

## So now that you know more about the SPP, here is what you can do.

Join with us in calling for an end to this corporate coup d'état. Call for Congressional hearings in the four WCCC states on the impacts of the SPP and SuperCorridors on local communities, the environment and our freedom. Tell your members of Congress you don't want national and multinational corporations and privatized SuperCorridors gobbling up valuable land and exporting profits.

Tell your congresspeople that you want them to represent your interests and community rights, not the interests of corporate business that put profits before people and nature.

**Have you been invited? Have you even heard anything from your elected officials about this?**

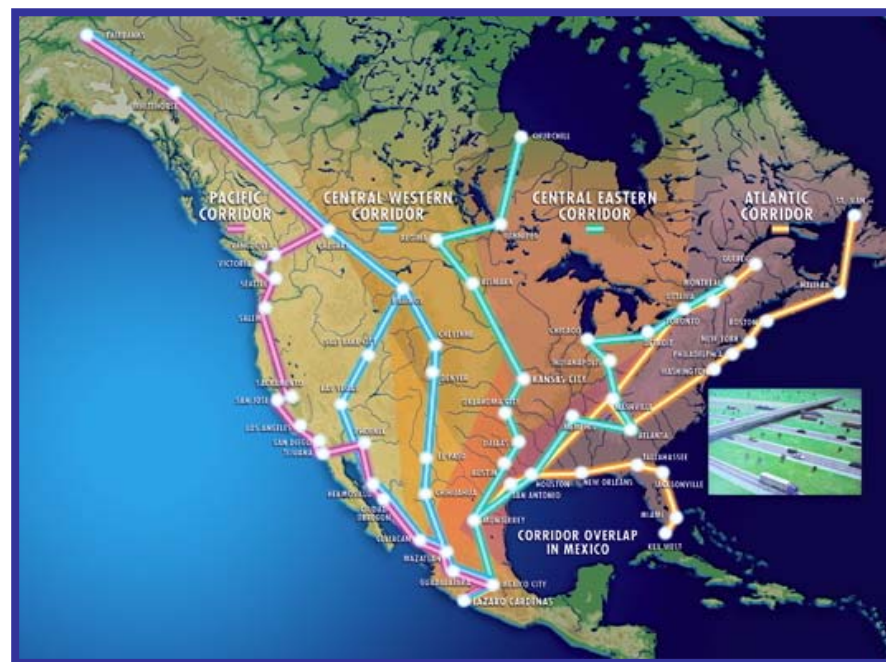
**Is this your vision – the vision of your community?**

### Learn more about the SPP and take action:

- go to [www.thealliancefordemocracy.org/SPP](http://www.thealliancefordemocracy.org/SPP)
- share your knowledge with your community, state legislators, and members of Congress.
- learn about local ordinances banning corporate takings of water and asserting the rights of nature at [www.celdf.org](http://www.celdf.org)
- join the Economic Justice Action Group (EJAG) at First Unitarian Church.
- become active with the Portland Chapter of the Alliance for Democracy, [www.afd-pdx.org](http://www.afd-pdx.org)
- for more information visit our website at [www.ejag.org](http://www.ejag.org) or contact David Delk: [davidafd@msn.com](mailto:davidafd@msn.com) (503) 232 5495

EJAG: [www.ejag.org](http://www.ejag.org)

AfD: [www.thealliancefordemocracy.org](http://www.thealliancefordemocracy.org) or [www.afd-pdx.org](http://www.afd-pdx.org)



*THE CORPORATE TAKEOVER OF NORTH AMERICA*

## SECURITY AND PROSPERITY PARTNERSHIP OF NORTH AMERICA

Have you ever heard anything about the SPP from your elected officials? Is this your vision or the vision of your community for our future?

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*The Economic Justice Action Group (EJAG) of the First Unitarian Church in cooperation with the Alliance for Democracy (AfD) has produced this brochure based on four AfD fact sheets on the SPP and a PowerPoint presentation by Dr. Janet Eaton of Nova Scotia*

## ADVANCING THE CORPORATOCRACY

Because corporate leaders and the Bush administration encountered increasing resistance to so-called “free” trade agreements like NAFTA they made an “end run” around Congress and the public to create the Security and Prosperity Partnership (SPP).

