

DISCLAIMER

Electronic versions of the exhibits in these minutes may not be complete.

This information is supplied as an informational service only and should not be relied upon as an official record.

Original exhibits are on file at the Legislative Counsel Bureau Research Library in Carson City.

Contact the Library at (775) 684-6827 or library@lcb.state.nv.us.

Proposed

Resolution Opposing the North American Union

Whereas, the Constitution of the United States has given the people of the United States of America and the States the greatest liberty, prosperity, and security in the world;

Whereas, it is the duty of the people of the State of Nevada and their elected representatives, the Legislators of the State of Nevada, to Protect and Defend the Constitution of the United States of America;

Whereas, the sovereignty and independence of the United States and the individual states are being jeopardized by the formation of the Security and Prosperity Partnership, between Mexico, Canada and the United States known as the North American Union;

Whereas, the President of the United States, the Premier of Canada and the President of Mexico met for a Summit in Crawford, Texas on March 23, 2005 and announced at Baylor University in Waco, Texas an agreement to form the Security and Prosperity Partnership of North America (SPP);

Whereas, the elected Representatives of the people and the States, the United States House of Representatives and Senate have been entirely circumvented while the process of forming the Security and Prosperity Partnership moves forward to integrate and harmonize our laws and our economy with Mexico and Canada by 2010 jeopardizing the sovereignty of our state and nation;

Whereas, the US House of Representatives Concurrent Resolution 40 expresses the sense of Congress that the United States should not enter into a North American Union with Mexico and Canada and that they should not engage in the construction of a North American Free Trade Agreement (NAFTA) Superhighway System;

Whereas, the United States Departments of State, Commerce, and Homeland Security are participating in the formation of the Security and Prosperity Partnership (SPP), designed, among other things to facilitate common regulatory schemes between Mexico, Canada and the United States of America;

Whereas, reports issued by the SPP indicate that it has implemented regulatory changes among the countries that circumvented United States trade, transportation, homeland security, and border security functions and that the SPP will continue to do so in the future;

Whereas, the actions taken by the SPP to coordinate border security have moved towards open borders making the United States less secure and more subject to the threat of terrorism;

Whereas, former President Regan said, "A nation without borders is no nation at all."

Whereas, according to the U.S. Department of Commerce, United States trade deficits with Mexico and Canada have significantly increased since the implementation of the North American Free Trade Agreement (NAFTA).

Whereas, the economic and physical security of the United States, the State of Nevada, and the people of the State of Nevada are harmed by the potential loss of control of our borders and courts attendant to the full operation of NAFTA and the SPP;

Whereas, the NAFTA Superhighway System from the west coast of Mexico through the United States and into Canada has been suggested as a part of a North American Union to facilitate trade between the SPP countries;

Whereas, the Senate of the State of Texas and the House of Representatives have voted to block the Trans-Texas Corridor of the NAFTA Superhighway some 4 football fields wide, placing a moratorium on all public-private partnerships that would involve the construction of new toll roads financed and operated by private foreign investment groups with the taking by eminent domain of some 584,000 acres of privately owned property at the cost of \$184 billion;

Whereas, unrestricted foreign trucking under NAFTA into the United States does pose a safety hazard due to inadequate maintenance, inspection and insurance, and can act collaterally as a conduit for the entry into the United States of illegal drugs, illegal human smuggling, and terrorist activities;

Whereas, because of NAFTA and the NAFTA Superhighway every American truck driver's job is at risk. American drivers wages will be undermined and/or they will lose their jobs to Mexican drivers and Mexican trucking companies creating severe economic hardship impacting all the citizens of Nevada and the United States of America;

RESOLVED BY THE SENATE AND THE ASSEMBLY OF THE STATE OF NEVADA, JOINTLY, That the State of Nevada expresses strong disapproval of the Security and Prosperity Partnership—the North American Union and the NAFTA Superhighway;

