



ALLIANCE FOR A PAVING MORATORIUM

The Key to Saving Wild Areas and Reclaiming City Auto-cracies

Fight GATT Locally! DOWN WITH GLOBAL WAL-MARTIZATION

The beautiful Oregon coast is increasingly rich in pavement, compensating us for losing pristine flora and fauna habitat, clean water and free access to the beach. Producing motor traffic, asphalt, poison runoff and generic corporate outlets, the bigger and better Highway 101 plus Wal-Marts and more supermarkets have sure made the environment comfy for four-wheeled polluters.

The rest of Oregon and the continent suffers similarly, for "growth" is still the holy principle. Smokeless factories for compact discs, computer chips, whatever—this still means more parking lots, polluted water, traffic, and trucked consumer products.

The planet is being destroyed, as forest-protection activists know so well. But also the local economic health of a community is undermined year after year as "development" extends ever outward. Not only is farmland and wildlife habitat lost, but taxes go up mainly to pay for growth (schools, police in cars, street lighting, sewers, etc.). The beauty of Oregon is sold off to the point of rendering the economic prime asset—the State's healthy scenery—to a replication of Los Angeles.

The paving moratorium movement tries to cure these ills. By our eventual success, a new ethic toward the land will come about. Progress such as recycling, Portland's successful light rail system, and "green" shopping are not

enough! Redevelopment of existing towns, repair of essential infrastructure, reasonable transportation such as renewable-energy rail and bicycle facilities—these mean more employment than ever, but they can't come into their own as long as most government dollars and development incentives are funneled toward bulldozing "new land."

To achieve local economic self-reliance is to prevent or overcome the sudden collapse from the inevitable failure of national and transnational corporations. They are not now accountable and will never so be; they have their U.S. Presidents in their pockets. Not only will the U.S. economy someday

suffer from a worse recession or depression than has ever occurred, petroleum supplies—what our economy is built on—are running out in a

few decades. World trade as led by GATT (General Agreement on Tariffs and Trade, Uruguay Round), which passed Congress in the fall, will worsen these trends, as "free-market" profiteers intend to Wal-Martize as much of the planet as possible. Their apologists, of course, look upon "standard of living" as measurable only by material things. They don't worry about petroleum dependency either, believing in the holy techno-fix. To fight such a world view, as well as GATT, means demonstrating alternative ways of living—such as without cars—and pointing out that the dream of GATT is really a nightmare doomed to spend itself in short order.

What can be done about GATT and the New World Order is going to surface in the growing resistance movement. It will link local activists with their brothers and sisters in other countries whose cultures are also threatened by world trade. A network is being formed to be probably called Alliance for Local Economic Independence (acronym pronounced as ally). ALEI could fight GATT and the growth of pavement, as well as safeguard and increase our freedoms and chances for survival—economic and ecological.

Following is an excerpt of a report distributed just prior to the GATT vote in Congress. It got a little news coverage, and Ralph Nader gave it to Senators. But our "leaders" con-

cern for our energy security is so tiny that it does not guide their actions whatsoever. GATT and NAFTA mean a big increase in oil imports to the U.S. from the Middle East and elsewhere. Agriculture's petroleum reliance means massive starvation here and abroad. With this information known but suppressed, it seems to either be a matter of the White House's and Congress's being dominated by stupid, short-sighted people, or, they are whores for the oil/auto-truck industry. The picture is not pretty, but the truth sets us free—"when" is the question.

Satyagraha translates to truth force, historically the non-violent resistance movement in India which brought about independence from imperialism. Recently, satyagraha has been employed against petrochemical/biotech agribusiness in India to protect local ownership of crop-seed diversity. In Chiapas, Mexico armed revolt was finally deemed necessary against NAFTA which was viewed as more exploitation. The Zapatista phenomenon has similarities to the American Revolution. The U.S. opposition

to GATT may be represented now mostly by study groups, which is fine as long as an alliance embraces the Zapatistas, who are not a "study group."

BEYOND GATT: Resisting Planetary Paving and Multinational Economics

by Jan Lundberg

Overview

The prime destructive force in both the natural world and community economics is road construction. It makes possible deforestation, expansionist development, paving over farmland, motor-vehicle pollution, oil dependency, a holocaust of highway death, and the domination of freight by trucks. This reality compels the Alliance for a Paving Moratorium, consisting of over 100 U.S.- and Canadian-based groups and businesses, to oppose our countries' participation in the latest General Agreement on Tariffs and Trade (GATT). The new GATT would do more than add to road building and highway travel/freight, as this report details.

As with NAFTA (North American Free Trade Agreement), more roads, wider roads, more parking lots, and more motor-vehicle traffic will result from, and are sought, under GATT. The reason is that much manufacturing, farming and distribution would switch countries, as GATT maximizes imports and exports. Freight in the U.S. is dominated by energy-inefficient, polluting trucks. Across oceans, ships move containers (which fit onto trucks) and bulk materials almost universally utilizing fuel oil. Oil is also what most tires and roads are made of, and is the primary fuel used on roads. The increase in trade from GATT would further stress diminishing world oil supplies, not just for transport, but for agriculture.

