OECS Shipping Study

Beneficiary Framework Contract Lot 2 - Transport and Infrastructures

A Study to Determine the Feasibility of a Profitable Shipping Network Satisfying Demand for Shipping Services in OECS States – Dominica, Grenada, St Lucia and St Vincent & The Grenadines

An EU-funded project implemented by GOPA, a member of the COWI Consortium

Draft Final Report

December 2009

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Specific Contract No. 2009/21623

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Acronyms

AIMS	Agricultural Intelligent Management System
AIS	Automatic Information Systems
ASYCUDA	Automated System for Customs Data
CARICOM	Caribbean Community
CCSS	Caribbean Cargo-Ship Safety (Code)
CDB	Caribbean Development Bank
CAMID	Caribbean Agri-Business Marketing Intelligence and Development (Network)
CARDI	Caribbean Agricultural Research and Development Institute
CEMAC	Economic and Monetary Community of Central Africa
CEO	Chief Executive Officer
CET	Common External Tariff
cif	Carriage, Insurance and Freight
CMC	Companie Maritime de la Caribe
COLREG	International Regulation for Preventing Collisions at Sea
COTED	Council for Trade and Economic Development (of CARICOM)
CSA	Caribbean Shipping Association
CSME	Caribbean Single Market and Economy
CSO	Countries' Statistical Offices
CTO	Caribbean Tourism Organization
DAPEX	Dominica Agri-Producers and Exporters
DEXIA	Dominica Export/Import Agency
DMRI	Dominica Maritime Registry Inc.
ECCB	East Caribbean Central Bank
ECTEL	Eastern Caribbean Telecommunications Authority
EDU	Export Development Unit (of OECS)
ECCM	Eastern Caribbean Common Market
EPA	(EU) Economic Partnership Agreement
ERU	Education Reform Unit (of OECS)
ESDU	Environmental and Sustainable Development Unit (of OECS)
EU	European Union
FAL	(Convention on) Facilitation of International Maritime Traffic
FAS	Free Alongside Ship
FCL	Full Container Load
fob	free-on-board
GIS	Geographical Information System

GMDSS	Global Marine Distress and Safety System
GOPA	Gesellschaft für Organisation, Planung und Ausbildung mbH, the Consultants
GRT	Gross Registered Tonnes
HACCP	Hazard and Critical Control Point
HSC	High Speed Craft (Code)
ILO	International Labour Organization
IMC	International Maritime Committee
IMDG	International Maritime Dangerous Goods (Code)
IMO	International Maritime Organization
ISPS	International Ship and Port Facility Security (Code)
ISU	Information Services Unit (of OECS)
IT	Information Technology
LCL	Less than a Container Load
LL	Load Lines (Convention)
LLMC	(Convention on the) Limitation of Liability for Maritime Claims
MAFF	Ministry of Agriculture, Forestry and Fisheries (of Dominica/Grenada/St Lucia/St Vincent and the Grenadines)
MARPOL	Convention for Prevention of Pollution from Ships
MLC	Marine Labour Conventions
MoF	Ministry of Finance
MNIB	Marketing and National Importing Board (of Grenada)
MOU on PSC	Memorandum of Understanding on Port State Control
NAMDEVCO	National Agricultural Marketing Development Company (of Trinidad and Tobago)
NAMIS	National Agricultural Management Information System
NAMIS-TT	National Agricultural Management Information System (of Trinidad and Tobago)
NAO	National Authorising Office(r) (of EU)
NVOCC	Non-Vessel Operating Common Carrier
ODTC	OECS Distribution and Transport Company
OECS	Organisation of East Caribbean States
PAL	(Convention Relating to the) Carriage of Passengers and their Luggage by Sea
PS	Permanent Secretary
Ro-Ro	Roll-on and Roll-off (ferries)
RSS	Regional Security System (Treaty)
RTP	Regional Transformation Program
SAR	Search and Rescue (Convention)

SAS	Societe Anonyme Simplifice
SCV	Small Commercial Vessels (Code)
SITC	Standard International Trade Classification
SLASPA	St Lucia Air and Sea Ports Authority
SOLAS	(Convention on) Safety of Life at Sea
STCW (95)	Convention on Standards of Training, Certification and Watchkeeping for Sea-farers (as amended in 1995)
Study-States	Dominica, St Lucia, St Vincent and the Grenadines, Grenada
TEU	Twenty-Foot Equivalent Unit
TIR	Transit International Routiers (Convention)
TMG	The Maritime Group
ToR	Terms of Reference
UK	United Kingdom (of Great Britain and Northern Ireland)
UN	United Nations
UNCTAD	United Nations Commission on Trade and Development
USA	United States of America
VLCC	Very Large Crude Carrier
WCO	World Customs Organisation
WTO	World Trade Organization

Exchange Rates

1.00US$ = 2.70 EC$
1.00 US$ = 2.00 BD$
1.00 US$ = 6.25 TT$

Acknowledgements

The Consultants would like to thank all stakeholders, public and private, who have provided information and very generously given time to the Consultants.

1 Introduction

1.1 General

On 31 August 2009, in accordance with EU Framework Contract **119860/C/SV** Multi Lot No 2 – Transport and Infrastructure, and at the request of the European Commission Delegation in Barbados, GOPA submitted an offer to undertake the works described in Request for Services Number 2009/21623 *"A Study to Determine the Feasibility of a Profitable Shipping Network Satisfying Demand for Shipping Services in OECS Member States: Dominica, Grenada, St Lucia and St Vincent"*. The contract was signed on Friday 2 October 2009.

Grenada: Containers on the Quay at St Georges

This Report is submitted in accordance with the requirements of the ToR for a *"Draft Final Report"* 14 days before the projected completion date for the project.

As per the timetable set out in the Consultants' Inception Report, this Report is being submitted simultaneously with the *"Second Information Dissemination Meeting"*, approximately nine weeks after the mobilisation of the Team to their base in St Lucia.

The Consultants' believe that profitability, reliability and efficiency are all possible (short and long-term) and hope that this document provides the diagnoses and remedies to ensure these outcomes. The remedies are not based on subsidy but do require certain coordinated actions to improve efficiency – many of which need to be instigated via coordinated actions by the Governments of the Region.

The Consultants hope that this report can be used by the OECS to ensure the necessary actions are implemented.

1.2 Structure of the Report

At the Inception Stage, it became clear that some issues were more important than others. The concentration of work has consequently been on the issues deemed more important at that Stage and described in that earlier Report.

This Main Text has three main sections which summarise the Consultants' recommendations in three distinct areas:

- *"The Next Ten Years: Regional Freight Services"* (Section 2):
  - *formal sector:* the Consultants have sought to make the existing system work more efficiently by ensuring that competition and freedom of market entry are not compromised and that qualities of service are maintained and improved - they have not made recommendations for new shipping companies, as they believe that these are not appropriate; and
  - *informal sector:* the Consultants have sought to instigate institutional and regulatory regime reforms that reverse certain disadvantages that the sector is now enduring and which will also promote and preserve the sector's niche role in the "intra-Study-State" movement of freight.
- *"The Next Ten Years: Regional Sea Passenger Services"* (Section 3): The focus is new fast ferry service(s) linking the four OECS Study-States to each other and to Barbados and Trinidad. The product should be useable by entrepreneurs interested in establishing this type of service and the material in this section this could form the basic back-ground material for a bankable business plan. There is information on:
  - likely passenger numbers (by origin and destination);
  - outline specifications of most suitable fast-ferries; and
  - potential fares chargeable and possible operating costs.
- *"Vision: Ten Years On"* (Section 4) – the Consultants, in-line with others in the industry, consider that the shipping industry would operate most efficiently if centred around "fast-ferry/Ro-Ro" vessels. A number of legal changes are, however, necessary before such services could be introduced – this section outlines the vision and the legal changes that are needed.

These latter three sections are supported by substantial appendices with background information, viz:

- "Trade and Passenger Data Sets";
- "Regional Shipping Industry: Costs, Tariffs and Profitability";
- "Structure of the Intra-Regional Shipping Industry";
- "Potential Trade";
- "Improving Communications between Shipping Companies and Consignees – a Role for IT"; and
- "Legal and Institutional Constraints and Recommended Solutions".

The report thus provides:

- the background material for those entrepreneurs that wish to invest profitably in the sector; and
- the actions by Governments that:
  - can have immediate effect; and
  - will permit longer term (ten years hence?) improvements in efficiency.

T**here is much that can be achieved within the existing legal and institutional frameworks but even more that should be achievable with the advent of the OECS and Caricom Single Markets.**

As noted in the Inception Report, the Consultants' early stakeholder interviews suggested that the situation in the regional shipping industry remained close to that reported in the 2006 *"Final Report on the Concerns of Shippers and Other Issues that Impact on the Transportation of Agricultural and Other Products within the Caribbean Community and Beyond"*. This early conclusion was largely confirmed during the remaining period for the Consultants' *"Fact Finding and Data Collection"*, and the conclusions of that report have, wherever relevant, been adopted and expanded herein.

1.3 Maritime Vs. Air Services

The Consultants' investigations of regional air services have focused on the areas where these impinge, or have been perceived to impinge, on the maritime sector. During the course of the Project, the Consultants have noted that regional maritime services are not-subsidised but that regional air services (for example, LIAT) are subsidised. Clearly there is no level *"playing field"*. The subsidised air service subsidies have, however, no significant adverse effects on the maritime sector. They are causing very little freight or passengers to use air rather than maritime services and have very little influence on maritime trade patterns.

The Consultants have, moreover, concluded that subsidisation/financial support to the maritime and/or ports' sector would be an inappropriate tool for stimulating regional exports[1] or improving profitability within the shipping sector.

The present subsidisation of the air transport sector should, consequently, not be seen as a reason for similar intervention in the maritime sector.

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[1] High cost Customs Services Charges are the greatest constraint on trade (see **Appendix C**) – this was also recognised in the *"Final Report of the Concerns of Shippers and Other Issues that Impact on the Transportation of Agricultural and Other Products within the Caribbean and Beyond*", Sept 2006 – Vassel E Stewart and Mark Forgenie.

1.4 Final Report

It is understood that:

- Client Comments should be available seven days after this submission; and
- the Consultants' Final Report should be available three days after the receipt of Comments.

The Consultants look forward to the opportunity to finalise their work and hope that their report will provide the sound foundation for sector reform that is clearly needed.

2 Next Ten Years: Regional Freight Services

2.1 Traffic and Trade

A detailed analysis of present regional potential freight is provided in **Appendix A, *"Trade and Passenger Data Sets"***. The appendix, amongst other things, sets out the current pattern of routes, trade volumes and the volume and sizes of vessels on the network.

Kingstown, St Vincent: Caricom Wharf on a Saturday Morning

In 2008, "intra-Study-States" trade was valued at about EC$ 75 million[2] – and was approximately 30,000 tonnes.

Much more substantial was however:

- *Study-States to Trinidad and Tobago trade*: which, when mineral oils are removed, appears to be about 300,000 tonnes per year; and
- *Study-States to Barbados trade:* which, when mineral oils are removed, appears to be about 70,000 tonnes per year.

For the four Study-States, the proportion of their trade that is centred on "the-four-Study-States- area" ranges from only 2.6% to 4.5% of their total trade.

Overall, the ratio of imports to exports in the four Study-States is:

- Dominica - 5:1[3];
- Grenada - 10:1;
- St Lucia - 5:1; and
- St Vincent and the Grenadines - 4:1.

Average values (EC$/tonne) for the imports and exports of the four Study-States and for Barbados and Trinidad and Tobago are:

[2] Intra-regional import data should theoretically match intra-regional export data. While there are some discrepancies, particularly in the value data, the orders of magnitude are clear.
[3] Excludes "pumaceous materials"

State	Imports (EC$/tonne)	Exports (EC$/tonne)
Barbados	4,034	3,474
Dominica	3,974	223(1)
Grenada	3,282	2,802
St Lucia	3,855	339(1)
St Vincent and the Grenadines	3,275	1,415
Trinidad and Tobago	1,569	1,086
Overall average	**3,989**	**1,466**

Source: Caricom/Consultants Note (1): Dominated by very low value “pumaceous material” and “aggregate”

Average values by SITC category are:

Commodity Description	Imports (EC$/tonne)	Exports (EC$/tonne)
Food and Live Animals	4,975	2,520
Beverages and Tobacco	4,013	3,054
Crude Materials Inedible, Except Fuels	1,457	720
Mineral Fuels, Lubricants and Related Materials	2,974	5,673
Animal and Vegetable Oils, Fats and Waxes	5,304	948
Chemicals and Related Products, not elsewhere specified	8,604	6,588
Manufactured Goods Classified Chiefly by Material	2,431	11,379
Machinery and Transport Equipment	26,912	35,360
Miscellaneous Manufactured Articles	21,078	24,369
All Sections	**3,989**	**1,466**

Source: Caricom/Consultants

With freight rates averaging US$ 1,200 per TEU (say, US$ 60 or EC$ 160 per tonne of landed cargo), the cost of freight is rarely more than 5% of the landed cost of the goods[4].

Containerised cargo is almost exclusively carried by the formal, large liner companies. Break-bulk cargo is mostly carried by the informal sector, though some is carried by Geest. Although a precise breakdown by “*formal*” and “*informal*” carrier is not possible, estimates are provided on **Table 2-1**. Approximately, 50,000 tonnes of break-bulk cargo are carried per year by the “*informal*” sector.

[4] Prices are reported to be much lower than five-years ago and are, in fact, very similar to the charges made by Customs in the Study-States area as their “service charge” – see **Appendix C.**

Summaries of regional imports and exports to and from each of the four Study-States are provided on **Figures 2-1 to 2-8.**

Table 2-1: Study-State: Trade 2008 Summary (tonnes) - by Origins and Destinations/Packaging

All Goods

Imports to: / **From**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados	-	38,167	523	8,467	5,127	399,673	451,957
Dominica	1,666	-	4,027	4,388	3,104	44,995	58,180
Grenada	5,084	218	-	1,014	1,648	160,098	168,062
St Lucia	21,870	531	3,690	-	10,910	146,442	183,443
St Vincent	21,810	403	502	2,166	-	106,418	131,298
Trinidad	59,168	2,129	414	51,883	12,331	-	125,926
Total	109,598	41,448	9,157	67,919	33,119	857,626	1,118,867

Of which "bulk" (dry and liquid)

Imports to: / **From**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados	-	21,590	-	-	6	304,485	326,082
Dominica	288	-	0	1	2	35,920	36,211
Grenada	179	5	-	-	0	71,557	71,741
St Lucia	24	4	0	-	3,000	103,381	106,408
St Vincent	1,231	0	0	0	-	49,183	50,414
Trinidad	60,373	32	46	22,563	1	-	83,014
Total	62,095	21,630	46	22,564	3,009	564,526	673,871

Assumptions

Proportions Containerised

Imports to / **Exports from**

		Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad
		80%	**60%**	**80%**	**80%**	**40%**	**80%**
Barbados	**80%**						
Dominica	**60%**						
Grenada	**80%**			**Source: Table A.38**			
St Lucia	**80%**			**(Data rounded)**			
St Vincent	**40%**						
Trinidad	**80%**						

Of which "containerised formal"

Imports to: / **From**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados	-	13,262	419	6,774	4,096	n.a.	24,550
Dominica	826	-	2,416	2,632	1,861	5,445	13,182
Grenada	3,924	170	-	811	1,318	70,833	77,057
St Lucia	17,476	422	2,952	-	6,328	34,449	61,627
St Vincent	8,232	161	201	866	-	22,894	32,353
Trinidad	n.a.	1,678	294	23,456	9,864	-	35,293
Total	30,459	15,693	6,282	34,540	23,468	133,621	244,063

Proportions Formal

Imports to / **Exports from**

		Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad
		90%	**60%**	**80%**	**80%**	**30%**	**90%**
Barbados	**70%**						
Dominica	**50%**						
Grenada	**80%**			**Source: Table A.38**			
St Lucia	**80%**			**(Data rounded)**			
St Vincent	**30%**						
Trinidad	**50%**						

Of which break-bulk "formal"

Imports to: / **From**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados	-	2,956	84	1,371	819	n.a.	5,230
Dominica	300	-	888	934	703	1,866	4,691
Grenada	785	34	-	162	264	14,167	15,411
St Lucia	3,495	84	590	-	1,266	6,890	12,325
St Vincent	3,704	72	90	390	-	10,302	14,559
Trinidad	n.a.	302	52	5,121	1,785	-	7,259
Total	8,285	3,449	1,704	7,978	4,835	33,224	59,475

Of which break-bulk "informal"

Imports to: / **From**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados	-	359	21	323	206	n.a.	908
Dominica	251	-	723	821	538	1,765	4,097
Grenada	196	9	-	41	66	3,542	3,853
St Lucia	874	21	148	-	316	1,722	3,081
St Vincent	8,643	169	211	910	-	24,039	33,971
Trinidad	n.a.	118	22	743	681	-	1,564
Total	9,964	675	1,124	2,837	1,807	31,067	47,475

Note: the area within the double lined box is calculated as the residual after bulk and containers are subtracted from the total and after certain manual djustments have been made to the Caricom data to account for data discrepancies between the import and export statistics for origin and destination pairs - **the data should consequently be viewed as indicative only.**

Source: Caricom/Consultants

Figure 2-1: Dominica: Imports from the Region

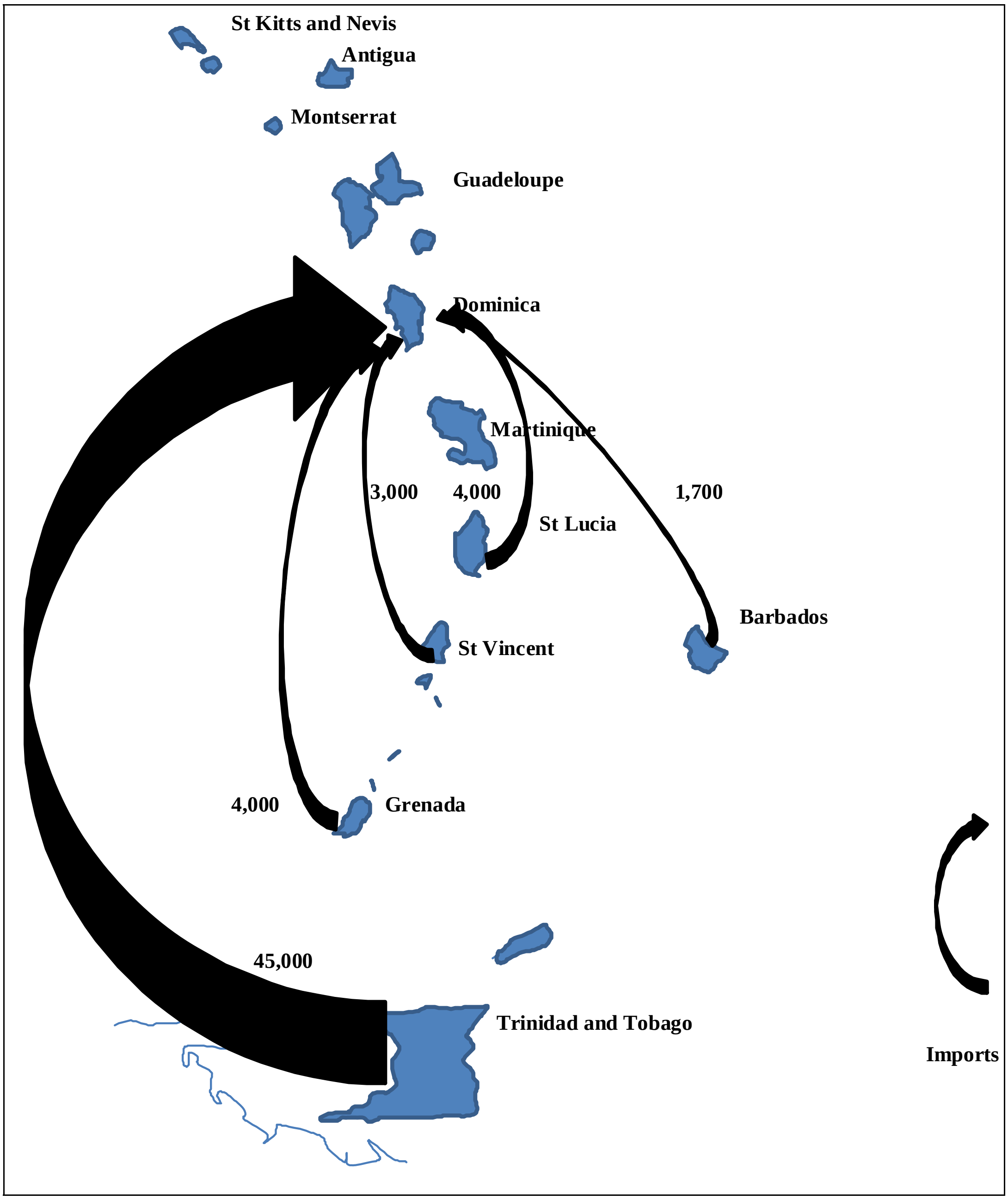


Figure 2-2: Dominica: Exports to the Region

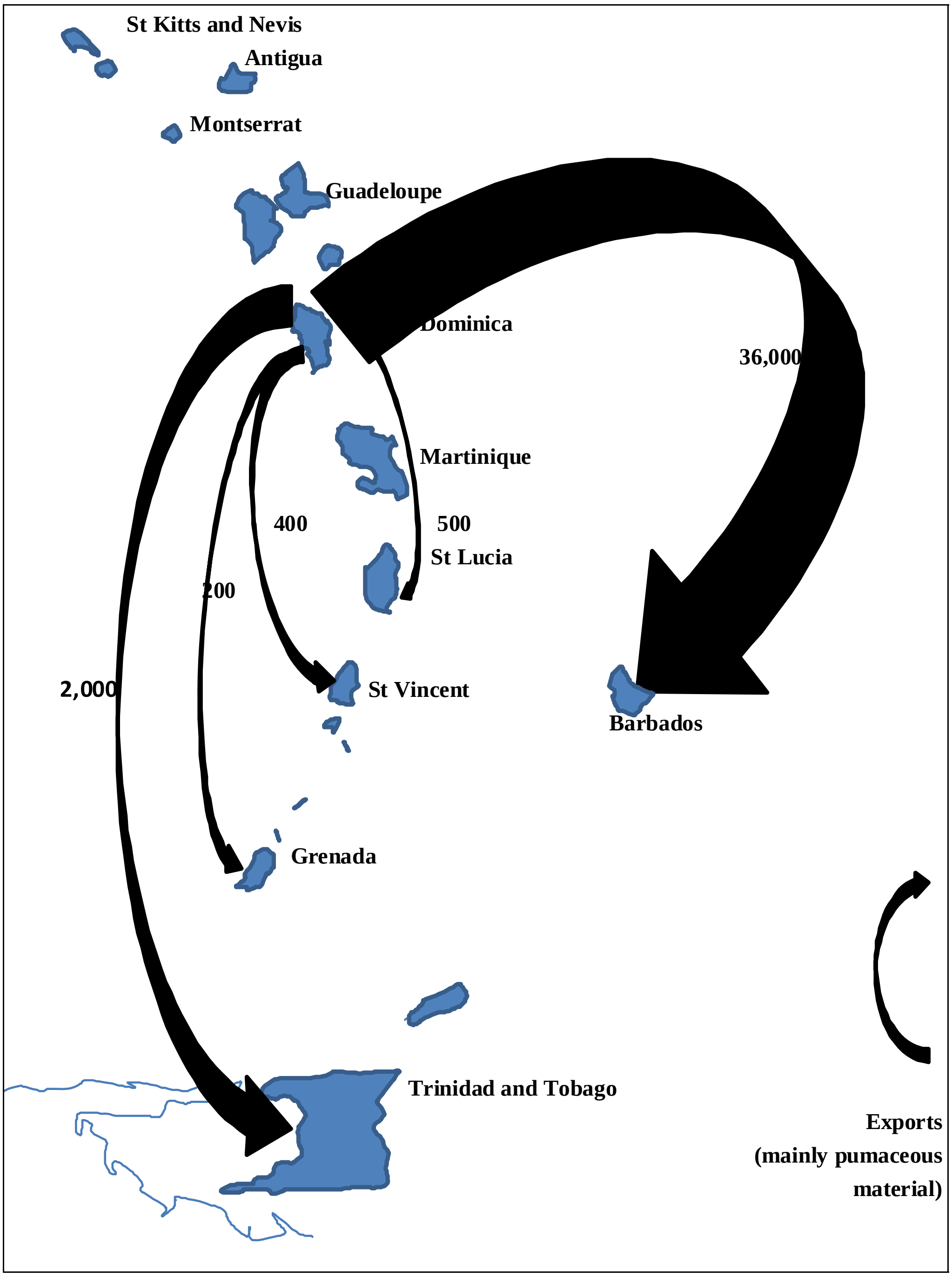


Figure 2-3: Grenada: Imports from the Region

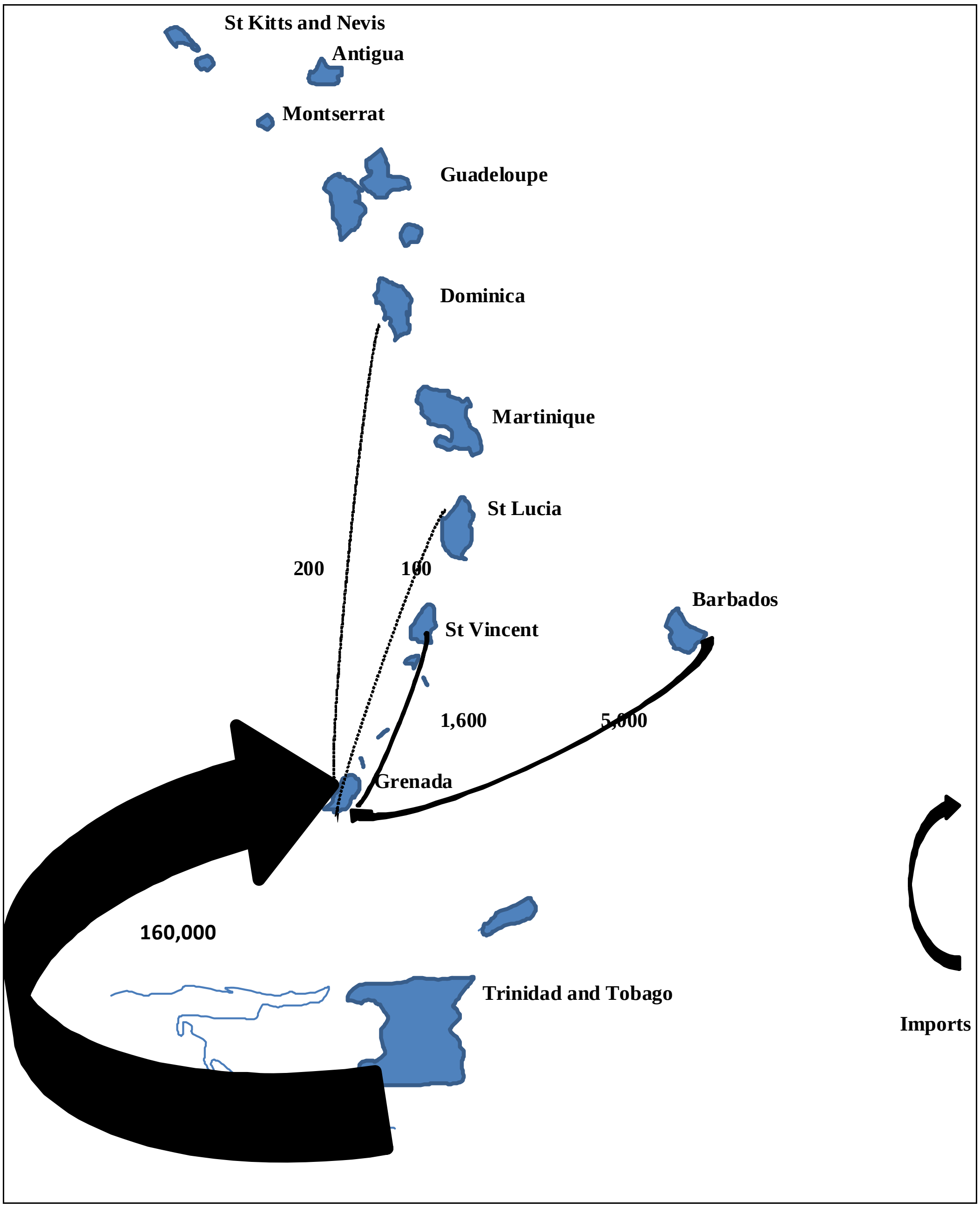


Figure 2-4: Grenada: Exports to the Region

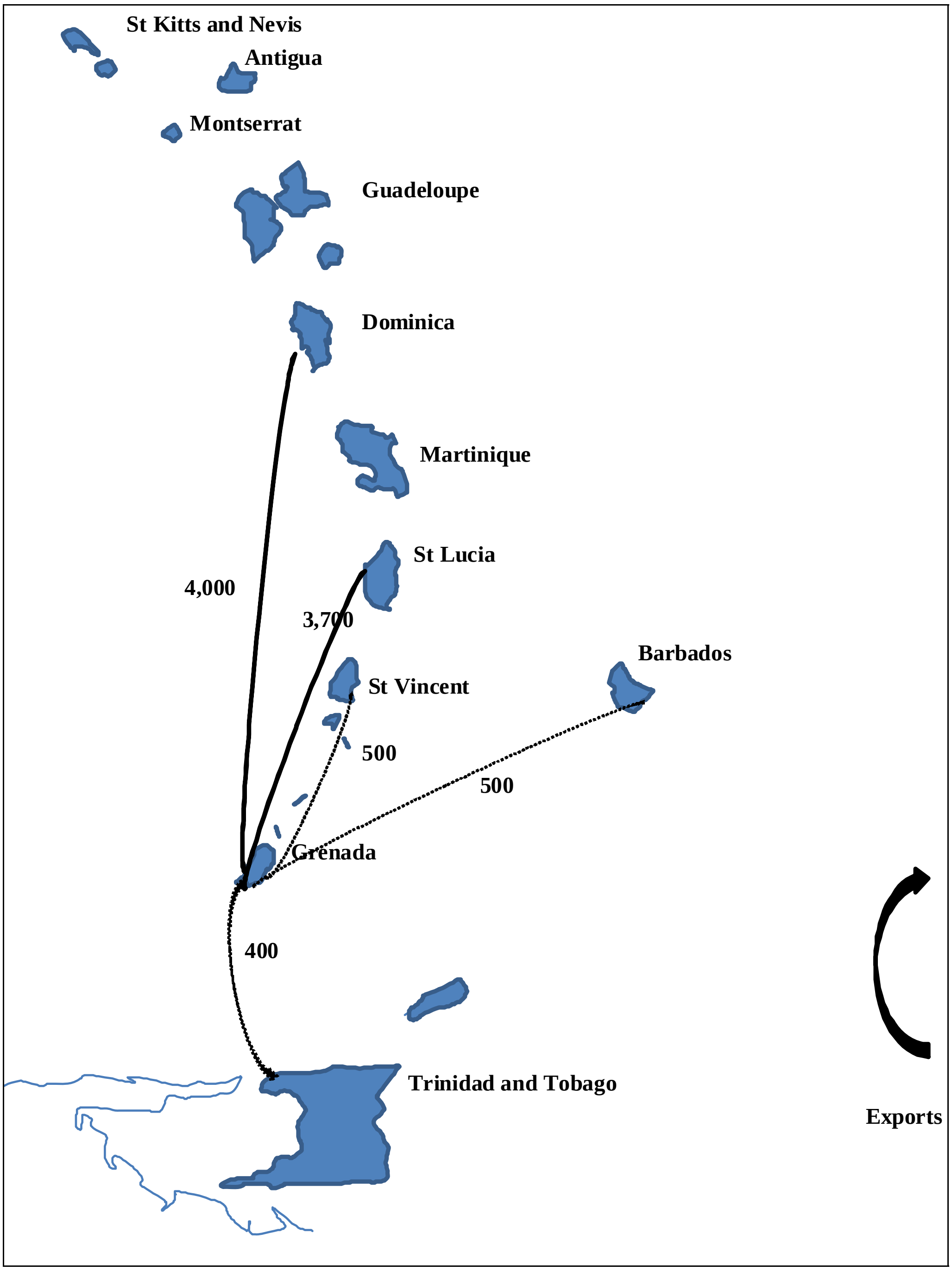


Figure 2-5: St Lucia: Imports from the Region

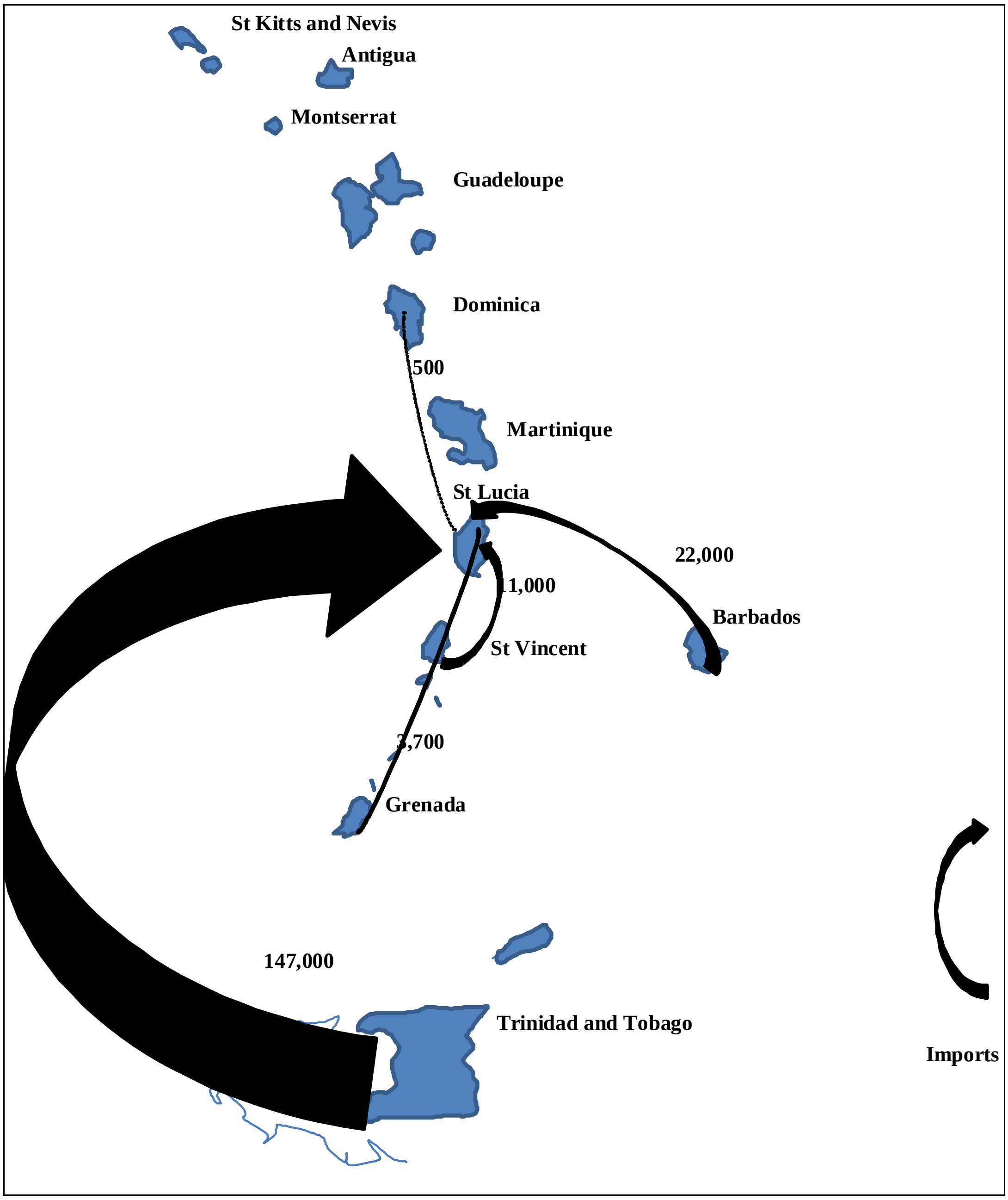


Figure 2-6: St Lucia: Exports to the Region

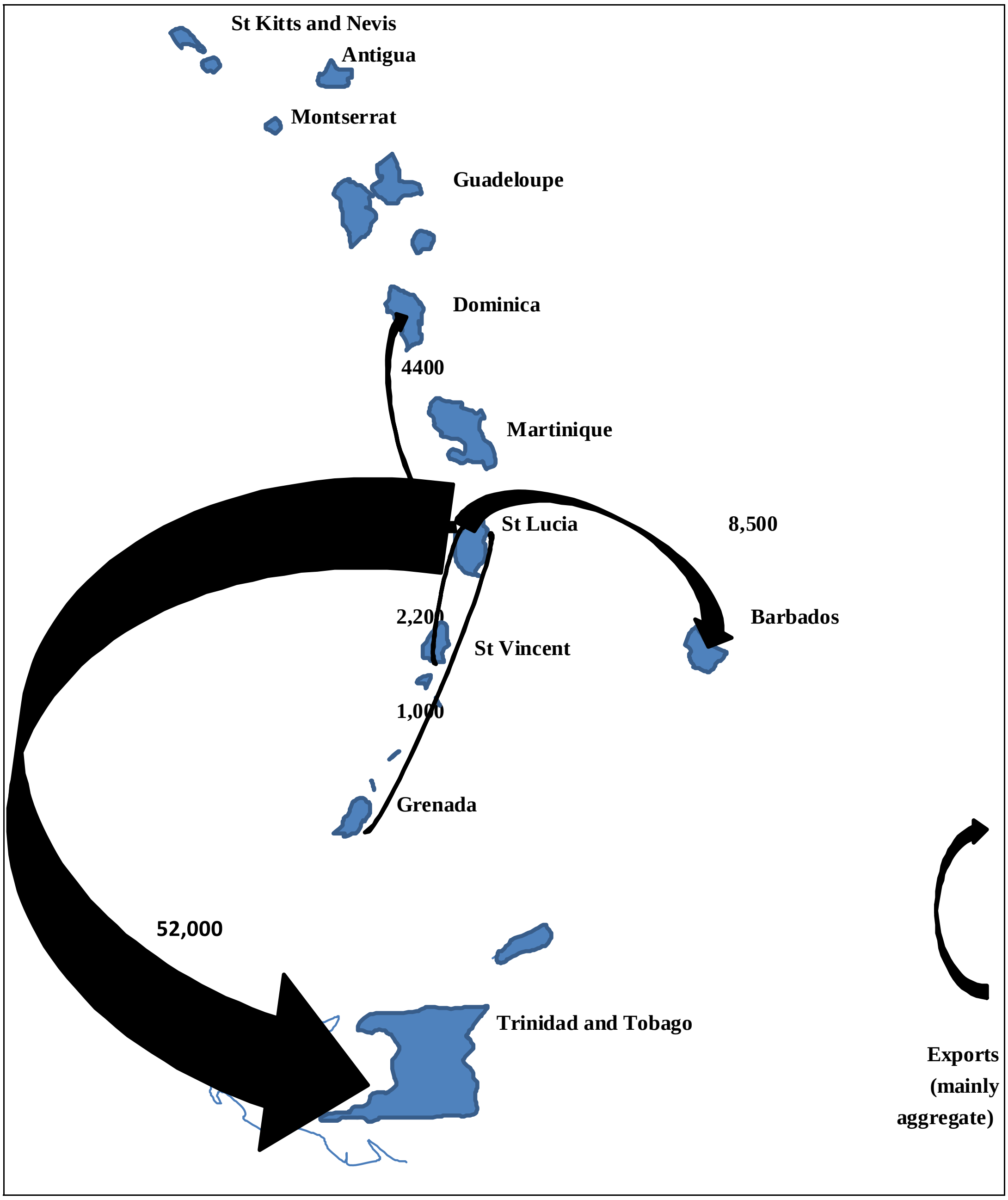


Figure 2-7: St Vincent and the Grenadines: Imports from the Region

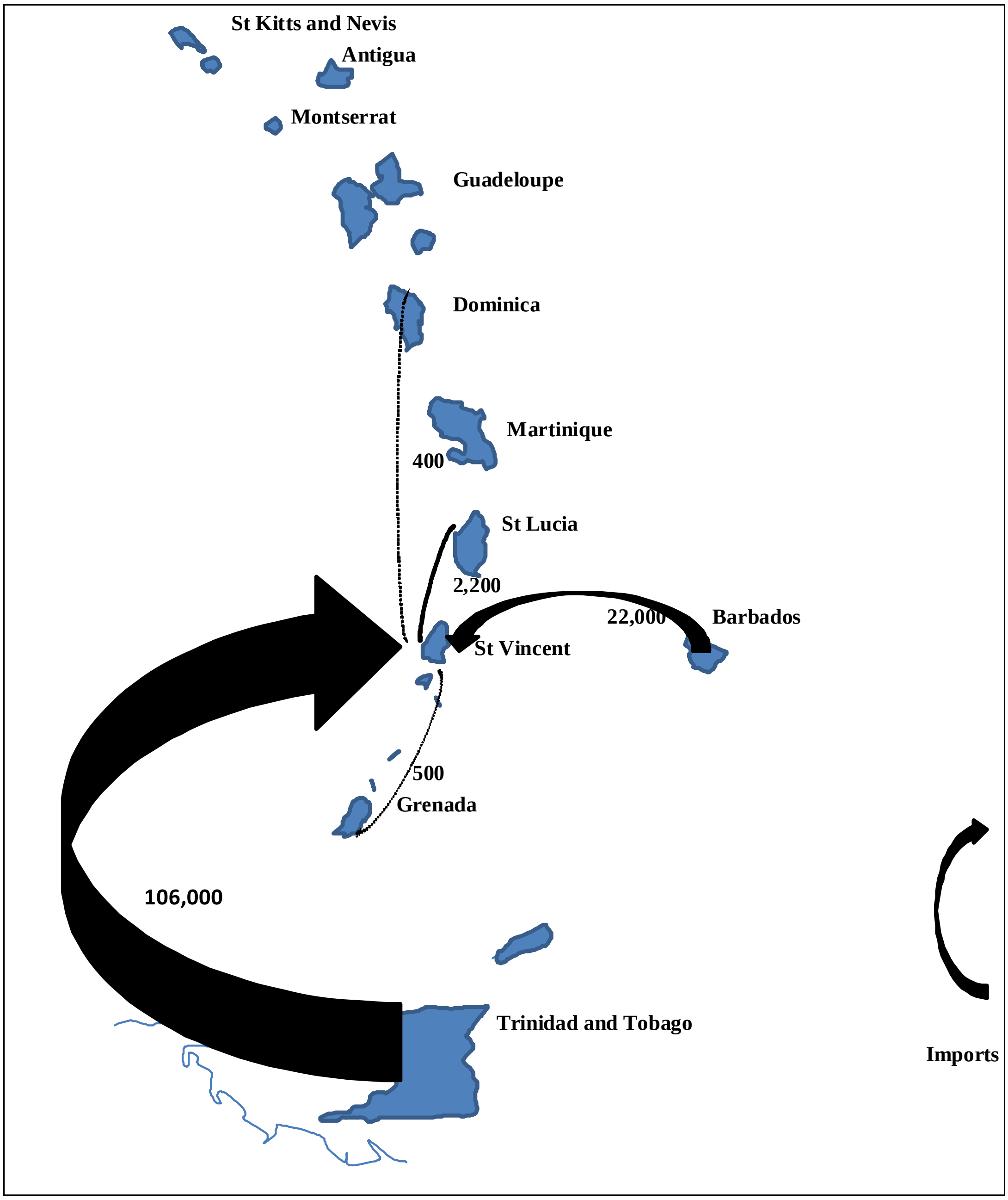
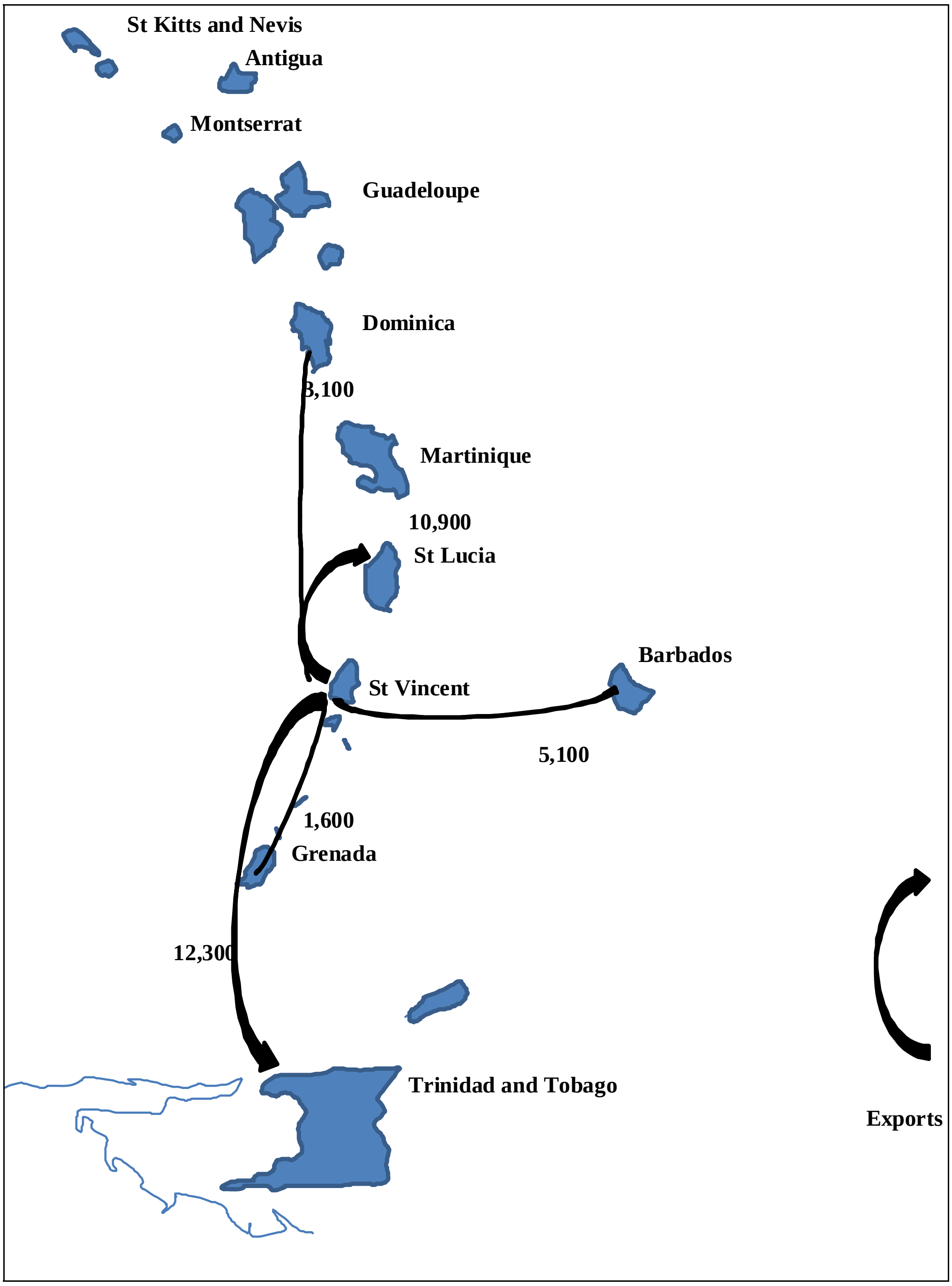


Figure 2-8: St Vincent and the Grenadines: Exports to the Region



2.2 Costs

2.2.1 General

Detailed analyses of costs, tariffs and profitability (with unit revenue information) is provided in **Appendix B: *"Regional shipping Industry: Costs, Tariffs and Profitability".*** Neither the formal, nor informal, sectors are in positions where major investments in new vessels are either warranted or would be profitable. The concept of a *"Return on Capital"* is, consequently, not presently relevant.

With the present under-utilisation of the existing fleet, there is clearly no need to expand existing transport capacity.

2.2.2 Formal Sector

In the formal sector, because of the world recession, the main operators have recently been cutting their prices and, although possibly still recovering their operating costs, are, almost certainly, not generating sufficient revenue to recover ship provision costs.

For the main/formal players, profitability is a concept that, while applicable and important in the long-term, does not impinge on the tariffs demanded from customers at any specific time.

In this wider, more-formal, shipping industry, tariffs are normally a product of:

- the extent of competition; and
- the over or under-supply of ships in the market and/or region.

Average time-charter rates per TEU-day for vessels with carrying capacities of between 200 and 1,999 TEU during the period 1999 to 2009 are summarised below. Both the short and longer term trends are clearly downwards.

Containership Hamburg Time Charter Index (1999 – 2009)

Class	1999	September 2009	2009:1999
200-299 TEU capacity	US$ 16.70/TEU	US$ 12.03/TEU	-72 %
1,000-1,260 TEU capacity	US$ 8.24/TEU	US$ 3.71/TEU	-45 %
1,600-1,999 TEU capacity	US$ 7.54/TEU	US$ 2.66/TEU	-35 %

Source: Hamburg Shipbrokers' Association

Market forces have driven down prices. The formal sector should clearly be allowed to continue operating in line with perceived demand and with prices dictated by competition and the market.

Reducing/subsidising and/or rationalising port charges would also have little additional affect and such actions are not recommended. New regional "hubs" are also not recommended.

2.2.3 Informal Sector

The Consultants' conclusions in regard to point-to-point services are illustrated on **Figure 2-9.** The figure indicates the very important impact of different number of round-trips and average load factors on the cost per tonne of cargo transported and shows that in the long term, with a present average freight rate of about US$ 35 per tonne, even vessels operating point-to-point can only be operated profitably with much higher than present utilisation rates and load factors.

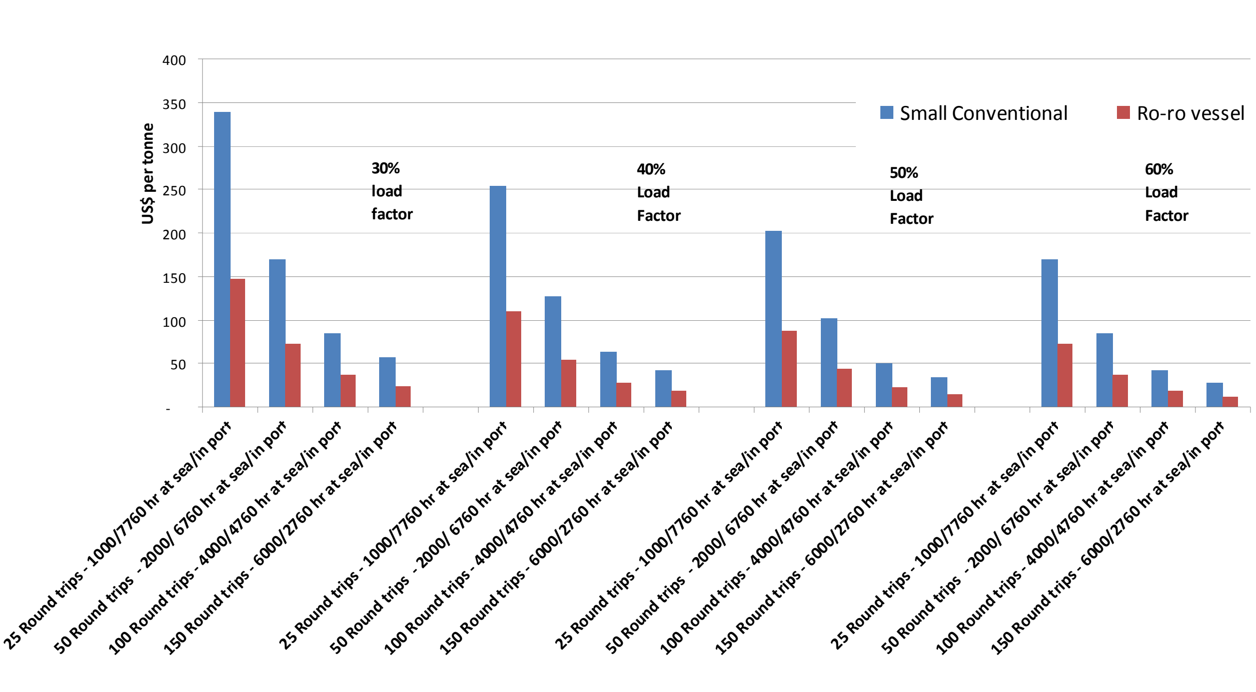
If the informal sector is to survive, there must clearly be major improvements in efficiency

The only way that a new informal liner services could now be profitable would be with substantial subsidy[5]. These new services are, consequently, not now recommended.

However, longer-term, and with the appropriate institutional/legal changes, liner-style Ro-Ro services could have operating costs that, when combined with the advantages of door-to-door services, would make them highly competitive. It is, consequently, recommended that the appropriate legal and regulatory changes are made that would allow the introduction of such services.

[5] There would no return on capital.

Figure 2-9: Informal Sector: Costs per Tonne at Varying Load Factors and Utilisations



2.3 Improved Efficiency

Consumer behaviour in regard to:

- *freight:* is considered in **Appendix C: *"Structure of the Intra-Regional Shipping Industry"***; and
- *passengers:* is considered in **Appendix A: *"Trade and Passenger Data Sets"*[6].**

It summary the recommendations in Appendix C are that measures are introduced:

- **to pool transport capacity;**
- **for more consolidation of smaller consignments;**
- **for lobbying Trinidad and Tobago to open their Caricom wharves throughout the week;**
- **for a fleet modernisation programme – particularly with regard to enhancing capacity, security and safety (funds might be sought in regard to the latter two points from the EU);**

[6] Sections relating to "Modal Split" and "Willingness-to-Pay".

- **bringing shippers into closer real-time contact with those who have cargoes to be moved;**
- **to form an informal operator's association from amongst the stakeholders in all four study-States that can promote the interests of the informal sector;**
- **to introduce self-insurance funds to protect individual operators from catastrophic loss; and**
- **to lobby Governments to make changes to the law so that small ship owners inadvertently caught up in the drugs trade can post bonds instead of having their vessels temporarily seized.**

2.4 Port Infrastructure

The Consultants believe that, in order to maximise their efficiency and to reduce costs to users, the port authorities in all four Study-States could be further commercialising[7] and privatising their enterprises. All ports in the Study-States appear to be making operating profits and the Consultants do not believe that tariffs, or port operating costs, are hindering the profitability of freight shipping.

The introduction and application of corporate or business planning[8] over a three years period and on a rolling basis would be a first step. The emphases would be:

- legal and institutional strengthening with a clear split of responsibilities between governments and the port authorities, with the latter gaining full administrative and financial autonomy (including the authority to enter into loan agreements);
- further strengthening and modernisation of organisation and management;
- a marketing policy and plan to obtain added value from existing infrastructure and concessions;
- a performance and productivity improvement plan including cost containment programme;
- an updated port master plan, short and medium term investment plan;
- a maintenance plan for port facilities, floating craft and navigational aids including strengthening of materials management and spare parts supply system;

[7] To date only in St. Lucia has there been real progress towards this - in 1990 the *"St Lucia Marine Terminals Ltd."* was established to manage and operate the Port of Vieux Fort. One objective was to attract transit traffic to St. Lucia through a facility where, amongst other things, labour was more flexible and less expensive than in Castries.
[8] Business planning can be defined as the integrated, systematic and continuous planning of the total resources of an enterprise leading to the achievement of quantified objectives within defined periods of time.

- a human resources plan (including review of remuneration and employment conditions, adaption of numbers and qualification of personnel to future requirements, early retirement scheme (if any) and social plan;
- an integrated IT-System (management information system including port performance indicators, management and cost accounting system);
- updated health, safety, security and environment plans;
- financial projection for three years including the updating and simplification of port tariffs and funding/loan requirements; and
- action plan with road-maps/mile-stones/possible pitfalls (risk assessment) and implementation schedules.

There are various successful models for public-private partnership based on concessions, leases, management contracts etc. The main advantages of further private-sector involvement would be:

- the more efficient and cost effective services the private-sector can provide;
- the avoidance of conflicts of interest between regulatory and operating functions;
- reduced public-sector financial burdens; and
- speedier responses to market needs.

2.5 Improved Communications between Consignees and Shippers

Other proposals to introduce greater efficiency into the market, centre on recommendations in the first of the above appendices and on new, to real-time, web-based, Information-Technology (IT). The latter changes are detailed in **Appendix E, *"Improving Communications between Consignees, Shipping Companies etc – a Role for IT."***

The development of web sites and portals has, in the past, yielded indifferent results. Before renewed efforts and major expenses are incurred, more clarification is still needed in regard to why previous regional efforts, and specifically CAMID, was unsuccessful.

A mechanism that matches buyers and sellers together with all the ancillary services which support the movement of goods such as boat routes, schedules and port fees together with contact details for agents and trade protocols would clearly be useful.

The lack of information relates not only to ship schedules and cargo availability but also to:

- production costs; and
- the margins taken by wholesalers and huskers.

Furthermore, adequate demand information is still not available to allow farmers and cooperatives to plan their production and, therefore, establish a reliable supply mechanism which reduces the potentially devastating effects of the cycle of glut and scarcity in various products.

With better databases, there is clearly the potential for:

- farmers to:
  - know with certainty the true cost of production for their crops; and
  - obtain and feel satisfied with their profit margin;

- organised groups or cooperatives to bid for supply contracts with:
  - agro-processors;
  - marketing boards; and
  - the hospitality industry (hotels, restaurants and cruise ships).

The availability of technological or financial resources alone will not change things without the buy-in of stakeholders at every level and a commitment to follow through with basic management oversight and accountability. This has been underscored by the experience in Dominica, where production data is still not being collected a year after significant investment in training and resources have been applied.

There also has to be the capacity and willingness to use the technology available or provided. The objective of matching buyers to producers and other participants in the chain is a desirable goal; however it is one which has been tried before with mixed results. Similarly publicising a boat schedule alone without bringing potential users to it is like building a bridge with no incentive to cross.

A greater level of cooperation and collaboration among the Study States and support institutions within the region is also necessary to avoid duplication of effort, incompatibility and crucially to:

- reduce the waste of scant resources; and
- leverage the collective experience and knowledge that exits.

In 2008, a component of the *"Telecommunications and ICT Development Project"*, a World Bank consultancy commissioned by the Eastern Caribbean Telecommunications Authority (ECTEL) addressed the matter of Common Information Architecture and Systems in the Study-States. Agriculture is one sector that can clearly benefit from such an approach, since data gathered for a farm in, say, Grenada is not too dissimilar to one in St. Vincent and the Grenadines. The recommendations made were to collaborate and develop best of breed technology solutions and, following a successful pilot in one state, this solution would be adopted as the standard and be replicated elsewhere.

The Consultants, consequently, recommend that:

- the OECS should champion the development of a new regional portal that:
  - *allows ship owners to*: post schedule related information, available capacities types of cargo they are able to accept, expected delivery dates and tariffs;
  - *allows those with cargo for transport:* to post details of that cargo and receive bid information from ship-owners of tariffs and schedules
  - *allows user ratings/comment:* this would be similar to online ratings such BizRate or those at Amazon.com/ebay.com where users rate the seller and/or purchaser in terms of how satisfied they were with their transaction. Boat operators and agents could then be rated on reliability, punctuality etc. Customers could also be rated on how promptly they paid/delivered and collected cargo etc.

  - *contain information on port charges and port performance indicators:* data should be valuable for each port in Study-States[9].

    The portal might be best managed/developed by the Caribbean Research and Development Institute (CARDI)[10]. However, development costs and a watching brief might more usefully come from outside and have private sector involvement. The OECS, and in particular the ODTC, could, therefore, be major drivers. The Consultants suggest, therefore, that a further consultancy project is initiated, jointly between the OECS and CARDI, that seeks to:
  - better understand the reasons that CAMID failed; and
  - which prepares draft ToR[11] for a Project for the new Portal.

    The present consultants envisage that the new portal could be for paid for by subscription from various stakeholders, e.g. farmers, agro-processors and boat operators, agents etc.. The exact form for that subscription model would, however, need to be determined after more detailed analysis of the potential user base and should be further investigated in the envisaged new Study. A charging system will ensure that there are resources for up-dates and that users do not abuse the system. In order to minimise charges, the portal might also carry advertising.

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9 Ideally available for all OECS and/or all Caricom states. In most parts of the world, port charges are published and are freely available to all those who wish to have copies – many countries now use the internet for this purpose.

10 CARDI is the leading Caribbean institute responsible for Research and Development in the Agricultural sector.

11 The Consultants believe that with clear terms of reference, and an adequate supply contract, there is no reason why such a system should not now be successful.

It is envisaged that the new portal would also allow:

- *those operating in States where there is shipping lying idle:* to determine where best to position their vessels; and
- *for cargo that is in transit*: a system where there could be a consignment/tracking number with each broker/agent updating the system when they have discharged their responsibilities and handed it on to the next broker in the chain.
  The system might also provide other government agencies and statutory bodies with space for information on standards, port charges and trade agreements.

- *where the various ministries of agriculture are not too advanced or have not yet begun developing agricultural management systems, they should review their unique circumstances and be guided by the NAMDEVCO's portal.* Despite this site being specific to Trinidad and Tobago, it gives useful market price data and producer, processor and wholesale contact information - the systems in the Study-States should be compatible and allow easy transfer of data to other systems.

  Data entry is vital and should not be onerous, neither in the amount of data required nor the frequency with which it is to be collected. Where possible, simple solutions such as Point of Sale, bar code readers etc. should be used for data capture. Data capture and processing should not significantly impact the day-to-day operation of the stakeholder's core business.

  No development should, however, begin until the system being implemented by the Chamber of Industry and Commerce in St. Vincent and the Grenadines is complete and has been running for at least six months, and an evaluation of this system's effectiveness, scope and challenges has been carried out. It may be possible to build on this system, since training is to be carried out in the various OECS member states.

  Further, lessons also need to be learned from the challenges with data collection in Dominica's MAFF so as to devise a system which does not suffer the same fate.

2.6 Institutional Recommendations

Institutional arrangements to ensure better synergy between the (as yet to be formulated) transport policies of Caricom and the OECS are needed. It is recommended that there should **better integration of maritime transport issues into the OECS structure:** there could be a specialised Division or Unit in charge of all modes of Transport.

The ad valorem "Customs Services Charges" which vary between the Study-States from 3.5% to 5% are almost unique to the Caribbean and are too high to be simply a charge for paying for Customs Services. They currently add a sum similar sum to that of transport to the costs of imports and in the Consultant's opinion are inappropriate

for an area which is moving towards a Single Market. Consideration should be given for their abolition and the OECS should lobby for such action.

Maritime Administration units, independent from the Port Authorities, are recommended in all Study-States. These administrative entities should be under the authority of the Minister in charge of transport. Human resources and means should be appropriate to the tasks required of these organisations and will require: (i) separate definition by the Minister in charge of transport in each country; and (ii) a training programme aimed at national needs for additional specialised administrators and ships' surveyors. Such training actions could be set up in cooperation with IMO institutes (for example, the World Maritime University of Malmo (Sweden), or the International Maritime Institute of Malta).

Two enhancements to the organisation of the informal shipping are important:

- *the professional representation of the interests of the local ship-owners* through special sections within the existing national shipping associations and regionally; and
- *the creation of economic groups associating various operators in the informal sector*: and so creating additional financial capacities for:
  - vessel up-grading and renewal; and
  - providing guarantees for loan, or bonds to customs should drugs be discovered on board etc.

  The formation of such economic groups, cooperatives or other corporate entities could be encouraged by Governments and the OECS via specified fiscal incentives.

3 Next Ten Years: Regional Passenger Services

3.1 Traffic

A detailed analysis of present regional potential fast-ferry passenger traffic is provided in **Appendix A, “Trade and Passenger Data Sets”.** The data is visitor arrival information supplied by the umbrella Caribbean Tourism Organisation (CTO), ECCB statistics and local tourist board/authority information and is shown in summary form on **Figures 3-1, 3-2, 3-3, 3-4** and **3-5.**
The appendix, amongst other things, sets out the current pattern of routes, passenger volumes and the sizes of passenger vessels currently serving the region.

Silver Express Fast Ferry Loading in Castries

Very clearly:

- the largest movement of people is between the large population centres (trips to and from Trinidad and Tobago and Barbados from the smaller islands); and
- while people will frequently also travel to their nearest neighbouring island, they infrequently travel much further afield.

When there is air and sea modal choice (into and out of St Lucia and Dominica) it is seen that:

- in St Lucia:
  - 70.2% of trips from Martinique are now made by ferry; but only
  - 48.3% of trips from Dominica are now made by ferry[12].
- in Dominica:
  - 93.6% of trips from Martinique and Guadeloupe are now by ferry; but only
  - 39.1% of trips from St Lucia are now made by ferry.

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[12] Trips by ferry between Castries, St Lucia and Roseau, Dominica are fastest by sea – this is because of the 1.5 hr road travel time between Melville Hall Airport in Dominica and Roseau.

3.2 Consumer Behaviour

Analyses of data for the existing fast ferry services between Trinidad and Tobago suggest that if the fares on fast ferries can be reduced to just 30% of the air-fares (i.e. a 70% reduction in cost) they may attract up to four times the volume of traffic now using the air services – in other words, for every 10% reduction in the fare that the ferry can achieve[13] one might expect traffic equivalent to about 25% of the present air traffic volume[14].

Analyses of the data for the existing fast ferry service between St Lucia and Martinique suggest that if the fares on fast ferries can be reduced to 50% of the air-fares, the ferries may attract up to three times the volume of traffic now using the air services.

Analyses of the data for the existing fast ferry service between St Lucia and Dominica suggests that, for longer trips, even if the fares on fast ferries can be below air fares and there are additionally time savings from using the ferry, the ferry will not dominate unless there are daily return sailings – without these last two conditions, the two modes will carry roughly equal volumes of traffic.[15]

To date, the St. Lucia to Martinique to Dominica service is the only example of a successful inter-state service. Its success, besides being a result of the more obvious cost and time savings (this latter factor in the case of trips to Dominica), may derive from the cultural and historic francophone links within this four-island group[16].

In order to supplement the above data the Consultants have conducted brief *"snapshot"* surveys or air passenger willingness-to-pay for fast ferry services. The surveys were conducted at the main airports on Dominica, Grenada, St Lucia and St Vincent and the Grenadines from which inter-island air passenger services operate. In summary:

- overall, about 80% of respondees expressed willingness-to-use/pay for fast ferries;
- positive responses in regard to a willingness-to-use/pay were highest for trips to neighbouring islands[17] (in all cases over 94%) than for trips to more distant islands (proportions varied upwards from 14% - though in most cases, the proportions were over 60%);
- generally persons on business trips were as willing-to-pay/use as persons on leisure trips;

[13] That is, below the fare offered by the competing airlines.
[14] 1.26^7-1=4.0
[15] The St Lucia to Dominica situation is unusual in that *"capital city–to-capital city"* travel times by the fast ferry are shorter than by aeroplane – there is, however, no daily service by ferry.
[16] Also possibly from preferential financing conditions – under the terms of the French Ship Financing Scheme.
[17] Additional evidence suggests that point-to-point services concentrating on services between adjacent islands are likely to be most successful.

- the recorded proportions of persons in Dominica and St Lucia indicating a willingness-to-pay/use was lower than on St Vincent and in Grenada - this is an important observation because:
  - interviewees on the former two islands might be expected to already have more realistic knowledge of the qualities-of-service likely to be achieved and, therefore, to be a little less enthusiastic; and
  - because *"stated-preference"* surveys of the type employed, particularly when referring to a service about which the interviewee has no real experience, frequently overstate demand[18].

There is, nonetheless, clear potential for fast ferries services. **The Consultants believe that, with fares that are about 50% of the alternative air-fare and daily services, the evidence above suggests that they would capture a market equivalent to about three times the current volume of air traffic.**

Potential inter-island fast-ferry traffic is shown on **Table 3-1.**

Table 3-1: Potential Fast Ferry Visitor Arrivals (2009): Average Trips/Day

From	To Barbados	Dominica	Grenada	St Lucia	St Vincent and the Grenadines	Trinidad	Total
Barbados		16	41	94	79	177	**406**
Dominica	14		5	**9**	7	46	**80**
Grenada	23	3		19	13	84	**141**
St Lucia	31	**6**	15		20	87	**159**
St Vincent and the Grenadines	44	5	19	21		68	**156**
Trinidad and Tobago	145	13	133	75	71		**437**
Total	**257**	**44**	**212**	**218**	**188**	**461**	**1,379**

Source: Consultants' estimate
(1) Dominica to St Lucia: actual data and shown bold.
(2) The above traffic assumes a regularity of about three times per week. If services are less than this the traffic will fall - a weekly service only is likely for example to attract only half these passengers.

[18] Interviewees, desirous of increasing modal choice, are frequently tempted to imply desires to patronise all new services that may be offered.

3.3 Fast Ferry Passenger Services

3.3.1 Introduction

A detailed analysis of regional potential fast-ferry passenger-service costs is provided in **Appendix B, *"Regional Shipping Services: Costs, Tariffs and Profitability"*.**

The Consultants believe that previous attempts to introduce fast ferry services have failed, amongst other reasons, because:

- there is not enough passenger traffic for large passenger-capacity vessels;
- the vessels previously envisaged have not been suitable for regional waters;
- the services offered have not been in-line with the point-to-point services that the Consultants believe are most desirable if traffic is to be maximised;
- the vessels have mostly been new with high capital costs that have contributed to high tariffs; and
- high "head taxes" – the Study-States appear to have adopted a policy of charging in the same manner as for cruise vessels – that is to say, the tax is paid irrespective of whether the passenger is embarking or disembarking – and this has lead to an unreasonably high tax-imposition on those travelling longer distances – **see Figure 3-8 – if new fast ferries are introduced this practice should cease – and the OECS should lobby for the necessary changes.**

3.3.2 Consultants' Concept

The Consultants' Concept:

- *focuses on vessels and other equipment that would be reliable and efficient in the study-area sea conditions*: the service, if it is to be successful, must be perceived to be reliable by the general public;
- *is based on an optimum average load factor of 65%:* this in order that peaks troughs and other irregularities in traffic can be catered for;
- *attempts to offer a minimum of three, evenly-distributed, round-trip voyages per week*: this so that the service can capture the largest proportion of the potential traffic;
- *focuses on point-to-point services between neighbouring islands*: this in line with the now-revealed characteristics of the potential traffic**;**.
- *uses Grenada, St. Lucia and St. Vincent as hubs*[19]: with services between these states in line with potential demand: state and other external financial support is not assumed;

[19] An alternative would be for the hubs to be Trinidad and/or Barbados. With the low cost of bunkering fuel in Trinidad, this would possible be the most attractive option to a new entrepreneur. The Con-

- *would incorporate Dominica via the existing Express-des-Iles to the St Lucia hub*: additional services into and out of Dominica are presently not believed to be financially sustainable;
- *caters for the major passenger movements into and out of Trinidad and Barbados*: these services would in fact be core and provide the major traffic/revenue; and
- *could start with one vessel but could be expanded to two if the market potential suggested in this report is proven*: this would minimise risk.

Two indicative service configurations have been tested:

- *using two ferries:* as illustrated on **Figure 3-6 -** the indicative schedules includes: three return trips per week each: from St. Vincent to Grenada; from St. Vincent to St. Lucia; and from St Vincent to Trinidad; four return trips per week from Grenada to Trinidad and two return trips per week from: St Lucia to Barbados and St Vincent to Barbados. The trips between St Lucia, St Vincent and Grenada while required for repositioning and ensuring a regular service are not, however, justified by the initial traffic.
- *using one ferry:* as illustrated on **Figure 3-7** – the indicative schedule tested includes two return trips per week each between St Lucia and St Vincent, St Vincent and Grenada, Grenada and Trinidad and Tobago, St Vincent and Barbados and St Lucia and Barbados – because of the reduced services per week the estimated potential traffic has been cut by 30%.

The derived costs per passenger are lowest with the 200-passenger vessel (there is not enough traffic to support the larger ferry) and are:

- US$ 40 per trip with a two ferry system; and
- US$ 36 per trip with a one ferry system.

The additional passengers carried when two ferries are employed and there are thrice weekly services between each origin and destination more than compensates for the reduced passenger loads on the one-ferry system.

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sultants, mindful of the need to benefit Dominica, Grenada, St Lucia and St Vincent and the Grenadines, have, however, resisted the temptation to recommend Trinidad as a hub. If the hubs are to be Dominica, Grenada, St Lucia and St Vincent and the Grenadines, there will however have to be incentives. **The most appropriate would be concessionary bunkering oil prices**.

The analyses clearly show that with a properly designed network fast ferries should be profitable. The Consultants, therefore, recommend that the OECS make available the conclusions of this study to those private sector entrepreneurs interested in setting up fast ferry-services.

Combined passenger/vehicle ferries are not an immediate option, but must wait until the *"Caricom Single Market"* permits vehicles from one State to operate on the roads of the other states.

