

8. Appendixes

The Task Force also discussed the importance of a pro-active process and accountability for implementing the corridor's requirements. It is crucial that the recommendations and issues raised in this report be pursued vigorously and persistently.

The importance of a structure to provide follow-up can be viewed in light of another recent experience. In that case a good concept had been languishing in Western Canada for decades. That concept was the use of the Port of Churchill and the Hudson Bay rail system that served it. It declined for reasons other than the broad public support it had from across the prairies and the faith of people in its viability. What it lacked was a marketing organization and motivated participants, who could become directly involved in the financial benefits of making the Churchill trade and transportation system work. With the right organization and incentives now in place, the Hudson Bay rail line and Churchill port are aggressively moving back to prosperity.

In the case of this corridor, what seems to be needed is a way to mobilize the involvement of the private sector manufacturers, shippers and investors in this economic region and build on the solid base already established by political and government leaders. It requires a concerted, organized effort by a unit that can act decisively to execute the business projects needed to carry forward the Mid-Continent International Trade Corridor.

Recommendation

Establish an entity, jointly funded by governments and the private sector, to enable the corridor to move to an operational business development stage in which more tangible economic and job creation benefits can be achieved. Its mandate would be to facilitate business and trade activities within the corridor and to assist stakeholders to institute the recommendations of this Task Force.