Not just GATT but what GATT represents will be increasingly resisted. Chiapas rebelled in large part against a world trade scheme. And the paving moratorium movement will succeed sooner with minimum individual participation in the global corporate economy. We support alternative economics that are strategies for survival and which will help minimize more road building and dependence on cars, trucks and petroleum. Meanwhile, the Alliance for a Paving Moratorium steps up road fighting and promotes employment-generating road repair, construction of bike and pedestrian facilities, and renewable-energy powered trains.

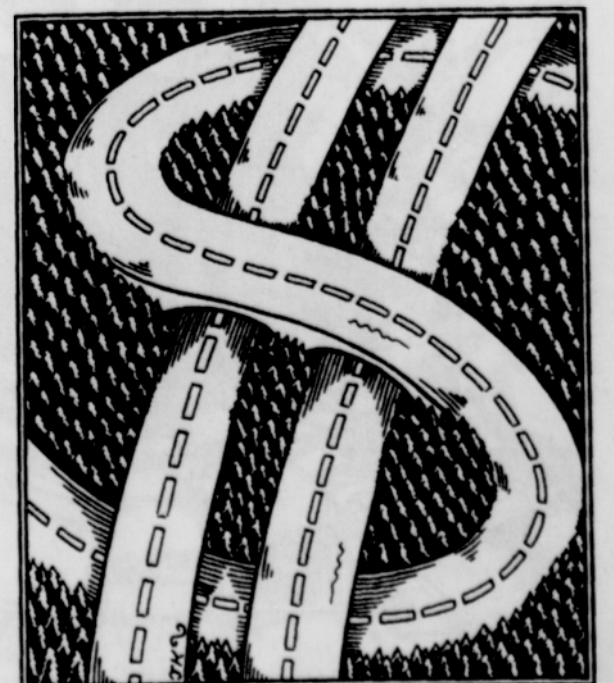
Commuting from residential neighborhoods far from corporate job sites would increase under the new GATT. Employment with big corporations will increase under GATT, as will jobs relating to exports and imports. Most commuting is by car, as massive subsidies for drivers, pavement and oil are virtually locked into our status-quo oriented government. Progress regarding transit and freight has been minimal in the U.S. Trucks killed almost 4,800 people last year in the U.S. NAFTA and GATT encourage more trucking with less driver training from other countries with poorer safety regulations,

larger rigs, threatening people and countless animals. Over 40,000 people in the U.S. died in car crashes alone last year. Motor-vehicle fumes killed an additional 30,000 or more Americans, and medical costs relating to operating cars and trucks were in the hundreds of billions of dollars—perhaps half of this nation's total health care cost. Meanwhile, AMTRAK—the least polluting and most energy-efficient motorized transport in the U.S.—has killed less than one hundred Americans on or in front of its trains in its two and a half decades' history of service. Globally, trains will probably suffer from GATT, as they already have under World Bank pressure, as roads and motor vehicles are favored by "New World Order" contractors and lenders.

If the trade deficit were to be seriously targeted by our government, it could wipe out most of it by eliminating oil imports in the soonest possible phase-out, through energy conservation and severely taxing oil use; non-auto transportation must also be encouraged. (The trade deficit varies in its composition month to month.) But GATT would preclude these solutions or make them difficult, and instead GATT reflects faith in the military might of the New World Order and the techno-fix dream to assure unending energy beyond oil.

Neither jobs nor tax revenues are expected by most economists to increase markedly from GATT, although large corporations' profits could climb to greater heights. Since 1973, U.S. trade with other nations has doubled, while U.S. wages fell by 18%. Income did go up per capita, but it was because the "haves" gained wealth spectacularly, while the safety net for the poor was cut for "cost efficiency." Efficiency for the transportation and the military sectors, which consume over \$600 billion annually, was not attempted in cuts or restructuring. This author believes that the increase in global business from GATT would not benefit local populations who do not own stock in multinational corporations. The masses of people would suffer from their local self-sufficiency being compromised more than it already is. Centralized big business tends to create high-productivity jobs for fewer workers, who use high-tech and more energy to reduce labor requirements and boost profits.

While trade is not in itself bad and can be good, and dates back to the beginning of human society, GATT is not really about free trade or essential trade. Much global trade is only corporate transfers, benefiting mainly stockholders and top executives. For example, a Detroit automaker will ship more materials, technology and capital to Mexico for certain manufacturing to take advantage of very low wages and scant environmental protection. Then the cars return to the U.S., thereby adding to statistics that count as "trade." Meanwhile, more roads, wider roads and more parking lots are involved for car manufacturing and for almost any other kind of mega corporate trade. More trade involving truck freight will clog roads, stress the roads and cause repairs to be needed much sooner. Funds have been lacking for road repair in the U.S., to



The ALLIANCE FOR A PAVING MORATORIUM is an international coalition of environmental and transportation groups and various businesses, with coordination in Arcata, northern California, (707)826-7775. ALEI can also be reached at this telephone number. This tabloid was prepared for Upper Left Edge, Cannon Beach, Ore., as its center section in January, 1995. Printed on recycled paper using recycled soybean inks.