Figure 3-1: Visitor Arrivals to Dominica, St Lucia, Grenada and St Vincent and the Grenadines from Various Caribbean Islands

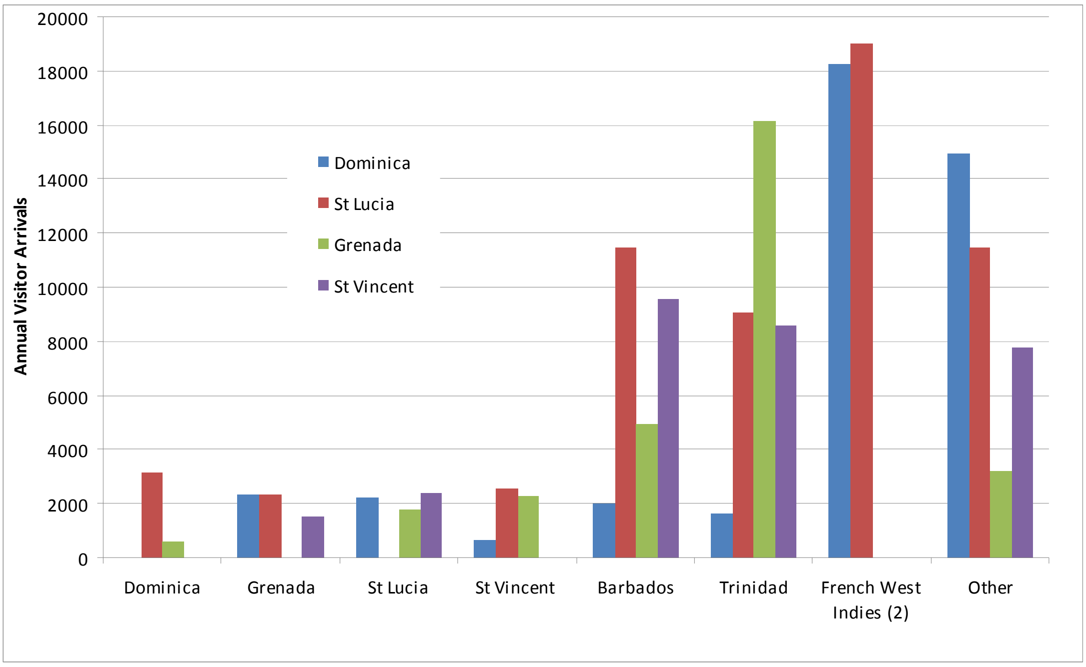

Figure 3-2: Dominica: Visitor Arrivals from the Caribbean

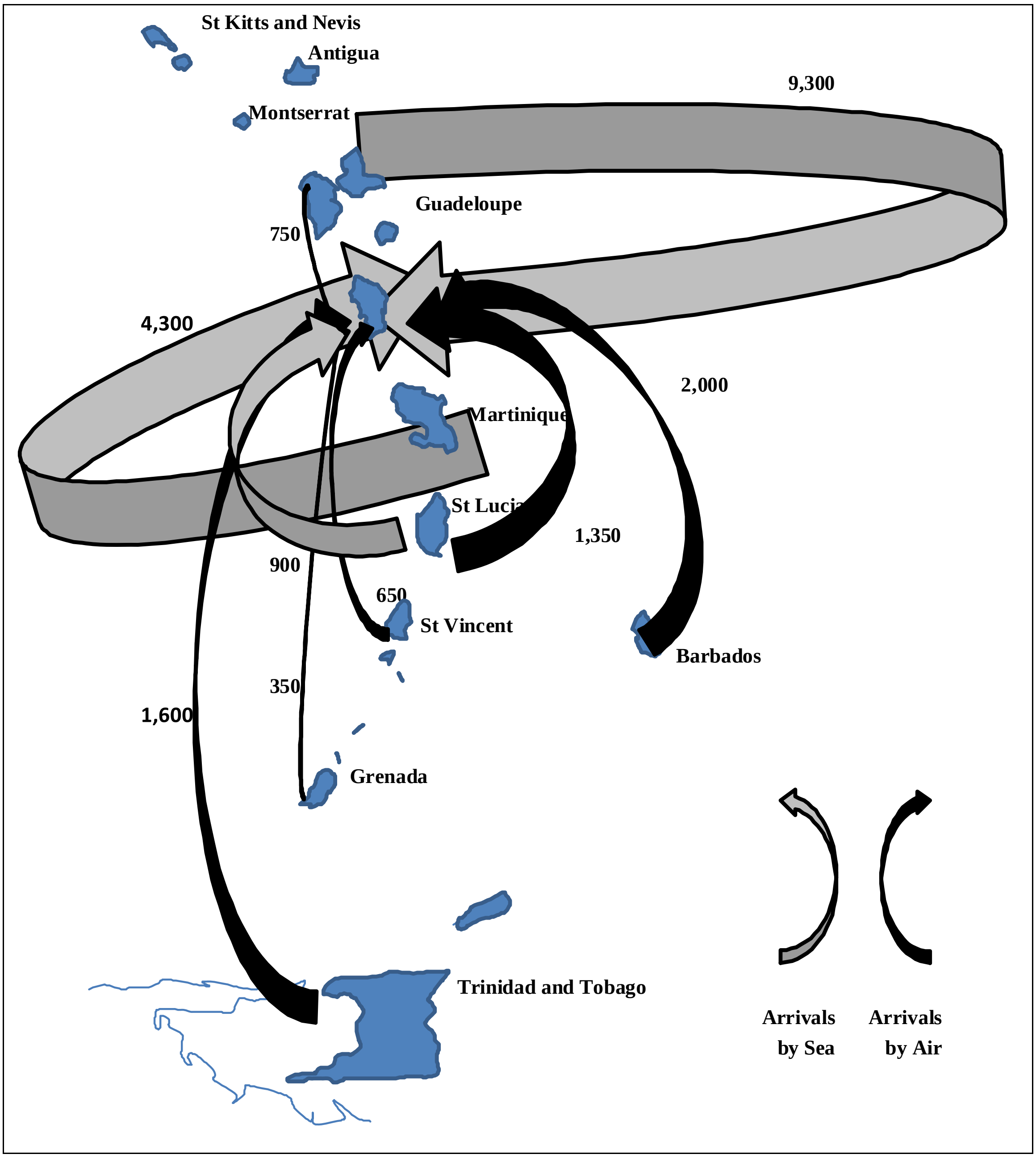

Figure 3-3: Grenada: Visitor Arrivals from the Caribbean

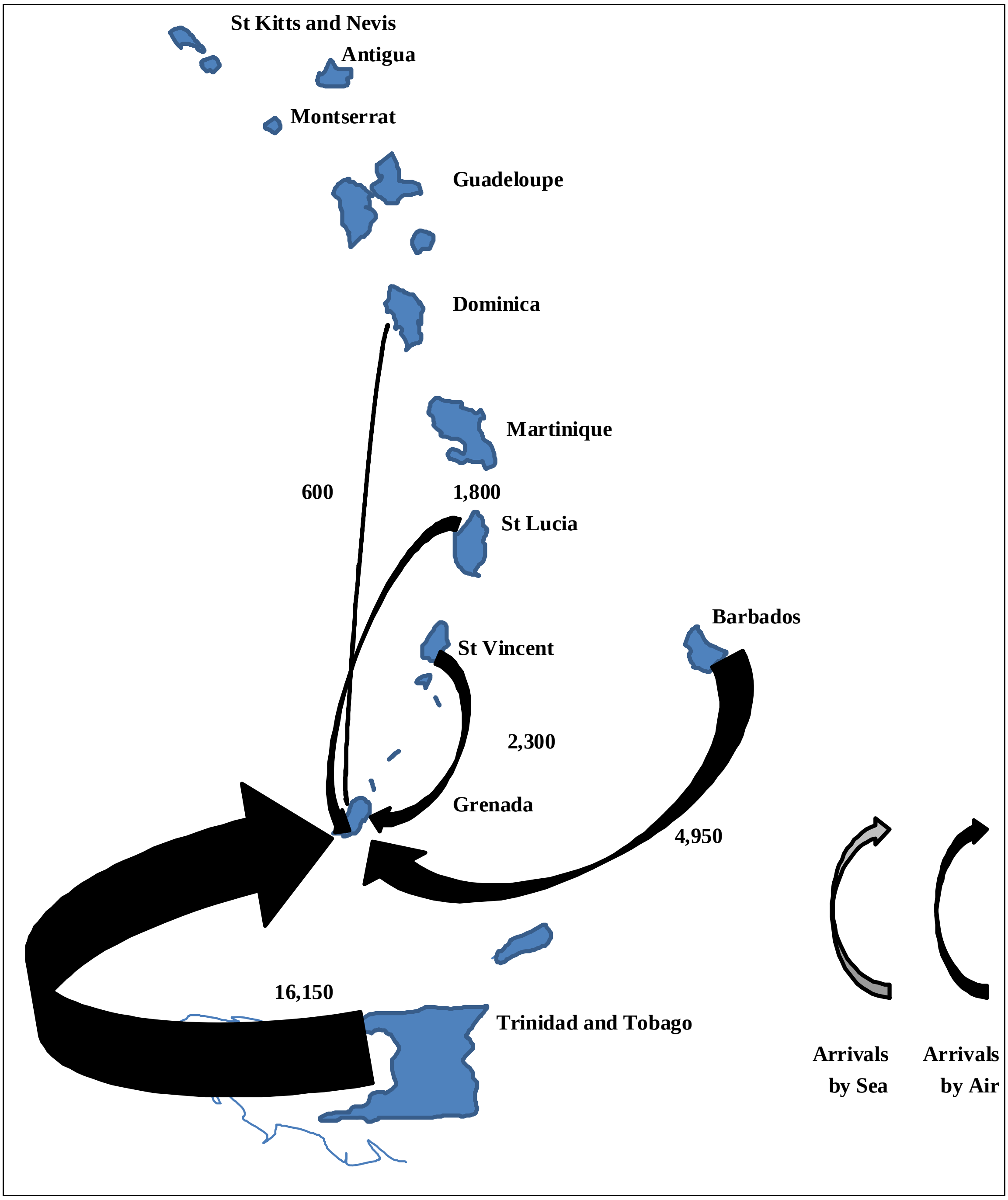

Figure 3-4: St Lucia: Visitor Arrivals from the Caribbean

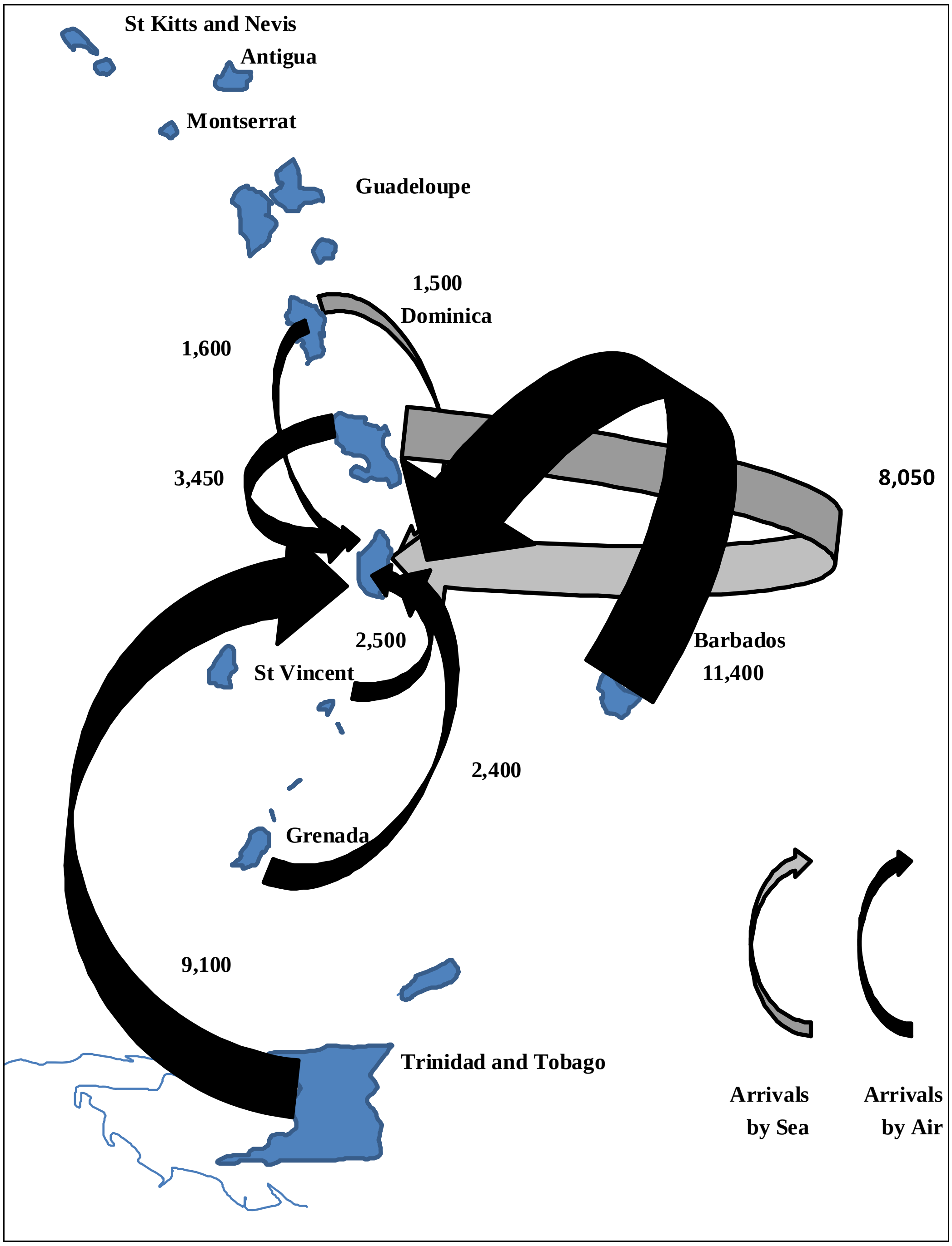

Figure 3-5: St Vincent and the Grenadines: Visitor Arrivals from the Caribbean

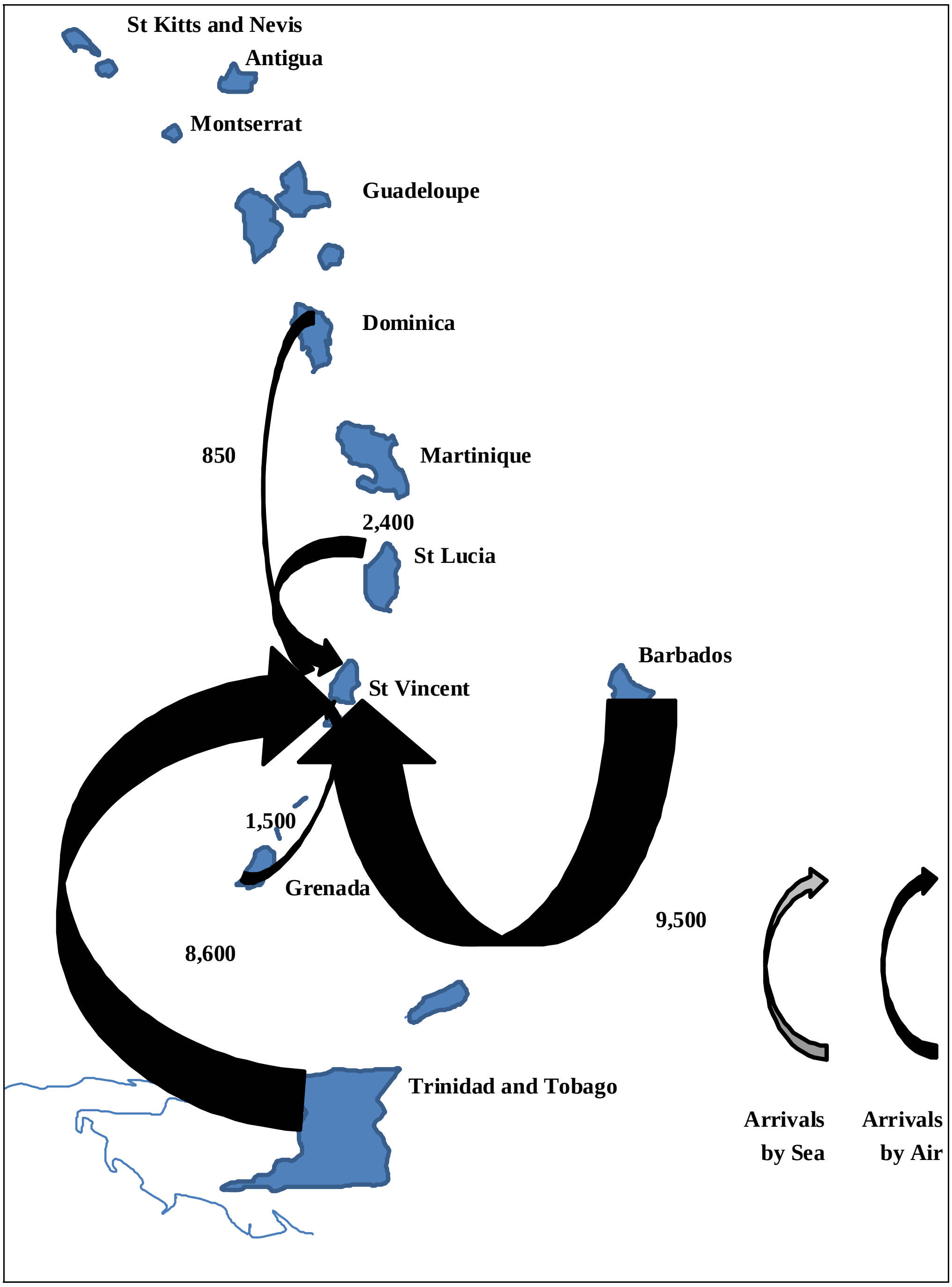

Figure 3-6: Indicative Passenger Traffic Movements: Two Ferries

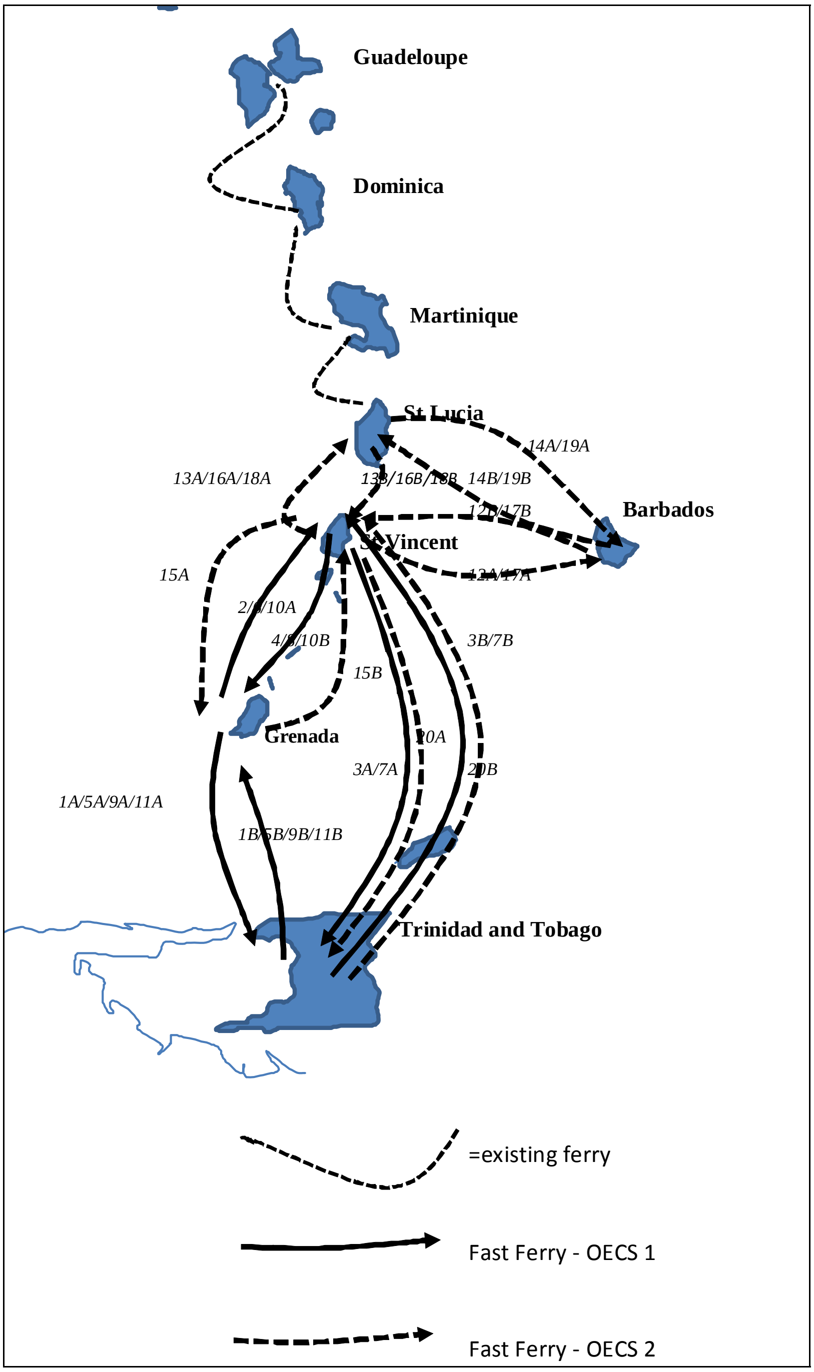

Figure 3-7: Indicative Passenger Traffic Movements: One Ferry

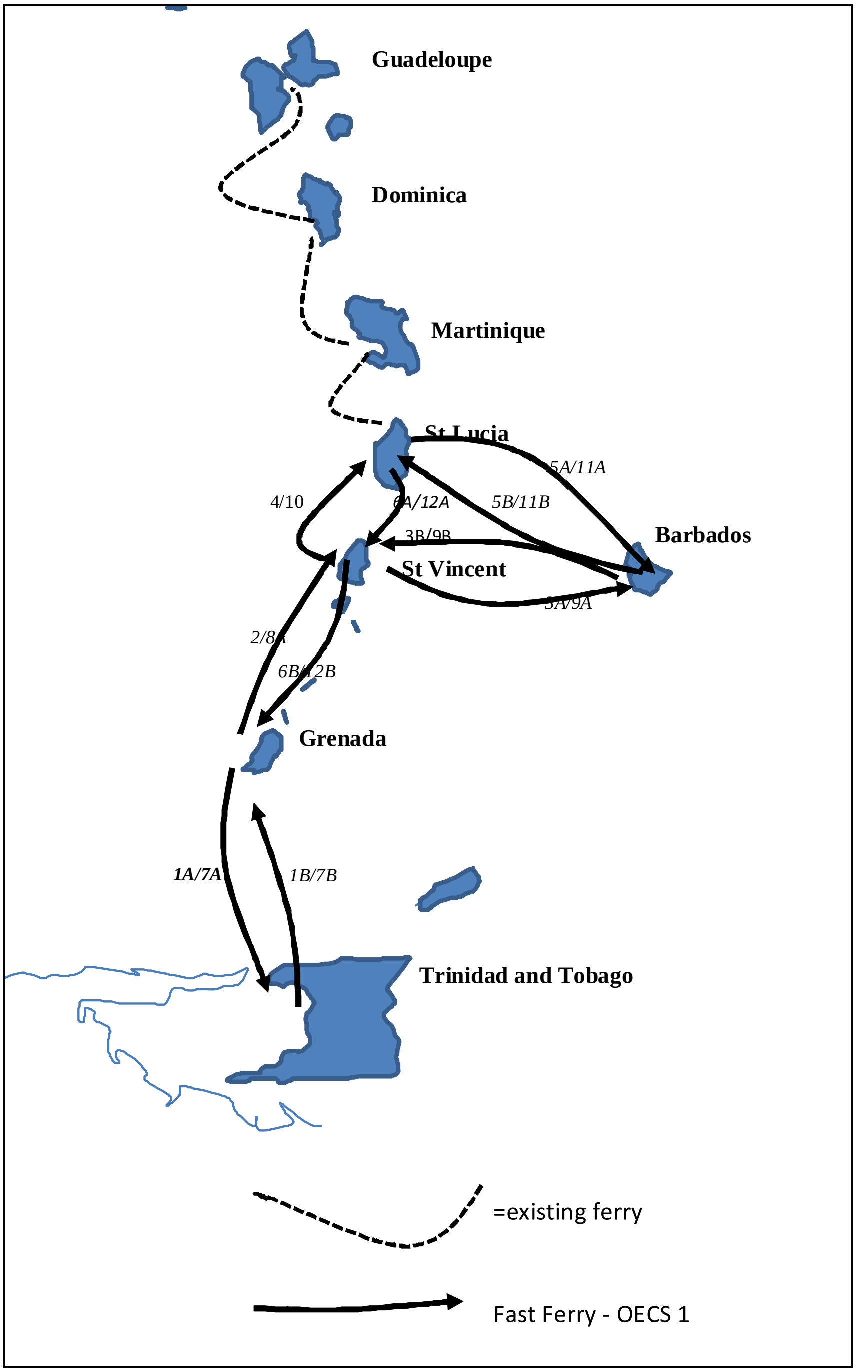

Figure 3-8: Windward II Schedule and Information on Head Taxes (2000)

BASIC ITINERARY

PORT	DAY	ARR.	DEP.
St.LUCIA	SUN	-	7:00 PM
BARBADOS	MON	6:00 AM	8:30 AM
St.VINCENT	MON	4:30 PM	8.00 PM
TRINIDAD *(Guiria)	TUE	10:00 AM (10:00 PM)	6:00 PM (-)
MARGARITA *(Guiria)	WED	6:00 AM (-)	6:00 PM (11:00 PM)
TRINIDAD	THU	8:00 AM	4:00PM
St.VINCENT	FRI	7:30 AM	10:00 AM
BARBADOS	FRI	7:00 PM	10:30PM
St.LUCIA	SAT	8:00AM	-
St.LUCIA	SUN	-	7:00PM

***(note: GUIRIA alternates with MARGARITA every other week.) BASIC SCHEDULE**

Windward Lines will do all possible to keep the itinerary but reserves the right to modify same due to technical reasons, force majeure etc. Tickets can in this case be validated for another voyage. Passengers who are refused landing by Immigration for whatever reason must purchase the onward roundtrip back to their home country, and are responsible for their own upkeep on the ship. Passengers must travel with enough funds for this eventuality.

Lost tickets cannot be replaced (a new one must be purchased). All baggage are to be properly marked with name/address. Anything shipped without a Bill of Lading is shipped at shipper's risk. Any package other than an ordinary suitcase or travelling bag is not baggage and must be paid for. Up to 7 suitcases/ travelling bags are free. Tickets: valid for 6 months and can be extended for a fee.

Passengers must check with ship's agent at least 2 days before travelling.

Passengers must check in 1 hour before departure.

RATES

TO/FROM	VEN	TRD	SVG	BDS	STL
VENEZUELA	-	60	138	148	148
TRINIDAD	60	-	90	90	95
St.VINCENT	138	90	-	71	60
BARBADOS	148	90	71	-	60
St.LUCIA	148	95	60	60	-

Note: **Information contained herein may change without notice.** To/from Margarita add USD 10.00. Rates are for round-trip in USD. One way is 65% of round-trip. Note: One way ticket can only be sold if Passenger has an onward ticket to his country of residence or if his residence is one of "Windward's" destinations.

GOVERNMENT HEAD TAX

HEAD TAX in	HEAD TAX out	to	FROM VEN	FROM TRD	FROM SVG	FROM BDS	FROM STL
11.90	0.00	VEN	-	16.90	29.30	41.30	48.70
5.00	0.00	TRD	16.90	-	12.40	24.40	31.80
3.70	3.70	SVG	25.60	8.70	-	15.70	23.10
6.00	6.00	BDS	35.30	18.40	9.70	-	13.40
5.20	5.20	STL	45.00	28.10	23.10	15.70	-

Head tax added to ticket fare. Single way calculated from left column. If Passenger is staying off until another voyage, the out tax for that port is added to the round-trip fare. In addition to the Head-tax: Passenger staying off in Trinidad pays directly to ship's agent departure tax, cash TTD 75.00.

St. Lucia environmental tax USD 1.50.

EXCHANGE RATES: USD 1.00 = XCD 2.70, BBD 2.00, TTD, 6.26, VEB (rate of the day).

Currencies exchanged onboard: $EC(XCD), Barbados $, Trinidad $, Venezuelan Bolivars, French Francs, German Marks, Pound Sterling, Canadian $, American $. Rates for currencies changed varies slightly, commission added.

4 Vision: Ten Years On

4.1 Introduction

The OECS and Caricom *"Single Markets"* are seen as the driving forces behind potential radical change in the regional shipping market. Unfortunately transport issues, particularly maritime transport issues, are not high on either agenda. Article 140 of the *"Revised Treaty of Chagaruamas Establishing the Caribbean Community Including the Caricom Single Market and Economy"* which articulates the current Caricom position is attached as **Appendix G**.

Ferry Terminal: Roseau

The draft for the *"New OECS States Treaty"* has been reviewed by the Consultants and although concentrating much on trade does not consider transport.

Policies have, consequently, yet to be articulated/debated and a timetable for implementing a common regulatory structure for transport is clearly also yet to be set. **The Consultants believe these to be serious omissions and recommend that a common policy and the introduction of a single market within the transport sector is now placed high, at least, on the OECS agenda. The issues raised in this Section could be the focal point for initial debate.**

The section, while more conjectural than Sections 2 and 3, is based on the Consultants' experience of similar markets elsewhere in the world. While market should be the final determiner of the most appropriate changes within the industry, it is important that the institutional, regulatory and legal environments permit the changes and improvements in efficiency that are herein possible/envisaged.

A detailed analysis of *"Potential Trade"* is presented in **Appendix D** and there are discussions in regard to present *"Legal and Institutional Constraints and Recommended Solutions"* in **Appendix F**.

4.2 Vision: Trade, Freight and Passenger Shipping

4.2.1 Trade

The Consultants have concluded that while the benefits of a reliable and efficient transportation network cannot be overstated, more systemic issues, such as building and implementing the institutional framework, dealing with the systemic issues plaguing the agricultural sector and arresting the disconnect between agriculture and tourism are all critical issues of greater importance and must be addressed with some dispatch if trade is to be revived. Specifically, the Study-States need to:

- develop and implement land use policies and plans that would encourage the preservation of agricultural lands;
- develop better methods for data management and data sharing - for example, the inability in knowing what is being produced, and in what quantities, will stymie trade even further;
- better fashion public-policy to encourage greater synergies between the tourism sector and agriculture;
- establish and/or strengthen the institutional framework that will allow for the furtherance of agricultural development; and
- seek to deepen the integration process to take advantage of harmonisation and derive scale economies.

The Consultants estimate that if shipping, port and landing charges could (somehow) now be reduced by 50%, these tariff reductions, in themselves, would lead only to the following:

- *from the reduction in shipping and landing charges:* only negligible growth in traffic; and
- *from the reduction in port charges:* an increase in shipping activity about 6% in Dominica, St. Lucia and St. Vincent and the Grenadines, and by approximately 9% in Grenada.

This is clearly not significant. **Port and shipping costs are not a major impediment to increased trade.**

4.2.2 Freight Shipping

The Consultants consider that the most efficient form for future inter-island freight shipping would centre on:

- *the formal containerised freight sector:* operating in a manner very similar to the manner in which it now operates;

working in combination/competition with:

- *a more efficient informal sector*: in which cargo and shippers are put in real-time contact with each other and with 24-hour port operations – the sector would largely be centred on:
  - *point-to-point services:* though there is scope for
  - *Ro-Ro operating a liner-style service:* along the chain of islands.

  This latter freight carrying system, centred, as envisaged, on vehicles and not break-bulk cargo, usefully would also reduce congestion in the ports.

and/or

- *cargo carried on vehicles and road trailers and in small consignments on the fast-ferry passenger system described below.*

However, if Ro-Ro is to be successful, the port charges applied to conventional cargo should be reduced to reflect the reduced costs of loading and unloading wheeled cargo.

4.2.3 Passenger Shipping

The Consultants consider that the most efficient form for future inter-island passenger services would be:

- *a network of point-to-point fast passenger (or combined passenger-and-vehicle) ferry services*: that can offer both:
  - the reliability that passengers need; and

  if based on combined passenger and freight vessels:

  - the reliable, and regular, door-to-door delivery of goods that would ensure efficiency in the regional market for freight.

The Consultants envisage that the competition between these services would be good for consumers and should ensure prices and qualities-of-service appropriate for different markets.

The combined passenger and vehicle fast-ferries could be particularly attractive to those hucksters who now send their cargo via the informal sector and who now travel, themselves, by air. In this case, the fast-ferry system could be detrimental to some elements of the informal shipping sector – particularly to those now earning their livelihoods from the huckster trade. It is consequently important that, prior to the introduction of these types of fast-ferry services, certain safeguards are be in place for protecting those who might suffer the most. These safeguards could, for example, include:

- *offering partnership agreements/equity to local ship-owners:* particularly to those operators in the informal sector whose business is most affected; and
- *providing hucksters with their own dedicated facilities at minimal cost*[20].

4.3 Legal Issues

4.3.1 General

Presently, efficiency within the industry is compromised by differing regulatory regimes and the undue bureaucracy that dealing with these imposes on those working in the sector. These are problems that, in the long-term, require solutions if improved efficiency is to occur in the sector.

4.3.2 National Legislation Harmonisation

The OECS should engage, with the cooperation of the national maritime administrations of the member States, on a thorough legal review of national Shipping Acts with the objective of up-dating and harmonisation; such work would at the same time allow the Study-States to adopt sub-regional common legislation, approved by Heads of Government and directly enforced by the Member-States.

Harmonisation on the basis of the IMO model, integrating the provisions of the CCSS and SCV codes in regard to small vessels is preferred.

[20] Systems based on small containers on trollies that can be easily towed onto and off the ferry and which, if the huckster was only a small operator, might be shared have been successful elsewhere.

4.3.3 International Conventions that should be Ratified

Some important IMO Conventions require ratification:

- COLREG 72: Grenada;
- SAR 79: Grenada and Saint Vincent and the Grenadines;
- PAL74: Grenada and Saint Vincent and the Grenadines;
- LLMC 76: Grenada and Saint Vincent and the Grenadines;
- FAL 65: Grenada and Saint Vincent and the Grenadines; and
- MARPOL 73/78: Grenada.

The *"Convention on Maritime Liens and Mortgages"*, 1993, has been ratified only by Saint Vincent and the Grenadines. It should be ratified the other States. This is important because of the international reliability brought by this convention to commercial ship management.

"Commercial" conventions from the UN and the WCO: All OECS Member States should, for harmonisation purposes, ratify the Customs and Road Transport Conventions (most importantly the TIR Convention).

In order to bring adhesion to the ILO Convention of 2006 on maritime labour, which integrates many earlier conventions and will constitute a common background on minimum standards applying to seafarers' employment, this should also be ratified.

4.3.4 Giving more flexibility to ISPS

For the better operational needs of the informal sector, and fast Ro-Ro ferries, the security constraints now being imposed by the ISPS system should, wherever practical, be alleviated. This could be done by fitting out specially affected berthing areas, enclosed but having their own access gate, with ordinary identity controls (passengers) and ordinary customs checking (cargos).

Domestic maritime transport can continue to be undertaken without any immigration or customs formalities and a fortiori without any ISPS formality.

4.3.5 Improving Ships Register Keeping

The objective must be for separate and reliable (permanently up-dated) registers for local vessels operating under national flags. This is basic data needed for any maritime administration.

4.3.6 Registers for National Seafarers

The registration of national seamen is a condition for setting up a training, certification and employment policies for the local human resource needs of the shipping sector. Currently, there is no capability of for follow-up.

4.3.7 Seafarers Certification Procedures

Harmonised regulations have to be laid down by State-competent Authorities, and/or by OECS Authority, aimed at:

- regulating the conditions for issuing local boat masters and boat engineer certificates according to the SCV code; and
- the endorsement of foreign certificates under the conditions and procedure provided in the STCW Convention 1995.

4.3.8 Simplification of the Formalities Requested from Ships Calling at Study State Ports

Common agreements are required between all the administrations holding competencies within port areas for sharing documents according to provisions of the FAL Convention. In order to expedite this, a FAL committee, reporting to each Port Authority, should be set up.

4.3.9 Customs and Road Transport Regulations

Harmonised regulations have to be laid down by the competent state Authority, and/or by OECS authority, aimed at:

- unification and simplification of the customs procedures and frontier controls on goods;
- adoption of the TIR system for loaded trucks in transit; and
- unification of the road signalisation, driver licences and vehicle insurance conditions.

Appendices

Overview

Appendix A

Trade and Passenger Data Sets

Appendix A: Trade and Passenger Data Sets

A.1 General

The following discussion relates mainly to secondary-source data on trade and traffic assembled from information made available to the Consultants by: (i) CARICOM; (ii) ECCB; and (iii) national statistics offices, the ports and airports authorities, other public authorities and from private sector-sources in each of the four Study-States. Some additional primary data on willingness-to-pay for fast ferry services has been collected and analysed by the Consultants.

Some recent reference economic data for each of the four Study-States is provided on **Table A.1.**

A.2 Freight/Trade

Summary trade data, for 2008, is provided on **Table A.2** (values) and **Table A.3** (tonnes). The following is highlighted:

- movements between the four OECS Study-States; and
- movements between and from the four OECS Study-States, to and from Trinidad and Tobago and to and from Barbados .

In 2008, intra-Study-States' trade was valued at about EC$ 75 million[1] – and was approximately 30,000 tonnes.

Much more substantial was however:

- *Study-States to Trinidad and Tobago trade*: which, when mineral oils are removed, appears to be about 300,000 tonnes per year;
- *Study-States to Barbados trade:* which, when mineral oils are removed, appears to be about 70,000 tonnes per year.

More detailed data showing movements between each of the four Study-States, Barbados and Trinidad and Tobago, and for of the main SITC categories is provided on **Table A.4** (values) and **Table A.5** (tonnes)**.**

A summary of the proportions of overall freight for each of the four Study-States and for Barbados and for Trinidad and Tobago that is: (i) CARICOM; and (ii) with the (other) Study-States is shown below.

[1] Intra-regional import data should theoretically match intra-regional export data. While there are some discrepancies, particularly in the value data, the orders of magnitude are clear.

Country	Imports	Domestic Exports	Re-exports	Total
Barbados				
CARICOM (% of Total)	20.6%	49.4%	17.1%	24.1%
Study-States (% of CARICOM)	*4.9%*	*33.0%*	*49.4%*	*14.4%*
Study-States (% of Total)	*1.0%*	*16.3%*	*8.4%*	*3.5%*
Dominica				
CARICOM (% of Total)	**30.9%**	**63.3%**	**56.5%**	**35.4%**
Study-States (% of CARICOM)	***14.6%***	***6.1%***	***31.7%***	***12.7%***
Study-States (% of Total)	***4.5%***	***3.9%***	***17.9%***	***4.5%***
St. Lucia				
CARICOM (% of Total)	**28.0%**	**60.7%**	**34.3%**	**29.9%**
Study-States (% of CARICOM)	***3.0%***	***54.5%***	***76.6%***	***9.2%***
Study-States (% of Total)	***0.8%***	***33.1%***	***26.3%***	***2.8%***
St. Vincent and the Grenadines				
CARICOM (% of Total)	**30.5%**	**51.1%**	**44.1%**	**33.6%**
Study-States (% of CARICOM)	***4.4%***	***28.8%***	***8.5%***	***7.7%***
Study-States (% of Total)	***1.3%***	***14.7%***	***3.7%***	***2.6%***
Grenada				
CARICOM (% of Total)	**33.3%**	**68.2%**	**82.6%**	**35.5%**
Study-States (% of CARICOM)	***3.7%***	***54.1%***	***77.3%***	***10.0%***
Study-States (% of Total)	***1.2%***	***36.9%***	***63.8%***	***3.6%***
Trinidad and Tobago				
CARICOM (% of Total)	**4.4%**	**13.1%**	**15.6%**	**11.8%**
Study-States (% of CARICOM)	***16.0%***	***15.8%***	***32.5%***	***16.3%***
Study-States (% of Total)	***0.7%***	***2.1%***	***5.1%***	***1.9%***

Source: **Tables A .11 to A.37.**

For the four Study-States, the proportion of their trade that is centred on “the-four-Study-States- area” ranges from only 2.6% to 4.5% of their total trade.

A lengthier series of data showing CARICOM's Intra-Regional Imports and Exports by Country: 2001-2006 (EC$ '000) is provided on **Table A.6.** Intra-regional imports are growing rapidly at 13.2% per year and intra-regional exports are growing even faster at 16.7% per year. The table also shows data for each of the four Study-States. Except for St Lucia, the growth in both intra-regional imports and exports has, however, been much lower than the regional average – in Dominica, St Vincent and the Grenadines and St Lucia it has, in fact, been almost zero.

Country	Average intra-regional imports growth rate (% per year)	Average intra-regional exports growth rate (% per year)
Caricom	13.2%	16.7%
Dominica	*8.0%*	*0.0%*
Grenada	*6.6%*	*2.0%*
St Lucia	*14.0%*	*26.0%*
St Vincent and the Grenadines	*12.0%*	*0.0%*

Source: Caricom/Consultants

Further information on the value and percentage distribution of CARICOM's intra-regional imports and exports by SITC Classification (EC$ ‘000) is provided on **Tables A.7 and A8.**

Overall, the ratio of imports to exports in the four Study-States is:

- Dominica - 5:1[2];
- Grenada - 10:1;
- St Lucia - 5:1; and
- St Vincent and the Grenadines - 4:1.

The proportions of Study-States trade with the Leeward Island States of St Kitts and Nevis, Antigua and Barbuda and Montserrat is shown on **Table A.9.** While very little is imported, Dominica, St Vincent and the Grenadines and Grenada are sending some 10 to 25% of their exports to these islands.

Average values (EC$/tonne) for the imports and exports of the four Study-States and for Barbados and Trinidad and Tobago and for each of the main SITC categories are shown on **Table A.10** and on **Figure A.5.** Overall average values are:

State	Imports (EC$/tonne)	Exports (EC$/tonne)
Barbados	4,034	3,474
Dominica	3,974	223(1)
Grenada	3,282	2,802
St Lucia	3,855	339(1)
St Vincent and the Grenadines	3,275	1,415
Trinidad and Tobago	1,569	1,086
Overall average	**3,989**	**1,466**

Source: Caricom/Consultants Note (1): Dominated by very low value “pumaceous material” and “aggregate”

Average values by SITC category are:

Commodity Description	Imports (EC$/tonne)	Exports (EC$/tonne)
Food and Live Animals	4,975	2,520
Beverages and Tobacco	4,013	3,054
Crude Materials Inedible, Except Fuels	1,457	720
Mineral Fuels, Lubricants and Related Materials	2,974	5,673
Animal and Vegetable Oils, Fats and Waxes	5,304	948
Chemicals and Related Products, N.E.S.	8,604	6,588
Manufactured Goods Classified Chiefly by Material	2,431	11,379
Machinery and Transport Equipment	26,912	35,360
Miscellaneous Manufactured Articles	21,078	24,369
All Sections	**3,989**	**1,466**

Source: Caricom/Consultants

Average tonnages per TEU are as follows:

State	Landed (Tonnes per TEU)	Loaded (Tonnes per TEU)(1)
Dominica	6.5	3.8
Grenada	25.0	1.8
St Lucia:		
Castries	21.0	0.8
Vieux Fort (2)	3.8	2.5
St Vincent and the Grenadines		
Kingstown	21.8	5.5
Campden Park	21.1	4.1

Source: **Table A.38.** Note: (1) includes empties; (2) includes transhipment.

[2] Excludes “pumaceous materials”

With freight rates averaging US$ 1,200 per TEU (say, US$ 60 or EC$ 160 per tonne of landed cargo), the cost of freight is rarely more than 5% of the landed cost of the goods[3].

The summary data above, from which the above analyses have been largely derived, is consolidated quarterly import and export data for Dominica, Grenada, St Lucia, St Vincent and the Grenadines, Barbados and Trinidad and Tobago, supplemented by quantity and value data for the year 2006, 2007 and 2008 (shown as **Tables A.11 to A.37)**[4]. These tables, individually, also indicate:

- the proportions, quantities and values of freight handled by:
  - each of the four Study-States;
  - Barbados;
  - Trinidad and Tobago; and
  - for each of the main SITC classifications

- the proportion of each State's trade with:
  - other CARICOM states; and
  - the (other) "Study States".

Data from the principal port authorities in the four "study states" is provided on **Table A.38.** Liquid and dry bulk movements, break-bulk and container (transhipment, landed and loaded) movements are separately shown for each port.

Containerised cargo is almost exclusively carried by the formal, large liner companies. Break-bulk cargo is mostly carried by the informal sector, though some is carried by Geest. Although a precise breakdown by *"formal"* and *"informal"* carrier is not possible, estimates are provided on **Table A.39.** Approximately, 50,000 tonnes of break-bulk cargo is carried per year by the *"informal"* carriers.

Air freight data is shown on **Table A.40.** Intra-regional air freight volumes appear to be declining and, for the four Study-States combined, probably total no more than 1,000 tonnes - about 5% of the intra-regional total sea-freight volume. The trade appears to be dominated by two countries, St Lucia and Dominica, with only small regional air-freight volumes generated by Grenada and St Vincent and the Grenadines. Average parcel sizes are between 200 and 250 kg only.

A.3 Passengers

Data on intra-regional passenger arrivals is less comprehensive and, has been based on visitor arrival data supplied by the umbrella Caribbean Tourism Organisation (CTO) which is based in Barbados, ECCB statistics and local tourist board/authority information. The data (shown as **Table A.41)**, derives mostly from visitor-supplied information on points of origin and may overestimate the number of Caribbean originating visitors. Trips which have been either the first or last legs of intercontinental movements may sometimes be mistakenly recorded as intra-regional. Although this could, conceivably, be a problem, part-trips of this nature might still be taken by either air or fast ferry. A possibly greater problem is the likelihood that the data may be an unsound indicator of the future pattern of movements[5]. The data is shown in summary form on **Figure A.1.**

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[3] Prices are reported to be much lower than 5-years ago and are, in fact, very similar to the charges made by Customs in the Study-States area as their "service charge" – see **Appendix B.**

[4] The annual data is in both value and quantity terms. Quarterly data is in value terms only, but is the most comprehensive statement of both intra-regional and the wider trading positions of the four Study-States.

[5] More long-distance passengers may be able to avoid the first band last legs by local carriers by taking direct flights. For example, it is likely that increasing numbers foreign visitors to Grenada and St Vincent will arrive direct (this is of course not, yet, possible for Dominica or St Vincent and the Grenadines, which States have airports with insufficiently long runways - though visitors to these islands may now choose to arrive via the other two Study-States and not the more traditional hubs of Antigua, Barbados or Trinidad).

A matrix of Origins and Destinations, shown as **Table A.42**, has been synthesised from the data on **Table A.41**. Regression analyses[6] have been used to insert information into the eight cells that would otherwise have been blank. The assembled matrix very clearly indicates that:

- the largest movement of people is between the large population centres (trips to and from Trinidad and Tobago from the smaller islands); and
- while people will frequently also travel to their nearest neighbouring island, they infrequently travel much further afield.

Modal data for those routes where there is modal choice (into and out of St Lucia and Dominica) is provided on **TableA.43**. It can be seen that:

- in St Lucia:
  - 70.2% of trips from Martinique are made by ferry; but only
  - 48.3% of trips from Dominica are made by ferry[7].

- in Dominica:
  - 93.6% of trips from Martinique and Guadeloupe are by ferry; but only
  - 39.1% of trips from St Lucia are made by ferry.

The proportions of ferry passengers disembarking in St Lucia and in Dominica from various destinations is shown on **Figure A.2**.

A brief further investigation of the Trinidad to Tobago and St Lucia to Martinique to Dominica alternative air and sea services yields additional useful data[8]. Competing passenger air fares are shown on **Table A.44.**

Between Trinidad and Tobago the competing air and sea services are:

- *Ferries*:
  - daily either one, or two, fast catamaran return sailings at fares of 50$TT (US$ 8) one-way – there are between 762 and 3,600 seats offered in each direction per day and journey times are about 2.5 hours; and
  - a daily conventional ferry with total fares of 37.50TT (US$ 6) one-way and 133 seats offered in each direction and journey times of 5.5 hours (this ferry also takes vehicles – private vehicles pay TT$ 150 one-way or TT$ 250 return).

- *Competing air service*:
  - 10 daily return flights by Caribbean Airways at total fares of US$ 24 one-way, using Dash-8 aircraft with 50 seats – ie 500 seats/each direction/per day.

The above data suggests that if the fares on fast ferries can be reduced to just 30% of the air-fares (ie a 70% reduction in cost) they may attract up to four times the volume of traffic now using the air services – in other words, for every 10% reduction in the fare that the ferry can achieve[9] one might expect traffic equivalent to about 25% of the present air traffic volume[10].

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[6] The equation found to best fit is close to the traditional gravity model of the form Trips=(P_1*P_2/d)^n – and with n equal to about 0.8.

[7] Trips by ferry between Castries, St Lucia and Roseau, Dominica are fastest by sea – this is because of the 1.5 hr road travel time between Melville Hall Airport in Dominica and Roseau

[8] A third fast ferry operates successfully between Grenada and Carriacou.

[9] That is, below the fare offered by the competing airlines.

[10] 1.26^7-1=4.0

Between St Lucia, Martinique and Dominica the competing air and sea services are:

- *Ferries*:
  - *between St Lucia and Martinique:* weekly either five, or six, fast catamaran return sailings at fares of Euro 66.5 (US$ 100) one-way or Euro 99.0 return (US$ 149) – about 200[11] seats are taken on each sailing, journey times are about 1 hour and 20 minutes; and
  - *between St Lucia and Dominica:* weekly, via Martinique, either three, or four, fast catamaran return sailings at fares of Euro 66.5 (US$ 100) one-way or Euro 99.0 return (US$ 149) – about 20 seats are taken on each sailing and journey times are about 3.5 hours;

- *Competing air service*:
  - *Between St Lucia and Martinique:* a single daily return flights by LIAT and Air Caribe at varying fares using Dash-8/Embraer E-190 aircraft with about 50 seats – as the LIAT flight is the second of a two-leg trip from Barbados and the Martinique flight originates in Guadeloupe, it is assumed that about 50 seats are available in each direction from St Lucia to Martinique – journey times are about 30 minutes, but the onward connection from Melville Hall Airport to Roseau (Dominica's capital) may add two-hours – average one-way total flight charges are assumed to be about US$ 140[12];
  - *Between St Lucia and Dominica:* there are presently no direct flights and passengers have the choice of about three (sometimes four) connecting flights via either Antigua or Barbados – it is consequently difficult to estimate the number of seats practically available, but probably no more 10 to 15 per day – because of the required need to change planes, journey times are over four hours (plus the above-referred to time required to travel from Melville Hall to Roseau) – average one-way total fares are assumed to be about US$ 92[13].

The data for St Lucia to Martinique suggests that if the fares on fast ferries can be reduced to 50% of the air-fares, the ferries may attract up to three times the volume of traffic now using the air services.

The data for St Lucia to Dominica suggests that, for longer trips, even if the fares on fast ferries can be below air fares and there are additionally time savings from using the ferry, the ferry will not dominate unless there are daily return sailings – without these last two conditions, the two modes will carry roughly equal volumes of traffic.[14]

To date, the St. Lucia to Martinique to Dominica service is the only example of a successful inter-state service. Its success, besides a result of the more obvious cost and time savings (this latter factor in the case of trips to Dominica), may also be founded in the cultural and historic francophone links within this four-island group.

In order to supplement the above data the Consultants have conducted brief *"snapshot"* surveys or air passenger willingness-to-pay for fast ferry services. The surveys were conducted at the main airports on Dominica, Grenada, St Lucia and St Vincent and the Grenadines from which inter-island air passenger services operate. The survey forms are shown on **Figures A.4, A.5, A.6 and A.7**.

[11] 80% of passengers are travelling, St Lucia to Martinique; and just 8%, St Lucia to Dominica.
[12] Fares are offered at US$ 66, US$ 73, US$ 97, US$ 105 and US$ 113 plus other charges – these other charges total about US$ 59.15 when travelling St Lucia-Martinique and US$ 73.59 when travelling Martinique to St Lucia.
[13] Fares are offered at US$ 39,51,65,96,114 plus other charges which total about US$ 52 when travelling St Lucia-Dominica and US$ 32 when travelling Dominica to St Lucia.
[14] The St Lucia to Dominica situation is unusual in that *"capital city–to-capital city"* travel times by the fast ferry are shorter than by aeroplane – there is, however, no daily service by ferry.

Results are provided on **Table A.45**. In summary:

- overall about 80% of respondees expressed willingness-to-use/pay for fast ferries;
- positive responses in regard to a willingness-to-use/pay were highest for trips to neighbouring islands[15] (in all cases over 94%) than for trips to more distant islands (proportions varied upwards from 14% - though in most cases, proportions were over 60%);
- generally persons on business trips were as willing-to-pay/use as persons on leisure trips;
- the recorded proportions of persons in Dominica and St Lucia indicating a willingness-to-pay/use was lower than on St Vincent and Grenada - this is an important observation because:
  - interviewees on these two islands might be expected to already have some knowledge of the qualities-of-service likely to be achieved and to be a little less enthusiastic; and
  - because *"stated-preference"* surveys of the type employed, particularly when referring to a service about which the interviewee has no real experience, frequently over-state demand[16].

Overall, the proportions of persons expressing a willingness-to-pay/use fast ferry services was close to that expected by the Consultants.

There is clear potential for fast ferries services. **The Consultants believe that with fares that are 50% of the alternative air-fare and daily services, the evidence above suggests that fast ferries could capture a market equivalent to about three times the current volume of air traffic.**

Potential inter-island traffic is shown on **Table A.46**

Vision: 10 Years On

The volumes of passenger and freight are small and ferries which can carry both passengers and freight should have an advantage over separate services. However, passengers require services that operate to schedule and the freight that is intra-regional is both seasonal and irregular and will, consequently not mix easily with passengers.

If passengers and freight are to be carried together then the service most suited to that trade would be Ro-Ro.

As it has been confirmed that there would be substantial difficulties in instigating conventional Ro-Ro services (for example, the insurance laws, vehicle licensing laws and regulations, vehicle weights and dimensions legislations etc. would have to be adjusted to allow the vehicles from one State to move on the roads of the other states), Ro-Ro services with goods moved directly from the factory/farm gate in one state to an end-user/retailer/wholesaler in another state can only be considered as a long-term option. Long-term, the Consultants believe that Ro-Ro services of this type could be the most efficient form for intra-regional trade[17]. It is, however, likely that services of this nature will only be possible after the full introduction of the Caricom *"Single Market"*.

SECTION ENDS

[15] Additional evidence that point-to-point services concentrating on services between adjacent islands are likely to be most successful.

[16] Interviewees, desirous of increasing modal choice, are frequently tempted to imply desires to patronise all new services that may be offered.

[17] The congestion which occurred in, for example, St Vincent and the Grenadines' Kingstown Port, when Ro-Ro services carrying freight on trailers would be avoided.

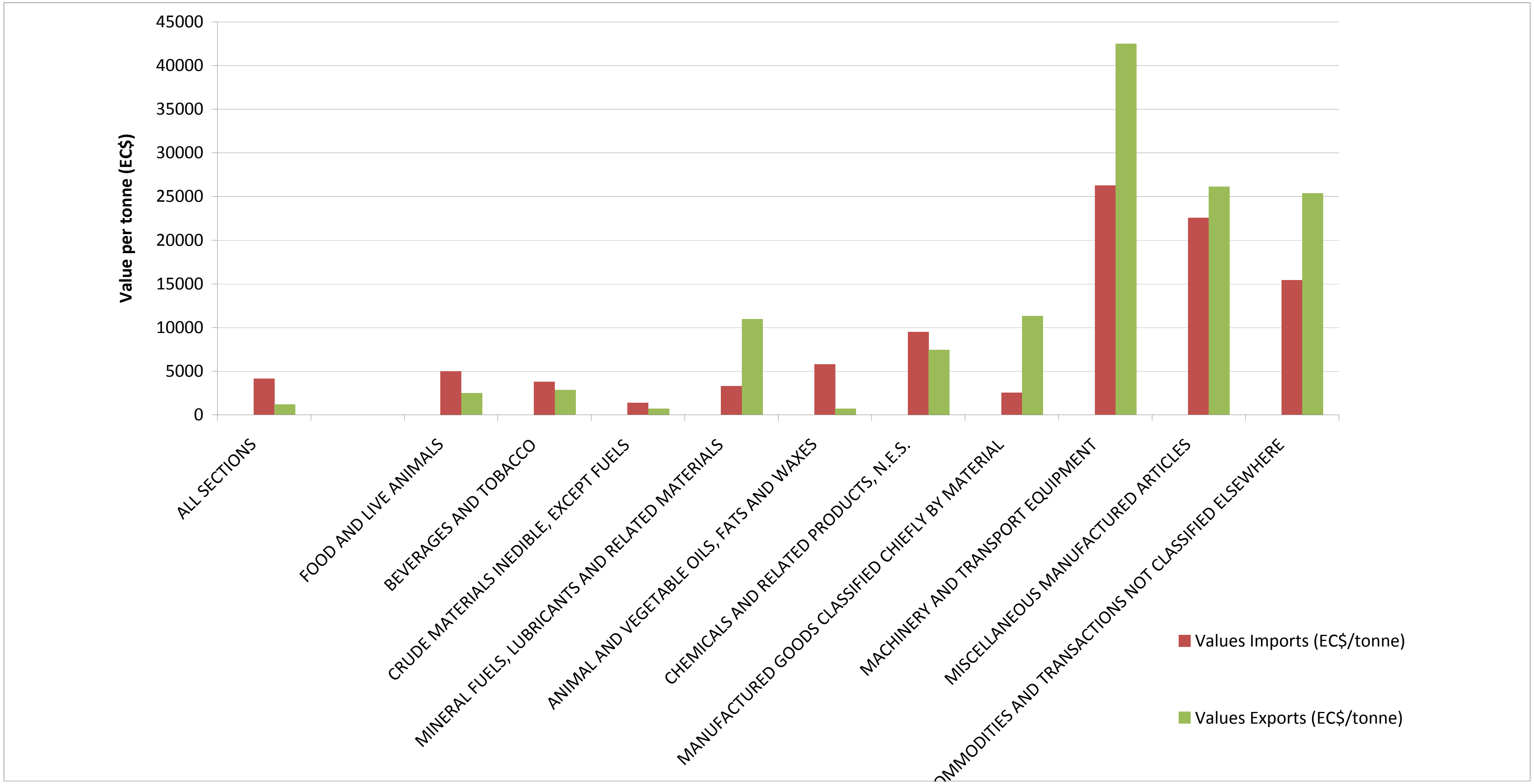


Figure A.1 Values per Tonne: 2008 (EC$)

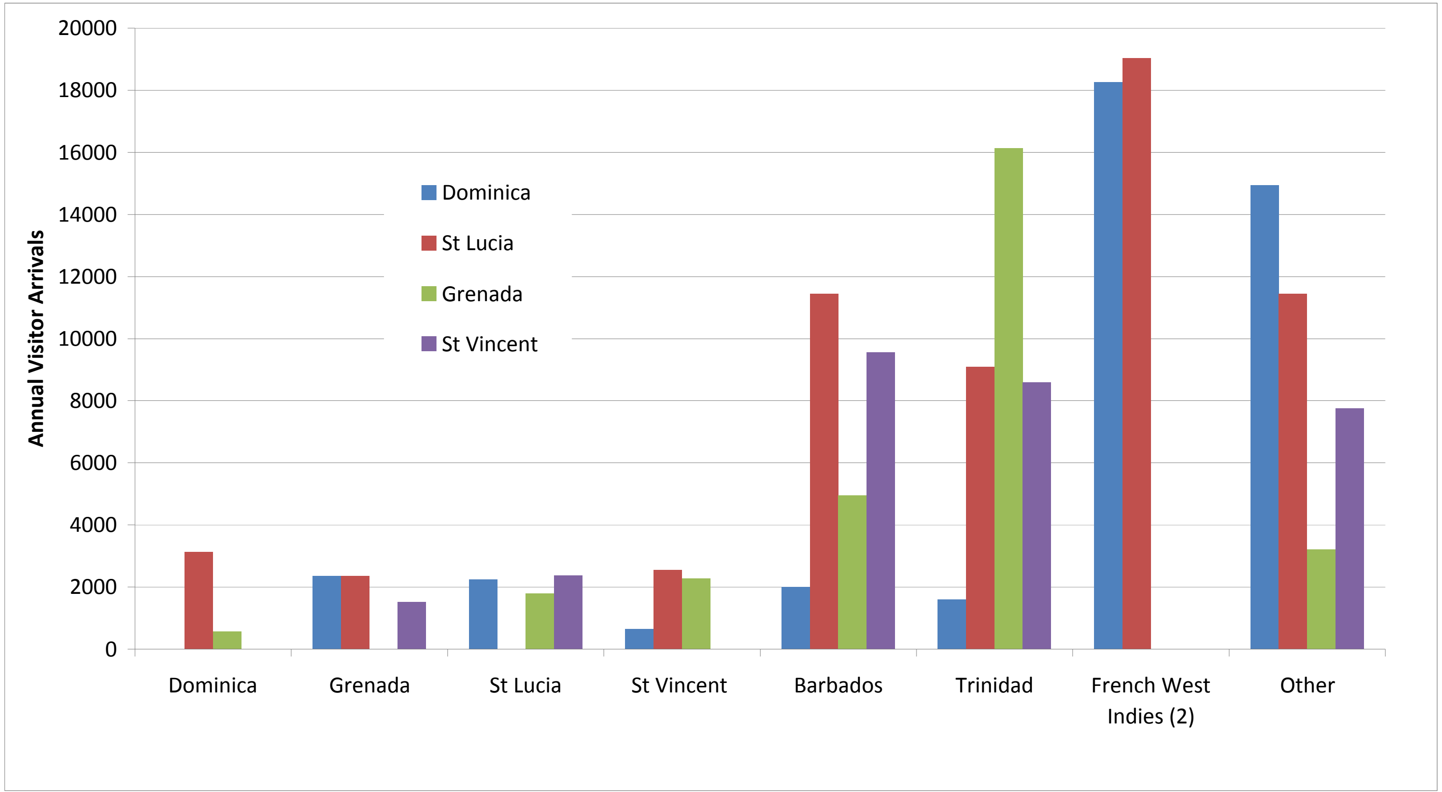
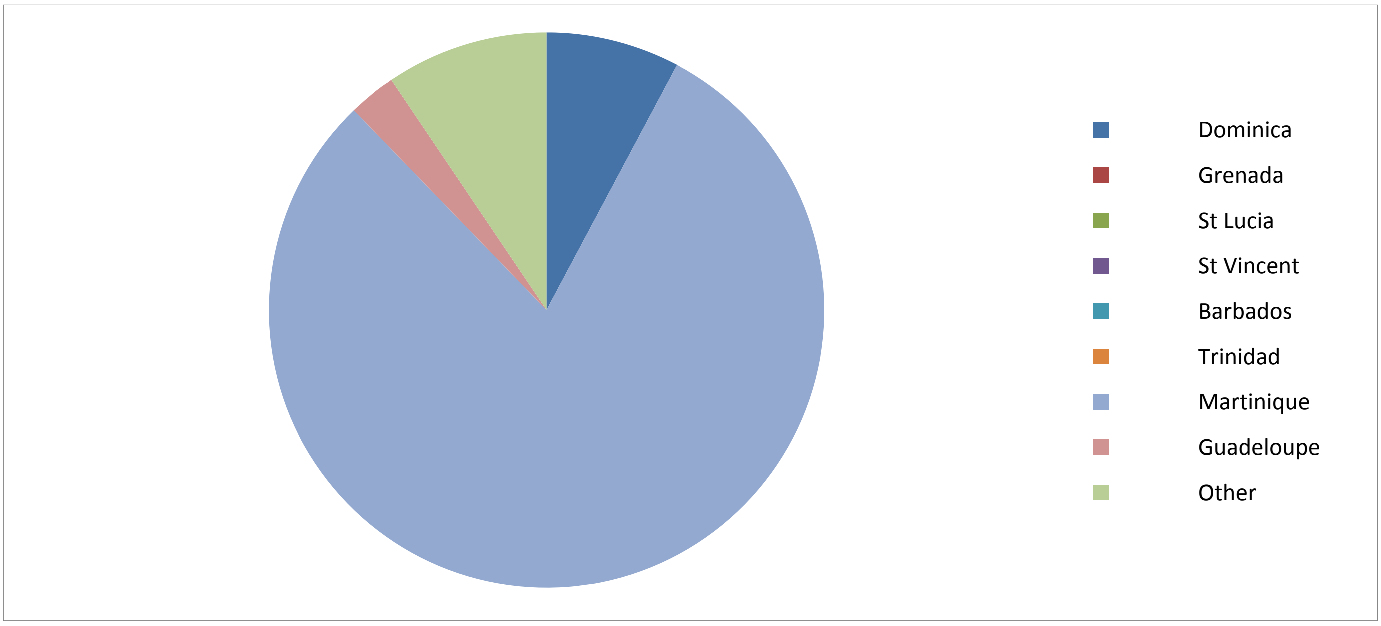
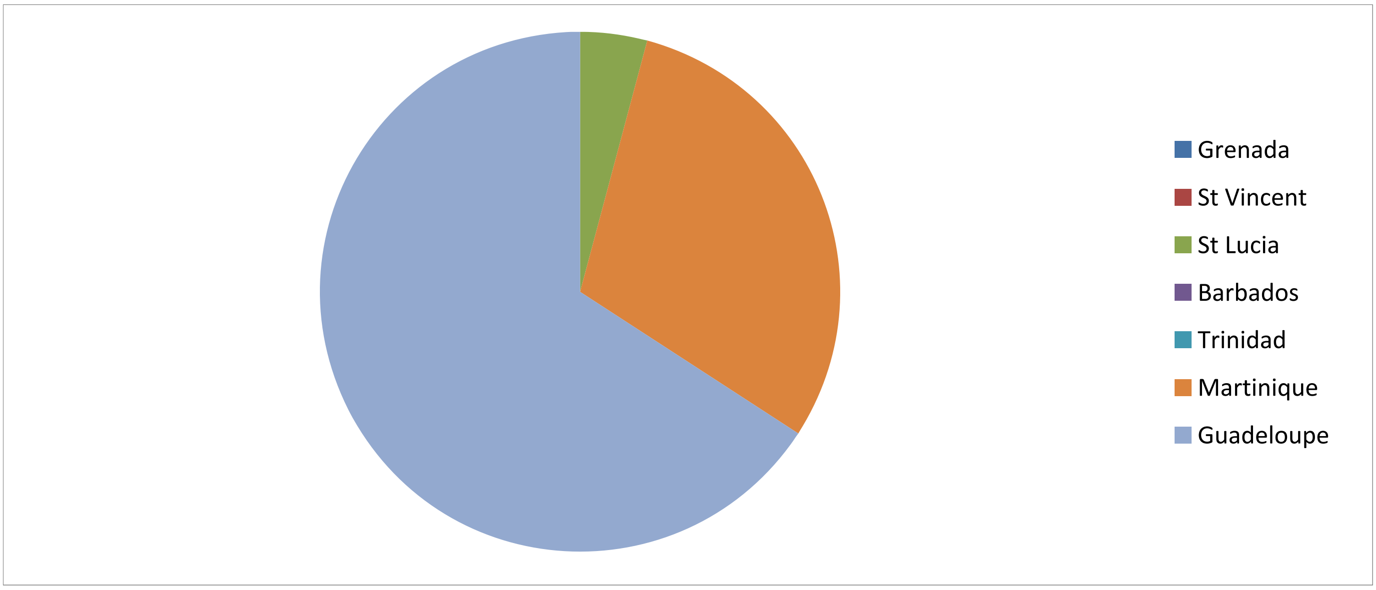


Figure A.2 Visitor Arrivals to Dominica, St Lucia, Grenada and St Vincent and the Grenadines from Various Caribbean Islands



St Lucia: Arrivals by Ferry from Other Caribbean Destinations



Dominica: Arrivals by Ferry from Other Caribbean Destinations

Figure A.3 2009 (9 months) Visitor Arrivals by Sea: Dominica and St Lucia

Figure A.4 Questionaire to Passengers on Willingness to Pay: Dominica

1 Destination

Write number in group in relevant box

2 Trip Purpose

3 If there was a fast ferry with fare EC$200 to your destination and taking four hours would you have taken it instead?

If "yes", write numbers in group saying "yes"

If "no" make no record

Destination	Trip Purpose
Grenada	Business
	Tourist
St Lucia	Business
	Tourist
St Vincent	Business
	Tourist
Barbados	Business
	Tourist
Trinidad	Business
	Tourist
Other Caribbean	
North America	
Europe	
Other	

Instructions to Interviewers

1 Ask each passenger/group "if they would mind answering a couple of market research quick questions"

2 Ask each passenger/group of passengers where they are travelling to today and how many are are in the group - **write the number in the group one of the boxes provided**.

3 Ask each passenger/group travelling to Dominica, Grenade, St Lucia, St Vincent, Barbados or Trinidad and Tobago are they travelling for business of tourism reasons (tourism includes visiting friends and relations)? read question 3 or 4, as relevant, to the passengers?

4 **Write the numbers who say they would be interested in the ferry alternative in one of the relevant boxes**

Example: If a group consists of five people travelling to St Vincent and three are travelling on business and two are travelling as tourists with them (maybe their wives) - two of the business travellers and one of the tourists might say "yes" they would take a fast ferry costing EC$100 and 2 hours. In this case: IN COLUMN 1 : PUT A "5" IN THE FIRST AVAILABLE BOX; IN COLUMN 2 PUT A "2" IN THE FIRST AVAILABLE BOX IN THE FIRST ROW (BUSINESS) AND A "1" IN THE FIRST AVAILABLE BOX IN THE SECOND ROW (TOURIST).

Figure A.5 Questionaire to Passengers on Willingness to Pay: Grenada

1 Destination		**2 Trip Purpose**	**3 If there was a fast ferry with fare EC$100 to your destination and taking two hours would you have taken it instead?**	**4 If there was a fast ferry with fare EC$200 to your destination and taking four hours would you have taken it instead?**
	Write number in group in relevant box		If "yes", write numbers in group saying "yes" If "no" make no record	If "yes", write numbers in group saying "yes" If "no" make no record
Dominica		Business		
		Tourist		
St Lucia		Business		
		Tourist		
St Vincent		Business		
		Tourist		
Barbados		Business		
		Tourist		
Trinidad		Business		
		Tourist		
Other Caribbean				
North America				
Europe				
Other				

Instructions to Interviewers

1 Ask each passenger/group "if they would mind answering a couple of market research quick questions"

2 Ask each passenger/group of passengers where they are travelling to today and how many are are in the group - **write the number in the group one of the boxes provided**.

3 Ask each passenger/group travelling to Dominica, Grenade, St Lucia, St Vincent, Barbados or Trinidad and Tobago

are they travelling for business of tourism reasons (tourism includes visiting friends and relations)?

read question 3 or 4, as relevant, to the passengers?

4 **Write the numbers who say they would be interested in the ferry alternative in one of the relevant boxes**

Example: If a group consists of five people travelling to St Vincent and three are travelling on business and two are travelling as tourists with them (maybe their wives) - two of the business travellers and one of the tourists might say "yes" they would take a fast ferry costing EC$100 and 2 hours. In this case: IN COLUMN 1 : PUT A "5" IN THE FIRST AVAILABLE BOX; IN COLUMN 2 PUT A "2" IN THE FIRST AVAILABLE BOX IN THE FIRST ROW (BUSINESS) AND A "1" IN THE FIRST AVAILABLE BOX IN THE SECOND ROW (TOURIST).

Figure A.6 Questionaire to Passengers on Willingness to Pay: St Lucia

1 Destination	2 Trip Purpose	3 If there was a fast ferry with fare EC$100 to your destination and taking two hours would you have taken it instead?	4 If there was a fast ferry with fare EC$200 to your destination and taking four hours would you have taken it instead?
Write number in group in relevant box		If "yes", write numbers in group saying "yes" If "no" make no record	If "yes", write numbers in group saying "yes" If "no" make no record
Dominica	Business		
	Tourist		
Grenada	Business		
	Tourist		
St Vincent	Business		
	Tourist		
Barbados	Business		
	Tourist		
Trinidad	Business		
	Tourist		
Other Caribbean			
North America			
Europe			
Other			

Instructions to Interviewers

1 Ask each passenger/group "if they would mind answering a couple of market research quick questions'

2 Ask each passenger/group of passengers where they are travelling to today and how many are are in the group - **write the number in the group one of the boxes provided**.

3 Ask each passenger/group travelling to Dominica, Grenade, St Lucia, St Vincent, Barbados or Trinidad and Tobago are they travelling for business of tourism reasons (tourism includes visiting friends and relations)? read question 3 or 4, as relevant, to the passengers?

4 **Write the numbers who say they would be interested in the ferry alternative in one of the relevant boxes**

Example: If a group consists of five people travelling to St Vincent and three are travelling on business and two are travelling as tourists with them (maybe their wives) - two of the business travellers and one of the tourists might say "yes" they would take a fast ferry costing EC$100 and 2 hours. In this case: IN COLUMN 1 : PUT A "5" IN THE FIRST AVAILABLE BOX; IN COLUMN 2 PUT A "2" IN THE FIRST AVAILABLE BOX IN THE FIRST ROW (BUSINESS) AND A "1" IN THE FIRST AVAILABLE BOX IN THE SECOND ROW (TOURIST).

Figure A.7 Questionaire to Passengers on Willingness to Pay: St Vincent

1 Destination

Write number in group in relevant box

2 Trip Purpose

3 If there was a fast ferry with fare EC$100 to your destination and taking two hours would you have taken it instead?

If "yes", write numbers in group saying "yes"

If "no" make no record

4 If there was a fast ferry with fare EC$200 to your destination and taking four hours would you have taken it instead?

If "yes", write numbers in group saying "yes"

If "no" make no record

Dominica — Business / Tourist

Grenada — Business / Tourist

St Lucia — Business / Tourist

Barbados — Business / Tourist

Trinidad — Business / Tourist

Other Caribbean

North America

Europe

Other

Instructions to Interviewers

1 Ask each passenger/group "if they would mind answering a couple of market research quick questions"

2 Ask each passenger/group of passengers where they are travelling to today and how many are are in the group - **write the number in the group one of the boxes provided**.

3 Ask each passenger/group travelling to Dominica, Grenade, St Lucia, St Vincent, Barbados or Trinidad and Tobago

are they travelling for business of tourism reasons (tourism includes visiting friends and relations)?

read question 3 or 4, as relevant, to the passengers?

4 **Write the numbers who say they would be interested in the ferry alternative in one of the relevant boxes**

Example: If a group consists of five people travelling to St Vincent and three are travelling on business and two are travelling as tourists with them (maybe their wives) - two of the business travellers and one of the tourists might say "yes" they would take a fast ferry costing EC$100 and 2 hours. In this case: IN COLUMN 1 : PUT A "5" IN THE FIRST AVAILABLE BOX; IN COLUMN 2 PUT A "2" IN THE FIRST AVAILABLE BOX IN THE FIRST ROW (BUSINESS) AND A "1" IN THE FIRST AVAILABLE BOX IN THE SECOND ROW (TOURIST).

Table A.1 Economic Data

Four OECS Study States

	2001	2002	2003	2004	2005	2006	2007	2008	Growth % per year
GDP at current prices (million EC$)	4,653.1	4,761.3	5,057.0	5,327.0	5,800.6	6,189.3	6,639.6	7,069.7	6.2%
GDP at 1990 prices (million EC$)	3,496.2	3,564.4	3,734.9	3,831.2	4,080.8	4,240.4	4,388.6	4,481.5	3.6%
Population	440,998.0	439,318.0	438,470.0	442,563.0	446,118.0	445,882.0	447,908.0	460,812.0	0.6%
GDP per capita at current prices (EC$)	10,551	10,838	11,533	12,037	13,002	13,881	14,824	15,342	5.5%
GDP per capita at 1990 prices (EC$)	7,928	8,113	8,518	8,657	9,147	9,510	9,798	9,725	3.0%

Dominica

	2001	2002	2003	2004	2005	2006	2007	2008	Growth % per year
GDP at current prices (million EC$)	718.6	688.1	709.7	770.1	808.0	856.5	920.8	965.0	4.3%
GDP at 1990 prices (million EC$)	517.4	496.6	507.4	539.3	557.5	586.2	606.3	627.2	2.8%
Population	71,326	68,830	69,820	70,417	70,690	71,008	71,327	71,612	0.1%
GDP per capita at current prices (EC$)	10,075	9,997	10,165	10,936	11,430	12,062	12,910	13,475	4.2%
GDP per capita at 1990 prices (EC$)	7,254	7,215	7,267	7,659	7,887	8,255	8,500	8,758	2.7%

Grenada

	2001	2002	2003	2004	2005	2006	2007	2008	Growth % per year
GDP at current prices (million EC$)	1,140.3	1,180.6	1,296.6	1,267.2	1,495.4	1,524.0	1,641.2	1,739.2	6.2%
GDP at 1990 prices (million EC$)	862.4	880.9	955.2	893.4	1,001.0	981.7	1,017.5	1,038.8	2.7%
Population	102,632	103,501	103,868	105,157	105,892	106,634	107,381	107,381	0.6%
GDP per capita at current prices (EC$)	11,111	11,407	12,483	12,051	14,122	14,292	15,284	16,197	5.5%
GDP per capita at 1990 prices (EC$)	8,403	8,511	9,196	8,496	9,453	9,206	9,476	9,674	2.0%

St Lucia

	2001	2002	2003	2004	2005	2006	2007	2008	Growth % per year
GDP at current prices (million EC$)	1,850.7	1,893.5	2,005.9	2,154.0	2,295.4	2,464.4	2,579.1	2,751.1	5.8%
GDP at 1990 prices (million EC$)	1,381.6	1,424.5	1,485.8	1,563.1	1,656.6	1,723.6	1,742.9	1,783.2	3.7%
Population	158,018	159,133	160,620	162,434	164,587	166,838	171,226	175,678	1.5%
GDP per capita at current prices (EC$)	11,712	11,899	12,488	13,261	13,946	14,771	15,063	15,660	4.2%
GDP per capita at 1990 prices (EC$)	8,743	8,952	9,250	9,623	10,065	10,331	10,179	10,150	2.2%

St Vincent

	2001	2002	2003	2004	2005	2006	2007	2008	Growth % per year
GDP at current prices (million EC$)	943.5	999.1	1,044.8	1,135.7	1,201.8	1,344.4	1,498.5	1,614.4	8.0%
GDP at 1990 prices (million EC$)	734.8	762.4	786.5	835.4	865.7	948.9	1,021.9	1,032.3	5.0%
Population	109,022	107,854	104,162	104,555	104,949	101,402	97,974	106,141	-0.4%
GDP per capita at current prices (EC$)	8,654	9,263	10,031	10,862	11,451	13,258	15,295	15,210	8.4%
GDP per capita at 1990 prices (EC$)	6,740	7,069	7,551	7,990	8,249	9,358	10,430	9,726	5.4%

Source: Eastern Caribbean Central Bank, National Account Statistics, 2008   Note: US$ 1.00 = EC$ 2.67

Table A.2 Study-States, Barbados and Trinidad: Trade 2008 Summary (EC$'000) - by Area

	Reported Import Values			Reported Export Values			Reported Re-Export Values		
	Intra-Study-States Trade	Study-States - to/fromTrinidad Trade (1)	Study-States - to/fromBarbados Trade (2)	Intra-Study-States Trade	Study-States - to/fromTrinidad Trade (3)	Study-States - to/fromBarbados Trade (4)	Intra-Study-States Trade	Study-States - to/fromTrinidad Trade (3)	Study-States - to/fromBarbados Trade (4)
All Goods	**72,600**	**1,234,736**	**161,196**	**77,609**	**2,990,979**	**151,374**	**37,676**	**281,157**	**48,571**
All Goods excluding mineral fuels lubricants and related materials	**72,462**	**625,425**	**159,414**	**77,300**	**1,517,030**	**151,319**	**35,024**	**207,386**	**43,625**
Food and Live Animals	27,742	158,269	39,290	38,441	350,760	34,912	28	35,657	2,927
Beverages and Tobacco	12,782	61,912	23,380	12,191	189,801	22,113	65	8,963	2,209
Crude Materials - Inedible, Except Fuels	1,129	24,063	3,916	104	17,598	3,319	81	2,646	257
Mineral Fuels Lubricants and Related Materials	139	609,311	1,782	309	1,473,949	54	2,653	73,771	4,946
Animal and Vegetable Oils and Fats	1,221	592	10,037	1,007	3,313	9,562	20	144	20
Chemical and Related Products - Not elsewhere Specified	7,577	98,960	23,572	2,812	153,220	21,951	493	22,407	12,930
Manufactured goods manufactured Chiefly by Material	14,584	203,326	27,096	12,628	572,477	37,543	1,225	67,715	2,683
Machinery and Transport Equipment	4,577	26,166	14,420	4,200	59,909	4,566	31,362	47,782	18,692
Miscellaneous Manufactured Articles	2,849	50,956	17,558	2,143	169,901	16,754	1,694	21,882	3,706
Miscellaneous Transactions and Commodities	-	1,181	145	145	51	344	56	191	200

= source data discrepancies

Source: Caricom/Consultants

Note:

(1) The data is the total value of imports to the Study States from Trinidad plus the total value of imports to Trinidad from the Study-States
(2) The data is the total value of imports to the Study States from Barbados plus the total value of imports to Barbados from the Study-States
(3) The data is the total value of exports to the Study States from Trinidad plus the total value of exports to Trinidad from the Study-States
(4) The data is the total value of exports to the Study States from Barbados plus the total value of exports to Barbados from the Study-States

Table A.3 Study-States, Barbados and Trinidad: Trade 2008 Summary (tonnes) - by Area

	Reported Import Values			Reported Export Values			Reported Re-Export Values		
	Intra-Study-States Trade	Study-States - to/fromTrinidad Trade (1)	Study-States - to/fromBarbados Trade (2)	Intra-Study-States Trade	Study-States - to/fromTrinidad Trade (3)	Study-States - to/fromBarbados Trade (4)	Intra-Study-States Trade	Study-States - to/fromTrinidad Trade (3)	Study-States - to/fromBarbados Trade (4)
All Goods	**29,486**	**540,568**	**63,448**	**33,749**	**508,853**	**79,226**	**3,240**	**73,526**	**7,439**
All Goods excluding mineral fuels lubricants and related materials	**29,485**	**281,731**	**62,738**	**33,749**	**300,226**	**79,219**	**1,382**	**50,798**	**3,332**
Food and Live Animals	12,325	26,423	12,464	20,900	36,760	13,255	2	2,172	1,174
Beverages and Tobacco	5,636	14,327	7,590	5,839	19,131	8,626	19	363	320
Crude Materials - Inedible, Except Fuels	3,012	46,408	22,609	73,501	411,032	33,249	36	113	75
Mineral Fuels Lubricants and Related Materials	1	258,837	710	-	208,627	7	1,858	22,728	4,107
Animal and Vegetable Oils and Fats	0	137	2,061	1	3	10	-	2	4
Chemical and Related Products - Not elsewhere Specified	1,106	10,535	2,948	3	153	22	196	41,013	501
Manufactured goods manufactured Chiefly by Material	2,255	170,579	13,273	13	572	38	318	4,138	267
Machinery and Transport Equipment	2,000	8,913	701	4	60	5	696	1,125	759
Miscellaneous Manufactured Articles	3,152	4,847	1,116	2	170	17	104	1,866	209
Miscellaneous Transactions and Commodities	-	777	115	0	0	0	-	1	14

= source data discrepancies

Source: Caricom/Consultants

Note:

(1) The data is the total quantity of imports to the Study States from Trinidad plus the total quantity of imports to Trinidad from the Study-States

(2) The data is the total quantity of imports to the Study States from Barbados plus the total quantity of imports to Barbados from the Study-States

(3) The data is the total quantity of exports to the Study States from Trinidad plus the total quantity of exports to Trinidad from the Study-States

(4) The data is the total quantity of exports to the Study States from Barbados plus the total value of exports to Barbados from the Study-States

Table A.4 Study-States, Barbados and Trinidad: Trade 2008 Summary (EC$'000) - by Origins and Destinations

All Goods

Imports to:

From:

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		4,657	4,966	21,859	11,328	674,679	717,489
Dominica	11,660		9,239	11,104	6,349	125,443	163,795
Grenada	18,331	3,097		4,561	4,211	267,789	297,989
St Lucia	62,407	4,166	6,956		12,524	421,243	507,296
St Vincent	25,988	1,388	2,233	6,772		218,641	255,022
Trinidad	483,800	56,864	5,792	72,116	66,848		685,420
Total	602,186	70,172	29,186	116,412	101,260	1,707,795	2,627,011

Category as proportion of all trade **100.0%**

Intra-OECS trade **72,600**
OECS - Trinidad **1,234,736**
OECS - Barbados **161,196**

Exports from:

To

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		11,675	20,401	49,825	30,700	92,335	204,936
Dominica	2,220		453	1,861	1,315	10,311	16,160
Grenada	4,735	9,743		8,799	2,019	837	26,132
St Lucia	20,085	9,217	5,174		8,941	26,922	70,339
St Vincent	11,733	6,437	4,165	19,486		19,145	60,966
Trinidad	3,074,376	318,060	976,852	979,744	659,108		6,008,140
Total	3,113,149	355,132	1,007,045	1,059,715	702,082	149,550	6,386,673

Category as proportion of all trade **100.0%**

Intra-OECS trade **77,609**
OECS - Trinidad **2,990,979**
OECS - Barbados **151,374**

Re-exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		2,435	7,070	10,186	8,868	10,882	39,441
Dominica	164		83	213	501	52	1,013
Grenada	304	3,141		260	571	736	5,012
St Lucia	16,205	2,981	2,838		3,685	75,949	101,658
St Vincent	3,339	576	21,542	1,285		5,444	32,186
Trinidad	197,792	13,740	90,028	46,552	48,656		396,768
Total	217,804	22,873	121,561	58,496	62,281	93,063	576,078

Category as proportion of all trade **100.0%**

Intra-OECS trade **37,676**
OECS - Trinidad **281,157**
OECS - Barbados **48,571**

Source: Caricom/Consultants

Food and Live Animals

Imports to:

From

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		61	97	4,646	5,416	47,761	57,981
Dominica	2,911		6,977	276	2,480	13,416	26,060
Grenada	4,704	1,395		301	2,143	25,667	34,209
St Lucia	15,134	-	3,761		10,249	39,224	68,368
St Vincent	6,321	-	153	7		19,206	25,687
Trinidad	54,808	168	3,180	324	57,084		115,564
Total	83,878	1,624	14,168	5,554	77,372	145,274	327,869

Category as proportion of all trade **12.5%**

Intra-OECS trade **27,742**
OECS - Trinidad **158,269**
OECS - Barbados **39,290**

Exports from:

To

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		2,405	4,778	12,861	6,011	12,517	38,572
Dominica	124					1,539	1,663
Grenada	117	7,663		6,529	311	757	15,377
St Lucia	2,296	267	433		10	77	3,083
St Vincent	6,320	2,844	2,397	17,987		18,327	47,875
Trinidad	202,520	38,976	100,880	116,876	73,328		532,580
Total	211,377	52,155	108,488	154,253	79,660	33,217	639,150

Category as proportion of all trade **10.0%**

Intra-OECS trade **38,441**
OECS - Trinidad **350,760**
OECS - Barbados **34,912**

Re-exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		201	441	646	352	251	1,891
Dominica	-		-	-	-	-	-
Grenada	5	4		-	4	7	20
St Lucia	1,279	11	1		-	-	1,291
St Vincent	3	4	3	1		30	41
Trinidad	65,700	2,584	14,956	8,560	9,520		101,320
Total	66,987	2,804	15,401	9,207	9,876	288	104,563

Category as proportion of all trade **18.2%**

Intra-OECS trade **28**
OECS - Trinidad **35,657**
OECS - Barbados **2,927**

Beverages and Tobacco

Imports to:

From	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		-	-	13,508	4,368	40,884	58,760
Dominica	224		79	3,491	313	3,615	7,721
Grenada	459	19		2,405	92	9,675	12,649
St Lucia	3,652	413	462		613	23,069	28,209
St Vincent	1,169	160	293	4,442		7,706	13,770
Trinidad	3,596	-	140	17,708	-		21,444
Total	9,100	592	974	41,554	5,386	84,948	142,554

Category as proportion of all trade **5.4%**

Intra-OECS trade **12,782**
OECS - Trinidad **61,912**
OECS - Barbados **23,380**

Exports from:

To	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		223	223	2,946	952	2,669	7,013
Dominica	-					-	-
Grenada	1	-		320	304	40	665
St Lucia	13,731	3,132	2,676		4,514	11,370	35,423
St Vincent	4,037	406	274	565		3	5,285
Trinidad	172,248	7,688	61,692	69,656	39,352		350,636
Total	190,017	11,449	64,865	73,487	45,122	14,082	399,022

Category as proportion of all trade **6.2%**

Intra-OECS trade **12,191**
OECS - Trinidad **189,801**
OECS - Barbados **22,113**

Re-exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		166	473	396	595	465	2,095
Dominica	-		-	-	-	-	-
Grenada	3	-		28	-	-	31
St Lucia	576	-	35		1	95	707
St Vincent	-	-	-	1		4	5
Trinidad	224	8	5,464	-	3,392		9,088
Total	803	174	5,972	425	3,988	564	11,926

Category as proportion of all trade **2.1%**

Intra-OECS trade **65**
OECS - Trinidad **8,963**
OECS - Barbados **2,209**

Crude Materials - Inedible, Except Fuels

Imports to:

From	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		1,767	-	-	2	1,642	3,411
Dominica	540		-	-	-	269	809
Grenada	189	689		-	-	497	1,376
St Lucia	124	334	-		106	882	1,446
St Vincent	1,294	-	-	-		458	1,752
Trinidad	1,488	992	20	20,932	12		23,444
Total	3,635	3,782	20	20,932	120	3,749	32,238

Category as proportion of all trade **1.2%**

Intra-OECS trade **1,129**
OECS - Trinidad **24,063**
OECS - Barbados **3,916**

Exports from:

To	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		44	184	86	2,511	1,964	4,789
Dominica	491					1,232	1,723
Grenada	1	-		-	-	15	16
St Lucia	-	-	5		-	6,396	6,401
St Vincent	2	-	1	98		3	104
Trinidad	3,440	576	620	3,352	5,404		13,392
Total	3,934	620	810	3,536	7,915	9,610	26,425

Category as proportion of all trade **0.4%**

Intra-OECS trade **104**
OECS - Trinidad **17,598**
OECS - Barbados **3,319**

Re-exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		-	22	51	168	6	247
Dominica	-		-	-	-	-	-
Grenada	-	-		-	4	156	160
St Lucia	9	-	77		-	1	87
St Vincent	7	-	-	-		1	8
Trinidad	1,024	304	1,412	124	648		3,512
Total	1,040	304	1,511	175	820	164	4,014

Category as proportion of all trade **0.7%**

Intra-OECS trade **81**
OECS - Trinidad **2,646**
OECS - Barbados **257**

Mineral Fuels Lubricants and Related Materials

Imports to:

From

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		-	-	-	9	425,659	425,668
Dominica	436		-	135	-	81,503	82,073
Grenada	-	-		-	-	128,157	128,157
St Lucia	13	4	-		-	281,220	281,237
St Vincent	1,324	-	-	-		118,327	119,651
Trinidad	306,788	-	104	-	-		306,892
Total	308,561	4	104	135	9	1,034,866	1,343,679

Category as proportion of all trade **51.1%**

Intra-OECS trade **139**
OECS - Trinidad **609,311**
OECS - Barbados **1,782**

Exports from:

To

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		-	19	6	26	50,609	50,660
Dominica	-					-	-
Grenada	1	-		136	173	17	328
St Lucia	-	-	-		-	-	-
St Vincent	2	-	-	-		-	2
Trinidad	2,120,552	199,560	424,564	549,084	300,724		3,594,484
Total	2,120,555	199,560	424,583	549,226	300,923	50,626	3,645,474

Category as proportion of all trade **57.1%**

Intra-OECS trade **309**
OECS - Trinidad **1,473,949**
OECS - Barbados **54**

Re-exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		-	1,517	497	968	943	3,925
Dominica	-		-	-	-	15	15
Grenada	-	-		12	7	4	23
St Lucia	-	416	13		2,166	73,216	75,811
St Vincent	1,964	-	30	9		-	2,003
Trinidad	236	4	300	228	4		772
Total	2,200	420	1,860	746	3,145	74,178	82,548

Category as proportion of all trade **14.3%**

Intra-OECS trade **2,653**
OECS - Trinidad **73,771**
OECS - Barbados **4,946**

Animal and Vegetable Oils and Fats

Imports to: **From:**

From

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		-	-	-	-	45	45
Dominica	2,625		-	-	1,217	-	3,843
Grenada	2,528	-		-	-	136	2,664
St Lucia	2,753	4	-		-	450	3,207
St Vincent	2,131	-	-	-		6	2,137
Trinidad	1,288	-	-	-	-		1,288
Total	11,325	4	-	-	1,217	637	13,184

Category as proportion of all trade **0.5%**

Intra-OECS trade **1,221**
OECS - Trinidad **592**
OECS - Barbados **10,037**

Exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		2,711	1,277	1,074	3,785	674	9,521
Dominica	-					-	-
Grenada	715	584		336	87	-	1,721
St Lucia	-	-	-		-	-	-
St Vincent	-	-	-	-		1	1
Trinidad	68	-	1,516	816	980		3,380
Total	783	3,295	2,793	2,226	4,852	675	14,623

Category as proportion of all trade **0.2%**

Intra-OECS trade **1,007**
OECS - Trinidad **3,313**
OECS - Barbados **9,562**

Re-exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		6	4	9	1	-	20
Dominica	-		-	-	-	-	-
Grenada	-	-		-	20	-	20
St Lucia	-	-	-		-	-	-
St Vincent	-	-	-	-		-	-
Trinidad	-	-	128	8	8		144
Total	-	6	132	17	29	-	184

Category as proportion of all trade **0.0%**

Intra-OECS trade **20**
OECS - Trinidad **144**
OECS - Barbados **20**

Chemical and Related Products - Not elsewhere Specified

Imports to:

From

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		2,712	259	339	14	29,491	32,815
Dominica	1,536		15	560	24	4,868	7,003
Grenada	3,963	649		244	4	11,099	15,959
St Lucia	9,630	2,511	886		107	14,528	27,662
St Vincent	5,119	1,024	1,111	442		9,685	17,381
Trinidad	73,620	54,560	1,396	2,456	368		132,400
Total	93,868	61,456	3,667	4,041	517	69,671	233,219

Category as proportion of all trade	**8.9%**
Intra-OECS trade	**7,577**
OECS - Trinidad	**98,960**
OECS - Barbados	**23,572**

Exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		1,504	6,051	5,787	6,761	6,303	26,406
Dominica	1,593					7,540	9,133
Grenada	12	63		703	545	4	1,327
St Lucia	243	495	301		535	1,280	2,854
St Vincent	-	115	25	30		40	210
Trinidad	103,912	15,544	48,204	44,860	35,748		248,268
Total	105,760	17,721	54,581	51,380	43,589	15,167	288,198

Category as proportion of all trade	**4.5%**
Intra-OECS trade	**2,812**
OECS - Trinidad	**153,220**
OECS - Barbados	**21,951**

Re-exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		1,423	3,401	3,672	4,215	7,263	19,974
Dominica	96		24	63	31	8	221
Grenada	8	-		-	1	29	39
St Lucia	83	128	122		105	38	476
St Vincent	32	3	9	7		48	99
Trinidad	5,384	2,796	6,796	7,900	4,792		27,668
Total	5,603	4,350	10,352	11,642	9,144	7,386	48,477

Category as proportion of all trade	**8.4%**
Intra-OECS trade	**493**
OECS - Trinidad	**22,407**
OECS - Barbados	**12,930**

Manufactured goods manufactured Chiefly by Material

Imports to:

From

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		4	2,825	1,897	1,412	88,728	94,866
Dominica	1,292		1,839	4,571	2,132	15,095	24,928
Grenada	4,927	31		576	1,488	72,975	79,996
St Lucia	9,723	344	1,689		851	40,665	53,272
St Vincent	5,016	181	293	590		45,012	51,092
Trinidad	31,684	108	120	28,544	808		61,264
Total	52,642	668	6,766	36,178	6,691	262,474	365,418

Category as proportion of all trade	**13.9%**
Intra-OECS trade	**14,584**
OECS - Trinidad	**203,326**
OECS - Barbados	**27,096**

Exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		2,751	4,094	17,629	6,916	10,570	41,960
Dominica	12					-	12
Grenada	2,728	1,433		775	349	-	5,285
St Lucia	2,130	3,949	458		978	7,499	15,014
St Vincent	1,283	2,859	1,250	577		178	6,147
Trinidad	321,920	33,248	259,500	125,140	146,912		886,720
Total	328,073	44,240	265,302	144,121	155,155	18,247	955,138

Category as proportion of all trade	**15.0%**
Intra-OECS trade	**12,628**
OECS - Trinidad	**572,477**
OECS - Barbados	**37,543**

Re-exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		133	284	867	932	146	2,362
Dominica	-		20	-	72	1	93
Grenada	29	-		217	293	129	669
St Lucia	302	42	214		180	143	881
St Vincent	136	95	45	46		277	599
Trinidad	26,948	5,548	26,632	17,236	17,748		94,112
Total	27,415	5,818	27,195	18,366	19,225	697	98,717

Category as proportion of all trade	**17.1%**
Intra-OECS trade	**1,225**
OECS - Trinidad	**67,715**
OECS - Barbados	**2,683**

Machinery and Transport Equipment

Imports to:

	From Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		33	164	96	8	10,236	10,537
Dominica	811		315	1,416	29	752	3,323
Grenada	529	136		741	219	4,093	5,719
St Lucia	11,866	464	128		227	7,442	20,127
St Vincent	913	10	24	868		6,159	7,974
Trinidad	1,996	140	524	920	6,136		9,716
Total	16,115	783	1,155	4,041	6,619	28,682	57,395

Category as proportion of all trade **2.2%**

Intra-OECS trade **4,577**
OECS - Trinidad **26,166**
OECS - Barbados **14,420**

Exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		266	1,380	1,225	1,593	3,894	8,358
Dominica	-					-	-
Grenada	-	-		-	-	-	-
St Lucia	52	750	853		2,590	119	4,364
St Vincent	50	2	5	-		14	71
Trinidad	35,716	3,444	16,548	21,796	17,988		95,492
Total	35,818	4,462	18,786	23,021	22,171	4,027	108,285

Category as proportion of all trade **1.7%**

Intra-OECS trade **4,200**
OECS - Trinidad **59,909**
OECS - Barbados **4,566**

Re-exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		243	296	3,274	776	1,072	5,661
Dominica	59		35	73	345	-	512
Grenada	123	3,137		3	39	391	3,692
St Lucia	13,147	2,339	1,816		1,037	1,508	19,847
St Vincent	775	173	21,384	981		5,043	28,356
Trinidad	87,876	1,148	24,972	7,292	7,428		128,716
Total	101,979	7,040	48,503	11,623	9,625	8,014	186,784

Category as proportion of all trade **32.4%**

Intra-OECS trade **31,362**
OECS - Trinidad **47,782**
OECS - Barbados **18,692**

Miscellaneous Manufactured Articles

Imports to:

	From Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		79	1,609	1,310	36	29,968	33,002
Dominica	1,285		15	656	153	5,925	8,035
Grenada	1,032	179		293	265	15,489	17,259
St Lucia	9,506	92	30		371	13,763	23,762
St Vincent	2,701	13	359	423		12,082	15,578
Trinidad	8,324	836	48	668	2,144		12,020
Total	14,524	363	2,013	2,682	826	77,228	109,655

Category as proportion of all trade **4.2%**

Intra-OECS trade **2,849**
OECS - Trinidad **50,956**
OECS - Barbados **17,558**

Exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		1,758	2,050	8,101	2,014	2,718	16,641
Dominica	-					-	-
Grenada	1,159	-		-	249	4	1,412
St Lucia	1,633	554	373		314	154	3,028
St Vincent	39	211	213	229		579	1,271
Trinidad	113,968	19,020	63,328	48,160	38,656		283,132
Total	116,799	21,543	65,964	56,490	41,233	3,455	305,484

Category as proportion of all trade **4.8%**

Intra-OECS trade **2,143**
OECS - Trinidad **169,901**
OECS - Barbados **16,754**

Re-exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		218	592	726	855	672	3,063
Dominica	9		4	77	53	28	172
Grenada	136	-		-	203	20	359
St Lucia	748	9	554		182	805	2,298
St Vincent	422	301	71	240		41	1,075
Trinidad	9,796	1,348	9,336	5,204	5,100		30,784
Total	11,111	1,876	10,557	6,247	6,393	1,566	37,751

Category as proportion of all trade **6.6%**

Intra-OECS trade **1,694**
OECS - Trinidad **21,882**
OECS - Barbados **3,706**

Miscellaneous Transactions and Commodities

Imports to:

From

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		1	12	63	63	265	404
Dominica	-		-	-	-	-	-
Grenada	-	-		-	-	1	1
St Lucia	6	-	-		-	-	6
St Vincent	-	-	-	-		-	-
Trinidad	208	60	260	564	296		1,388
Total	6	1	12	63	63	266	1,799

Category as proportion of all trade	**0.1%**
Intra-OECS trade	**-**
OECS - Trinidad	**1,181**
OECS - Barbados	**145**

Exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		13	90	110	131	417	761
Dominica	-					-	-
Grenada	-	-		-	-	-	-
St Lucia	-	70	75		-	27	172
St Vincent	-	-	-	-		-	-
Trinidad	32	4	-	4	16		56
Total	32	87	165	114	147	444	989

Category as proportion of all trade	**0.0%**
Intra-OECS trade	**145**
OECS - Trinidad	**51**
OECS - Barbados	**344**

Re-exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		45	40	48	6	64	203
Dominica	-		-	-	-	-	-
Grenada	-	-		-	-	-	-
St Lucia	61	36	6		14	143	260
St Vincent	-	-	-	-		-	-
Trinidad	604	-	32	-	16		652
Total	665	81	78	48	36	207	1,115

Category as proportion of all trade	**0.2%**
Intra-OECS trade	**56**
OECS - Trinidad	**191**
OECS - Barbados	**200**

Table A.5 Study-States, Barbados and Trinidad: Trade 2008 Summary (tonnes) - by Origins and Destinations

All Goods

Imports to:

From:

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		22,963	517	7,665	5,164	365,287	401,597
Dominica	1,807		3,932	5,949	2,085	51,547	65,319
Grenada	7,095	160		1,005	1,818	158,796	168,874
St Lucia	12,130	571	2,669		8,478	156,626	180,475
St Vincent	6,106	436	421	1,962		111,348	120,272
Trinidad	81,040	1,925	409	49,050	10,867		143,292
Total	108,178	26,055	7,947	65,632	28,413	843,604	1,079,829

Category as proportion of all trade **0.1%**

Intra-OECS trade	**29,486**
OECS - Trinidad	**540,568**
OECS - Barbados	**63,448**

Exports from:

To

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		1,521	3,256	31,606	38,032	37,326	111,740
Dominica	31,901		11,271	7,987	52,370	64,501	168,030
Grenada	530	4,123		4,712	583	416	10,363
St Lucia	9,269	2,827	1,023		2,370	336,737	352,226
St Vincent	5,087	2,153	1,478	13,342		13,795	35,855
Trinidad	434,670	38,382	161,298	136,571	121,777		892,698
Total	481,457	49,007	178,325	194,217	215,131	452,775	1,570,912

Category as proportion of all trade **0.1%**

Intra-OECS trade	**33,749**
OECS - Trinidad	**508,853**
OECS - Barbados	**79,226**

Re-exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		135	1,980	1,235	1,532	1,839	6,722
Dominica	12		15	38	46	31	142
Grenada	16	8		41	37	125	226
St Lucia	1,574	465	472		1,656	22,914	27,081
St Vincent	954	110	175	178		461	1,879
Trinidad	2,347	833	42,472	2,712	3,977		52,340
Total	4,903	1,550	45,114	4,204	7,248	25,371	88,391

Category as proportion of all trade **0.1%**

Intra-OECS trade	**3,240**
OECS - Trinidad	**73,526**
OECS - Barbados	**7,439**

Food and Live Animals

Imports to:

From

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		49	5	1,963	3,433	10,836	16,286
Dominica	427		3,604	49	1,318	4,550	9,949
Grenada	936	16		51	626	3,949	5,578
St Lucia	4,703		1,805		4,807	5,250	16,565
St Vincent	948	0	48	1		3,085	4,082
Trinidad	2,702	57	322	50	9,159		12,291
Total	9,716	122	5,785	2,115	19,342	27,670	64,750

Category as proportion of all trade **0.0%**

Intra-OECS trade	**12,325**
OECS - Trinidad	**26,423**
OECS - Barbados	**12,464**

Exports from:

To

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		458	1,152	4,698	999	2,726	10,033
Dominica	34					1,169	1,204
Grenada	3	3,904		4,323	340	327	8,898
St Lucia	2,026	64	67		2	5	2,164
St Vincent	3,885	1,327	1,067	9,807		13,657	29,744
Trinidad	12,857	3,580	4,935	8,102	4,985		34,458
Total	18,806	9,332	7,220	26,930	6,326	17,886	86,500

Category as proportion of all trade **0.0%**

Intra-OECS trade	**20,900**
OECS - Trinidad	**36,760**
OECS - Barbados	**13,255**

Re-exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		6	29	98	24	6	163
Dominica	0				0		0
Grenada					1	1	1
St Lucia	1,017	1	0				1,017
St Vincent	0	0	0	0		8	9
Trinidad	798	224	711	410	818		2,962
Total	1,816	232	740	508	843	15	4,152

Category as proportion of all trade **0.0%**

Intra-OECS trade	**2**
OECS - Trinidad	**2,172**
OECS - Barbados	**1,174**

Beverages and Tobacco

Imports to:

From

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		0		5,132	1,377	12,922	19,431
Dominica	89			1,642	239	1,179	3,149
Grenada	119	0		765	205	891	1,980
St Lucia	682	180	219		379	9,167	10,628
St Vincent	191	113	113	1,781		1,211	3,410
Trinidad	123		6	1,872			2,002
Total	1,205	294	339	11,191	2,199	25,371	40,599

Category as proportion of all trade **0.0%**

Intra-OECS trade	**5,636**
OECS - Trinidad	**14,327**
OECS - Barbados	**7,590**

Exports from: **Ex**

To

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		75	134	822	201	1,042	2,274
Dominica			0	145	98	0	242
Grenada	0			89	0	80	169
St Lucia	6,539	1,650	820		2,191	7,104	18,305
St Vincent	854	316	210	320		1	1,701
Trinidad	12,554	658	4,641	4,960	1,687		24,500
Total	19,947	2,700	5,806	6,335	4,177	8,227	47,192

Category as proportion of all trade **0.0%**

Intra-OECS trade	**5,839**
OECS - Trinidad	**19,131**
OECS - Barbados	**8,626**

Re-exports from: **To** **Re-ex**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		38	25	28	84	13	188
Dominica							-
Grenada				18		0	18
St Lucia	144		1			6	151
St Vincent	0			1		1	2
Trinidad	15	0	236	0	120		372
Total	160	38	261	46	205	19	730

Category as proportion of all trade **0.0%**

Intra-OECS trade	**19**
OECS - Trinidad	**363**
OECS - Barbados	**320**

=source data discrepancies

Crude Materials - Inedible, Except Fuels

Imports to:

From

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		21,590			4	1,093	22,688
Dominica	124		0	0	3	401	528
Grenada	179	5			0	205	390
St Lucia	23	4	0		3,000	349	3,376
St Vincent	689	0	0	0		286	976
Trinidad	490	32	7	45,126	1		45,656
Total	1,505	21,630	7	45,126	3,009	2,336	73,613

Category as proportion of all trade **0.0%**

Intra-OECS trade **3,012**
OECS - Trinidad **46,408**
OECS - Barbados **22,609**

Mineral Fuels Lubricants and Related Materials

Imports to:

From

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados					2	303,392	303,394
Dominica	164			1		35,518	35,684
Grenada	0					71,352	71,352
St Lucia	2	0				103,031	103,033
St Vincent	542					48,897	49,439
Trinidad	59,882		39				59,921
Total	60,590	0	39	1	2	562,190	622,822

Category as proportion of all trade **0.1%**

Intra-OECS trade **1**
OECS - Trinidad **258,837**
OECS - Barbados **710**

Animal and Vegetable Oils and Fats

Imports to: **From:**

From

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados					1	3	4
Dominica	522					7	529
Grenada	330					64	394
St Lucia	458	0				65	523
St Vincent	751			0		1	752
Trinidad	137						137
Total	2,198	0	-	0	1	140	2,339

Category as proportion of all trade **0.0%**

Intra-OECS trade **0**
OECS - Trinidad **137**
OECS - Barbados **2,061**

ports from:

To

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad		Total
Barbados		120	361	19	1,206	521	-	2,228
Dominica	31,540		11,000	7,500	52,000	62,200	-	164,240
Grenada					1	4	-	5
St Lucia		0	0			327,145	-	327,146
St Vincent	2		0	3,000		1	-	3,004
Trinidad	1,705	340	103	662	20,576		-	23,386
							-	
Total	33,247	460	11,465	11,182	73,783	389,872	-	520,008

Category as proportion of all trade **0.0%**

Intra-OECS trade **73,501**
OECS - Trinidad **411,032**
OECS - Barbados **33,249**

Exports from:

To

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados			2	1	3	31,113	31,119
Dominica							-
Grenada							-
St Lucia							-
St Vincent	1						1
Trinidad	368,510	29,554	61,839	73,664	43,570		577,138
Total	368,512	29,554	61,841	73,665	43,573	31,113	608,258

Category as proportion of all trade **0.0%**

Intra-OECS trade **-**
OECS - Trinidad **208,627**
OECS - Barbados **7**

Exports from: **To** **Ex**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		500	420	567	671	200	2,358
Dominica							-
Grenada							-
St Lucia							-
St Vincent	0					1	1
Trinidad	4	0	78	55	48		185
Total	4	500	499	623	719	201	2,545

Category as proportion of all trade **0.0%**

Intra-OECS trade **-**
OECS - Trinidad **182**
OECS - Barbados **2,159**

ports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad		Total
Barbados		0	1	11	23	18	-	53
Dominica							-	-
Grenada						19	-	19
St Lucia	7		36			0	-	43
St Vincent	33					1	-	34
Trinidad	24	36	33	1	22		-	117
							-	
Total	64	36	71	12	46	38	-	267

Category as proportion of all trade **0.0%**

Intra-OECS trade **36**
OECS - Trinidad **113**
OECS - Barbados **75**

Re-exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados			1,714	536	1,101	1,084	4,435
Dominica						2	2
Grenada					18	23	41
St Lucia		312	1		1,513	22,629	24,454
St Vincent	756		14	1			771
Trinidad	5	0	32	42	0		79
Total	762	312	1,760	579	2,632	23,738	29,783

Category as proportion of all trade **0.0%**

Intra-OECS trade **1,858**
OECS - Trinidad **22,728**
OECS - Barbados **4,107**

Re-exports from: **To** **Re-ex**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados			1	3	0		4
Dominica							-
Grenada							-
St Lucia							-
St Vincent							-
Trinidad			2	0	0		2
Total	-	-	2	3	0	-	6

Category as proportion of all trade **0.0%**

Intra-OECS trade **-**
OECS - Trinidad **2**
OECS - Barbados **4**

=source data discrepancies

Chemical and Related Products - Not elsewhere Specified

Imports to:

From

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		1,321	4	47	5	8,717	10,096
Dominica	139		14	38	29	1,214	1,433
Grenada	416	121		21	21	2,724	3,302
St Lucia	509	284	101		12	2,764	3,670
St Vincent	505	235	212	19		1,850	2,822
Trinidad	4,014	1,801	2	156	24		5,997
Total	5,583	3,762	334	281	90	17,269	27,320

Category as proportion of all trade **0.0%**

Intra-OECS trade	**1,106**
OECS - Trinidad	**10,535**
OECS - Barbados	**2,948**

:ports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		88	544	464	32,814	218	34,127
Dominica	327		271	342	272	1,132	2,343
Grenada	1	10		151	201	2	365
St Lucia	45	29	25		45	232	376
St Vincent	0	29	5	7		6	48
Trinidad	8,260	992	2,913	2,994	1,668		16,827
Total	8,633	1,147	3,758	3,959	35,000	1,589	54,087

Category as proportion of all trade **0.0%**

Intra-OECS trade	**1,388**
OECS - Trinidad	**9,938**
OECS - Barbados	**34,283**

:ports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		54	155	148	117	28	502
Dominica	11		7	21	6	22	66
Grenada	0				0	4	4
St Lucia	7	24	2		7	1	41
St Vincent	9	1	1	129		2	140
Trinidad	102	55	39,371	212	1,347		41,086
Total	128	134	39,535	509	1,477	56	41,839

Category as proportion of all trade **0.0%**

Intra-OECS trade	**196**
OECS - Trinidad	**41,013**
OECS - Barbados	**501**

Manufactured goods manufactured Chiefly by Material

Imports to:

From

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		0	450	437	330	24,853	26,071
Dominica	139		14	38	29	1,214	1,433
Grenada	5,030	3		95	956	78,238	84,322
St Lucia	4,595	95	528		265	34,418	39,901
St Vincent	2,292	86	39	107		54,824	57,348
Trinidad	13,264	8	18	1,788	71		15,150
Total	25,319	192	1,050	2,465	1,651	193,547	224,224

Category as proportion of all trade **0.0%**

Intra-OECS trade	**2,255**
OECS - Trinidad	**170,579**
OECS - Barbados	**13,273**

Exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		152	447	24,318	1,934	1,072	27,923
Dominica	0						0
Grenada	476	209		148	37	3	872
St Lucia	552	1,040	71		83	2,193	3,939
St Vincent	340	465	185	191		51	1,231
Trinidad	27,128	2,690	83,426	44,803	43,779		201,827
Total	28,496	4,556	84,128	69,460	45,833	3,319	235,792

Category as proportion of all trade **0.0%**

Intra-OECS trade	**2,427**
OECS - Trinidad	**176,945**
OECS - Barbados	**28,219**

Re-exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		17	25	95	92	314	543
Dominica			7	5	27	0	39
Grenada	12	0		14	3	36	64
St Lucia	9	17	120		95	26	267
St Vincent	17	16	5	10		37	85
Trinidad	1,075	437	1,586	592	1,426		5,115
Total	1,114	487	1,742	715	1,643	412	6,113

Category as proportion of all trade **0.0%**

Intra-OECS trade	**318**
OECS - Trinidad	**4,138**
OECS - Barbados	**267**

Machinery and Transport Equipment

Imports to:

From

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		0	1	1	0	662	664
Dominica	231		306	1,087	477	7,843	9,944
Grenada	25	6		64	7	225	328
St Lucia	420	4	15		2	519	961
St Vincent	24	0	1	29		270	325
Trinidad	243	3	10	35	7		297
Total	941	14	333	1,216	494	9,519	12,518

Category as proportion of all trade **0.0%**

Intra-OECS trade	**2,000**
OECS - Trinidad	**8,913**
OECS - Barbados	**701**

Exports from: **To** **Ex**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		4	40	21	50	87	201
Dominica							-
Grenada	0					0	0
St Lucia	1	12	26		28	7	74
St Vincent	1	0	1			2	5
Trinidad	690	54	253	302	4,598		5,897
Total	692	70	321	323	4,676	96	6,178

Category as proportion of all trade **0.0%**

Intra-OECS trade	**67**
OECS - Trinidad	**5,217**
OECS - Barbados	**117**

Re-exports from: **To** **Re-ex**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		5	8	269	43	350	675
Dominica	0		2	4	8	0	15
Grenada	3	3		9	15	42	73
St Lucia	339	104	307		33	171	954
St Vincent	92	28	148	35		388	691
Trinidad	197	46	202	97	178		720
Total	632	186	666	413	278	952	3,127

Category as proportion of all trade **0.0%**

Intra-OECS trade	**696**
OECS - Trinidad	**1,125**
OECS - Barbados	**759**

Miscellaneous Manufactured Articles

Imports to:
From

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		3	55	82	4	2,778	2,922
Dominica	14		6	3,070	5	85	3,180
Grenada	61	9		9	3	1,148	1,229
St Lucia	733	4	1		14	1,062	1,813
St Vincent	164	1	7	25		924	1,121
Trinidad	175	22	0	8	1,597		1,803
Total	1,147	39	69	3,193	1,623	5,998	12,069

Category as proportion of all trade **0.0%**

Intra-OECS trade	**3,152**
OECS - Trinidad	**4,847**
OECS - Barbados	**1,116**

:ports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		122	146	675	143	293	1,379
Dominica	0						0
Grenada	49	0		0	5	0	55
St Lucia	106	30	14		20	50	219
St Vincent	3	16	9	17		75	120
Trinidad	2,961	515	3,109	1,028	865		8,478
Total	3,119	684	3,277	1,721	1,033	418	10,251

Category as proportion of all trade **0.0%**

Intra-OECS trade	**111**
OECS - Trinidad	**5,642**
OECS - Barbados	**1,244**

:ports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados		8	23	45	47	17	140
Dominica	1		0	8	4	7	20
Grenada	1	4		0	0	1	6
St Lucia	38	0	4		7	77	126
St Vincent	46	65	7	4		25	148
Trinidad	125	34	299	1,358	65		1,881
Total	211	111	333	1,415	123	127	2,321

Category as proportion of all trade **0.0%**

Intra-OECS trade	**104**
OECS - Trinidad	**1,866**
OECS - Barbados	**209**

Miscellaneous Transactions and Commodities

Imports to:
From

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad		Total
Barbados		0	1	3	7	30	-	41
Dominica	97		1	61	15	748	-	923
Grenada							-	-
St Lucia	6	0	0		0	0	-	7
St Vincent							-	-
Trinidad	9	2	4	15	7		-	37
							-	
Total	103	0	2	64	23	778	-	1,009

Category as proportion of all trade **0.0%**

Intra-OECS trade	**78**
OECS - Trinidad	**777**
OECS - Barbados	**115**

Exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad		Total
Barbados		1	10	20	11	54	-	97
Dominica							-	-
Grenada							-	-
St Lucia		3	1			0	-	4
St Vincent							-	-
Trinidad	0	0	0	0	1		-	2
							-	
Total	0	5	11	20	12	55	-	102

Category as proportion of all trade **0.0%**

Intra-OECS trade	**4**
OECS - Trinidad	**2**
OECS - Barbados	**42**

Re-exports from: **To**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad		Total
Barbados		1	3	1	9	-	-	19
Dominica							-	-
Grenada	-	-		-	-	-	-	-
St Lucia	-	-	-		-	-	-	-
St Vincent	-	-	-	-		-	-	-
Trinidad	5		1		0		-	6
							-	
Total	10	1	4	1	9	-	-	25

Category as proportion of all trade **0.0%**

Intra-OECS trade	**-**
OECS - Trinidad	**1**
OECS - Barbados	**14**

Table A.6 Value of CARICOM's Intra-Regional Imports and Exports by Country: 2001-2006 (EC$ '000)

	2001		% of	2002		% of	2003		% of	2004		% of	2005		% of	2006		% of	Annual Growth (%)	
	Imports	Exports	CARICOM	Imports	Exports	CARICOM	Imports	Exports	CARICOM	Imports	Exports	CARICOM	Imports	Exports	CARICOM	Imports	Exports	CARICOM	Imports	Exports
CARICOM	**3,308,475**	**3,635,587**		**2,966,645**	**2,703,613**		**4,023,062**	**3,672,521**		**4,527,542**	**3,402,268**		**6,247,715**	**6,625,769**		**6,136,246**	**7,870,932**		13.2%	16.7%
MDCs	**2,559,840**	**3,387,186**		**2,276,952**	**2,457,746**		**3,272,116**	**3,394,789**		**3,597,195**	**3,083,318**		**5,020,108**	**6,225,268**		**4,730,793**	**7,490,663**		13.1%	17.2%
Barbados	588,611	290,551		426,759	268,709		769,961	279,859		942,891	283,933		1,087,788	375,593		1,157,950	407,255		14.5%	7.0%
Guyana	288,658	197,235		317,416	240,848		577,341	227,408		499,765	303,631		813,534	289,767		835,491	335,466		23.7%	11.2%
Jamaica	1,169,152	136,623		1,067,802	131,970		1,268,817	137,128		1,504,933	140,202		2,231,081	127,014		1,811,031	143,072		9.1%	0.9%
Suriname	244,181			261,003			436,529			402,319			620,794			661,913			22.1%	#DIV/0!
Trinidad and Tobago	269,238	2,762,777		203,972	1,816,219		219,468	2,750,394		247,287	2,355,552		266,911	5,432,894		264,408	6,604,870		-0.4%	19.0%
LDCs	**748,635**	**248,401**		**689,693**	**245,867**		**750,946**	**277,732**		**930,347**	**318,950**		**1,227,607**	**400,501**		**1,405,453**	**380,269**		13.4%	8.9%
Belize	58,114	30,215		40,616	31,278		39,885	48,300		34,452	63,103		36,451	61,586		36,076	62,135		-9.1%	15.5%
OECS	**690,521**	**218,186**		**649,077**	**214,589**		**711,061**	**229,432**		**895,895**	**255,847**		**1,191,156**	**338,915**		**1,369,377**	**318,134**		14.7%	7.8%
Antigua and Barbuda													209,875	73,476		228,100				
Dominica	*98,378*	*70,641*	*2.4%*	*95,344*	*63,241*	*2.8%*	*103,622*	*69,143*	*2.2%*	*115,600*	*68,431*	*2.3%*	*139,773*	*66,589*	*1.6%*	*144,614*	*70,603*	*1.5%*	*8.0%*	*0.0%*
Grenada	*144,002*	*34,435*	*2.6%*	*144,205*	*31,134*	*3.1%*	*163,334*	*28,347*	*2.5%*	*174,616*	*23,858*	*2.5%*	*240,367*	*34,924*	*2.1%*	*198,242*	*37,972*	*1.7%*	*6.6%*	*2.0%*
Monteserrat	9,277	1,258		7,542	2,344		7,648	2,601		8,578	5,920		16,471	1,484		31,448	1,828		27.7%	7.8%
St Kitts and Nevis	91,044	2,468		80,754	1,757		102,500	2,184		98,641	2,691		114,082	3,532		122,628	6,470		6.1%	21.3%
St Lucia	*210,483*	*43,094*	*3.7%*	*185,913*	*62,150*	*4.4%*	*211,368*	*72,801*	*3.7%*	*324,415*	*98,002*	*5.3%*	*273,334*	*92,340*	*2.8%*	*405,315*	*134,351*	*3.9%*	*14%*	*26%*
St Vincent and Grenadines	*137,337*	*66,290*	*2.9%*	*135,319*	*53,963*	*3.3%*	*122,589*	*54,356*	*2.3%*	*174,045*	*56,945*	*2.9%*	*197,254*	*66,570*	*2.0%*	*239,030*	*66,910*	*2.2%*	*12%*	*0%*

Source: Consultants/Caricom

Table A.7 Value and Percentage Distribution of CARICOM's INTRA-Regional Imports by SITC Clasification (EC$,000)

	2001		2002		2003		2004		2005		2006		Annual Growth
All Commodities	3,308,475		2,966,635		4,023,062		4,527,542		6,247,715		6,136,326		13.2%
0 Food and Live Animals	614,128	18.6%	569,243	19.2%	589,569	14.7%	657,748	14.5%	730,012	11.7%	723,763	11.8%	3.3%
1 Beverages and Tobacco	191,650	5.8%	202,223	6.8%	216,859	5.4%	246,911	5.5%	314,265	5.0%	312,863	5.1%	10.3%
2 Crude Materials, Inedible Except Fuels	40,655	1.2%	41,788	1.4%	50,724	1.3%	58,199	1.3%	58,412	0.9%	72,088	1.2%	12.1%
3 Mineral Fuels, Lubricants and Related Materials	1,445,689	43.7%	1,176,560	39.7%	2,102,742	52.3%	2,440,361	53.9%	3,847,497	61.6%	3,671,493	59.8%	20.5%
4 Animals and Vegetable Oils and Fats	13,646	0.4%	16,903	0.6%	20,851	0.5%	26,586	0.6%	30,535	0.5%	15,916	0.3%	3.1%
5 Chemical and Related Products not elswhere specified	297,220	9.0%	293,884	9.9%	298,270	7.4%	296,574	6.6%	332,656	5.3%	372,419	6.1%	4.6%
6 Manufactured Goods Classified Chiefly by Material	452,401	13.7%	419,789	14.2%	458,098	11.4%	520,028	11.5%	581,065	9.3%	596,969	9.7%	5.7%
7 Machinery and Transport Equipment	79,218	2.4%	73,230	2.5%	99,143	2.5%	86,314	1.9%	114,964	1.8%	132,140	2.2%	10.8%
8 Miscellaneous Manufactured Articles	172,129	5.2%	171,701	5.8%	185,147	4.6%	193,882	4.3%	236,964	3.8%	235,325	3.8%	6.5%
9 Miscellaneous Transactions and Commodities	1,739	0.1%	1,314	0.0%	1,659	0.0%	939	0.0%	1,345	0.0%	3,350	0.1%	14.0%

Source: Caricom

Table A.8 Value and Percentage Distribution of CARICOM's INTRA-Regional Exports by SITIC Clasification (EC$,000)

	2001		2002		2003		2004		2005		2006		Annual Growth
All Commodities	3,635,587		2,703,613		3,663,522		3,402,268		6,625,769		7,870,902		16.7%
0 Food and Live Animals	622,159	17.1%	578,030	21.4%	609,275	16.6%	689,914	20.3%	737,775	11.1%	796,948	10.1%	5.1%
1 Beverages and Tobacco	211,789	5.8%	181,633	6.7%	216,510	5.9%	227,472	6.7%	294,939	4.5%	326,938	4.2%	9.1%
2 Crude Materials, Inedible Except Fuels	35,946	1.0%	33,453	1.2%	34,408	0.9%	48,893	1.4%	56,800	0.9%	66,254	0.8%	13.0%
3 Mineral Fuels, Lubricants and Related Materials	1,694,750	46.6%	940,126	34.8%	1,807,947	49.3%	1,291,918	38.0%	4,173,009	63.0%	5,248,935	66.7%	25.4%
4 Animals and Vegetable Oils and Fats	14,014	0.4%	15,895	0.6%	18,966	0.5%	27,410	0.8%	28,350	0.4%	18,417	0.2%	5.6%
5 Chemical and Related Products not elswhere specified	313,583	8.6%	274,091	10.1%	296,712	8.1%	314,740	9.3%	346,571	5.2%	365,465	4.6%	3.1%
6 Manufactured Goods Classified Chiefly by Material	472,447	13.0%	432,913	16.0%	419,393	11.4%	519,562	15.3%	571,501	8.6%	595,446	7.6%	4.7%
7 Machinery and Transport Equipment	92,335	2.5%	90,116	3.3%	79,976	2.2%	92,662	2.7%	185,479	2.8%	166,754	2.1%	12.5%
8 Miscellaneous Manufactured Articles	175,651	4.8%	154,187	5.7%	178,932	4.9%	182,892	5.4%	227,518	3.4%	282,536	3.6%	10.0%
9 Miscellaneous Transactions and Commodities	2,913	0.1%	3,169	0.1%	1,403	0.0%	6,805	0.2%	3,827	0.1%	3,209	0.0%	2.0%

Source: Caricom

Table A.9 Proportion of Trade to Northern Islands (St Kitts, Antigua, Montserrat)

	Imports (2008)		**Exports (2008)**	
	Proportion of Caricom Trade with North	Proportion of World Trade with North	Proportion of Caricom Trade with North	Proportion of World Trade with North
Dominica				
All categories	0.4%	0.2%	**26.6%**	9.8%
Food	0.0%	0.0%	**75.5%**	23.2%
Grenada				
All categories	0.4%	0.3%	**25.6%**	23.2%
Food	0.1%	0.1%	**28.6%**	25.6%
St Lucia				
All categories	0.4%	0.2%	1.8%	1.3%
Food	0.0%	0.0%	0.6%	0.0%
St Vincent				
All categories	0.3%	0.1%	**34.2%**	26.0%
Food	0.4%	0.1%	**18.1%**	13.4%

Source:Caricom

Table A.10 Average Values of Imports and Exports: Study States, Barbados and Trinidad and Tobago: 2008(1) (EC$/tonne)

COMMODITY DESCRIPTION	Barbados		Dominica		Grenada		St Lucia		St Vincent		Trinidad and Tobago		**Average "Four Study States"**	
	Imports	Exports	Imports	Exports	Imports	Exports	Imports	Exports	Imports	Exports	Imports	Exports	**Imports**	**Exports**
ALL SECTIONS	4,034	3,474	3,974	223	3,282	2,802	3,855	339	3,275	1,415	1,569	1,086	**3,989**	**1,466**
FOOD AND LIVE ANIMALS	3,067	3,592	3,692	2,564	4,239	2,306	5,091	1,523	5,005	1,628	1,873	2,058	**4,975**	**2,520**
BEVERAGES AND TOBACCO	4,034	5,261	2,884	1,750	4,859	2,318	3,346	2,056	4,235	2,974	726	3,120	**4,013**	**3,054**
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	855	1,509	2,381	22	1,979	2,049	403	23	763	59	301	728	**1,457**	**720**
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	2,124	1,936	2,533		2,045		3,556	21,336	2,369	209	1,391	1,145	**2,974**	**5,673**
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4,608	5,401	3,396		4,766		6,675		4,838	944	1,540	2,849	**5,304**	**948**
CHEMICALS AND RELATED PRODUCTS, N.E.S.	8,748	2,118	7,897	4,196	8,129	6,643	9,279	9,029	5,652	5,524	3,459	959	**8,604**	**6,588**
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	5,228	2,770	2,508	30,597	1,501	4,972	1,856	4,468	1,505	4,614	2,353	867	**2,431**	**11,379**
MACHINERY AND TRANSPORT EQUIPMENT	28,144	71,535	11,624		32,189	51,181	23,877	59,143	26,458	30,616	13,498	501	**26,912**	**35,360**
MISCELLANEOUS MANUFACTURED ARTICLES	21,321	22,781	13,628	25,301	24,532	36,022	20,909	17,315	15,033	10,311	10,209	8,529	**21,078**	**24,369**
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	7,363	8,469			38,585		4,009	47,629	11,980	#DIV/0!	15,041	6,255	**17,404**	**#DIV/0!**

Source: Caricom/Consultants

Note: (1) Data for Grenada and Trinidad is 2007

Table A.11 Barbados Quarterly Trade Date -2008 (EC$ '000)

			1stQ 2008			2ndQ 2008			3rdQ 2008			4thQ 2008			Total					CARICOM as Percent of total *Dom. Gren, St L and St V as Percent of CARICOM*			
Section	Description	Country	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Total Trade	Percent CARICOM	Imports	Domestic Exports	Re-Exports	Total Trade
Total Trade			921,831	138,345	66,525	1,151,684	237,028	73,841	1,209,262	174,737	53,689	1,126,578	134,547	140,950	4,409,355	684,657	335,005	5,429,017					
Total Intra-Regional Trade			90,667	70,244	11,811	284,259	105,581	15,360	358,663	105,763	15,652	158,284	75,133	14,988	891,873	356,721	57,811	1,306,405					
	All Commodities	**Total**	**921,832**	**138,345**	**66,525**	**1,151,683**	**237,030**	**73,841**	**1,073,908**	**181,341**	**56,076**	**1,126,128**	**134,548**	**140,948**	**4,273,551**	**691,264**	**337,390**	**5,302,205**					
		of which CARICOM	**90,670**	**70,245**	**11,814**	**284,260**	**105,584**	**15,358**	**346,237**	**90,211**	**15,688**	**158,287**	**75,137**	**14,991**	**879,454**	**341,177**	**57,851**	**1,278,482**		**20.6%**	**49.4%**	**17.1%**	**24.1%**
		Dom,Gren,St L & St V	**8,389**	**29,222**	**4,777**	**9,992**	**31,677**	**8,673**	**11,140**	**21,825**	**7,560**	**13,289**	**29,877**	**7,549**	**42,810**	**112,601**	**28,559**	**183,970**		***4.9%***	***33.0%***	***49.4%***	***14.4%***
		Antigua and Barbuda	507	5,766	1,973	699	5,449	1,189	779	5,502	1,135	530	6,257	1,512	2,515	22,974	5,809	31,298	2.4%				
		Barbados	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%				
		Belize	1,887	733	24	364	1,797	116	35	2,090	34	1,691	2,132	29	3,977	6,752	203	10,932	0.9%				
		Dominica	*1,153*	*2,430*	*563*	*1,678*	*3,515*	*620*	*707*	*2,015*	*644*	*1,119*	*3,715*	*608*	4,657	11,675	2,435	*18,767*	1.5%				
		Grenada	*1,004*	*5,867*	*1,132*	*1,188*	*6,617*	*1,471*	*1,201*	*3,489*	*2,076*	*1,573*	*4,428*	*2,391*	4,966	20,401	7,070	*32,437*	2.5%				
		Guyana	10,893	8,026	377	11,972	9,169	334	5,929	10,862	434	13,450	6,324	469	42,244	34,381	1,614	78,239	6.1%				
		Jamaica	6,128	9,226	1,551	7,527	11,725	1,698	4,889	6,175	1,904	8,882	11,490	1,787	27,426	38,616	6,940	72,982	5.7%				
		Montserrat	1	354	75	-	343	42	-	59	630	-	728	35	1	1,484	782	2,267	0.2%				
		St Kitts and Nevis	418	3,912	495	193	5,425	852	446	5,350	476	218	5,539	702	1,275	20,226	2,525	24,026	1.9%				
		Saint Lucia	*4,057*	*12,715*	*1,401*	*4,411*	*13,802*	*4,571*	*6,798*	*10,827*	*1,852*	*6,593*	*12,481*	*2,362*	21,859	49,825	10,186	*81,870*	6.4%				
		St Vincent and the	*2,175*	*8,210*	*1,681*	*2,715*	*7,743*	*2,011*	*2,434*	*5,494*	*2,988*	*4,004*	*9,253*	*2,188*	11,328	30,700	8,868	*50,896*	4.0%				
		Grenadines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%				
		Suriname	374	2,095	57	26,271	2,604	308	47,071	5,357	38	10,811	1,752	134	84,527	11,808	537	96,872	7.6%				
		Trinidad and Tobago	62,073	10,911	2,485	227,242	37,395	2,146	275,948	32,991	3,477	109,416	11,038	2,774	674,679	92,335	10,882	777,896	60.8%				
0	**Food and Live Animals**	**Total**	**153,072**	**22,576**	**830**	**159,342**	**66,381**	**979**	**28,937**	**30,014**	**3,238**	**184,242**	**21,686**	**1,586**	**525,593**	**140,657**	**6,633**	**672,883**					
		of which CARICOM	**22,512**	**18,240**	**508**	**23,523**	**18,343**	**523**	**14,884**	**4,160**	**568**	**29,055**	**18,766**	**854**	**89,974**	**59,509**	**2,453**	**151,936**		**17.1%**	**42.3%**	**37.0%**	**22.6%**
		Dom,Gren,St L & St V	**1,668**	**8,569**	**322**	**1,797**	**7,551**	**421**	**4,074**	**1,226**	**271**	**2,681**	**8,709**	**626**	**10,220**	**26,055**	**1,640**	**37,915**		**11.4%**	**43.8%**	**66.9%**	**25.0%**
		Antigua and Barbuda		1,652	72		1,428	40	354	868	24	3	1,320	75	357	5,268	211	5,836					
		Barbados													-	-	-	-					
		Belize	1,886	99		354	234					1,634	111		3,874	444	-	4,318					
		Dominica	*7*	*858*	*81*	*33*	*816*	*34*		*76*	*17*	*21*	*655*	*69*	61	2,405	201	*2,667*					
		Grenada	*14*	*1,532*	*65*	*38*	*1,673*	*99*		*86*	*44*	*45*	*1,487*	*233*	97	4,778	441	*5,316*					
		Guyana	5,163	1,114		6,101	1,549		138	493	31	7,162	734		18,564	3,890	31	22,485					
		Jamaica	2,616	2,763		1,601	2,963		960	420	74	2,067	3,247		7,244	9,393	74	16,711					
		Montserrat		13			5						29	7	-	47	7	54					
		St Kitts and Nevis		253	53	4	461	51		103	26		471	109	4	1,288	239	1,531					
		Saint Lucia	*476*	*4,169*	*114*	*508*	*3,506*	*227*	*3,054*	*817*	*86*	*608*	*4,369*	*219*	4,646	12,861	646	*18,153*					
		St Vincent and the	*1,171*	*2,010*	*62*	*1,218*	*1,556*	*61*	*1,020*	*247*	*124*	*2,007*	*2,198*	*105*	5,416	6,011	352	*11,779*					
		Grenadines													-	-	-	-					
		Suriname	123	43		79	43		50	436		1,698	85		1,950	607	-	2,557					
		Trinidad and Tobago	11,056	3,734	61	13,587	4,109	11	9,308	614	142	13,810	4,060	37	47,761	12,517	251	60,529					
															-	-	-						
1	**Beverages and Tobacco**	**Total**	**35,655**	**16,813**	**4,460**	**36,624**	**37,191**	**3,982**	**28,937**	**30,014**	**3,238**	**43,591**	**25,772**	**5,846**	**144,807**	**109,790**	**17,526**	**272,123**					
		of which CARICOM	**14,039**	**4,026**	**1,034**	**18,194**	**2,984**	**739**	**14,884**	**4,160**	**568**	**20,929**	**4,103**	**797**	**68,046**	**15,273**	**3,138**	**86,457**		**47.0%**	**13.9%**	**17.9%**	**31.8%**
		Dom,Gren,St L & St V	**3,258**	**1,244**	**552**	**3,975**	**1,166**	**389**	**4,074**	**1,226**	**271**	**6,569**	**963**	**418**	**17,876**	**4,599**	**1,630**	**24,105**		**26.3%**	**30.1%**	**51.9%**	**27.9%**
		Antigua and Barbuda	477	804	78	637	554	12	354	868	24	483	772	81	1,951	2,998	195	5,144					
		Barbados													-	-	-	-					
		Belize				1									1	-	-	1					
		Dominica		*46*	*83*		*30*	*63*		*76*	*17*		*71*	*3*	-	223	166	*389*					
		Grenada		*83*	*102*		*158*	*121*		*86*	*44*		*151*	*206*	-	478	473	*951*					
		Guyana	126	349	220	189	145	31	138	493	31	146	617	16	599	1,604	298	2,501					
		Jamaica	963	475	26	1,968	278	23	960	420	74	1,906	569	9	5,797	1,742	132	7,671					
		Montserrat		19	37								22		-	41	37	78					
		St Kitts and Nevis	409	13	39	184	94	40		103	26	147	83		740	293	105	1,138					
		Saint Lucia	*2,620*	*877*	*174*	*2,912*	*832*	*39*	*3,054*	*817*	*86*	*4,922*	*420*	*97*	13,508	2,946	396	*16,850*					
		St Vincent and the	*638*	*238*	*193*	*1,063*	*146*	*166*	*1,020*	*247*	*124*	*1,647*	*321*	*112*	4,368	952	595	*5,915*					
		Grenadines													-	-	-	-					
		Suriname		258			279	142	50	436		148	354	134	198	1,327	276	1,801					
		Trinidad and Tobago	8,806	864	82	11,240	468	102	9,308	614	142	11,530	723	139	40,884	2,669	465	44,018					

Table A.11 Barbados Quarterly Trade Date -2008 (EC$ '000)

Section	Description	Country	1stQ 2008 Imports	1stQ 2008 Domestic Exports	1stQ 2008 Re-Exports	2ndQ 2008 Imports	2ndQ 2008 Domestic Exports	2ndQ 2008 Re-Exports	3rdQ 2008 Imports	3rdQ 2008 Domestic Exports	3rdQ 2008 Re-Exports	4thQ 2008 Imports	4thQ 2008 Domestic Exports	4thQ 2008 Re-Exports	Total Imports	Total Domestic Exports	Total Re-Exports	Total Trade	Percent CARICOM	CARICOM as Percent of total / Dom. Gren, St L and St V as Percent of CARICOM: Imports	Domestic Exports	Re-Exports	Total Trade
2	**Crude Materials,**	**Total**	**37,157**	**5,262**	**482**	**31,955**	**6,590**	**373**	**38,353**	**5,689**	**184**	**30,822**	**1,731**	**320**	**138,287**	**19,272**	**1,359**	**158,918**					
	Inedible Except Fuels	**of which CARICOM**	**5,405**	**2,254**	**72**	**6,163**	**2,238**	**69**	**5,832**	**2,218**	**120**	**5,596**	**1,256**	**221**	**22,996**	**7,966**	**482**	**31,444**		**16.6%**	**41.3%**	**35.5%**	**19.8%**
		Dom,Gren,St L & St V	**255**	**1,166**	**62**	**510**	**547**	**56**	**279**	**641**	**115**	**725**	**471**	**8**	**1,769**	**2,825**	**241**	**4,835**		**7.7%**	**35.5%**	**50.0%**	**15.4%**
		Antigua and Barbuda		668	2		984	4		701	2		293	1	-	2,646	9	2,655					
		Barbados													-	-	-	-					
		Belize													-	-	-	-					
		Dominica	*255*	*8*		*510*	*8*		*279*	*14*		*723*	*14*		1,767	44	-	*1,811*					
		Grenada		*20*	*5*		*37*	*8*		*39*	*1*		*88*	*8*	-	184	22	*206*					
		Guyana	4,549			4,046	40	5	4,048	13		4,641	76	207	17,284	129	212	17,625					
		Jamaica	513			868			783			81			2,245	-	-	2,245					
		Montserrat			2			4			3			4	-	-	13	13					
		St Kitts and Nevis		233			110			59				1	-	402	1	403					
		Saint Lucia		*29*	*37*		*17*	*7*		*7*	*7*		*33*		-	86	51	*137*					
		St Vincent and the Grenadines		*1,109*	*20*		*485*	*41*		*581*	*107*	*2*	*336*		2	2,511	168	*2,681*					
															-	-	-	-					
		Suriname				56									56	-	-	56					
		Trinidad and Tobago	88	187	6	683	557		722	804		149	416		1,642	1,964	6	3,612					
3	**Mineral Fuels,**	**Total**	**16,207**	**76**	**7**	**193,202**	**25,977**		**263,381**	**24,804**	**4,412**	**63,757**	**6**	**61,598**	**536,547**	**50,863**	**66,017**	**653,427**					
	Lubricants and	**of which CARICOM**	**8,726**	**47**	**5**	**183,939**	**25,906**	**-**	**259,160**	**24,775**	**3,527**	**57,111**	**6**	**974**	**508,936**	**50,734**	**4,506**	**564,176**		**94.9%**	**99.7%**	**6.8%**	**86.3%**
	Related Materials	**Dom,Gren,St L & St V**	**9**	**18**	**1**	**-**	**21**	**-**	**-**	**6**	**2,007**	**-**	**6**	**974**	**9**	**51**	**2,982**	**3,042**		**0.0%**	**0.1%**	**66.2%**	**0.5%**
		Antigua and Barbuda			4						1	1			1	-	5	6					
		Barbados													-	-	-	-					
		Belize													-	-	-	-					
		Dominica													-	-	-	-					
		Grenada		*7*	*1*		*12*				*1,178*			*338*	-	19	1,517	*1,536*					
		Guyana													-	-	-	-					
		Jamaica	12	26						41		2,082			2,094	67	-	2,161					
		Montserrat								4	576				-	4	576	580					
		St Kitts and Nevis		3											-	3	-	3					
		Saint Lucia		*2*			*4*							*497*	-	6	497	*503*					
		St Vincent and the Grenadines	*9*	*9*			*5*			*6*	*829*		*6*	*139*	9	26	968	*1,003*					
															-	-	-	-					
		Suriname				25,844			46,706			8,623			81,173	-	-	81,173					
		Trinidad and Tobago	8,705			158,095	25,885		212,454	24,724	943	46,405			425,659	50,609	943	477,211					
4	**Animals and**	**Total**	**4,814**	**2,756**	**7**	**11,794**	**4,126**	**4**	**13,690**	**4,055**	**9**	**12,914**	**5,019**	**12**	**43,212**	**15,956**	**32**	**59,200**					
	Vegetable Oils and	**of which CARICOM**	**12**	**2,753**	**7**	**5**	**4,126**	**1**	**30**	**4,052**	**8**	**14**	**5,014**	**12**	**61**	**15,945**	**28**	**16,034**		**0.1%**	**99.9%**	**87.5%**	**27.1%**
	Fats	**Dom,Gren,St L & St V**	**-**	**2,024**	**5**	**-**	**1,617**	**-**	**-**	**3,014**	**8**	**-**	**2,192**	**7**	**-**	**8,847**	**20**	**8,867**		**0.0%**	**55.5%**	**71.4%**	**55.3%**
		Antigua and Barbuda		411			518			748			605		-	2,282	-	2,282					
		Barbados													-	-	-	-					
		Belize					568						722		-	1,290	-	1,290					
		Dominica		*492*			*849*			*717*			*653*	*6*	-	2,711	6	*2,717*					
		Grenada		*451*	*4*					*826*					-	1,277	4	*1,281*					
		Guyana							4						4	-	-	4					
		Jamaica							12						12	-	-	12					
		Montserrat					270						399	2	-	669	2	671					
		St Kitts and Nevis		126	2		1,056	1		187			814	3	-	2,183	6	2,189					
		Saint Lucia		*408*	*1*					*666*	*8*				-	1,074	9	*1,083*					
		St Vincent and the Grenadines		*673*			*768*			*805*			*1,539*	*1*	-	3,785	1	*3,786*					
															-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	12	192		5	97		14	103		14	282		45	674	-	719					

Table A.11 Barbados Quarterly Trade Date -2008 (EC$ '000)

Section	Description	Country	1stQ 2008 Imports	Domestic Exports	Re-Exports	2ndQ 2008 Imports	Domestic Exports	Re-Exports	3rdQ 2008 Imports	Domestic Exports	Re-Exports	4thQ 2008 Imports	Domestic Exports	Re-Exports	Total Imports	Domestic Exports	Re-Exports	Total Trade	Percent CARICOM	CARICOM as Percent of total / *Dom. Gren, St L and St V as Percent of CARICOM* Imports	Domestic Exports	Re-Exports	Total Trade
5	**Chemical and Related**	**Total**	**119,837**	**27,605**	**15,837**	**128,048**	**23,914**	**16,056**	**122,176**	**21,934**	**13,615**	**135,554**	**16,764**	**25,900**	**505,615**	**90,217**	**71,408**	**667,240**					
	Products not elswhere	**of which CARICOM**	**9,612**	**11,606**	**7,870**	**11,705**	**11,001**	**8,113**	**8,388**	**9,611**	**8,349**	**8,962**	**11,604**	**8,773**	**38,667**	**43,822**	**33,105**	**115,594**		**7.6%**	**48.6%**	**46.4%**	**17.3%**
	specified	**Dom,Gren,St L & St V**	**1,066**	**5,086**	**2,621**	**1,167**	**5,206**	**3,553**	**520**	**4,305**	**3,153**	**571**	**5,506**	**3,384**	**3,324**	**20,103**	**12,711**	**36,138**		**8.6%**	**45.9%**	**38.4%**	**31.3%**
		Antigua and Barbuda		1,343	1,408		906	812		893	866		1,167	1,099	-	4,309	4,185	8,494					
		Barbados													-	-	-	-					
		Belize		2	24		72	116	2	60	34		59	29	2	193	203	398					
		Dominica	*856*	*310*	*295*	*1,128*	*364*	*291*	*382*	*582*	*449*	*346*	*248*	*388*	2,712	1,504	1,423	*5,639*					
		Grenada	*72*	*1,848*	*774*	*4*	*1,657*	*863*	*76*	*1,116*	*513*	*107*	*1,430*	*1,251*	259	6,051	3,401	*9,711*					
		Guyana	230	274	150	300	389	241	365	724	357	118	595	95	1,013	1,982	843	3,838					
		Jamaica	814	1,589	1,478	1,159	2,130	1,538	818	1,047	1,440	1,148	1,620	1,487	3,939	6,386	5,943	16,268					
		Montserrat		72	35		24	33		37	41		31	16	-	164	125	289					
		St Kitts and Nevis		889	307	1	941	537	4	1,294	346	1	1,208	459	6	4,332	1,649	5,987					
		Saint Lucia	*138*	*1,278*	*701*	*26*	*1,583*	*1,089*	*62*	*1,219*	*1,154*	*113*	*1,707*	*728*	339	5,787	3,672	*9,798*					
		St Vincent and the Grenadines		*1,650*	*851*	*9*	*1,602*	*1,310*		*1,388*	*1,037*	*5*	*2,121*	*1,017*	14	6,761	4,215	*10,990*					
															-	-	-	-					
		Suriname	194	40	44	232	5	106	204	5	33	262			892	50	183	1,125					
		Trinidad and Tobago	7,308	2,311	1,803	8,846	1,328	1,177	6,475	1,246	2,079	6,862	1,418	2,204	29,491	6,303	7,263	43,057					
															-	-	-						
6	**Manufactured Goods**	**Total**	**139,167**	**22,813**	**1,503**	**172,343**	**31,750**	**1,912**	**174,389**	**30,190**	**1,885**	**182,129**	**24,834**	**2,470**	**668,028**	**109,587**	**7,770**	**785,385**					
	Classified Chiefly by	**of which CARICOM**	**20,037**	**19,559**	**370**	**27,024**	**27,205**	**488**	**30,249**	**27,129**	**842**	**22,219**	**20,059**	**1,067**	**99,529**	**93,952**	**2,767**	**196,248**		**14.9%**	**85.7%**	**35.6%**	**25.0%**
	Material	**Dom,Gren,St L & St V**	**1,356**	**6,810**	**320**	**1,571**	**9,909**	**345**	**1,441**	**7,218**	**729**	**1,770**	**7,453**	**822**	**6,138**	**31,390**	**2,216**	**39,744**		**6.2%**	**33.4%**	**80.1%**	**20.3%**
		Antigua and Barbuda	1	265	30	3	479	42	6	689	60	2	1,392	40	12	2,825	172	3,009					
		Barbados													-	-	-	-					
		Belize	1	482			575		15	1,316		43	1,056		59	3,429	-	3,488					
		Dominica	*3*	*338*	*45*		*1,057*	*1*	*1*	*186*	*61*		*1,170*	*26*	4	2,751	133	*2,888*					
		Grenada	*535*	*718*	*23*	*741*	*1,904*	*121*	*712*	*580*	*38*	*837*	*892*	*102*	2,825	4,094	284	*7,203*					
		Guyana	645	4,084		1,075	5,686	14	1,038	7,099		1,125	2,215	145	3,883	19,084	159	23,126					
		Jamaica	187	2,314	3	350	3,273	2	18	1,364	27	146	3,470	9	701	10,421	41	11,163					
		Montserrat		230			4	2		3			229	2	-	466	4	470					
		St Kitts and Nevis		871	9		1,839	13	1	2,379	4	1	1,116	3	2	6,205	29	6,236					
		Saint Lucia	*467*	*3,835*	*139*	*468*	*5,292*	*131*	*338*	*4,975*	*161*	*624*	*3,527*	*436*	1,897	17,629	867	*20,393*					
		St Vincent and the Grenadines	*351*	*1,919*	*113*	*362*	*1,656*	*92*	*390*	*1,477*	*469*	*309*	*1,864*	*258*	1,412	6,916	932	*9,260*					
															-	-	-	-					
		Suriname	1	1,627		3	2,263			4,404		2	1,268		6	9,562	-	9,568					
		Trinidad and Tobago	17,846	2,876	8	24,022	3,177	70	27,730	2,657	22	19,130	1,860	46	88,728	10,570	146	99,444					
7	**Machinery and**	**Total**	**269,639**	**14,316**	**2,554**	**267,145**	**17,572**	**6,629**	**250,955**	**13,319**	**1,897**	**273,272**	**13,689**	**2,705**	**1,061,011**	**58,896**	**13,785**	**1,133,692**					
	Transport Equipment	**of which CARICOM**	**2,445**	**1,899**	**983**	**3,106**	**3,227**	**3,926**	**2,171**	**3,520**	**754**	**3,380**	**1,896**	**659**	**11,102**	**10,542**	**6,322**	**27,966**		**1.0%**	**17.9%**	**45.9%**	**2.5%**
		Dom,Gren,St L & St V	**59**	**1,043**	**314**	**33**	**1,870**	**3,312**	**67**	**1,005**	**451**	**142**	**546**	**512**	**301**	**4,464**	**4,589**	**9,354**		**2.7%**	**42.3%**	**72.6%**	**33.4%**
		Antigua and Barbuda	2	118	184	34	93	72	24	82	3	3	37	1	63	330	260	653					
		Barbados													-	-	-	-					
		Belize				3	3		1	523		14	3		18	529	-	547					
		Dominica	*25*	*51*	*4*	*1*	*103*	*191*	*7*	*75*	*45*		*37*	*3*	33	266	243	*542*					
		Grenada	*2*	*494*	*56*	*2*	*454*	*60*	*29*	*381*	*171*	*131*	*51*	*9*	164	1,380	296	*1,840*					
		Guyana	69	367	4	74	39	41	57	57		40	11		240	474	45	759					
		Jamaica	68	65		67	66	47	34	345	226	56	124	10	225	600	283	1,108					
		Montserrat		11			3			10			3		-	27	-	27					
		St Kitts and Nevis	7	24	40		74	19		59	14	10	56		17	213	73	303					
		Saint Lucia	*30*	*354*	*58*	*25*	*283*	*2,913*	*30*	*370*	*150*	*11*	*218*	*153*	96	1,225	3,274	*4,595*					
		St Vincent and the Grenadines	*2*	*144*	*196*	*5*	*1,030*	*148*	*1*	*179*	*85*		*240*	*347*	8	1,593	776	*2,377*					
															-	-	-	-					
		Suriname	2	1			2			5			3		2	11	-	13					
		Trinidad and Tobago	2,238	270	441	2,895	1,077	435	1,988	1,434	60	3,115	1,113	136	10,236	3,894	1,072	15,202					

Table A.11 Barbados Quarterly Trade Date -2008 (EC$ '000)

Section	Description	Country	1stQ 2008 Imports	1stQ 2008 Domestic Exports	1stQ 2008 Re-Exports	2ndQ 2008 Imports	2ndQ 2008 Domestic Exports	2ndQ 2008 Re-Exports	3rdQ 2008 Imports	3rdQ 2008 Domestic Exports	3rdQ 2008 Re-Exports	4thQ 2008 Imports	4thQ 2008 Domestic Exports	4thQ 2008 Re-Exports	Total Imports	Total Domestic Exports	Total Re-Exports	Total Total Trade	Total Percent CARICOM	CARICOM as Percent of total / *Dom. Gren, St L and St V as Percent of CARICOM* Imports	Domestic Exports	Re-Exports	Total Trade
8	**Miscellaneous**	**Total**	**138,045**	**25,151**	**40,709**	**146,260**	**22,475**	**43,334**	**146,348**	**19,234**	**26,985**	**193,465**	**23,521**	**40,223**	**624,118**	**90,381**	**151,251**	**865,750**					
	Manufactured	**of which CARICOM**	**7,586**	**9,577**	**948**	**10,315**	**10,217**	**1,394**	**10,461**	**10,064**	**815**	**10,931**	**11,958**	**1,555**	**39,293**	**41,816**	**4,712**	**85,821**		**6.3%**	**46.3%**	**3.1%**	**9.9%**
	Articles	**Dom,Gren,St L & St V**	**718**	**3,225**	**566**	**825**	**3,707**	**590**	**682**	**3,134**	**474**	**809**	**3,857**	**761**	**3,034**	**13,923**	**2,391**	**19,348**		**7.7%**	**33.3%**	**50.7%**	**22.5%**
		Antigua and Barbuda	8	494	195	16	485	207	10	651	155	37	661	215	71	2,291	772	3,134					
		Barbados													-	-	-	-					
		Belize		150		6	345		17	164			181		23	840	-	863					
		Dominica	*7*	*327*	*51*	*6*	*288*	*35*	*37*	*286*	*46*	*29*	*857*	*86*	79	1,758	218	*2,055*					
		Grenada	*381*	*706*	*102*	*392*	*694*	*199*	*384*	*368*	*47*	*452*	*282*	*244*	1,609	2,050	592	*4,251*					
		Guyana	25	1,732	3	164	1,316	2	114	1,876	15	217	1,881	6	520	6,805	26	7,351					
		Jamaica	849	1,975	44	1,428	2,953	58	1,294	2,338	63	1,357	2,419	260	4,928	9,685	425	15,038					
		Montserrat	1	9	1		37	3		5	2		15	4	1	66	10	77					
		St Kitts and Nevis	2	1,500	42	3	817	123	434	1,132	46	59	1,788	127	498	5,237	338	6,073					
		Saint Lucia	*326*	*1,748*	*171*	*415*	*2,240*	*164*	*260*	*1,950*	*168*	*309*	*2,163*	*223*	1,310	8,101	726	*10,137*					
		St Vincent and the	*4*	*444*	*242*	*12*	*485*	*192*	*1*	*530*	*213*	*19*	*555*	*208*	36	2,014	855	*2,905*					
		Grenadines													-	-	-	-					
		Suriname	54	126	13	57	12	60	61	71	5	78	42		250	251	78	579					
		Trinidad and Tobago	5,929	366	84	7,816	545	351	7,849	693	55	8,374	1,114	182	29,968	2,718	672	33,358					
9	**Miscellaneous**	**Total**	**8,239**	**977**	**136**	**4,970**	**1,054**	**572**	**6,742**	**2,088**	**613**	**6,382**	**1,526**	**288**	**26,333**	**5,645**	**1,609**	**33,587**					
	Transactions and	**of which CARICOM**	**296**	**284**	**17**	**286**	**337**	**105**	**178**	**522**	**137**	**90**	**475**	**79**	**850**	**1,618**	**338**	**2,806**		**3.2%**	**28.7%**	**21.0%**	**8.4%**
	Commodities	**Dom,Gren,St L & St V**	**-**	**37**	**14**	**114**	**83**	**7**	**3**	**50**	**81**	**22**	**174**	**37**	**139**	**344**	**139**	**622**		**16.4%**	**21.3%**	**41.1%**	**22.2%**
		Antigua and Barbuda	19	11		9	2		31	2		1	10		60	25	-	85					
		Barbados													-	-	-	-					
		Belize								27					-	27	-	27					
		Dominica			*4*			*5*	*1*	*3*	*9*		*10*	*27*	1	13	45	*59*					
		Grenada		*8*		*11*	*28*			*7*	*40*	*1*	*47*		12	90	40	*142*					
		Guyana	86	106		23	5		27	107		1	195		137	413	-	550					
		Jamaica	106	19		86	62	30	10	200		39	41	12	241	322	42	605					
		Montserrat									8				-	-	8	8					
		St Kitts and Nevis			3	1	33	68	7	34	14		3		8	70	85	163					
		Saint Lucia		*15*	*6*	*57*	*45*	*1*		*6*	*32*	*6*	*44*	*9*	63	110	48	*221*					
		St Vincent and the		*14*	*4*	*46*	*10*	*1*	*2*	*34*		*15*	*73*	*1*	63	131	6	*200*					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	85	111		53	152		100	102	34	27	52	30	265	417	64	746					

Source: Caricom

Table A.12 Barbados Quarterly Trade Date -2009 (EC$ '000)

Section Description	Country	1stQ 2009 Imports	1stQ 2009 Domestic Exports	1stQ 2009 Re-Exports	2ndQ 2009 Imports	2ndQ 2009 Domestic Exports	2ndQ 2009 Re-Exports	3rdQ 2009 Imports	3rdQ 2009 Domestic Exports	3rdQ 2009 Re-Exports	4thQ 2009 Imports	4thQ 2009 Domestic Exports	4thQ 2009 Re-Exports	Total Imports	Total Domestic Exports	Total Re-Exports	Total Trade	Percent CARICOM	CARICOM as Percent of total (Dom. Gren, St L and St V as Percent of CARICOM) Imports	Domestic Exports	Re-Exports	Total Trade
Total Trade		800,024	125,797	127,999	757,897	172,289	142,991							3,115,842	596,172	541,980	4,253,994					
Total Intra-Regional Trade		90,532	65,583	27,294	85,513	64,015	13,613							352,090	259,196	81,814	693,100					
All Commodities	**Total**	**800,015**	**125,796**	**127,973**	**754,257**	**172,289**	**142,991**							**3,108,544**	**596,170**	**541,928**	**4,246,642**					
	of which CARICOM	**90,534**	**65,586**	**27,293**	**85,514**	**64,014**	**13,615**	**-**	**-**	**-**	**-**	**-**	**-**	**352,096**	**259,200**	**81,816**	**693,112**		**11.3%**	**43.5%**	**15.1%**	**16.3%**
	Dom,Gren,St L & St V	**13,464**	**26,677**	**20,866**	**10,995**	**27,511**	**5,374**	**-**	**-**	**-**	**-**	**-**	**-**	**48,918**	**108,376**	**52,480**	**209,774**		***13.9%***	***41.8%***	***64.1%***	***30.3%***
	Antigua and Barbuda	329	7,817	1,601	536	4,116	970	-	-	-	-	-	-	1,730	23,866	5,142	30,738	4.4%				
	Barbados	207	-	46	-	-	-	-	-	-	-	-	-	414	-	92	506	0.1%				
	Belize	592	570	191	947	1,035	75	-	-	-	-	-	-	3,078	3,210	532	6,820	1.0%				
	Dominica	*6,777*	*2,715*	*1,001*	*1,285*	*1,983*	*537*	-	-	-	-	-	-	16,124	9,396	3,076	*28,596*	4.1%				
	Grenada	*1,636*	*5,490*	*1,585*	*1,084*	*6,731*	*1,430*	-	-	-	-	-	-	5,440	24,442	6,030	*35,912*	5.2%				
	Guyana	5,722	8,790	185	10,389	7,234	435	-	-	-	-	-	-	32,222	32,048	1,240	65,510	9.5%				
	Jamaica	5,623	8,546	1,877	4,999	8,355	3,192	-	-	-	-	-	-	21,244	33,802	10,138	65,184	9.4%				
	Montserrat	2	90	79	-	144	79	-	-	-	-	-	-	4	468	316	788	0.1%				
	St Kitts and Nevis	105	2,682	1,103	466	3,152	1,041	-	-	-	-	-	-	1,142	11,668	4,288	17,098	2.5%				
	Saint Lucia	*2,305*	*12,340*	*16,146*	*5,868*	*9,565*	*1,750*	-	-	-	-	-	-	16,346	43,810	35,792	*95,948*	13.8%				
	St Vincent and the	*2,746*	*6,132*	*2,134*	*2,758*	*9,232*	*1,657*	-	-	-	-	-	-	11,008	30,728	7,582	*49,318*	7.1%				
	Grenadines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%				
	Suriname	1,279	488	3	1,852	1,224	1	-	-	-	-	-	-	6,262	3,424	8	9,694	1.4%				
	Trinidad and Tobago	63,211	9,926	1,342	55,330	11,243	2,448	-	-	-	-	-	-	237,082	42,338	7,580	287,000	41.4%				
0 **Food and Live Animals**	**Total**	**142,145**	**19,097**	**1,416**	**134,068**	**67,028**	**1,556**							**552,426**	**172,250**	**5,944**	**730,620**					
	of which CARICOM	**23,891**	**15,661**	**924**	**23,725**	**16,076**	**577**	**-**	**-**	**-**	**-**	**-**	**-**	**95,232**	**63,474**	**3,002**	**161,708**		**17.2%**	**36.8%**	**50.5%**	**22.1%**
	Dom,Gren,St L & St V	**3,375**	**7,885**	**751**	**1,975**	**7,341**	**398**	**-**	**-**	**-**	**-**	**-**	**-**	**10,700**	**30,452**	**2,298**	**43,450**		**11.2%**	**48.0%**	**76.5%**	**26.9%**
	Antigua and Barbuda	1	1,898	130		1,406	73							2	6,608	406	7,016					
	Barbados													-	-	-	-					
	Belize	587	107		876	159								2,926	532	-	3,458					
	Dominica	*1,166*	*820*	*149*	*34*	*743*	*92*							2,400	3,126	482	*6,008*					
	Grenada	*20*	*1,728*	*156*	*67*	*1,637*	*47*							174	6,730	406	*7,310*					
	Guyana	4,949	645		4,747	1,048								19,392	3,386	-	22,778					
	Jamaica	3,102	2,091	8	2,126	1,690	9							10,456	7,562	34	18,052					
	Montserrat		10			36	12							-	92	24	116					
	St Kitts and Nevis		377	25		267	84							-	1,288	218	1,506					
	Saint Lucia	*418*	*4,324*	*367*	*537*	*3,101*	*168*							1,910	14,850	1,070	*17,830*					
	St Vincent and the	*1,771*	*1,013*	*79*	*1,337*	*1,860*	*91*							6,216	5,746	340	*12,302*					
	Grenadines													-	-	-	-					
	Suriname	1,068	85		1,586	128								5,308	426	-	5,734					
	Trinidad and Tobago	10,809	2,563	10	12,415	4,001	1							46,448	13,128	22	59,598					
														-	-	-						
1 **Beverages and Tobacco**	**Total**	**25,033**	**21,317**	**7,147**	**33,493**	**23,675**	**4,181**							**117,052**	**89,984**	**22,656**	**229,692**					
	of which CARICOM	**11,605**	**3,319**	**902**	**19,463**	**3,131**	**606**	**-**	**-**	**-**	**-**	**-**	**-**	**62,136**	**12,900**	**3,016**	**78,052**		**53.1%**	**14.3%**	**13.3%**	**34.0%**
	Dom,Gren,St L & St V	**1,922**	**1,188**	**528**	**5,627**	**1,103**	**365**	**-**	**-**	**-**	**-**	**-**	**-**	**15,098**	**4,582**	**1,786**	**21,466**		**24.3%**	**35.5%**	**59.2%**	**27.5%**
	Antigua and Barbuda	313	971	48	445	855	48							1,516	3,652	192	5,360					
	Barbados													-	-	-	-					
	Belize				1									2	-	-	2					
	Dominica		*25*	*11*		*25*	*12*							-	100	46	*146*					
	Grenada		*131*	*143*	*7*	*176*	*53*							14	614	392	*1,020*					
	Guyana	66	145	43	97	245	15							326	780	116	1,222					
	Jamaica	932	341	53	713	110	6							3,290	902	118	4,310					
	Montserrat					17	17							-	34	34	68					
	St Kitts and Nevis	98	80	109	437	189	83							1,070	538	384	1,992					
	Saint Lucia	*1,236*	*784*	*163*	*4,418*	*606*	*161*							11,308	2,780	648	*14,736*					
	St Vincent and the	*686*	*248*	*211*	*1,202*	*296*	*139*							3,776	1,088	700	*5,564*					
	Grenadines													-	-	-	-					
	Suriname	161	114		138	329								598	886	-	1,484					
	Trinidad and Tobago	8,113	480	121	12,005	283	72							40,236	1,526	386	42,148					

Table A.12 Barbados Quarterly Trade Date -2009 (EC$ '000)

Section	Description	Country	1stQ 2009			2ndQ 2009			3rdQ 2009			4thQ 2009			Total					CARICOM as Percent of total Dom. Gren, St L and St V as Percent of CARICOM			
			Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Total Trade	Percent CARICOM	Imports	Domestic Exports	Re-Exports	Total Trade
2	Crude Materials,	Total	22,786	1,920	102	22,865	3,273	125							91,302	10,386	454	102,142					
	Inedible Except Fuels	of which CARICOM	4,816	1,141	77	5,863	1,572	28	-	-	-	-	-	-	21,358	5,426	210	26,994		23.4%	52.2%	46.3%	26.4%
		Dom,Gren,St L & St V	4,405	260	21	502	1,439	5	-	-	-	-	-	-	9,814	3,398	52	13,264		45.9%	62.6%	24.8%	49.1%
		Antigua and Barbuda	2	731	6			1							4	1,462	14	1,480					
		Barbados	207		46										414	-	92	506					
		Belize		104	1										-	208	2	210					
		Dominica	4,264			500	7								9,528	14	-	9,542					
		Grenada	141				21	5							282	42	10	334					
		Guyana				4,434	11								8,868	22	-	8,890					
		Jamaica				192	11								384	22	-	406					
		Montserrat			3										-	-	6	6					
		St Kitts and Nevis					73	1							-	146	2	148					
		Saint Lucia		5		2	11								4	32	-	36					
		St Vincent and the		255	21		1,400								-	3,310	42	3,352					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	202	46		735	38	21							1,874	168	42	2,084					
3	Mineral Fuels,	Total	15,755	9	45,100	8,300	21	56,219							48,110	60	202,638	250,808					
	Lubricants and	of which CARICOM	9,927	7	14	3,531	20	1	-	-	-	-	-	-	26,916	54	30	27,000		55.9%	90.0%	0.0%	10.8%
	Related Materials	Dom,Gren,St L & St V	-	2	-	-	9	1	-	-	-	-	-	-	-	22	2	24		0.0%	40.7%	6.7%	0.1%
		Antigua and Barbuda	1		9	3									8	-	18	26					
		Barbados													-	-	-	-					
		Belize													-	-	-	-					
		Dominica													-	-	-	-					
		Grenada					3								-	6	-	6					
		Guyana													-	-	-	-					
		Jamaica													-	-	-	-					
		Montserrat													-	-	-	-					
		St Kitts and Nevis		5	5										-	10	10	20					
		Saint Lucia		1											-	2	-	2					
		St Vincent and the		1			6	1							-	14	2	16					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	9,926			3,528	11								26,908	22	-	26,930					
4	Animals and	Total	4,423	3,524	5	5,708	3,947	9							20,262	14,942	28	35,232					
	Vegetable Oils and	of which CARICOM	25	3,508	4	20	3,940	6	-	-	-	-	-	-	90	14,896	20	15,006		0.4%	99.7%	71.4%	42.6%
	Fats	Dom,Gren,St L & St V	1	2,539	1	-	3,584	5	-	-	-	-	-	-	2	12,246	12	12,260		2.2%	82.2%	60.0%	81.7%
		Antigua and Barbuda		743			278								-	2,042	-	2,042					
		Barbados													-	-	-	-					
		Belize													-	-	-	-					
		Dominica		499			330								-	1,658	-	1,658					
		Grenada		478			910								-	2,776	-	2,776					
		Guyana													-	-	-	-					
		Jamaica													-	-	-	-					
		Montserrat													-	-	-	-					
		St Kitts and Nevis		163	3		24	1							-	374	8	382					
		Saint Lucia	1	914			1,336	5							2	4,500	10	4,512					
		St Vincent and the		648	1		1,008								-	3,312	2	3,314					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	24	63		20	54								88	234	-	322					

