The measure gave the state of Tennessee more than \$111 million to help plan and build Interstate 69.

No one in Tennessee has any doubts about plans for the superhighway. It is being built now with federal taxpayer dollars. And the plan calls for I-69 to extend from Michigan to Texas, linking the Canadian and Mexican borders.

The entire I-69 project is expected to cost \$8.8 billion, with states picking up 10 percent of the tab. Nowhere in any highway bill is the project referred to as the "Superhighway." Since the money is doled out to states to spend on their portion of the project, the allocations look like any other highway spending.

"The route's already been laid out, with survey markers planted in fields and cryptic benchmarks painted on the pavement of country roads." Crews could start moving earth as early as 2008.

## **Superhighway to Mean Mexican Drivers, Say Teamsters**

*Information taken from WorldNetDaily.com, August 28, 2006*

The superhighway, a north-south interstate trade corridor linking Mexico, Canada and the U.S., would mean U.S. truckers replaced by Mexicans, more unsafe rigs on American roads and more drivers relying on drugs for their long hauls, charges the International Brotherhood of Teamsters – the latest group to weigh in against the Bush administration plan.

The August issue of Teamster magazine features a cover story on the plan for an enlarged I-35 that will reach north from the drug capital border town of Nuevo Laredo, Mexico, 1,600 miles to Canada through San Antonio, Austin, Dallas, Kansas City, Minneapolis and Duluth, while I-69 originating at the same crossing will shoot north to Michigan and across the Canadian border.

Public proposals for the superhighway call for each corridor to be 1,200 feet wide with six lanes devoted to cars, four to trucks, with a rail line and utilities in the middle. Most of the goods will come from new Mexican ports being built on the Pacific Coast – ports being run by Chinese state-controlled shipping companies.



"Tens of thousands of unregulated, unsafe Mexican trucks will flow unchecked through our border – a very real threat to the safety of our highways, homeland security and good-paying American jobs," writes Teamster President Jim Hoffa.

The union sent investigative reporter Charles Bowden to Mexico for its August magazine report on the problems affecting Mexican drivers. Drivers interviewed for the magazine report say they are exploited by companies that force them to drive 4,500 kilometers alone over the course of five or six nights without sleep. How do they stay awake on such long hauls?

"They are all family men who run the highways at least 25 days a month and they are adamant about two things – that nobody can run these long hauls without cocaine and crystal meth, and now and then some marijuana to level out the rush. And the biggest danger on their endless runs comes from addicted Mexican truck drivers, which means all truck drivers."

Mexican drivers, of course, earn considerably less than their U.S. counterparts – about \$1,100 a month.

Hoffa calls NAFTA an "unqualified disaster" and wonders why the nation continues to pursue the "free trade agenda." Instead of creating new jobs it has cost 3 million in manufacturing alone. Instead of creating trade surpluses, America's trade deficit is the worst ever, he says.

He adds: "If the Bush administration succeeds (with the superhighway), American drivers and their families will be forced to share the roads with unsafe, uninsured trucks and millions of good-paying American jobs will be lost. And just one weapon of mass destruction in an unchecked container will be too many."

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