RESOLVED that the Nevada Legislature urge the President and Congress of the United States to withdraw the United States of America from any further participation in the Security and Prosperity Partnership, and any efforts to erode American sovereignty through any form of a North American Union;

RESOLVED That the Nevada Legislature urge the President and the Congress of the United States not to engage in the construction of a North American Free Trade Agreement (NAFTA) Superhighway System;

RESOLVED, That the Chief Clerk of the Senate prepare and transmit a copy of this resolution to the President of the United States, the Vice-President of the United States as the President of the Senate, and the Speaker of the House of Representatives and each member of the Nevada Congressional Delegation; and be it further

RESOLVED, That this resolution becomes effective upon passage.

*For More Information go to: www.eagleforum.org and search North American Union
Search the web for Dr. Jerry Corsi's articles on the North American Union.*

Prepared by:

Nevada Eagle Forum, www.nevadafamilies.org

186 Ryndon Unit 12, Elko, Nevada 89801, 775-397-6859, director@nevadafamilies.org

Janine Hansen, State President, Lynn Chapman, State Vice-President

EagleForum.org

Sho

[Alerts](#) | [Bills to Watch](#) | [Blog](#) | [Collegians](#) | [Column](#) | [Court Watch](#) | [Ed Report](#) | [EF Info](#) | [Links](#) | [PS Report](#) | **Radio: EF Live** | [Commentary](#) | [Scoreboard](#) | [State Leaders](#) | [Issues Chmn](#) | [Teens](#) | [University](#) | [Topic](#)

SUBSCRIBE

EMAIL

PRINT

The



Scanning the News about North American Integration

Phyllis Schlafly Report

Order for home delivery today!

VOL. 40, NO. 4

P.O. BOX 618, ALTON, ILLINOIS 62002

NOVEMBER 2006

Scanning the News about North American Integration

Rep. Virgil Goode (VA), Rep. Ron Paul (TX), Rep. Walter Jones (NC), and Rep. Tom Tancredo (CO) introduced **House Concurrent Resolution 487** — Expressing the sense of Congress that the United States should not engage in the construction of a North American Free Trade Agreement (NAFTA) Superhighway System or enter into a North American Union with Mexico and Canada.

Whereas, according to the Department of Commerce, United States trade deficits with Mexico and Canada have significantly widened since the implementation of the North American Free Trade Agreement (NAFTA);

Whereas the economic and physical security of the United States is impaired by the potential loss of control of its borders attendant to the full operation of NAFTA;

Whereas a NAFTA Superhighway System from the west coast of Mexico through the United States and into Canada has been suggested as part of a North American Union;

Whereas it would be particularly difficult for Americans to collect insurance from Mexican companies which employ Mexican drivers involved in accidents in the United States, which would increase the insurance rates for American drivers;

Whereas future unrestricted foreign trucking into the United States can pose a safety hazard due to inadequate maintenance and inspection, and can act collaterally as a conduit for the entry into the United States of illegal drugs, illegal human smuggling, and terrorist activities; and

Whereas a NAFTA Superhighway System would be funded by foreign consortiums and controlled by foreign management, which threatens the sovereignty of the United States: Now, therefore, be it

Resolved by the House of Representatives (the Senate concurring), That —

1. the United States should not engage in the construction of a North American Free Trade Agreement (NAFTA) Superhighway System;
2. the United States should not enter into a North American Union with Mexico and Canada; and
3. the President should indicate strong opposition to these or any other proposals that threaten the sovereignty of the United States.