Table A.12 Barbados Quarterly Trade Date -2009 (EC$ '000)

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			1stQ 2009			2ndQ 2009			3rdQ 2009			4thQ 2009			Total					CARICOM as Percent of total *Dom. Gren, St L and St V as Percent of CARICOM*			
Section	Description	Country	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Total Trade	Percent CARICOM	Imports	Domestic Exports	Re-Exports	Total Trade
5	**Chemical and Related**	**Total**	**111,764**	**16,112**	**22,023**	**117,893**	**15,695**	**48,373**							**459,314**	**63,614**	**140,792**	**663,720**					
	Products not elswhere	**of which CARICOM**	**9,409**	**10,826**	**8,489**	**7,445**	**8,506**	**7,851**	**-**	**-**	**-**	**-**	**-**	**-**	**33,708**	**38,664**	**32,680**	**105,052**		**7.3%**	**60.8%**	**23.2%**	**15.8%**
	specified	**Dom,Gren,St L & St V**	**1,494**	**4,502**	**3,685**	**834**	**3,594**	**3,011**	**-**	**-**	**-**	**-**	**-**	**-**	**4,656**	**16,192**	**13,392**	**34,240**		**13.8%**	**41.9%**	**41.0%**	**32.6%**
		Antigua and Barbuda		953	1,090	1	732	658							2	3,370	3,496	6,868					
		Barbados													-	-	-	-					
		Belize		91	190		53	75							-	288	530	818					
		Dominica	*1,328*	*616*	*571*	*731*	*147*	*158*							4,118	1,526	1,458	*7,102*					
		Grenada	*99*	*1,254*	*951*	*3*	*1,068*	*1,080*							204	4,644	4,062	*8,910*					
		Guyana	249	442	103	330	596	255							1,158	2,076	716	3,950					
		Jamaica	626	1,749	1,718	815	1,585	1,818							2,882	6,668	7,072	16,622					
		Montserrat		49	57		18	50							-	134	214	348					
		St Kitts and Nevis	1	778	626	1	692	491							4	2,940	2,234	5,178					
		Saint Lucia	*66*	*1,165*	*924*	*100*	*939*	*970*							332	4,208	3,788	*8,328*					
		St Vincent and the	*1*	*1,467*	*1,239*		*1,440*	*803*							2	5,814	4,084	*9,900*					
		Grenadines													-	-	-	-					
		Suriname	42	16		79									242	32	-	274					
		Trinidad and Tobago	6,997	2,246	1,020	5,385	1,236	1,493							24,764	6,964	5,026	36,754					
															-	-	-						
6	**Manufactured Goods**	**Total**	**138,583**	**25,596**	**1,507**	**124,549**	**25,807**	**2,233**							**526,264**	**102,806**	**7,480**	**636,550**					
	Classified Chiefly by	**of which CARICOM**	**20,555**	**21,664**	**805**	**15,339**	**20,322**	**1,789**	**-**	**-**	**-**	**-**	**-**	**-**	**71,788**	**83,972**	**5,188**	**160,948**		**13.6%**	**81.7%**	**69.4%**	**25.3%**
	Material	**Dom,Gren,St L & St V**	**1,377**	**6,450**	**494**	**1,515**	**6,152**	**586**	**-**	**-**	**-**	**-**	**-**	**-**	**5,784**	**25,204**	**2,160**	**33,148**		**8.1%**	**30.0%**	**41.6%**	**20.6%**
		Antigua and Barbuda	2	2,254	17	21	207	27							46	4,922	88	5,056					
		Barbados													-	-	-	-					
		Belize		197		65	706								130	1,806	-	1,936					
		Dominica		*406*	*72*		*382*	*135*							-	1,576	414	*1,990*					
		Grenada	*716*	*609*	*110*	*677*	*1,293*	*83*							2,786	3,804	386	*6,976*					
		Guyana	418	6,319	27	555	3,654	16							1,946	19,946	86	21,978					
		Jamaica	51	2,216		313	3,325	226							728	11,082	452	12,262					
		Montserrat		12			56								-	136	-	136					
		St Kitts and Nevis	3	511	230	2	1,661	307							10	4,344	1,074	5,428					
		Saint Lucia	*387*	*3,950*	*244*	*636*	*2,472*	*120*							2,046	12,844	728	*15,618*					
		St Vincent and the	*274*	*1,485*	*68*	*202*	*2,005*	*248*							952	6,980	632	*8,564*					
		Grenadines													-	-	-	-					
		Suriname	1	62	1	7	695								16	1,514	2	1,532					
		Trinidad and Tobago	18,703	3,643	36	12,861	3,866	627							63,128	15,018	1,326	79,472					
7	**Machinery and**	**Total**	**216,126**	**13,218**	**17,530**	**193,731**	**10,304**	**6,141**							**819,714**	**47,044**	**47,342**	**914,100**					
	Transport Equipment	**of which CARICOM**	**1,731**	**1,865**	**14,823**	**1,887**	**1,869**	**1,071**	**-**	**-**	**-**	**-**	**-**	**-**	**7,236**	**7,468**	**31,788**	**46,492**		**0.9%**	**15.9%**	**67.1%**	**5.1%**
		Dom,Gren,St L & St V	**45**	**1,080**	**14,662**	**93**	**693**	**151**	**-**	**-**	**-**	**-**	**-**	**-**	**276**	**3,546**	**29,626**	**33,448**		**3.8%**	**47.5%**	**93.2%**	**71.9%**
		Antigua and Barbuda	5	65	1	14	50	1							38	230	4	272					
		Barbados													-	-	-	-					
		Belize	4	1			2								8	6	-	14					
		Dominica	*2*	*102*	*11*		*100*	*71*							4	404	164	*572*					
		Grenada	*19*	*136*	*75*	*8*	*98*	*8*							54	468	166	*688*					
		Guyana	28	105	5	58	36	146							172	282	302	756					
		Jamaica	62	82	28	27	23	654							178	210	1,364	1,752					
		Montserrat	1	12			6								2	36	-	38					
		St Kitts and Nevis	3	59	1	3	56	1							12	230	4	246					
		Saint Lucia	*15*	*169*	*14,241*	*79*	*149*	*28*							188	636	28,538	*29,362*					
		St Vincent and the	*9*	*673*	*335*	*6*	*346*	*44*							30	2,038	758	*2,826*					
		Grenadines													-	-	-	-					
		Suriname	1				14								2	28	-	30					
		Trinidad and Tobago	1,582	461	126	1,692	989	118							6,548	2,900	488	9,936					

Table A.12 Barbados Quarterly Trade Date -2009 (EC$ '000)

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Section	Description	Country	1stQ 2009 Imports	1stQ 2009 Domestic Exports	1stQ 2009 Re-Exports	2ndQ 2009 Imports	2ndQ 2009 Domestic Exports	2ndQ 2009 Re-Exports	3rdQ 2009 Imports	3rdQ 2009 Domestic Exports	3rdQ 2009 Re-Exports	4thQ 2009 Imports	4thQ 2009 Domestic Exports	4thQ 2009 Re-Exports	Total Imports	Total Domestic Exports	Total Re-Exports	Total Trade	Percent CARICOM	CARICOM as Percent of total / *Dom. Gren, St L and St V as Percent of CARICOM* Imports	Domestic Exports	Re-Exports	Total Trade
8	**Miscellaneous**	**Total**	**120,648**	**23,904**	**32,851**	**110,563**	**21,578**	**24,031**							**462,422**	**90,964**	**113,764**	**667,150**					
	Manufactured	**of which CARICOM**	**8,492**	**7,346**	**1,150**	**8,114**	**8,282**	**1,634**	**-**	**-**	**-**	**-**	**-**	**-**	**33,212**	**31,256**	**5,568**	**70,036**		**7.2%**	**34.4%**	**4.9%**	**10.5%**
	Articles	**Dom,Gren,St L & St V**	**839**	**2,749**	**692**	**445**	**3,580**	**806**	**-**	**-**	**-**	**-**	**-**	**-**	**2,568**	**12,658**	**2,996**	**18,222**		**7.7%**	**40.5%**	**53.8%**	**26.0%**
		Antigua and Barbuda	5	202	300	17	585	162							44	1,574	924	2,542					
		Barbados													-	-	-	-					
		Belize	1	70		4	113								10	366	-	376					
		Dominica	*17*	*246*	*187*	*20*	*241*	*68*							74	974	510	*1,558*					
		Grenada	*640*	*1,142*	*121*	*322*	*1,525*	*154*							1,924	5,334	550	*7,808*					
		Guyana	11	1,034	7	168	1,447	3							358	4,962	20	5,340					
		Jamaica	796	2,042	13	763	1,604	479							3,118	7,292	984	11,394					
		Montserrat	1	7	19		11								2	36	38	76					
		St Kitts and Nevis		639	104	17	186	72							34	1,650	352	2,036					
		Saint Lucia	*180*	*1,028*	*204*	*95*	*945*	*297*							550	3,946	1,002	*5,498*					
		St Vincent and the	*2*	*333*	*180*	*8*	*869*	*287*							20	2,404	934	*3,358*					
		Grenadines													-	-	-	-					
		Suriname	6	211	2	42	58	1							96	538	6	640					
		Trinidad and Tobago	6,833	392	13	6,658	698	111							26,982	2,180	248	29,410					
9	**Miscellaneous**	**Total**	**2,752**	**1,099**	**292**	**3,087**	**961**	**123**							**11,678**	**4,120**	**830**	**16,628**					
	Transactions and	**of which CARICOM**	**83**	**249**	**105**	**127**	**296**	**52**	**-**	**-**	**-**	**-**	**-**	**-**	**420**	**1,090**	**314**	**1,824**		**3.6%**	**26.5%**	**37.8%**	**11.0%**
	Commodities	**Dom,Gren,St L & St V**	**6**	**22**	**32**	**4**	**16**	**46**	**-**	**-**	**-**	**-**	**-**	**-**	**20**	**76**	**156**	**252**		**4.8%**	**7.0%**	**49.7%**	**13.8%**
		Antigua and Barbuda				35	3								70	6	-	76					
		Barbados													-	-	-	-					
		Belize				1	2								2	4	-	6					
		Dominica		*1*			*8*	*1*							-	18	2	*20*					
		Grenada	*1*	*12*	*29*										2	24	58	*84*					
		Guyana	1	100			197								2	594	-	596					
		Jamaica	54	25	57	50	7								208	64	114	386					
		Montserrat													-	-	-	-					
		St Kitts and Nevis		70		6	4	1							12	148	2	162					
		Saint Lucia	*2*		*3*	*1*	*6*	*1*							6	12	8	*26*					
		St Vincent and the	*3*	*9*		*3*	*2*	*44*							12	22	88	*122*					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	22	32	16	31	67	5							106	198	42	346					

Source: Caricom

Table A.13 Barbados Imports (by Quantity and Value) - 2006-08

BARBADOS' INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2006

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA		JAMAICA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		2,787	1,408,698,821	4,398,392	754,887,473	1,157,950	413,797	1,300	-	-	783,549	4,240	2,944,564	7,022	529,672	4,098	54,914,494	47,007	15,951,856	32,728
FOOD AND LIVE ANIMALS	0	2,052	236,856,739	505,664	64,705,217	93,368	2,849	5	-	-	719,086	3,948	439,769	510	8,454	126	40,984,864	19,516	3,409,186	14,737
BEVERAGES AND TOBACCO	1	3,661	32,481,330	128,934	23,285,225	65,169	360,477	1,072	-	-	-	-	27,040	64	10	-	58,848	384	2,048,812	6,924
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	1,210	104,762,188	128,481	22,692,493	24,067	20	-	-	-	1	-	284	2	16,022	57	12,344,366	21,759	9,288,979	1,400
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	1,339	605,506,572	810,869	591,450,244	792,161	4,440	14	-	-	-	-	455	3	-	-	2	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	2,890	6,777,514	19,575	44,348	152	-	-	-	-	-	-	-	-	-	-	3,212	7	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	4,587	89,494,985	418,142	11,586,619	37,926	3,020	21	-	-	212	13	2,417,713	6,073	861	144	109,154	921	604,818	3,087
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	2,599	241,234,346	626,097	34,418,706	91,375	30,637	46	-	-	57,160	76	53,052	165	456,968	2,201	1,269,687	3,453	76,678	581
MACHINERY AND TRANSPORT EQUIPMENT	7	28,182	41,027,420	1,162,689	834,042	10,605	2,067	33	-	-	1,628	176	1,853	84	1,913	22	49,038	344	16,336	641
MISCELLANEOUS MANUFACTURED ARTICLES	8	12,068	46,664,543	576,538	5,743,628	42,518	8,984	86	-	-	835	7	4,021	117	45,409	1,547	72,309	549	483,765	5,277
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	5,486	3,893,183	21,402	126,951	608	1,303	23	-	-	4,627	20	377	4	35	-	23,014	74	23,282	81

- means Nil

BARBADOS' INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2007

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA		JAMAICA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		3,799	876,045,859	3,508,233	203,948,330	415,394	1,195,657	3,449	-	-	936,280	6,975	23,941,238	6,425	564,046	4,843	64,105,522	50,298	13,569,845	42,242
FOOD AND LIVE ANIMALS	0	1,862	281,488,700	546,281	73,751,704	92,786	377	9	-	-	906,873	6,268	250,191	300	4,150	98	52,606,529	25,136	1,901,419	8,814
BEVERAGES AND TOBACCO	1	3,368	33,439,665	119,183	24,318,502	68,777	1,157,863	2,845	-	-	32	1	76	18	-	-	38,047	248	1,635,056	6,046
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	1,032	113,064,438	128,529	46,964,733	24,659	141	1	-	-	5	1	23,100,055	1,540	-	-	10,110,351	19,662	8,641,577	1,697
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	2,991	18,037,258	51,333	8,854,184	31,702	1,339	2	-	-	-	-	-	-	-	-	-	-	2,250	802
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	3,291	7,584,617	24,946	6,744	48	-	-	-	-	-	-	-	-	-	-	96	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	5,972	65,167,740	398,115	9,262,235	37,462	128	2	-	-	-	-	572,287	4,397	2,876	224	77,477	765	666,408	3,067
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	3,275	188,581,771	630,354	35,517,671	91,021	26,667	113	-	-	27,448	691	14,213	52	482,754	2,480	1,188,252	3,968	148,732	947
MACHINERY AND TRANSPORT EQUIPMENT	7	30,324	37,809,282	1,147,234	884,670	25,440	906	29	-	-	1,141	6	255	62	735	15	2,374	56	30,518	14,964
MISCELLANEOUS MANUFACTURED ARTICLES	8	3,568	128,200,663	443,750	4,263,204	42,467	8,232	447	-	-	781	8	3,961	54	65,381	1,955	73,922	407	529,252	5,743
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	6,958	2,671,724	18,508	124,683	1,033	4	-	-	-	-	-	200	2	8,150	71	8,474	55	14,633	162

- means Nil

BARBADOS' INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2008

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA		JAMAICA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		4,034	1,038,493,577	4,715,604	557,040,776	1,195,209	1,070,286	2,161	-	-	681,526	5,557	22,963,286	4,699	516,683	4,999	51,616,840	51,119	18,790,453	28,240
FOOD AND LIVE ANIMALS	0	3,067	209,858,978	660,497	44,425,813	102,385	280	3	-	-	671,486	5,454	48,641	102	5,295	132	25,186,512	27,424	1,869,143	8,058
BEVERAGES AND TOBACCO	1	4,034	33,232,277	144,806	22,187,007	68,043	1,010,202	1,950	-	-	16	1	12	-	-	-	93,094	599	1,342,344	5,798
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	855	144,237,356	138,255	61,807,731	22,999	20	-	-	-	-	-	21,590,090	1,768	-	-	25,058,319	17,285	14,042,526	2,245
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	2,124	394,012,857	840,335	385,431,528	812,273	445	1	-	-	-	-	-	-	-	-	-	-	7,360	2,095
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	4,608	9,382,760	43,212	4,009	59	-	-	-	-	-	-	-	-	-	-	200	4	102	12
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	8,748	54,111,721	504,721	11,581,491	38,659	10	-	-	-	62	2	1,321,359	2,712	4,168	258	106,971	1,013	1,017,202	3,939
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	5,228	123,578,664	667,665	27,277,391	99,542	1,601	12	-	-	6,466	59	25	3	450,357	2,825	1,069,982	3,898	124,251	701
MACHINERY AND TRANSPORT EQUIPMENT	7	28,144	37,556,523	1,061,012	680,933	11,101	5,449	63	-	-	1,953	19	400	33	849	163	4,797	240	4,831	225
MISCELLANEOUS MANUFACTURED ARTICLES	8	21,321	28,510,507	625,397	3,485,507	39,295	10,432	72	-	-	1,407	23	2,514	78	54,739	1,609	52,177	519	353,407	4,927
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	7,363	4,011,933	29,702	159,366	853	41,847	60	-	-	136	-	245	2	1,275	12	44,788	137	29,287	241

- means Nil

Source: Caricom

Table A.13 Barbados Imports (by Quantity and V

BARBADOS' INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2

(EC$000)

COMMODITY DESCRIPTION	MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	260	2	5,266,621	14,010	38,767	370	7,639,735	13,260	50,119,957	45,452	616,284,201	988,461	653,811,348	3,240,442
FOOD AND LIVE ANIMALS	-	-	830,561	950	561	16	5,407,720	7,387	127,021	1,056	12,775,146	45,118	172,151,522	412,296
BEVERAGES AND TOBACCO	-	-	3,958,623	10,611	36,697	248	1,671,397	4,526	-	-	15,123,321	41,340	9,196,105	63,765
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	5,453	315	-	-	187,507	46	-	-	849,861	488	82,069,695	104,414
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	49,600,812	43,277	541,844,535	748,867	14,056,328	18,708
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	414	-	-	-	40,722	145	6,733,166	19,423
CHEMICALS AND RELATED PRODUCTS, N.E.S.	-	-	53,586	302	-	-	40	3	316,762	905	8,080,453	26,457	77,908,366	380,216
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	-	-	386,784	1,246	479	59	354,761	1,138	5,295	10	31,727,205	82,399	206,815,640	534,722
MACHINERY AND TRANSPORT EQUIPMENT	-	-	3,089	143	26	15	55	1	2	3	758,035	9,143	40,193,378	1,152,084
MISCELLANEOUS MANUFACTURED ARTICLES	-	-	24,564	430	794	13	11,814	134	70,065	201	5,021,068	34,156	40,920,915	534,020
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	260	2	3,961	12	210	19	6,027	24	-	-	63,855	348	3,766,232	20,793

- means Nil

BARBADOS' INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2

(EC$000)

COMMODITY DESCRIPTION	MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	56	3	6,852,018	16,903	161,532	762	6,432,263	10,457	602,531	2,075	85,587,342	270,962	672,097,529	3,092,839
FOOD AND LIVE ANIMALS	-	-	1,600,190	1,753	802	9	4,523,588	4,664	113,092	888	11,844,493	44,846	207,736,996	453,495
BEVERAGES AND TOBACCO	-	-	4,047,689	11,171	159,877	711	1,559,133	4,439	-	-	15,720,729	43,297	9,121,163	50,406
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	513,500	925	-	-	7,735	5	-	-	4,591,369	827	66,099,705	103,870
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	-	-	8,850,595	30,898	9,183,074	19,631
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	45	-	-	-	684	-	-	-	5,919	47	7,577,873	24,898
CHEMICALS AND RELATED PRODUCTS, N.E.S.	-	-	82,411	536	6	1	835	2	400,798	961	7,459,009	27,507	55,905,505	360,653
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	-	-	542,726	1,514	81	2	305,261	1,232	8,005	22	32,773,532	80,001	153,064,100	539,333
MACHINERY AND TRANSPORT EQUIPMENT	2	3	820	98	167	18	6,187	23	-	-	841,565	10,166	36,924,612	1,121,794
MISCELLANEOUS MANUFACTURED ARTICLES	54	-	46,255	729	580	22	21,472	88	80,636	204	3,432,678	32,809	123,937,459	401,284
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	18,382	176	19	-	7,368	3	-	-	67,453	563	2,547,041	17,475

- means Nil

BARBADOS' INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2

(EC$000)

COMMODITY DESCRIPTION	MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	12	1	7,665,467	19,436	234,464	1,287	5,164,244	11,339	83,050,018	133,565	365,287,497	932,805	481,452,801	3,520,395
FOOD AND LIVE ANIMALS	-	-	1,962,887	2,224	1,104	17	3,433,483	5,428	410,880	2,312	10,836,102	51,232	165,433,165	558,112
BEVERAGES AND TOBACCO	-	-	5,131,900	13,508	211,470	740	1,376,736	4,368	98,828	198	12,922,405	40,883	11,045,270	76,763
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	-	-	-	-	4,280	3	19,000	56	1,093,496	1,643	82,429,625	115,256
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	2,050	9	82,029,688	129,853	303,391,985	680,316	8,581,329	28,062
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	664	-	-	-	3,043	44	9,378,751	43,153
CHEMICALS AND RELATED PRODUCTS, N.E.S.	-	-	47,423	339	708	6	5,175	14	360,982	891	8,717,431	29,483	42,530,230	466,063
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	-	-	437,024	1,896	81	2	330,461	1,412	3,853	6	24,853,290	88,728	96,301,273	568,123
MACHINERY AND TRANSPORT EQUIPMENT	8	-	589	96	149	17	155	8	1	2	661,752	10,235	36,875,590	1,049,911
MISCELLANEOUS MANUFACTURED ARTICLES	4	1	82,450	1,309	19,135	497	4,253	36	126,786	248	2,778,203	29,975	25,025,000	586,103
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	3,194	63	1,817	8	6,987	63	-	-	29,790	266	3,852,567	28,849

- means Nil

Table A.14 Barbados Exports (by Quantity and Value) - 2006-08

BARBADOS' INTRA-REGIONAL DOMESTIC EXPORTS BY SITC SECTIONS: 2006

COMMODITY DESCRIPTION	SITCCODE	EC$/tonne	ALL SOURCES QUANTITY	ALL SOURCES VALUE	CARICOM QUANTITY	CARICOM VALUE	ANTIGUA AND BARBUDA QUANTITY	ANTIGUA AND BARBUDA VALUE	BARBADOS QUANTITY	BARBADOS VALUE	BELIZE QUANTITY	BELIZE VALUE	DOMINICA QUANTITY	DOMINICA VALUE	GRENADA QUANTITY	GRENADA VALUE	GUYANA QUANTITY	GUYANA VALUE	JAMAICA QUANTITY	JAMAICA VALUE
ALL SECTIONS		3,267	186,003,496	663,750	138,727,667	340,953	9,252,719	26,968	-	-	289,649	4,899	2,464,660	11,960	7,839,749	20,455	1,506,385	15,116	2,954,284	49,904
FOOD AND LIVE ANIMALS	0	4,056	28,334,917	119,658	16,254,102	56,485	1,235,218	5,101	-	-	93,779	465	1,120,637	3,793	3,983,733	5,621	795,438	2,986	1,355,858	7,831
BEVERAGES AND TOBACCO	1	5,239	13,704,106	73,351	2,211,258	8,481	572,117	1,688	-	-	7	-	54,165	173	69,990	291	86,433	366	10,617	84
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	1,857	7,995,072	16,457	5,243,040	6,510	526,927	1,131	-	-	28	10	97,917	76	113,114	330	47	-	744	5
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	1,185	52,788,698	62,537	52,768,648	62,513	1,414	8	-	-	-	-	-	-	7,021	22	-	-	4	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	3,328	2,977,061	9,908	2,975,664	9,902	203,660	949	-	-	-	-	856,697	2,234	465,273	1,803	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	14,314	5,591,064	81,292	4,366,517	59,984	331,771	6,654	-	-	64,174	1,034	110,123	1,564	448,778	5,359	257,863	2,853	520,590	9,779
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	1,623	69,457,878	110,813	51,994,682	88,215	6,137,588	7,936	-	-	85,353	2,046	139,196	2,295	2,679,865	5,030	40,899	3,386	850,824	21,411
MACHINERY AND TRANSPORT EQUIPMENT	7	60,605	1,318,263	89,319	474,429	9,899	22,332	707	-	-	141	48	5,159	298	21,867	556	7,888	84	70,983	3,141
MISCELLANEOUS MANUFACTURED ARTICLES	8	25,858	3,257,860	95,036	2,292,716	37,697	214,274	2,739	-	-	46,167	1,295	69,715	1,451	39,302	1,342	293,863	5,264	137,861	7,539
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	9,223	578,576	5,377	146,611	1,268	7,418	57	-	-	-	-	11,051	76	10,806	100	23,954	177	6,803	113

- means Nil

BARBADOS' INTRA-REGIONAL DOMESTIC EXPORTS BY SITC SECTIONS: 2007

COMMODITY DESCRIPTION	SITCCODE	EC$/tonne	ALL SOURCES QUANTITY	ALL SOURCES VALUE	CARICOM QUANTITY	CARICOM VALUE	ANTIGUA AND BARBUDA QUANTITY	ANTIGUA AND BARBUDA VALUE	BARBADOS QUANTITY	BARBADOS VALUE	BELIZE QUANTITY	BELIZE VALUE	DOMINICA QUANTITY	DOMINICA VALUE	GRENADA QUANTITY	GRENADA VALUE	GUYANA QUANTITY	GUYANA VALUE	JAMAICA QUANTITY	JAMAICA VALUE
ALL SECTIONS		2,435	351,613,768	808,446	157,911,945	479,661	5,599,191	23,163	-	-	353,781	5,977	2,441,451	11,559	6,867,588	23,896	5,149,928	24,716	4,612,843	44,467
FOOD AND LIVE ANIMALS	0	1,549	95,649,302	128,776	16,658,171	64,614	1,272,974	4,712	-	-	141,290	914	417,546	2,591	2,164,067	6,144	968,980	3,864	1,757,978	9,816
BEVERAGES AND TOBACCO	1	5,284	19,343,337	107,254	4,211,921	12,147	603,939	1,648	-	-	44	-	62,072	140	127,587	491	268,279	1,348	1,219,028	1,631
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	1,825	12,181,265	21,686	4,475,133	9,264	780,593	1,675	-	-	25	9	175,526	167	286,557	1,047	206	1	28,627	9
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	2,456	75,654,011	185,837	75,637,304	185,751	7	1	-	-	-	-	56	1	455	6	-	-	14,041	24
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	3,699	2,626,426	9,716	2,624,228	9,707	230,175	980	-	-	-	-	573,587	2,068	457,575	1,801	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	16,765	5,533,092	100,760	4,414,038	58,014	275,284	5,320	-	-	42,834	849	388,993	1,902	529,706	6,234	196,486	2,450	388,941	9,260
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	2,123	49,838,466	108,912	46,660,081	92,859	2,097,805	5,048	-	-	78,946	1,676	732,458	2,772	3,105,185	5,158	3,311,585	11,698	1,034,650	15,881
MACHINERY AND TRANSPORT EQUIPMENT	7	743	86,596,872	60,224	420,033	8,579	5,202	355	-	-	43,022	1,109	3,088	283	18,479	650	51,135	575	9,476	205
MISCELLANEOUS MANUFACTURED ARTICLES	8	19,978	3,583,649	79,340	2,644,924	37,344	332,494	3,418	-	-	47,549	1,421	86,363	1,610	175,418	2,349	303,572	4,385	136,833	7,426
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	9,604	607,348	5,940	166,112	1,383	718	7	-	-	71	-	1,762	24	2,559	17	49,685	395	23,269	215

- means Nil

BARBADOS' INTRA-REGIONAL DOMESTIC EXPORTS BY SITC SECTIONS: 2008

COMMODITY DESCRIPTION	SITCCODE	EC$/tonne	ALL SOURCES QUANTITY	ALL SOURCES VALUE	CARICOM QUANTITY	CARICOM VALUE	ANTIGUA AND BARBUDA QUANTITY	ANTIGUA AND BARBUDA VALUE	BARBADOS QUANTITY	BARBADOS VALUE	BELIZE QUANTITY	BELIZE VALUE	DOMINICA QUANTITY	DOMINICA VALUE	GRENADA QUANTITY	GRENADA VALUE	GUYANA QUANTITY	GUYANA VALUE	JAMAICA QUANTITY	JAMAICA VALUE
ALL SECTIONS		3,474	191,675,335	710,506	131,188,117	366,296	4,375,961	23,850	-	-	270,732	5,820	1,520,655	12,230	3,255,647	23,341	5,643,142	35,485	3,923,059	41,102
FOOD AND LIVE ANIMALS	0	3,592	44,846,116	150,328	14,904,850	75,056	1,383,877	6,146	-	-	114,547	802	457,881	3,170	1,151,645	6,217	1,301,613	4,992	1,728,631	11,881
BEVERAGES AND TOBACCO	1	5,261	19,234,398	109,789	6,168,386	15,271	1,120,083	2,999	-	-	175	-	75,395	222	134,190	478	671,898	1,605	1,295,070	1,742
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	1,509	13,733,281	19,271	3,354,774	7,967	929,852	2,647	-	-	18	-	120,130	45	361,315	183	71,042	129	44	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	1,936	31,225,653	60,438	31,150,133	60,309	-	-	-	-	-	-	-	-	1,537	19	-	-	30,837	67
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	5,401	2,954,491	15,956	2,952,763	15,946	386,667	2,282	-	-	-	-	499,859	2,500	420,443	2,780	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	2,118	35,424,392	90,217	35,029,024	43,820	282,602	4,308	-	-	3,062	192	88,093	1,504	543,663	6,051	198,191	1,982	157,678	6,387
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	2,770	39,244,557	109,587	34,564,310	93,948	77,417	2,824	-	-	119,985	3,429	151,523	2,751	446,894	4,094	2,933,517	19,084	489,608	10,420
MACHINERY AND TRANSPORT EQUIPMENT	7	71,535	777,315	58,896	239,376	10,541	11,935	330	-	-	2,395	529	4,108	267	40,412	1,379	7,828	475	7,693	599
MISCELLANEOUS MANUFACTURED ARTICLES	8	22,781	3592021	90380	2586136	41816	182278	2291	-	-	28524	840	122218	1758	145654	2050	356169	6806	187227	9685
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	8,469	643111	5644	238365	1622	1250	24	-	-	2026	28	1448	14	9894	90	102884	413	26271	321

- means Nil

Source: Caricom

Table A.14 Barbados Exports (by Quantity and V

BARBADOS' INTRA-REGIONAL DOMESTIC EXPORTS BY SITC

(EC$000)

COMMODITY DESCRIPTION	MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	1,230,092	1,183	27,802,048	53,394	6,497,506	17,350	8,469,687	30,648	8,114,602	5,167	62,306,286	103,909	47,275,828	322,796
FOOD AND LIVE ANIMALS	4,229	38	4,094,234	12,730	323,501	1,468	795,386	5,278	15,239	176	2,436,850	10,997	12,080,815	63,173
BEVERAGES AND TOBACCO	5,377	42	761,930	2,842	37,494	212	171,124	866	40,636	270	401,368	1,649	11,492,848	64,870
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	180	1	654,650	1,687	17,128	84	3,748,879	3,140	-	-	83,426	46	2,752,032	9,947
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	3,087	14	1,823	43	2,535	17	-	-	52,752,764	62,408	20,050	24
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	507,453	1,897	87,991	377	628,640	2,298	-	-	225,950	345	1,397	7
CHEMICALS AND RELATED PRODUCTS, N.E.S.	13,345	186	609,413	7,230	336,906	4,194	574,652	6,599	125,578	1,588	973,324	12,944	1,224,547	21,308
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	1,205,812	804	20,484,706	18,089	5,291,778	6,174	2,115,350	7,892	7,917,171	2,803	5,046,140	10,351	17,463,196	22,597
MACHINERY AND TRANSPORT EQUIPMENT	20	13	18,736	927	1,762	251	106,623	1,181	14	7	218,904	2,686	843,834	79,421
MISCELLANEOUS MANUFACTURED ARTICLES	1,078	90	631,217	7,813	398,751	4,543	321,723	3,345	15,896	323	122,869	1,951	965,144	57,340
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	51	10	36,622	167	372	5	4,775	34	68	-	44,691	531	431,965	4,109

- means Nil

BARBADOS' INTRA-REGIONAL DOMESTIC EXPORTS BY SITC

(EC$000)

COMMODITY DESCRIPTION	MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENADINES		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	54,875	713	23,808,814	53,162	1,493,140	13,236	7,330,643	32,956	8,701,806	13,285	91,497,885	232,531	193,701,823	328,784
FOOD AND LIVE ANIMALS	7,765	74	5,359,910	14,737	293,242	1,659	825,307	5,171	107,666	157	3,341,446	14,776	78,991,131	64,163
BEVERAGES AND TOBACCO	11,433	94	800,435	2,849	69,932	349	176,455	954	463,311	839	409,406	1,805	15,131,416	95,107
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	17,812	66	951,194	2,367	126,517	368	1,547,081	2,872	-	-	560,995	684	7,706,132	12,422
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	1,146	10	124	6	2,792	22	-	-	75,618,683	185,682	16,707	86
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	435,604	1,618	94,340	360	601,947	2,381	-	-	231,000	499	2,198	9
CHEMICALS AND RELATED PRODUCTS, N.E.S.	15,586	237	568,172	6,617	325,658	4,635	801,859	7,677	96,853	1,263	783,666	11,569	1,119,054	42,746
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	931	27	14,722,354	14,198	403,038	3,420	3,045,356	9,482	7,990,124	10,562	10,137,649	12,936	3,178,385	16,053
MACHINERY AND TRANSPORT EQUIPMENT	46	11	101,051	2,284	2,802	203	117,915	1,837	569	16	67,248	1,051	86,176,839	51,645
MISCELLANEOUS MANUFACTURED ARTICLES	1,283	204	853,973	8,351	169,012	2,218	193,924	2,432	43,283	449	301,220	3,081	938,725	41,996
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	19	-	14,975	130	8,475	17	18,007	128	-	-	46,572	448	441,236	4,557

- means Nil

BARBADOS' INTRA-REGIONAL DOMESTIC EXPORTS BY SITC SECTIONS:

(EC$000)

COMMODITY DESCRIPTION	MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENADINES		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	420,326	820	31,606,009	55,809	3,935,126	19,212	38,031,789	31,881	879,571	11,458	37,326,100	105,287	60,487,218	344,211
FOOD AND LIVE ANIMALS	5,017	56	4,697,830	16,974	290,658	1,476	999,258	7,192	47,508	256	2,726,385	15,895	29,941,266	75,272
BEVERAGES AND TOBACCO	5,000	41	821,625	2,945	54,256	293	201,232	952	747,838	1,327	1,041,624	2,669	13,066,012	94,517
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	19,352	87	125,989	402	1,206,433	2,511	-	-	520,599	1,963	10,378,507	11,305
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	1,242	9	160	3	3,204	26	-	-	31,113,153	60,184	75,520	129
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	567,489	2,943	207,647	981	670,580	3,785	-	-	200,078	675	1,728	10
CHEMICALS AND RELATED PRODUCTS, N.E.S.	6,231	164	464,098	5,786	253,162	4,332	32,813,956	6,761	622	50	217,666	6,303	395,368	46,397
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	402,052	467	24,318,389	17,629	2,541,409	6,204	1,934,058	6,916	77,056	9,562	1,072,402	10,570	4,680,247	15,639
MACHINERY AND TRANSPORT EQUIPMENT	287	27	20,848	1,224	7,783	213	49,509	1,593	29	11	86,549	3,894	537,939	48,356
MISCELLANEOUS MANUFACTURED ARTICLES	1739	66	675415	8102	445006	5237	142514	2014	6238	251	293154	2718	1005885	48564
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	19721	111	9056	71	11045	132	280	0	54490	418	404746	4023

- means Nil

Table A.15 Barbados Re-exports (by Quantity and Value) - 2006-08

BARBADOS' INTRA-REGIONAL RE-EXPORTS BY SITC SECTIONS: 2006

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		2,995	185,251,932	527,532	3,954,681	66,271	121,098	4,048	-	-	4,462	247	129,964	1,963	195,331	3,287	57,433	2,357
FOOD AND LIVE ANIMALS	0	5,916	252,003	1,522	241,981	1,370	14,899	145	-	-	-	-	6,140	81	60,310	399	2,594	18
BEVERAGES AND TOBACCO	1	14,473	704,890	10,465	211,409	2,534	15,105	153	-	-	-	-	16,715	136	22,190	264	2,759	38
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	11,023	48,198	501	21,181	295	3,001	11	-	-	-	-	683	3	786	12	-	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	1,746	176,612,850	308,923	1,032,086	854	446	3	-	-	-	-	3	1	70	1	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	9,045	4,418	35	1,114	19	39	1	-	-	-	-	-	-	618	14	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	61,574	600,586	39,918	438,440	21,121	37,573	2,596	-	-	315	172	45,246	955	66,297	1,620	4,258	517
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	3,849	3,934,254	15,195	707,169	2,615	25,248	243	-	-	112	8	44,541	274	23,843	214	3,597	3
MACHINERY AND TRANSPORT EQUIPMENT	7	35,361	1,634,262	62,420	1,173,338	32,227	9,813	484	-	-	1	-	7,812	316	9,048	453	36,789	1,699
MISCELLANEOUS MANUFACTURED ARTICLES	8	61,318	1,417,050	87,864	112,293	4,941	12,011	300	-	-	34	12	8,824	196	12,011	309	1,651	7
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	16,271	43,421	687	15,670	295	2,963	111	-	-	4,000	54	-	-	158	1	5,785	75

- means Nil

BARBADOS' INTRA-REGIONAL RE-EXPORTS BY SITC SECTIONS: 2007

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		4,085	10,869,676	39,977	1,792,757	16,183	88,847	2,562	-	-	88	1	79,486	1,230	100,077	1,831	7,758	74
FOOD AND LIVE ANIMALS	0	2,091	495,571	953	44,055	260	2,257	9	-	-	-	-	1,042	12	7,625	50	-	-
BEVERAGES AND TOBACCO	1	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	989	1,847,134	1,765	27,352	150	36	1	-	-	-	-	163	1	3,266	41	1,090	7
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	1,840	70,213	121	4,722	25	825	5	-	-	-	-	-	-	115	3	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	9,174	763	7	436	4	29	1	-	-	-	-	33	-	13	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	47,121	241,737	11,792	200,682	8,654	7,673	1,826	-	-	-	-	27,604	721	15,305	962	4,663	41
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	2,014	5,097,734	9,581	577,698	2,536	76,007	560	-	-	-	-	42,273	307	25,962	330	316	9
MACHINERY AND TRANSPORT EQUIPMENT	7	6,931	1,545,139	11,959	830,351	3,258	614	49	-	-	-	-	1,736	117	36,056	266	1,156	11
MISCELLANEOUS MANUFACTURED ARTICLES	8	2,273	1,470,623	2,878	79,954	1,110	1,066	91	-	-	12	-	6,510	70	5,175	144	533	6
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	8,868	100,762	923	27,507	186	340	20	-	-	76	1	125	1	6,560	34	-	-

- means Nil

BARBADOS' INTRA-REGIONAL RE-EXPORTS BY SITC SECTIONS: 2008

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		2,621	204,143,434	516,127	7,634,048	57,812	155,563	5,826	-	-	324	204	134,610	2,446	1,980,453	7,087	572,651	1,583
FOOD AND LIVE ANIMALS	0	10,109	448,102	4,245	182,758	2,418	10,556	230	-	-	-	-	6,412	217	28,607	455	-	-
BEVERAGES AND TOBACCO	1	21,057	786,636	17,526	240,297	3,137	15,092	195	-	-	-	-	38,116	166	24,821	473	6,744	298
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	635	2,439,613	1,353	133,161	479	389	8	-	-	-	-	302	-	1,094	21	79,422	212
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	1,930	126,982,680	247,140	4,435,836	4,506	735	5	-	-	-	-	-	-	1,713,826	1,517	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	7,597	4,171	33	4,031	29	-	-	-	-	-	-	-	-	804	10	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	73,172	876,539	71,409	651,154	33,105	66,210	4,184	-	-	294	203	54,454	1,423	155,404	3,401	6,356	843
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	1,406	5,986,336	7,770	1,044,710	2,767	8,928	173	-	-	30	-	17,253	133	24,571	285	470,779	159
MACHINERY AND TRANSPORT EQUIPMENT	7	14,086	854,787	13,785	696,477	6,323	5,879	260	-	-	-	-	4,684	243	7,519	295	9,050	45
MISCELLANEOUS MANUFACTURED ARTICLES	8	2,337	65,637,276	151,250	207,618	4,710	47,774	772	-	-	-	-	7,662	218	22,957	591	215	26
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	12,194	127,294	1,616	38,006	336	-	-	-	-	-	-	5,727	45	850	40	85	-

- means Nil

Source: Caricom

Table A.15 Barbados Re-exports (by Quantity anc

BARBADOS' INTRA-REGIONAL RE-EXPORTS BY SITC SECTION

(EC$000)

COMMODITY DESCRIPTION	JAMAICA QUANTITY	JAMAICA VALUE	MONTSERRAT QUANTITY	MONTSERRAT VALUE	SAINT LUCIA QUANTITY	SAINT LUCIA VALUE	ST. KITTS AND NEVIS QUANTITY	ST. KITTS AND NEVIS VALUE	ST. VINCENT AND THE GRENAD QUANTITY	ST. VINCENT AND THE GRENAD VALUE	SURINAME QUANTITY	SURINAME VALUE	TRINIDAD AND TOBAGO QUANTITY	TRINIDAD AND TOBAGO VALUE	REST OF THE WORLD QUANTITY	REST OF THE WORLD VALUE
ALL SECTIONS	89,430	7,046	6,820	111	492,180	7,785	74,980	3,516	703,490	7,243	23,992	1,082	2,055,501	27,587	181,297,251	461,261
FOOD AND LIVE ANIMALS	1,685	24	3	-	53,328	240	6,279	81	70,502	322	-	-	26,241	59	10,022	152
BEVERAGES AND TOBACCO	3,842	82	4,219	32	35,185	323	10,345	134	48,496	420	21,949	486	30,604	466	493,481	7,931
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2,375	1	41	5	454	7	507	11	13,329	244	-	-	5	-	27,017	206
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	13	-	-	-	17,010	58	-	-	382,072	298	-	-	632,472	492	175,580,764	308,070
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	288	1	118	1	51	3	-	-	-	-	3,304	16
CHEMICALS AND RELATED PRODUCTS, N.E.S.	10,217	3,793	2,271	64	94,353	2,281	39,968	1,239	64,069	2,370	408	413	73,465	5,100	162,146	18,798
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	9,609	82	52	2	227,399	1,247	357	12	28,146	381	3	-	344,262	148	3,227,085	12,580
MACHINERY AND TRANSPORT EQUIPMENT	55,671	2,879	25	4	41,642	2,078	8,747	1,456	72,937	1,638	1,501	161	929,352	21,060	460,924	30,194
MISCELLANEOUS MANUFACTURED ARTICLES	5,250	163	209	4	22,520	1,547	8,659	581	22,358	1,546	131	22	18,635	253	1,304,757	82,923
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	768	22	-	-	1	2	-	-	1,530	21	-	-	465	8	27,751	392

- means Nil

BARBADOS' INTRA-REGIONAL RE-EXPORTS BY SITC SECTION

(EC$000)

COMMODITY DESCRIPTION	JAMAICA QUANTITY	JAMAICA VALUE	MONTSERRAT QUANTITY	MONTSERRAT VALUE	SAINT LUCIA QUANTITY	SAINT LUCIA VALUE	ST. KITTS AND NEVIS QUANTITY	ST. KITTS AND NEVIS VALUE	ST. VINCENT AND THE GRENAD QUANTITY	ST. VINCENT AND THE GRENAD VALUE	SURINAME QUANTITY	SURINAME VALUE	TRINIDAD AND TOBAGO QUANTITY	TRINIDAD AND TOBAGO VALUE	REST OF THE WORLD QUANTITY	REST OF THE WORLD VALUE
ALL SECTIONS	20,662	503	351	40	135,569	2,735	31,650	1,000	154,411	3,133	418	13	1,173,440	3,060	9,076,919	23,794
FOOD AND LIVE ANIMALS	-	-	-	-	1,006	7	4,516	50	27,039	124	-	-	570	7	451,516	693
BEVERAGES AND TOBACCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	37	5	2,370	8	-	-	9,590	83	-	-	10,800	4	1,819,782	1,614
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	1	-	12	-	365	3	2,179	8	-	-	1,225	7	65,491	95
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	28	-	285	1	48	1	-	-	-	-	327	4
CHEMICALS AND RELATED PRODUCTS, N.E.S.	13,545	247	249	33	40,514	1,610	20,417	828	45,266	2,213	59	3	25,387	171	41,055	3,137
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	341	42	10	-	72,255	598	2,852	43	23,830	255	-	-	333,852	392	4,520,036	7,045
MACHINERY AND TRANSPORT EQUIPMENT	837	65	-	-	9,116	308	1,809	39	35,075	282	-	-	743,952	2,119	714,788	8,700
MISCELLANEOUS MANUFACTURED ARTICLES	308	75	54	2	9,676	199	1,406	36	11,181	160	359	10	43,674	317	1,390,669	1,768
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	5,631	74	-	-	592	4	-	-	203	8	-	-	13,980	43	73,255	737

- means Nil

BARBADOS' INTRA-REGIONAL RE-EXPORTS BY SITC SECTION

(EC$000)

COMMODITY DESCRIPTION	JAMAICA QUANTITY	JAMAICA VALUE	MONTSERRAT QUANTITY	MONTSERRAT VALUE	SAINT LUCIA QUANTITY	SAINT LUCIA VALUE	ST. KITTS AND NEVIS QUANTITY	ST. KITTS AND NEVIS VALUE	ST. VINCENT AND THE GRENAD QUANTITY	ST. VINCENT AND THE GRENAD VALUE	SURINAME QUANTITY	SURINAME VALUE	TRINIDAD AND TOBAGO QUANTITY	TRINIDAD AND TOBAGO VALUE	REST OF THE WORLD QUANTITY	REST OF THE WORLD VALUE
ALL SECTIONS	51,440	6,864	8,085	208	1,235,143	10,886	112,578	2,505	1,532,315	8,773	11,650	538	1,839,236	10,891	196,509,386	458,315
FOOD AND LIVE ANIMALS	-	-	553	11	97,763	767	8,610	221	23,819	257	-	-	6,438	259	265,344	1,827
BEVERAGES AND TOBACCO	4,653	131	4,975	37	27,972	396	9,657	105	84,444	595	11,280	276	12,543	465	546,339	14,389
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	61	12	10,913	51	20	1	23,235	167	-	-	17,725	6	2,306,452	873
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	536,378	1,073	36	1	1,100,702	968	-	-	1,084,159	943	122,546,844	242,633
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	5	-	2,860	13	252	4	110	2	-	-	-	-	140	3
CHEMICALS AND RELATED PRODUCTS, N.E.S.	17,659	5,943	1,271	125	147,560	3,671	57,107	1,649	117,106	4,216	167	183	27,566	7,264	225,385	38,304
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	3,927	41	236	4	94,848	867	18,029	29	91,870	931	-	-	314,239	146	4,941,626	5,003
MACHINERY AND TRANSPORT EQUIPMENT	5,971	283	-	-	268,782	3,274	965	73	43,447	776	-	-	350,180	1,072	158,310	7,462
MISCELLANEOUS MANUFACTURED ARTICLES	6,130	424	569	10	44,960	726	12,946	338	46,841	855	203	78	17,361	672	65,429,658	146,540
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	13,100	42	415	8	3,107	48	4,956	84	741	5	-	-	9,025	64	89,288	1,280

- means Nil

Table A.16 Dominica Quarterly Trade Date -2008 (EC$ '000)

Quarters data available 3

Section Description	Country	1stQ 2008 Imports	1stQ 2008 Domestic Exports	1stQ 2008 Re-Exports	2ndQ 2008 Imports	2ndQ 2008 Domestic Exports	2ndQ 2008 Re-Exports	3rdQ 2008 Imports	3rdQ 2008 Domestic Exports	3rdQ 2008 Re-Exports	4thQ 2008 Imports	4thQ 2008 Domestic Exports	4thQ 2008 Re-Exports	Total Imports	Total Domestic Exports	Total Re-Exports	Total Trade	Percent CARICOM	CARICOM as Percent of total / *Dom. Gren, St L and St V as Percent of CARICOM* Imports	Domestic Exports	Re-Exports	Total Trade
Total Trade		129,656	20,728	1,036	171,513	22,980	1,001	144,459	27,275	1,298				594,171	94,644	4,447	693,261					
Total Intra-Regional Trade		45,580	14,548	868	49,770	14,607	499	42,171	15,756	519				183,361	59,881	2,515	245,757					
All Commodities	**Total**	**129,656**	**20,729**	**1,040**	**171,513**	**22,980**	**1,001**	**144,459**	**27,275**	**1,298**	**-**	**-**	**-**	**594,171**	**94,645**	**4,452**	**693,268**					
	of which CARICOM	**45,580**	**14,548**	**868**	**49,770**	**14,607**	**499**	**42,171**	**15,756**	**519**	**-**	**-**	**-**	**183,361**	**59,881**	**2,515**	**245,757**		**30.9%**	**63.3%**	**56.5%**	**35.4%**
	Dom,Gren,St L & St V	**5,002**	**961**	**433**	**6,945**	**729**	**52**	**8,072**	**1,032**	**113**	**-**	**-**	**-**	**26,692**	**3,629**	**797**	**31,119**		***14.6%***	***6.1%***	***31.7%***	***12.7%***
	Antigua and Barbuda	190	3,199	153	202	3,734	200	414	4,240	177	-	-	-	1,075	14,897	707	16,679	6.8%				
	Barbados	2,785	561	37	3,383	725	76	2,577	379	10	-	-	-	11,660	2,220	164	14,044	5.7%				
	Belize	429	56	30	74	56	36	511	-	9	-	-	-	1,352	149	100	1,601	0.7%				
	Dominica	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%				
	Grenada	1,725	118	7	2,552	48	21	2,652	174	34	-	-	-	9,239	453	83	9,775	4.0%				
	Guyana	1,562	1,424	9	3,077	1,736	23	2,275	1,396	18	-	-	-	9,219	6,075	67	15,360	6.3%				
	Jamaica	1,308	4,371	28	1,477	4,435	-	1,567	3,682	-	-	-	-	5,803	16,651	37	22,491	9.2%				
	Montserrat	6	175	95	-	149	-	15	155	8	-	-	-	28	639	137	804	0.3%				
	St Kitts and Nevis	256	791	53	162	1,212	37	150	1,070	55	-	-	-	757	4,097	193	5,048	2.1%				
	Saint Lucia	1,875	546	64	2,714	345	23	3,739	505	73	-	-	-	11,104	1,861	213	13,179	5.4%				
	St Vincent and the	1,402	297	362	1,679	336	8	1,681	353	6	-	-	-	6,349	1,315	501	8,165	3.3%				
	Grenadines	-	-	-	-	-	-	457	-	9	-	-	-	609	-	12	621	0.3%				
	Suriname	105	477	29	213	141	51	225	292	106	-	-	-	724	1,213	248	2,185	0.9%				
	Trinidad and Tobago	33,937	2,533	1	34,237	1,690	24	25,908	3,510	14	-	-	-	125,443	10,311	52	135,805	55.3%				
0 **Food and Live Animals**	**Total**	**21,585**	**6,479**	**47**	**24,344**	**9,468**	**53**	**25,251**	**12,783**	**15**				**94,907**	**38,307**	**153**	**133,367**					
	of which CARICOM	**7,350**	**2,805**	**-**	**8,889**	**3,073**	**49**	**8,352**	**4,645**	**3**	**-**	**-**	**-**	**32,788**	**14,031**	**69**	**46,888**		**34.5%**	**36.6%**	**45.2%**	**35.2%**
	Dom,Gren,St L & St V	**1,879**	**-**	**-**	**2,498**	**-**	**-**	**2,923**	**-**	**-**	**-**	**-**	**-**	**9,733**	**-**	**-**	**9,733**		**29.7%**	**0.0%**	**0.0%**	**20.8%**
	Antigua and Barbuda		2,090		3	1,881	49	3	2,666	1				8	8,849	67	8,924					
	Barbados	754	13		761	38		668	42					2,911	124	-	3,035					
	Belize	406			8			139						737	-	-	737					
	Dominica													-	-	-	-					
	Grenada	1,275			1,697			2,261						6,977	-	-	6,977					
	Guyana	858			1,420			928						4,275	-	-	4,275					
	Jamaica	453			400			322	1					1,567	1	-	1,568					
	Montserrat		166			138			141	2				-	593	3	596					
	St Kitts and Nevis		536			731		6	926					8	2,924	-	2,932					
	Saint Lucia	44			110			53						276	-	-	276					
	St Vincent and the	560			691			609						2,480	-	-	2,480					
	Grenadines													-	-	-	-					
	Suriname	34			66									133	-	-	133					
	Trinidad and Tobago	2,966			3,733	285		3,363	869					13,416	1,539	-	14,955					
														-	-	-						
1 **Beverages and Tobacco**	**Total**	**3,685**	**280**	**13**	**3,406**	**444**	**42**	**4,867**	**612**	**168**				**15,944**	**1,781**	**297**	**18,023**					
	of which CARICOM	**2,255**	**149**	**-**	**2,349**	**207**	**-**	**3,409**	**283**	**-**	**-**	**-**	**-**	**10,684**	**852**	**-**	**11,536**		**67.0%**	**47.8%**	**0.0%**	**64.0%**
	Dom,Gren,St L & St V	**781**	**58**	**-**	**794**	**128**	**-**	**1,337**	**135**	**-**	**-**	**-**	**-**	**3,883**	**428**	**-**	**4,311**		**36.3%**	**50.2%**	**#DIV/0!**	**37.4%**
	Antigua and Barbuda	59	88			71			104					79	351	-	429					
	Barbados	49			27			92						224	-	-	224					
	Belize							324						432	-	-	432					
	Dominica													-	-	-	-					
	Grenada				59				8					79	11	-	89					
	Guyana				45			80						167	-	-	167					
	Jamaica	496			483			465						1,925	-	-	1,925					
	Montserrat					1								-	1	-	1					
	St Kitts and Nevis	78	3		90	7		102	44					360	72	-	432					
	Saint Lucia	781	18		697	76		1,140	90					3,491	245	-	3,736					
	St Vincent and the		40		38	52		197	37					313	172	-	485					
	Grenadines													-	-	-	-					
	Suriname													-	-	-	-					
	Trinidad and Tobago	792			910			1,009						3,615	-	-	3,615					

Table A.16 Dominica Quarterly Trade Date -2008 (EC$ '000)

Quarters data available 3

Section	Description	Country	1stQ 2008 Imports	1stQ 2008 Domestic Exports	1stQ 2008 Re-Exports	2ndQ 2008 Imports	2ndQ 2008 Domestic Exports	2ndQ 2008 Re-Exports	3rdQ 2008 Imports	3rdQ 2008 Domestic Exports	3rdQ 2008 Re-Exports	4thQ 2008 Imports	4thQ 2008 Domestic Exports	4thQ 2008 Re-Exports	Total Imports	Total Domestic Exports	Total Re-Exports	Total Trade	Percent CARICOM	CARICOM as Percent of total / *Dom. Gren, St L and St V as Percent of CARICOM* Imports	Domestic Exports	Re-Exports	Total Trade
2	**Crude Materials,**	**Total**	**3,451**	**2,426**		**3,953**	**1,411**	**1**	**3,511**	**3,656**					**14,553**	**9,991**	**1**	**24,545**					
	Inedible Except Fuels	**of which CARICOM**	**711**	**843**	**-**	**372**	**297**	**1**	**428**	**1,285**	**-**	**-**	**-**	**-**	**2,015**	**3,233**	**1**	**5,249**		**13.8%**	**32.4%**	**100.0%**	**21.4%**
		Dom,Gren,St L & St V	**-**	**181**	**-**	**-**	**68**	**-**	**-**	**121**	**-**	**-**	**-**	**-**	**-**	**493**	**-**	**493**		**0.0%**	**15.3%**	**0.0%**	**9.4%**
		Antigua and Barbuda		222			7	1		532					-	1,015	1	1,016					
		Barbados	383	110		10	110		12	148					540	491	-	1,031					
		Belize													-	-	-	-					
		Dominica													-	-	-	-					
		Grenada		*49*						*53*					-	136	-	*136*					
		Guyana	288			282			317						1,183	-	-	1,183					
		Jamaica							15						20	-	-	20					
		Montserrat													-	-	-	-					
		St Kitts and Nevis				2	2								3	3	-	5					
		Saint Lucia													-	-	-	-					
		St Vincent and the Grenadines		*132*			*68*			*68*					-	357	-	*357*					
															-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	40	330		78	110		84	484					269	1,232	-	1,501					
3	**Mineral Fuels,**	**Total**	**25,029**			**29,020**			**14,132**		**11**				**90,908**	**-**	**15**	**90,923**					
	Lubricants and	**of which CARICOM**	**24,762**	**-**	**-**	**23,473**	**-**	**-**	**13,320**	**-**	**11**	**-**	**-**	**-**	**82,073**	**-**	**15**	**82,088**		**90.3%**	**#DIV/0!**	**100.0%**	**90.3%**
	Related Materials	**Dom,Gren,St L & St V**	**41**	**-**	**-**	**60**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**135**	**-**	**-**	**135**		**0.2%**	**#DIV/0!**	**0.0%**	**0.2%**
		Antigua and Barbuda													-	-	-	-					
		Barbados				327									436	-	-	436					
		Belize													-	-	-	-					
		Dominica													-	-	-	-					
		Grenada													-	-	-	-					
		Guyana													-	-	-	-					
		Jamaica													-	-	-	-					
		Montserrat													-	-	-	-					
		St Kitts and Nevis													-	-	-	-					
		Saint Lucia	*41*			*60*									135	-	-	*135*					
		St Vincent and the Grenadines													-	-	-	-					
															-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	24,721			23,086			13,320		11				81,503	-	15	81,517					
4	**Animals and**	**Total**	**4,554**		**4**	**6,587**			**6,962**						**24,137**	**-**	**5**	**24,143**					
	Vegetable Oils and	**of which CARICOM**	**904**	**-**	**4**	**2,817**	**-**	**-**	**1,562**	**-**	**-**	**-**	**-**	**-**	**7,044**	**-**	**5**	**7,049**		**29.2%**	**#DIV/0!**	**100.0%**	**29.2%**
	Fats	**Dom,Gren,St L & St V**	**-**	**-**	**-**	**913**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,217**	**-**	**-**	**1,217**		**17.3%**	**#DIV/0!**	**0.0%**	**17.3%**
		Antigua and Barbuda													-	-	-	-					
		Barbados	559			761			649						2,625	-	-	2,625					
		Belize													-	-	-	-					
		Dominica													-	-	-	-					
		Grenada													-	-	-	-					
		Guyana	345			1,143			913						3,201	-	-	3,201					
		Jamaica													-	-	-	-					
		Montserrat			4										-	-	5	5					
		St Kitts and Nevis													-	-	-	-					
		Saint Lucia													-	-	-	-					
		St Vincent and the Grenadines				*913*									1,217	-	-	*1,217*					
															-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago													-	-	-	-					

Table A.16 Dominica Quarterly Trade Date -2008 (EC$ '000)

Quarters data available 3

Section	Description	Country	1stQ 2008 Imports	Domestic Exports	Re-Exports	2ndQ 2008 Imports	Domestic Exports	Re-Exports	3rdQ 2008 Imports	Domestic Exports	Re-Exports	4thQ 2008 Imports	Domestic Exports	Re-Exports	Total Imports	Domestic Exports	Re-Exports	Total Trade	Percent CARICOM	CARICOM as Percent of total / *Dom. Gren, St L and St V as Percent of CARICOM* Imports	Domestic Exports	Re-Exports	Total Trade
5	**Chemical and Related**	**Total**	**10,245**	**11,456**	**343**	**28,607**	**11,565**	**318**	**11,740**	**10,089**	**451**				**67,456**	**44,147**	**1,483**	**113,085**					
	Products not elswhere	**of which CARICOM**	**1,604**	**10,720**	**318**	**2,232**	**10,955**	**292**	**2,743**	**9,502**	**316**	**-**	**-**	**-**	**8,772**	**41,569**	**1,235**	**51,576**		**13.0%**	**94.2%**	**83.3%**	**45.6%**
	specified	**Dom,Gren,St L & St V**	**123**	**722**	**22**	**144**	**533**	**35**	**182**	**776**	**31**	**-**	**-**	**-**	**599**	**2,708**	**117**	**3,424**		**6.8%**	**6.5%**	**9.5%**	**6.6%**
		Antigua and Barbuda	103	771	119	140	1,708	78	183	906	128				568	4,513	433	5,515					
		Barbados	262	438	32	374	577	32	516	180	8				1,536	1,593	96	3,225					
		Belize		56	30	2	56	33							3	149	84	236					
		Dominica													-	-	-	-					
		Grenada	*8*	*69*	*5*		*48*	*6*	*3*	*113*	*7*				15	307	24	*345*					
		Guyana	18	1,424	6	138	1,736	23		1,396	18				208	6,075	63	6,345					
		Jamaica	92	4,371	28	31	4,435		177	3,681					400	16,649	37	17,087					
		Montserrat		6			2			14					-	29	-	29					
		St Kitts and Nevis		252	52		472	36		100	28				-	1,099	155	1,253					
		Saint Lucia	*104*	*528*	*8*	*137*	*269*	*21*	*179*	*415*	*18*				560	1,616	63	*2,239*					
		St Vincent and the	*11*	*125*	*9*	*7*	*216*	*8*		*248*	*6*				24	785	31	*840*					
		Grenadines													-	-	-	-					
		Suriname	71	477	28	147	141	50	225	292	103				591	1,213	241	2,045					
		Trinidad and Tobago	935	2,203	1	1,256	1,295	5	1,460	2,157					4,868	7,540	8	12,416					
															-	-	-						
6	**Manufactured Goods**	**Total**	**19,426**	**3**	**99**	**28,091**	**10**	**29**	**27,969**	**11**	**131**				**100,648**	**32**	**345**	**101,025**					
	Classified Chiefly by	**of which CARICOM**	**5,184**	**3**	**87**	**6,209**	**8**	**15**	**8,526**	**11**	**20**	**-**	**-**	**-**	**26,559**	**29**	**163**	**26,751**		**26.4%**	**91.7%**	**47.1%**	**26.5%**
	Material	**Dom,Gren,St L & St V**	**1,837**	**-**	**54**	**1,783**	**-**	**15**	**2,786**	**-**	**-**	**-**	**-**	**-**	**8,541**	**-**	**92**	**8,633**		**32.2%**	**0.0%**	**56.6%**	**32.3%**
		Antigua and Barbuda	15		33	14			66	2	10				127	3	57	187					
		Barbados	360			447			162	9					1,292	12	-	1,304					
		Belize	23			64			48						180	-	-	180					
		Dominica													-	-	-	-					
		Grenada	*431*			*560*		*15*	*388*						1,839	-	20	*1,859*					
		Guyana	22			46									91	-	-	91					
		Jamaica	164			362			365						1,188	-	-	1,188					
		Montserrat		3			8		1		6				1	15	8	24					
		St Kitts and Nevis	12			3			18		3				44	-	4	48					
		Saint Lucia	*644*			*1,193*			*1,591*						4,571	-	-	*4,571*					
		St Vincent and the	*762*		*54*	*30*			*807*						2,132	-	72	*2,204*					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	2,751			3,490			5,080		1				15,095	-	1	15,096					
7	**Machinery and**	**Total**	**29,862**		**459**	**33,120**		**394**	**30,721**		**244**				**124,937**	**-**	**1,463**	**126,400**					
	Transport Equipment	**of which CARICOM**	**560**	**-**	**405**	**1,406**	**-**	**113**	**1,355**	**-**	**54**	**-**	**-**	**-**	**4,428**	**-**	**763**	**5,191**		**3.5%**	**#DIV/0!**	**52.1%**	**4.1%**
		Dom,Gren,St L & St V	**154**	**-**	**313**	**657**	**-**	**-**	**509**	**-**	**27**	**-**	**-**	**-**	**1,760**	**-**	**453**	**2,213**		**39.7%**	**#DIV/0!**	**59.4%**	**42.6%**
		Antigua and Barbuda	11			43		66	140		15				259	-	108	367					
		Barbados	45			328		44	235						811	-	59	869					
		Belize						3							-	-	4	4					
		Dominica													-	-	-	-					
		Grenada				*236*					*26*				315	-	35	*349*					
		Guyana													-	-	-	-					
		Jamaica							1						1	-	-	1					
		Montserrat	6		91				11						23	-	121	144					
		St Kitts and Nevis	115		1	43			2		3				213	-	5	219					
		Saint Lucia	*137*		*54*	*421*			*504*		*1*				1,416	-	73	*1,489*					
		St Vincent and the	*17*		*259*				*5*						29	-	345	*375*					
		Grenadines							*457*		*9*				609	-	12	*621*					
		Suriname													-	-	-	-					
		Trinidad and Tobago	229			335									752	-	-	752					

Table A.16 Dominica Quarterly Trade Date -2008 (EC$ '000)

Quarters data available 3

Section	Description	Country	1stQ 2008 Imports	1stQ 2008 Domestic Exports	1stQ 2008 Re-Exports	2ndQ 2008 Imports	2ndQ 2008 Domestic Exports	2ndQ 2008 Re-Exports	3rdQ 2008 Imports	3rdQ 2008 Domestic Exports	3rdQ 2008 Re-Exports	4thQ 2008 Imports	4thQ 2008 Domestic Exports	4thQ 2008 Re-Exports	Total Imports	Total Domestic Exports	Total Re-Exports	Total Trade	Percent CARICOM	CARICOM as Percent of total / *Dom. Gren, St L and St V as Percent of CARICOM* Imports	Domestic Exports	Re-Exports	Total Trade
8	**Miscellaneous**	**Total**	**11,819**	**85**	**75**	**14,385**	**82**	**164**	**19,306**	**124**	**278**				**60,680**	**388**	**689**	**61,757**					
	Manufactured	**of which CARICOM**	**2,250**	**28**	**54**	**2,023**	**67**	**29**	**2,476**	**30**	**115**	**-**	**-**	**-**	**8,999**	**167**	**264**	**9,429**		**14.8%**	**43.0%**	**38.3%**	**15.3%**
	Articles	**Dom,Gren,St L & St V**	**187**	**-**	**44**	**96**	**-**	**2**	**335**	**-**	**55**	**-**	**-**	**-**	**824**	**-**	**135**	**959**		**9.2%**	**0.0%**	**51.0%**	**10.2%**
		Antigua and Barbuda	2	28	1	2	67	6	22	30	23				35	167	40	241					
		Barbados	373		5	348			243		2				1,285	-	9	1,295					
		Belize									9				-	-	12	12					
		Dominica													-	-	-	-					
		Grenada	*11*		*2*						*1*				15	-	4	*19*					
		Guyana	31		3	3			37						95	-	4	99					
		Jamaica	103			201			222						701	-	-	701					
		Montserrat							3						4	-	-	4					
		St Kitts and Nevis	51			24		1	22		21				129	-	29	159					
		Saint Lucia	*124*		*2*	*96*		*2*	*272*		*54*				656	-	77	*733*					
		St Vincent and the	*52*		*40*				*63*						153	-	53	*207*					
		Grenadines													-	-	-	-					
		Suriname			1			1			3				-	-	7	7					
		Trinidad and Tobago	1,503			1,349		19	1,592		2				5,925	-	28	5,953					
9	**Miscellaneous**	**Total**													**-**	**-**	**-**	**-**					
	Transactions and	**of which CARICOM**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**		**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**
	Commodities	**Dom,Gren,St L & St V**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**		**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**
		Antigua and Barbuda													-	-	-	-					
		Barbados													-	-	-	-					
		Belize													-	-	-	-					
		Dominica													-	-	-	-					
		Grenada													-	-	-	-					
		Guyana													-	-	-	-					
		Jamaica													-	-	-	-					
		Montserrat													-	-	-	-					
		St Kitts and Nevis													-	-	-	-					
		Saint Lucia													-	-	-	-					
		St Vincent and the													-	-	-	-					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago													-	-	-	-					

Source: Caricom

Table A.17 Dominica Quarterly Trade Date -2009 (EC$ '000)

Section Description	Country	1stQ 2009 Imports	Domestic Exports	Re-Exports	2ndQ 2009 Imports	Domestic Exports	Re-Exports	3rdQ 2009 Imports	Domestic Exports	Re-Exports	4thQ 2009 Imports	Domestic Exports	Re-Exports	Total Imports	Domestic Exports	Re-Exports	Total Trade	Percent CARICOM	CARICOM as Percent of total / *Dom. Gren, St L and St V as Percent of CARICOM* Imports	Domestic Exports	Re-Exports	Total Trade
Total Trade		120,294	20,237	732	117,069	20,619	801							474,726	81,712	3,066	559,504					
Total Intra-Regional Trade		24,716	12,930	492	27,468	19,748	280							104,368	65,356	1,544	171,268					
All Commodities	**Total**	**120,294**	**20,237**	**732**	**117,079**	**20,619**	**801**	**-**	**-**	**-**	**-**	**-**	**-**	**474,746**	**81,712**	**3,066**	**559,524**					
	of which CARICOM	**24,717**	**12,930**	**492**	**27,478**	**12,337**	**263**	**-**	**-**	**-**	**-**	**-**	**-**	**104,390**	**50,534**	**1,510**	**156,434**		**22.0%**	**61.8%**	**49.2%**	**28.0%**
	Dom,Gren,St L & St V	**5,741**	**576**	**180**	**5,745**	**941**	**6**	**-**	**-**	**-**	**-**	**-**	**-**	**22,972**	**3,034**	**372**	**26,378**		***22.0%***	***6.0%***	***24.6%***	***16.9%***
	Antigua and Barbuda	180	4,061	181	634	3,859	50	-	-	-	-	-	-	1,628	15,840	462	17,930	11.5%				
	Barbados	2,186	386	74	2,260	373	5	-	-	-	-	-	-	8,892	1,518	158	10,568	6.8%				
	Belize	101	-	-	61	71	51	-	-	-	-	-	-	324	142	102	568	0.4%				
	Dominica	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%				
	Grenada	*2,230*	*132*	*132*	*1,864*	*44*	*6*	-	-	-	-	-	-	8,188	352	276	*8,816*	5.6%				
	Guyana	1,851	1,103	13	1,354	895	2	-	-	-	-	-	-	6,410	3,996	30	10,436	6.7%				
	Jamaica	1,667	2,997	-	1,845	3,020	82	-	-	-	-	-	-	7,024	12,034	164	19,222	12.3%				
	Montserrat	1	233	-	-	225	-	-	-	-	-	-	-	2	916	-	918	0.6%				
	St Kitts and Nevis	111	1,800	21	176	1,655	24	-	-	-	-	-	-	574	6,910	90	7,574	4.8%				
	Saint Lucia	*2,040*	*318*	*45*	*2,142*	*488*	-	-	-	-	-	-	-	8,364	1,612	90	*10,066*	6.4%				
	St Vincent and the	*1,471*	*126*	*3*	*1,739*	*409*	-	-	-	-	-	-	-	6,420	1,070	6	*7,496*	4.8%				
	Grenadines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%				
	Suriname	73	267	4	128	352	4	-	-	-	-	-	-	402	1,238	16	1,656	1.1%				
	Trinidad and Tobago	12,806	1,507	19	15,275	946	39	-	-	-	-	-	-	56,162	4,906	116	61,184	39.1%				
0 **Food and Live Animals**	**Total**	**20,147**	**10,669**	**69**	**24,102**	**10,173**	**15**							**88,498**	**41,684**	**168**	**130,350**					
	of which CARICOM	**6,758**	**4,562**	**49**	**7,466**	**3,972**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**28,448**	**17,068**	**98**	**45,614**		**32.1%**	**40.9%**	**58.3%**	**35.0%**
	Dom,Gren,St L & St V	**2,516**	**-**	**-**	**2,069**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**9,170**	**-**	**-**	**9,170**		**32.2%**	**0.0%**	**0.0%**	**20.1%**
	Antigua and Barbuda	56	2,606	49	2	2,358								116	9,928	98	10,142					
	Barbados	756			806	28								3,124	56	-	3,180					
	Belize	101			15									232	-	-	232					
	Dominica													-	-	-	-					
	Grenada	*1,791*			*1,545*									6,672	-	-	*6,672*					
	Guyana	482			1,095									3,154	-	-	3,154					
	Jamaica	744	1		1,170									3,828	2	-	3,830					
	Montserrat		232			219								-	902	-	902					
	St Kitts and Nevis		1,522			1,219								-	5,482	-	5,482					
	Saint Lucia	*12*			*1*									26	-	-	*26*					
	St Vincent and the	*713*			*523*									2,472	-	-	*2,472*					
	Grenadines													-	-	-	-					
	Suriname				40									80	-	-	80					
	Trinidad and Tobago	2,103	201		2,269	148								8,744	698	-	9,442					
														-	-	-						
1 **Beverages and Tobacco**	**Total**	**3,768**	**240**		**3,495**	**409**	**14**							**14,526**	**1,298**	**28**	**15,852**					
	of which CARICOM	**2,395**	**141**	**-**	**2,123**	**179**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**9,036**	**640**	**-**	**9,676**		**62.2%**	**49.3%**	**0.0%**	**61.0%**
	Dom,Gren,St L & St V	**930**	**98**	**-**	**809**	**80**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**3,478**	**356**	**-**	**3,834**		**38.5%**	**55.6%**	**#DIV/0!**	**39.6%**
	Antigua and Barbuda		43		51	73								102	232	-	334					
	Barbados	30			28									116	-	-	116					
	Belize													-	-	-	-					
	Dominica													-	-	-	-					
	Grenada		*8*											-	16	-	*16*					
	Guyana	50			48									196	-	-	196					
	Jamaica	464			413									1,754	-	-	1,754					
	Montserrat													-	-	-	-					
	St Kitts and Nevis				143	26								286	52	-	338					
	Saint Lucia	*716*	*90*		*691*	*58*								2,814	296	-	*3,110*					
	St Vincent and the	*214*			*118*	*22*								664	44	-	*708*					
	Grenadines													-	-	-	-					
	Suriname													-	-	-	-					
	Trinidad and Tobago	921			631									3,104	-	-	3,104					

Table A.17 Dominica Quarterly Trade Date -2009 (EC$ '000)

2

			1stQ 2009			2ndQ 2009			3rdQ 2009			4thQ 2009			Total					CARICOM as Percent of total *Dom. Gren, St L and St V as Percent of CARICOM*			
Section	Description	Country	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Total Trade	Percent CARICOM	Imports	Domestic Exports	Re-Exports	Total Trade
2	**Crude Materials,**	**Total**	**3,025**	**1,544**		**4,515**	**1,737**								**15,080**	**6,562**	**-**	**21,642**					
	Inedible Except Fuels	**of which CARICOM**	**245**	**708**	**-**	**204**	**563**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**898**	**2,542**	**-**	**3,440**		**6.0%**	**38.7%**	**#DIV/0!**	**15.9%**
		Dom,Gren,St L & St V	**-**	**163**	**-**	**4**	**147**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**8**	**620**	**-**	**628**		**0.9%**	**24.4%**	**#DIV/0!**	**18.3%**
		Antigua and Barbuda	1	418			343								2	1,522	-	1,524					
		Barbados	51	127		10	73								122	400	-	522					
		Belize													-	-	-	-					
		Dominica													-	-	-	-					
		Grenada		*74*											-	148	-	*148*					
		Guyana	71			128									398	-	-	398					
		Jamaica	15												30	-	-	30					
		Montserrat													-	-	-	-					
		St Kitts and Nevis	5			4									18	-	-	18					
		Saint Lucia				*4*									8	-	-	*8*					
		St Vincent and the		*89*			*147*								-	472	-	*472*					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	102			58									320	-	-	320					
3	**Mineral Fuels,**	**Total**	**5,617**			**9,566**									**30,366**	**-**	**-**	**30,366**					
	Lubricants and	**of which CARICOM**	**4,990**	**-**	**-**	**7,411**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**24,802**	**-**	**-**	**24,802**		**81.7%**	**#DIV/0!**	**#DIV/0!**	**81.7%**
	Related Materials	**Dom,Gren,St L & St V**	**122**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**244**	**-**	**-**	**244**		**1.0%**	**#DIV/0!**	**#DIV/0!**	**1.0%**
		Antigua and Barbuda													-	-	-	-					
		Barbados													-	-	-	-					
		Belize													-	-	-	-					
		Dominica													-	-	-	-					
		Grenada													-	-	-	-					
		Guyana													-	-	-	-					
		Jamaica													-	-	-	-					
		Montserrat													-	-	-	-					
		St Kitts and Nevis													-	-	-	-					
		Saint Lucia	*122*												244	-	-	*244*					
		St Vincent and the													-	-	-	-					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	4,868			7,411									24,558	-	-	24,558					
4	**Animals and**	**Total**	**6,020**			**4,480**									**21,000**	**-**	**-**	**21,000**					
	Vegetable Oils and	**of which CARICOM**	**1,572**	**-**	**-**	**341**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**3,826**	**-**	**-**	**3,826**		**18.2%**	**#DIV/0!**	**#DIV/0!**	**18.2%**
	Fats	**Dom,Gren,St L & St V**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**		**0.0%**	**#DIV/0!**	**#DIV/0!**	**0.0%**
		Antigua and Barbuda													-	-	-	-					
		Barbados	417			341									1,516	-	-	1,516					
		Belize													-	-	-	-					
		Dominica													-	-	-	-					
		Grenada													-	-	-	-					
		Guyana	1,155												2,310	-	-	2,310					
		Jamaica													-	-	-	-					
		Montserrat													-	-	-	-					
		St Kitts and Nevis													-	-	-	-					
		Saint Lucia													-	-	-	-					
		St Vincent and the													-	-	-	-					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago													-	-	-	-					

Table A.17 Dominica Quarterly Trade Date -2009 (EC$ '000)

Section	Description	Country	1stQ 2009 Imports	1stQ 2009 Domestic Exports	1stQ 2009 Re-Exports	2ndQ 2009 Imports	2ndQ 2009 Domestic Exports	2ndQ 2009 Re-Exports	3rdQ 2009 Imports	3rdQ 2009 Domestic Exports	3rdQ 2009 Re-Exports	4thQ 2009 Imports	4thQ 2009 Domestic Exports	4thQ 2009 Re-Exports	Total Imports	Total Domestic Exports	Total Re-Exports	Total Trade	Percent CARICOM	CARICOM as Percent of total / Dom. Gren, St L and St V as Percent of CARICOM: Imports	Domestic Exports	Re-Exports	Total Trade
5	**Chemical and Related**	**Total**	**14,506**	**7,714**	**256**	**10,638**	**8,113**	**367**							**50,288**	**31,654**	**1,246**	**83,188**					
	Products not elswhere	**of which CARICOM**	**1,784**	**7,513**	**211**	**1,831**	**7,574**	**263**	**-**	**-**	**-**	**-**	**-**	**-**	**7,230**	**30,174**	**948**	**38,352**		**14.4%**	**95.3%**	**76.1%**	**46.1%**
	specified	**Dom,Gren,St L & St V**	**148**	**315**	**45**	**86**	**714**	**6**	**-**	**-**	**-**	**-**	**-**	**-**	**468**	**2,058**	**102**	**2,628**		**6.5%**	**6.8%**	**10.8%**	**6.9%**
		Antigua and Barbuda	75	993	129	162	1,036	50							474	4,058	358	4,890					
		Barbados	226	259	4	170	272	5							792	1,062	18	1,872					
		Belize					71	51							-	142	102	244					
		Dominica													-	-	-	-					
		Grenada	*2*	*50*		*5*	*44*	*6*							14	188	12	*214*					
		Guyana	93	1,103	13	46	895	2							278	3,996	30	4,304					
		Jamaica	194	2,996		124	3,020	82							636	12,032	164	12,832					
		Montserrat					6								-	12	-	12					
		St Kitts and Nevis		274	17		410	24							-	1,368	82	1,450					
		Saint Lucia	*123*	*228*	*45*	*35*	*430*								316	1,316	90	*1,722*					
		St Vincent and the	*23*	*37*		*46*	*240*								138	554	-	*692*					
		Grenadines													-	-	-	-					
		Suriname	71	267	3	88	352	4							318	1,238	14	1,570					
		Trinidad and Tobago	977	1,306		1,155	798	39							4,264	4,208	78	8,550					
															-	-	-						
6	**Manufactured Goods**	**Total**	**21,706**	**17**	**58**	**19,513**	**18**	**61**							**82,438**	**70**	**238**	**82,746**					
	Classified Chiefly by	**of which CARICOM**	**4,600**	**4**	**4**	**4,478**	**16**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**18,156**	**40**	**8**	**18,204**		**22.0%**	**57.1%**	**3.4%**	**22.0%**
	Material	**Dom,Gren,St L & St V**	**1,877**	**-**	**3**	**2,180**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**8,114**	**-**	**6**	**8,120**		**44.7%**	**0.0%**	**75.0%**	**44.6%**
		Antigua and Barbuda	10			118	16								256	32	-	288					
		Barbados	389			537									1,852	-	-	1,852					
		Belize				46									92	-	-	92					
		Dominica													-	-	-	-					
		Grenada	*435*			*281*									1,432	-	-	*1,432*					
		Guyana				29									58	-	-	58					
		Jamaica	8												16	-	-	16					
		Montserrat	1	1											2	2	-	4					
		St Kitts and Nevis		3											-	6	-	6					
		Saint Lucia	*965*			*962*									3,854	-	-	*3,854*					
		St Vincent and the	*477*		*3*	*937*									2,828	-	6	*2,834*					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	2,315		1	1,568									7,766	-	2	7,768					
7	**Machinery and**	**Total**	**28,614**		**314**	**28,119**		**329**							**113,466**	**-**	**1,286**	**114,752**					
	Transport Equipment	**of which CARICOM**	**493**	**-**	**211**	**1,684**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**4,354**	**-**	**422**	**4,776**		**3.8%**	**#DIV/0!**	**32.8%**	**4.2%**
		Dom,Gren,St L & St V	**7**	**-**	**132**	**412**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**838**	**-**	**264**	**1,102**		**19.2%**	**#DIV/0!**	**62.6%**	**23.1%**
		Antigua and Barbuda	10		3	276									572	-	6	578					
		Barbados	18		68	93									222	-	136	358					
		Belize													-	-	-	-					
		Dominica													-	-	-	-					
		Grenada	*2*		*132*										4	-	264	*268*					
		Guyana													-	-	-	-					
		Jamaica	33			10									86	-	-	86					
		Montserrat													-	-	-	-					
		St Kitts and Nevis	104		3	25									258	-	6	264					
		Saint Lucia				*329*									658	-	-	*658*					
		St Vincent and the	*5*			*83*									176	-	-	*176*					
		Grenadines													-	-	-	-					
		Suriname	2												4	-	-	4					
		Trinidad and Tobago	319		5	868									2,374	-	10	2,384					

