



Breakout Summaries and Recommendations

The following represents a brief synopsis of the recommendations and discussions of the individual breakout sessions that convened at the Americas 2020 Summit on May 23, 2008 in Austin, Texas. These recommendations, along with the proposals of the CSG-WEST North America Forum that will convene July 17, 2008 in Anchorage, Alaska, will be used to develop a white paper outlining challenges, opportunities and strategies to enhance the economic competitiveness and security of the North America.

21st Century Intelligent Border Crossings Breakout Recommendations

- ◆ A 21st Century Intelligent Border Crossing is a crossing that is fast, safe, secure, effective and self-sustainable;
- ◆ Support legislation that allocates funding for staffing and infrastructure at federal and state levels;
- ◆ Give priority to Presidential Permits that will be “self sustainable;” and
- ◆ Form a committee of local, state and federal governmental officials, along with private sector representation, to develop a strategy that will address the 21st century intelligent border crossings, including the identification of efforts to make it self sustainable (infrastructure, maintenance, construction, technology, and staffing) and develop a strategy to promote it to the legislative bodies.

North America Infrastructure Competitiveness Breakout Recommendations

Top Five

- ◆ International uniformity of regulatory standards
- ◆ Maximize current infrastructure
- ◆ Utilization of innovative and unique funding opportunities
- ◆ Strategies for increasing skilled workforce (education)
- ◆ Binational strategic plan for each region within the U.S. – Mexico border region



- ◆ General Recommendations
 - ◆ Fuel tax (reduce diversion)
 - ◆ Flexibility in funding use
 - ◆ Binational regions and partnerships
 - ◆ Identification and development of priority needs
 - ◆ To achieve goals/objectives
 - ◆ Maximize investments in infrastructure and modern technologies
 - ◆ Identify alternative modes of funding
 - ◆ User fees, tariffs, port authority fees, tax incentives congestion pricing, private activity bonds, TRIZ, container fees, tax incentive zones
 - ◆ Maximize use of existing infrastructure
 - ◆ Changing weight standards/configuration speed
 - ◆ Freight shuttle in existence
 - ◆ Enhance brokerage system to make it more efficient
 - ◆ Higher registration cost for older vehicles
 - ◆ Incentivize the use of inland ports
 - ◆ Create more truck lanes (separate form vehicles)
 - ◆ Rail relocation and improved funding
 - ◆ Better coordination on binational planning
 - ◆ Foreign membership in U.S. Metropolitan Planning Organizations (MPO's)
 - ◆ Better research to improve border crossings
 - ◆ Combine/integrate ITS with tolling and security technology
 - ◆ Technology use for securing containers
 - ◆ Upgrade border infrastructure
 - ◆ Using value price index to speed crossing needs
 - ◆ Education
 - ◆ International certification for teacher training
 - ◆ Mandate and fund trade programs
 - ◆ Incentivize private funding for education programs
 - ◆ Homogenize education initiatives across borders
 - ◆ Inform neighboring countries on rules, policies, regulations, etc.
 - ◆ Uniform rules and policies between countries and application

Secure Trade and Manufacturing Breakout Recommendations

- ◆ Development of clearinghouse/entity to coordinate and communicate with all stakeholders to focus infrastructure funding/projects
- ◆ Tax incentives to participate in C-TPAT and other secure trade programs/issues
- ◆ Congestion pricing/peak hours/empty dray disincentive
- ◆ Rationalize, not duplicate, safety inspections



Secure Trade and Manufacturing Breakout Recommendations (continued)

- ◆ New fund state matches for CBI-type funding
- ◆ Simplify/digitize C-TPAT applications, identify benefits
- ◆ Rail relocation and improvement fund capitalization

General Observations / Suggestions

- ◆ China/Far Asia and Europe trade increasing at unprecedented levels
- ◆ Need to identify strategies that reduce cost of supply chain in North America
- ◆ Track freight through the system
- ◆ Need for well-maintained, efficient infrastructure
- ◆ Customer service-can guarantee timely delivery
 - ◆ Reliability
 - ◆ Predictability
- ◆ Need to enhance security
- ◆ Need to enhance multi-modal capabilities
- ◆ Increase skilled workforce
- ◆ Origin-destination – return cargo
- ◆ Provide options in transportation system
- ◆ Uniform regulations to insure streamline processing, from Mexico to Canada
- ◆ State of the art technologies
- ◆ Environmental sustainability
- ◆ More efficient processing at land ports of entry
- ◆ Seamless intermodal infrastructure (European Union as potential model)
- ◆ More efficient freight data system to do more effective plan

Challenges

- ◆ Lack of: funding, cooperation, communication, coordination, vision and goals, legislative streamlining, coordination among state and federal entities, leveraging of shared resources (public/private), compliance with regulations, comprehensive public outreach, visa program for skilled workers, adequate education for the 21st Century, available technical training programs, and coordination of vision between entities.
- ◆ Economic sustainability concerns are overshadowed by other issues.

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