-
- "The SPP 'working groups' organized within the U.S. Department of Transportation are signing trilateral memoranda of understanding and other agreements with Mexico and Canada designed to accomplish the open borders goal incrementally, below the radar of mainstream media attention, thereby avoiding public scrutiny. Congress is largely unaware that SPP exists . . . **SPP.gov** conveys the impression that the Waco declaration [agreed to by President Bush, Canada and Mexico in March 2005] created *de facto* a new NAFTA-plus legal status between the three countries that is designated the Security and Prosperity Partnership of North America, or SPP for short. Evidently using this quasi-press release as legal justification, the U.S. Department of Commerce has proceeded to organize extensive 'working groups,' drawing freely from the executive branch . . ." **Reported by Jerome Corsi, *Human Events*, 6-28-06.**
 - "In every area of activity, the SPP agenda stresses free and open movement of people, trade, and capital within the 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." **Reported by Jerome Corsi, *Human Events*, 5-30-06.**
 - "The SPP report to the heads of state of the U.S., Mexico and Canada, released June 27, 2005, lists some 20 different working groups spanning a wide variety of issues ranging from e-commerce, to aviation policy, to borders and immigration, involving the activity of multiple U.S. government agencies. The working groups have produced a number of memorandums of understanding and trilateral declarations of agreement. . . ." **Reported by Jerome Corsi, *WorldNetDaily*, 6-13-06.**
 - "According to the U.S. government website dedicated to the project, the SPP is neither a treaty nor a formal agreement. Rather , it is a 'dialogue' launched by the heads of state of Canada, Mexico, and the United States at a summit in Waco, Texas in March, 2005. What is a 'dialogue'? We don't know. What we do know, however, is that Congressional oversight of what might be one of the most significant developments in recent history is non-existent. Congress has had no role at all in a 'dialogue' that many see as a plan for a

Ads by Google

Say "No" to U.S. Merger
Mexico + Canada + U.S.?
Protect U.S. Sovereignty!
www.AugustReview.com

Is the U.S. Border Safe?
Should volunteer citizen
groups help stop illegal
immigrants?
www.PollingPoint.com

North American Bancard
1.39% with Free
Terminal.Yes 1.39% Call
Now 1-866-694-5111
www.NorthAmericanBancard.com

**Minuteman Border
Fence**
Chris Simcox to President
Bush Build a Fence or US
Citizens Will
www.MinutemanBorderFence.com

Coffee Exposed
A shocking secret coffee
co's don't want you to
know
www.coffeefool.com

North American union. According to the SPP website, this 'dialogue' will create new supra-national organizations to 'coordinate' border security, health policy, economic and trade policy, and energy policy between the governments of Mexico, Canada, and the United States. As such, it is but an extension of NAFTA- and CAFTA-like agreements that have far less to do with the free movement of goods and services than they do with government coordination and management of international trade. . . ." Posted by Rep. Ron Paul, 8-30-06.