Table A.17 Dominica Quarterly Trade Date -2009 (EC$ '000)

Section	Description	Country	1stQ 2009			2ndQ 2009			3rdQ 2009			4thQ 2009			Total					CARICOM as Percent of total *Dom. Gren, St L and St V as Percent of CARICOM*			
			Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Total Trade	Percent CARICOM	Imports	Domestic Exports	Re-Exports	Total Trade
8	**Miscellaneous**	**Total**	**16,891**	**53**	**35**	**12,651**	**169**	**15**							**59,084**	**444**	**100**	**59,628**					
	Manufactured	**of which CARICOM**	**1,880**	**2**	**17**	**1,940**	**33**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**7,640**	**70**	**34**	**7,744**		**12.9%**	**15.8%**	**34.0%**	**13.0%**
	Articles	**Dom,Gren,St L & St V**	**141**	**-**	**-**	**185**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**652**	**-**	**-**	**652**		**8.5%**	**0.0%**	**0.0%**	**8.4%**
		Antigua and Barbuda	28	1		25	33								106	68	-	174					
		Barbados	299		2	275									1,148	-	4	1,152					
		Belize													-	-	-	-					
		Dominica													-	-	-	-					
		Grenada				*33*									66	-	-	*66*					
		Guyana				8									16	-	-	16					
		Jamaica	209			128									674	-	-	674					
		Montserrat													-	-	-	-					
		St Kitts and Nevis	2	1	1	4									12	2	2	16					
		Saint Lucia	*102*			*120*									444	-	-	*444*					
		St Vincent and the	*39*			*32*									142	-	-	*142*					
		Grenadines													-	-	-	-					
		Suriname			1										-	-	2	2					
		Trinidad and Tobago	1,201		13	1,315									5,032	-	26	5,058					
9	**Miscellaneous**	**Total**													**-**	**-**	**-**	**-**					
	Transactions and	**of which CARICOM**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**		**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**
	Commodities	**Dom,Gren,St L & St V**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**		**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**
		Antigua and Barbuda													-	-	-	-					
		Barbados													-	-	-	-					
		Belize													-	-	-	-					
		Dominica													-	-	-	-					
		Grenada													-	-	-	-					
		Guyana													-	-	-	-					
		Jamaica													-	-	-	-					
		Montserrat													-	-	-	-					
		St Kitts and Nevis													-	-	-	-					
		Saint Lucia													-	-	-	-					
		St Vincent and the													-	-	-	-					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago													-	-	-	-					

Source: Caricom

Table A.18 Dominica Imports (by Quantity and Value) - 2006-08

DOMINICA'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2006

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		2,698	161,200,190	450,619	65,308,665	144,614	159,388	1,042	3,973,266	10,431	26,539	115	-	-	3,629,779	6,228	3,653,111	5,777
FOOD AND LIVE ANIMALS	0	2,626	24,274,855	69,878	12,968,255	21,783	1,499	17	1,053,062	3,087	10,734	35	-	-	3,244,477	3,826	2,277,469	3,264
BEVERAGES AND TOBACCO	1	2,704	3,945,836	11,355	3,244,327	7,397	241	2	30,507	125	-	-	-	-	-	-	43,471	164
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	2,014	4,491,798	9,741	1,143,269	909	7	-	43,117	36	-	-	-	-	-	-	712,804	557
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	1,877	36,975,007	69,704	35,980,783	66,945	20	1	17,757	52	1	-	-	-	-	-	14	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	1,742	7,665,531	12,628	926,445	3,056	-	-	506,112	1,785	-	-	-	-	-	-	420,028	1,267
CHEMICALS AND RELATED PRODUCTS, N.E.S	5	6,250	8,609,980	54,943	1,705,925	8,400	123,728	661	124,651	1,546	135	1	-	-	9,063	77	98,688	339
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	1,146	65,720,246	68,616	7,991,539	22,601	30,462	294	2,114,144	1,816	14,341	73	-	-	344,654	1,724	36,750	50
MACHINERY AND TRANSPORT EQUIPMENT	7	17,689	5,978,047	106,081	288,317	4,425	1,415	27	15,637	574	17	-	-	-	30,550	563	9	-
MISCELLANEOUS MANUFACTURED ARTICLES	8	12,835	3,538,890	47,673	1,059,805	9,100	2,016	40	68,279	1,412	1,311	5	-	-	1,035	37	63,892	135
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

DOMINICA'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2007

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		2,603	194,360,680	528,483	82,356,948	169,201	222,228	1,011	2,195,642	11,568	60,217	322	-	-	4,314,826	7,304	4,647,740	7,787
FOOD AND LIVE ANIMALS	0	3,049	25,688,245	84,651	13,133,707	27,419	975	7	328,924	2,195	57,948	308	-	-	4,094,299	5,546	2,831,022	5,428
BEVERAGES AND TOBACCO	1	3,335	4,195,260	14,677	3,189,609	9,269	6,668	39	86,449	255	-	-	-	-	37	-	36,458	115
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	275	43,109,574	11,579	1,776,616	1,020	417	-	102,993	125	-	-	-	-	-	-	1,222,755	576
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	1,653	54,583,893	90,836	52,548,030	85,714	-	-	10,936	627	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	2,328	5,244,353	11,748	992,104	3,225	3,016	8	518,020	2,038	-	-	-	-	-	-	471,033	1,180
CHEMICALS AND RELATED PRODUCTS, N.E.S	5	4,851	10,781,576	53,461	2,302,127	8,850	94,298	611	723,518	2,001	302	2	-	-	10,135	79	32,778	272
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	2,281	38,679,317	85,774	7,241,285	21,385	104,618	182	290,062	2,079	1,697	9	-	-	198,757	1,586	3,441	19
MACHINERY AND TRANSPORT EQUIPMENT	7	15,049	7,660,299	115,308	165,086	2,424	10,746	133	42,262	512	-	-	-	-	11,135	79	2	-
MISCELLANEOUS MANUFACTURED ARTICLES	8	13,286	4,416,914	60,434	1,008,384	9,895	1,490	31	92,478	1,737	270	2	-	-	463	14	50,251	198
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	12,010	1,249	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

DOMINICA'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2008

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		3,974	146,682,454	627,412	70,729,481	192,185	136,853	1,108	1,806,844	11,463	188,363	1,106	-	-	3,931,583	9,494	3,787,259	9,432
FOOD AND LIVE ANIMALS	0	3,692	25,453,233	100,173	12,780,345	34,780	4,963	49	427,379	2,985	107,427	621	-	-	3,603,798	7,500	2,470,508	5,232
BEVERAGES AND TOBACCO	1	2,884	6,032,582	17,247	3,821,800	11,327	20,403	84	88,843	264	19,800	324	-	-	-	-	58,537	205
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	2,381	5,455,992	13,420	1,136,047	1,843	-	-	123,805	424	-	-	-	-	103	1	567,460	1,091
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	2,533	38,150,322	98,143	35,683,764	87,378	-	-	164,320	327	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	3,396	5,982,966	19,613	1,165,278	5,364	-	-	521,945	2,706	-	-	-	-	-	-	629,198	2,552
CHEMICALS AND RELATED PRODUCTS, N.E.S	5	7,897	6,724,244	55,530	1,732,096	8,820	64,047	613	139,037	1,263	378	2	-	-	14,354	139	24,475	188
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	2,508	42,522,896	105,333	10,124,764	28,063	7,525	119	230,572	1,158	60,758	158	-	-	306,033	1,562	22,811	93
MACHINERY AND TRANSPORT EQUIPMENT	7	11,624	11,811,096	153,963	3,229,718	4,207	36,240	217	13,869	661	-	-	-	-	6,296	276	-	-
MISCELLANEOUS MANUFACTURED ARTICLES	8	13,628	4,549,123	63,990	1,055,669	10,403	3,675	27	97,074	1,674	-	-	-	-	999	16	14,270	70
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

Source: Caricom

Table A.18 Dominica Imports (by Quantity and Valı

DOMINICA'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 200

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	1,149,314	6,076	1,575	5	3,575,024	10,050	56,270	394	3,211,958	4,653	97,361	318	45,775,080	99,525	95,891,525	306,006
FOOD AND LIVE ANIMALS	124,754	1,178	-	-	48,682	254	440	2	2,830,906	1,431	25,000	22	3,351,232	8,668	11,306,600	48,096
BEVERAGES AND TOBACCO	468,514	1,696	-	-	1,918,781	3,127	47,482	199	3,431	45	-	-	731,900	2,039	701,509	3,959
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	42,358	28	-	-	50	1	735	13	20,217	83	-	-	323,981	191	3,348,529	8,832
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	25	-	-	-	691	6	-	-	35,962,289	66,886	994,224	2,759
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	305	4	6,739,086	9,573
CHEMICALS AND RELATED PRODUCTS, N.E.S	381,386	1,579	-	-	17,848	265	-	-	23,473	380	70,039	295	856,914	3,256	6,904,055	46,543
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	50,135	701	20	1	1,476,711	4,835	68	2	278,886	2,033	-	-	3,645,368	11,071	57,728,707	46,015
MACHINERY AND TRANSPORT EQUIPMENT	535	74	1,555	4	12,325	1,332	7,154	165	12,707	374	-	-	206,413	1,312	5,689,730	101,657
MISCELLANEOUS MANUFACTURED ARTICLES	81,632	820	-	-	100,602	237	391	13	41,647	301	2,322	1	696,678	6,099	2,479,085	38,573
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

DOMINICA'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 200

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	808,044	4,902	366,833	125	2,401,466	7,349	98,196	824	2,379,293	5,650	133,232	460	64,729,231	121,899	112,003,732	359,281
FOOD AND LIVE ANIMALS	157,950	1,650	-	-	69,045	325	-	-	1,871,091	2,378	-	-	3,722,453	9,583	12,554,538	57,232
BEVERAGES AND TOBACCO	409,427	1,540	-	-	1,475,241	3,453	84,751	375	1,313	10	-	-	1,089,265	3,483	1,005,651	5,407
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	40,122	29	-	-	-	-	1,492	12	-	-	-	-	408,837	277	41,332,958	10,560
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	-	-	-	-	52,537,094	85,087	2,035,863	5,122
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	35	-	4,252,249	8,523
CHEMICALS AND RELATED PRODUCTS, N.E.S	34,814	245	-	-	20,061	228	-	-	40,999	193	130,490	444	1,214,732	4,775	8,479,449	44,611
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	39,330	693	365,743	113	803,494	2,786	382	14	436,549	2,799	507	1	4,996,705	11,103	31,438,032	64,389
MACHINERY AND TRANSPORT EQUIPMENT	643	23	1,050	10	10,498	262	4,290	85	11,644	83	291	1	72,525	1,236	7,495,213	112,884
MISCELLANEOUS MANUFACTURED ARTICLES	125,758	722	40	2	23,127	295	7,281	338	17,697	189	1,944	13	687,585	6,354	3,408,530	50,539
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,249	15

- means Nil

DOMINICA'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 200

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	989,965	6,183	4,085	32	5,949,076	10,962	123,939	808	2,085,239	7,067	179,722	718	51,546,553	133,812	75,952,973	435,227
FOOD AND LIVE ANIMALS	211,989	1,672	-	-	49,383	260	168	6	1,317,737	2,887	36,596	100	4,550,397	13,468	12,672,888	65,394
BEVERAGES AND TOBACCO	482,476	1,861	-	-	1,642,320	3,837	91,560	378	238,601	405	-	-	1,179,260	3,970	2,210,782	5,920
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	40,032	31	-	-	363	-	138	5	3,066	9	-	-	401,080	282	4,319,945	11,577
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	1,006	41	-	-	-	-	-	-	35,518,438	87,010	2,466,558	10,766
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	6,988	62	-	-	-	-	-	-	-	-	-	-	7,147	45	4,817,688	14,249
CHEMICALS AND RELATED PRODUCTS, N.E.S	66,907	494	-	-	37,718	525	-	-	28,621	134	142,976	613	1,213,583	4,848	4,992,148	46,710
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	72,343	1,247	12	1	1,087,417	4,518	17,251	44	476,873	3,263	105	3	7,843,064	15,896	32,398,132	77,269
MACHINERY AND TRANSPORT EQUIPMENT	3	2	3,974	29	3,069,586	1,167	9,718	250	4,910	200	-	-	85,122	1,405	8,581,378	149,756
MISCELLANEOUS MANUFACTURED ARTICLES	109,227	815	99	3	61,283	613	5,104	126	15,431	168	45	2	748,462	6,889	3,493,454	53,586
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

Table A.19 Dominica Exports (by Quantity and Value) - 2006-08

DOMINICA'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC SECTIONS: 2006

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA		JAMAICA		MONTSER
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY
ALL SECTIONS		311	416,706,763	109,265	91,271,059	69,317	28,564,697	14,006	1,625,966	7,975	198,573	1,486	-	-	828,926	789	1,677,237	7,748	5,314,545	16,825	145,541
FOOD AND LIVE ANIMALS	0	2,233	16,975,696	36,591	3,025,693	9,381	2,315,153	7,344	140,221	307	-	-	-	-	-	-	-	-	58	-	134,337
BEVERAGES AND TOBACCO	1	2,143	837,378	1,815	462,263	949	191,536	361	26,947	66	-	-	-	-	3,725	19	-	-	77	1	3,951
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	20	384,814,218	7,539	74,352,160	1,752	25,151,880	576	250	1	-	-	-	-	700,000	17	-	-	-	-	25
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	-	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	4,404	14,041,623	62,860	13,421,934	57,068	898,659	5,572	1,458,348	7,597	198,573	1,486	-	-	125,201	753	1,677,237	7,748	5,314,410	16,824	7,181
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	5,259	18,068	90	376	11	276	9	100	3	-	-	-	-	-	-	-	-	-	-	-
MACHINERY AND TRANSPORT EQUIPMENT	7	7,581	1,451	11	1,451	11	150	5	-	-	-	-	-	-	-	-	-	-	-	-	47
MISCELLANEOUS MANUFACTURED ARTICLES	8	19,702	18,310	359	7,182	145	7,043	139	100	2	-	-	-	-	-	-	-	-	-	-	-
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

DOMINICA'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC SECTIONS: 2007

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA		JAMAICA		MONTSER
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY
ALL SECTIONS		223	491,300,201	96,573	162,672,018	62,294	41,463,081	14,691	27,792,316	3,472	61,170	383	-	-	8,789,571	545	1,410,760	4,792	5,372,472	19,817	136,717
FOOD AND LIVE ANIMALS	0	2,564	12,817,112	31,811	3,119,496	10,109	2,220,460	7,590	73,322	206	-	-	-	-	-	-	-	-	310	2	132,097
BEVERAGES AND TOBACCO	1	1,750	1,249,767	2,183	597,306	1,053	136,669	384	-	-	-	-	-	-	334	24	-	-	-	-	2,657
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	22	465,011,269	10,326	147,326,334	3,309	38,116,334	837	27,150,000	649	-	-	-	-	8,700,000	206	-	-	-	-	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	-	16	-	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	4,196	12,204,247	51,785	11,620,345	47,600	981,468	5,676	568,810	2,611	61,170	383	-	-	89,237	315	1,410,760	4,792	5,372,160	19,816	1,803
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	30,597	3,439	102	1,064	39	822	28	62	1	-	-	-	-	-	-	-	-	-	-	160
MACHINERY AND TRANSPORT EQUIPMENT	7	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MISCELLANEOUS MANUFACTURED ARTICLES	8	25,301	14,351	366	7,462	183	7,328	175	122	7	-	-	-	-	-	-	-	-	2	-	-
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

DOMINICA'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC SECTIONS: 2008

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA		JAMAICA		MONTSER
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY
ALL SECTIONS		177	644,343,891	102,958	236,882,559	63,461	57,538,749	15,666	31,901,248	2,779	15,460	112	-	-	11,270,682	1,886	1,496,715	5,503	4,181,236	17,460	142,038
FOOD AND LIVE ANIMALS	0	2,562	16,019,607	39,998	4,917,607	14,686	2,518,163	9,331	34,302	151	-	-	-	-	-	-	-	-	136	1	135,600
BEVERAGES AND TOBACCO	1	2,197	778,634	1,706	355,453	791	106,082	332	-	-	-	-	-	-	160	8	-	-	-	-	242
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	24	617,957,887	14,687	222,416,786	5,210	54,176,445	1,281	31,540,000	751	-	-	-	-	11,000,000	250	-	-	-	-	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	27,778	36	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	4,768	9,569,039	46,218	9,186,433	42,614	732,315	4,585	326,534	1,868	15,460	112	-	-	270,522	1,628	1,496,715	5,503	4,181,100	17,459	6,095
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	13,086	1,922	24	1,429	21	988	2	340	9	-	-	-	-	-	-	-	-	-	-	101
MACHINERY AND TRANSPORT EQUIPMENT	7	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MISCELLANEOUS MANUFACTURED ARTICLES	8	20,504	16,766	324	4,851	139	4,756	135	72	1	-	-	-	-	-	-	-	-	-	-	-
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

Source: Caricom

Table A.19 Dominica Exports (by Quantity and Va

DOMINICA'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC S

(EC$000)

COMMODITY DESCRIPTION	RRAT	SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	528	42,306,534	4,651	658,135	3,009	2,372,083	1,440	368,997	2,647	7,209,825	8,213	325,435,704	39,949
FOOD AND LIVE ANIMALS	476	-	-	435,430	1,253	476	1	-	-	18	-	13,950,003	27,210
BEVERAGES AND TOBACCO	9	179,586	299	18,533	81	37,908	113	-	-	-	-	375,115	867
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	41,500,000	992	5	-	2,000,000	44	-	-	5,000,000	122	310,462,058	5,787
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	19	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	42	626,947	3,359	204,129	1,671	333,699	1,282	368,997	2,647	2,208,553	8,087	619,689	5,792
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	-	-	-	-	-	-	-	-	-	-	-	17,692	79
MACHINERY AND TRANSPORT EQUIPMENT	2	-	-	-	-	-	-	-	-	1,254	4	-	-
MISCELLANEOUS MANUFACTURED ARTICLES	-	1	-	38	4	-	-	-	-	-	-	11,128	214
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

DOMINICA'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC S

(EC$000)

COMMODITY DESCRIPTION	RRAT	SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	570	30,122,032	3,128	19,430,529	4,000	22,486,704	1,373	312,770	1,464	5,293,896	8,058	328,628,183	34,279
FOOD AND LIVE ANIMALS	531	68	-	656,021	1,737	238	1	-	-	36,980	44	9,697,616	21,701
BEVERAGES AND TOBACCO	8	351,319	470	9,041	44	96,076	117	-	-	1,210	6	652,461	1,130
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	29,250,000	641	18,510,000	438	22,100,000	464	-	-	3,500,000	74	317,684,935	7,017
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	11	-	-	-	-	-	-	-	-	-	5	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	22	520,629	2,016	255,442	1,780	290,390	791	312,770	1,464	1,755,706	7,934	583,902	4,184
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	9	-	-	20	1	-	-	-	-	-	-	2,375	63
MACHINERY AND TRANSPORT EQUIPMENT	-	-	-	-	-	-	-	-	-	-	-	-	-
MISCELLANEOUS MANUFACTURED ARTICLES	-	5	1	5	-	-	-	-	-	-	-	6,889	183
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

DOMINICA'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC S

(EC$000)

COMMODITY DESCRIPTION	RRAT	SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	650	7,986,793	2,160	5,255,553	4,532	52,369,722	2,211	223,060	1,077	64,501,303	9,427	407,461,332	39,496
FOOD AND LIVE ANIMALS	599	-	-	1,060,024	3,152	-	-	-	-	1,169,382	1,452	11,102,000	25,312
BEVERAGES AND TOBACCO	1	144,638	277	6,721	43	97,592	129	-	-	18	-	423,181	915
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	7,500,000	177	4,000,341	99	52,000,000	1,175	-	-	62,200,000	1,477	395,541,101	9,477
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	36	1
CHEMICALS AND RELATED PRODUCTS, N.E.S.	39	342,155	1,706	188,444	1,234	272,130	906	223,060	1,077	1,131,903	6,497	382,606	3,604
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	10	-	-	-	-	-	-	-	-	-	-	493	3
MACHINERY AND TRANSPORT EQUIPMENT	-	-	-	-	-	-	-	-	-	-	-	-	-
MISCELLANEOUS MANUFACTURED ARTICLES	-	-	-	23	3	-	-	-	-	-	-	11,915	185
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

Table A.20 Dominica Re-Exports (by Quantity and Value) - 2006-08

DOMINICA'S INTRA-REGIONAL RE-EXPORTS BY SITC SECTIONS: 2006

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		7,660	364,371	2,711	146,926	1,286	29,185	460	17,182	85	-	-	-	-	3,158	34	1,659	11
FOOD AND LIVE ANIMALS	0	4,372	19,088	84	705	2	-	-	-	-	-	-	-	-	-	-	-	-
BEVERAGES AND TOBACCO	1	2,456	89,378	243	36,630	43	-	-	-	-	-	-	-	-	-	-	-	-
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	3,077	13,743	42	462	2	454	2	8	-	-	-	-	-	-	-	-	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	863	30,099	26	27	-	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	8,050	68,316	542	44,000	371	24,204	240	7,383	42	-	-	-	-	1,304	6	1,659	11
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	6,177	57,872	350	822	20	24	1	28	1	-	-	-	-	1	-	-	-
MACHINERY AND TRANSPORT EQUIPMENT	7	29,099	39,369	1,168	24,288	662	1,554	215	431	27	-	-	-	-	1,010	16	-	-
MISCELLANEOUS MANUFACTURED ARTICLES	8	5,265	46,481	257	39,992	186	2,949	3	9,332	15	-	-	-	-	843	11	-	-
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

DOMINICA'S INTRA-REGIONAL RE-EXPORTS BY SITC SECTIONS: 2007

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		8,320	328,832	2,877	231,035	1,640	57,038	690	2,480	100	-	-	-	-	23,840	91	29,167	71
FOOD AND LIVE ANIMALS	0	3,403	56,543	208	54,690	156	22,520	97	-	-	-	-	-	-	5,400	12	25,200	27
BEVERAGES AND TOBACCO	1	4,918	29,765	139	2,282	27	-	-	-	-	-	-	-	-	-	-	-	-
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	97,973	408	39	368	38	228	35	-	-	-	-	-	-	140	3	-	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	1,978	2,696	5	2,696	5	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	11,907	64,162	764	51,993	619	27,155	346	1,093	13	-	-	-	-	1,772	10	3,879	43
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	4,888	71,307	402	48,449	130	2,524	39	146	5	-	-	-	-	15,373	24	-	-
MACHINERY AND TRANSPORT EQUIPMENT	7	10,606	87,852	999	57,191	473	4,255	158	107	66	-	-	-	-	394	19	-	-
MISCELLANEOUS MANUFACTURED ARTICLES	8	18,326	16,099	321	13,366	192	356	15	1,134	16	-	-	-	-	761	23	88	1
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

DOMINICA'S INTRA-REGIONAL RE-EXPORTS BY SITC SECTIONS: 2008

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		10,348	460,408	5,026	315,611	2,742	80,668	729	12,072	150	8,417	74	-	-	15,459	276	9,104	65
FOOD AND LIVE ANIMALS	0	5,930	26,018	178	18,787	63	16,785	51	150	1	-	-	-	-	-	-	-	-
BEVERAGES AND TOBACCO	1	8,135	29,864	251	4,809	22	-	-	-	-	-	-	-	-	-	-	-	-
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	2,237	5,960	13	5,960	13	115	1	-	-	-	-	-	-	-	-	-	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	4,769	2,310	11	2,300	11	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	7,844	206,177	1,637	184,260	1,406	44,497	493	10,580	92	8,260	63	-	-	6,710	32	8,854	62
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	6,875	77,916	542	53,328	354	13,741	46	-	-	-	-	-	-	6,769	215	-	-
MACHINERY AND TRANSPORT EQUIPMENT	7	19,876	87,614	1,661	24,510	648	4,847	104	381	44	151	3	-	-	1,900	26	-	-
MISCELLANEOUS MANUFACTURED ARTICLES	8	23,914	24,549	733	21,657	225	683	33	961	13	6	9	-	-	80	3	250	3
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

Source: Caricom

Table A.20 Dominica Re-Exports (

DOMINICA'S INTRA-REGIONAL RE-EXPORT

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENADINES		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	9,431	126	2,984	14	53,552	208	5,699	70	6,350	12	4,530	6	13,196	260	217,445	1,425
FOOD AND LIVE ANIMALS	-	-	705	2	-	-	-	-	-	-	-	-	-	-	18,383	82
BEVERAGES AND TOBACCO	2,880	11	-	-	33,750	32	-	-	-	-	-	-	-	-	52,748	200
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13,281	40
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	27	-	-	-	-	-	-	-	-	-	-	-	30,072	26
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	-	-	-	-	1,720	10	4,850	53	1,980	5	900	2	-	-	24,316	172
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	-	-	333	5	-	-	312	5	-	-	-	-	124	8	57,050	330
MACHINERY AND TRANSPORT EQUIPMENT	-	-	457	6	8,002	156	437	8	50	2	-	-	12,347	233	15,081	505
MISCELLANEOUS MANUFACTURED ARTICLES	6,551	115	1,462	2	10,080	10	100	3	4,320	4	3,630	4	725	19	6,489	71
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

DOMINICA'S INTRA-REGIONAL RE-EXPORT

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENADINES		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	6,944	92	218	9	35,050	171	21,060	224	6,340	69	45,877	73	3,021	50	97,797	1,237
FOOD AND LIVE ANIMALS	-	-	-	-	-	-	308	3	1,032	15	-	-	230	1	1,853	52
BEVERAGES AND TOBACCO	-	-	-	-	840	3	1,442	23	-	-	-	-	-	-	27,483	112
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	1
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	2,500	4	-	-	196	2	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	340	8	-	-	1,995	18	13,233	149	711	11	825	10	990	11	12,169	145
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	-	-	9	-	133	9	71	2	588	9	29,364	41	241	1	22,858	272
MACHINERY AND TRANSPORT EQUIPMENT	-	-	209	8	29,240	130	5,985	45	1,248	22	15,636	22	117	3	30,661	525
MISCELLANEOUS MANUFACTURED ARTICLES	6,604	84	-	-	2,842	11	21	1	261	8	52	1	1,247	32	2,733	130
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

DOMINICA'S INTRA-REGIONAL RE-EXPORT

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENADINES		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	18,149	132	5,200	103	38,102	325	25,294	242	45,509	388	26,510	195	31,127	64	144,797	2,284
FOOD AND LIVE ANIMALS	-	-	1,540	6	-	-	-	-	312	6	-	-	-	-	7,231	115
BEVERAGES AND TOBACCO	4,809	22	-	-	-	-	-	-	-	-	-	-	-	-	25,055	230
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	-	-	-	-	5,845	13	-	-	-	-	-	-	-	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	-	-	-	-	2,300	11	10	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	13,340	110	-	-	20,919	137	17,492	176	5,642	30	26,280	191	21,686	20	21,917	231
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	-	-	500	6	5,010	23	203	9	26,992	54	-	-	113	1	24,588	188
MACHINERY AND TRANSPORT EQUIPMENT	-	-	3,160	91	3,766	100	1,527	12	8,318	259	-	-	460	9	63,104	1,013
MISCELLANEOUS MANUFACTURED ARTICLES	-	-	-	-	8,407	65	227	32	4,245	40	230	5	6,568	23	2,892	508
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

Table A.21 Grenada Quarterly Trade Date -2008 (EC$ '000)

3

Section	Description	Country	1stQ 2008 Imports	1stQ 2008 Domestic Exports	1stQ 2008 Re-Exports	2ndQ 2008 Imports	2ndQ 2008 Domestic Exports	2ndQ 2008 Re-Exports	3rdQ 2008 Imports	3rdQ 2008 Domestic Exports	3rdQ 2008 Re-Exports	4thQ 2008 Imports	4thQ 2008 Domestic Exports	4thQ 2008 Re-Exports	Total Imports	Total Domestic Exports	Total Re-Exports	Total Trade	Percent CARICOM	CARICOM as Percent of total / *Dom. Gren, St L and St V as Percent of CARICOM* Imports	Domestic Exports	Re-Exports	Total Trade
Total Trade			240,040	13,926	1,557										960,160	55,704	6,228	1,022,092					
Total Intra-Regional Trade			67,285	8,460	536										269,140	33,840	2,144	305,124					
	All Commodities	**Total**	**240,040**	**13,926**	**1,557**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**960,160**	**55,704**	**6,228**	**1,022,092**					
		of which CARICOM	**67,285**	**8,458**	**534**	**85,054**	**9,206**	**2,666**	**87,561**	**10,842**	**656**	**-**	**-**	**-**	**319,867**	**38,008**	**5,141**	**363,016**		**33.3%**	**68.2%**	**82.6%**	**35.5%**
		Dom,Gren,St L & St V	**2,030**	**4,609**	**409**	**3,184**	**5,093**	**2,408**	**3,688**	**5,718**	**162**	**-**	**-**	**-**	**11,869**	**20,560**	**3,972**	**36,401**		***3.7%***	***54.1%***	***77.3%***	***10.0%***
		Antigua and Barbuda	129	699	21	440	623	1	201	803	-	-	-	-	1,027	2,833	29	3,889	1.1%				
		Barbados	4,995	1,029	9	4,831	1,186	22	3,922	1,336	197	-	-	-	18,331	4,735	304	23,369	6.4%				
		Belize	209	-	-	272	-	-	23	-	-	-	-	-	672	-	-	672	0.2%				
		Dominica	*235*	*1,914*	-	*760*	*2,248*	*2,350*	*1,328*	*3,145*	*6*	-	-	-	3,097	9,743	3,141	*15,981*	4.4%				
		Grenada	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%				
		Guyana	1,997	294	-	2,369	415	25	3,399	252	4	-	-	-	10,353	1,281	39	11,673	3.2%				
		Jamaica	1,457	505	-	1,639	-	34	1,573	828	12	-	-	-	6,225	1,777	61	8,064	2.2%				
		Montserrat	-	97	-	-	-	-	-	91	-	-	-	-	-	251	-	251	0.1%				
		St Kitts and Nevis	50	967	-	389	1,637	-	1,900	1,408	-	-	-	-	3,119	5,349	-	8,468	2.3%				
		Saint Lucia	*881*	*2,329*	*186*	*1,393*	*2,464*	*9*	*1,147*	*1,806*	-	-	-	-	4,561	8,799	260	*13,620*	3.8%				
		St Vincent and the	*914*	*366*	*223*	*1,031*	*381*	*49*	*1,213*	*767*	*156*	-	-	-	4,211	2,019	571	*6,800*	1.9%				
		Grenadines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%				
		Suriname	87	62	-	86	66	-	188	160	-	-	-	-	481	384	-	865	0.2%				
		Trinidad and Tobago	56,331	196	95	71,844	186	176	72,667	246	281	-	-	-	267,789	837	736	269,363	74.2%				
0	**Food and Live Animals**	**Total**	**42,102**	**10,829**	**12**										**56,136**	**14,439**	**16**	**70,591**					
		of which CARICOM	**8,630**	**5,372**	**4**	**11,081**	**5,408**	**1**	**13,994**	**6,755**	**18**	**-**	**-**	**-**	**44,940**	**23,380**	**31**	**68,351**		**80.1%**	**161.9%**	**191.7%**	**96.8%**
		Dom,Gren,St L & St V	**421**	**3,388**	**-**	**1,137**	**3,551**	**-**	**1,321**	**3,938**	**6**	**-**	**-**	**-**	**3,839**	**14,503**	**8**	**18,349**		**8.5%**	**62.0%**	**26.1%**	**26.8%**
		Antigua and Barbuda	12	494		17	224		82	605	-				148	1,764	-	1,912					
		Barbados	968	23		1,377	25	1	1,183	40	3				4,704	117	5	4,827					
		Belize				206			4	-	-				280	-	-	280					
		Dominica		*1,467*		*382*	*1,741*		*664*	*2,539*	*3*				1,395	7,663	4	*9,061*					
		Grenada							-	-	-				-	-	-	-					
		Guyana	1,214			1,508			2,263	126	2				6,647	168	3	6,817					
		Jamaica	552	304		396			750	414	6				2,264	957	8	3,229					
		Montserrat		97					-	91	-				-	251	-	251					
		St Kitts and Nevis		905			1,444		950	1,207	-				1,267	4,741	-	6,008					
		Saint Lucia	*1*	*1,880*		*175*	*1,794*		*50*	*1,223*	-				301	6,529	-	*6,831*					
		St Vincent and the	*420*	*41*		*580*	*16*		*607*	*176*	*3*				2,143	311	4	*2,457*					
		Grenadines							-	-	-				-	-	-	-					
		Suriname							94	91	-				125	121	-	247					
		Trinidad and Tobago	5,463	161	4	6,440	164		7,347	243	1				25,667	757	7	26,431					
																-	-						
1	**Beverages and Tobacco**	**Total**	**6,162**	**113**	**21**										**8,216**	**151**	**28**	**8,395**					
		of which CARICOM	**3,113**	**106**	**21**	**4,311**	**128**	**1**	**4,773**	**268**	**1**	**-**	**-**	**-**	**16,263**	**669**	**31**	**16,963**		**197.9%**	**444.2%**	**109.5%**	**202.1%**
		Dom,Gren,St L & St V	**443**	**90**	**21**	**599**	**112**	**-**	**845**	**266**	**-**	**-**	**-**	**-**	**2,516**	**624**	**28**	**3,168**		**15.5%**	**93.2%**	**91.3%**	**18.7%**
		Antigua and Barbuda	20			137			15						229	-	-	229					
		Barbados	114			117		1	113	1	1				459	1	3	463					
		Belize													-	-	-	-					
		Dominica	*6*						*8*						19	-	-	*19*					
		Grenada													-	-	-	-					
		Guyana	47			91			130						357	-	-	357					
		Jamaica	212			373			312						1,196	-	-	1,196					
		Montserrat													-	-	-	-					
		St Kitts and Nevis	50	1		389	1		934	1					1,831	4	-	1,835					
		Saint Lucia	*408*	*90*	*21*	*599*	*112*		*797*	*38*					2,405	320	28	*2,753*					
		St Vincent and the	*29*						*40*	*228*					92	304	-	*396*					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	2,227	15		2,605	15		2,424						9,675	40	-	9,715					

Table A.21 Grenada Quarterly Trade Date -2008 (EC$ '000)

Section	Description	Country	1stQ 2008 Imports	1stQ 2008 Domestic Exports	1stQ 2008 Re-Exports	2ndQ 2008 Imports	2ndQ 2008 Domestic Exports	2ndQ 2008 Re-Exports	3rdQ 2008 Imports	3rdQ 2008 Domestic Exports	3rdQ 2008 Re-Exports	4thQ 2008 Imports	4thQ 2008 Domestic Exports	4thQ 2008 Re-Exports	Total Imports	Total Domestic Exports	Total Re-Exports	Total Trade	Percent CARICOM	CARICOM as Percent of total / *Dom. Gren, St L and St V as Percent of CARICOM* Imports	Domestic Exports	Re-Exports	Total Trade
2	**Crude Materials,**	**Total**	**5,372**	**6**	**32**										**7,163**	**8**	**43**	**7,213**					
	Inedible Except Fuels	**of which CARICOM**	**819**	**5**	**20**	**728**	**5**	**20**	**989**	**2**	**80**	**-**	**-**	**-**	**3,381**	**16**	**160**	**3,557**		**47.2%**	**200.0%**	**375.0%**	**49.3%**
		Dom,Gren,St L & St V	**-**	**-**	**-**	**191**	**-**	**-**	**326**	**-**	**3**	**-**	**-**	**-**	**689**	**-**	**4**	**693**		**20.4%**	**0.0%**	**2.5%**	**19.5%**
		Antigua and Barbuda													-	-	-	-					
		Barbados	73			45			24	1					189	1	-	191					
		Belize													-	-	-	-					
		Dominica				*191*			*326*						689	-	-	*689*					
		Grenada													-	-	-	-					
		Guyana	444			440			598						1,976	-	-	1,976					
		Jamaica				22									29	-	-	29					
		Montserrat													-	-	-	-					
		St Kitts and Nevis													-	-	-	-					
		Saint Lucia													-	-	-	-					
		St Vincent and the									*3*				-	-	4	*4*					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	302	5	20	30	5	20	41	1	77				497	15	156	668					
3	**Mineral Fuels,**	**Total**	**46,745**		**9**										**62,327**	**-**	**12**	**62,339**					
	Lubricants and	**of which CARICOM**	**25,922**	**247**	**2**	**35,497**	**-**	**10**	**34,703**	**-**	**5**	**-**	**-**	**-**	**128,163**	**329**	**23**	**128,515**		**205.6%**	**#DIV/0!**	**188.9%**	**206.2%**
	Related Materials	**Dom,Gren,St L & St V**	**-**	**232**	**-**	**-**	**-**	**9**	**-**	**-**	**5**	**-**	**-**	**-**	**-**	**309**	**19**	**328**		**0.0%**	**93.9%**	**82.4%**	**0.3%**
		Antigua and Barbuda		1		3									4	1	-	5					
		Barbados		1											-	1	-	1					
		Belize													-	-	-	-					
		Dominica													-	-	-	-					
		Grenada													-	-	-	-					
		Guyana													-	-	-	-					
		Jamaica													-	-	-	-					
		Montserrat													-	-	-	-					
		St Kitts and Nevis							1						1	-	-	1					
		Saint Lucia		*102*				*9*							-	136	12	*148*					
		St Vincent and the		*130*							*5*				-	173	7	*180*					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	25,922	13	2	35,494		1	34,702						128,157	17	4	128,179					
4	**Animals and**	**Total**	**652**												**869**	**-**	**-**	**869**					
	Vegetable Oils and	**of which CARICOM**	**462**	**2,102**	**15**	**964**	**-**	**-**	**716**	**-**	**-**	**-**	**-**	**-**	**2,856**	**2,803**	**20**	**5,679**		**328.5%**	**#DIV/0!**	**#DIV/0!**	**653.2%**
	Fats	**Dom,Gren,St L & St V**	**-**	**755**	**15**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,007**	**20**	**1,027**		**0.0%**	**35.9%**	**100.0%**	**18.1%**
		Antigua and Barbuda		193		144									192	257	-	449					
		Barbados	414	536		794			688						2,528	715	-	3,243					
		Belize													-	-	-	-					
		Dominica		*438*											-	584	-	*584*					
		Grenada													-	-	-	-					
		Guyana		294											-	392	-	392					
		Jamaica		201											-	268	-	268					
		Montserrat													-	-	-	-					
		St Kitts and Nevis		61											-	81	-	81					
		Saint Lucia		*252*											-	336	-	*336*					
		St Vincent and the		*65*	*15*										-	87	20	*107*					
		Grenadines													-	-	-	-					
		Suriname		62											-	83	-	83					
		Trinidad and Tobago	48			26			28						136	-	-	136					
5	**Chemical and Related**	**Total**	**16,405**	**249**	**18**										**21,873**	**332**	**24**	**22,229**					
	Products not elswhere	**of which CARICOM**	**4,016**	**2**	**22**	**4,347**	**577**	**17**	**5,096**	**422**	**12**	**-**	**-**	**-**	**17,945**	**1,335**	**68**	**19,348**		**82.0%**	**402.0%**	**283.3%**	**87.0%**
	specified	**Dom,Gren,St L & St V**	**240**	**-**	**-**	**207**	**576**	**-**	**226**	**407**	**1**	**-**	**-**	**-**	**897**	**1,311**	**1**	**2,209**		**5.0%**	**98.2%**	**2.0%**	**11.4%**

Table A.21 Grenada Quarterly Trade Date -2008 (EC$ '000)

Section	Description	Country	1stQ 2008 Imports	1stQ 2008 Domestic Exports	1stQ 2008 Re-Exports	2ndQ 2008 Imports	2ndQ 2008 Domestic Exports	2ndQ 2008 Re-Exports	3rdQ 2008 Imports	3rdQ 2008 Domestic Exports	3rdQ 2008 Re-Exports	4thQ 2008 Imports	4thQ 2008 Domestic Exports	4thQ 2008 Re-Exports	Total Imports	Total Domestic Exports	Total Re-Exports	Total Trade	Percent CARICOM	CARICOM as Percent of total / *Dom. Gren, St L and St V as Percent of CARICOM* Imports	Domestic Exports	Re-Exports	Total Trade
		Antigua and Barbuda	58			104			26						251	-	-	251					
		Barbados	1,133			999			840	9	6				3,963	12	8	3,983					
		Belize				2									3	-	-	3					
		Dominica	*159*			*143*	*47*		*185*						649	63	-	*712*					
		Grenada													-	-	-	-					
		Guyana	60			103			125						384	-	-	384					
		Jamaica	316			176		17	253		5				993	-	29	1,023					
		Montserrat													-	-	-	-					
		St Kitts and Nevis								6					-	8	-	8					
		Saint Lucia	*81*			*62*	*307*		*40*	*220*					244	703	-	*947*					
		St Vincent and the				*2*	*222*		*1*	*187*	*1*				4	545	1	*551*					
		Grenadines													-	-	-	-					
		Suriname	87			86			94						356	-	-	356					
		Trinidad and Tobago	2,122	2	22	2,670	1		3,532						11,099	4	29	11,132					
															-	-							
6	**Manufactured Goods**	**Total**	**49,784**	**2,102**	**60**										**66,379**	**2,803**	**80**	**69,261**					
	Classified Chiefly by	**of which CARICOM**	**19,078**	**624**	**407**	**20,927**	**2,639**	**65**	**21,119**	**2,781**	**75**	**-**	**-**	**-**	**81,499**	**8,059**	**729**	**90,287**		**122.8%**	**287.5%**	**911.7%**	**130.4%**
	Material	**Dom,Gren,St L & St V**	**480**	**144**	**369**	**593**	**777**	**-**	**498**	**997**	**14**	**-**	**-**	**-**	**2,095**	**2,557**	**511**	**5,163**		**2.6%**	**31.7%**	**70.0%**	**5.7%**
		Antigua and Barbuda	38	11	3	29	396		71	198					184	807	4	995					
		Barbados	1,971	469	2	1,093	794		631	783	20				4,927	2,728	29	7,684					
		Belize	205			64			18						383	-	-	383					
		Dominica	*2*	*9*		*12*	*460*		*9*	*606*					31	1,433	-	*1,464*					
		Grenada													-	-	-	-					
		Guyana	130			174	415	25	169	126					631	721	33	1,385					
		Jamaica	17			176		17	35	414					304	552	23	879					
		Montserrat													-	-	-	-					
		St Kitts and Nevis					191		1	194					1	513	-	515					
		Saint Lucia	*73*	*5*	*163*	*214*	*251*		*145*	*325*					576	775	217	*1,568*					
		St Vincent and the	*405*	*130*	*206*	*367*	*66*		*344*	*66*	*14*				1,488	349	293	*2,131*					
		Grenadines													-	-	-	-					
		Suriname					66			69					-	180	-	180					
		Trinidad and Tobago	16,237		33	18,798		23	19,696		41				72,975	-	129	73,104					
7	**Machinery and**	**Total**	**47,051**	**2**	**917**										**62,735**	**3**	**1,223**	**63,960**					
	Transport Equipment	**of which CARICOM**	**1,220**	**-**	**43**	**1,985**	**-**	**2,512**	**1,115**	**-**	**234**	**-**	**-**	**-**	**5,760**	**-**	**3,719**	**9,479**		**9.2%**	**0.0%**	**304.1%**	**14.8%**
		Dom,Gren,St L & St V	**180**	**-**	**4**	**286**	**-**	**2,362**	**356**	**-**	**18**	**-**	**-**	**-**	**1,096**	**-**	**3,179**	**4,275**		**19.0%**	**#DIV/0!**	**85.5%**	**45.1%**
		Antigua and Barbuda	1		18				4						7	-	24	31					
		Barbados	100		7	108		20	189		65				529	-	123	652					
		Belize							1						1	-	-	1					
		Dominica				*1*		*2,350*	*101*		*3*				136	-	3,137	*3,273*					
		Grenada													-	-	-	-					
		Guyana									2				-	-	3	3					
		Jamaica	4			6			7						23	-	-	23					
		Montserrat													-	-	-	-					
		St Kitts and Nevis							8						11	-	-	11					
		Saint Lucia	*176*		*2*	*283*			*97*						741	-	3	*744*					
		St Vincent and the	*4*		*2*	*2*		*12*	*158*		*15*				219	-	39	*257*					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	935		14	1,585		130	550		149				4,093	-	391	4,484					
8	**Miscellaneous**	**Total**	**25,767**	**625**	**488**										**34,356**	**833**	**651**	**35,840**					
	Manufactured	**of which CARICOM**	**4,025**	**-**	**-**	**5,214**	**449**	**40**	**5,055**	**614**	**231**	**-**	**-**	**-**	**19,059**	**1,417**	**361**	**20,837**		**55.5%**	**170.1%**	**55.5%**	**58.1%**
	Articles	**Dom,Gren,St L & St V**	**266**	**-**	**-**	**171**	**77**	**37**	**116**	**110**	**115**	**-**	**-**	**-**	**737**	**249**	**203**	**1,189**		**3.9%**	**17.6%**	**56.1%**	**5.7%**
		Antigua and Barbuda				6	3	1	3						12	4	1	17					
		Barbados	222			298	367		254	502	102				1,032	1,159	136	2,327					
		Belize	4												5	-	-	5					
		Dominica	*68*			*31*			*35*						179	-	-	*179*					

Table A.21 Grenada Quarterly Trade Date -2008 (EC$ '000)

Section	Description	Country	1stQ 2008			2ndQ 2008			3rdQ 2008			4thQ 2008			Total					CARICOM as Percent of total *Dom. Gren, St L and St V as Percent of CARICOM*			
Section	Description	Country	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Total Trade	Percent CARICOM	Imports	Domestic Exports	Re-Exports	Total Trade
		Grenada													-	-	-	-					
		Guyana	102			53			114						359	-	-	359					
		Jamaica	356			490			216		1				1,416	-	1	1,417					
		Montserrat													-	-	-	-					
		St Kitts and Nevis					1		6						8	1	-	9					
		Saint Lucia	*142*			*60*			*18*						293	-	-	*293*					
		St Vincent and the Grenadines	*56*			*80*	*77*	*37*	*63*	*110*	*115*				265	249	203	*717*					
		Suriname													-	-	-	-					
		Trinidad and Tobago	3,075			4,196	1	2	4,346	2	13				15,489	4	20	15,513					
9	**Miscellaneous**	**Total**													**-**	**-**	**-**	**-**					
	Transactions and	**of which CARICOM**	**-**	**-**	**-**	**-**	**-**	**-**	**1**	**-**	**-**	**-**	**-**	**-**	**1**	**-**	**-**	**1**		**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**
	Commodities	**Dom,Gren,St L & St V**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**		**0.0%**	**#DIV/0!**	**#DIV/0!**	**0.0%**
		Antigua and Barbuda													-	-	-	-					
		Barbados													-	-	-	-					
		Belize													-	-	-	-					
		Dominica													-	-	-	-					
		Grenada													-	-	-	-					
		Guyana													-	-	-	-					
		Jamaica													-	-	-	-					
		Montserrat													-	-	-	-					
		St Kitts and Nevis													-	-	-	-					
		Saint Lucia													-	-	-	-					
		St Vincent and the Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago							1						1	-	-	1					

Source: Caricom and Grenada Statistics Department

Table A.22 Grenada Imports (by Quantity and Value) - 2006-07

GRENADA'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2006

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA		JAMAICA		MONTSER
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY
ALL SECTIONS		3,167	219,676,967	807,053	132,891,364	198,243	237,268	893	16,774,298	17,462	45,630	464	151,486	988	-	-	11,448,628	9,918	639,472	4,864	1
FOOD AND LIVE ANIMALS	0	3,858	33,154,063	130,045	9,023,654	30,531	46,404	289	616,282	4,048	22,355	104	2,384	10	-	-	3,365,757	4,571	246,119	1,550	-
BEVERAGES AND TOBACCO	1	5,020	3,406,691	17,352	2,069,193	9,889	4,455	29	78,262	260	-	-	12,275	40	-	-	8,975	88	214,999	1,300	-
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	1,306	20,505,535	29,974	8,299,864	4,473	-	-	143,118	408	-	-	650	26	-	-	7,752,696	3,303	20,000	14	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	2,031	23,213,521	47,603	22,812,759	45,441	-	-	1,065	10	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	4,372	746,322	3,271	433,983	1,882	13,501	37	342,252	1,515	-	-	-	-	-	-	1	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	8,657	8,339,082	77,250	3,142,647	17,095	39,895	340	377,930	4,395	5	-	123,235	757	-	-	37,590	273	88,525	646	-
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	1,278	116,715,064	172,208	85,158,215	62,599	132,601	157	15,166,302	5,333	-	-	12,606	140	-	-	240,745	1,105	16,332	187	-
MACHINERY AND TRANSPORT EQUIPMENT	7	23,272	7,650,509	178,686	292,354	5,522	49	6	11,018	470	23,210	358	24	5	-	-	-	-	2,582	43	-
MISCELLANEOUS MANUFACTURED ARTICLES	8	23,772	5,945,967	150,657	1,658,693	20,811	363	35	38,069	1,024	60	1	312	10	-	-	42,864	578	50,915	1,124	1
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	30,374	213	7	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

GRENADA'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2007

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA		JAMAICA		MONTSER
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY
ALL SECTIONS		3,282	261,170,738	985,836	175,765,797	319,772	588,670	1,172	7,095,441	18,044	451,304	1,566	160,166	1,409	-	-	5,240,185	10,254	493,743	4,137	-
FOOD AND LIVE ANIMALS	0	4,239	35,985,118	155,725	9,921,730	35,674	29,133	363	936,009	4,732	201,961	1,060	15,616	220	-	-	3,943,340	6,438	156,134	1,137	-
BEVERAGES AND TOBACCO	1	4,859	4,041,321	19,768	2,283,861	10,835	2,573	14	119,101	387	-	-	288	23	-	-	44,414	126	176,675	975	-
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	1,979	12,661,001	24,774	1,484,686	3,497	-	-	179,185	619	-	-	5,121	104	-	-	1,071,492	2,357	23,418	19	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	2,045	80,404,781	164,415	71,351,615	146,042	-	-	69	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	4,766	811,741	3,860	408,366	1,963	14,451	53	330,057	1,619	-	-	-	-	-	-	-	-	1	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	8,129	8,886,702	77,021	3,501,440	18,905	45,284	376	415,818	4,398	-	-	120,753	841	-	-	50,190	310	81,138	725	-
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	1,501	106,414,435	185,303	85,183,493	76,634	492,802	258	5,029,578	4,551	247,819	477	3,290	33	-	-	97,459	650	22,387	273	-
MACHINERY AND TRANSPORT EQUIPMENT	7	32,189	6,956,168	225,604	331,432	7,286	856	56	24,538	356	-	-	6,175	69	-	-	48	1	2,636	51	-
MISCELLANEOUS MANUFACTURED ARTICLES	8	24,532	5,009,160	129,354	1,299,174	18,936	3,571	53	61,086	1,380	1,524	30	8,923	119	-	-	33,242	372	31,354	957	-
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	38,585	311	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

Source: Caricom

Table A.22 Grenada Imports (by Quantity and Val

GRENADA'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2(

(EC$000)

COMMODITY DESCRIPTION	RRAT	SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	-	1,166,308	5,364	84,368	332	1,439,287	2,823	287,259	379	100,617,359	154,755	86,785,603	608,809
FOOD AND LIVE ANIMALS	-	43,418	284	-	-	637,290	1,111	162,351	211	3,881,294	18,353	24,130,409	99,514
BEVERAGES AND TOBACCO	-	917,746	3,071	84,060	289	60,444	161	-	-	687,977	4,652	1,337,498	7,463
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	750	32	-	-	35,001	48	-	-	347,649	643	12,205,671	25,501
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	9	-	-	-	22,811,685	45,431	400,762	2,163
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	78,229	330	312,339	1,389
CHEMICALS AND RELATED PRODUCTS, N.E.S.	-	35,029	354	125	1	5,124	83	-	-	2,435,189	10,244	5,196,435	60,155
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	-	133,563	800	25	1	691,526	1,277	124,884	101	68,639,631	53,498	31,556,849	109,609
MACHINERY AND TRANSPORT EQUIPMENT	-	13,909	516	152	40	742	12	24	68	240,644	4,004	7,358,155	173,164
MISCELLANEOUS MANUFACTURED ARTICLES	-	21,893	307	6	1	9,151	131	-	-	1,495,059	17,600	4,287,274	129,846
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	2	-	211	6

- means Nil

GRENADA'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2(

(EC$000)

COMMODITY DESCRIPTION	RRAT	SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	-	1,005,408	5,088	81,694	315	1,817,760	3,202	35,842	197	158,795,584	274,391	85,404,941	666,064
FOOD AND LIVE ANIMALS	-	51,468	334	-	-	625,720	1,110	13,175	99	3,949,174	20,182	26,063,388	120,051
BEVERAGES AND TOBACCO	-	764,741	2,786	80,172	285	205,119	355	-	-	890,778	5,883	1,757,460	8,933
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	-	-	-	30	-	-	-	205,440	397	11,176,315	21,277
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	-	71,351,546	146,041	9,053,166	18,373
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	63,857	292	403,375	1,897
CHEMICALS AND RELATED PRODUCTS, N.E.S.	-	20,758	262	-	-	21,067	98	22,667	98	2,723,765	11,797	5,385,262	58,116
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	-	95,155	669	1,422	26	955,806	1,313	-	-	78,237,775	68,385	21,230,942	108,669
MACHINERY AND TRANSPORT EQUIPMENT	-	64,439	762	75	2	7,215	125	-	-	225,450	5,865	6,624,736	218,318
MISCELLANEOUS MANUFACTURED ARTICLES	-	8,847	274	25	2	2,803	201	-	-	1,147,799	15,549	3,709,986	110,418
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	311	12

- means Nil

Table A.23 Grenada Exports (by Quantity and Value) - 2006-07

GRENADA'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC SECTIONS: 2006

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		2,394	18,436,247	49,172	17,100,821	30,863	1,573,424	2,426	451,693	3,776	80	5	3,964,044	5,788	-	-	239,878	1,077
FOOD AND LIVE ANIMALS	0	1,915	15,722,546	35,291	14,428,632	17,266	1,431,993	1,733	24,863	173	-	-	3,569,689	3,961	-	-	-	-
BEVERAGES AND TOBACCO	1	1,976	456,991	951	440,735	775	6,436	13	27	-	-	-	-	-	-	-	-	-
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	1,613	24,575	40	450	1	42	-	-	-	-	-	-	-	-	-	-	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S	5	6,436	331,068	2,150	329,992	2,084	256	5	50	6	-	-	10,177	69	-	-	-	-
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	4,723	1,848,491	8,730	1,848,491	8,730	134,217	664	380,300	1,845	-	-	383,558	1,734	-	-	239,878	1,077
MACHINERY AND TRANSPORT EQUIPMENT	7	50,000	40	2	40	2	40	2	-	-	-	-	-	-	-	-	-	-
MISCELLANEOUS MANUFACTURED ARTICLES	8	38,209	52,536	2,008	52,481	2,005	440	8	46,453	1,751	80	5	620	24	-	-	-	-
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

GRENADA'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC SECTIONS: 2007

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		2,802	16,329,992	51,455	14,800,427	30,094	1,003,578	1,752	530,153	4,282	-	-	4,122,775	6,504	-	-	284,948	1,020
FOOD AND LIVE ANIMALS	0	2,306	13,962,791	38,011	12,482,669	17,157	900,680	1,248	3,439	99	-	-	3,904,221	5,386	-	-	-	-
BEVERAGES AND TOBACCO	1	2,318	283,344	711	263,077	502	22,186	48	40	-	-	-	-	-	-	-	65,000	87
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	2,049	21,767	41	4,788	17	25	-	-	-	-	-	-	-	-	-	-	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S	5	6,643	367,664	2,499	365,073	2,311	97	6	817	33	-	-	9,738	66	-	-	-	-
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	4,972	1,637,764	8,146	1,628,686	8,093	79,441	412	476,371	2,405	-	-	208,586	1,043	-	-	219,948	933
MACHINERY AND TRANSPORT EQUIPMENT	7	51,181	86	5	82	2	-	-	72	2	-	-	-	-	-	-	-	-
MISCELLANEOUS MANUFACTURED ARTICLES	8	36,022	56,576	2,042	56,052	2,012	1,149	37	49,414	1,744	-	-	230	10	-	-	-	-
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

Source: Caricom

Table A.23 Grenada Exports (by Quantity and Valu

GRENADA'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC SE

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	284,521	1,555	184,874	285	6,377,613	8,210	3,142,103	4,901	375,691	1,816	39,951	183	466,949	840	1,335,426	18,309
FOOD AND LIVE ANIMALS	14,996	306	184,874	285	5,915,320	6,423	2,907,457	3,724	49,086	80	-	-	330,354	581	1,293,914	18,025
BEVERAGES AND TOBACCO	-	-	-	-	254,589	447	115	5	45,860	91	-	-	133,708	219	16,256	176
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	-	-	-	-	4	-	4	-	-	-	400	-	24,125	39
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S	-	-	-	-	105,270	832	126	8	213,443	1,130	-	-	670	34	1,076	67
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	269,525	1,249	-	-	102,202	504	234,264	1,149	64,596	324	39,951	183	-	-	-	-
MACHINERY AND TRANSPORT EQUIPMENT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MISCELLANEOUS MANUFACTURED ARTICLES	-	-	-	-	232	4	137	15	2,702	191	-	-	1,817	6	55	3
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

GRENADA'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC SE

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	325,251	1,843	192,547	314	4,711,512	7,276	2,589,831	4,080	583,093	1,906	40,792	207	415,947	908	1,529,565	21,361
FOOD AND LIVE ANIMALS	12,005	271	192,547	314	4,322,926	5,240	2,479,553	3,490	339,558	464	333	8	327,407	636	1,480,122	20,855
BEVERAGES AND TOBACCO	-	-	-	-	89,308	187	6,557	30	14	1	-	-	79,972	148	20,267	209
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	-	-	-	-	1	1	655	2	-	-	4,107	14	16,979	24
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S	-	-	-	-	151,474	1,089	230	3	201,074	1,018	-	-	1,643	96	2,591	189
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	313,246	1,573	-	-	147,664	759	103,442	554	36,739	204	40,459	199	2,790	12	9,078	52
MACHINERY AND TRANSPORT EQUIPMENT	-	-	-	-	-	-	-	-	-	-	-	-	10	1	4	3
MISCELLANEOUS MANUFACTURED ARTICLES	-	-	-	-	140	1	48	2	5,053	217	-	-	18	1	524	29
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

Table A.24 Grenada Re-Exports (by Quantity and Value) - 2006-07

GRENADA'S INTRA-REGIONAL RE-EXPORTS BY SITC SECTIONS: 2006

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		16,698	1,024,794	19,328	691,313	7,110	13,363	133	15,913	479	-	-	27,586	763	-	-	88	6
FOOD AND LIVE ANIMALS	0	2,177	90,543	206	89,885	179	-	-	141	5	-	-	-	-	-	-	-	-
BEVERAGES AND TOBACCO	1	26,714	38,540	1,090	15,268	288	6,400	10	5,795	212	-	-	-	-	-	-	-	-
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	7,714	1,500	12	500	2	-	-	-	-	-	-	-	-	-	-	-	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	4,090	22,180	82	4,055	34	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	14,606	58,338	1,065	41,481	180	-	-	136	3	-	-	-	-	-	-	44	3
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	2,371	549,265	1,342	350,386	750	810	34	4,212	24	-	-	64	9	-	-	-	-
MACHINERY AND TRANSPORT EQUIPMENT	7	32,237	238,410	8,125	182,330	4,999	6,113	85	3,350	84	-	-	27,125	599	-	-	-	-
MISCELLANEOUS MANUFACTURED ARTICLES	8	260,598	26,018	7,406	7,408	678	40	3	2,279	151	-	-	397	156	-	-	44	3
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

GRENADA'S INTRA-REGIONAL RE-EXPORTS BY SITC SECTIONS: 2007

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		45,911	758,289	38,755	256,272	3,884	9,187	84	16,221	273	-	-	7,549	133	-	-	18,000	27
FOOD AND LIVE ANIMALS	0	3,823	33,580	135	19,159	60	-	-	-	-	-	-	-	-	-	-	18,000	27
BEVERAGES AND TOBACCO	1	3,358	18,417	63	17,667	56	-	-	-	-	-	-	-	-	-	-	-	-
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	2,073	55,505	108	19,208	54	-	-	-	-	-	-	-	-	-	-	-	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	3,392	76,648	255	52,181	187	9,000	20	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	9,466	9,757	82	4,678	66	-	-	37	2	-	-	-	-	-	-	-	-
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	38,126	282,509	11,755	64,035	473	6	-	11,807	130	-	-	120	4	-	-	-	-
MACHINERY AND TRANSPORT EQUIPMENT	7	96,812	237,678	25,119	72,843	2,833	180	64	3,122	79	-	-	3,435	95	-	-	-	-
MISCELLANEOUS MANUFACTURED ARTICLES	8	27,705	44,195	1,236	6,501	156	1	-	1,255	63	-	-	3,994	34	-	-	-	-
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

Source: Caricom

Table A.24 Grenada Re-Exports (b

GRENADA'S INTRA-REGIONAL RE-EXPORT

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENADINES		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	1,645	55	-	-	308,274	831	1,511	114	35,490	598	60	3	287,383	4,128	333,481	12,219
FOOD AND LIVE ANIMALS	-	-	-	-	190	8	-	-	9,925	26	-	-	79,629	140	658	26
BEVERAGES AND TOBACCO	-	-	-	-	-	-	-	-	1,000	1	-	-	2,073	64	23,272	802
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	-	-	-	-	-	-	500	2	-	-	-	-	1,000	11
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	2,273	23	-	-	1,782	10	18,125	49
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	-	-	-	-	555	7	30	1	2,403	28	-	-	38,313	138	16,857	885
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	11	1	-	-	276,341	293	674	39	1,421	27	-	-	66,853	323	198,879	593
MACHINERY AND TRANSPORT EQUIPMENT	1,523	48	-	-	31,126	483	521	38	17,407	475	60	3	95,105	3,184	56,080	3,126
MISCELLANEOUS MANUFACTURED ARTICLES	111	7	-	-	62	40	286	35	561	16	-	-	3,628	268	18,610	6,728
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

GRENADA'S INTRA-REGIONAL RE-EXPORT

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENADINES		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	2,721	16	-	-	40,670	174	59	8	36,674	635	-	-	125,191	2,535	502,017	34,870
FOOD AND LIVE ANIMALS	-	-	-	-	-	-	-	-	601	23	-	-	558	10	14,421	75
BEVERAGES AND TOBACCO	-	-	-	-	17,625	55	-	-	-	-	-	-	42	1	750	8
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	-	-	-	-	-	-	-	-	-	-	19,208	54	36,297	54
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	2,450	11	-	-	-	-	-	-	18,200	50	-	-	22,531	106	24,467	68
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	260	3	-	-	-	-	-	-	150	1	-	-	4,231	59	5,079	16
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	-	-	-	-	13,518	71	30	3	2,912	43	-	-	35,642	222	218,474	11,282
MACHINERY AND TRANSPORT EQUIPMENT	10	1	-	-	9,301	44	-	-	14,794	518	-	-	42,001	2,032	164,835	22,287
MISCELLANEOUS MANUFACTURED ARTICLES	1	1	-	-	226	3	29	5	17	-	-	-	978	51	37,694	1,080
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

Table A.25 St Lucia Quarterly Trade Date -2008 (EC$ '000)

			1stQ 2008			2ndQ 2008			3rdQ 2008			4thQ 2008			Total					CARICOM as Percent of total *Dom. Gren, St L and St V as Percent of CARICOM*			
Section	Description	Country	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Total Trade	Percent CARICOM	Imports	Domestic Exports	Re-Exports	Total Trade
Total Trade			418,367	26,378	52,232	428,761	47,471	77,030	446,321	48,769	64,582	477,026	35,556	60,838	1,770,475	158,174	254,682	2,183,331					
Total Intra-Regional Trade			120,007	14,339	14,778	110,893	21,234	35,461	145,929	20,567	38,246	163,857	24,751	23,734	540,686	80,891	112,219	733,796					
	All Commodities	**Total**	**417,997**	**26,379**	**52,233**	**428,761**	**47,472**	**77,030**	**446,320**	**48,768**	**64,584**	**477,025**	**35,555**	**60,838**	**1,770,103**	**158,174**	**254,685**	**2,182,962**					
		of which CARICOM	**120,005**	**14,333**	**14,777**	**110,898**	**21,232**	**35,460**	**145,930**	**20,567**	**38,242**	**163,855**	**24,751**	**23,734**	**540,688**	**80,883**	**112,213**	**733,784**		**30.5%**	**51.1%**	**44.1%**	**33.6%**
		Dom,Gren,St L & St V	**2,814**	**4,397**	**1,171**	**3,623**	**5,672**	**3,402**	**6,824**	**5,829**	**2,159**	**10,385**	**7,434**	**2,772**	**23,646**	**23,332**	**9,504**	**56,482**		***4.4%***	***28.8%***	***8.5%***	***7.7%***
		Antigua and Barbuda	947	625	1,519	262	1,203	1,306	100	1,289	1,955	246	994	1,149	1,555	4,111	5,929	11,595	1.6%				
		Barbados	15,416	3,765	199	18,512	4,965	521	14,729	5,213	2,233	13,750	6,142	13,252	62,407	20,085	16,205	98,697	13.5%				
		Belize	-	156	10	36	161	340	3	149	135	-	161	590	39	627	1,075	1,741	0.2%				
		Dominica	*633*	*1,738*	*402*	*1,062*	*2,458*	*844*	*970*	*2,825*	*861*	*1,501*	*2,196*	*874*	4,166	9,217	2,981	*16,364*	2.2%				
		Grenada	*1,798*	*1,216*	*141*	*872*	*1,123*	*1,490*	*1,061*	*1,463*	*289*	*3,225*	*1,372*	*918*	6,956	5,174	2,838	*14,968*	2.0%				
		Guyana	2,953	691	62	2,699	924	299	2,543	711	260	3,477	1,161	72	11,672	3,487	693	15,852	2.2%				
		Jamaica	3,673	4	940	3,993	144	250	3,967	84	194	4,216	178	7	15,849	410	1,391	17,650	2.4%				
		Montserrat	1,924	11	-	-	43	11	-	2	6	4	-	-	1,928	56	17	2,001	0.3%				
		St Kitts and Nevis	546	292	138	504	679	311	458	283	110	589	498	891	2,097	1,752	1,450	5,299	0.7%				
		Saint Lucia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%				
		St Vincent and the	*383*	*1,443*	*628*	*1,689*	*2,091*	*1,068*	*4,793*	*1,541*	*1,009*	*5,659*	*3,866*	*980*	12,524	8,941	3,685	*25,150*	3.4%				
		Grenadines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%				
		Suriname	-	-	-	1	31	-	69	32	-	182	38	-	252	101	-	353	0.0%				
		Trinidad and Tobago	91,732	4,392	10,738	81,268	7,410	29,020	117,237	6,975	31,190	131,006	8,145	5,001	421,243	26,922	75,949	524,114	71.4%				
0	**Food and Live Animals**	**Total**	**67,565**	**2,281**	**121**	**68,787**	**16,469**	**879**	**70,544**	**17,860**	**72**	**85,108**	**1,863**	**3,293**	**292,004**	**38,473**	**4,365**	**334,842**					
		of which CARICOM	**18,545**	**721**	**1**	**17,497**	**903**	**58**	**19,456**	**1,237**	**3**	**26,296**	**839**	**1,451**	**81,794**	**3,700**	**1,513**	**87,007**		**28.0%**	**9.6%**	**34.7%**	**26.0%**
		Dom,Gren,St L & St V	**1,330**	**185**	**1**	**1,120**	**125**	**1**	**4,415**	**257**	**1**	**7,145**	**143**	**9**	**14,010**	**710**	**12**	**14,732**		**17.1%**	**19.2%**	**0.8%**	**16.9%**
		Antigua and Barbuda	1	27		2		2	2		1	2	17	137	7	44	140	191					
		Barbados	3,139	453		3,487	608	55	4,112	708	1	4,396	527	1,223	15,134	2,296	1,279	18,709					
		Belize													-	-	-	-					
		Dominica		*41*			*108*	*1*		*73*	*1*		*45*	*9*	-	267	11	*278*					
		Grenada	*1,330*	*144*	*1*	*29*	*16*		*288*	*180*		*2,114*	*93*		3,761	433	1	*4,195*					
		Guyana	1,890	40		1,097	24		1,383	272		1,161	54		5,531	390	-	5,921					
		Jamaica	1,686			1,493	44		1,015			1,636	64		5,830	108	-	5,938					
		Montserrat	1,924	11											1,924	11	-	1,935					
		St Kitts and Nevis					63						1	82	-	64	82	146					
		Saint Lucia													-	-	-	-					
		St Vincent and the				*1,091*	*1*		*4,127*	*4*		*5,031*	*5*		10,249	10	-	*10,259*					
		Grenadines													-	-	-	-					
		Suriname										134			134	-	-	134					
		Trinidad and Tobago	8,575	5		10,298	39		8,529			11,822	33		39,224	77	-	39,301					
															-	-	-						
1	**Beverages and Tobacco**	**Total**	**18,168**	**8,716**	**3,764**	**21,334**	**11,900**	**2,233**	**15,663**	**11,171**	**1,013**	**19,648**	**13,254**	**2,764**	**74,813**	**45,041**	**9,774**	**129,628**					
		of which CARICOM	**7,526**	**8,652**	**14**	**9,822**	**11,569**	**40**	**8,549**	**10,036**	**104**	**9,545**	**12,263**	**692**	**35,442**	**42,520**	**850**	**78,812**		**47.4%**	**94.4%**	**8.7%**	**60.8%**
		Dom,Gren,St L & St V	**217**	**2,374**	**-**	**375**	**3,067**	**-**	**362**	**2,337**	**36**	**534**	**2,544**	**-**	**1,488**	**10,322**	**36**	**11,846**		**4.2%**	**24.3%**	**4.2%**	**15.0%**
		Antigua and Barbuda	57	494		48	1,100		11	1,081		95	794		211	3,469	-	3,680					
		Barbados	835	2,361	5	1,189	3,354	22	969	3,551		659	4,465	549	3,652	13,731	576	17,959					
		Belize		156			158			149			161		-	624	-	624					
		Dominica	*73*	*919*		*120*	*993*		*71*	*583*		*149*	*637*		413	3,132	-	*3,545*					
		Grenada	*59*	*530*		*160*	*700*		*122*	*803*	*35*	*121*	*643*		462	2,676	35	*3,173*					
		Guyana	49	564		250	371		18	371		215	882		532	2,188	-	2,720					
		Jamaica	897			1,251	100		1,359			1,167	100		4,674	200	-	4,874					
		Montserrat													-	-	-	-					
		St Kitts and Nevis	479	109		428	349		412	116		497	42	143	1,816	616	143	2,575					
		Saint Lucia													-	-	-	-					
		St Vincent and the	*85*	*925*		*95*	*1,374*		*169*	*951*	*1*	*264*	*1,264*		613	4,514	1	*5,128*					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	4,992	2,594	9	6,281	3,070	18	5,418	2,431	68	6,378	3,275		23,069	11,370	95	34,534					
2	**Crude Materials, Inedible Except Fuels**	**Total**	**6,595**	**679**	**513**	**9,508**	**2,728**	**1,897**	**8,513**	**4,340**	**682**	**6,047**	**2,569**	**215**	**30,663**	**10,316**	**3,307**	**44,286**					
		of which CARICOM	**926**	**401**	**6**	**1,074**	**1,891**	**-**	**1,363**	**2,535**	**43**	**2,220**	**1,770**	**77**	**5,583**	**6,597**	**126**	**12,306**		**18.2%**	**63.9%**	**3.8%**	**27.8%**
		Dom,Gren,St L & St V	**-**	**5**	**-**	**106**	**-**	**-**	**163**	**-**	**-**	**171**	**-**	**77**	**440**	**5**	**77**	**522**		**7.9%**	**0.1%**	**61.1%**	**4.2%**
		Antigua and Barbuda		8			2				2	3	7		3	17	2	22					
		Barbados	57		6	10			18		3	39			124	-	9	133					
		Belize							3						3	-	-	3					

Table A.25 St Lucia Quarterly Trade Date -2008 (EC$ '000)

			1stQ 2008			2ndQ 2008			3rdQ 2008			4thQ 2008			Total					CARICOM as Percent of total			
																				Dom. Gren, St L and St V as Percent of CARICOM			
Section	Description	Country	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Total Trade	Percent CARICOM	Imports	Domestic Exports	Re-Exports	Total Trade
		Dominica							163			171			334	-	-	334					
		Grenada		5										77	-	5	77	82					
		Guyana	703			855			660		37	1,655			3,873	-	37	3,910					
		Jamaica	46			50			31			62			189	-	-	189					
		Montserrat													-	-	-	-					
		St Kitts and Nevis	1	1			178								1	179	-	180					
		Saint Lucia													-	-	-	-					
		St Vincent and the				106									106	-	-	106					
		Grenadines													-	-	-	-					
		Suriname							68						68	-	-	68					
		Trinidad and Tobago	119	387		53	1,711		420	2,535	1	290	1,763		882	6,396	1	7,279					
3	**Mineral Fuels,**	**Total**	**101,386**	**5**	**12,125**	**95,893**	**3**	**29,775**	**137,588**	**1**	**34,258**	**123,789**	**36**	**7,075**	**458,656**	**45**	**83,233**	**541,934**					
	Lubricants and	**of which CARICOM**	**62,174**	**-**	**11,981**	**43,867**	**-**	**29,321**	**80,398**	**-**	**33,808**	**94,798**	**-**	**6,619**	**281,237**	**-**	**81,729**	**362,966**		**61.3%**	**0.0%**	**98.2%**	**67.0%**
	Related Materials	**Dom,Gren,St L & St V**	**-**	**-**	**105**	**4**	**-**	**944**	**-**	**-**	**592**	**-**	**-**	**954**	**4**	**-**	**2,595**	**2,599**		**0.0%**	**#DIV/0!**	**3.2%**	**0.7%**
		Antigua and Barbuda			1,367			1,234			1,922			722	-	-	5,245	5,245					
		Barbados	2			2			6			3			13	-	-	13					
		Belize						150			60				-	-	210	210					
		Dominica			3	4		108			72			233	4	-	416	420					
		Grenada			1			1			4			7	-	-	13	13					
		Guyana						234			222				-	-	456	456					
		Jamaica			3										-	-	3	3					
		Montserrat													-	-	-	-					
		St Kitts and Nevis						1			1			2	-	-	4	4					
		Saint Lucia													-	-	-	-					
		St Vincent and the			101			835			516			714	-	-	2,166	2,166					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	62,172		10,506	43,861		26,758	80,392		31,011	94,795		4,941	281,220	-	73,216	354,436					
4	**Animals and**	**Total**	**612**			**1,558**			**1,914**		**5**	**1,559**		**5**	**5,643**	**-**	**10**	**5,653**					
	Vegetable Oils and	**of which CARICOM**	**236**	**-**	**-**	**1,039**	**-**	**150**	**929**	**-**	**5**	**1,006**	**-**	**5**	**3,210**	**-**	**160**	**3,370**		**56.9%**	**#DIV/0!**	**1600.0%**	**59.6%**
	Fats	**Dom,Gren,St L & St V**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**4**	**-**	**-**	**4**	**-**	**-**	**4**		**0.1%**	**#DIV/0!**	**0.0%**	**0.1%**
		Antigua and Barbuda													-	-	-	-					
		Barbados	222			1,033			748			750			2,753	-	-	2,753					
		Belize						150							-	-	150	150					
		Dominica										4			4	-	-	4					
		Grenada													-	-	-	-					
		Guyana													-	-	-	-					
		Jamaica				3									3	-	-	3					
		Montserrat													-	-	-	-					
		St Kitts and Nevis									5			5	-	-	10	10					
		Saint Lucia													-	-	-	-					
		St Vincent and the													-	-	-	-					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	14			3			181			252			450	-	-	450					
5	**Chemical and Related**	**Total**	**24,379**	**1,643**	**4,417**	**27,981**	**2,346**	**2,910**	**25,684**	**1,355**	**1,335**	**32,098**	**1,526**	**5,280**	**110,142**	**6,870**	**13,942**	**130,954**					
	Products not elswhere	**of which CARICOM**	**6,731**	**535**	**109**	**8,793**	**1,474**	**180**	**6,904**	**771**	**45**	**8,856**	**771**	**413**	**31,284**	**3,551**	**747**	**35,582**		**28.4%**	**51.7%**	**5.4%**	**27.2%**
	specified	**Dom,Gren,St L & St V**	**513**	**299**	**28**	**1,004**	**221**	**62**	**837**	**356**	**24**	**1,150**	**455**	**241**	**3,504**	**1,331**	**355**	**5,190**		**11.2%**	**37.5%**	**47.5%**	**14.6%**
		Antigua and Barbuda	4	7		9	6	1	8	9	4	15	5	81	36	27	86	149					
		Barbados	2,235	82	16	2,740	2	21	2,173	75	14	2,482	84	32	9,630	243	83	9,956					
		Belize													-	-	-	-					
		Dominica	374	81	4	772	90	40	572	171	2	793	153	82	2,511	495	128	3,134					
		Grenada	102	73	5	208	65		234	97	17	342	66	100	886	301	122	1,309					
		Guyana	218	12		314	430	48	199	67		276	146	17	1,007	655	65	1,727					
		Jamaica	642	1	57	648			527			758			2,575	1	57	2,633					
		Montserrat										4			4	-	-	4					
		St Kitts and Nevis		4	1		1	19		5	3		4	40	-	14	63	77					
		Saint Lucia													-	-	-	-					
		St Vincent and the	37	145	19	24	66	22	31	88	5	15	236	59	107	535	105	747					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	3,119	130	7	4,078	814	29	3,160	259		4,171	77	2	14,528	1,280	38	15,846					

Table A.25 St Lucia Quarterly Trade Date -2008 (EC$ '000)