In 2005, the SPP was finalized without debate in Congress or public scrutiny when President Bush met with President Fox of Mexico and Prime Minister Martin of Canada in Waco, Texas where they shook hands on the deal. Their joint statement explains:



FOX, BUSH, MARTIN, 2005 IN WACO TEXAS

*“The SPP builds upon, but is separate from, our longstanding trade and economic relationships...This partnership has increased institutional contacts between the three governments to respond to a shared vision of a stronger, more secure and prosperous region.”*

### What is the SPP?

- The SPP vision of security from internal and external threats is to create a military system dominated by the U.S. using “smart” surveillance and identification technologies to control the “legitimate” movement of people and goods across borders.
- This enhanced border security ensures that economic migrants seeking work are stopped at the borders, but essential energy and water resources flow across the borders protected by U.S. military power.
- The SPP vision of prosperity is production of endless more sweat-shop produced goods from Asia, Latin America, and elsewhere carried by SuperCargo ships docking at SuperPorts and moved inland along privatized transportation corridors to Inland Dry Ports.

Great Lakes Charter to prevent water diversions out of the Great Lakes.

Unfortunately, the bottled water industry got an exemption for the export of bottled water. In addition, this agreement does not protect Canadian water outside of the Great Lakes basin from being exported to the U.S.

### SPP and Bottled Water

The bottled water giants - Nestlé, Coke/Danone, Pepsi, Crystal Geysers - are buying or leasing land for access to water resources, often siting bottling plants near the proposed SPP transportation SuperCorridor routes.

### Water Is a Right for People and Nature

Allowing commercial water sales and exports, including the selling of bottled water, sets a dangerous precedent by treating water as a commodity, where only the marketplace establishes the price and conditions of export. As water supplies diminish, the dangerous consequences of a future where water is commoditized will be severe.

- Communities could be forced to compete with industry and agriculture for water.
- Wealthy households and communities could buy water at any cost, while leaving those less well off high and dry.
- Nature itself could be left high and dry.

### The Water Commons: Another Vision for the Future

The Barnstead and Nottingham NH ordinances (<http://www.afd-pdx.org/Yes.html>) passed by votes of the townspeople suggest a definition of water commons based on the rights of people and nature, not of corporations, including:

- the obligation of the community to protect water for the ecosystem as a right
- the community's right to use water to promote the common welfare
- the banning of corporate withdrawals of water, except for specified uses within the community
- the denial of Constitutional protection to corporations, which have used these assumed rights to deny the rights of people and nature.

## MOVING WATER — SPP SUPERCORRIDORS AND WATER PIPELINES

SuperCorridor maps and plans already underway in Texas make clear that water pipelines are part of the overall SPP scheme. The Trans-Texas Corridor provides the first clear evidence of this. See [www.nasco.com](http://www.nasco.com).

### NAFTA Trade Rules and Water

Because water is included in the list of commodities to which NAFTA applies, water transported commercially across a national border in North America will be subject to NAFTA trade rules. These rules make it very difficult to limit the quantity of any commercial export. If for any reason, Canada, the U.S. or Mexico tried to limit the quantity exported commercially, they would probably not survive a corporate challenge allowed under NAFTA rules.

### Where's the Water - Where's the Profit?

Today, Canada, the Great Lakes, Maine and southern Mexico have large quantities of fresh water, while water is already critically short in many areas of the U.S. Further, water pollution by industry, over-use of groundwater and aquifers, leaks from municipal systems, wasteful agricultural irrigation, and the impact of global warming on available water sources, create a scarcity which makes water a potential source for large profits – blue gold! Investors are lining up to profit from this scarcity.

### Threats of Bulk Water Sales

Entrepreneurs and investors want to export water from Canada to the lucrative U.S. and global markets. Canadian and U.S. citizens successfully fought for an Annex Agreement to the



### How does the SPP operate?

- The SPP is being implemented by three “security” and ten “prosperity” cross-border working groups composed of corporate leaders and government officials from the three countries.
- The three security working groups report to the U.S. Secretary of Homeland Security and his Mexican and Canadian counterparts.
- The ten prosperity working groups operate under the US Secretary of Commerce and his Mexican and Canadian counterparts. They cover all major economic sectors: FOOD & AGRICULTURE, ENERGY, FINANCIAL SERVICES, BUSINESS FACILITATION, E-COMMERCE & INFORMATION COMMUNICATION TECHNOLOGIES, ENVIRONMENT, MANUFACTURED GOODS, MOVEMENT OF GOODS, TRANSPORTATION, and HEALTH.

### What do the Prosperity Working Groups want to achieve?

Working together they promote their vision of economic growth based on endless more without considering the impact on global warming, depletion of the world's resources or pollution of our air, water and land.

### They want:

- to create a fully integrated North American economic region to allow the free flow of goods.
- to “harmonize” environmental and labor regulations based on the lowest common denominator in order to minimize labor costs and escape strict environmental regulations.
- to ensure that water, energy and other natural resources for manufacturing and construction flow to the U.S., enriching the corporations of all three countries, while delaying the impact of resource depletion on the U.S. standard of living.
- to increase the global competitiveness of remaining U.S. manufacturers and service providers.