- "With virtually no mention in the mainstream media, Commerce Secretary Carlos M. Gutierrez convened on June 15 the first meeting of the North American Competitiveness Council (NACC), an apparently extra-constitutional advisory group organized by the Department of Commerce under the auspices of the Security and Prosperity Partnership (SPP). . . . The press release noted that the NACC would meet annually 'with security and prosperity Ministers and will engage with senior government officials on an ongoing basis.' . . . The White House press releases reference no U.S. law or treaty under which the NACC was organized." Reported by Jerome R. Corsi, *Human Events*, 7-11-06.
- "Judicial Watch uncovered documents that shed new light on the 'Security and Prosperity Partnership of North America,' announced by President Bush, former Mexico President Vicente Fox and Canadian Prime Minister Paul Martin on March 23, 2005. The expressed goal of the partnership is to create 'a safer, more prosperous North America' through enhanced cooperation. . . . Critics, however, charge that it is a veiled attempt to erase the borders between the countries, creating a 'North American Union' much like the European Union, with a common currency. . . . Our investigations team is still in the process of analyzing the documents released to Judicial Watch in response to its Freedom of Information Act request. But what we have uncovered so far is intriguing. The partnership's 'working groups' include officials from 10 federal agencies, including Commerce, State and Homeland Security. These officials, in cooperation with representatives from Mexico and Canada, are addressing a wide variety of topics behind closed-doors, including the movement of goods between countries, traveler security, energy, environment and health." Reported by Tom Fitton, *Human Events*, 10-3-06.
- "Away from the spotlight, from Sept. 12 to 14, in Banff Springs [Canada], Minister of Public Safety Stockwell Day and Defence Minister Gordon O'Connor met with U.S. and Mexican government officials and business leaders to discuss North American integration at the second North American Forum. . . . The focus of the event . . . included topics such as 'A North American Energy Strategy,' 'Demographic and Social Dimensions of North American Integration' and 'Opportunities for Security Co-operation' - all topics where the public interest is at odds with that of big business elites . . . The public has been kept in the dark while the business elite has played a leading role in designing the blueprint for this more integrated North America." Reported by the *Toronto Star*, 9-20-06.
- "Robert Pastor is the person most likely to be proclaimed the father of the North American Union, a designation consistent with his decades-long history of viewing U.S. national interests through the lens of an extreme leftist almost anti-American political philosophy. . . . From February 1975 to January 1977, Dr. Pastor was executive director of the Linowitz Commission on U.S./Latin American Relations. The Linowitz Commission supported President Carter's decision to negotiate a treaty to turn over the Panama Canal to Panama. . . . Pastor served as Carter's 'point man' in getting the Senate to narrowly vote for the Carter-Torrijos Treaty on April 18, 1978, despite staunch objections from conservative politicians including Ronald Reagan. In December 1993, President Bill Clinton nominated Pastor to be U.S. ambassador to Panama. The nomination failed, however, . . . after then-Sen. Jesse Helms (R-NC) swore to prevent a Senate vote on Pastor's nomination. Helms, who had vehemently opposed the turnover of the Panama Canal, placed much of the blame squarely on Pastor. . . . In 2004, Dr. Pastor declared his support for the presidential campaign of John Kerry. Dr. Pastor's 19-page curriculum vitae on the website of American University where he is currently a faculty member documents that Dr. Pastor has served as an adviser to every Democratic Party presidential candidate for three decades, since he first supported Jimmy Carter in 1976. Dr. Pastor was the co-chair of the May 2005 CFR report, 'Building a North American Community.' . . ." Reported

by Jerome Corsi, *Human Events*, 7-25-06.