Section	Description	Country	1stQ 2008 Imports	1stQ 2008 Domestic Exports	1stQ 2008 Re-Exports	2ndQ 2008 Imports	2ndQ 2008 Domestic Exports	2ndQ 2008 Re-Exports	3rdQ 2008 Imports	3rdQ 2008 Domestic Exports	3rdQ 2008 Re-Exports	4thQ 2008 Imports	4thQ 2008 Domestic Exports	4thQ 2008 Re-Exports	Total Imports	Total Domestic Exports	Total Re-Exports	Total Trade	Percent CARICOM	CARICOM as Percent of total / *Dom. Gren, St L and St V as Percent of CARICOM* Imports	Domestic Exports	Re-Exports	Total Trade
															-	-	-						
6	**Manufactured Goods**	**Total**	**56,811**	**3,540**	**1,600**	**61,474**	**5,914**	**4,913**	**64,471**	**5,345**	**1,097**	**56,229**	**6,709**	**2,101**	**238,985**	**21,508**	**9,711**	**270,204**					
	Classified Chiefly by	**of which CARICOM**	**12,822**	**2,347**	**175**	**15,136**	**3,798**	**582**	**17,042**	**4,263**	**236**	**9,769**	**5,098**	**167**	**54,769**	**15,506**	**1,160**	**71,435**		**22.9%**	**72.1%**	**11.9%**	**26.4%**
	Material	**Dom,Gren,St L & St V**	**543**	**649**	**113**	**667**	**1,499**	**69**	**888**	**1,863**	**127**	**786**	**1,374**	**127**	**2,884**	**5,385**	**436**	**8,705**		**5.3%**	**34.7%**	**37.6%**	**12.2%**
		Antigua and Barbuda	121	3		34	56	13	45	140	10	53	117	12	253	316	35	604					
		Barbados	2,514	498	10	2,496	515	259	2,831	465	7	1,882	652	26	9,723	2,130	302	12,155					
		Belize				35									35	-	-	35					
		Dominica	*91*	*506*	*13*	*72*	*1,093*	*25*	*101*	*1,478*		*80*	*872*	*4*	344	3,949	42	*4,335*					
		Grenada	*296*	*76*	*44*	*407*	*89*	*22*	*404*	*82*	*52*	*582*	*211*	*96*	1,689	458	214	*2,361*					
		Guyana	45			150			275			94			564	-	-	564					
		Jamaica	147		20	131			48		5	134	14		460	14	25	499					
		Montserrat													-	-	-	-					
		St Kitts and Nevis	25	1	22	45	1	111	46	52	86	32	8		148	62	219	429					
		Saint Lucia													-	-	-	-					
		St Vincent and the Grenadines	*156*	*67*	*56*	*188*	*317*	*22*	*383*	*303*	*75*	*124*	*291*	*27*	851	978	180	*2,009*					
															-	-	-	-					
		Suriname					31			31		37	38		37	100	-	137					
		Trinidad and Tobago	9,427	1,196	10	11,578	1,696	130	12,909	1,712	1	6,751	2,895	2	40,665	7,499	143	48,307					
7	**Machinery and**	**Total**	**91,833**	**7,927**	**3,624**	**93,125**	**6,200**	**16,318**	**76,249**	**5,734**	**6,689**	**82,604**	**7,384**	**19,200**	**343,811**	**27,245**	**45,831**	**416,887**					
	Transport Equipment	**of which CARICOM**	**5,036**	**803**	**1,700**	**8,316**	**613**	**3,954**	**4,356**	**779**	**3,654**	**4,450**	**2,919**	**12,583**	**22,158**	**5,114**	**21,891**	**49,163**		**6.4%**	**18.8%**	**47.8%**	**11.8%**
		Dom,Gren,St L & St V	**84**	**579**	**822**	**267**	**414**	**2,181**	**95**	**581**	**1,318**	**373**	**2,619**	**871**	**819**	**4,193**	**5,192**	**10,204**		**3.7%**	**82.0%**	**23.7%**	**20.8%**
		Antigua and Barbuda	712	12	75	153	2	49	13	3	12	49		66	927	17	202	1,146					
		Barbados	3,521	2	18	5,239	24	111	1,662	4	2,132	1,444	22	10,886	11,866	52	13,147	25,065					
		Belize												87	-	-	87	87					
		Dominica	*66*	*76*	*370*	*66*	*36*	*668*	*50*	*310*	*761*	*282*	*328*	*540*	464	750	2,339	*3,553*					
		Grenada	*8*	*269*	*87*	*57*	*95*	*1,390*	*5*	*177*	*173*	*58*	*312*	*166*	128	853	1,816	*2,797*					
		Guyana		75		4	99	16				8	77	37	12	251	53	316					
		Jamaica	36		720	87		82	719	78	80	208			1,050	78	882	2,010					
		Montserrat					43								-	43	-	43					
		St Kitts and Nevis	11	115	57	30	15	163		78	8		153	592	41	361	820	1,222					
		Saint Lucia													-	-	-	-					
		St Vincent and the Grenadines	*10*	*234*	*365*	*144*	*283*	*123*	*40*	*94*	*384*	*33*	*1,979*	*165*	227	2,590	1,037	*3,854*					
															-	-	-	-					
		Suriname							1						1	-	-	1					
		Trinidad and Tobago	672	20	8	2,536	16	1,352	1,866	35	104	2,368	48	44	7,442	119	1,508	9,069					
8	**Miscellaneous**	**Total**	**50,513**	**1,584**	**25,180**	**48,769**	**1,875**	**17,405**	**45,039**	**2,481**	**18,715**	**69,150**	**2,110**	**19,644**	**213,471**	**8,050**	**80,944**	**302,465**					
	Manufactured	**of which CARICOM**	**6,009**	**874**	**571**	**5,348**	**981**	**1,091**	**6,933**	**871**	**92**	**6,910**	**994**	**1,177**	**25,200**	**3,720**	**2,931**	**31,851**		**11.8%**	**46.2%**	**3.6%**	**10.5%**
	Articles	**Dom,Gren,St L & St V**	**127**	**306**	**88**	**5,332**	**944**	**1,084**	**64**	**360**	**23**	**222**	**229**	**489**	**5,745**	**1,839**	**1,684**	**9,268**		**22.8%**	**49.4%**	**57.5%**	**29.1%**
		Antigua and Barbuda	52	74	77	16	37	7	21	56	4	24	54	124	113	221	212	546					
		Barbados	2,891	369	138	2,310	462	46	2,210	410	32	2,095	392	532	9,506	1,633	748	11,887					
		Belize				1									1	-	-	1					
		Dominica	*29*	*115*		*28*	*138*	*2*	*13*	*210*	*1*	*22*	*91*	*6*	92	554	9	*655*					
		Grenada	*3*	*119*	*3*	*11*	*158*	*77*	*8*	*49*	*2*	*8*	*47*	*472*	30	373	554	*957*					
		Guyana	48		62	29			8	1		68	2	7	153	3	69	225					
		Jamaica	219	3	96	330		168	268	6	21	251			1,068	9	285	1,362					
		Montserrat								2					-	2	-	2					
		St Kitts and Nevis	30	62	24	1	72	17		32	7	60	290	19	91	456	67	614					
		Saint Lucia													-	-	-	-					
		St Vincent and the Grenadines	*95*	*72*	*85*	*41*	*50*	*66*	*43*	*101*	*20*	*192*	*91*	*11*	371	314	182	*867*					
															-	-	-	-					
		Suriname				1				1		11			12	1	-	13					
		Trinidad and Tobago	2,642	60	86	2,580	64	708	4,362	3	5	4,179	27	6	13,763	154	805	14,722					
9	**Miscellaneous**	**Total**	**135**	**4**	**889**	**332**	**37**	**700**	**655**	**481**	**718**	**793**	**104**	**1,261**	**1,915**	**626**	**3,568**	**6,109**					
	Transactions and	**of which CARICOM**	**-**	**-**	**220**	**6**	**3**	**84**	**-**	**75**	**252**	**5**	**97**	**550**	**11**	**175**	**1,106**	**1,292**		**0.6%**	**28.0%**	**31.0%**	**21.1%**
	Commodities	**Dom,Gren,St L & St V**	**-**	**-**	**14**	**-**	**-**	**-**	**-**	**75**	**38**	**-**	**70**	**4**	**-**	**145**	**56**	**201**		**0.0%**	**82.9%**	**5.1%**	**15.6%**
		Antigua and Barbuda										5		7	5	-	7	12					
		Barbados			6	6		7			44			4	6	-	61	67					
		Belize			10		3	40			75			503	-	3	628	631					
		Dominica			*12*						*24*		*70*		-	70	36	*106*					
		Grenada								*75*	*6*				-	75	6	*81*					
		Guyana						1			1			11	-	-	13	13					

Table A.25 St Lucia Quarterly Trade Date -2008 (EC$ '000)

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			1stQ 2008			2ndQ 2008			3rdQ 2008			4thQ 2008			Total					CARICOM as Percent of total *Dom. Gren, St L and St V as Percent of CARICOM*			
Section	Description	Country	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Total Trade	Percent CARICOM	Imports	Domestic Exports	Re-Exports	Total Trade
		Jamaica			44						88			7	-	-	139	139					
		Montserrat						11			6				-	-	17	17					
		St Kitts and Nevis			34									8	-	-	42	42					
		Saint Lucia													-	-	-	-					
		St Vincent and the Grenadines			*2*						*8*			*4*	-	-	14	*14*					
		Suriname													-	-	-	-					
		Trinidad and Tobago			112			25					27	6	-	27	143	170					

Source: Caricom

Table A.26 St Lucia Quarterly Trade Date -2009 (EC$ '000)

1

Section	Description	Country	1stQ 2009			2ndQ 2009			3rdQ 2009			4thQ 2009			Total					CARICOM as Percent of total *Dom. Gren, St L and St V as Percent of CARICOM*			
Section	Description	Country	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Total Trade	Percent CARICOM	Imports	Domestic Exports	Re-Exports	Total Trade
Total Trade			389,261	21,688	73,346										1,557,044	86,752	293,384	1,937,180					
Total Intra-Regional Trade			138,265	13,369	31,501										553,060	53,476	126,004	732,540					
	All Commodities	**Total**	**389,261**	**21,686**	**73,347**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,557,044**	**86,744**	**293,388**	**1,937,176**					
		of which CARICOM	**137,992**	**13,369**	**31,485**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**551,968**	**53,476**	**125,940**	**731,384**		**35.4%**	**61.6%**	**42.9%**	**37.8%**
		Dom,Gren,St L & St V	**8,900**	**3,991**	**1,743**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**35,600**	**15,964**	**6,972**	**58,536**		***6.4%***	***29.9%***	***5.5%***	***8.0%***
		Antigua and Barbuda	116	257	1,272	-	-	-	-	-	-	-	-	-	464	1,028	5,088	6,580	0.9%				
		Barbados	25,016	3,371	1,282	-	-	-	-	-	-	-	-	-	100,064	13,484	5,128	118,676	16.2%				
		Belize	-	50	-	-	-	-	-	-	-	-	-	-	-	200	-	200	0.0%				
		Dominica	*613*	*1,437*	*751*	-	-	-	-	-	-	-	-	-	2,452	5,748	3,004	*11,204*	1.5%				
		Grenada	*2,637*	*649*	*149*	-	-	-	-	-	-	-	-	-	10,548	2,596	596	*13,740*	1.9%				
		Guyana	2,680	472	996	-	-	-	-	-	-	-	-	-	10,720	1,888	3,984	16,592	2.3%				
		Jamaica	3,403	155	15	-	-	-	-	-	-	-	-	-	13,612	620	60	14,292	2.0%				
		Montserrat	-	-	8	-	-	-	-	-	-	-	-	-	-	-	32	32	0.0%				
		St Kitts and Nevis	712	245	83	-	-	-	-	-	-	-	-	-	2,848	980	332	4,160	0.6%				
		Saint Lucia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%				
		St Vincent and the	*5,650*	*1,905*	*843*	-	-	-	-	-	-	-	-	-	22,600	7,620	3,372	*33,592*	4.6%				
		Grenadines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%				
		Suriname	1,226	37	-	-	-	-	-	-	-	-	-	-	4,904	148	-	5,052	0.7%				
		Trinidad and Tobago	95,939	4,791	26,086	-	-	-	-	-	-	-	-	-	383,756	19,164	104,344	507,264	69.4%				
0	**Food and Live Animals**	**Total**	**72,541**	**1,164**	**6,045**										**290,164**	**4,656**	**24,180**	**319,000**					
		of which CARICOM	**22,219**	**590**	**452**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88,876**	**2,360**	**1,808**	**93,044**		**30.6%**	**50.7%**	**7.5%**	**29.2%**
		Dom,Gren,St L & St V	**6,890**	**101**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**27,560**	**404**	**-**	**27,964**		**31.0%**	**17.1%**	**0.0%**	**30.1%**
		Antigua and Barbuda	3		98										12	-	392	404					
		Barbados	4,298	468	341										17,192	1,872	1,364	20,428					
		Belize													-	-	-	-					
		Dominica		*50*											-	200	-	*200*					
		Grenada	*1,740*	*26*											6,960	104	-	*7,064*					
		Guyana	1,075												4,300	-	-	4,300					
		Jamaica	1,064												4,256	-	-	4,256					
		Montserrat													-	-	-	-					
		St Kitts and Nevis													-	-	-	-					
		Saint Lucia													-	-	-	-					
		St Vincent and the	*5,150*	*25*											20,600	100	-	*20,700*					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	8,889	21	13										35,556	84	52	35,692					
															-	-	-						
1	**Beverages and Tobacco**	**Total**	**15,677**	**7,810**	**3,134**										**62,708**	**31,240**	**12,536**	**106,484**					
		of which CARICOM	**8,793**	**7,053**	**249**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**35,172**	**28,212**	**996**	**64,380**		**56.1%**	**90.3%**	**7.9%**	**60.5%**
		Dom,Gren,St L & St V	**473**	**2,041**	**7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,892**	**8,164**	**28**	**10,084**		**5.4%**	**28.9%**	**2.8%**	**15.7%**
		Antigua and Barbuda	27	221	86										108	884	344	1,336					
		Barbados	867	1,663	156										3,468	6,652	624	10,744					
		Belize		50											-	200	-	200					
		Dominica	*93*	*221*											372	884	-	*1,256*					
		Grenada	*81*	*295*											324	1,180	-	*1,504*					
		Guyana	15	247											60	988	-	1,048					
		Jamaica	1,294	100											5,176	400	-	5,576					
		Montserrat													-	-	-	-					
		St Kitts and Nevis	686												2,744	-	-	2,744					
		Saint Lucia													-	-	-	-					
		St Vincent and the	*299*	*1,525*	*7*										1,196	6,100	28	*7,324*					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	5,431	2,731											21,724	10,924	-	32,648					
2	**Crude Materials,**	**Total**	**7,965**	**605**	**294**										**31,860**	**2,420**	**1,176**	**35,456**					
	Inedible Except Fuels	**of which CARICOM**	**1,367**	**273**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**5,468**	**1,092**	**-**	**6,560**		**17.2%**	**45.1%**	**0.0%**	**18.5%**
		Dom,Gren,St L & St V	**-**	**1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**4**	**-**	**4**		**0.0%**	**0.4%**	**#DIV/0!**	**0.1%**
		Antigua and Barbuda		3											-	12	-	12					

Table A.26 St Lucia Quarterly Trade Date -2009 (EC$ '000)

			1stQ 2009			2ndQ 2009			3rdQ 2009			4thQ 2009			Total					CARICOM as Percent of total *Dom. Gren, St L and St V as Percent of CARICOM*			
Section	Description	Country	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Total Trade	Percent CARICOM	Imports	Domestic Exports	Re-Exports	Total Trade
		Barbados	4												16	-	-	16					
		Belize													-	-	-	-					
		Dominica		*1*											-	4	-	*4*					
		Grenada													-	-	-	-					
		Guyana	1,150												4,600	-	-	4,600					
		Jamaica	60												240	-	-	240					
		Montserrat													-	-	-	-					
		St Kitts and Nevis													-	-	-	-					
		Saint Lucia													-	-	-	-					
		St Vincent and the													-	-	-	-					
		Grenadines													-	-	-	-					
		Suriname	27												108	-	-	108					
		Trinidad and Tobago	126	269											504	1,076	-	1,580					
3	**Mineral Fuels,**	**Total**	**99,860**	**25**	**29,371**										**399,440**	**100**	**117,484**	**517,024**					
	Lubricants and	**of which CARICOM**	**66,987**	**-**	**28,662**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**267,948**	**-**	**114,648**	**382,596**		**67.1%**	**0.0%**	**97.6%**	**74.0%**
	Related Materials	**Dom,Gren,St L & St V**	**-**	**-**	**957**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**3,828**	**3,828**		**0.0%**	**#DIV/0!**	**3.3%**	**1.0%**
		Antigua and Barbuda			957										-	-	3,828	3,828					
		Barbados	2		5										8	-	20	28					
		Belize													-	-	-	-					
		Dominica			*376*										-	-	1,504	*1,504*					
		Grenada			*4*										-	-	16	*16*					
		Guyana			881										-	-	3,524	3,524					
		Jamaica													-	-	-	-					
		Montserrat													-	-	-	-					
		St Kitts and Nevis			1										-	-	4	4					
		Saint Lucia													-	-	-	-					
		St Vincent and the			*577*										-	-	2,308	*2,308*					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	66,985		25,861										267,940	-	103,444	371,384					
4	**Animals and**	**Total**	**1,646**		**3**										**6,584**	**-**	**12**	**6,596**					
	Vegetable Oils and	**of which CARICOM**	**1,054**	**-**	**2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**4,216**	**-**	**8**	**4,224**		**64.0%**	**#DIV/0!**	**66.7%**	**64.0%**
	Fats	**Dom,Gren,St L & St V**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**		**0.0%**	**#DIV/0!**	**0.0%**	**0.0%**
		Antigua and Barbuda													-	-	-	-					
		Barbados	797												3,188	-	-	3,188					
		Belize													-	-	-	-					
		Dominica													-	-	-	-					
		Grenada													-	-	-	-					
		Guyana													-	-	-	-					
		Jamaica													-	-	-	-					
		Montserrat													-	-	-	-					
		St Kitts and Nevis			2										-	-	8	8					
		Saint Lucia													-	-	-	-					
		St Vincent and the													-	-	-	-					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	257												1,028	-	-	1,028					
5	**Chemical and Related**	**Total**	**23,417**	**1,024**	**1,318**										**93,668**	**4,096**	**5,272**	**103,036**					
	Products not elswhere	**of which CARICOM**	**6,784**	**636**	**79**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**27,136**	**2,544**	**316**	**29,996**		**29.0%**	**62.1%**	**6.0%**	**29.1%**
	specified	**Dom,Gren,St L & St V**	**529**	**274**	**12**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**2,116**	**1,096**	**48**	**3,260**		**7.8%**	**43.1%**	**15.2%**	**10.9%**
		Antigua and Barbuda	1		14										4	-	56	60					
		Barbados	2,304	69	14										9,216	276	56	9,548					
		Belize													-	-	-	-					
		Dominica	*384*	*146*	*9*										1,536	584	36	*2,156*					
		Grenada	*131*	*51*											524	204	-	*728*					
		Guyana	296	141	22										1,184	564	88	1,836					
		Jamaica	575	16											2,300	64	-	2,364					
		Montserrat													-	-	-	-					
		St Kitts and Nevis		3	2										-	12	8	20					
		Saint Lucia													-	-	-	-					

Table A.26 St Lucia Quarterly Trade Date -2009 (EC$ '000)

Section	Description	Country	1stQ 2009 Imports	1stQ 2009 Domestic Exports	1stQ 2009 Re-Exports	2ndQ 2009 Imports	2ndQ 2009 Domestic Exports	2ndQ 2009 Re-Exports	3rdQ 2009 Imports	3rdQ 2009 Domestic Exports	3rdQ 2009 Re-Exports	4thQ 2009 Imports	4thQ 2009 Domestic Exports	4thQ 2009 Re-Exports	Total Imports	Total Domestic Exports	Total Re-Exports	Total Trade	Percent CARICOM	CARICOM as Percent of total / Dom. Gren, St L and St V as Percent of CARICOM: Imports	Domestic Exports	Re-Exports	Total Trade
		St Vincent and the Grenadines	*14*	*77*	*3*										56	308	12	*376*					
															-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	3,079	133	15										12,316	532	60	12,908					
															-	-	-						
6	**Manufactured Goods Classified Chiefly by Material**	**Total**	**51,316**	**3,721**	**2,100**										**205,264**	**14,884**	**8,400**	**228,548**					
		of which CARICOM	**11,020**	**3,000**	**304**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**44,080**	**12,000**	**1,216**	**57,296**		**21.5%**	**80.6%**	**14.5%**	**25.1%**
		Dom,Gren,St L & St V	**573**	**958**	**224**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**2,292**	**3,832**	**896**	**7,020**		**5.2%**	**31.9%**	**73.7%**	**12.3%**
		Antigua and Barbuda	6	11	9										24	44	36	104					
		Barbados	2,394	342	29										9,576	1,368	116	11,060					
		Belize													-	-	-	-					
		Dominica	*79*	*819*	*68*										316	3,276	272	*3,864*					
		Grenada	*392*	*130*	*60*										1,568	520	240	*2,328*					
		Guyana	123												492	-	-	492					
		Jamaica	73	39	5										292	156	20	468					
		Montserrat													-	-	-	-					
		St Kitts and Nevis		80	20										-	320	80	400					
		Saint Lucia													-	-	-	-					
		St Vincent and the Grenadines	*102*	*9*	*96*										408	36	384	*828*					
															-	-	-	-					
		Suriname	9	37											36	148	-	184					
		Trinidad and Tobago	7,842	1,533	17										31,368	6,132	68	37,568					
7	**Machinery and Transport Equipment**	**Total**	**77,604**	**5,084**	**10,451**										**310,416**	**20,336**	**41,804**	**372,556**					
		of which CARICOM	**14,473**	**597**	**1,209**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**57,892**	**2,388**	**4,836**	**65,116**		**18.6%**	**11.7%**	**11.6%**	**17.5%**
		Dom,Gren,St L & St V	**387**	**409**	**382**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,548**	**1,636**	**1,528**	**4,712**		**2.7%**	**68.5%**	**31.6%**	**7.2%**
		Antigua and Barbuda	26		75										104	-	300	404					
		Barbados	12,881	3	596										51,524	12	2,384	53,920					
		Belize													-	-	-	-					
		Dominica	*52*	*81*	*176*										208	324	704	*1,236*					
		Grenada	*281*	*112*	*63*										1,124	448	252	*1,824*					
		Guyana	1	84	68										4	336	272	612					
		Jamaica	80												320	-	-	320					
		Montserrat													-	-	-	-					
		St Kitts and Nevis	24	91	21										96	364	84	544					
		Saint Lucia													-	-	-	-					
		St Vincent and the Grenadines	*54*	*216*	*143*										216	864	572	*1,652*					
															-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	1,074	10	67										4,296	40	268	4,604					
8	**Miscellaneous Manufactured Articles**	**Total**	**38,852**	**2,053**	**20,224**										**155,408**	**8,212**	**80,896**	**244,516**					
		of which CARICOM	**5,295**	**1,129**	**361**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**21,180**	**4,516**	**1,444**	**27,140**		**13.6%**	**55.0%**	**1.8%**	**11.1%**
		Dom,Gren,St L & St V	**48**	**207**	**79**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**192**	**828**	**316**	**1,336**		**0.9%**	**18.3%**	**21.9%**	**4.9%**
		Antigua and Barbuda	53	22	20										212	88	80	380					
		Barbados	1,469	826	125										5,876	3,304	500	9,680					
		Belize													-	-	-	-					
		Dominica	*5*	*119*	*47*										20	476	188	*684*					
		Grenada	*12*	*35*	*22*										48	140	88	*276*					
		Guyana	20		1										80	-	4	84					
		Jamaica	257		1										1,028	-	4	1,032					
		Montserrat													-	-	-	-					
		St Kitts and Nevis	2	71	22										8	284	88	380					
		Saint Lucia													-	-	-	-					
		St Vincent and the Grenadines	*31*	*53*	*10*										124	212	40	*376*					
															-	-	-	-					
		Suriname	1,190												4,760	-	-	4,760					
		Trinidad and Tobago	2,256	3	113										9,024	12	452	9,488					
9	**Miscellaneous Transactions and Commodities**	**Total**	**383**	**200**	**407**										**1,532**	**800**	**1,628**	**3,960**					
		of which CARICOM	**-**	**91**	**167**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**364**	**668**	**1,032**		**0.0%**	**45.5%**	**41.0%**	**26.1%**
		Dom,Gren,St L & St V	**-**	**-**	**82**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**328**	**328**		**#DIV/0!**	**0.0%**	**49.1%**	**31.8%**

Table A.26 St Lucia Quarterly Trade Date -2009 (EC$ '000)

1

Section	Description	Country	1stQ 2009 Imports	1stQ 2009 Domestic Exports	1stQ 2009 Re-Exports	2ndQ 2009 Imports	2ndQ 2009 Domestic Exports	2ndQ 2009 Re-Exports	3rdQ 2009 Imports	3rdQ 2009 Domestic Exports	3rdQ 2009 Re-Exports	4thQ 2009 Imports	4thQ 2009 Domestic Exports	4thQ 2009 Re-Exports	Total Imports	Total Domestic Exports	Total Re-Exports	Total Trade	Percent CARICOM	CARICOM as Percent of total / *Dom. Gren, St L and St V as Percent of CARICOM* Imports	Domestic Exports	Re-Exports	Total Trade
		Antigua and Barbuda			13										-	-	52	52					
		Barbados			16										-	-	64	64					
		Belize													-	-	-	-					
		Dominica			*75*										-	-	300	*300*					
		Grenada													-	-	-	-					
		Guyana			24										-	-	96	96					
		Jamaica			9										-	-	36	36					
		Montserrat			8										-	-	32	32					
		St Kitts and Nevis			15										-	-	60	60					
		Saint Lucia													-	-	-	-					
		St Vincent and the Grenadines			*7*										-	-	28	*28*					
															-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago		91											-	364	-	364					

Source: Caricom

Table A.27 St Lucia Imports (by Quantity and Value) - 2006-08

SAINT LUCIA'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2006

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		2,564	572,082,177	1,598,863	260,914,233	405,317	614,059	1,585	39,191,110	70,936	38,077	127	30,451,370	7,640	6,485,226	9,572	29,663,261	15,855
FOOD AND LIVE ANIMALS	0	2,737	87,056,141	256,225	41,941,970	78,934	70,971	190	5,099,259	13,898	15,180	55	404	-	5,596,617	6,501	12,710,084	9,969
BEVERAGES AND TOBACCO	1	3,543	14,653,400	55,382	9,227,413	25,753	51,744	276	685,421	3,536	-	-	312,562	496	248,152	531	53,732	290
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	397	97,167,032	43,994	52,338,344	9,996	3,366	2	5,377,029	2,257	-	-	29,053,232	2,656	-	-	16,416,397	3,405
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	2,636	70,168,557	205,975	68,802,261	139,433	8	-	579,090	1,229	-	-	-	-	-	-	173	2
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	3,558	1,161,469	3,981	442,053	1,878	-	-	358,775	1,513	-	-	-	-	-	-	3,067	5
CHEMICALS AND RELATED PRODUCTS, N.E.S	5	6,174	17,547,659	109,584	5,306,454	30,284	23,455	287	597,115	8,547	-	-	817,510	3,574	116,921	863	122,257	895
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	1,100	248,695,182	283,301	75,124,993	63,442	409,030	457	25,422,264	17,724	22,683	61	191,066	332	496,765	1,039	286,035	753
MACHINERY AND TRANSPORT EQUIPMENT	7	17,636	21,900,950	413,475	4,626,719	27,158	12,131	239	455,902	13,493	123	9	72,823	511	23,747	559	11,204	293
MISCELLANEOUS MANUFACTURED ARTICLES	8	16,042	13,475,569	226,244	3,015,304	28,238	18,663	89	615,633	8,736	91	2	3,360	42	1,207	78	60,122	243
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	2,675	256,218	703	88,722	201	24,691	45	622	3	-	-	413	30	1,817	1	190	1

- means Nil

SAINT LUCIA'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2007

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		3,285	453,825,968	1,663,070	243,753,145	456,727	356,551	2,041	19,761,677	69,312	2,268	8	6,433,558	4,523	3,669,673	7,608	34,947,574	13,776
FOOD AND LIVE ANIMALS	0	3,782	65,926,632	262,363	26,573,506	74,398	73,775	229	4,521,167	13,455	2,268	8	291	1	3,046,749	4,423	5,482,271	8,273
BEVERAGES AND TOBACCO	1	3,336	20,111,350	71,443	12,812,160	34,032	28,084	181	711,291	3,678	-	-	440,472	779	106,700	245	95,422	375
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	377	76,925,543	33,631	43,561,832	7,195	457	2	7,739,241	2,524	-	-	5,500,000	233	-	-	29,032,433	3,028
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	2,442	130,514,638	352,163	110,986,863	204,313	-	-	1,802	9	-	-	725	4	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	4,758	856,584	4,199	525,114	2,251	-	-	399,633	1,711	-	-	250	7	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S	5	8,195	11,900,010	98,731	4,035,089	30,643	18,373	397	536,763	10,184	-	-	263,068	2,892	156,019	1,121	100,876	1,223
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	1,650	119,282,751	208,232	41,373,219	45,341	107,772	299	4,509,169	8,939	-	-	145,229	297	346,624	1,080	193,484	461
MACHINERY AND TRANSPORT EQUIPMENT	7	23,512	17,546,126	412,328	1,337,189	31,872	42,083	546	712,497	21,430	-	-	43,316	268	13,111	694	3,621	80
MISCELLANEOUS MANUFACTURED ARTICLES	8	19,826	10,511,007	219,233	2,427,229	26,440	45,790	317	629,763	7,380	-	-	40,116	40	461	44	39,320	334
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	2,785	251,327	748	120,944	242	40,217	69	351	4	-	-	91	-	9	-	147	-

- means Nil

SAINT LUCIA'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2008

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		3,855	419,579,458	1,776,137	222,611,422	540,767	96,183	1,555	12,129,992	62,478	26,901	39	570,935	4,167	2,669,101	6,954	36,528,988	11,674
FOOD AND LIVE ANIMALS	0	5,091	56,437,977	293,382	18,452,259	81,791	995	7	4,703,073	15,132	60	-	-	-	1,805,266	3,760	1,463,159	5,530
BEVERAGES AND TOBACCO	1	3,346	20,141,397	74,933	15,117,618	35,506	51,820	211	682,247	3,716	-	-	179,846	413	219,239	462	84,895	532
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	403	64,837,746	31,037	38,235,470	5,585	102	3	22,788	124	1	3	3,520	334	5	-	34,655,913	3,874
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	3,556	117,035,941	458,706	103,022,861	281,248	-	-	1,516	13	-	-	50	4	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	6,675	824,343	5,643	523,070	3,210	-	-	457,762	2,753	-	-	460	4	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S	5	9,279	11,511,077	110,234	4,107,945	31,283	5,123	36	509,283	9,630	-	-	284,151	2,511	100,664	886	126,340	1,007
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	1,856	123,510,995	239,141	40,203,853	54,771	15,213	252	4,594,577	9,723	26,579	35	94,561	345	528,247	1,689	167,750	565
MACHINERY AND TRANSPORT EQUIPMENT	7	23,877	14,412,609	344,845	987,977	22,156	18,043	927	420,006	11,868	12	-	4,385	464	14,894	127	335	12
MISCELLANEOUS MANUFACTURED ARTICLES	8	20,909	9,877,410	214,244	1,943,420	25,198	4,612	113	732,762	9,506	249	1	3,809	92	785	29	30,515	153
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	4,009	989,963	3,973	6,949	20	275	5	5,978	12	-	-	153	1	1	-	81	-

- means Nil

Source: Caricom

Table A.27 St Lucia Imports (by Quantity and Value

SAINT LUCIA'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	2,815,642	11,981	3	-	-	-	515,603	1,687	10,831,068	15,432	124,851	546	140,183,963	269,954	311,167,944	1,193,546
FOOD AND LIVE ANIMALS	1,105,397	3,265	-	-	-	-	4	1	10,241,488	12,336	-	-	7,102,566	32,719	45,114,171	177,291
BEVERAGES AND TOBACCO	848,834	3,636	-	-	-	-	490,788	1,367	146,103	253	-	-	6,390,077	15,368	5,425,987	29,629
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	144,058	423	-	-	-	-	-	-	152	1	-	-	1,344,110	1,254	44,828,688	33,998
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	200	12	-	-	-	-	-	-	-	-	-	-	68,222,790	138,190	1,366,296	66,542
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	20	-	-	-	80,191	360	719,416	2,102
CHEMICALS AND RELATED PRODUCTS, N.E.S	540,857	2,099	-	-	-	-	47	2	24,158	220	-	-	3,064,134	13,799	12,241,205	79,300
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	62,190	859	-	-	-	-	6,703	25	265,302	824	20,935	151	47,942,020	41,217	173,570,189	219,858
MACHINERY AND TRANSPORT EQUIPMENT	8,855	392	-	-	-	-	12,928	205	62,160	1,323	12	-	3,966,834	10,135	17,274,231	386,317
MISCELLANEOUS MANUFACTURED ARTICLES	104,814	1,294	-	-	-	-	1,022	86	44,972	385	95,904	384	2,069,516	16,897	10,460,265	198,006
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	437	2	3	-	-	-	4,111	1	46,713	90	8,000	11	1,725	17	167,496	503

- means Nil

SAINT LUCIA'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	2,255,976	13,224	6	-	-	-	664,528	2,102	7,429,467	12,808	103,181	821	168,128,686	330,504	210,072,823	1,206,344
FOOD AND LIVE ANIMALS	796,191	3,528	-	-	-	-	1,365	22	6,830,442	10,511	40,522	488	5,778,465	33,461	39,353,126	187,965
BEVERAGES AND TOBACCO	909,219	4,142	-	-	-	-	545,778	1,338	237,017	440	-	-	9,738,177	22,853	7,299,190	37,411
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	136,843	149	-	-	-	-	15	1	967	2	-	-	1,151,876	1,258	33,363,711	26,436
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	242	2	-	-	110,984,094	204,297	19,527,775	147,851
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	92	2	-	-	-	-	-	-	247	1	-	-	124,892	530	331,470	1,948
CHEMICALS AND RELATED PRODUCTS, N.E.S	178,837	1,736	-	-	-	-	23	4	10,563	71	-	-	2,770,567	13,015	7,864,921	68,089
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	54,787	536	-	-	-	-	40,586	226	167,722	551	62,217	327	35,745,629	32,623	77,909,532	162,891
MACHINERY AND TRANSPORT EQUIPMENT	39,396	1,566	-	-	-	-	37,853	371	41,034	675	-	-	404,278	6,241	16,208,937	380,456
MISCELLANEOUS MANUFACTURED ARTICLES	140,437	1,564	-	-	-	-	38,700	139	61,595	390	440	6	1,430,607	16,225	8,083,778	192,792
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	174	1	6	-	-	-	208	1	79,638	165	2	-	101	1	130,383	506

- means Nil

SAINT LUCIA'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	4,662,975	15,850	8	4	-	-	764,930	2,096	8,478,459	14,446	56,904	252	156,626,046	421,252	196,968,036	1,235,370
FOOD AND LIVE ANIMALS	415,027	5,830	-	-	-	-	-	-	4,806,575	12,173	8,376	134	5,249,728	39,224	37,985,718	211,591
BEVERAGES AND TOBACCO	3,617,876	4,675	-	-	-	-	735,365	1,816	379,020	612	-	-	9,167,310	23,069	5,023,779	39,427
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	181,763	189	-	-	-	-	21	1	3,000,000	106	22,032	68	349,325	883	26,602,276	25,452
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	-	-	-	-	103,031,295	281,231	14,003,080	177,458
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	171	3	-	-	-	-	-	-	-	-	-	-	64,677	450	301,273	2,433
CHEMICALS AND RELATED PRODUCTS, N.E.S	306,570	2,574	4	4	-	-	1	-	11,677	107	-	-	2,764,132	14,527	7,403,132	78,950
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	39,260	460	-	-	-	-	28,271	149	265,041	850	26,000	37	34,418,354	40,666	83,307,142	184,370
MACHINERY AND TRANSPORT EQUIPMENT	8,566	1,049	-	-	-	-	423	41	2,419	226	9	1	518,885	7,441	13,424,632	322,689
MISCELLANEOUS MANUFACTURED ARTICLES	93,695	1,069	-	-	-	-	843	90	13,531	371	484	12	1,062,135	13,762	7,933,990	189,046
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	47	-	4	-	-	-	6	-	196	-	3	-	205	1	983,014	3,953

- means Nil

Table A.28 St Lucia Exports (by Quantity and Value) - 2006-08

SAINT LUCIA'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC SECTIONS: 2006

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		1,153	115,227,559	140,301	71,355,976	67,340	1,257,491	3,638	8,327,139	14,890	173,434	385	3,389,209	9,096	1,847,760	4,572	423,189	1,233
FOOD AND LIVE ANIMALS	0	1,428	36,407,867	51,954	1,260,939	1,860	9,681	22	872,014	924	-	-	62,950	223	60,258	346	155,271	166
BEVERAGES AND TOBACCO	1	2,195	18,525,698	40,727	17,875,200	39,104	1,197,832	3,295	4,229,210	10,830	173,432	385	1,652,833	3,205	872,789	2,609	177,266	460
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	48	53,205,594	3,084	45,946,316	1,148	25,450	61	2,750,454	194	-	-	-	-	750,000	29	337	3
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	32,051	75	2	6	1	-	-	-	-	-	-	-	-	6	1	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	5,871	511	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S	5	6,213	537,364	3,203	410,373	2,820	1,903	30	52,884	266	-	-	18,539	627	21,736	232	81,602	375
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	2,604	5,464,430	14,332	5,079,836	13,020	13,863	114	353,655	1,136	-	-	1,635,986	4,720	105,989	547	448	3
MACHINERY AND TRANSPORT EQUIPMENT	7	26,644	743,269	23,258	535,631	7,362	1,377	24	34,017	1,027	2	-	6,993	185	15,099	664	7,842	226
MISCELLANEOUS MANUFACTURED ARTICLES	8	10,291	320,364	3,572	244,807	1,967	7,238	83	34,455	510	-	-	11,908	137	21,883	144	193	1
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	8,228	22,387	167	2,868	58	147	8	450	5	-	-	-	-	-	-	230	1

- means Nil

SAINT LUCIA'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC SECTIONS: 2007

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		548	233,619,872	142,300	198,944,934	80,422	1,893,050	5,203	41,343,900	17,278	204,315	499	2,674,772	7,663	1,022,244	4,981	345,136	1,239
FOOD AND LIVE ANIMALS	0	1,455	27,890,001	40,576	2,061,375	3,027	17,504	51	1,627,810	1,744	-	-	78,989	331	59,953	305	99,946	325
BEVERAGES AND TOBACCO	1	1,814	28,905,343	52,546	28,692,286	51,785	1,844,796	4,398	5,601,430	11,507	204,315	499	1,716,735	3,749	800,479	2,555	48,262	88
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	27	171,578,094	4,907	163,925,057	3,866	1,111	12	33,505,618	672	-	-	-	-	304	7	946	3
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	4,513	2,997	14	432	1	250	1	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	-	78	-	6	-	4	-	-	-	-	-	2	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S	5	7,214	638,934	4,898	451,068	2,676	2,345	35	65,255	438	-	-	22,712	230	30,797	341	136,767	518
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	3,637	3,913,934	14,256	3,466,165	12,566	3,485	89	480,142	1,610	-	-	825,069	2,716	97,290	871	9,850	10
MACHINERY AND TRANSPORT EQUIPMENT	7	46,060	390,840	20,037	162,741	3,427	18,163	534	2,017	169	-	-	10,310	268	28,257	666	45,505	276
MISCELLANEOUS MANUFACTURED ARTICLES	8	16,306	283,724	4,548	173,377	2,982	5,094	80	56,328	1,110	-	-	20,915	369	5,164	236	2,360	8
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	25,429	15,927	517	12,427	92	298	4	5,300	28	-	-	40	1	-	-	1,500	11

- means Nil

SAINT LUCIA'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC SECTIONS: 2008

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		339	488,038,395	185,772	359,866,689	80,891	1,594,593	4,113	9,268,847	20,087	246,302	624	2,827,488	9,219	1,023,109	5,173	949,158	3,487
FOOD AND LIVE ANIMALS	0	1,523	43,229,644	65,796	2,348,908	3,705	4,062	45	2,026,004	2,296	-	-	63,633	267	66,605	433	157,042	390
BEVERAGES AND TOBACCO	1	2,056	21,752,012	45,040	21,001,252	42,518	1,541,606	3,469	6,539,394	13,731	246,302	624	1,649,838	3,131	820,131	2,675	658,790	2,189
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	23	416,881,214	10,317	331,646,694	6,599	883	17	-	-	-	-	22	-	150	5	50	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	21,336	2,156	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	-	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S	5	9,029	706,401	6,870	502,264	3,552	1,295	28	45,129	243	-	-	28,806	495	25,104	301	124,357	655
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	4,468	4,547,577	21,523	4,010,904	15,508	31,670	316	551,939	2,131	-	-	1,040,339	3,950	70,690	458	-	-
MACHINERY AND TRANSPORT EQUIPMENT	7	59,143	460,789	27,456	93,313	5,113	680	18	533	53	-	-	11,648	749	25,906	852	8,812	251
MISCELLANEOUS MANUFACTURED ARTICLES	8	17,315	445,506	8,099	259,459	3,721	14,397	221	105,848	1,634	-	-	30,339	554	13,616	374	107	3
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	47,629	13,033	626	3,895	175	-	-	-	-	-	-	2,863	73	907	75	-	-

- means Nil

Table A.28 St Lucia Exports (by Quantity and Value

SAINT LUCIA'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC S

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	479,637	3,910	3,181	63	-	-	3,492,939	1,950	3,767,583	5,164	33,205	78	48,161,209	22,360	43,871,583	72,961
FOOD AND LIVE ANIMALS	-	-	201	2	-	-	19,261	114	5,303	34	-	-	76,000	30	35,146,928	50,094
BEVERAGES AND TOBACCO	37,958	138	-	-	-	-	394,964	1,138	1,552,809	2,846	-	-	7,586,107	14,198	650,498	1,623
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	-	-	-	-	3,000,025	98	1,802,000	93	-	-	37,618,050	671	7,259,278	1,936
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	1
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	511	3
CHEMICALS AND RELATED PRODUCTS, N.E.S	-	-	-	-	-	-	2,262	47	40,059	443	-	-	191,388	800	126,991	384
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	11,487	49	131	3	-	-	2,646	51	308,910	396	33,205	78	2,613,516	5,924	384,594	1,311
MACHINERY AND TRANSPORT EQUIPMENT	373,822	3,673	2,849	58	-	-	8,434	215	33,824	1,020	-	-	51,372	270	207,638	15,896
MISCELLANEOUS MANUFACTURED ARTICLES	56,238	47	-	-	-	-	65,347	287	24,428	328	-	-	23,117	432	75,557	1,605
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	132	3	-	-	-	-	-	-	250	5	-	-	1,659	36	19,519	109

- means Nil

SAINT LUCIA'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC S

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	49,560	512	3,305	72	-	-	6,405,891	2,021	2,382,834	6,443	11,797	31	142,608,130	34,480	34,674,938	61,878
FOOD AND LIVE ANIMALS	5,402	27	-	-	-	-	11,823	74	23,798	65	-	-	136,150	105	25,828,626	37,549
BEVERAGES AND TOBACCO	12,872	54	-	-	-	-	334,260	947	2,189,229	3,983	-	-	15,939,908	24,005	213,057	761
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	-	-	-	-	6,000,797	170	1,041	3	-	-	124,415,240	3,000	7,653,037	1,041
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	-	-	-	-	182	-	2,565	13
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	-
CHEMICALS AND RELATED PRODUCTS, N.E.S	-	-	-	-	-	-	1,818	23	19,869	497	-	-	171,505	595	187,866	2,222
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	22,203	92	-	-	-	-	2,215	39	88,018	593	11,647	30	1,926,246	6,515	447,769	1,690
MACHINERY AND TRANSPORT EQUIPMENT	461	147	3,305	72	-	-	3,095	143	47,200	1,069	150	1	4,278	81	228,099	16,610
MISCELLANEOUS MANUFACTURED ARTICLES	8,405	187	-	-	-	-	51,883	625	13,667	233	-	-	9,561	136	110,347	1,566
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	217	5	-	-	-	-	-	-	12	-	-	-	5,060	43	3,500	425

- means Nil

SAINT LUCIA'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC S

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	62,367	411	1,672	45	-	-	4,753,349	1,752	2,369,691	8,952	33,470	102	336,736,643	26,925	128,171,706	104,881
FOOD AND LIVE ANIMALS	14,512	109	-	-	-	-	9,447	64	2,373	22	-	-	5,230	80	40,880,736	62,090
BEVERAGES AND TOBACCO	40,972	201	-	-	-	-	208,771	615	2,191,141	4,514	-	-	7,104,307	11,369	750,760	2,522
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	-	-	-	-	4,500,179	180	-	-	-	-	327,145,410	6,396	85,234,520	3,719
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,156	46
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	-
CHEMICALS AND RELATED PRODUCTS, N.E.S	30	1	-	-	-	-	835	13	45,058	535	-	-	231,650	1,281	204,137	3,318
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	3,320	14	8	-	-	-	3,681	62	83,218	978	33,467	101	2,192,572	7,499	536,673	6,015
MACHINERY AND TRANSPORT EQUIPMENT	3,325	78	1,586	43	-	-	5,061	361	28,268	2,590	-	-	7,494	118	367,476	22,342
MISCELLANEOUS MANUFACTURED ARTICLES	208	9	78	2	-	-	25,375	457	19,633	313	3	1	49,855	154	186,047	4,378
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	125	27	9,138	451

- means Nil

Table A.29 St Lucia Re-exports (by Quantity and Value) - 2006-08

SAINT LUCIA'S INTRA-REGIONAL RE-EXPORTS BY SITC SECTIONS: 2006

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		3,150	31,751,620	112,812	29,395,142	67,013	779,545	1,630	175,098	1,765	-	-	907,898	4,757	112,930	1,382	19,531	114
FOOD AND LIVE ANIMALS	0	4,548	34,219	136	12,913	99	24	1	70	-	-	-	2,525	19	-	-	21	2
BEVERAGES AND TOBACCO	1	19,689	16,356	319	14,776	298	25	-	74	2	-	-	4,890	37	23	10	-	-
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	614	784,428	489	58,689	21	-	-	30,000	3	-	-	-	-	-	-	280	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	2,017	27,126,922	54,709	26,704,211	53,839	760,313	1,302	-	-	-	-	44,479	106	416	10	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	15,761	178,793	2,868	31,476	396	521	43	5,938	71	-	-	4,765	58	4,001	41	690	27
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	1,587	1,867,673	3,308	1,597,316	1,850	3,164	85	79,893	168	-	-	160,531	330	73,842	188	2,541	3
MACHINERY AND TRANSPORT EQUIPMENT	7	14,526	1,441,100	22,935	867,549	8,599	13,066	138	51,142	1,313	-	-	685,385	4,011	16,295	712	8,429	24
MISCELLANEOUS MANUFACTURED ARTICLES	8	204,609	105,623	25,810	46,753	1,169	562	14	3,805	163	-	-	4,043	145	2,354	96	1,742	17
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	11,477	196,506	2,238	61,459	741	1,870	47	4,176	45	-	-	1,280	50	15,999	325	5,828	41

- means Nil

SAINT LUCIA'S INTRA-REGIONAL RE-EXPORTS BY SITC SECTIONS: 2007

COMMODITY DESCRIPTION	SITCCODE	ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FOOD AND LIVE ANIMALS	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BEVERAGES AND TOBACCO	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MACHINERY AND TRANSPORT EQUIPMENT	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MISCELLANEOUS MANUFACTURED ARTICLES	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

SAINT LUCIA'S INTRA-REGIONAL RE-EXPORTS BY SITC SECTIONS: 2008

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		5,828	39,161,996	258,966	30,160,467	114,306	1,830,629	5,973	1,573,980	17,427	185,297	871	465,281	3,107	471,749	2,853	591,747	1,029
FOOD AND LIVE ANIMALS	0	2,433	2,640,770	6,623	1,177,585	2,469	100,163	140	1,016,804	2,235	-	-	616	11	2	1	-	-
BEVERAGES AND TOBACCO	1	9,796	996,242	10,215	201,002	1,058	-	-	144,395	783	-	-	-	-	900	35	-	-
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	1,306	2,765,981	3,588	61,107	126	263	2	6,938	9	-	-	-	-	36,281	77	17,600	37
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	3,042	27,927,371	84,366	26,827,762	82,775	1,686,877	5,245	-	-	180,920	281	311,878	503	565	12	505,452	793
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	11,657	801	10	800	9	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	78,216	155,586	13,985	56,069	753	440	86	6,999	90	-	-	23,778	128	2,007	122	4,343	65
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	7,224	1,192,815	9,464	397,486	1,178	13,661	35	9,363	317	-	-	16,766	42	120,305	215	-	-
MACHINERY AND TRANSPORT EQUIPMENT	7	18,602	2,455,870	46,185	1,230,808	21,897	12,764	201	338,935	13,152	1,002	87	103,960	2,339	306,986	1,817	43,690	53
MISCELLANEOUS MANUFACTURED ARTICLES	8	84,736	893,356	80,959	158,755	2,934	10,406	212	38,102	748	-	-	384	9	3,987	554	17,147	69
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	26,136	133,204	3,570	49,093	1,107	6,055	51	12,444	92	3,375	503	7,899	74	716	18	3,515	12

- means Nil

Source: Caricom

Table A.29 St Lucia Re-exports (by

SAINT LUCIA'S INTRA-REGIONAL RE-EXPO

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENADINES		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	10,500	163	146	3	-	-	315,669	932	881,364	2,224	8,775	243	26,183,686	53,799	2,356,478	45,799
FOOD AND LIVE ANIMALS	-	-	-	-	-	-	5	-	9,000	15	-	-	1,268	61	21,306	37
BEVERAGES AND TOBACCO	-	-	-	-	-	-	-	-	-	-	8,775	243	989	6	1,580	20
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	-	-	-	-	-	-	-	-	-	-	28,409	18	725,739	468
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	12	-	77,716	92	-	-	25,821,275	52,329	422,711	870
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	-	-	-	-	-	-	463	19	10,949	110	-	-	4,149	27	147,317	2,472
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	1,008	5	-	-	-	-	286,211	376	722,204	319	-	-	267,922	375	270,357	1,458
MACHINERY AND TRANSPORT EQUIPMENT	1,012	61	8	2	-	-	2,858	182	44,732	1,445	-	-	44,622	710	573,551	14,336
MISCELLANEOUS MANUFACTURED ARTICLES	3,898	50	138	1	-	-	5,249	327	12,642	149	-	-	12,320	207	58,870	24,641
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	4,582	46	-	-	-	-	20,871	28	4,121	93	-	-	2,732	66	135,047	1,496

- means Nil

SAINT LUCIA'S INTRA-REGIONAL RE-EXPO

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENADINES		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FOOD AND LIVE ANIMALS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BEVERAGES AND TOBACCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MACHINERY AND TRANSPORT EQUIPMENT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MISCELLANEOUS MANUFACTURED ARTICLES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

SAINT LUCIA'S INTRA-REGIONAL RE-EXPO

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENADINES		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	139,662	1,391	245	11	-	-	331,538	1,457	1,655,935	4,207	65	2	22,914,339	75,979	9,001,529	144,659
FOOD AND LIVE ANIMALS	-	-	-	-	-	-	60,000	82	-	-	-	-	-	-	1,463,185	4,154
BEVERAGES AND TOBACCO	-	-	-	-	-	-	50,000	143	-	-	15	1	5,692	95	795,240	9,158
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	-	-	-	-	15	-	-	-	-	-	10	1	2,704,874	3,462
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	270	3	-	-	-	-	204	4	1,512,870	2,688	-	-	22,628,726	73,245	1,099,609	1,591
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	800	9	-	-	-	-	-	-	1	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	9,670	57	-	-	-	-	995	62	7,042	106	-	-	795	38	99,517	13,232
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	507	25	-	-	-	-	116,032	220	95,111	180	-	-	25,741	142	795,329	8,286
MACHINERY AND TRANSPORT EQUIPMENT	122,171	882	-	-	-	-	97,122	820	32,905	1,037	-	-	171,273	1,508	1,225,062	24,288
MISCELLANEOUS MANUFACTURED ARTICLES	1,214	285	-	-	-	-	3,511	68	6,831	182	50	-	77,123	805	734,601	78,026
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	5,830	139	245	11	-	-	2,859	48	1,176	14	-	-	4,979	144	84,111	2,463

- means Nil

Table A.30 St Vincent and the Grenadines Quarterly Trade Date -2008 (EC$ '000)

4

		1stQ 2008			2ndQ 2008			3rdQ 2008			4thQ 2008			Total					CARICOM as Percent of total *Dom. Gren, St L and St V as Percent of CARICOM*			
Section Description	Country	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Total Trade	Percent CARICOM	Imports	Domestic Exports	Re-Exports	Total Trade
Total Trade		198,719	21,864	3,207	272,366	27,324	16,919	261,452	26,543	8,979	275,053	27,834	8,283	1,007,590	103,565	37,388	1,148,543					
Total Intra-Regional Trade		37,213	17,090	1,661	60,000	22,580	15,895	85,482	22,336	8,131	92,493	24,068	6,761	275,188	86,074	32,448	393,710					
All Commodities	**Total**	**198,718**	**21,863**	**3,206**	**272,366**	**27,324**	**16,920**	**261,452**	**26,542**	**8,980**	**275,053**	**27,835**	**8,282**	**1,007,589**	**103,564**	**37,388**	**1,148,541**					
	of which CARICOM	**37,216**	**17,090**	**1,663**	**59,999**	**22,576**	**15,892**	**85,478**	**22,337**	**8,131**	**92,494**	**24,070**	**6,760**	**275,187**	**86,073**	**32,446**	**393,706**		**27.3%**	**83.1%**	**86.8%**	**34.3%**
	Dom,Gren,St L & St V	**2,324**	**5,216**	**1,284**	**2,503**	**8,591**	**15,521**	**2,547**	**7,872**	**4,496**	**3,019**	**8,409**	**2,102**	**10,393**	**30,088**	**23,403**	**63,884**		***3.8%***	***35.0%***	***72.1%***	***16.2%***
	Antigua and Barbuda	33	1,841	7	134	3,102	19	141	3,535	33	1,484	3,325	5	1,792	11,803	64	13,659	3.5%				
	Barbados	5,924	2,620	198	6,020	3,101	192	7,192	2,743	2,686	6,852	3,269	263	25,988	11,733	3,339	41,060	10.4%				
	Belize	16	-	-	73	-	-	20	-	-	42	-	-	151	-	-	151	0.0%				
	Dominica	*304*	*1,243*	*21*	*355*	*1,856*	*26*	*341*	*1,601*	*268*	*388*	*1,737*	*261*	1,388	6,437	576	*8,401*	2.1%				
	Grenada	*346*	*929*	*941*	*439*	*1,433*	*15,342*	*657*	*850*	*4,030*	*791*	*953*	*1,229*	2,233	4,165	21,542	*27,940*	7.1%				
	Guyana	2,789	190	2	2,487	264	33	3,270	239	85	2,211	251	-	10,757	944	120	11,821	3.0%				
	Jamaica	1,390	666	-	1,469	537	-	1,327	1,648	-	2,231	776	-	6,417	3,627	-	10,044	2.6%				
	Montserrat	-	148	-	-	50	-	-	25	-	5	207	-	5	430	-	435	0.1%				
	St Kitts and Nevis	132	1,337	2	275	1,946	31	383	1,946	7	53	2,100	36	843	7,329	76	8,248	2.1%				
	Saint Lucia	*1,674*	*3,044*	*322*	*1,709*	*5,302*	*153*	*1,549*	*5,421*	*198*	*1,840*	*5,719*	*612*	6,772	19,486	1,285	*27,543*	7.0%				
	St Vincent and the	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%				
	Grenadines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%				
	Suriname	87	122	-	108	99	-	-	259	-	5	494	-	200	974	-	1,174	0.3%				
	Trinidad and Tobago	24,521	4,950	170	46,930	4,886	96	70,598	4,070	824	76,592	5,239	4,354	218,641	19,145	5,444	243,230	61.8%				
0 **Food and Live Animals**	**Total**	**38,048**	**17,926**	**8**	**52,546**	**21,480**	**15**	**52,975**	**19,900**	**29**	**54,772**	**21,653**	**4**	**198,341**	**80,959**	**56**	**279,356**					
	of which CARICOM	**7,996**	**13,484**	**6**	**8,858**	**17,491**	**6**	**9,911**	**16,689**	**28**	**9,125**	**18,497**	**4**	**35,890**	**66,161**	**44**	**102,095**		**18.1%**	**81.7%**	**78.6%**	**36.5%**
	Dom,Gren,St L & St V	**3**	**3,615**	**1**	**18**	**6,511**	**-**	**135**	**6,115**	**7**	**4**	**6,987**	**-**	**160**	**23,228**	**8**	**23,396**		**0.4%**	**35.1%**	**18.2%**	**22.9%**
	Antigua and Barbuda	1	1,557		1	2,709		19	2,259		42	2,511		63	9,036	-	9,099					
	Barbados	1,371	1,714	3	1,190	1,721		2,120	1,340		1,640	1,545		6,321	6,320	3	12,644					
	Belize	15			36			19			26			96	-	-	96					
	Dominica		*477*			*791*			*628*	*4*		*948*		-	2,844	4	*2,848*					
	Grenada	*3*	*461*		*16*	*846*		*134*	*516*	*3*		*574*		153	2,397	3	*2,553*					
	Guyana	2,152	2		1,782	8		2,013	1		1,135			7,082	11	-	7,093					
	Jamaica	474	666		658	537		729	1,648		1,100	776		2,961	3,627	-	6,588					
	Montserrat		87			50			25			207		-	369	-	369					
	St Kitts and Nevis		1,019	2		1,237	1		1,490			1,497		-	5,243	3	5,246					
	Saint Lucia		*2,677*	*1*	*2*	*4,874*		*1*	*4,971*		*4*	*5,465*		7	17,987	1	*17,995*					
	St Vincent and the													-	-	-	-					
	Grenadines													-	-	-	-					
	Suriname										1			1	-	-	1					
	Trinidad and Tobago	3,980	4,824		5,173	4,718	5	4,876	3,811	21	5,177	4,974	4	19,206	18,327	30	37,563					
														-	-	-						
1 **Beverages and Tobacco**	**Total**	**6,331**	**840**		**8,686**	**1,340**	**4**	**5,990**	**1,512**	**4**	**8,721**	**2,228**		**29,728**	**5,920**	**8**	**35,656**					
	of which CARICOM	**3,449**	**796**	**-**	**4,699**	**1,237**	**3**	**3,248**	**1,405**	**4**	**4,570**	**1,966**	**-**	**15,966**	**5,404**	**7**	**21,377**		**53.7%**	**91.3%**	**87.5%**	**60.0%**
	Dom,Gren,St L & St V	**1,129**	**185**	**-**	**1,221**	**215**	**1**	**1,155**	**351**	**-**	**1,390**	**494**	**-**	**4,895**	**1,245**	**1**	**6,141**		**30.7%**	**23.0%**	**14.3%**	**28.7%**
	Antigua and Barbuda							1	15			48		1	63	-	64					
	Barbados	199	600		341	1,001		312	1,014		317	1,422		1,169	4,037	-	5,206					
	Belize													-	-	-	-					
	Dominica	*49*			*48*	*52*		*42*	*170*		*21*	*184*		160	406	-	*566*					
	Grenada	*1*	*41*		*33*	*69*		*166*	*71*		*93*	*93*		293	274	-	*567*					
	Guyana	18			23			47		2	12			100	-	2	102					
	Jamaica	292			249			164			552			1,257	-	-	1,257					
	Montserrat													-	-	-	-					
	St Kitts and Nevis	129	9		275	21		381	24		53	2		838	56	-	894					
	Saint Lucia	*1,079*	*144*		*1,140*	*94*	*1*	*947*	*110*		*1,276*	*217*		4,442	565	1	*5,008*					
	St Vincent and the													-	-	-	-					
	Grenadines													-	-	-	-					
	Suriname													-	-	-	-					
	Trinidad and Tobago	1,682	2		2,590		2	1,188	1	2	2,246			7,706	3	4	7,713					
2 **Crude Materials,**	**Total**	**5,499**	**153**		**9,159**	**360**	**8**	**5,249**	**128**		**7,049**	**351**		**26,956**	**992**	**8**	**27,956**					
Inedible Except Fuels	**of which CARICOM**	**1,190**	**66**	**-**	**827**	**166**	**8**	**1,031**	**1**	**-**	**1,460**	**336**	**-**	**4,508**	**569**	**8**	**5,085**		**16.7%**	**57.4%**	**100.0%**	**18.2%**
	Dom,Gren,St L & St V	**-**	**-**	**-**	**-**	**99**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**99**	**-**	**99**		**0.0%**	**17.4%**	**0.0%**	**1.9%**
	Antigua and Barbuda		65			65		64				334		64	464	-	528					

Table A.30 St Vincent and the Grenadines Quarterly Trade Date -2008 (EC$ '000)

Section	Description	Country	1stQ 2008 Imports	1stQ 2008 Domestic Exports	1stQ 2008 Re-Exports	2ndQ 2008 Imports	2ndQ 2008 Domestic Exports	2ndQ 2008 Re-Exports	3rdQ 2008 Imports	3rdQ 2008 Domestic Exports	3rdQ 2008 Re-Exports	4thQ 2008 Imports	4thQ 2008 Domestic Exports	4thQ 2008 Re-Exports	Total Imports	Total Domestic Exports	Total Re-Exports	Total Trade	Percent CARICOM	CARICOM as Percent of total / Dom. Gren, St L and St V as Percent of CARICOM: Imports	Domestic Exports	Re-Exports	Total Trade
		Barbados	693			180		7	5			416	2		1,294	2	7	1,303					
		Belize													-	-	-	-					
		Dominica													-	-	-	-					
		Grenada					*1*								-	1	-	*1*					
		Guyana	448			554			781			891			2,674	-	-	2,674					
		Jamaica	4			2			1			7			14	-	-	14					
		Montserrat													-	-	-	-					
		St Kitts and Nevis		1											-	1	-	1					
		Saint Lucia					*98*								-	98	-	*98*					
		St Vincent and the													-	-	-	-					
		Grenadines													-	-	-	-					
		Suriname										4			4	-	-	4					
		Trinidad and Tobago	45			91	2	1	180	1		142			458	3	1	462					
3	**Mineral Fuels,**	**Total**	**8,155**		**8**	**28,186**	**9**		**51,552**	**1**	**1,996**	**60,917**		**10**	**148,810**	**10**	**2,014**	**150,834**					
	Lubricants and	**of which CARICOM**	**1,725**	**-**	**8**	**22,136**	**1**	**-**	**44,698**	**1**	**1,995**	**51,098**	**-**	**-**	**119,657**	**2**	**2,003**	**121,662**		**80.4%**	**20.0%**	**99.5%**	**80.7%**
	Related Materials	**Dom,Gren,St L & St V**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**39**	**-**	**-**	**-**	**-**	**-**	**39**	**39**		**0.0%**	**0.0%**	**1.9%**	**0.0%**
		Antigua and Barbuda													-	-	-	-					
		Barbados	169		8	335	1		575	1	1,956	245			1,324	2	1,964	3,290					
		Belize													-	-	-	-					
		Dominica													-	-	-	-					
		Grenada									*30*				-	-	30	*30*					
		Guyana													-	-	-	-					
		Jamaica				3			2			1			6	-	-	6					
		Montserrat													-	-	-	-					
		St Kitts and Nevis													-	-	-	-					
		Saint Lucia									*9*				-	-	9	*9*					
		St Vincent and the													-	-	-	-					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	1,556			21,798			44,121			50,852			118,327	-	-	118,327					
4	**Animals and**	**Total**	**788**			**879**			**1,013**	**1**	**-**	**1,648**			**4,328**	**1**	**-**	**4,329**					
	Vegetable Oils and	**of which CARICOM**	**644**	**-**	**-**	**690**	**-**	**-**	**803**	**1**	**-**	**1,329**	**-**	**-**	**3,466**	**1**	**-**	**3,467**		**80.1%**	**100.0%**	**#DIV/0!**	**80.1%**
	Fats	**Dom,Gren,St L & St V**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**		**0.0%**	**0.0%**	**#DIV/0!**	**0.0%**
		Antigua and Barbuda										1,328			1,328	-	-	1,328					
		Barbados	643			689			799						2,131	-	-	2,131					
		Belize													-	-	-	-					
		Dominica													-	-	-	-					
		Grenada													-	-	-	-					
		Guyana													-	-	-	-					
		Jamaica							1						1	-	-	1					
		Montserrat													-	-	-	-					
		St Kitts and Nevis													-	-	-	-					
		Saint Lucia													-	-	-	-					
		St Vincent and the													-	-	-	-					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	1			1			3	1		1			6	1	-	7					
5	**Chemical and Related**	**Total**	**16,383**	**20**	**73**	**17,811**	**82**	**29**	**25,201**	**97**	**32**	**18,250**	**103**	**13**	**77,645**	**302**	**147**	**78,094**					
	Products not elswhere	**of which CARICOM**	**4,044**	**21**	**54**	**4,448**	**81**	**18**	**4,761**	**98**	**26**	**5,698**	**103**	**5**	**18,951**	**303**	**103**	**19,357**		**24.4%**	**100.3%**	**70.1%**	**24.8%**
	specified	**Dom,Gren,St L & St V**	**404**	**20**	**9**	**665**	**58**	**4**	**605**	**13**	**6**	**903**	**79**	**-**	**2,577**	**170**	**19**	**2,766**		**13.6%**	**56.1%**	**18.4%**	**14.3%**
		Antigua and Barbuda	13			52	12		15	45		50			130	57	-	187					
		Barbados	1,223		8	1,152		8	1,180		11	1,564		5	5,119	-	32	5,151					
		Belize				7						1			8	-	-	8					
		Dominica	*181*		*3*	*302*	*57*		*299*	*1*		*242*	*57*		1,024	115	3	*1,142*					
		Grenada	*135*		*2*	*213*		*2*	*221*	*7*	*5*	*542*	*18*		1,111	25	9	*1,145*					
		Guyana	9			56	4		83			24			172	4	-	176					
		Jamaica	340			145			274			301			1,060	-	-	1,060					
		Montserrat										5			5	-	-	5					
		St Kitts and Nevis		1			7	4		21			3		-	32	4	36					
		Saint Lucia	*88*	*20*	*4*	*150*	*1*	*2*	*85*	*5*	*1*	*119*	*4*		442	30	7	*479*					

Table A.30 St Vincent and the Grenadines Quarterly Trade Date -2008 (EC$ '000) 4

			1stQ 2008			2ndQ 2008			3rdQ 2008			4thQ 2008			Total					CARICOM as Percent of total *Dom. Gren, St L and St V as Percent of CARICOM*			
Section	Description	Country	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Total Trade	Percent CARICOM	Imports	Domestic Exports	Re-Exports	Total Trade
		St Vincent and the													-	-	-	-					
		Grenadines													-	-	-	-					
		Suriname	87			108									195	-	-	195					
		Trinidad and Tobago	1,968		37	2,263		2	2,604	19	9	2,850	21		9,685	40	48	9,773					
															-	-	-						
6	**Manufactured Goods**	**Total**	**42,881**	**2,273**	**216**	**43,718**	**3,508**	**179**	**49,940**	**3,387**	**180**	**45,011**	**2,921**	**216**	**181,550**	**12,089**	**791**	**194,430**					
	Classified Chiefly by	**of which CARICOM**	**13,539**	**2,202**	**151**	**13,338**	**3,243**	**159**	**13,994**	**2,823**	**142**	**11,221**	**2,224**	**180**	**52,092**	**10,492**	**632**	**63,216**		**28.7%**	**86.8%**	**79.9%**	**32.5%**
	Material	**Dom,Gren,St L & St V**	**182**	**1,122**	**42**	**148**	**1,543**	**68**	**323**	**1,242**	**75**	**411**	**779**	**1**	**1,064**	**4,686**	**186**	**5,936**		**2.0%**	**44.7%**	**29.4%**	**9.4%**
		Antigua and Barbuda	1	219		2	290	7	5	399		19	421		27	1,329	7	1,363					
		Barbados	584	284	61	1,190	324	17	1,440	382	57	1,802	293	1	5,016	1,283	136	6,435					
		Belize	1			30			1			12			44	-	-	44					
		Dominica	*61*	*665*	*18*	*3*	*922*	*26*		*740*	*51*	*117*	*532*		181	2,859	95	*3,135*					
		Grenada	*66*	*348*	*24*	*82*	*448*	*20*	*74*	*207*	*1*	*71*	*247*		293	1,250	45	*1,588*					
		Guyana	113	188		69	252		231	128	5	85	251		498	819	5	1,322					
		Jamaica	190			221			16			4			431	-	-	431					
		Montserrat		61											-	61	-	61					
		St Kitts and Nevis		193			662	21		367			434		-	1,656	21	1,677					
		Saint Lucia	*55*	*109*		*63*	*173*	*22*	*249*	*295*	*23*	*223*		*1*	590	577	46	*1,213*					
		St Vincent and the													-	-	-	-					
		Grenadines													-	-	-	-					
		Suriname		122			99			259					-	480	-	480					
		Trinidad and Tobago	12,468	13	48	11,678	73	46	11,978	46	5	8,888	46	178	45,012	178	277	45,467					
7	**Machinery and**	**Total**	**59,220**	**141**	**1,791**	**86,411**	**197**	**16,300**	**41,317**	**959**	**5,841**	**45,492**	**129**	**7,119**	**232,440**	**1,426**	**31,051**	**264,917**					
	Transport Equipment	**of which CARICOM**	**1,351**	**16**	**1,222**	**1,815**	**50**	**15,613**	**2,846**	**816**	**5,434**	**2,179**	**498**	**6,141**	**8,191**	**1,380**	**28,410**	**37,981**		**3.5%**	**96.8%**	**91.5%**	**14.3%**
		Dom,Gren,St L & St V	**323**	**3**	**1,075**	**259**	**1**	**15,416**	**180**	**-**	**4,305**	**140**	**3**	**1,742**	**902**	**7**	**22,538**	**23,447**		**11.0%**	**0.5%**	**79.3%**	**61.7%**
		Antigua and Barbuda	14		7	56		9	25	815		37		5	132	815	21	968					
		Barbados	214		72	403	49	120	133	1	355	163		228	913	50	775	1,738					
		Belize										3			3	-	-	3					
		Dominica	*2*			*1*					*163*	*7*	*2*	*10*	10	2	173	*185*					
		Grenada	*7*	*3*	*873*	*5*	*1*	*15,299*	*1*		*3,984*	*11*	*1*	*1,228*	24	5	21,384	*21,413*					
		Guyana	10					32	1			14			25	-	32	57					
		Jamaica	6			11						37			54	-	-	54					
		Montserrat													-	-	-	-					
		St Kitts and Nevis	1						2					1	3	-	1	4					
		Saint Lucia	*314*		*202*	*253*		*117*	*179*		*158*	*122*		*504*	868	-	981	*1,849*					
		St Vincent and the													-	-	-	-					
		Grenadines													-	-	-	-					
		Suriname											494		-	494	-	494					
		Trinidad and Tobago	783	13	68	1,086		36	2,505		774	1,785	1	4,165	6,159	14	5,043	11,216					
8	**Miscellaneous**	**Total**	**21,409**	**510**	**1,110**	**24,970**	**348**	**385**	**28,215**	**557**	**898**	**33,193**	**450**	**920**	**107,787**	**1,865**	**3,313**	**112,965**					
	Manufactured	**of which CARICOM**	**3,278**	**505**	**222**	**3,188**	**307**	**85**	**4,186**	**503**	**502**	**5,814**	**446**	**430**	**16,466**	**1,761**	**1,239**	**19,466**		**15.3%**	**94.4%**	**37.4%**	**17.2%**
	Articles	**Dom,Gren,St L & St V**	**283**	**271**	**157**	**192**	**164**	**32**	**149**	**151**	**64**	**171**	**67**	**359**	**795**	**653**	**612**	**2,060**		**4.8%**	**37.1%**	**49.4%**	**10.6%**
		Antigua and Barbuda	4			23	26	3	12	2	33	8	11		47	39	36	122					
		Barbados	828	22	46	540	5	40	628	5	307	705	7	29	2,701	39	422	3,162					
		Belize													-	-	-	-					
		Dominica	*11*	*101*		*1*	*34*			*62*	*50*	*1*	*14*	*251*	13	211	301	*525*					
		Grenada	*134*	*76*	*42*	*90*	*68*	*21*	*61*	*49*	*7*	*74*	*20*	*1*	359	213	71	*643*					
		Guyana	39		2	3		1	114	110	78	50			206	110	81	397					
		Jamaica	84			180			140			229			633	-	-	633					
		Montserrat													-	-	-	-					
		St Kitts and Nevis	2	114			19	5		44	7		164	35	2	341	47	390					
		Saint Lucia	*138*	*94*	*115*	*101*	*62*	*11*	*88*	*40*	*7*	*96*	*33*	*107*	423	229	240	*892*					
		St Vincent and the													-	-	-	-					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago	2,038	98	17	2,250	93	4	3,143	191	13	4,651	197	7	12,082	579	41	12,702					
9	**Miscellaneous**	**Total**	**4**												**4**	**-**	**-**	**4**					
	Transactions and	**of which CARICOM**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**		**0.0%**	**#DIV/0!**	**#DIV/0!**	**0.0%**
	Commodities	**Dom,Gren,St L & St V**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**		**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**

Table A.30 St Vincent and the Grenadines Quarterly Trade Date -2008 (EC$ '000)

4

Section	Description	Country	1stQ 2008 Imports	1stQ 2008 Domestic Exports	1stQ 2008 Re-Exports	2ndQ 2008 Imports	2ndQ 2008 Domestic Exports	2ndQ 2008 Re-Exports	3rdQ 2008 Imports	3rdQ 2008 Domestic Exports	3rdQ 2008 Re-Exports	4thQ 2008 Imports	4thQ 2008 Domestic Exports	4thQ 2008 Re-Exports	Total Imports	Total Domestic Exports	Total Re-Exports	Total Trade	Percent CARICOM	CARICOM as Percent of total / *Dom. Gren, St L and St V as Percent of CARICOM* Imports	Domestic Exports	Re-Exports	Total Trade
		Antigua and Barbuda													-	-	-	-					
		Barbados													-	-	-	-					
		Belize													-	-	-	-					
		Dominica													-	-	-	-					
		Grenada													-	-	-	-					
		Guyana													-	-	-	-					
		Jamaica													-	-	-	-					
		Montserrat													-	-	-	-					
		St Kitts and Nevis													-	-	-	-					
		Saint Lucia													-	-	-	-					
		St Vincent and the													-	-	-	-					
		Grenadines													-	-	-	-					
		Suriname													-	-	-	-					
		Trinidad and Tobago													-	-	-	-					

Source: Caricom

Table A.31 St Vincent and the Grenadines Imports (by Quantity and Value) - 2006-08

ST. VINCENT AND THE GRENADINE'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2006

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		2,460	274,055,522	733,019	144,907,286	239,030	324,337	846	14,475,913	25,435	36,725	164	1,996,888	3,530	310,115	1,671	8,858,628	7,743
FOOD AND LIVE ANIMALS	0	2,587	48,567,617	125,095	9,880,332	26,646	4,180	10	740,452	4,948	16,559	56	590	3	2,715	24	6,249,829	5,414
BEVERAGES AND TOBACCO	1	4,564	4,197,411	19,825	3,196,453	13,249	-	-	121,119	808	6,566	34	8,418	71	32,525	63	1,123	20
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	681	28,264,982	19,597	5,019,098	2,719	-	-	196,722	558	-	-	-	-	126	2	2,338,123	1,609
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	1,519	70,381,073	106,634	68,225,450	104,215	-	-	617,261	2,113	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	3,777	719,437	2,782	608,837	2,170	-	-	602,758	2,150	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S	5	4,895	11,307,288	58,223	5,027,180	18,865	14,891	132	453,803	5,095	7,025	20	1,930,297	3,060	197,841	1,039	51,530	228
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	1,431	96,733,846	150,586	51,059,042	48,685	303,633	700	11,556,675	5,963	6,447	51	45,911	207	74,495	377	215,762	445
MACHINERY AND TRANSPORT EQUIPMENT	7	18,897	8,690,518	168,814	796,184	5,862	4	-	23,526	968	124	2	2,094	50	149	5	200	5
MISCELLANEOUS MANUFACTURED ARTICLES	8	15,544	5,185,290	80,966	1,086,710	16,164	1,629	3	163,597	2,834	4	-	9,578	139	2,264	161	2,061	23
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	60,075	8,060	497	8,000	455	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

ST. VINCENT AND THE GRENADINE'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2007

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		2,305	361,380,725	882,338	159,069,915	268,113	38,597	313	20,419,850	34,275	137,941	221	425,957	1,595	267,764	1,659	8,646,149	8,730
FOOD AND LIVE ANIMALS	0	2,366	69,962,062	162,834	9,602,197	28,053	5,895	58	775,104	4,777	19,348	75	1,113	12	25,708	57	5,497,789	5,185
BEVERAGES AND TOBACCO	1	4,778	5,009,099	24,794	3,721,092	16,059	13,387	29	136,139	944	-	-	101,764	185	447	11	1,936	64
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	534	48,145,518	24,989	5,853,669	4,564	-	-	1,233,221	841	6,818	4	-	-	6	-	2,885,944	2,643
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	1,600	88,542,394	141,892	77,127,828	122,927	3,318	23	2,969,930	5,192	4	-	-	-	-	-	2	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	3,834	809,015	3,142	655,367	2,431	-	-	628,583	2,324	-	-	-	-	4	3	2,594	13
CHEMICALS AND RELATED PRODUCTS, N.E.S	5	5,134	13,122,169	66,888	3,510,415	18,997	8,358	70	596,098	5,707	6,643	12	320,132	1,381	194,486	1,043	38,040	247
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	1,324	118,154,460	168,849	56,877,793	50,521	3,297	26	13,743,655	7,903	105,078	128	2,857	15	37,855	180	216,201	485
MACHINERY AND TRANSPORT EQUIPMENT	7	19,073	10,034,426	191,383	411,824	7,868	842	71	66,667	2,580	8	-	11	2	4,724	139	300	2
MISCELLANEOUS MANUFACTURED ARTICLES	8	12,891	7,511,256	97,045	1,303,730	16,376	3,500	35	270,453	4,008	42	2	80	2	4,534	227	3,343	91
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	7,286	90,326	521	6,000	318	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

ST. VINCENT AND THE GRENADINE'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2008

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		3,275	284,510,236	1,007,589	130,375,158	275,189	70,869	399	6,105,713	27,374	62,525	157	435,616	1,392	420,587	2,234	8,883,373	10,756
FOOD AND LIVE ANIMALS	0	5,005	38,658,997	198,340	9,117,871	35,892	37,626	63	947,563	6,322	27,807	96	60	-	48,297	153	4,665,061	7,082
BEVERAGES AND TOBACCO	1	4,235	6,950,005	29,728	3,908,959	15,967	405	1	191,467	1,169	-	-	113,382	160	113,147	293	11,361	100
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	763	35,795,131	26,966	4,968,444	4,510	1	-	689,196	1,353	2,574	5	11	-	36	-	3,988,894	2,674
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	2,369	63,344,440	148,810	49,440,577	119,657	-	-	541,930	1,324	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	4,838	876,872	4,327	751,660	3,466	-	-	750,687	3,459	-	-	-	-	-	-	11	-
CHEMICALS AND RELATED PRODUCTS, N.E.S	5	5,652	13,895,906	77,645	3,034,031	18,950	14,948	129	505,388	5,119	2,478	8	234,512	1,025	212,494	1,111	20,270	172
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	1,505	109,106,996	181,541	57,595,917	52,092	5,069	27	2,291,651	5,016	29,333	44	86,044	182	38,621	292	169,634	499
MACHINERY AND TRANSPORT EQUIPMENT	7	26,458	8,774,118	232,440	331,771	8,191	5,331	132	23,725	913	100	3	431	11	940	25	281	24
MISCELLANEOUS MANUFACTURED ARTICLES	8	15,033	7,094,165	107,629	1,225,928	16,465	7,489	47	164,106	2,701	233	-	1,176	13	7,052	359	27,861	205
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	11,980	13,606	163	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

Source: Caricom

Table A.31 St Vincent and the Grenadines Imports

ST. VINCENT AND THE GRENADINE'S INTRA-REGIONAL IMPORTS

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	543,607	4,036	3,067	8	3,150,785	4,627	140,779	776	-	-	69,126	160	114,997,316	190,034	129,148,236	493,989
FOOD AND LIVE ANIMALS	190,304	1,928	-	-	4,540	37	-	-	-	-	-	-	2,671,163	14,225	38,687,285	98,449
BEVERAGES AND TOBACCO	171,502	1,003	-	-	1,223,234	3,198	136,320	557	-	-	216	3	1,495,430	7,492	1,000,958	6,576
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	43,526	36	-	-	1,806,689	100	-	-	-	-	64,538	155	569,374	259	23,245,884	16,879
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	546	6	-	-	-	-	-	-	-	-	-	-	67,607,643	102,096	2,155,623	2,419
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	6,079	20	110,600	612
CHEMICALS AND RELATED PRODUCTS, N.E.S	88,360	545	3,067	8	18,709	304	-	-	-	-	-	-	2,261,657	8,434	6,280,108	39,358
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	622	25	-	-	66,639	355	451	7	-	-	4,372	2	38,784,035	40,554	45,674,804	101,900
MACHINERY AND TRANSPORT EQUIPMENT	3,002	27	-	-	2,992	69	-	-	-	-	-	-	764,093	4,735	7,894,334	162,952
MISCELLANEOUS MANUFACTURED ARTICLES	45,745	466	-	-	23,982	321	8	-	-	-	-	-	837,842	12,217	4,098,580	64,802
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	4,000	244	4,000	211	-	-	-	-	-	-	60	42

- means Nil

ST. VINCENT AND THE GRENADINE'S INTRA-REGIONAL IMPORTS

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	833,025	6,269	-	-	1,522,421	5,504	240,035	947	-	-	186,522	611	126,351,654	207,988	202,310,810	614,225
FOOD AND LIVE ANIMALS	292,142	2,700	-	-	6,310	101	20	-	-	-	-	-	2,978,768	15,089	60,359,865	134,781
BEVERAGES AND TOBACCO	228,907	1,378	-	-	1,422,536	3,754	239,880	938	-	-	81	1	1,576,015	8,755	1,288,007	8,735
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	62,653	52	-	-	-	-	-	-	-	-	164,459	494	1,500,568	529	42,291,849	20,426
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	269	3	-	-	-	-	-	-	-	-	-	-	74,154,305	117,710	11,414,566	18,965
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	250	1	-	-	-	-	-	-	-	-	-	-	23,936	91	153,648	711
CHEMICALS AND RELATED PRODUCTS, N.E.S	138,623	913	-	-	14,614	182	-	-	-	-	21,982	116	2,171,439	9,326	9,611,754	47,891
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	3,869	427	-	-	51,514	508	45	9	-	-	-	-	42,713,422	40,840	61,276,667	118,328
MACHINERY AND TRANSPORT EQUIPMENT	10,523	67	-	-	14,794	517	-	-	-	-	-	-	313,955	4,490	9,622,602	183,515
MISCELLANEOUS MANUFACTURED ARTICLES	95,789	728	-	-	6,653	123	90	1	-	-	-	-	919,246	11,159	6,207,526	80,670
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	6,000	318	-	-	-	-	-	-	-	-	84,326	203