## NORTH AMERICAN SUPERCORRIDORS AND SUPER PORTS



The SPP Working Group on Transportation, whose membership includes the US-Department of Transportation (DOT), is tasked with creating SuperCorridors for cars, trucks, trains, and pipelines that will link to coastal mega-ports and inland Dry Ports for distribution of goods throughout North America.

The SPP official site states - "Transportation Working Group...will improve the safety and efficiency of North America's transportation system by expanding market access, facilitating multimodal corridors, reducing congestion, and alleviating bottlenecks at the border that inhibit growth and threaten our quality of life."

The U.S. DOT uses exactly the same language on their website. How the multimodal corridors will improve "safety and efficiency" is not explained.

Based on the Trans-Texas Corridor plan, each SuperCorridor route would ideally have:

- six auto and four truck lanes
- two freight railway lines
- high-speed commuter railways
- infrastructure for utilities — water lines, oil and gas pipelines, and transmission lines for electricity, broadband and other telecommunication services.

The land grab for this transportation-distribution system is immense. The Trans-Texas Corridor system alone is estimated to require almost 600,000 acres of valuable farmland. The funding model they are expected to follow, given the implementation in Texas, is to form private-public "partnerships" to combine private capital with federal and state funds and subsidies that will grow corporate profits and lead to a privatized North American transport network under corporate control.

### Corporate Enterprise Zones

Crystal Geyser shows that as the West Coast Corridor is promoted, these Zones and other programs are used to realize the SPP "vision of prosperity." These large corporations and multinationals benefit by locating and expanding in Enterprise Zones with advantageous tax relief, incentives, and credits.

In the Shasta Valley Enterprise Zone, there is more than \$32,000 in state tax credits for each qualified employee hired and/or \$20 million per year on machinery and parts. Enterprise Zone companies can also earn preference points on state contracts.

### Corporations and multinationals also benefit when:

- Enterprise Zones provide tax and regulatory relief
- government uses eminent domain to acquire vast acreage of productive land for the Corridors and Ports,
- public land, such as a military base in Texas, is converted to private use for an Inland "Dry" Port.

### The People lose out when:

- corridors are routed around or through their communities
- their tax dollars are used to build corridors and public highways which are turned into private toll roads
- environmental and land-use regulations can be lowered or not apply in the Enterprise Zones
- the endless more of imported goods and resources moving across the oceans and along the SuperCorridors increase global warming.

### No Public Voice

The WCCC's Executive Committee, Private Sector Advisory Committee and General Assembly are made up of staff from the Governors' offices; state planning and transportation agencies; cities/counties; chambers of commerce; and air, shipping, freight and other transport businesses. Citizen advocates need not apply.

## The West Coast Corridor Coalition Vision

Coalition reports stress that the West Coast economy is the 6th largest in the world and serves not only the US economy, but also Canada and Mexico, our NAFTA trading partners.

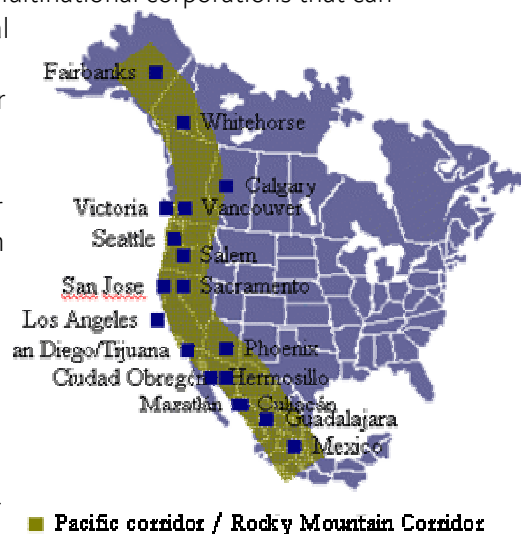
As free-trade and the SPP “vision of prosperity” increases imports, chokepoints and congestion, Coalition goals are to develop “shared policy visions on transportation, land-use, environment and other issues affecting the vitality and quality of life along the corridor” and to seek federal funding for transport improvements because this region is deemed essential not just to the regional, but also to the national economy.

## Who stands to benefit along the West Coast?

Contractors and builders, retail big-box, restaurant, entertainment and tourism, and national and multinational corporations that can buy up land for access to natural resources, speculation and development along the Corridor – these will all benefit. This can happen before the public and local communities are aware or can organize to advocate for an alternative vision.

For example, in the Mount Shasta region of Northern California, the bottled water giants, Coca Cola and Nestlé, have bought land near the Corridor to access spring water and expand, or build, new bottling plants.