- Government documents released by a Freedom of Information Act request reveal the Bush administration is running a 'shadow government' with Mexico and Canada in which the U.S. is crafting a broad range of policy in conjunction with its neighbors to the north and south. . . . The documents clearly reveal the SPP, working within the U.S. Department of Commerce, is far advanced in putting together a new regional infrastructure, creating a 'shadow' trilateral bureaucracy with Mexico and Canada that is aggressively rewriting a wide range of U.S. administrative law, all without congressional oversight or public disclosure." Posted by *WorldNetDaily*, 9-26-06.
- "In June 2005, our three governments released detailed work-plans identifying key initiatives that form an ambitious agenda of collaboration. Since June, we have worked to implement these initiatives. . . . We affirm our commitment to strengthen regulatory cooperation in this and other key sectors and to have our central regulatory agencies complete a trilateral regulatory cooperation framework by 2007. . . . Our vision is to have a border strategy that results in the fast, efficient and secure movement of low-risk trade and travelers to and within North America. . . . In implementing this strategy, we will encourage innovative risk-based approaches to improving security and facilitating trade and travel. . . . The Security and Prosperity Partnership of North America represents a broad and ambitious agenda." Posted 3-31-06 by the *White House*.
- "The Security and Prosperity Partnership of North America Key Accomplishments since June 2005: . . . To support increased trade and expedite secure processing of cross-border trade and travel between Mexico and the United States, six FAST/Express lanes are operating at the US-Mexico border, a new lane in Nogales will open soon, and we are working on a project for a lane in Matamoros. Exclusive lines and schedules will be implemented at nine crossings." Posted 3-31-06 by the *White House*.
- "On March 23, 2005, the United States, Canada and Mexico entered into an unprecedented trilateral Security and Prosperity Partnership (SPP) to establish a common security strategy and promote economic growth, competitiveness and quality of life. . . . All three countries have agreed to create a single, integrated program for North American trusted travelers by 2008." Press release from U.S. Department of Homeland Security, 6-27-05.
- The Texas segment (known as the Trans-Texas Corridor) will begin construction next year. . . . In April 2006, TxDOT released a 4000-page Environmental Impact Statement that describes a corridor that will be 1200 feet wide (the size of four football fields). It will parallel Interstate 35, and be five lanes north and five lanes south (3 cars, 2 trucks). In the middle will be pipelines and rail lines. It will also have a 200-foot wide utility corridor. The corridor will start in Laredo, Texas, run past Austin to the Texas-Oklahoma border. However, the plans ultimately call for building some 4,000 miles of highway-railway-utility super-corridors throughout Texas over the next 50 years, using some 584,000 acres of what is now Texas farm and rangeland, at an estimated cost of \$184 billion. . . . This NAFTA superhighway will connect with ports in Mexico (specifically Manzanillo and Lazaro Cardenas) for NAFTA trade. The plan is to ship containers of cheap goods produced by under-market labor in China and the Far East into North America via Mexican ports. From the Mexican ports, Mexican truck drivers and railroad workers will transport the goods across the Mexican border with Texas. Once in the U.S., the routes will proceed north to Kansas City along the NAFTA Super-Highway, ready to be expanded by the Trans-Texas Corridor and NAFTA railroad routes being put in place by Kansas City Southern." *Point of View*, Commentary by Kerby Anderson, 10-20-06.
- "What is NASCO? It is a non-profit 501(c)(6) organization that functions as a trade association and sometimes lobbying group for the public and private entities that are members. NASCO is an acronym for North America's SuperCorridor Coalition. . . . According to the groups' website, NASCO is 'dedicated to developing the world's first international, integrated and secure, multi-modal transportation system along the International Mid-Continent Trade and Transportation Corridor.' . . . The city of Kansas

City, Mo, and the Kansas City SmartPort are both listed on the NASCO website as NASCO members. The Kansas City Area Development Council has directly confirmed that the Kansas City SmartPort intends to build a Mexican customs facility to facilitate out-going traffic headed to Mexico. . . . The Kansas City SmartPort brochure could not be more explicit: "Kansas City offers the opportunity for sealed cargo containers to travel to Mexican port cities with virtually no border delays. It will streamline shipments from Asia."

Posted by Jerome Corsi, *Human Events*, 6-26-06.

- "This spring, city officials signed off on a 50-year lease for the Mexican facility, with an option for 50 more years. . . . The council earlier this year earmarked \$2.5 million in loans and \$600,000 in direct aid to SmartPort, which would build and own the inland customs facility and sublet it to the Mexican government through agreements with U.S. Customs and Border Protection. . . . The Mexican government would have no significant investment and would occupy the customs facility operation rent-free. . . . SmartPort set up the deal to avoid imposing any expenses on Mexico above its ordinary border costs. . . . SmartPort meanwhile is seeking a \$1.5 million grant from the U.S. Economic Development Administration to purchase high-tech gamma-ray screening devices for drive-through inspections of truck cargo. . . . Confusion and secrecy have been hallmarks of the ambitious project. At the outset, Gutierrez and others have said the customs facility would be sovereign Mexican soil similar to a foreign embassy. This has changed." Posted by the *Kansas City Star*, 7-18-06
- "Kansas City, Missouri is planning to allow the Mexican government to open a Mexican customs office in conjunction with the Kansas City SmartPort. This will be the first foreign customs facility allowed to operate on U.S. soil. . . . Supercargo ships, carrying goods made by cheap labor in the Far East and China, will unload in the Mexican port at Lazaro Cardenas, eliminating the need to use costly union longshoremen workers in Los Angeles or Long Beach. Rather than transporting the containers by trucks from the West Coast, using Teamster drivers, or on rail, with the assistance of railroad labor in the United Transportation Union, the containers will be loaded onto Mexican non-union railroads at Lazaro Cardenas. At Monterrey, Mexico, the containers will then be loaded onto Mexican non-union semi-trailer trucks that will cross the border at Laredo, Texas, to begin their journey north along the Trans-Texas Corridor, the first leg of the planned continental NAFTA Super Corridor." Posted by Jerome Corsi on *WorldNetDaily*, 6-5-06.
- "On a single day in June, an Australian-Spanish partnership paid \$3.6 billion to lease the Indiana Toll Road. An Australian company bought a 99-year lease on Virginia's Pocahontas Parkway, and Texas officials decided to let a Spanish-American partnership build and run a toll road from Austin to Seguin for 50 years. . . . Last year, the city [Chicago] sold a 99-year lease on the eight-mile Chicago Skyway for \$1.83 billion. The buyer was the same consortium that leased the Indiana Toll Road: Macquarie Infrastructure Group of Sydney, Australia, and Cintra Concesiones de Infraestructuras de Transporte of Madrid, Spain." *Associated Press*, 7-15-06.
- "Homeland Security officials, who initially said there are about 850 terminals nationwide, now say there are 3,200 terminals, up to about 80 percent of which are operated by foreign companies and countries." Posted by the *Washington Times*, 3-8-06.

