Minnesota attorney, Nathan Hansen, has filed a lawsuit against the MN Department of Transportation (MNDOT) for that agency’s failure to release documents regarding the state’s membership in the controversial organization called NASCO. (Read more here.)

NASCO, or North America’s SuperCorridor Coalition, calls itself a ‘tri-national transportation advocacy group’, dedicated to creating the world’s first ‘international, integrated, and secure multimodal transportation system.’

The NASCO SuperCorridor, (formerly Superhighway), includes I-35, I-29, and I-94 through the heartland of the United States, with the connecting transportation systems in Canada and Mexico, and came into being with the passage of NAFTA in 1994.

NASCO members included state DOTs along the corridor, government agencies in Canada and Mexico, as well as private sector businesses. The state of Oklahoma has been a member since the coalition’s inception and ODOT’s Dawn Sullivan is on the NASCO board.

U.S. defense contractor, Lockheed Martin, is a long-time NASCO member.

NAFTRACS, NASCO’s integration project is a global tracking system utilizing Lockheed Martin’s SaviNetworks RFID technology.¹ Savi Technology, of Sunnyvale, CA, along with Hutchison Port Holdings created Savi Networks; Lockheed Martin acquired Savi Networks in May 2006.

Hutchison Port Holdings is a wholly owned subsidiary of Hutchison Whampoa LTD of China.

Hansen has requested documents before regarding NASCO under Minnesota’s data practices act and has posted them on his blogspot, http://nathanmhansen.blogspot.com/.

His most recent request, dated August 7, 2007, came as a result of open records obtained by OK-SAFE in Oklahoma, viewable on their website, www.ok-safe.com.

OK-SAFE has requested the state of Oklahoma withdraw its membership in NASCO.

¹ “In April 2005, Savi and Hutchison Port Holdings founded Savi Networks, a company that operates a ‘global information network that uses active RFID equipment and software to provide shippers with information about the identity, location and status of their ocean cargo containers and contents.’”