In addition, Crystal Geyser Spring Water Bottling Co., owned by Otsuka Pharmaceuticals of Japan, recently purchased 30 acres in the Shasta Business Park, part of the Shasta Valley Enterprise Zone, Siskiyou County, to build the “largest” spring water bottling plant in the world.



As Congress and states approve funding for state transportation projects, pieces of the SuperCorridors network, such as the Trans-Texas Corridor, the Columbia River Crossing Bridge and the Kansas Dry Port, are falling into place without the whole picture revealed to the public. Meanwhile, the private sector can proceed with buying up valuable land for projects all along corridor routes. Wal-Mart, for example, which already owns the most land of any private business in the U.S., can buy land to site superstores and warehouses along the routes.

## What are the corridor routes?

There are at least six north-south SuperCorridor routes in various stages of planning, funding and construction. This vast network of north-south SuperCorridors will connect with current or upgraded east-west interstate highways. Inland Dry Ports (white dots on map on cover) are huge warehouse and distribution centers which will be linked to SuperPorts on the East and West Coasts.

- 1) *I-95 Corridor* - planned to streamline transport along the congested East Coast from northern Maine to Florida [www.i95coalition.org](http://www.i95coalition.org)
- 2) *Continental One International Trade and Travel Corridor* - links the inland area west of the I-95 Corridor to major East Coast air and marine ports [www.continental1.org](http://www.continental1.org)
- 3) *Trans-Texas and International Trade Corridor (NASCO) - North America's Super Corridor Coalition, Inc.*, - created in 1994, right after NAFTA was signed, to develop the world's first international, integrated and secure multi-modal corridor system. Presently, NASCO is working on the Trans-Texas Corridor, just one leg of the International Trade Corridor to connect Mexico through Texas north to Canada [www.nascocorridor.com](http://www.nascocorridor.com)
- 4) *Great Plains International Trade Corridor* - promoted by the Ports-to-Plains Coalition [www.portstoplains.com](http://www.portstoplains.com)
- 5) *CANAMEX Highway* - planned to run from Nogales, AZ to Edmonton, Canada [www.canamex.org](http://www.canamex.org)
- 6) *West Coast Corridor* - planned to run along I-5 from San Diego, CA to Vancouver, B.C. [www.bettertransport.info/cascadia/WCCCoverview.pdf](http://www.bettertransport.info/cascadia/WCCCoverview.pdf)

## Opponents of the Trans-Texas Corridor have raised critical concerns, including:

- use of eminent domain to acquire vast acreage of farm land for the corridor
- privatization of the corridor with toll income going to the Spanish Cintra Corporation, one of the world's largest multinational highway construction and management corporations
- environmental impacts including air and water contamination; habitat ecosystem fragmentation
- state transportation spending not based on local priorities.

Texas opponents organized and got a 2-year moratorium passed by the state legislature in 2007 only to have it overturned by the governor's veto.

**Other Concerns of National Significance** requiring full public debate include the:

- impact of building and operating the SuperCorridors/SuperPorts on global warming
- impact on the environment of an economy based on endless more imported goods
- loss of local authority over the routing of the corridors through communities.

Mexican and Canadian corporations can challenge US laws protecting labor and the environment by using the North American Free Trade Agreement (NAFTA) by claiming "regulatory taking of future profits."

All foreign corporations can use the World Trade Organization (WTO) agreement to leverage their power against the rights of people, their communities and nature.

## THE WEST COAST CORRIDOR

The **West Coast Corridor** is about 1,500 miles long and follows Interstate 5 from Vancouver, BC through Oregon & California to the Mexican border at Baja (Encinada). It includes the "Cascadia Corridor" in Oregon and Washington with links to the "North to Alaska" Corridor and, at Los Angeles and San Diego, to Interstate 10 and east to the CANAMEX Corridor and to the SuperPorts along Mexico's west coast.

The **West Coast Corridor Coalition (WCCC)** made up of Alaska, Washington, Oregon and California, was launched in June 2003 at the 1<sup>st</sup> General Session meeting in Sacramento, CA. It includes three of the nation's fastest growing and economically vital mega regions – the Pacific Northwest (Cascadia Region), and Northern and Southern California, with plans for seven major seaports, five major air hubs and a vast network of highway, transit and rail networks.

**The I-5 Bridge, the Columbia River Crossing between Portland and Vancouver, WA, has been targeted as a National Priority by President Bush.**



PROPOSED COLUMBIA RIVER CROSSING BRIDGE

How much of this planned West Coast I-5 corridor infrastructure can be realized remains to be seen. See opposition arguments at [www.smarterbridge.org](http://www.smarterbridge.org).