Further Reading: [North American Union](#)

Order extra copies of this report online!

Back Copies of *Phyllis Schlafly Reports*: **NATIONAL DEFENSE**

[Eagle Forum](#) • PO Box 618 • Alton, IL 62002 • phone: 618-462-5415 • fax: 618-462-8909 • eagle@eagleforum.org



Phyllis Schlafly



Book recommendations

The NAFTA Super Highway

by Phyllis Schlafly

August 23, 2006

It's not just American ports that are fast slipping into foreign ownership; it's highways, too. A Spanish company, Cintra Concesiones de Infraestructuras de Transporte, S.A., has bought the right to operate a tollroad through Texas and collect tolls for the next 50 years.

Called the **Trans-Texas Corridor (TTC)**, on which construction is planned to begin next year, this highway would bisect Texas from its border with Mexico to Oklahoma. Hearings held by the Texas Department of Transportation this summer attracted hundreds of angry Texans.

Plans call for a ten-lane limited-access highway to parallel I-35. It would have three lanes each way for passenger cars, two express lanes each way for trucks, rail lines both ways for people and freight, plus a utility corridor for oil and natural gas pipelines, electric towers, cables for communication, and telephone lines.

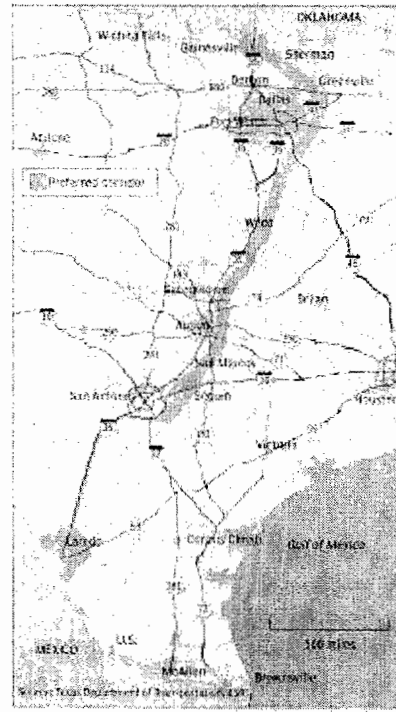
Central to this plan is a massive taking of 584,000 acres of farm and ranch land at an estimated cost of \$11 to \$30 billion, property then lost from the tax rolls of counties and school districts. After the U.S. Supreme Court decision in *Kelo v. City of New London*, no one need worry about the power of eminent domain to take private property.

The Trans-Texas Corridor will be the first leg of what has been dubbed the NAFTA Super Highway to go through heartland America all the way to Canada. This would be a major lifeline of the plan to merge the United States into a North American Community.