- means Nil

ST. VINCENT AND THE GRENADINE'S INTRA-REGIONAL IMPORTS

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	748,345	6,414	10	5	1,962,112	6,773	293,177	843	-	-	44,632	200	111,348,199	218,642	154,135,078	732,401
FOOD AND LIVE ANIMALS	305,769	2,960	-	-	873	9	-	-	-	-	5	1	3,084,810	19,206	29,541,126	162,448
BEVERAGES AND TOBACCO	194,553	1,257	-	-	1,780,607	4,442	293,130	838	-	-	-	-	1,210,907	7,707	3,041,046	13,762
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	1,228	15	-	-	5	-	-	-	-	-	21	4	286,478	459	30,826,687	22,456
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	1,922	5	-	-	-	-	-	-	-	-	-	-	48,896,725	118,327	13,903,863	29,153
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	1	1	-	-	8	-	-	-	-	-	-	-	953	6	125,212	862
CHEMICALS AND RELATED PRODUCTS, N.E.S	130,124	1,059	10	5	19,352	442	-	-	-	-	44,504	196	1,849,951	9,685	10,861,875	58,695
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	44,315	430	-	-	107,473	590	-	-	-	-	-	-	54,823,777	45,012	51,511,079	129,449
MACHINERY AND TRANSPORT EQUIPMENT	1,390	53	-	-	29,220	868	18	3	-	-	-	-	270,335	6,159	8,442,347	224,249
MISCELLANEOUS MANUFACTURED ARTICLES	69,043	633	-	-	24,574	422	29	2	-	-	102	-	924,263	12,082	5,868,237	91,164
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13,606	163

- means Nil

Table A.32 St Vincent and the Grenadines Exports (by Quantity and Value) - 2006-08

ST. VINCENT AND THE GRENADINE'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC SECTIONS: 2006

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		1,412	64,466,844	91,177	43,961,279	61,743	5,530,824	7,962	9,197,624	12,246	-	-	2,202,519	4,571	1,715,020	3,754	157,446	372
FOOD AND LIVE ANIMALS	0	1,236	59,430,771	74,569	39,371,783	46,516	5,267,660	6,138	6,397,317	7,456	-	-	1,857,359	1,924	1,421,342	1,958	8,264	8
BEVERAGES AND TOBACCO	1	3,389	1,361,826	4,573	1,154,604	3,996	-	-	894,274	3,472	-	-	30	-	136,941	223	67	-
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	73	1,728,910	154	1,541,058	59	1,408	7	1,537,771	42	-	-	-	-	1,324	8	-	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	1,965	194	1	121	-	-	-	121	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S	5	4,738	90,949	435	80,432	372	9,100	98	116	4	-	-	48,799	111	922	8	-	-
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	5,709	1,495,290	8,565	1,461,097	8,285	137,758	992	356,135	1,172	-	-	279,078	2,351	148,520	1,445	149,115	364
MACHINERY AND TRANSPORT EQUIPMENT	7	7,217	119,578	911	113,774	725	113,636	720	-	-	-	-	-	-	138	5	-	-
MISCELLANEOUS MANUFACTURED ARTICLES	8	7,987	239,326	1,969	238,410	1,790	1,262	8	11,890	99	-	-	17,253	184	5,833	107	-	-
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

ST. VINCENT AND THE GRENADINE'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC SECTIONS: 2007

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		1,416	71,122,802	98,267	44,400,655	67,683	6,642,351	10,134	6,334,815	10,809	-	-	2,293,907	4,986	1,480,652	3,221	185,739	548
FOOD AND LIVE ANIMALS	0	1,291	61,175,620	79,757	40,998,444	51,419	6,372,269	7,911	5,194,752	6,025	-	-	1,829,701	2,200	966,020	1,351	8,000	9
BEVERAGES AND TOBACCO	1	3,323	1,572,168	5,115	1,285,216	4,488	157	1	852,267	3,598	-	-	1,908	18	271,309	436	-	-
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	68	6,103,458	410	9,066	8	36	-	5,676	4	-	-	-	-	1,500	1	-	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	1,358	982	1	982	1	-	-	556	1	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S	5	4,784	111,869	548	84,359	378	10,005	45	-	-	-	-	34,612	123	24,295	85	2,901	21
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	4,969	1,930,987	9,605	1,804,381	8,946	245,907	1,451	271,945	1,076	-	-	404,310	2,425	208,257	1,206	174,065	513
MACHINERY AND TRANSPORT EQUIPMENT	7	60,867	16,040	1,002	12,509	711	11,364	706	-	-	-	-	-	-	1,020	3	-	-
MISCELLANEOUS MANUFACTURED ARTICLES	8	8,559	211,678	1,827	205,698	1,730	2,613	20	9,619	105	-	-	23,376	220	8,251	138	773	4
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

ST. VINCENT AND THE GRENADINE'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC SECTIONS: 2008

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		1,415	75,108,712	103,566	56,987,230	86,075	16,199,519	11,803	5,086,862	11,736	-	-	2,153,396	6,435	1,477,666	4,165	286,774	944
FOOD AND LIVE ANIMALS	0	1,628	51,164,711	80,961	37,731,528	66,163	3,909,681	9,036	3,885,065	6,321	-	-	1,326,704	2,844	1,067,424	2,398	9,791	11
BEVERAGES AND TOBACCO	1	2,974	1,990,461	5,920	1,816,877	5,404	48,779	63	853,756	4,037	-	-	316,453	406	210,431	273	-	-
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	59	18,961,143	1,277	15,003,800	570	12,000,000	465	2,005	3	-	-	-	-	200	1	-	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	209	49,445	10	1,445	2	-	-	1,445	2	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	944	1,059	1	1,059	1	-	-	302	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S	5	5,524	54,615	302	54,586	301	4,409	57	359	-	-	-	29,212	115	5,341	24	682	4
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	4,614	2,664,172	11,804	2,169,424	10,986	202,984	1,329	339,641	1,283	-	-	464,682	2,858	184,518	1,251	263,938	819
MACHINERY AND TRANSPORT EQUIPMENT	7	30,616	43,544	1,426	35,005	886	30,000	815	1,360	50	-	-	103	2	1,152	5	-	-
MISCELLANEOUS MANUFACTURED ARTICLES	8	10,311	179,562	1,865	173,506	1,762	3,666	39	2,929	39	-	-	16,242	210	8,600	213	12,363	110
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

Source: Caricom

Table A.32 St Vincent and the Grenadines Exports (

ST. VINCENT AND THE GRENADINE'S INTRA-REGIONAL DOMEST

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	1,381,819	2,412	324,372	470	10,631,340	11,572	2,577,319	4,078	-	-	122,670	477	10,120,326	13,830	20,505,565	29,433
FOOD AND LIVE ANIMALS	1,374,051	2,371	300,932	307	10,440,900	10,784	2,304,394	2,382	-	-	-	-	9,999,564	13,189	20,058,988	28,053
BEVERAGES AND TOBACCO	-	-	-	-	85,747	257	34,392	33	-	-	-	-	3,153	11	207,222	578
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	27	-	18	-	164	1	-	-	-	-	346	1	187,852	95
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	73	-
CHEMICALS AND RELATED PRODUCTS, N.E.S	690	4	7,555	38	2,449	31	299	3	-	-	-	-	10,502	76	10,517	63
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	-	-	15,858	125	84,133	254	180,742	1,232	-	-	98,760	287	10,998	61	34,193	280
MACHINERY AND TRANSPORT EQUIPMENT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5,804	186
MISCELLANEOUS MANUFACTURED ARTICLES	7,078	38	-	-	18,093	245	57,328	427	-	-	23,910	189	95,763	493	916	178
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

ST. VINCENT AND THE GRENADINE'S INTRA-REGIONAL DOMEST

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	1,404,546	2,731	183,858	191	10,557,598	12,553	3,419,002	5,044	-	-	151,788	621	11,746,399	16,845	26,722,147	30,584
FOOD AND LIVE ANIMALS	1,402,356	2,714	174,134	138	10,307,640	11,556	3,118,561	3,388	-	-	-	-	11,625,011	16,126	20,177,176	28,339
BEVERAGES AND TOBACCO	-	-	-	-	127,289	408	32,013	26	-	-	-	-	273	1	286,952	627
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	18	-	180	2	156	1	-	-	-	-	1,500	1	6,094,392	402
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	426	1	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S	-	-	-	-	5,096	44	310	3	-	-	-	-	7,140	57	27,510	170
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	714	8	9,706	53	101,134	314	217,794	1,236	-	-	135,263	546	35,286	119	126,606	659
MACHINERY AND TRANSPORT EQUIPMENT	-	-	-	-	-	-	-	-	-	-	-	-	125	2	3,531	290
MISCELLANEOUS MANUFACTURED ARTICLES	1,476	9	-	-	16,259	229	50,168	390	-	-	16,525	75	76,638	540	5,980	97
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

ST. VINCENT AND THE GRENADINE'S INTRA-REGIONAL DOMEST

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	1,137,258	3,627	238,987	431	13,341,747	19,486	3,068,912	7,329	-	-	200,986	974	13,795,123	19,145	18,121,482	17,491
FOOD AND LIVE ANIMALS	1,137,208	3,627	227,340	370	9,807,025	17,988	2,703,970	5,243	-	-	-	-	13,657,320	18,327	13,433,183	14,798
BEVERAGES AND TOBACCO	-	-	-	-	319,743	565	66,749	56	-	-	-	-	966	3	173,584	516
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	-	-	3,000,000	98	118	1	-	-	-	-	1,477	3	3,957,343	707
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48,000	7
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	757	1	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S	-	-	-	-	7,283	30	1,480	32	-	-	-	-	5,820	40	29	-
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	-	-	11,647	61	190,810	576	259,203	1,656	-	-	200,986	974	51,015	178	494,748	818
MACHINERY AND TRANSPORT EQUIPMENT	-	-	-	-	-	-	-	-	-	-	-	-	2,390	14	8,539	540
MISCELLANEOUS MANUFACTURED ARTICLES	50	-	-	-	16,886	230	37,392	341	-	-	-	-	75,378	579	6,056	104
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

Table A.33 St Vincent and the Grenadines Re-exports (by Quantity and Value) - 2006-08

ST. VINCENT AND THE GRENADINE'S INTRA-REGIONAL RE-EXPORTS BY SITC SECTIONS: 2006

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		4,867	2,474,374	11,712	925,457	5,165	41,942	176	162,342	2,030	-	-	19,451	176	38,133	394	2,623	24
FOOD AND LIVE ANIMALS	0	3,547	25,185	78	8,552	53	-	-	942	9	-	-	91	-	132	1	-	-
BEVERAGES AND TOBACCO	1	1,726	21,680	38	21,521	35	-	-	-	-	-	-	-	-	17,619	25	-	-
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	347	1,110,492	376	9,501	21	573	3	348	2	-	-	-	-	340	3	-	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	1,046	65,822	69	326	1	56	-	-	-	-	-	-	-	265	1	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	8,145	16,038	134	13,842	105	-	-	817	3	-	-	-	-	2,687	21	810	6
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	10,792	45,627	529	23,087	176	141	5	14,520	54	-	-	1,636	8	518	14	54	-
MACHINERY AND TRANSPORT EQUIPMENT	7	8,234	915,205	8,520	699,161	3,790	1,287	26	98,306	1,734	-	-	7,609	57	6,698	221	47	12
MISCELLANEOUS MANUFACTURED ARTICLES	8	7,053	274,325	1,970	149,467	983	39,885	142	47,409	228	-	-	10,115	110	9,874	109	1,712	6
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

ST. VINCENT AND THE GRENADINE'S INTRA-REGIONAL RE-EXPORTS BY SITC SECTIONS: 2007

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		25,409	1,454,267	30,560	503,270	25,572	1,843	110	78,436	1,586	-	-	12,731	192	173,313	4,823	16,371	207
FOOD AND LIVE ANIMALS	0	4,187	29,962	114	2,894	36	-	-	1,334	24	-	-	182	-	-	-	-	-
BEVERAGES AND TOBACCO	1	613	20,618	14	19,131	8	-	-	18,257	6	-	-	-	-	874	2	-	-
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	473	436,701	204	6,555	9	7	-	89	1	-	-	-	-	147	1	-	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	1,115	30,799	34	281	1	88	-	8	-	-	-	-	-	-	-	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	5,669	31,835	185	29,817	158	6	1	3,273	63	-	-	244	7	2,137	38	210	3
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	20,875	84,685	1,656	59,272	1,460	45	1	4,980	64	-	-	1,497	58	45,386	1,228	254	2
MACHINERY AND TRANSPORT EQUIPMENT	7	53,122	555,911	25,311	246,258	21,522	586	23	30,103	365	-	-	6,565	111	78,639	2,717	9,440	180
MISCELLANEOUS MANUFACTURED ARTICLES	8	12,878	257,400	3,008	135,622	2,360	1,111	84	20,332	1,063	-	-	4,243	16	44,630	827	5,227	18
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	5,324	6,356	34	3,440	18	-	-	60	-	-	-	-	-	1,500	10	1,240	5

- means Nil

ST. VINCENT AND THE GRENADINE'S INTRA-REGIONAL RE-EXPORTS BY SITC SECTIONS: 2008

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		17,786	2,070,153	37,389	1,888,442	32,449	1,307	63	954,216	3,340	15	-	110,018	576	174,825	21,542	3,803	122
FOOD AND LIVE ANIMALS	0	4,699	11,554	56	9,876	44	-	-	372	3	-	-	451	4	132	3	94	-
BEVERAGES AND TOBACCO	1	3,449	2,226	8	2,217	8	-	-	50	-	-	-	-	-	-	-	689	2
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	267	33,650	9	33,650	9	-	-	32,719	7	-	-	-	-	-	-	-	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	2,606	771,610	2,013	770,979	2,004	12	-	756,448	1,964	-	-	-	-	13,638	30	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	923	144,716	147	140,464	102	-	-	8,546	33	-	-	524	3	579	9	48	-
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	6,635	124,076	792	85,970	632	121	7	17,373	136	-	-	16,210	95	4,833	45	60	5
MACHINERY AND TRANSPORT EQUIPMENT	7	40,753	763,725	31,052	693,602	28,411	659	21	92,441	775	-	-	27,677	174	148,236	21,384	1,600	32
MISCELLANEOUS MANUFACTURED ARTICLES	8	12,801	209,818	3,037	151,264	1,235	515	36	46,267	422	15	-	65,156	301	7,407	71	1,192	81
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	31,097	8,778	277	420	5	-	-	-	-	-	-	-	-	-	-	120	1

- means Nil

Source: Caricom

Table A.33 St Vincent and the Gre

ST. VINCENT AND THE GRENADINE'S INTR

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENADINES		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	884	4	40	-	30,407	807	18,004	164	-	-	21,000	50	590,631	1,341	1,548,917	6,547
FOOD AND LIVE ANIMALS	-	-	-	-	5,393	33	-	-	-	-	-	-	1,994	10	16,633	25
BEVERAGES AND TOBACCO	-	-	-	-	3,025	8	-	-	-	-	-	-	877	3	159	3
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	-	-	-	-	-	-	-	-	-	-	8,240	14	1,100,991	354
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	-	-	-	-	-	-	-	-	5	-	65,496	67
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	884	4	40	-	74	3	883	9	-	-	-	-	7,647	60	2,196	29
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	-	-	-	-	905	14	1,540	26	-	-	-	-	3,773	55	22,540	353
MACHINERY AND TRANSPORT EQUIPMENT	-	-	-	-	18,342	641	3,024	20	-	-	21,000	50	542,848	1,029	216,044	4,729
MISCELLANEOUS MANUFACTURED ARTICLES	-	-	-	-	2,668	109	12,557	109	-	-	-	-	25,247	171	124,858	987
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- means Nil

ST. VINCENT AND THE GRENADINE'S INTR

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENADINES		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	23,656	68	-	-	64,706	16,434	2,850	34	-	-	1	-	129,363	2,117	950,997	4,988
FOOD AND LIVE ANIMALS	-	-	-	-	-	-	-	-	-	-	-	-	1,378	11	27,068	78
BEVERAGES AND TOBACCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,487	7
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	-	-	-	-	-	-	-	-	-	-	6,312	7	430,146	194
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	19	-	-	-	-	-	-	-	166	1	30,518	33
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	-	-	-	-	7,440	31	150	3	-	-	-	-	16,357	13	2,018	28
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	-	-	-	-	422	21	276	13	-	-	-	-	6,412	74	25,413	196
MACHINERY AND TRANSPORT EQUIPMENT	2,945	31	-	-	27,202	16,184	2,393	15	-	-	1	-	88,384	1,896	309,653	3,789
MISCELLANEOUS MANUFACTURED ARTICLES	20,711	38	-	-	29,623	198	31	3	-	-	-	-	9,714	112	121,778	649
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	-	-	-	-	-	-	640	3	2,916	16

- means Nil

ST. VINCENT AND THE GRENADINE'S INTR

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENADINES		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	35	-	-	-	178,398	1,285	4,614	76	-	-	-	-	461,211	5,444	181,711	4,940
FOOD AND LIVE ANIMALS	-	-	-	-	145	1	1,027	3	-	-	-	-	7,655	30	1,678	11
BEVERAGES AND TOBACCO	-	-	-	-	600	1	-	-	-	-	-	-	878	4	9	-
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	-	-	-	-	-	-	-	-	-	-	-	-	931	2	-	-
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	-	-	-	-	881	9	-	-	-	-	-	-	-	-	631	10
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS AND RELATED PRODUCTS, N.E.S.	-	-	-	-	128,535	6	202	4	-	-	-	-	2,030	48	4,252	45
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	-	-	-	-	9,870	47	753	22	-	-	-	-	36,750	277	38,106	159
MACHINERY AND TRANSPORT EQUIPMENT	-	-	-	-	34,708	980	500	1	-	-	-	-	387,781	5,043	70,123	2,641
MISCELLANEOUS MANUFACTURED ARTICLES	35	-	-	-	3,659	240	1,832	42	-	-	-	-	25,186	41	58,554	1,802
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	-	-	300	4	-	-	-	-	-	-	8,358	272

- means Nil

Table A.34 Trinidad and Tobago Quarterly Trade Date -2008 (EC$ '000)

1

Section	Description	Country	1stQ 2008 Imports	1stQ 2008 Domestic Exports	1stQ 2008 Re-Exports	2ndQ 2008 Imports	2ndQ 2008 Domestic Exports	2ndQ 2008 Re-Exports	3rdQ 2008 Imports	3rdQ 2008 Domestic Exports	3rdQ 2008 Re-Exports	4thQ 2008 Imports	4thQ 2008 Domestic Exports	4thQ 2008 Re-Exports	Total Imports	Total Domestic Exports	Total Re-Exports	Total Trade	Percent CARICOM	CARICOM as Percent of total / *Dom. Gren, St L and St V as Percent of CARICOM* Imports	Domestic Exports	Re-Exports	Total Trade
Total Trade			7,088,526	35,293,201	979,343										28,354,104	141,172,804	3,917,372	173,444,280					
Total Intra-Regional Trade			318,634	4,636,266	153,008										1,274,536	18,545,064	612,032	20,431,632					
	All Commodities	**Total**	**7,088,527**	**35,293,201**	**979,344**	-	-	-	-	-	-	-	-	-	**28,354,108**	**141,172,804**	**3,917,376**	**173,444,288**					
		of which CARICOM	**314,631**	**4,636,275**	**153,002**	-	-	-	-	-	-	-	-	-	**1,258,524**	**18,545,100**	**612,008**	**20,415,632**		**4.4%**	**13.1%**	**15.6%**	**11.8%**
		Dom,Gren,St L & St V	**50,405**	**733,441**	**49,744**	-	-	-	-	-	-	-	-	-	**201,620**	**2,933,764**	**198,976**	**3,334,360**		***16.0%***	***15.8%***	***32.5%***	***16.3%***
		Antigua and Barbuda	1,901	181,903	6,646	-	-	-	-	-	-	-	-	-	7,604	727,612	26,584	761,800	3.7%				
		Barbados	120,950	768,594	49,448	-	-	-	-	-	-	-	-	-	483,800	3,074,376	197,792	3,755,968	18.4%				
		Belize	24,263	23,697	563	-	-	-	-	-	-	-	-	-	97,052	94,788	2,252	194,092	1.0%				
		Dominica	*14,216*	*79,515*	*3,435*	-	-	-	-	-	-	-	-	-	56,864	318,060	13,740	*388,664*	1.9%				
		Grenada	*1,448*	*244,213*	*22,507*	-	-	-	-	-	-	-	-	-	5,792	976,852	90,028	*1,072,672*	5.3%				
		Guyana	69,217	632,286	21,511	-	-	-	-	-	-	-	-	-	276,868	2,529,144	86,044	2,892,056	14.2%				
		Jamaica	39,096	1,653,596	11,772	-	-	-	-	-	-	-	-	-	156,384	6,614,384	47,088	6,817,856	33.4%				
		Montserrat	139	5,854	388	-	-	-	-	-	-	-	-	-	556	23,416	1,552	25,524	0.1%				
		St Kitts and Nevis	131	110,874	4,181	-	-	-	-	-	-	-	-	-	524	443,496	16,724	460,744	2.3%				
		Saint Lucia	*18,029*	*244,936*	*11,638*	-	-	-	-	-	-	-	-	-	72,116	979,744	46,552	*1,098,412*	5.4%				
		St Vincent and the	*16,712*	*164,777*	*12,164*	-	-	-	-	-	-	-	-	-	66,848	659,108	48,656	*774,612*	3.8%				
		Grenadines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%				
		Suriname	8,529	526,030	8,749	-	-	-	-	-	-	-	-	-	34,116	2,104,120	34,996	2,173,232	10.6%				
		Trinidad and Tobago	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%				
0	**Food and Live Animals**	**Total**	**413,172**	**483,891**	**42,334**										**1,652,688**	**1,935,564**	**169,336**	**3,757,588**					
		of which CARICOM	**115,877**	**354,897**	**34,420**	-	-	-	-	-	-	-	-	-	**463,508**	**1,419,588**	**137,680**	**2,020,776**		**28.0%**	**73.3%**	**81.3%**	**53.8%**
		Dom,Gren,St L & St V	**15,189**	**82,515**	**8,905**	-	-	-	-	-	-	-	-	-	**60,756**	**330,060**	**35,620**	**426,436**		**13.1%**	**23.3%**	**25.9%**	**21.1%**
		Antigua and Barbuda	68	14,676	881										272	58,704	3,524	62,500					
		Barbados	13,702	50,630	16,425										54,808	202,520	65,700	323,028					
		Belize	23,559	1,186	1										94,236	4,744	4	98,984					
		Dominica	*42*	*9,744*	*646*										168	38,976	2,584	*41,728*					
		Grenada	*795*	*25,220*	*3,739*										3,180	100,880	14,956	*119,016*					
		Guyana	52,082	41,703	4,741										208,328	166,812	18,964	394,104					
		Jamaica	9,606	139,476	2,113										38,424	557,904	8,452	604,780					
		Montserrat		338	62										-	1,352	248	1,600					
		St Kitts and Nevis		4,150	722										-	16,600	2,888	19,488					
		Saint Lucia	*81*	*29,219*	*2,140*										324	116,876	8,560	*125,760*					
		St Vincent and the	*14,271*	*18,332*	*2,380*										57,084	73,328	9,520	*139,932*					
		Grenadines													-	-	-	-					
		Suriname	1,671	20,223	570										6,684	80,892	2,280	89,856					
		Trinidad and Tobago													-	-	-	-					
															-	-	-						
1	**Beverages and Tobacco**	**Total**	**29,892**	**888,504**	**41,394**										**119,568**	**3,554,016**	**165,576**	**3,839,160**					
		of which CARICOM	**9,953**	**240,147**	**2,462**	-	-	-	-	-	-	-	-	-	**39,812**	**960,588**	**9,848**	**1,010,248**		**33.3%**	**27.0%**	**5.9%**	**26.3%**
		Dom,Gren,St L & St V	**4,462**	**44,597**	**2,216**	-	-	-	-	-	-	-	-	-	**17,848**	**178,388**	**8,864**	**205,100**		**44.8%**	**18.6%**	**90.0%**	**20.3%**
		Antigua and Barbuda		11,910	7										-	47,640	28	47,668					
		Barbados	899	43,062	56										3,596	172,248	224	176,068					
		Belize		1,575											-	6,300	-	6,300					
		Dominica		*1,922*	*2*										-	7,688	8	*7,696*					
		Grenada	*35*	*15,423*	*1,366*										140	61,692	5,464	*67,296*					
		Guyana	1,372	32,947	18										5,488	131,788	72	137,348					
		Jamaica	3,008	80,359	14										12,032	321,436	56	333,524					
		Montserrat		437											-	1,748	-	1,748					
		St Kitts and Nevis		4,547	5										-	18,188	20	18,208					
		Saint Lucia	*4,427*	*17,414*											17,708	69,656	-	*87,364*					
		St Vincent and the		*9,838*	*848*										-	39,352	3,392	*42,744*					
		Grenadines													-	-	-	-					
		Suriname	212	20,713	146										848	82,852	584	84,284					
		Trinidad and Tobago													-	-	-	-					

Table A.34 Trinidad and Tobago Quarterly Trade Date -2008 (EC$ '000)

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Section	Description	Country	1stQ 2008 Imports	1stQ 2008 Domestic Exports	1stQ 2008 Re-Exports	2ndQ 2008 Imports	2ndQ 2008 Domestic Exports	2ndQ 2008 Re-Exports	3rdQ 2008 Imports	3rdQ 2008 Domestic Exports	3rdQ 2008 Re-Exports	4thQ 2008 Imports	4thQ 2008 Domestic Exports	4thQ 2008 Re-Exports	Total Imports	Total Domestic Exports	Total Re-Exports	Total Trade	Percent CARICOM	CARICOM as Percent of total / *Dom. Gren, St L and St V as Percent of CARICOM* Imports	Domestic Exports	Re-Exports	Total Trade
2	**Crude Materials,**	**Total**	**870,205**	**999,807**	**31,618**										**3,480,820**	**3,999,228**	**126,472**	**7,606,520**					
	Inedible Except Fuels	**of which CARICOM**	**17,447**	**6,515**	**1,816**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**69,788**	**26,060**	**7,264**	**103,112**		**2.0%**	**0.7%**	**5.7%**	**1.4%**
		Dom,Gren,St L & St V	**5,489**	**2,488**	**622**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**21,956**	**9,952**	**2,488**	**34,396**		**31.5%**	**38.2%**	**34.3%**	**33.4%**
		Antigua and Barbuda		300	25										-	1,200	100	1,300					
		Barbados	372	860	256										1,488	3,440	1,024	5,952					
		Belize			2										-	-	8	8					
		Dominica	*248*	*144*	*76*										992	576	304	*1,872*					
		Grenada	*5*	*155*	*353*										20	620	1,412	*2,052*					
		Guyana	8,107	2,439	19										32,428	9,756	76	42,260					
		Jamaica	2,277	56	10										9,108	224	40	9,372					
		Montserrat	139		2										556	-	8	564					
		St Kitts and Nevis		114	18										-	456	72	528					
		Saint Lucia	*5,233*	*838*	*31*										20,932	3,352	124	*24,408*					
		St Vincent and the	*3*	*1,351*	*162*										12	5,404	648	*6,064*					
		Grenadines													-	-	-	-					
		Suriname	1,063	258	862										4,252	1,032	3,448	8,732					
		Trinidad and Tobago													-	-	-	-					
3	**Mineral Fuels,**	**Total**	**2,382,729**	**24,046,384**	**445**										**9,530,916**	**96,185,536**	**1,780**	**105,718,232**					
	Lubricants and	**of which CARICOM**	**76,724**	**3,178,398**	**265**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**306,896**	**12,713,592**	**1,060**	**13,021,548**		**3.2%**	**13.2%**	**59.6%**	**12.3%**
	Related Materials	**Dom,Gren,St L & St V**	**26**	**368,483**	**134**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**104**	**1,473,932**	**536**	**1,474,572**		**0.0%**	**11.6%**	**50.6%**	**11.3%**
		Antigua and Barbuda		114,689	1										-	458,756	4	458,760					
		Barbados	76,697	530,138	59										306,788	2,120,552	236	2,427,576					
		Belize		39											-	156	-	156					
		Dominica		*49,890*	*1*										-	199,560	4	*199,564*					
		Grenada	*26*	*106,141*	*75*										104	424,564	300	*424,968*					
		Guyana		419,380	35										-	1,677,520	140	1,677,660					
		Jamaica	1	1,251,631											4	5,006,524	-	5,006,528					
		Montserrat		867	1										-	3,468	4	3,472					
		St Kitts and Nevis		78,799	8										-	315,196	32	315,228					
		Saint Lucia		*137,271*	*57*										-	549,084	228	*549,312*					
		St Vincent and the		*75,181*	*1*										-	300,724	4	*300,728*					
		Grenadines													-	-	-	-					
		Suriname		414,372	27										-	1,657,488	108	1,657,596					
		Trinidad and Tobago													-	-	-	-					
4	**Animals and**	**Total**	**18,528**	**6,025**	**144**										**74,112**	**24,100**	**576**	**98,788**					
	Vegetable Oils and	**of which CARICOM**	**1,965**	**3,814**	**71**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**7,860**	**15,256**	**284**	**23,400**		**10.6%**	**63.3%**	**49.3%**	**23.7%**
	Fats	**Dom,Gren,St L & St V**	**-**	**828**	**36**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**3,312**	**144**	**3,456**		**0.0%**	**21.7%**	**50.7%**	**14.8%**
		Antigua and Barbuda	488	5	4										1,952	20	16	1,988					
		Barbados	322	17											1,288	68	-	1,356					
		Belize													-	-	-	-					
		Dominica													-	-	-	-					
		Grenada		*379*	*32*										-	1,516	128	*1,644*					
		Guyana	1,155	227	10										4,620	908	40	5,568					
		Jamaica		2,652											-	10,608	-	10,608					
		Montserrat													-	-	-	-					
		St Kitts and Nevis			2										-	-	8	8					
		Saint Lucia		*204*	*2*										-	816	8	*824*					
		St Vincent and the		*245*	*2*										-	980	8	*988*					
		Grenadines													-	-	-	-					
		Suriname		85	19										-	340	76	416					
		Trinidad and Tobago													-	-	-	-					

Table A.34 Trinidad and Tobago Quarterly Trade Date -2008 (EC$ '000)

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			1stQ 2008			2ndQ 2008			3rdQ 2008			4thQ 2008			Total					CARICOM as Percent of total *Dom. Gren, St L and St V as Percent of CARICOM*			
Section	Description	Country	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Total Trade	Percent CARICOM	Imports	Domestic Exports	Re-Exports	Total Trade
5	**Chemical and Related**	**Total**	**489,747**	**6,798,566**	**60,040**										**1,958,988**	**27,194,264**	**240,160**	**29,393,412**					
	Products not elswhere	**of which CARICOM**	**53,573**	**206,741**	**14,699**	-	-	-	-	-	-	-	-	-	**214,292**	**826,964**	**58,796**	**1,100,052**		**10.9%**	**3.0%**	**24.5%**	**3.7%**
	specified	**Dom,Gren,St L & St V**	**14,695**	**36,089**	**5,571**	-	-	-	-	-	-	-	-	-	**58,780**	**144,356**	**22,284**	**225,420**		**27.4%**	**17.5%**	**37.9%**	**20.5%**
		Antigua and Barbuda		10,100	812										-	40,400	3,248	43,648					
		Barbados	18,405	25,978	1,346										73,620	103,912	5,384	182,916					
		Belize	48	8,575	9										192	34,300	36	34,528					
		Dominica	*13,640*	*3,886*	*699*										54,560	15,544	2,796	*72,900*					
		Grenada	*349*	*12,051*	*1,699*										1,396	48,204	6,796	*56,396*					
		Guyana	2,119	54,628	1,694										8,476	218,512	6,776	233,764					
		Jamaica	13,378	45,895	3,722										53,512	183,580	14,888	251,980					
		Montserrat		551	39										-	2,204	156	2,360					
		St Kitts and Nevis	28	4,448	614										112	17,792	2,456	20,360					
		Saint Lucia	*614*	*11,215*	*1,975*										2,456	44,860	7,900	*55,216*					
		St Vincent and the	*92*	*8,937*	*1,198*										368	35,748	4,792	*40,908*					
		Grenadines													-	-	-	-					
		Suriname	4,900	20,477	892										19,600	81,908	3,568	105,076					
		Trinidad and Tobago													-	-	-	-					
															-	-	-						
6	**Manufactured Goods**	**Total**	**811,749**	**1,768,154**	**89,790**										**3,246,996**	**7,072,616**	**359,160**	**10,678,772**					
	Classified Chiefly by	**of which CARICOM**	**23,676**	**434,484**	**45,116**	-	-	-	-	-	-	-	-	-	**94,704**	**1,737,936**	**180,464**	**2,013,104**		**2.9%**	**24.6%**	**50.2%**	**18.9%**
	Material	**Dom,Gren,St L & St V**	**7,395**	**141,200**	**16,791**	-	-	-	-	-	-	-	-	-	**29,580**	**564,800**	**67,164**	**661,544**		**31.2%**	**32.5%**	**37.2%**	**32.9%**
		Antigua and Barbuda	1,279	20,708	3,303										5,116	82,832	13,212	101,160					
		Barbados	7,921	80,480	6,737										31,684	321,920	26,948	380,552					
		Belize	579	3,438	469										2,316	13,752	1,876	17,944					
		Dominica	*27*	*8,312*	*1,387*										108	33,248	5,548	*38,904*					
		Grenada	*30*	*64,875*	*6,658*										120	259,500	26,632	*286,252*					
		Guyana	3,772	49,544	9,254										15,088	198,176	37,016	250,280					
		Jamaica	2,218	85,409	2,332										8,872	341,636	9,328	359,836					
		Montserrat		2,892	133										-	11,568	532	12,100					
		St Kitts and Nevis	6	13,284	1,396										24	53,136	5,584	58,744					
		Saint Lucia	*7,136*	*31,285*	*4,309*										28,544	125,140	17,236	*170,920*					
		St Vincent and the	*202*	*36,728*	*4,437*										808	146,912	17,748	*165,468*					
		Grenadines													-	-	-	-					
		Suriname	506	37,529	4,701										2,024	150,116	18,804	170,944					
		Trinidad and Tobago													-	-	-	-					
7	**Machinery and**	**Total**	**1,387,506**	**123,869**	**675,168**										**5,550,024**	**495,476**	**2,700,672**	**8,746,172**					
	Transport Equipment	**of which CARICOM**	**3,054**	**64,269**	**41,102**	-	-	-	-	-	-	-	-	-	**12,216**	**257,076**	**164,408**	**433,700**		**0.2%**	**51.9%**	**6.1%**	**5.0%**
		Dom,Gren,St L & St V	**1,930**	**14,944**	**10,210**	-	-	-	-	-	-	-	-	-	**7,720**	**59,776**	**40,840**	**108,336**		**63.2%**	**23.3%**	**24.8%**	**25.0%**
		Antigua and Barbuda	58	1,926	667										232	7,704	2,668	10,604					
		Barbados	499	8,929	21,969										1,996	35,716	87,876	125,588					
		Belize	39	5,294	17										156	21,176	68	21,400					
		Dominica	*35*	*861*	*287*										140	3,444	1,148	*4,732*					
		Grenada	*131*	*4,137*	*6,243*										524	16,548	24,972	*42,044*					
		Guyana	145	11,725	3,786										580	46,900	15,144	62,624					
		Jamaica	205	18,671	2,323										820	74,684	9,292	84,796					
		Montserrat		682	106										-	2,728	424	3,152					
		St Kitts and Nevis	40	697	842										160	2,788	3,368	6,316					
		Saint Lucia	*230*	*5,449*	*1,823*										920	21,796	7,292	*30,008*					
		St Vincent and the	*1,534*	*4,497*	*1,857*										6,136	17,988	7,428	*31,552*					
		Grenadines													-	-	-	-					
		Suriname	138	1,401	1,182										552	5,604	4,728	10,884					
		Trinidad and Tobago													-	-	-	-					

Table A.34 Trinidad and Tobago Quarterly Trade Date -2008 (EC$ '000)

1

			1stQ 2008			2ndQ 2008			3rdQ 2008			4thQ 2008			Total					CARICOM as Percent of total *Dom. Gren, St L and St V as Percent of CARICOM*			
Section	Description	Country	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Imports	Domestic Exports	Re-Exports	Total Trade	Percent CARICOM	Imports	Domestic Exports	Re-Exports	Total Trade
8	**Miscellaneous**	**Total**	**664,370**	**177,622**	**37,373**										**2,657,480**	**710,488**	**149,492**	**3,517,460**					
	Manufactured	**of which CARICOM**	**11,834**	**146,994**	**12,855**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**47,336**	**587,976**	**51,420**	**686,732**		**1.8%**	**82.8%**	**34.4%**	**19.5%**
	Articles	**Dom,Gren,St L & St V**	**924**	**42,291**	**5,247**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**3,696**	**169,164**	**20,988**	**193,848**		**7.8%**	**28.8%**	**40.8%**	**28.2%**
		Antigua and Barbuda	8	7,589	943										32	30,356	3,772	34,160					
		Barbados	2,081	28,492	2,449										8,324	113,968	9,796	132,088					
		Belize	38	3,590	65										152	14,360	260	14,772					
		Dominica	*209*	*4,755*	*337*										836	19,020	1,348	*21,204*					
		Grenada	*12*	*15,832*	*2,334*										48	63,328	9,336	*72,712*					
		Guyana	413	19,692	1,951										1,652	78,768	7,804	88,224					
		Jamaica	8,274	29,447	1,232										33,096	117,788	4,928	155,812					
		Montserrat		87	45										-	348	180	528					
		St Kitts and Nevis	57	4,835	573										228	19,340	2,292	21,860					
		Saint Lucia	*167*	*12,040*	*1,301*										668	48,160	5,204	*54,032*					
		St Vincent and the	*536*	*9,664*	*1,275*										2,144	38,656	5,100	*45,900*					
		Grenadines													-	-	-	-					
		Suriname	39	10,971	350										156	43,884	1,400	45,440					
		Trinidad and Tobago													-	-	-	-					
9	**Miscellaneous**	**Total**	**20,629**	**379**	**1,038**										**82,516**	**1,516**	**4,152**	**88,184**					
	Transactions and	**of which CARICOM**	**528**	**16**	**196**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**2,112**	**64**	**784**	**2,960**		**2.6%**	**4.2%**	**18.9%**	**3.4%**
	Commodities	**Dom,Gren,St L & St V**	**295**	**6**	**12**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,180**	**24**	**48**	**1,252**		**55.9%**	**37.5%**	**6.1%**	**42.3%**
		Antigua and Barbuda			3										-	-	12	12					
		Barbados	52	8	151										208	32	604	844					
		Belize													-	-	-	-					
		Dominica	*15*	*1*											60	4	-	*64*					
		Grenada	*65*		*8*										260	-	32	*292*					
		Guyana	52	1	3										208	4	12	224					
		Jamaica	129		26										516	-	104	620					
		Montserrat													-	-	-	-					
		St Kitts and Nevis			1										-	-	4	4					
		Saint Lucia	*141*	*1*											564	4	-	*568*					
		St Vincent and the	*74*	*4*	*4*										296	16	16	*328*					
		Grenadines													-	-	-	-					
		Suriname		1											-	4	-	4					
		Trinidad and Tobago													-	-	-	-					

Source: Caricom

Table A.35 Trinidad and Tobago Imports (by Quantity and Value) - 2006-07

TRINIDAD AND TOBAGO'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2006

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		1,667	10,628,529,642	17,765,320	217,684,561	264,408	211,319	775	58,257,929	88,440	6,837,821	18,869	6,428,367	8,566	345,379	1,196	73,065,847	50,939
FOOD AND LIVE ANIMALS	0	1,740	689,760,434	1,198,564	45,835,824	83,517	67,698	269	1,921,441	9,890	6,718,970	18,273	28,582	116	237,525	530	25,591,444	33,060
BEVERAGES AND TOBACCO	1	3,775	28,280,274	109,335	4,340,993	11,249	-	-	213,296	1,179	-	-	-	-	71,928	144	709,260	1,617
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	359	2,253,972,897	813,647	76,354,825	19,491	-	-	141,279	250	-	-	4,500,000	404	21,727	79	44,173,756	8,312
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	1,143	5,432,236,983	6,210,489	64,916,754	68,759	-	-	47,506,030	53,511	-	-	-	-	-	-	2,642	2
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	2,151	26,725,967	57,539	619,434	1,251	97,553	251	112,893	249	-	-	43	7	-	-	408,945	744
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	2,951	488,838,081	1,439,355	11,348,024	39,857	14,413	37	646,886	9,781	7,638	66	1,848,940	7,861	1,358	245	200,384	1,568
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	2,384	912,264,990	2,178,093	11,492,394	21,418	3,330	17	7,216,740	7,615	110,672	508	42,611	120	34	3	1,792,626	4,217
MACHINERY AND TRANSPORT EQUIPMENT	7	9,615	492,685,999	4,739,963	1,414,463	7,708	20,023	34	383,565	4,510	6	1	482	17	2,510	159	128,614	830
MISCELLANEOUS MANUFACTURED ARTICLES	8	3,289	301,378,930	988,200	1,296,348	10,265	6,594	129	91,890	1,187	482	21	7,709	41	357	17	52,545	439
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	12,648	2,385,086	30,135	65,502	893	1,708	39	23,909	269	53	1	-	-	9,940	17	5,631	151

- means Nil

TRINIDAD AND TOBAGO'S INTRA-REGIONAL IMPORTS BY SITC SECTIONS: 2007

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		1,569	13,311,433,254	20,915,968	239,073,765	318,783	892,808	1,903	81,040,465	121,006	11,140,766	24,274	1,925,496	14,223	409,067	1,446	59,705,093	69,248
FOOD AND LIVE ANIMALS	0	1,873	781,608,787	1,471,082	69,740,748	115,931	59,400	68	2,702,251	13,708	11,001,417	23,570	57,231	42	322,294	795	43,409,686	52,106
BEVERAGES AND TOBACCO	1	726	154,253,371	108,384	3,826,115	9,960	-	-	123,242	900	-	-	-	-	6,456	35	735,105	1,373
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	301	5,177,410,165	1,557,841	67,764,192	17,454	-	-	490,261	372	-	-	31,500	249	7,279	5	13,636,881	8,111
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	1,391	5,030,725,453	6,999,519	59,921,403	76,760	-	-	59,882,337	76,733	-	-	-	-	38,880	26	-	-
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	1,540	51,964,035	79,623	727,576	1,967	192,141	489	137,295	323	-	-	-	-	-	-	398,140	1,155
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	3,459	456,683,975	1,579,243	16,337,101	57,601	10	-	4,013,699	18,414	17,461	48	1,801,361	13,646	2,321	349	385,068	2,120
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	2,353	1,160,392,777	2,738,909	17,722,003	23,687	575,307	1,280	13,264,413	7,925	106,748	579	8,133	27	17,993	30	1,031,163	3,773
MACHINERY AND TRANSPORT EQUIPMENT	7	13,498	387,255,776	5,229,108	501,109	3,057	65,457	58	242,612	499	14,731	39	2,957	35	10,135	131	77,836	145
MISCELLANEOUS MANUFACTURED ARTICLES	8	10,209	108,901,544	1,118,445	2,476,947	11,838	493	8	175,233	2,082	409	38	22,414	209	153	12	23,904	413
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	15,041	2,237,370	33,814	56,571	528	-	-	9,122	52	-	-	1,900	15	3,556	65	7,310	52

- means Nil

Source: Caricom

Table A.35 Trinidad and Tobago Imports (by Quai

TRINIDAD AND TOBAGO'S INTRA-REGIONAL IMPORTS BY SITC

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	29,980,556	47,765	4,064,432	758	8,261,218	12,122	429,061	1,284	7,245,008	11,205	22,557,624	22,489	-	-	10,410,845,081	17,500,912
FOOD AND LIVE ANIMALS	3,700,415	9,633	-	-	44,540	80	-	-	7,163,213	10,599	361,996	1,067	-	-	643,924,610	1,115,047
BEVERAGES AND TOBACCO	1,457,585	3,661	-	-	1,497,022	3,780	391,860	864	42	4	-	-	-	-	23,939,281	98,085
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	18,184,975	8,257	4,050,000	368	4,536,088	582	-	-	-	-	747,000	1,238	-	-	2,177,618,072	794,156
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	197	2	-	-	-	-	-	-	-	-	17,407,885	15,244	-	-	5,367,320,229	6,141,730
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26,106,533	56,289
CHEMICALS AND RELATED PRODUCTS, N.E.S.	4,443,349	15,134	-	-	204,854	851	-	-	3,339	24	3,976,863	4,291	-	-	477,490,057	1,399,498
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	411,983	2,456	932	3	1,894,503	6,432	-	-	14,961	35	4,002	13	-	-	900,772,596	2,156,675
MACHINERY AND TRANSPORT EQUIPMENT	761,653	667	13,500	386	64,290	177	20,032	369	188	11	19,600	547	-	-	491,271,536	4,732,255
MISCELLANEOUS MANUFACTURED ARTICLES	1,001,368	7,580	-	-	14,691	178	17,169	51	63,265	532	40,278	91	-	-	300,082,582	977,936
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	19,031	374	-	-	5,230	42	-	-	-	-	-	-	-	-	2,319,584	29,241

- means Nil

TRINIDAD AND TOBAGO'S INTRA-REGIONAL IMPORTS BY SITC

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	15,081,380	43,115	3,060,001	139	49,049,874	18,039	25,904	132	10,866,953	16,721	5,875,958	8,537	-	-	13,072,359,489	20,597,186
FOOD AND LIVE ANIMALS	2,696,496	9,611	-	-	50,475	81	-	-	9,158,873	14,278	282,625	1,672	-	-	711,868,039	1,355,150
BEVERAGES AND TOBACCO	1,025,476	3,009	-	-	1,871,856	4,429	-	-	-	-	63,980	215	-	-	150,427,256	98,424
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	3,075,936	2,278	3,060,000	139	45,125,740	5,235	-	-	1,207	3	2,335,388	1,063	-	-	5,109,645,973	1,540,387
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	186	1	-	-	-	-	-	-	-	-	-	-	-	-	4,970,804,050	6,922,760
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51,236,459	77,657
CHEMICALS AND RELATED PRODUCTS, N.E.S.	7,080,641	17,386	-	-	156,215	615	896	28	23,557	92	2,855,872	4,903	-	-	440,346,874	1,521,642
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	535,017	2,219	-	-	1,787,678	7,139	56	6	71,413	202	324,082	506	-	-	1,142,670,774	2,715,222
MACHINERY AND TRANSPORT EQUIPMENT	17,129	205	1	-	34,637	230	23,123	40	7,073	1,535	5,418	138	-	-	386,754,667	5,226,051
MISCELLANEOUS MANUFACTURED ARTICLES	638,612	8,278	-	-	7,911	167	1,829	57	1,597,449	536	8,540	39	-	-	106,424,597	1,106,607
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	11,887	129	-	-	15,362	141	-	-	7,381	74	53	-	-	-	2,180,799	33,286

- means Nil

Table A.36 Trinidad and Tobago Exports (by Quantity and Value) - 2006-07

TRINIDAD AND TOBAGO'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC SECTIONS: 2006

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		1,069	36,552,842,984	38,120,380	4,247,236,948	6,473,859	156,064,765	221,567	804,402,510	1,263,438	1,974,037	13,902	47,703,180	94,752	191,569,404	272,658	644,131,719	905,370
FOOD AND LIVE ANIMALS	0	3,322	148,606,430	481,688	93,817,684	335,608	5,121,990	10,913	15,535,486	49,205	211,799	990	3,964,643	9,551	5,128,776	23,428	8,913,559	36,533
BEVERAGES AND TOBACCO	1	2,982	121,302,579	371,438	85,466,558	235,323	4,710,112	9,822	12,536,283	38,417	26,577	197	470,485	1,590	7,727,450	13,266	11,132,955	39,610
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	349	298,485,989	104,969	22,473,323	6,382	397,633	509	3,566,167	563	-	-	346,557	143	194,207	469	11,719,611	2,417
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	1,165	25,767,820,936	29,481,620	3,487,852,457	5,129,618	132,626,710	167,806	728,777,376	1,045,297	-	-	37,597,305	63,617	85,347,167	152,077	476,511,751	696,474
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	5,679	1,099,280	6,474	875,178	4,509	1,150	2	17,657	99	24,288	112	51	1	113,278	595	32,741	145
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	734	7,804,236,854	5,682,585	91,402,495	163,913	3,537,894	9,258	8,221,951	23,049	723,552	3,370	537,308	1,965	8,854,079	11,153	36,315,158	41,886
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	754	2,332,819,001	1,711,312	409,727,009	402,854	8,044,093	14,080	31,698,283	71,066	566,334	3,182	3,557,418	10,905	82,193,180	51,802	61,166,034	57,182
MACHINERY AND TRANSPORT EQUIPMENT	7	1,679	56,252,255	102,941	38,498,955	47,623	119,013	893	480,657	6,333	250,339	3,330	367,914	1,288	209,473	4,133	35,235,272	8,509
MISCELLANEOUS MANUFACTURED ARTICLES	8	8,204	22,035,318	176,972	17,110,126	147,963	1,506,057	8,282	3,562,950	29,390	171,148	2,720	861,319	5,692	1,801,484	15,734	3,103,831	22,605
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	2,163	184,342	380	13,163	66	113	2	5,700	19	-	-	180	1	310	2	807	8

- means Nil

TRINIDAD AND TOBAGO'S INTRA-REGIONAL DOMESTIC EXPORTS BY SITC SECTIONS: 2007

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		1,086	33,370,001,716	35,515,652	2,931,483,003	4,638,434	107,686,117	181,987	434,669,515	768,955	8,583,465	23,708	38,382,405	79,552	161,298,174	244,329	493,496,181	632,583
FOOD AND LIVE ANIMALS	0	2,058	272,925,178	484,117	97,090,611	355,053	5,027,820	14,683	12,857,386	50,654	225,425	1,187	3,579,536	9,749	4,934,628	25,232	11,858,244	41,722
BEVERAGES AND TOBACCO	1	3,120	117,086,028	383,265	88,561,407	240,259	5,415,334	11,915	12,554,177	43,082	265,852	1,576	657,814	1,922	4,641,261	15,431	10,154,647	32,962
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	728	1,361,902,219	1,000,274	33,458,791	6,519	172,826	300	1,704,736	861	-	-	339,836	144	103,163	155	9,452,959	2,441
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	1,145	21,333,177,763	24,057,629	2,135,078,019	3,179,884	87,743,574	114,743	368,510,233	530,386	7,785	39	29,554,307	49,913	61,839,081	106,191	275,854,952	419,576
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	2,849	2,377,815	6,028	816,038	3,816	593	5	3,600	17	-	-	50	-	78,220	379	44,099	228
CHEMICALS AND RELATED PRODUCTS, N.E.S.	5	959	7,892,462,750	7,513,345	92,812,845	206,837	2,549,476	10,105	8,260,296	25,990	7,050,658	8,579	991,512	3,887	2,913,470	12,057	32,362,143	54,654
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	867	2,133,623,644	1,768,981	313,861,083	434,689	5,763,289	20,717	27,128,165	80,519	572,009	3,440	2,690,414	8,316	83,425,714	64,906	27,184,022	49,568
MACHINERY AND TRANSPORT EQUIPMENT	7	501	235,439,833	123,927	152,781,305	64,298	147,504	1,927	689,699	8,933	273,341	5,296	53,999	861	253,433	4,139	123,061,607	11,730
MISCELLANEOUS MANUFACTURED ARTICLES	8	8,529	20,945,629	177,706	17,020,715	147,063	865,701	7,592	2,960,853	28,505	188,395	3,591	514,557	4,758	3,109,064	15,839	3,523,159	19,702
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	6,255	60,857	379	2,189	16	-	-	370	8	-	-	380	1	140	-	349	1

- means Nil

Source: Caricom

Table A.36 Trinidad and Tobago Exports (by Quar

TRINIDAD AND TOBAGO'S INTRA-REGIONAL DOMESTIC EXPOF

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	1,411,837,567	2,190,839	4,075,780	4,532	190,699,672	307,531	125,959,399	184,990	126,936,141	212,417	541,882,774	801,863	-	-	32,305,606,036	31,646,522
FOOD AND LIVE ANIMALS	32,581,117	124,038	120,467	362	7,836,917	26,149	973,157	3,921	3,383,874	16,484	10,045,899	34,034	-	-	54,788,746	146,080
BEVERAGES AND TOBACCO	34,409,810	77,450	138,139	508	3,876,595	13,553	1,324,625	4,005	2,581,151	14,289	6,532,376	22,615	-	-	35,836,021	136,116
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	61,985	48	-	-	667,150	879	4,404,415	323	353,795	225	761,803	805	-	-	276,012,666	98,587
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	1,306,853,634	1,844,844	401,688	667	112,884,453	205,712	91,841,225	152,825	78,630,686	122,787	436,380,462	677,513	-	-	22,279,968,479	24,352,002
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	572,151	2,559	-	-	18,326	82	-	-	76,767	840	18,769	72	-	-	224,102	1,966
CHEMICALS AND RELATED PRODUCTS, N.E.S.	12,749,389	33,001	87,450	516	3,884,442	10,077	988,201	4,109	2,343,253	8,567	13,159,818	16,961	-	-	7,712,834,359	5,518,672
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	21,630,482	66,592	3,316,456	2,300	59,668,761	35,063	26,001,589	14,174	38,385,311	36,895	73,499,068	39,613	-	-	1,923,091,992	1,308,459
MACHINERY AND TRANSPORT EQUIPMENT	1,039,184	14,533	684	29	292,176	2,773	39,327	866	270,252	3,732	194,664	1,206	-	-	17,753,300	55,318
MISCELLANEOUS MANUFACTURED ARTICLES	1,939,815	27,774	10,896	150	1,566,272	13,214	386,842	4,766	909,597	8,592	1,289,915	9,044	-	-	4,925,192	29,009
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	4,580	29	18	-	1,455	5	-	-	-	-	171,179	314

- means Nil

TRINIDAD AND TOBAGO'S INTRA-REGIONAL DOMESTIC EXPOF

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	1,005,904,993	1,654,369	8,533,435	5,856	136,571,185	245,050	70,704,486	110,925	121,776,840	164,843	343,876,207	526,277	-	-	30,438,518,713	30,877,218
FOOD AND LIVE ANIMALS	35,476,279	139,541	116,411	338	8,102,404	29,233	947,790	4,152	4,984,503	18,330	8,980,185	20,233	-	-	175,834,567	129,064
BEVERAGES AND TOBACCO	31,051,214	80,397	120,900	438	4,959,545	17,422	1,615,362	4,549	1,686,737	9,843	15,438,564	20,723	-	-	28,524,621	143,006
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	38,457	56	-	-	662,348	838	80,947	114	20,575,841	1,352	327,678	259	-	-	1,328,443,428	993,756
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	885,818,951	1,252,217	488,982	867	73,663,863	137,335	46,188,180	78,836	43,570,019	75,216	261,838,092	414,566	-	-	19,198,099,744	20,877,745
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	565,369	2,653	-	-	55,487	204	-	-	47,976	245	20,644	85	-	-	1,561,777	2,212
CHEMICALS AND RELATED PRODUCTS, N.E.S.	22,521,550	45,916	104,453	552	2,994,201	11,220	1,107,463	4,450	1,667,841	8,941	10,289,782	20,486	-	-	7,799,649,905	7,306,508
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	15,799,293	85,449	7,674,721	2,893	44,803,172	31,300	20,356,637	13,290	43,779,484	36,746	34,684,163	37,546	-	-	1,819,762,561	1,334,292
MACHINERY AND TRANSPORT EQUIPMENT	12,629,672	18,679	18,905	682	301,896	5,452	25,665	697	4,598,244	4,499	10,727,340	1,402	-	-	82,658,528	59,629
MISCELLANEOUS MANUFACTURED ARTICLES	2,004,208	29,461	9,063	87	1,028,219	12,046	382,442	4,837	865,385	9,669	1,569,669	10,976	-	-	3,924,914	30,642
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	-	-	-	-	50	1	-	-	810	4	90	1	-	-	58,668	364

- means Nil

Table A.37 Trinidad and Tobago Re-exports (by Quantity and Value) - 2006-07

TRINIDAD AND TOBAGO'S INTRA-REGIONAL RE-EXPORTS BY SITC SECTIONS: 2006

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		1,034	597,757,321	581,707	56,273,163	131,011	2,662,980	18,741	2,079,709	17,006	40,154	593	496,308	2,642	2,554,028	18,091	24,394,314	19,992
FOOD AND LIVE ANIMALS	0	1,637	14,468,966	24,669	12,740,150	18,875	1,312,939	791	629,189	3,773	129	2	163,951	489	713,215	2,973	8,665,792	6,349
BEVERAGES AND TOBACCO	1	6,927	646,749	4,769	494,880	2,849	3	-	23,836	38	-	-	10	-	294,104	1,595	5,932	74
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	110	167,666,838	17,739	362,648	1,461	15,312	26	8,973	111	-	-	654	9	158,191	853	134,839	57
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	4,897	148,993	724	100,792	505	168	2	1,944	21	-	-	602	2	6,091	78	67,926	261
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	12,443	8,242	94	1,518	36	105	1	-	-	-	-	50	2	937	31	19	1
CHEMICALS AND RELATED PRODUCTS, N.E.S	5	303	348,046,217	97,902	1,782,027	15,847	68,222	1,312	137,495	1,924	828	13	45,691	492	200,807	1,539	88,877	1,761
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	3,294	24,564,695	88,434	15,027,715	34,449	1,169,820	2,363	850,018	3,760	36,253	505	233,865	1,028	884,624	5,177	8,030,084	6,927
MACHINERY AND TRANSPORT EQUIPMENT	7	17,426	17,821,793	306,288	2,074,622	44,706	48,229	13,316	219,390	5,755	315	13	31,538	300	195,906	3,970	216,008	2,729
MISCELLANEOUS MANUFACTURED ARTICLES	8	1,289	24,267,879	40,406	23,678,289	12,247	48,182	931	208,237	1,621	2,629	60	19,947	320	99,903	1,875	7,180,815	1,830
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	5,728	116,949	682	10,522	36	-	-	627	3	-	-	-	-	250	1	4,022	5

- means Nil

TRINIDAD AND TOBAGO'S INTRA-REGIONAL RE-EXPORTS BY SITC SECTIONS: 2007

COMMODITY DESCRIPTION	SITCCODE		ALL SOURCES		CARICOM		ANTIGUA AND BARBUDA		BARBADOS		BELIZE		DOMINICA		GRENADA		GUYANA	
		EC$/tonne	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS		3,310	278,676,608	956,494	66,775,531	153,079	5,225,979	6,651	2,346,640	49,473	30,944	562	832,508	3,438	42,471,818	22,518	4,601,551	21,521
FOOD AND LIVE ANIMALS	0	4,756	9,412,369	42,353	6,224,515	34,436	190,948	881	798,230	16,433	29	1	224,107	646	711,273	3,741	2,087,187	4,743
BEVERAGES AND TOBACCO	1	2,451	7,588,436	17,856	398,933	2,463	7,200	7	15,188	56	-	-	358	2	235,737	1,366	11,115	18
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	2	840	38,301,713	31,633	909,599	1,817	1,447	25	24,161	256	196	2	35,881	76	33,282	354	2,748	19
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	3	3,451	121,196	446	93,166	267	120	1	5,360	59	-	-	304	1	32,023	75	7,691	36
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	4	3,351	39,988	144	27,170	72	18,335	4	-	-	-	-	-	-	1,629	32	389	10
CHEMICALS AND RELATED PRODUCTS, N.E.S	5	384	154,503,528	60,068	42,085,643	14,708	110,496	813	101,668	1,347	759	9	55,198	700	39,370,798	1,700	106,868	1,695
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	6	2,745	36,269,881	89,832	9,344,396	45,136	480,641	3,305	1,075,333	6,740	27,003	469	436,644	1,388	1,585,866	6,661	2,172,441	9,258
MACHINERY AND TRANSPORT EQUIPMENT	7	27,102	25,106,061	675,484	1,153,332	41,122	23,874	667	197,233	21,980	225	17	46,150	287	201,836	6,246	121,771	3,787
MISCELLANEOUS MANUFACTURED ARTICLES	8	4,206	7,213,987	37,641	6,530,242	12,861	4,392,869	944	124,840	2,450	2,732	65	33,866	338	298,797	2,335	90,945	1,952
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	9	9,182	119,449	1,038	8,535	197	49	3	4,627	151	-	-	-	-	577	8	396	3

- means Nil

Source: Caricom

Table A.37 Trinidad and Tobago Re-exports (by Qua

TRINIDAD AND TOBAGO'S INTRA-REGIONAL RE-EXPORTS BY SI

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	1,495,417	21,795	29,263	293	1,401,379	9,505	15,897,823	4,757	1,782,063	9,170	3,439,725	8,426	-	-	541,484,158	450,696
FOOD AND LIVE ANIMALS	77,630	744	6,433	47	202,033	754	102,657	764	616,501	1,821	249,681	369	-	-	1,728,816	5,794
BEVERAGES AND TOBACCO	25	-	-	-	-	-	196	5	145,034	746	25,740	391	-	-	151,869	1,921
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	8,652	71	115	1	4,349	27	15,395	23	12,491	202	3,677	83	-	-	167,304,190	16,277
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	22,541	109	177	2	305	15	489	7	65	-	484	8	-	-	48,201	219
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	144	1	-	-	263	1	-	-	-	-	6,724	57
CHEMICALS AND RELATED PRODUCTS, N.E.S	707,562	4,452	8,267	60	215,498	1,633	74,005	937	155,919	875	78,856	849	-	-	346,264,190	82,055
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	152,523	1,879	8,459	93	635,069	3,583	265,849	1,556	733,385	3,443	2,027,766	4,136	-	-	9,536,980	53,986
MACHINERY AND TRANSPORT EQUIPMENT	55,989	13,266	2,813	34	240,815	1,488	27,201	914	76,392	1,248	960,026	1,675	-	-	15,747,171	261,582
MISCELLANEOUS MANUFACTURED ARTICLES	466,247	1,263	2,999	57	102,871	2,003	15,410,951	537	42,013	834	93,495	916	-	-	589,590	28,159
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	4,248	11	-	-	295	2	1,080	14	-	-	-	-	-	-	106,427	646

- means Nil

TRINIDAD AND TOBAGO'S INTRA-REGIONAL RE-EXPORTS BY SI

(EC$000)

COMMODITY DESCRIPTION	JAMAICA		MONTSERRAT		SAINT LUCIA		ST. KITTS AND NEVIS		ST. VINCENT AND THE GRENAD		SURINAME		TRINIDAD AND TOBAGO		REST OF THE WORLD	
	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE	QUANTITY	VALUE
ALL SECTIONS	1,208,469	11,778	32,896	387	2,712,052	11,645	484,300	4,184	3,977,433	12,170	2,850,941	8,754	-	-	211,901,077	803,415
FOOD AND LIVE ANIMALS	168,620	2,114	5,916	62	409,860	2,141	127,682	722	818,172	2,381	682,491	571	-	-	3,187,854	7,918
BEVERAGES AND TOBACCO	47	14	-	-	9	-	960	5	120,219	848	8,100	146	-	-	7,189,503	15,393
CRUDE MATERIALS INEDIBLE, EXCEPT FUELS	1,644	10	173	2	1,499	31	8,699	18	22,378	162	777,491	862	-	-	37,392,114	29,816
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	5	-	45	1	41,685	57	3,846	8	115	1	1,972	27	-	-	28,030	179
ANIMAL AND VEGETABLE OILS, FATS AND WAXES	-	-	-	-	361	2	99	2	113	2	6,244	19	-	-	12,818	72
CHEMICALS AND RELATED PRODUCTS, N.E.S	631,757	3,724	7,548	39	211,906	1,976	67,645	615	1,346,735	1,199	74,265	893	-	-	112,417,885	45,360
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL	187,835	2,333	13,885	133	591,712	4,311	201,062	1,397	1,425,932	4,439	1,146,042	4,703	-	-	26,925,485	44,695
MACHINERY AND TRANSPORT EQUIPMENT	92,641	2,325	2,464	106	96,782	1,824	46,629	842	178,443	1,857	145,284	1,183	-	-	23,952,729	634,362
MISCELLANEOUS MANUFACTURED ARTICLES	123,525	1,232	2,865	45	1,358,238	1,301	27,628	574	64,885	1,276	9,052	350	-	-	683,745	24,780
COMMODITIES AND TRANSACTIONS NOT CLASSIFIED ELSEWHERE	2,395	26	-	-	-	-	50	1	441	4	-	-	-	-	110,914	841

- means Nil

Table A.38 Sea Ports - Cargo Throughputs by Packaging

Dominica

	2003	2004	2005	2006	2007	2008	2009 (8 months)
Roseau							
Cargo Landed (Tonnes)							
Breakbulk				228,967	233,297	264,015	173,433
Petroleum				37,640	35,967	43,025	25,817
TEUs				*6,129*	*6,411*	*6,657*	*4,244*
Containerised cargo as a percentage of landed				*60.4%*	*61.6%*	57.8%	59.5%
Total				**266,607**	**269,264**	**307,040**	**199,250**
Cargo Loaded (Tonnes)							
Breakbulk				44,651	40,659	38,721	24,524
Bulk (pumaceous materials)				294,937	353,394	392,940	151,060
TEUs				*5,910*	*6,444*	*6,098*	*4,369*
of which full				*1,293*	*1,098*	*978*	*633*
(tonnes loaded)				*27,595*	*28,607*	24,760	16,475
Containerised cargo as a percentage of loaded				*40.6%*	*53.6%*	55.5%	64.4%
Total				**339,588**	**394,053**	**431,661**	**175,584**
Portsmouth							
Cargo Landed (Tonnes)							
Breakbulk				3,716	6,772	11,436	5,266
TEUs				-			
Total				**3,716**	**6,772**	**11,436**	**5,266**
Cargo Loaded (Tonnes)							
Breakbulk				9,889	12,853	14,596	10,573
Bulk (aggregare/sand)				131,447	219,720	229,265	116,700
TEUs							
Total				**141,336**	**232,573**	**243,861**	**127,273**
Total cargo handled (Tonnes)				**751,247**	**902,662**	**993,998**	**507,373**

Source: Dominica Ports Authority

Grenada

	2003	2004	2005	2006	2007	2008	2009 (6 months)
Volume of containers handled (TEU)	13,151	23,081	19,997	16,884	17,960	17,840	7,108
Cargo Landed (Tonnes)	417,468	381,060	513,336	455,397	449,919	446,335	196,072
Cargo Loaded (Tonnes)	35,389	34,763	35,584	33,583	33,414	32,892	20,082
Total cargo handled (Tonnes)	**452,857**	**415,823**	**548,920**	**488,980**	**483,333**	**479,227**	**216,154**

Source: Grenada Ports Authority

St Lucia

	2003	2004	2005	2006	2007	2008	2009 (9 months)
Castries							
Cargo Landed (Tonnes)							
Breakbulk			122,153	152,198	141,939	122,162	76,725
Transhipment (95% containerised)			925	1,829	5,631	6,691	679
Dry bulk			98,591	88,753	25,897	5,424	8,269
Other			-	4,887	3,278	2,092	4,208
Containerised			321,701	349,858	400,153	378,279	213,459
of which (TEUs)			*14,822*	*16,638*	*18,649*	*17,989*	*10,909*
Total			**543,370**	**597,525**	**576,898**	**514,648**	**303,340**
Cargo Loaded (Tonnes)							
Breakbulk			2,151	3,550	3,134	1,559	1,008
Transhipment (95% containerised)			423	1,640	3,592	5,688	678
Dry bulk			1,654	-	-	-	-
Other			-	-	455	126	-
Containerised			11,605	10,752	12,571	14,840	10,602
of which (TEUs)			*14,785*	*15,474*	*17,468*	*17,988*	*11,274*
Total			**15,833**	**15,942**	**19,752**	**22,213**	**12,288**
Vieux Fort							
Landed							
Breakbulk			38,009	44,456	36,933	32,678	20,998
Transhipment (95% containerised)			-	-	35	756	8
Dry bulk			-	-	-	-	-
Petroleum products			30,505	32,377	32,570	35,134	24,438
Containerised							
TEUs landed			5,592	5,058	3,291	*4,397*	*2,709*
TEUs Transhipped			10,700	7,089	6,050	*12,713*	*4,630*
tonnes			n.a	71,068	69,122	*63,707*	*47,630*
Total			**#WERT!**	**147,901**	**138,660**	**132,275**	**93,074**
Loaded							
Breakbulk			3,582	3,084	3,711	4,363	2,017
Transhipment (95% containerised)			-	-	30	871	
Dry bulk (aggregate)			57,899	34,706	89,200	153,703	28,445
Bananas			34,680	37,784	33,571	42,741	22,563
Containerised			15,768	49,776	54,181	43,136	31,044
TEUs landed			*4,411*	*5,431*	*3,505*	*4,832*	*3,091*
TEUs Transhipped			*10,881*	*6,716*	*5,837*	*12,283*	*4,479*
tonnes			*n.a.*	*49,776*	*54,181*	*43,136*	*31,044*
Total			**#WERT!**	**125,350**	**180,693**	**244,814**	**84,069**
Total cargo handled (Tonnes)			**#WERT!**	**886,718**	**916,003**	**913,950**	**492,771**

Source: SLASPA

St Vincent

	2003	2004	2005	2006	2007	2008	2009 (6 months)
Kingstown							
Cargo Landed (Tonnes)							
Regional							
Breakbulk (inc sugar/cement etc)			23,425	30,402	36,821	99,031	
Extra-regional							
Breakbulk (includes bagged cement)			79,442	84,321	82,437	16,079	
Fuel			57,559	71,229	57,963	53,393	
Containerised			133,890	150,634	156,240	54,390	
of which (TEUs)			*6,183*	*7,043*	*6,997*	*2,400*	
Total			**294,316**	**336,586**	**333,461**	**222,893**	
Cargo Loaded (Tonnes)							
Regional							
Breakbulk			11,979	12,441	17,567	16,094	
Containerised					-		
Extra-regional							
Breakbulk (inc bananas)			19,146	18,424	14,301	8,964	
Containerised			17,233	24,849	31,319	15,159	
of which (TEUs)			*6,495*	*6,409*	*6,750*	*2,744*	
LCLs handled (TEUs)			*848*	*883*	*717*	*624*	
Total			**48,358**	**55,714**	**63,187**	**40,217**	
Campden Park Container Terminal							
Landed							
Containerised					25,370	135,449	
of which (TEUs)					*1,386*	*6,119*	
Loaded							
Containerised					2,391	21,825	
of which (TEUs)					*1,526*	*5,307*	
Total cargo handled (Tonnes)			**342,674**	**392,300**	**424,409**	**420,384**	

Source: St Vincent and the Grenadines Ports Authority

Table A.39 Study-State: Trade 2008 Summary (tonnes) - by Origins and Destinations/Packaging

All Goods

Imports to: **From**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados	-	38,167	523	8,467	5,127	399,673	451,957
Dominica	1,666	-	4,027	4,388	3,104	44,995	58,180
Grenada	5,084	218	-	1,014	1,648	160,098	168,062
St Lucia	21,870	531	3,690	-	10,910	146,442	183,443
St Vincent	21,810	403	502	2,166	-	106,418	131,298
Trinidad	59,168	2,129	414	51,883	12,331	-	125,926
Total	109,598	41,448	9,157	67,919	33,119	857,626	1,118,867

Of which "bulk" (dry and liquid)

Imports to: **From**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados	-	21,590	-	-	6	304,485	326,082
Dominica	288	-	0	1	2	35,920	36,211
Grenada	179	5	-	-	0	71,557	71,741
St Lucia	24	4	0	-	3,000	103,381	106,408
St Vincent	1,231	0	0	0	-	49,183	50,414
Trinidad	60,373	32	46	22,563	1	-	83,014
Total	62,095	21,630	46	22,564	3,009	564,526	673,871

Assumptions

Proportions Containerised

Imports to **Exports from**

		Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad
		80%	**60%**	**80%**	**80%**	**40%**	**80%**
Barbados	**80%**						
Dominica	**60%**						
Grenada	**80%**			**Source: Table A.38**			
St Lucia	**80%**			**(Data rounded)**			
St Vincent	**40%**						
Trinidad	**80%**						

Of which "containerised formal"

Imports to: **From**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados	-	13,262	419	6,774	4,096	n.a.	24,550
Dominica	826	-	2,416	2,632	1,861	5,445	13,182
Grenada	3,924	170	-	811	1,318	70,833	77,057
St Lucia	17,476	422	2,952	-	6,328	34,449	61,627
St Vincent	8,232	161	201	866	-	22,894	32,353
Trinidad	n.a.	1,678	294	23,456	9,864	-	35,293
Total	30,459	15,693	6,282	34,540	23,468	133,621	244,063

Proportions Formal

Imports to **Exports from**

		Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad
		90%	**60%**	**80%**	**80%**	**30%**	**90%**
Barbados	**70%**						
Dominica	**50%**						
Grenada	**80%**			**Source: Table A.38**			
St Lucia	**80%**			**(Data rounded)**			
St Vincent	**30%**						
Trinidad	**50%**						

Of which break-bulk "formal"

Imports to: **From**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados	-	2,956	84	1,371	819	n.a.	5,230
Dominica	300	-	888	934	703	1,866	4,691
Grenada	785	34	-	162	264	14,167	15,411
St Lucia	3,495	84	590	-	1,266	6,890	12,325
St Vincent	3,704	72	90	390	-	10,302	14,559
Trinidad	n.a.	302	52	5,121	1,785	-	7,259
Total	8,285	3,449	1,704	7,978	4,835	33,224	59,475

Of which break-bulk "informal"

Imports to: **From**

	Barbados	Dominica	Grenada	St lucia	St Vincent	Trinidad	Total
Barbados	-	359	21	323	206	n.a.	908
Dominica	251	-	723	821	538	1,765	4,097
Grenada	196	9	-	41	66	3,542	3,853
St Lucia	874	21	148	-	316	1,722	3,081
St Vincent	8,643	169	211	910	-	24,039	33,971
Trinidad	n.a.	118	22	743	681	-	1,564
Total	9,964	675	1,124	2,837	1,807	31,067	47,475

Note: the area within the double lined box is calculated as the residual after bulk and containers are subtracted from the total and after certain manual djustments have been made to the Caricom data to account for data discrepancies between the import and export statistics for origin and destination pairs - **the data should consequently be viewed as indicative only.**

Source: Caricom/Consultants

Table A.40 Intra-Regional Air Freight Movements (kg)

	Dominica			Grenada			St Lucia			St Vincent		
	Loaded	Unloaded	Total	Loaded	Unloaded	Total	Loaded	Unloaded	Total	Loaded	Unloaded	Total
Intra-regional (1)												
2009 est. (2)						-	634,509	358,832	**993,341**	54,660	13,107	**67,767**
2008	127,059	512,035	**639,094**	17,700	55,000	**72,700**	832,617	520,567	**1,353,184**			
2007	77,325	543,302	**620,627**	39,756	63,519	**103,275**	766,216	466,946	**1,233,162**			
2006				31,186	92,267	**123,453**	733,351	468,201	**1,201,552**			
2005						**100,802**	759,163	468,137	**1,227,300**			
Total												
2009 (9months)							1,269,019	717,664	**1,986,683**			
2008	127,059	512,035	**639,094**	666,682	945,370	**1,612,052**	1,665,234	1,041,134	**2,706,368**			
2007	77,325	543,302	**620,627**	753,974	1,042,785	**1,796,759**	1,532,432	933,912	**2,466,344**			
2006				517,535	976,744	**1,494,279**	1,466,702	936,402	**2,403,104**			
2005						**1,631,133**	1,518,326	936,270	**2,454,596**			
Average parcel size (kg)				204	246					**Loaded**	**Unloaded**	**Total**
Proportion of consignments <= (kg)		100		50%	37%				**Regional Total (2008 est)**	1,032,036	1,100,709	**2,132,745**

Note: (1) for Dominica, Grenada and St Vincent, LIAT data, for St Lucia, cargo through Vigie Airport

Source: Airport Authorites, Grenada and St Vincent; SLASPA, St Lucia

Table A.41 Regional Visitor Arrivals

Barbados

	2001	2002	2003	2004	2005	2006	2007	2008 Q1	Q2	Q3	Q4	Total	Percent
Total visitor arrivals	507,078	497,899	531,211	551,502	547,501	562,558	574,697					566,763	
of which:													
Stayover visitors								-	-	-	-	-	0.0%
of which:												-	0.0%
USA	106,629	123,429	129,326	129,664	131,005	130,767						-	0.0%
Canada	52,381	46,754	49,641	50,032	47,690	49,198						-	0.0%
UK	217,466	192,606	202,564	213,947	202,765	211,523						-	0.0%
Caribbean	**80,123**	**89,505**	**96,809**	**104,414**	**114,775**	**117,479**						**-**	0.0%
Other countries	50,479	45,605	52,871	53,445	51,299	53,601						-	0.0%
												-	0.0%
Cruise ship passengers												-	0.0%
Yacht/other passengers								-	-	-	-	-	0.0%

Source: Barbados Central Bank, Barbados Statistical Service.

Dominica

	2001	2002	2003	2004	2005	2006	2007	Proportion of Caribbean	2008 Q1	Q2	Q3	Q4	Total	Percent
Total visitor arrivals	275,999	207,726	254,162	466,278	388,480	473,553	443,486		182,559	70,485	59,675		312,719	
of which:														
Stayover visitors	66,393	69,193	73,190	133,435	134,457	136,110	119,713		20,585	18,044	22,092	-	60,721	19.4%
of which:													-	0.0%
USA	14,493	15,464	15,717	17,515	18,492	23,537	22,492		6,603	5,237	5,362		17,202	5.5%
Canada	1,870	2,039	1,954	1,633	1,977	2,837	2,707		757	450	532		1,739	0.6%
UK	5,967	5,652	6,034	6,015	6,117	7,219	6,878		1,956	1,088	1,701		4,745	1.5%
Caribbean	**37,851**	**40,289**	**43,408**	**50,944**	**47,632**	**47,329**	**40,075**		**9,884**	**9,884**	**13,198**		**40,542**	**13.0%**
Dominica														
Grenada				**370**	**433**	**600**	***356***	**0.9%**					**318**	
St Lucia				**2,481**	**2,298**	**2,979**	***2,249***	**5.6%**					**2,049**	
St Vincent				**495**	**609**	**908**	***645***	**1.6%**					**502**	
Barbados				**2,466**	**2,304**	**2,980**	***2,000***	**5.0%**					**1,988**	
Trinidad				**1,523**	**1,528**	**2,225**	***1,608***	**4.0%**					**1,351**	
Antigua and Barbuda				**4,995**	**5,274**	**5,500**	***4,151***	**10.4%**					**4,096**	
Martinique				**7,446**	**6,211**	**6,591**	***5,929***	**14.8%**					**5,807**	
Guadeloupe				**12,956**	**11,204**	**13,569**	***12,340***	**30.8%**					**13,764**	
Other				**18,212**	**17,771**	**11,977**	**10,797**	**26.9%**					**10,667**	
Other countries	6,212	5,749	6,077	6,384	12,607	7,859	7,486		1,385	1,385	1,299		4,069	1.3%
													-	0.0%
Cruise ship passengers	207,627	136,859	177,044	383,614	301,511	379,643	354,515		160,398	52,230	37,405		250,033	80.0%
Yacht/other passengers	1,979	1,674	3,928 -	50,771 -	47,488 -	42,200 -	30,742		1,576	211	178	-	1,965	0.6%

Source: ECCB and for inter-island movementsm Central Statistical office Dominica

Note: (i) the two source do not agree precisely for total arrivals in 2004 and 2006 - the Statistics Office, Dominica totals are 49,367 and 46,579 for 2006, the Dominica Central Statistical Office offers a third total of 47,317 in its analysis of data by port of entry (sea vs air)
(ii) Caribbean arrivals for 2007 estimated using ECCB total and proportions from 2006.

