

Toward a conceptualization of Force-Ideas for the Physical Integration of South America

**Recommendations from the
National Workshops on VESA**

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I. THE NATURE OF THE INITIATIVE AND THE PRINCIPLES OF ITS STRATEGIC VISION



- 1. The development model as a starting point. IIRSA triggers reflections on development**
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- 4. Social sustainability**
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- 6. Environmental sustainability**
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1. The development model as a starting point



- 1.1 IIRSA triggers reflections on development**
- 1.2 VESA implementation far exceeds IIRSA's capacity of action**
- 1.3 Coordination with other integration schemes or initiatives**

2. Open regionalism and national integration



- 2.1 Inwards or outwards?**
- 2.2 There is critical mass to go outwards**
- 2.3 A long history of regional integration failures. Why would IIRSA work?**
- 2.4 Coordination with the national vision and/or national objectives**

3. Open regionalism and foreign policy



- 3.1 Latin America or South America? Building the South American option is not exclusive**
- 3.2 South America in the global scenario: strengthen its negotiating power**
- 3.3 IIRSA is to be viewed in the new context of a South American Community of Nations**

4. Social sustainability



- 4.1 Civil society's participation is a condition for the success of physical integration**
- 4.2 Social sustainability is in line with the concept of Integration and development Hub**
- 4.3 Elements for a participation and consultation strategy. Different from the outreach strategy**

5. Political sustainability



- 5.1 Physical integration is a political issue: it goes beyond technical aspects**
- 5.2 Regional integration contributes to enhance governance**
- 5.3 IIRSA should be State policy**

6. Environmental sustainability



- 6.1 Environmental sustainability as VESA's specific principle and as an individual dimension of a transformation process toward VESA**
- 6.2 Environmental issues in the Implementation Agenda based on Consensus**
- 6.3 Is environmental sustainability feasible?**
- 6.4 Social and environmental considerations must be as relevant as production considerations**

7. Convergence of legislation



- 7.1** **Convergence of legislation or regulatory/legal sustainability?**

- 7.2** **Let us speed up. Let us have clear goals. IIRSA must be THE promotor of an integrated vision to facilitate foreign trade**

- 7.3** **Come down from a multilateral approach to the level of Hubs or high impact projects**

8. Participation of the private sector



- 8.1 Leadership should be shared by different governmental agencies and the private sector. Specify the roles of each actor**
- 8.2 Involve businesses, not only those related to infrastructure investments. Involve the “user”, who will benefit from these projects**
- 8.3 The business sector and universities should participate by conducting economic studies from the very start of projects**
- 8.4 Encourage a network on planning expertise and territorial management. Stimulate the creation of consultancy businesses. Foster a South American academic network.**

9. Issues not discussed or deeply discussed at VESA



- 9.1 Energy**
- 9.2 Business visions and production-related issues**
- 9.3 To introduce the “time” variable**
- 9.4 Visualize the Hub interconnection**
- 9.4 Population-related issues: territorial occupancy and desirable redistribution patterns**

II. SECTORAL PROCESSES AND APPROACHES



- 11. Logistics**
- 12. Intermodality**
- 13. Border Crossings**
- 14. Financing**

11. Logistics



11.1 Infrastructure /logistics relationship

11.2 Logistics: a cost-generating or value added activity

12. Intermodality



- 12.1** **Importance of waterways**
- 12.2** **Railways revalued**
- 12.3** **Systemic conception**

13. Border Passes



13.1 The Custom issue

13.2 The problem is not the investments, but the wills that have to be undertaken for the fluid border transit

13.3 This has to be a permanent activity of IIRSA

14. Financing



- 14.1 Attracting the private sector. Creating private-public partnerships**
- 14.2 Limits to expenses and debt**
- 14.3 Pre-investment weaknesses and project's critical paths**
- 14.4 Financing maintenance**
- 14.5 Institutional and other actions**
- 14.6 Need to develop mechanisms to guarantee physical integration projects in the region**
- 14.7 Special and caring treatment towards less developed countries having a great potential for physical integration in the region.**

III. COUNTRIES INVOLVED IN THE PHYSICAL INTEGRATION OF THE REGION



- 15. Assymetry**
- 16. The strategic roles or functions of countries in the physical integration of the region**
- 17. Domestic agenda: competitiveness and business-friendly environment**

15. Assymetry



- 15.1** Differences in terms of economic development among countries
- 15.2** A proposal for special and caring treatment for certain countries (see financing)
- 15.3** Degree of articulation with South America
- 15.4** Differences according to language

16. Strategic roles or functions of countries in the physical integration of the region



16.1 A country for transit or for adding value?

16.2 Geographical location and strategic positions

17. Domestic Agenda: competitiveness and business- friendly environment



17.1 Need for a domestic agenda: sustainability of the infrastructure investment process

The State can only assume long-term commitments in regional infrastructure PPPs if business environment improves so as to create a growth dynamics

17.2 Inclusion of IIRSA in such domestic agendas

IV. INSTITUTIONAL CONSIDERATIONS AND APPRAISAL OF THE INITIATIVE



18. IIRSA's institutional. Its procedures

19. Evaluation of the Initiative

18. IIRSA's Institutionalilty. Its procedures



- 18.1 With no bureaucracy**
- 18.2 Method of consensus**
- 18.3 Non-mandatory character**
- 18.4 Lack of institutional strength?**

19. Evaluation of IIRSA



- 19.1 IIRSA includes for the first time to all countries**
- 19.2 Change of traditional concepts in VESA through Territorial Planning**
- 19.3 Inductive process to build VESA**
- 19.4 Final Scopes**

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Thank you