Printer Friendly version

E-mail to a Friend

State narrows path for toll twin to I-35



Plans are already locked in for Kansas City Southern de Mexico Railroad to bring Chinese goods in sealed cargo containers from the southern Mexican port of Lazaro Cardinas direct to Kansas City, Missouri. Mexican trucks will be able to drive more sealed containers up the fast lanes of the NAFTA Super Highway, inspected only electronically if at all, and making their first customs stop in Kansas City.

In response to recent articles in conservative publications about the sovereignty, freedom and economic dangers that will result from President Bush creating the Security and Prosperity Partnership of North America (SPP) in Waco in March 2005, the SPP has issued an unconvincing rebuttal.

This **SPP document** starts by declaring that "our three great nations share a belief in freedom, economic opportunity, and strong democratic institutions." That's false; Mexico is a corrupt country where a few families control all the wealth while the rest of the people are kept in abject poverty with no hope of economic opportunity.

The document states that SPP's mission is to make "our businesses more competitive in the global marketplace." That's globalist doubletalk which means producing U.S. goods with cheap foreign labor, thereby destroying the U.S. middle class.

The document states that SPP wasn't "signed" by Bush at Waco. But when Bush went to Cancun in March 2006, he proclaimed the first anniversary of whatever he had agreed to in Waco in 2005, and he sent Michael Chertoff to Ottawa to take "an important first step" toward whatever Bush did or didn't sign in Waco.

The document denies that SPP's working groups are secret, but SPP won't release the names of who is serving on them. The document denies that SPP will "cost U.S. taxpayer money" because SPP is using "existing budget resources" (no doubt coming from the fairy godmother).

Thanks to the internet, we can often find out more about the doings of the Bush Administration from the foreign press than from the U.S. media. An article written in Spanish from a Mexican perspective one year ago fully described the plan for the "deep integration" of the three North American countries.

Economist and researcher **Miguel Pickard** explained that although the

Ads by Google

Say "No" to U.S. Merger
Mexico + Canada + U.S.?
Protect U.S. Sovereignty!
www.AugustReview.com

North American Bancard
1.39% with Free
Terminal. Yes 1.39% Call
Now 1-866-694-5111
www.NorthAmericanBancard.com

Super Cheap Flights
Find the Lowest Fares by
easily Comparing 40+
Major Travel Sites.
BookingBuddy.com

Need Help With NAFTA?
Shipping Solutions makes
it easy to complete all your
NAFTA forms!
www.shipsolutions.com

**Union Leader Linda
Sexton**
Union President of Local
9509 & in Fight for Union
Democracy & Justice
www.LindaSexton.com

plan is sometimes called NAFTA Plus, there will be no single treaty text and nothing will be submitted to the legislatures of the three countries. The elites plan to implement their shared vision of "a merged future" through "the signing of 'regulations' not subject to citizens' review."

Pickard revealed a series of three meetings of a new entity called the Independent Task Force on the Future of North America (ITF). After secretly conniving in Toronto, New York and Monterrey, the ITF called for a unified North American Border Action Plan (*i.e.*, open borders among the three countries), and the three countries then signed "close to 300 regulations."

The United States was represented at the ITF by Robert Pastor, who has been working for years to promote North American integration. Pickard revealed that Pastor is in "constant dialogue" with Jorge G. Castaneda, Vicente Fox's foreign relations adviser.

Pickard is convinced that George W. Bush is "vigorously pushing" the idea of a "North American community." Pickard concluded that the schedule calls for beginning with a customs union, then a common market, then a monetary and economic union, and finally the adoption of a single currency (already baptized as the "amero" by Robert Pastor).

Further Reading: [North American Union](#)

Send this page to a friend!

Just fill in the form and click the button!

TO email:

Subject:

FROM email:

Your name:

[Eagle Forum](#) • PO Box 618 • Alton, IL 62002 • phone: 618-462-5415 • fax: 618-462-8909 • eagle@eagleforum.org