Grenada

	2001	2002	2003	2004	2005	2006	2007	Proportion of Caribbean	2008 Q1	Q2	Q3	Q4	Total Q1-3	2009 Q1-3	Percent
Total visitor arrivals	275,421	260,229	299,215	375,955	384,371	347,295	411,473		187,831	57,779	31,223		276,833		
of which:															
Stayover visitors	121,215	121,074	170,595	167,128	126,615	149,580	158,103		33,054	27,201	30,070	-	90,325		32.6%
of which:													-		0.0%
USA	32,219	29,961	30,924	27,451	25,181	27,126	27,217		6,077	4,153	5,690		15,920		5.8%
Canada	5,442	4,306	5,296	5,111	4,341	6,335	6,038		2,173	675	1,798		4,646		1.7%
UK	28,488	28,688	32,506	27,564	15,605	25,042	33,893		10,786	9,014	6,932		26,732		9.7%
Caribbean	**27,540**	**33,242**	**36,871**	**39,209**	**28,067**	**30,927**	**28,958**		**6,233**	**7,067**	**7,432**		**20,732**		**7.5%**
of which:															
Dominica			**652**	**682**	**543**	**585**	**579**	**2.0%**					**521**	**317**	
Grenada															
St Lucia			**2,482**	**2,437**	**2,343**	**2,129**	**1,796**	**6.2%**					**1,705**	**1,118**	
St Vincent			**2,900**	**3,067**	**2,235**	**2,698**	**2,278**	**7.9%**					**2,203**	**1,564**	
Barbados			**6,439**	**7,236**	**5,065**	**5,251**	**4,951**	**17.1%**					**5,052**	**3,278**	
Trinidad			**21,767**	**22,316**	**14,686**	**17,107**	**16,145**	**55.8%**					**16,722**	**11,081**	
Other			**2,631**	**3,471**	**3,195**	**3,157**	**3,209**	**11.1%**							
Other countries	27,526	24,877	28,127	28,584	25,354	29,223	33,039		7,785	6,292	8,218		22,295		8.1%
													-		
Cruise ship passengers	147,381	135,061	146,925	229,800	275,085	218,647	270,259		152,299	28,863	-		181,162		65.4%
Yacht/other passengers	6,825	4,094 -	18,305 -	20,973 -	17,329 -	20,932 -	16,889		2,478	1,715	1,153	-	5,346		1.9%

Source: East Caribbean Central Bank and Grenada Board of Tourism for breakdown of Caribbean data

St Lucia

	2001	2002	2003	2004	2005	2006	2007	Proportion of Caribbean	2008 Q1	Q2	Q3	Q4 (1)	Total	Percent
Total visitor arrivals	767,037	673,871	704,236	813,681	747,308	695,279	931,687		368,458	186,309	127,520	*268,158*	950,445	
of which:														
Stayover visitors	250,132	253,463	276,948	298,431	317,939	380,975	346,567		86,028	75,202	69,559	*64,972*	295,761	31.1%
of which:													-	
USA	91,248	94,044	98,078	107,089	112,557	117,450	113,433		29,637	34,037	25,182	*19,740*	108,596	11.4%
Canada	12,213	12,927	13,494	15,315	16,506	17,491	18,640		12,878	3,603	2,678	*7,120*	26,279	2.8%
UK	67,046	63,277	75,426	81,370	84,725	73,312	79,180		24,811	20,550	17,657	*20,675*	83,693	8.8%
Caribbean	**61,047**	**66,409**	**70,543**	**74,242**	**84,902**	**78,465**	**59,049**		**13,552**	**13,257**	**20,030**	*12,918*	59,757	**6.3%**
of which:														
Dominica						**3,952**	**3,136**	**5.3%**					3,101	
Grenada						**3,430**	**2,359**	**4.0%**					2,131	
St Lucia							**-**						-	
St Vincent						**3,953**	**2,547**	**4.3%**					2,400	
Barbados						**16,261**	**11,443**	**19.4%**					10,935	
Trinidad						**11,901**	**9,091**	**15.4%**					8,827	
French West Indies (2)						**25,830**	**19,030**	**32.2%**					21,157	
Other						**13,138**	**11,443**	**19.4%**					11,206	
Other countries	18,578	16,806	19,407	20,415	19,249	15,792	17,216		5,150	3,755	4,012		12,917	1.4%
													-	
Cruise ship passengers	489,912	387,180	393,262	481,279	394,364	359,573	610,165		271,172	102,989	51,936		426,097	44.8%
Yacht/other passengers	26,993	33,228	34,026	33,971	35,005 -	45,269 -	25,045		11,258	8,118	6,025	203,186	228,587	24.1%

Source: ECCB and St Lucia Tourism Authority

Note: (1) data in itallics derived by subtracting data fir Q1, Q2 and Q3 (supplied by ECCB) from total for year (supplied by St Lucia Tourism Authority)
(2) 91% from Martinique

St Vincent

	2001	2002	2003	2004	2005	2006	2007		2008					
									Q1	Q2	Q3	Q4	Total	Percent
Total visitor arrivals	254,091	247,449	241,526	261,469	256,075	306,578	327,502		93,533	42,917	28,005		164,455	
of which:														
Stayover visitors	70,686	77,622	78,535	86,721	95,504	97,432	119,361		22,010	20,718	20,705	-	63,433	38.6%
of which:													-	
USA	19,362	22,410	22,194	25,106	27,153	28,598	26,637		6,394	6,782	4,964		18,140	11.0%
Canada	3,929	5,268	4,918	5,219	6,187	6,542	6,724		2,218	1,397	1,299		4,914	3.0%
UK	10,842	11,629	11,547	12,610	13,941	14,837	16,714		4,389	3,673	3,618		11,680	7.1%
Caribbean	**26,432**	**30,223**	**32,779**	**36,011**	**39,944**	**38,219**	**29,924**		**5,907**	**6,828**	**9,001**		**21,736**	**13.2%**
of which:														
Dominica							**n.a**	**n.a**					**n.a.**	
Grenada							**1,525**	**5.1%**					**1,726**	
St Lucia							**2,382**	**8.0%**					**2,658**	
St Vincent														
Barbados							**9,560**	**31.9%**					**10,334**	
Trinidad							**8,601**	**28.7%**					**9,100**	
Other							**7,761**	**25.9%**					**8,294**	
Other countries	10,121	8,092	7,097	7,775	8,279	9,236	9,533		3,102	2,038	1,823		6,963	4.2%
													-	
Cruise ship passengers	76,494	70,314	64,965	77,585	69,753	106,474	144,455		53,154	14,285	1,876		69,315	42.1%
Yacht/other passengers	106,911	99,513	98,026	97,163	90,818	102,672	63,686		18,369	7,914	5,424	-	31,707	19.3%

Note: Data for Dominica included with "Other". Source: East Caribbean Central Bank and St Vincent Government Statistics Department for breakdown of Caribbean data

Trinidad and Tobago

	2001	2002	2003	2004	2005	2006	2007	2008					
								Q1	Q2	Q3	Q4	Total	Percent
Total visitor arrivals												-	
of which:													
Stayover visitors	-							-	-	-	-	-	#DIV/0!
of which:												-	#DIV/0!
USA												-	#DIV/0!
Canada												-	#DIV/0!
UK												-	#DIV/0!
Caribbean												**-**	#DIV/0!
of which:													
Dominica													
Grenada		**16,380**	**19,220**	**19,575**	**19,501**	**14,810**	**10,169**					**9,190**	
St Lucia													
St Vincent													
Barbados		**33,671**	**37,320**	**35,442**	**35,319**	**31,212**	**21,491**					**19,350**	
Trinidad													
Other													
Other countries												-	#DIV/0!
												-	
Cruise ship passengers												-	#DIV/0!
Yacht/other passengers	-	-	-	-	-	-	-	-	-	-	-	-	#DIV/0!

Source: Eastern Caribbean Central Bank, Tourism Data

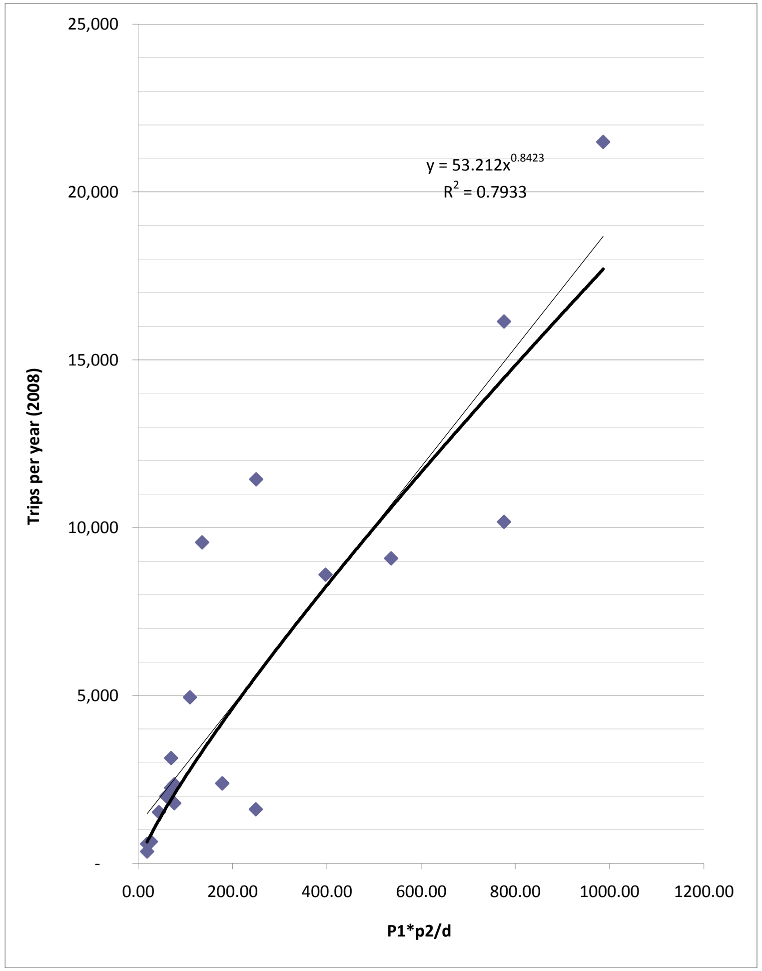
Table A.42 Summarised Visitor Arrivals: 2007

y=trips X= P1^n*P2^n/d^n n= 1.000

From To

	Barbados	Dominica	Grenada	St Lucia	St Vincent	Trinidad	Total
Barbados		2,000	4,951	11,443	9,560	21,491	**49,445**
Dominica	*1,662*		579	3,136	*862*	*5,561*	**11,800**
Grenada	*2,792*	356		2,359	1,525	10,169	**17,201**
St Lucia	*3,800*	2,249	1,796		2,382	*10,595*	**20,822**
St Vincent	*5,318*	645	2,278	2,547		*8,225*	**19,014**
Trinidad and Tobago	*17,700*	1,608	16,145	9,091	8,601		**53,145**
Total	**31,272**	**6,858**	**25,749**	**28,576**	**22,930**	**56,041**	**171,427**

Note: Data in itallics estimated using regression analysis 0.8423 53.212



Distances (km)

From To

	Barbados	Dominica	Grenada	St Lucia	St Vincent	Trinidad
Barbados		338	275	193	204	343
Dominica	338		398	174	256	343
Grenada	275	398		240	145	166
St Lucia	193	174	240		94	383
St Vincent	204	256	145	94		296
Trinidad and Tobago	343	552	166	383	296	

Source: Consultants: Tourist Boards - Dominica, Grenada, St Lucia and St Vincent.

Table A.43 St Lucia and Dominica Arrivals by Air and Sea: 2009

St Lucia: 2009

	Jan			Feb			Mar			Apr			May			June			Jul			Aug			Sept			Total (9 months)			Proportion
	Vigie	Hew'a	**Sea**	Vigie	Hew'a	**Sea**	Vigie	Hew'a	**Sea**	Vigie	Hew'a	**Sea**	Vigie	Hew'a	**Sea**	Vigie	Hew'a	**Sea**	Vigie	Hew'a	**Sea**	Vigie	Hew'a	**Sea**	Vigie	Hew'a	**Sea**	Vigie	Hew'a	**Sea**	**of Sea Arrivals by Country of Origin**
Total visitor arrivals																															
of which:																															
Stayover visitors	5,493	16,969	**589**	5,568	18,628	**1,066**	5,165	20,070	**703**	7,030	17,581	**1,715**	6,912	16,689	**1,691**	4,890	14,504	**312**	6,704	16,385	**3,705**	6,756	12,600	**3,948**	4,101	9,923	**651**	52,619	143,349	**14,380**	**100.0%**
of which:																															
USA																															
Canada																															
UK																															
Caribbean																															
of which:																															
Dominica	113	1	**25**	112	4	**58**	143	5	**36**	134	4	**311**	174	13	**60**	161	2	**20**	102	2	**355**	111	13	**222**	119	2	**31**	1,169	46	**1,118**	**7.8%**
Grenada	129	1		163	1		131	1		247	1		145	2		110			160	1		122			74	2		1,281	9	**-**	**0.0%**
St Lucia																												-	-	**-**	**0.0%**
St Vincent	160	1		146	2		202	1		297	3		254	2		225	1	**1**	305	5	**8**	207	4		166	2		1,962	21	**9**	**0.1%**
Barbados	577		**1**	526	2		541	4		1,197	5		945	19		565			1,121	5		990	3	**4**	601	2		7,063	40	**5**	**0.0%**
Trinidad	464	8		595	81		430	24		817	193		691	159	**1**	585	61		856	325		793	407		532	138		5,763	1,396	**1**	**0.0%**
Martinique	228	15	**392**	349	61	**837**	175	32	**496**	536	10	**1,196**	625	3	**1,489**	342	4	**264**	507	241	**2,968**	1,279	255	**3,278**	183	2	**552**	4,224	623	**11,472**	**79.8%**
Guadeloupe	53	1	**6**	69	1	**6**	63	1		141	2	**15**	199		**27**	79	1	**3**	272	28	**148**	309	40	**182**	58		**10**	1,243	74	**397**	**2.8%**
Other	3,769	16,942	**165**	3,608	18,476	**165**	3,480	20,002	**171**	3,661	17,363	**193**	3,879	16,491	**114**	2,823	14,435	**24**	3,381	15,778	**226**	2,945	11,878	**262**	2,368	9,775	**58**	29,914	141,140	**1,378**	**9.6%**

Source: St Lucia Tourist Board

Proportion of travellers from Dominica arriving by sea **48.3%**
Proportion of travellers from Martinique arriving by sea **70.2%**

Dominica:2009

	Jan			Feb			Mar			Apr			May			June			Jul			Aug			Sept			Total (8 months)			Proportion
	Air		**Sea**	Air		**Sea**	Air		**Sea**	Air		**Sea**	Air		**Sea**	Air		**Sea**	Air		**Sea**	Air		**Sea**	Air		**Sea**	Air		**Sea**	**of Sea Arrivals**
		Roseau	Ports-mouth		Roseau	Ports-mouth		Roseau	Ports-mouth		Roseau	Ports-mouth		Roseau	Ports-mouth		Roseau	Ports-mouth		Roseau	Ports-mouth		Roseau	Ports-mouth		Roseau	Ports-mouth		Roseau	Ports-mouth	
		1943	0		2964	0		1294	259		3480	0		2584	0		586	0		3625	877		3765	1251				50,000	20,241	2,387	**45.3%**

Source: Dominica Ports Authority

Dominica (2009 - 8 months)

	Air				Sea					
	Cane-field	Melville Hall	Sub-Total	***Percent of Air***	Roseau	Woodbridge P'mouth	Other	Sub-Total	***Percent of Sea***	**Total**
Grenada	3	269	**272**	***2.1%***	1	1		**2**	***0.0%***	**274**
St Vincent	2	341	**343**	***2.6%***	1	1		**2**	***0.0%***	**345**
St Lucia	9	711	**720**	***5.6%***	462			**462**	***4.0%***	**1,182**
Barbados		1,218	**1,218**	***9.4%***	13			**13**	***0.1%***	**1,231**
Trinidad	6	914	**920**	***7.1%***	3			**3**	***0.0%***	
Martinique	58	87	**145**	***1.1%***	3,388	28		**3,416**	***29.7%***	
Guadeloupe	157	444	**601**	***4.6%***	7,315	27	123	**7,465**	***64.9%***	
Antigua and Barbud	32	2,148	**2,180**	***16.8%***						
US Virgin Islands	345	1,533	**1,878**	***14.5%***						
St Maarten	71	1,171	**1,242**	***9.6%***						
Other	23	3,428	**3,451**	***26.6%***	118	15	-	**133**	***1.2%***	
Total	**706**	**12,264**	**12,970**	***100.0%***	**11,301**	**72**	**123**	**11,496**	***100.0%***	**24,466**

Source: Central Statistical Office, Dominica

Proportion of travellers from Martinique and Guadeloupe arriving by sea **93.6%**
Proportion of travellers from St Lucia arriving by sea **39.1%**

Table A.44 Regional Air Fares, Taxes and Charges (US$)

One-way Passener Fares

To	**From** Barbados	Dominica	St Lucia	St Vincent and the Grenadines	Grenada	Trinidad and Tobago
Barbados		**57**-68,75,86,95,124	**40**-50,65,77,87,105	48,63,76,87,105	**60**-68,83,95,103,124	**62**-72,83,89,106,129
Dominica	**57**-68,75,86,95,124		***39*** -51,65,96,114	**56**-67,80,94,105,114	**81**-96,114,129,152,169	**106**-127,136,157,169
St Lucia	**40**-50,65,77,87,105	***39*** -51,65,96,114		**45**-55,60,68,84,95	**43**-53,64,71,85,95	**68**-80,94,104,121,132
St Vincent and the Grenadines	48,63,76,87,105	**56**-67,80,94,105,114	**45-**55,60,68,84,95		**38**-48,60,68,84,95	**55**-65,77,85,100,116
Grenada	**60**-68,83,95,103,124	**81**-96,114,129,152,169	**43**-53,64,71,85,95	**38**-48,60,68,84,95		**39**-50,63,73,91,106
Trinidad and tobago	**62**-72,83,89,106,129	**106**-127,136,157,169	**68**-80,94,104,121,132	**55**-65,77,85,100,116	**39**-50,63,73,91,106	

Note: fares are "dynamically priced" and vary according to: (i) route selected, (ii) time-of-day for travel, (iii) popularity of service and (iv) extent of advance purchase. The lowest price, shown bold, appears only to be available for immediate travel and on services where there is last-minute space.

Taxes and Charges

Sales Tax	15.0%	7.5%	7.5%	5.0%	10.0%	15.0%
Passenger Facility Charge	27.5	5.00, 1.50 or 0.00	25.00	7.4 or 1.50	3.70	15.95
Fuel Surcharge (per flight)	16.75-22.50	16.75-22.50	16.75-22.50	16.75-22.50	16.75-22.50	16.75-22.50
Other						
Airport Development Tax	2.5	0.37 or 0.00	4.82		6.00	7.5
Airport Authority Tax		These taxes do not appear consistent between routes but are rarely more hn US$ 5.00				
Airport Passenger Tax						
Passenger Departure Tax (not on Ticket)	**60.00 BDS$ (1)**	**60.00$EC**	**20.00 US$ (2)**	**40.00 EC$**	**50.00 EC$**	**100.00 TT$**

Note: flights via Barbados are additionally charged US$ 5.00 Airport Development Tax and US$ 2.50 Airport Authority Tax

Note: (1) included in ticket price and only charged at the Airport - not sea departures.
(2) included within the Passenger Facility Charge and included in ticket

Source: LIAT web-site

Table A.45 Results of Consultants' Willingness-to-Pay Surveys

	Trip purpose (% in interview sample)		Willing-to-Pay for Fast Ferry Costing Business (%)		Willing-to-Pay for Fast Ferry Costing Pleasure/Tourist (%)	
	Business	Pleasure/Tourist	EC$ 100	EC$ 200	EC$ 100	EC$ 200
from Dominica to						
Grenada	33.3%	66.7%		100.0%		100.0%
St Lucia	16.7%	83.3%		n.a		n.a.
St Vincent	100.0%	n.a		100.0%		n.a.
Trinidad	80.0%	25.0%		62.5%		100.0%
Barbados	75.0%	20.0%		77.8%		33.3%
Average	***35.0%***	***65.0%***	***76.2%***		***88.2%***	
from Grenada to:						
Dominica	n.a	n.a		n.a		n.a.
St Lucia	76.9%	23.1%		100.0%		100.0%
St Vincent	18.2%	81.8%	100.0%		100.0%	
Trinidad	47.6%	52.4%		80.0%		81.8%
Barbados	34.5%	65.5%		100.0%		100.0%
Average	***43.5%***	***56.5%***	***93.8%***		***95.2%***	
from St Lucia to:						
Dominica	100.0%	0.0%		n.a		n.a
Grenada	78.6%	21.4%		63.6%		0.0%
St Vincent (1)	81.8%	18.2%	94.4%		50.0%	
Trinidad	56.3%	43.8%		66.7%		14.3%
Barbados	72.2%	27.8%		69.2%		80.0%
Average	***68.8%***	***31.3%***	***70.6%***		***45.8%***	
from St Vincent to:						
Dominica	n.a	n.a		n.a.		n.a.
Grenada	42.9%	57.1%	100.0%		100.0%	
St Lucia	46.2%	53.8%	100.0%		100.0%	
Trinidad	33.3%	66.7%		100.0%		100.0%
Barbados	56.3%	43.8%		100.0%		100.0%
Average	***34.7%***	***65.3%***	***100.0%***		***100.0%***	
Total	**48.7%**	**51.3%**	**80.7%**		**83.5%**	
Overall average willing-to-pay				**81.9%**		

Source: Consultants

Note: n.a = none in sample or fast ferry service already exists

Sample size = 528

(1) = sample size: tourist/pleasure travellers from St lucia to St Vincent only 4 - too low to be meaningful.

Table A.46 Potential Fast Ferry Visitor Arrivals (2009): Average Trips/day

From **To** 3

	Barbados	**Dominica**	**Grenada**	**St Lucia**	**St Vincent and the Grenadines**	**Trinidad**		**Total**
Barbados		16	41	94	79	177		**406**
Dominica	14		5	**9**	7	46		**80**
Grenada	23	3		19	13	84		**141**
St Lucia	31	**6**	15		20	87		**159**
St Vincent and the Grenadines	44	5	19	21		68		**156**
Trinidad and Tobago	145	13	133	75	71			**437**
Total	**257**	**44**	**212**	**218**	**188**	**461**	**-**	**1,379**

Source: Consultants' estimate

Note:
(1) Dominica to St Lucia: actual data and shown bold.
(2) The above traffic assumes a regularity of about three time per week. If services are less than this the traffic will fall - a weekly service only is likely for example to attact only half these passengers.

Appendix B

Regional Shipping Industry: Costs, Tariffs and Profitability

Appendix B: Regional Shipping Industry: Costs, Tariffs and Profitability

B.1 Introduction

B.1.1 Purpose

This Appendix considers whether regionally there is:

- a demand for additional maritime cargo and/or passenger transport services; and
- whether or not these services are now, or can be made, profitable.

Profitability depends on: fleet structure and the efficiency of schedules, load factors, the trading environment, financing conditions and management.

After a brief description of the situation in the more formal sector, this Appendix therefore concentrates on the areas where profitability matters most and can be influenced regionally, viz:

- existing and future potential "informal-service" freight traffic; and
- fast-ferry passenger services.

B.1.2 "Formal Sector": Shipping Industry World-Wide

As a consequence of the worldwide recession and consequent overcapacities, more than 15% of the world's container fleet is now laid up and there are suggestions that this percentage will rise further and could peak at about 25%[1]. The Hamburg Index[2] has recently fallen as shown on **Table B.1-1** below.

Average time-charter rates per TEU-day for vessels with carrying capacities of between 200 and 1,999 TEU during the period 1999 to 2009 are shown in **Annex B.1** and are summarised below on **Table B.1-2**. Both the short and longer term trends are clearly downwards.

This downward trend also impacts the Caribbean. Anecdotal industry sources note instances where shipping lines are now offering the intra-regional transport of a 20ft container for US$ 1,000 - a service which would have cost US$ 2,500 two years ago.

B.1.3 Regional Aspects

Small economies and small islands in particular, have historically faced severe maritime cost disadvantages. This has been due to: (i) the economies of scale, an increasingly important feature in the world shipping industry; (ii) the feedering from, and double handling of, containers at hub ports; and (iii) the inherently lower connectivity with other destinations that such states have.

Maritime transport costs to CARICOM countries were recently estimated to add about **13% to fob values and** as such were significantly higher than the world average of about 7%[3] . For exports from CARICOM countries to the US, the recent average transport costs were 10% of the fob value – **see Annex B.2**. In 2003, for the transport of goods from CARICOM countries to the US, average freight and insurance charges, as percentages of fob costs ranged between 16 % (for goods from Antigua) to about 7% (for goods from Jamaica).

Costs for imports from US and Europe are particularly high because of the imbalanced trade (imports greatly exceed exports) and the requirement to reposition empty containers. In some cases, exporters benefit from this imbalance and have the opportunity of lower/marginally priced tariffs.

[1] Source: Fairplay, London
[2] Container Ship Time Charter Index – world-wide, the most important Index for container vessels.
[3] Source: CEPAL Publication No. 140, page 30.

In **Appendix A**, the Consultants have also calculated the costs for goods moved to, from and between the Study States and to and from Trinidad and Barbados. **It is estimated that regionally, with freight rates now averaging only US$ 1,200 per TEU, the proportion of the landed-cost of goods that is freight-related is now a much lower 5%.**

Table B.1–1: Containerships: Hamburg Time Charter Index (2007–2009)

Date	Index
12/2007	987
06/2008	887
12/2008	367
06/2009	250
10/2009	240

Source: Hamburg Shipbrokers' Association

Table B.1–2: Containership Hamburg Time Charter Index (1999 – 2009)

Class	1999	September 2009	2009:1999
200-299 TEU capacity	US$ 16.70/TEU	US$ 12.03/TEU	-72 %
1,000-1,260 TEU capacity	US$ 8.24/TEU	US$ 3.71/TEU	-45 %
1,600-1,999 TEU capacity	US$ 7.54/TEU	US$ 2.66/TEU	-35 %

Source: Hamburg Shipbrokers' Association

B.2 Fleet Presently Available

B.2.1 Cargo Vessels – Formal Sector

As detailed in **Appendix C – Structure of the Industry,** the Study-States are served by a complex network of shipping lines. The main lines that provide a weekly inter-island schedule between the islands directly linking them with either with US or Europe are:

- Bernuth Lines,
- CMA-CGM;
- Geest Line; and
- Tropical Shipping.

Almost all of the above services are fully containerised. While only Geest Line markets LCL cargo and break-bulk services, the shipment of LCL cargo is also possible via the other lines – though the consolidation of cargo in the port of loading, and distribution in the port of discharge, must be organized through Non-Vessel Operating Common Carriers (NVOCCs). This is common practice for smaller consignments shipped, for example, between Castries, St. Lucia and Port of Spain, Trinidad.

All the above services are direct from the regions of origin (US and Europe) to the main regional hubs which are the destinations with the largest volumes of cargo – usually Barbados or Trinidad. Geest also offer a service direct to all the Study-State islands from Europe. Feeder services move cargo from the hubs to and from points of origin/destination. The "study-state" ports usefully form a north-south chain and all can be easily visited by the same feeder vessel.

As the volumes of cargo that have to be moved annually between the four Study-States[4] is small, point-to-point services out of Trinidad and/or Barbados, nonetheless, have certain advantages over liner services calling at all ports in the chain. **In Section B3, the Consultants have costed these two approaches to service and conclude that with the present institutional/legal arrangements, liner services are not likely to be competitive. However, with the introduction of the OECS and Caricom single markets**

[4] And other OECS countries

and appropriate, concomitant legal/institutional change a liner service using a ro-ro vessel could be competitive.

B.2.2 Cargo Vessels – Informal Sector

In the absence of an up-to-date register, the numbers of small/informal vessels now operating in the region is not easy to estimate. An estimate for those based in the Study-States area, based on observations during the Consultants' field visits is provided on **Table B.2-1**.

In 1999, it was estimated that there were 200 boats in service. It should be noted that the *"Caribbean Cargo Ship Safety Code"* exempts: (i) all vessels of less than 24 m; and (ii) all vessels above this length and less than 500 GRT from registration.

The present informal fleet is old, under-utilized and, mostly, does not provide regular liner services. Many services are ad-hoc, on-demand (see **Appendix C**).

B.2.3 Fast Ferries

At present there are **only two fast ferries** operating internationally within the region[5] - see **Table B.2-2.**

The *"Silver Express"* is owned and operated by Express-des-Iles, SAS, Guadeloupe, and calls at: (i) Roseau, Dominica; (ii) Fort-de-France, Martinique; and (iii) Castries, St. Lucia. The second vessel is owned by Societé AGI – Groupe Loret, Guadeloupe, and is operated by Compagnie Maritime de la Caribe (CMC), Guadeloupe, and besides serving the islands that constitute the French Departement of Guadeloupe also calls at Portsmouth, Dominica.

Table B.2-1: Small/Informal Cargo Vessels Serving the Study-States

Number	Operating from	Type	GRT	Length
16	Dominica	Conventional and RoRo	40-500	15-50 m
6	Grenada	As above	As above	As above
21	St. Vincent	As above	As above	As above
2	St. Lucia	As above	As above	As above
45	**Total**			

Consultant's estimate

Table B.2-2 International Fast Ferry services in the Region

Name of Vessel	Service to/from	Schedule	Passenger Capacity	Length	Speed
Silver Express	Guadeloupe-Dominica-Martinique-St. Lucia & return	3-4 round trips per week	360	41 m	38 kn
Caribbean Spirit 1	Guadeloupe – Marie Galante – Dominica & return	3 round trips per week	350	50 m	28 kn

[5] Other fast ferries operate between Trinidad and Tobago and between Grenada and Carriacou.

B.3 Ship Operating Costs

B.3.1 Introduction

In the sections below, the Consultants have costed various base-operating scenarios for both cargo vessels and fast ferries. **The scenarios are indicative and not necessarily optimum. They do however illustrate the order of magnitude of likely costs with alternative operating patterns and load factors.**

With the present under-utilisation of the existing fleet, there is clearly no need to expand existing transport capacity.

B.3.2 Cargo Vessels (Formal Sector)

An overview of ownership costs for typical vessels of the types and sizes now plying in the Region is shown on **Table B.3-1**. This Table does **not** include any voyage costs: port dues, bunkers, disbursements, agency fees etc.

For the main/formal players, profitability is a concept that, while applicable and important in the long-term, does not usually impinge on the tariffs demanded at any specific time. In the formal sector, because of the World-wide recession, the main operators have recently been cutting their prices and although possibly still recovering their operating costs are, probably, not generating sufficient revenue to cover ship replacement costs. In this wider, more-formal, shipping industry, tariffs are normally a product of:

- the extent of competition; and
- the over or under-supply of ships in the market and/or region.

The Consultants, therefore, recommend that the formal sector is allowed to continue operating in line with perceived demand and with prices dictated by competition and the market.

B.3.3 Small Cargo Vessels (Informal Sector)

Introduction

The small cargo vessels that constitute the informal traffic currently offer niche services for:
- the huckster-trades;
- imports of regionally manufactured goods from Trinidad and Barbados;
- small food and other export industries; and
- private sector trade: in particular the transport of personnel effects.

The services are particularly suited to small consignments and are provided at reasonable cost. The services are, however, frequently criticised on the grounds of reliability; irregularity; lack of consistent scheduling; cargo damage and poor public awareness of the services-offered.

The recent decreases in the number of small cargo vessels employed are a clear result of the threat from the more formal containerized services. If the informal sector can overcome the hurdles it is now facing: principally low productivity and poor load factors and can improve safety and security to new international standards, it should be able to retain its niche market – uniquely it is able to provide the degree of connectivity and flexibility that the formal traffic with larger vessels cannot.
At the time when the ToR for this study were prepared, it was perceived, by many, that there was insufficient transport capacity, particular during high season for exports. This Study[6] has shown that the problem is not a lack of capacity, but is centred on other factors, principally a lack of communication, coordination, logistics and inadequate marketing.

[6] And indeed earlier other studies.

The Demand for Cargo

The Consultants' *"Study-State: Trade, 2008, Summary"* (**Table A.39, Appendix A**) indicates total traffic between the four Study-States, Barbados and Trinidad as follows:

• containerized traffic	244,000 tonnes	(70%)
• formal break-bulk traffic	60,000 tonnes	(17%)
• informal break-bulk traffic	47,000 tonnes	(13%)
• **Total Traffic**	**351,000 tonnes** (dry & liquid bulk not included).	

The origins and destinations of the above, informal, traffic element is as shown on **Table B.3-2**:
When traffic to and from Barbados and Trinidad is removed, **it is clear that the regional traffic potential is too small for a profitable shipping network confined only to the Study-States – see Table B.3-3.** Realistic opportunities for sustained development must include links to Barbados and Trinidad as base ports. Connections to the Leeward Islands may also be desirable.

Present Fleet

The observed operational fleet based in the four Study-States is 45 vessels. Individual cargo carrying capacities vary from 50 to 800 tonnes. Typical cargoes carried are construction materials, perishable goods, personnel effects, empty containers and bottles for re-cycling and re-filling.

Most of the fleet are converted trawlers, ro-ro ferries and/or supply vessels. Except for the converted Ro-Ro vessels, all have small hatches and are not suitable for unitised cargo. The *Carrol* based in St. Vincent is the only vessel known to have a temperature controlled compartment for carrying chilled products.

The overall annual transport carrying capacity of the existing fleet is estimated on **Table B.3-4.** The data implies fleet utilization in 2008 of only about 13%.

SWOT Formal versus Informal Traffic

The Strengths, Weaknesses, Opportunities and Threats (SWOTs) of the formal and informal sectors are described on **Table B.3-5**. The informal sector should **not** be considered a *sunset industry*. It can be expected to benefit substantially from the expected growth and trade facilitation deriving from the OECS and Caricom Single Markets (see **Appendix D)**.

Point-Point Services

Information on existing cost, availability and the utilization of vessels was difficult to obtain as most operators preferred to keep this information confidential. Costs are also affected by:

- *financing arrangements:* the ratio of equity to loans;
- *vessel types:* (ro-ro, conventional, ex-fishing etc);
- *vessel age*: older vessels require more maintenance; and
- *vessel sizes:* which also affects manning needs.

The smaller shipping companies frequently also find it extremely difficult to obtain or financing. Many of the vessels they are now operating were bought at "scrap" prices and have been refurbished.
Estimated operating costs for a small conventional ship and small ro-ro vessel operating point-to–point services are shown on **Table B.3-6**.

Separately indicated are:
- the fixed; and
- variable operating costs.

The Consultants' conclusions in regard to the point-to-point services are illustrated on **Figure B.3-1.** The tables and figure both indicate the very important impact of different number of round-trips and average load factors on the cost per tonne of cargo transported and shows that in the long term, with a present average freight rate of about US$ 35.00 per tonne, even vessels operating point-to-point can only be operated profitably with much higher than present utilization rates and load factors.

If the informal sector is to survive, there must clearly be major improvements in efficiency. Recommendations are made in Appendix C, Section C.3.

Possible Future New Liner Service: Short Term

In line with a suggestion from the industry the profitability of a new liner service that connects the Study-States with Barbados and Trinidad has been investigated. While initially an attractive idea, the following challenges will have to be met before the service is viable:

- increased cargo volumes on the presently unattractive legs between the Study-States;
- prompt dispatch of the vessels and 24-hour working at ports; and
- reliable schedules with fixed regular well-advertised weekly sailings.

In order to secure fast in-port turn-around times, converted RoRo vessels are recommended **-see Table B.3-7**. Distances between the islands and estimated transit times are shown on **Table B.3-8**.

The success of the new service will primarily depend on the average load factor and freight rates that can be achieved. A possible indicative sailing schedule is suggested on **Table B.3-9**.

Possible Future New Liner Service: Long Term

The OECS and Caricom Single Markets and the Consultants' estimates of Potential Inter-island Trade (see Appendix D) make it more likely that liner services could be more successful. To facilitate fixed arrival and departure times in port, the times at sea have been increased in **Table B.3-10** to allow slow steaming and arrivals in the next port at 06.00 h in the morning.

The schedule which is for one round-trip per week has substantial unused stand-by time and other ports e. g. In Martinique or Guadeloupe could be included. This schedule would, of course, only be possible if all ports would work 24-hours and with full customs and immigration procedures available.

Similarly, the time in port has been adjusted against the time actually required for discharging and loading operations so as to have some allowance for waiting time (e. g. waiting for berth, cargo, documents, equipment etc.).

Profitability

Regular liner services are more expensive than tramp shipping or shipping on demand. For liners, the main objective is to keep to a sailing schedule and not to wait for cargo or to optimise load factors on single voyages.

The key factors for the profitability for regular/liner shipping services are:

- *sufficiently high load factors/utilizations:* the traffic volumes identified in **Table A.40** indicate that load factor between Barbados and Trinidad could be close to 100% - but that the load factors on other legs would average only about 30%, - an overall average of 50% was therefore assumed.
- *customers willing-to-pay higher freight rates for the regularity of the service:* this premium is of course desirable from the operator's point of view, but is difficult to assess and tap - it is, nonetheless, likely that on individual legs between the Study-States shippers will be prepared to pay a higher tariff if benefiting from regularity and from the fact that alternative routes would require more time.

- *professional marketing:* two issues to make the project more viable during its first years of operation:
  - to find a more or less regular, local-industry, base-load for the vessels; and
  - arrangements with the more formal shipping lines for feedering on days when a direct container service is not available.

While a service with a schedule as per **Table B.3-9** cannot be profitable (the vessel waits for the cargo and not vice versa), the schedule shown on **Table B.3-10** is deemed potentially profitable – that is provided that all stake holders, shippers, consignees, shipping companies, port and other authorities are geared for and committed to the institutional changes necessary.

The total voyage costs per cargo tonne estimated on **Table B.3-11** and **Table B.3-12** are US$ 45 and US$ 39.50 per tonne of cargo – both higher than the present estimated market freight of about US$ 35.00 per tonne.

Clearly, the only way that a new liner services could now be profitable would be with substantial subsidy[7]. These services are consequently not now recommended.

Longer-term, with the appropriate institutional changes, the schedule in Table B.3-10 could be achievable and RoRo services could have operating costs that, when combined with the advantages of door-to-door services, would make them highly competitive. It is consequently recommended that the appropriate legal and regulatory changes are made that would allow the introduction of such services. These are discussed in Appendix F.

B.3.4 Fast Ferries

Previous attempts to introduce fast ferry services have failed, amongst other reasons, because:

- there is not enough traffic for large passenger-capacity vessels;
- the vessels have not been suitable for regional waters;
- the services offered have not been in-line with the point-to-point services most desired (see Consultants' conclusion in this regard in **Appendix A**);
- the vessels have mostly been new with high capital costs that have led to high tariffs.

Consultants' Concept

The Consultants' Concept however:

- *focuses on vessels and other equipment that would be reliable and efficient in the study-area sea conditions*: the service, if it is to be successful, must be perceived to be reliable by the general public;
- *is based on an optimum average load factor of 65%[8]:* this in order that peaks troughs and other irregularities in traffic can be catered for;
- *attempts to offer a minimum of three, evenly-distributed, round-trip voyages per week*: this so that the service can capture the largest proportion of the potential traffic;
- *focuses on point-to-point services between neighbouring islands*: this in line with the characteristics of the potential traffic discussed in **Appendix A;**.
- *uses Grenada, St. Lucia and St. Vincent as hubs[9]*: with services between these states in line with potential demand: state and other external support is not assumed,

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[7] There would no return on capital.
[8] See **Table B3-24**.
[9] An alternative would be for the hubs to be Trinidad and/or Barbados. With the low cost of bunkering fuel in Trinidad, this would possible be the most attractive option to a new entrepreneur. The Consultants, mindful of the need to benefit Dominica, Grenada, St Lucia and St Vincent and the Grenadines, have however resisted the temptation to recommend Trinidad as a hub. If the hubs are to be Dominica, Grenada, St Lucia and St Vincent and the Grenadines, there will however have to incentives.

- *would incorporate Dominica via the existing Express-des-Iles to the St Lucia hub*: additional services into and out of Dominica are presently not financially sustainable;
- *caters for the major passenger movements into and out of Trinidad and Barbados*: these services would in fact be core and provide the major traffic/revenue;
- *could start with one vessel but could be expanded to two if the market potential suggested in this report is proven*: this would minimise risk.

Two fast-ferry options, with capacities of about 200 and 400 passengers, have been considered. The leading particulars are listed in **Annex B.3**. In the Annex there are two types of ferries:

- passenger-only ferries:
  - two options with capacities for 200 passengers
  - two options with capacities for 400 passengers
- combined passenger/vehicle ferries:
  - two options with capacities for 400 passengers and 10 vehicles

Combined passenger/vehicle ferries are not an immediate option, but must wait until the *"Caricom Single Market"* permits vehicles from one State to operate on the roads of the other states.

In order to improve the chances of profitability, it is assumed that the vessels would not be new. Presently, the market for these types of vessel is depressed and a potential entrepreneur should be able to secure an appropriate vessel at a good price.

The demand and implied numbers of return trips per week required with 200 and 400–seat capacity ferries for the highest trafficked routes are shown on **Figure B.3-2.**

Time-tabling Concept

The time-tabling concept centres on:

- *the daily and weekly point-to-point potential ferry passenger traffics:* derived on **Tables B.3-13**, **B.3-14 and B.3-15 -** potential fast-ferry visitor arrivals per year are separately estimated for the two-ferry and single- ferry options - because of the reduced weekly service with a single ferry the potential weekly traffic with that service has been reduced by 30%.
- *the distances and estimated travel-times:* shown on **Table B.3-16**;
- *the estimated optimum numbers of round-trips per week required to cater for inter-island traffic:* shown on **Tables B.3-17** (200 passenger ferry) and **Table B.3-18** (400 passenger ferry)**;** and
- *the summary of passenger potential on each route:* shown as **Table B.3-19 -** the most important routes on which services should be focused during the first years of operation are clear.

Vessel Scheduling

Indicative schedule for two services configurations using either two or just one ferry have been developed. The analyses assume two options: 400 passenger carrying capacities and smaller 200 passenger carrying capacity ferries: Two service configurations are described below:

- *using two ferries:* an indicative schedule for a service with two ferries is shown on **Tables B.3-20 and B.3-21** and illustrated on **Figure B.3-3** – one ferry would be based in either Grenada or St Vincent and the other in either St Vincent or St Lucia - and would result in, an average, 8.5 hours per day utilisation. While this is a high utilisation rate, particularly during a start-up, it would, in the Consultants' opinion, still leave sufficient time for maintenance, for which a minimum of 12 hours per week or one full day per 15 days is recommended. The high utilisation rate will, moreover, assist in maximising revenue.

It should be noted that the indicative schedules includes three return trips per week each: from St. Vincent to Grenada; and from St. Vincent to St. Lucia. These latter trips while required for repositioning and ensuring a regular service are not justified by the initial traffic.

- *using one ferry:* an indicative schedule for a service is shown on **Table B.3-22** and illustrated on **Figure B.3-4** – the ferry could be based either in St Vincent or Grenada. A reduced initial service:
  - could not provide services on all potential routes but would allow the operator to concentrate on routes with the highest passenger potential – the schedule tested has cut out the 6-hr service between St Vincent and Trinidad; and
  - could reduce commercial risk.

A summary of the weekly services offered with the two options is provided on **Table B.3-23**.

Fast ferry operating costs for both 200 and 400 passenger-capacity vessels of ferries and for both the two and single ferry operating options are shown on **Table B3.24.** The costs include:

- the annual cost of amortising the capital sum at an assumed interest rate of 8% per year; and
- annual fixed and variable operating costs.

The load factors achievable with the assessed potential traffic then lead to a cost per passenger-trip.

The derived costs per passenger are lowest with the 200-passenger vessel (there is not enough traffic to support the larger ferry) and are:

- US$ 40 per trip with a two ferry system; and
- US$ 36 per trip with a one ferry system.

The additional passengers carried when two ferries are employed and thrice weekly services more than compensates for the reduced passenger loads on the one ferry system.

The analyses clearly show that with a properly designed network fast ferries should be profitable. The Consultants' recommend that the OECS make available the conclusions of this study to those private sector entrepreneurs interested in setting up fast ferry-services;

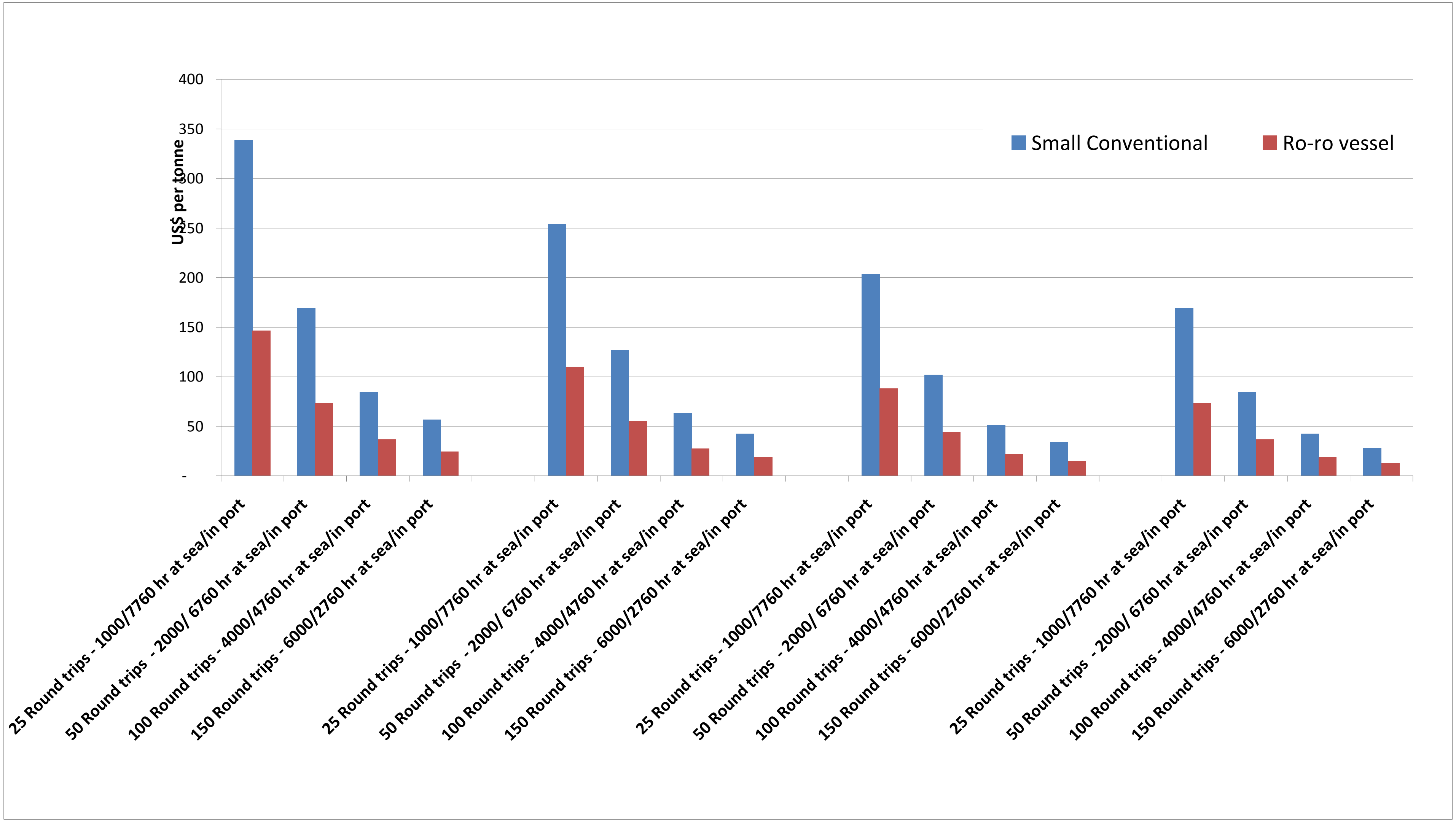


Figure B.3-1 Costs per tonne: at Varying Load Factors and Utilisations

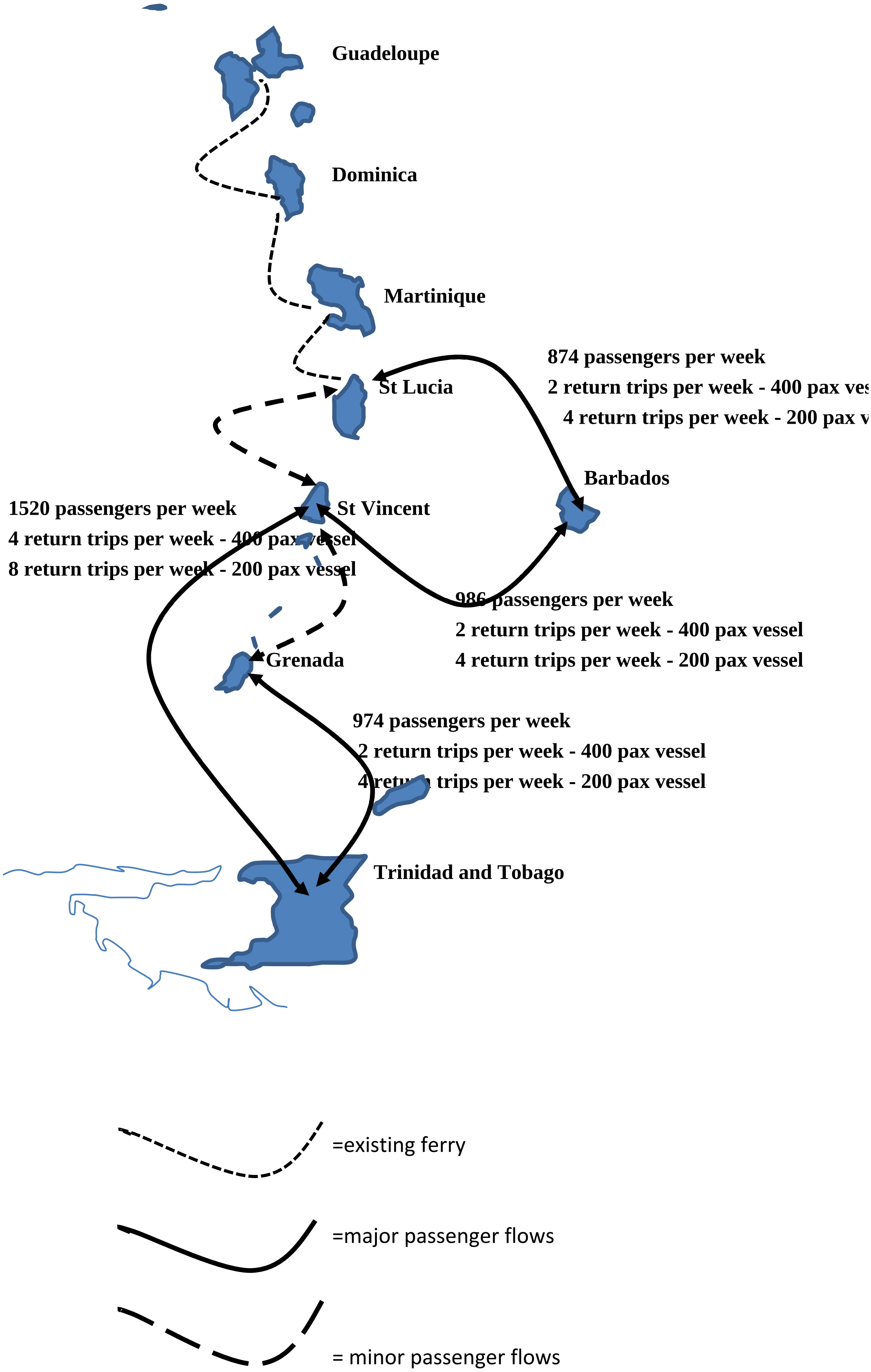


Figure B.3-2 Fast Ferry: Passenger Traffic Requirements

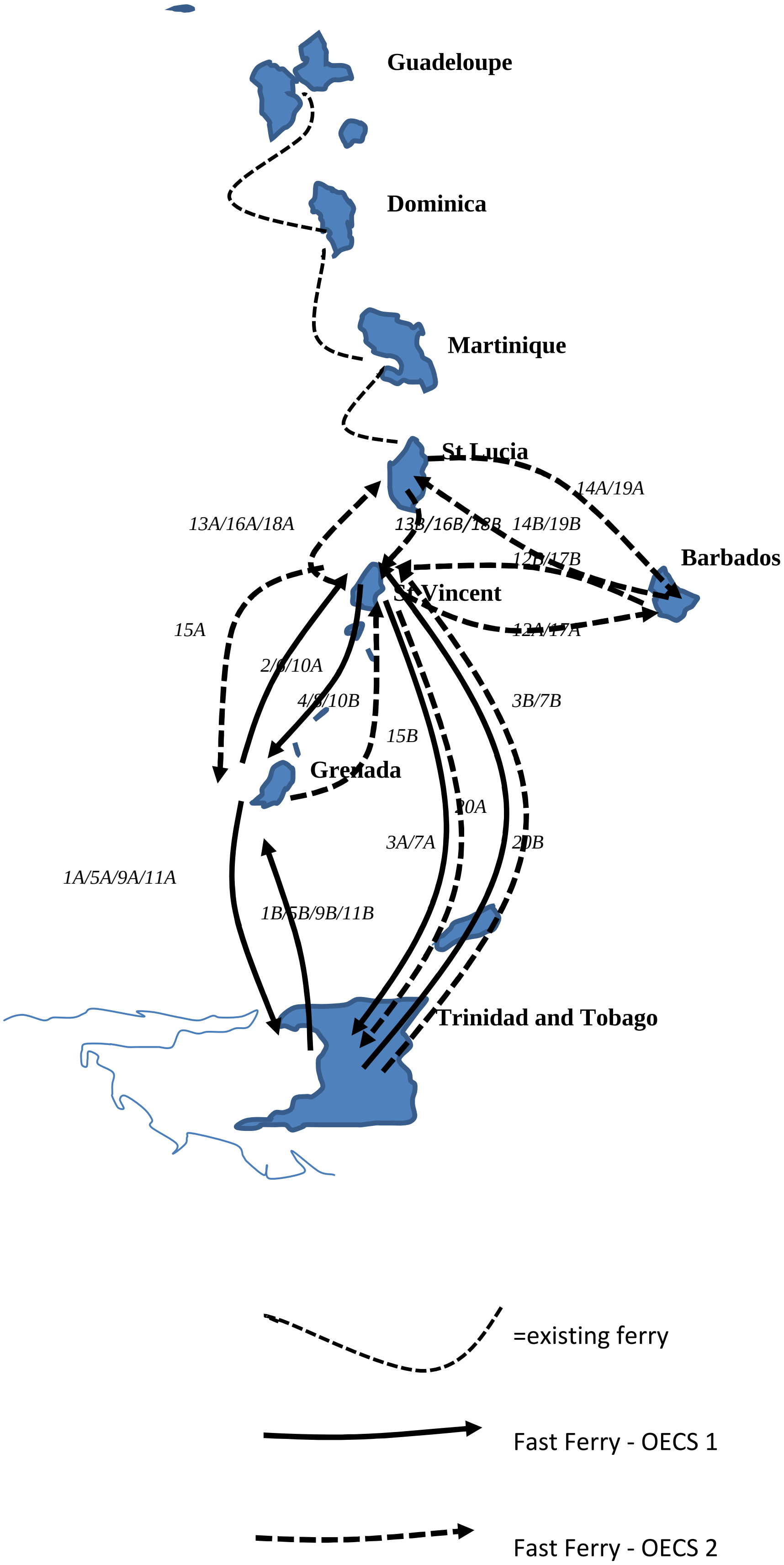


Figure B.3-3 Indicative Passenger Traffic Movements: Two Ferries

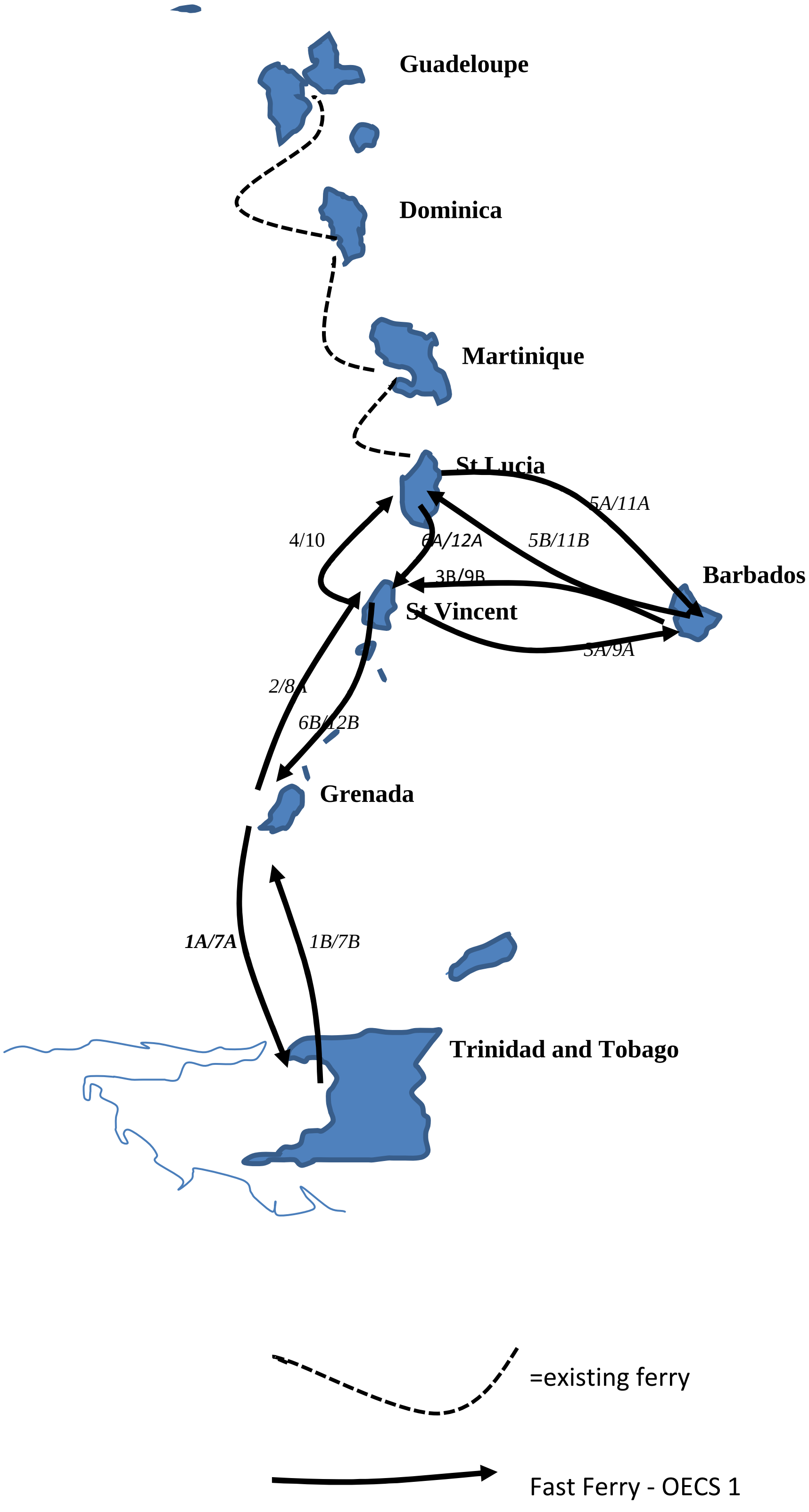


Figure B.3-4 Indicative Passenger Traffic Movements: One Ferry

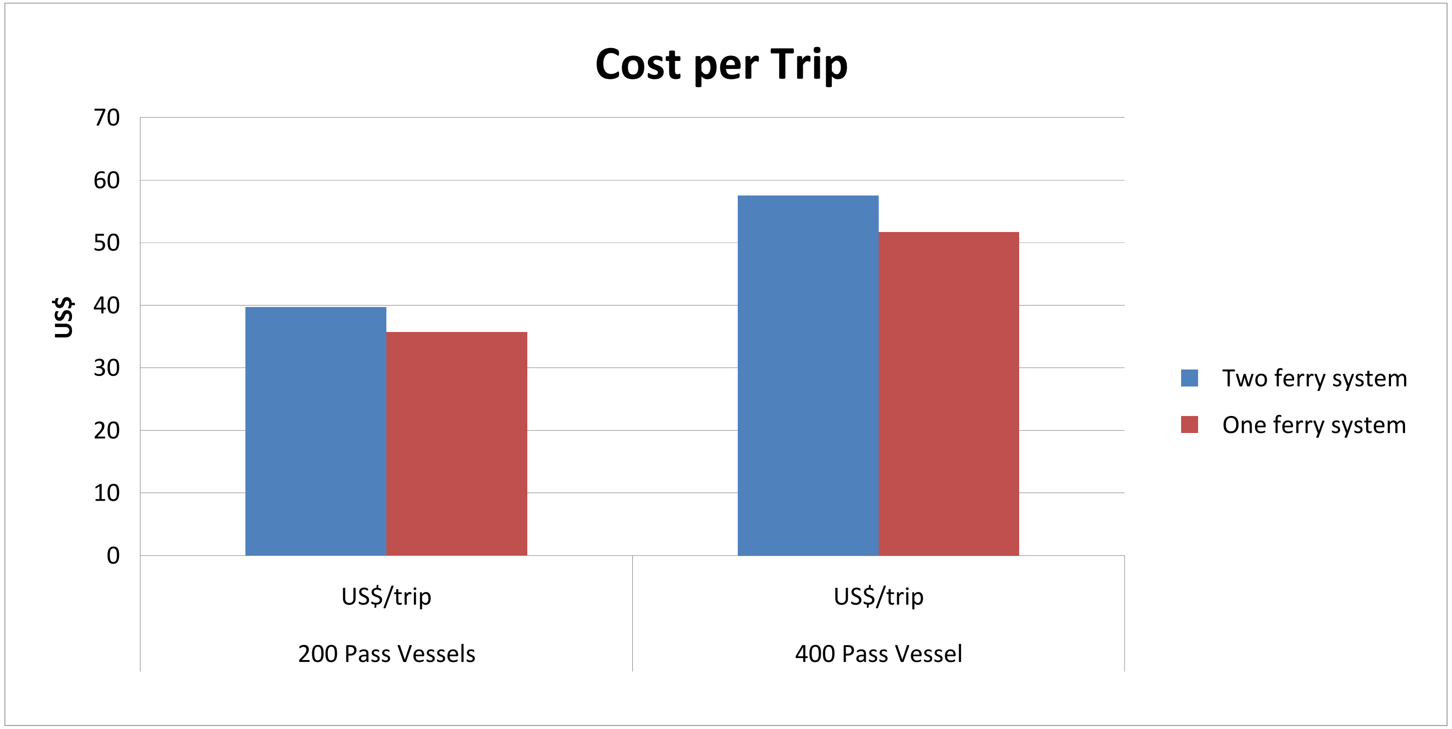


Figure B.3-5 Costs per Trip: at Varying Load Factors and Utilisations

Table B.3–1: Cargo Vessel Ownership Costs 2009 (US$)

Type of Cost / Vessel	Container 500-750 TEU	%	Container 1,000-2,000 TEU	General Cargo 5,000-10,000 dwt	RoRo 10,000 dwt
Manning	2,030	45	2,030	1,740	2,430
Maintenance and Repair	1,100	25	1,350	1,280	1,910
Provisions, stores and lube oil	460	10	770	390	440
Hull and P&I*Insurance	600	13	710	350	560
Administration and other	330	7	360	400	570
Total Cost per Day	**4,520**	**100**	**5,220**	**4,160**	**5,910**
Average Operating Days p.a.	350		350	350	350
Total Cost per year	**1,582,000**		**1,827,000**	**1,456,000**	**2,069,000**

Note: (i) Protection and indemnity (= liability) insurance;
Source: Institute of Shipping Economics, Bremen, based on Drewry, London, 2009;

Table B.3-2: Regional Break-bulk Informal Traffic (Tonnes)

Imports to: From:

	Barbados	Dominica	Grenada	St. Lucia	St.Vincent and the Grenadines	Trinidad and Tobago	Total
Barbados	-	359	21	323	206	n.a.	**908**
Dominica	251	-	723	821	538	1,765	**4,097**
Grenada	196	9	-	41	66	3,542	**3,853**
St. Lucia	874	21	148	-	316	1,722	**3,081**
St.Vincent and the Grenadines	8,643	169	211	910	-	24,039	**33,971**
Trinidad	n.a.	118	22	743	681	-	**1,564**
Total	**9,964**	**675**	**1,124**	**2,837**	**1,807**	**31,067**	**47,475**

Source: Consultants

Table B.3-3: "Study-State" Break-bulk Informal Traffic

Imports to: From:

	Dominica	Grenada	St. Lucia	St.Vincent and the Grenadines	Total
Dominica	-	723	821	538	**6,055**
Grenada	9	-	41	66	**116**
St. Lucia	21	148	-	316	**485**
St.Vincent and the Grenadines	169	211	910	-	**1,290**
Total	**199**	**1,082**	**1,772**	**920**	**3,973**

Source: Consultants

Table B.3-4: Estimated Annual Cargo-Carrying Capacity of Existing Fleet

1.	Number of vessels (Nos.)	45
2.	Average cargo capacity per vessel	100 t
3.	Maximum fleet capacity	4,500 t
4.	Fleet capacity at 2/3 load factor	3,000 t
5.	Possible single trips per year	* 150
6.	Nominal fleet capacity p.a.	450,000 t
7.	Peaking factor **	0.8
8.	Adjusted fleet capacity	360,000 t

**/ 2 – 4 = average 3 single trips per week x 50 weeks p.a. ** to cater for seasonal fluctuation.*

Source: Consultants;

Table B.3-5: Strengths, Weaknesses, Opportunities and Threats to Formal and Informal Sectors

Strengths	Weaknesses	Opportunities	Threats
A – Formal Traffic			
Very dense mainline shipping network between the island (through Tropical Shipping, CMA-CGM, Bernuth and others);	Transit times between the four islands too long;	Extremely low freight rates would allow exporters to extend the range of export markets or access new markets;	Limited volumes of cargo to be transported between the islands would lead to cancel services or expand the frequency of calls;
Very short transit times to load centres such as Miami, Kingston and Port of Spain;	Limited acceptance of LCL cargo;	Through a less expensive LCL regime (already under discussion) containerization of small consignment could become more attractive;	Containerization of exports would be too expensive / cannot be borne by the cargo;
Through competition attractive freight rates;		Several NVOCCs* offer consolidation and shipment of LCL cargo;	
IMO conventions and ISPS Code are applied;		Regional container transports are indirectly cross-subsidized through freight rates from US to the Region;	
Hull & PI Insurance against claims from shippers;			
Full accountability and responsibility for their services in line with prudent industry practice;			
Economies of scale in management and operation;			
B – Informal Traffic			
Attractive freight rates;	Old vessels not designed for unitized cargo;	Facilities for small boats are closer to production areas;	Confiscation of vessel when drugs are found;
Quick response to market and individual shipper's demand;	Transport quality is not met; Cargo damage also due to un-seaworthy packing and stowage;	Regular liner services with e. g. weekly or twice-weekly departures;	Shipper is not compensated by ship owner for cargo claims;
Smaller shipment sizes are accepted;	Irregular sailings / shipping on demand;	Cost savings through pooling of transport capacity;	Losses of vessel and cargo due to defects not detected during inspection;
	Sub-standard vessels (no classification society, limited safety equipment);	Cost savings through consolidation of smaller consignments;	Limited number of skilled officers and crew members;
	No hull and/or PI insurance;	Fleet modernization programme to secure adequate safety & capacity;	Modernization programme for fleet and port facilities lead to unattractive freight rates;
		Consolidation of existing and access to new export markets as benefit from new marketing and logistics concept;	Small vessels die out due to competing formal traffic and new fast-ferry services;

*/ *NVOCC = Non Vessel Operating Common Carrier (companies that ship containers with own bills of lading on board vessels of other shipping lines and arrange also consolidation of LCL cargo in Port of Loading and distribution of LCL cargo at Port of Destination).* *Source: Consultants;*

Table B.3-6 Small Freight-Carrying Vessel Operating Costs: Point-to-Point Services

Item					Small Conventional	Ro-ro vessel
Leading Particulars						
Length (m)					17.8	50.8
dwt					100	800
Design speed (knots)					15	15
Fuel consumption (litres/hour)					23	227
Crew (no)					4	6
Maximum stowage capacity (tonnes)					80	750
Capital Cost						
Basic investment cost (second hand = 50% of new building cost) cost)					200,000	1,500,000
Other investment cost (transfer, inspections, stock of spare parts, pre-financing)					40,000	150,000
Anticipated remaining lifetime (years)					10	10
Interest rate (% per year)					8	8
Annual cost of amortising capital sum					***28,671***	***215,034***
Fixed Operating Costs						
Annual costs for two officers (US$ 2,000 pcm inc. overtime) for the Ro-Ro vessel a Captain with a Masters' Licence (Coastal Trade) and fully qualified engineer					48,000	114,000
Annual costs for other crew (US$ 2,000 or US$ 3,000 pcm inc. overtime)					24,000	36,000
Annual crew costs (food, provisions, social benefits, leave, replacements DSA etc.) - 50% of above					36,000	75,000
Maintenance and repairs and dry docking					25,000	90,000
Deck and engine provisions					6,000	24,000
Sub-total					***139,000***	***339,000***
Hull and Protection and Indemnity Insurance						65,000
Management and other overheads costs (20% of above)					27,800	67,800
Sub-total					***166,800***	***471,800***
Variable Operating Costs						
Fuel costs per hour at sea (US$ 0.85 per litre)					19	193
Fuel cost per hour in port (US$ 0.85 per litre)					1	10
Crew costs per hour (if over 2,000 hrs at sea per year)					36	75
	Round Trips per Year	***Hours at sea per year (8400 hrs in a year)***	***Hrs in Port per year***			
	25	1,000	7,400	Fuel and Crew Costs	26,411	264,458
	50	2,000	6,400		44,725	447,841
	100	4,000	4,400		153,353	964,608
	150	6,000	2,400		261,981	1,481,374
	25	1,000	7,400	Port Dues	10,000	87,500
	50	2,000	6,400		20,000	175,000
	100	4,000	4,400		40,000	350,000
	150	6,000	2,400		60,000	525,000
Sub-Total						
	25	***1,000***	***7,400***		***36,411***	***351,958***
	50	***2,000***	***6,400***		***64,725***	***622,841***
	100	***4,000***	***4,400***		***193,353***	***1,314,608***
	150	***6,000***	***2,400***		***321,981***	***2,006,374***
Annual Total Cost (US$)						
	25	**1,000**	***7,400***		**203,211**	**823,758**
	50	**2,000**	***6,400***		**231,525**	**1,094,641**
	100	**4,000**	***4,400***		**360,153**	**1,786,408**
	150	**6,000**	***2,400***		**488,781**	**2,478,174**
				Average Load factor Achieved	**Cost per tonne (US$)**	**Cost per tonne (US$)**
				30%		
	25	**1,000**	**7,400**		**339**	**146**
	50	**2,000**	**6,400**		**169**	**73**
	100	**4,000**	**4,400**		**85**	**37**
	150	**6,000**	**2,400**		**56**	**24**
				40%		
	25	**1,000**	**7,400**		**254**	**110**
	50	**2,000**	**6,400**		**127**	**55**
	100	**4,000**	**4,400**		**64**	**27**
	150	**6,000**	**2,400**		**42**	**18**
				50%		
	25	**1,000**	**7,400**		**203**	**88**
	50	**2,000**	**6,400**		**102**	**44**
	100	**4,000**	**4,400**		**51**	**22**
	150	**6,000**	**2,400**		**34**	**15**
				60%		
	25	**1,000**	**7,400**		**169**	**73**
	50	**2,000**	**6,400**		**85**	**37**
	100	**4,000**	**4,400**		**42**	**18**
	150	**6,000**	**2,400**		**28**	**12**

Source: ?????

Table B.3-7: Comparison of Suitability of Small Vessel Type for Short Sea Service

	Criteria / Type	Conventional	RoRo	Container
1.	Leading Particulars	*To be defined*	*To be defined*	*To be defined*
2.	Suitability for containers	No	Limited	Yes
3.	Suitability for break bulk	Yes	Yes	No
4.	Suitability for unitized cargo	Limited	Yes	Limited
5.	Suitability for wheeled cargo & heavy lifts	No	Excellent	Very limited
6.	Suitability for Sto-Ro cargo *	No	Yes	No
7.	Possibility of transporting temperature controlled cargo	No	Yes	Yes
8.	Speed of loading and discharging and turn-round of vessel	Slow	Very fast	Fast
9.	Berth requirement	Alongside berth	RoRo ramp	Alongside berth
10.	Back-up area	required	required	Required
11.	Lifting equipment	required	No	Required
12.	Rolling transport equipment	Required	Required	Required
	Suggested Result	**Not suitable**	**Very suitable****	**Less suitable**

**/ unitized cargo that is moved on board by roll-trailers or forklift trucks, but stowed conventionally (block stack);*
***/ combined RoRo-container vessel would also be very suitable, but would most probably require new building.*
Source: Consultants;

Table B.3-8: Intra-Island Distances in Nautical Miles and Transit Times *

From /To	Barbados	Dominica	Grenada	St Lucia	St Vincent	Trinidad
Barbados / Bridgetown		173 / 13	155 / 12	112 / 9	95 / 8	204 / 15
Dominica / Portsmouth	173 / 13		199 / 15	79 / 7	131/ 10	291/ 21
Grenada / St. George’s	155 / 12	199 / 15		128 / 10	73 / 6	95 / 8
St. Lucia / Vieux Port	112 / 9	79 / 7	128 / 10		58 / 5	220 / 16
St. Vincent / Kingstown	95 / 8	131/ 10	73 / 6	58 / 5		165 / 12
Trinidad / Port of Spain	204 / 15	291/ 21	80 / 7	220 / 16	165 / 12	

Note (1) including 2 x 0.5 hours = 1 hour per port for berthing, un-berthing and approach / channel navigation;
Source: Consultants.

Table B.3-9: Indicative Schedule for New RoRo-Service – Short Term

Voy-age	**Day**	**Start**		**End**		**Position**	**Hrs**
		From	**Time**	**At**	**Time**		
	Sunday	Portsmouth	12.00 am	Portsmouth	03.00 pm	Loading	3
1	*Sun/Mon*	*Portsmouth*	*03.00 pm*	*Bridgetown*	*06.00 am*	*At sea*	*15*
	Monday	Bridgetown	06.00 am	Bridgetown	12.00 am	Discharge & loading	6
2	*Mon/Tue*	*Bridgetown*	*12.00 am*	*Port of Spain*	*06.00 am*	*At sea*	*18*
	Tuesday	Port of Spain	06.00 am	Port of Spain	02.00 pm	Discharge, loading & bunkering	8
3	*Tue/Wed*	*Port of Spain*	*02.00 pm*	*St. George's*	*06.00 am*	*At sea*	*16*
	Wednesday	St. George's	06.00 am	St. George's	12.00 am	Discharge. & loading	6
4	*Wed/Thur*	*St. George's*	*12.00 am*	*Kingstown*	*06.00 am*	*At sea*	*18*
	Thursday	Kingstown	06.00 am	Kingstown	12.00 am	Discharge & loading	6
5	*Thur/Fri*	*Kingstown*	*12.00 am*	*Vieux Fort*	*06.00 am*	*At sea*	*18*
	Friday	Vieux Port	06.00 am	Vieux Fort	12.00 pm	Discharge & loading	6
6	*Fri/Sat*	*Vieux Port*	*12.00 am*	*Portsmouth*	*06.00 pm*	*At sea*	*18*
		Portsmouth	06.00 pm	Portsmouth	11.00 pm	Discharging & clean-up	3
	Total round Trip						**141**
						In port	**38**
						At sea	***103***

*Source: Consultants***.**

Table B.3-10: Indicative Schedule for New RoRo-Service – (Long Term after the Introduction of the Single Market and Institutional/Legal Changes)

Voy	Day	Start		End		Position	Hrs
		From	Time	At	Time		
	Sunday	Portsmouth	02.00 pm	Portsmouth	04.00 pm	Loading	2
1	*Sun/Mon*	*Portsmouth*	*04.00 pm*	*Bridgetown*	*05.00 am*	*At sea*	*13*
	Monday	Bridgetown	05.00 am	Bridgetown	10.00 am	Discharge & loading	5
2	*Mon/Tue*	*Bridgetown*	*10.00 am*	*Port of Spain*	*01.00 am*	*At sea*	*15*
	Tuesday	Port of Spain	01.00 am	Port of Spain	06.00 am	Discharge loading & bunkering	5
3		*Port of Spain*	*06.00 am*	*St. George's*	*06.00 pm*	*At sea*	*12*
		St. George's	06.00 pm	St. George's	09.00 pm	Discharge. & loading	3
4	*Tue/Wed*	*St. George's*	*09.00 pm*	*Kingstown*	*03.00 am*	*At sea*	*6*
	Wednesday	Kingstown	03.00 am	Kingstown	06.00 am	Discharge & loading	3
5		*Kingstown*	*06.00 am*	*Vieux Fort*	*11.00 am*	*At sea*	*5*
		Vieux Fort	11.00 am	Vieux Fort	02.00 pm	Discharge & loading	3
6		*Vieux Fort*	*02.00 pm*	*Portsmouth*	*09.00 pm*	*At sea*	*7*
		Portsmouth	09.00 pm	Portsmouth	11.00 pm	Discharging & clean-up	2
	Total round Trip						**81**
						Stand-by	**3**
						Total	**84**
						In port	**26**
	Wed/Thurs	Portsmouth	11.00 pm	Portsmouth	02.00 am	**At sea**	**58**
	Thursday	Portsmouth	02.00 am	Portsmouth	04.00 am	Loading	2
7		*Portsmouth*	*04.00 am*	*Bridgetown*	*05.00 pm*	*At sea*	*13*
		Bridgetown	05.00 pm	Bridgetown	10.00 pm	Discharge & loading	5
8	*Thurs/Fri*	*Bridgetown*	*10.00 pm*	*Port of Spain*	*01.00 pm*	*At sea*	*15*
	Friday	Port of Spain	01.00 pm	Port of Spain	06.00 pm	Discharge loading & bunkering	5
9		*Port of Spain*	*06.00 pm*	*St. George's*	*06.00 am*	*At sea*	*12*
		St. George's	06.00 am	St. George's	09.00 am	Discharge & loading	3
10	*Fri/Sat*	*St. George's*	*09.00 am*	*Kingstown*	*03.00 pm*	*At sea*	*6*
	Saturday	Kingstown	03.00 pm	Kingstown	06.00 pm	Discharge & loading	3
11		*Kingstown*	*06.00 pm*	*Vieux Fort*	*11.00 pm*	*At sea*	*5*
	Sat/Sun	Vieux Fort	11.00 pm	Vieux Fort	02.00 am	Discharge & loading	3
12		*Vieux Fort*	*02.00 am*	*Portsmouth*	*09.00 am*	*At sea*	*7*
		Portsmouth	09.00 am	Portsmouth	11.00 am	Discharging & clean-up	2
	Total round	**Trip**					**81**
						Stand-by	**3**
						Total	**84**
						In port	**26**
						At sea	**58**
						Total time	**7 days**

**/ Technical and operational reserve (maintenance, peak traffic and pleasure trips);*
***/ including re-positioning of ferry;*
Source: Consultants.

Table B.3-11: Indicative Voyage/Cargo Costs for RoRo-Vessels (Short Term)

Item	Description / Vessel Type	*RoRo*
a)	*Round trips per year*	*50*
b)	*Routing / total sea miles round trip*	*As per schedule*
c)	*Days at sea / in port*	*As per schedule*
d)	*Cargo 750 t x 5 trips x 50 % load factor*	*1,875 tonnes*
1	Capital and fixed operating cost (US$ per round trip)	9,400
2	Fuel and crew cost (US$ per round trip)	9,000
3	Handling charges average 375 tonnes in and out = 750 tonnes x about US$ 27.00 per tonne = US$ 10,000 x 6 ports	60,000
6	Port dues US$ 1,000 x 6 ports	6,000
9	**Total voyage cost**	**84,400**
10	**Total voyage cost per cargo tonne**	**45.00**

Source: Consultants.

Table B.3-12: Indicative Voyage/Cargo Costs for RoRo-Vessels (Long Term after Introduction of Single Market and Institutional/Legal Changes)

Item	Description / Vessel Type	*RoRo*
a)	*Round trips per year*	*100*
b)	*Routing / total sea miles round trip*	*As per schedule*
c)	*Days at sea / in port*	*As per schedule*
d)	*Cargo 750 t x 10 trips x 50 % load factor*	*3,750 t*
1	Capital and fixed operating cost (US$ per round trip)	4,700
2	Fuel and crew cost (US$ per round trip)	9,000
3	Second crew (US$ 225,000 per round trip)	2,300
4	Handling charges average 375 tonnes in and out = 750	
	tonnes x about US$ 27.00 per tonne = US$ 10,000 x 6 ports x 2 round-trips	120,000
6	Port dues US$ 1,000 x 6 ports x 2	12,000
9	**Total voyage cost**	**148,000**
10	**Total voyage cost per cargo tonne**	**39.50**

Source: Consultants.

Table B.3-13 Potential Fast Ferry Visitor Arrivals (2009): Average Trips/day

Potential Fast Ferry Visitor Arrivals (2009): Average Trips/day

From **To**

	Barbados	Dominica	Grenada	St Lucia	St Vincent and the Grenadines	Trinidad	Total
Barbados		16	41	94	79	177	**406**
Dominica	14		5	**9**	7	46	**80**
Grenada	23	3		19	13	84	**141**
St Lucia	31	**6**	15		20	87	**159**
St Vincent and the Grenadines	44	5	19	21		68	**156**
Trinidad and Tobago	145	13	133	75	71		**437**
Total	**257**	**44**	**212**	**218**	**188**	**461** -	**1,379**

Source: Appendix A. Note: (1) Dominica to St Lucia: actual data and shown bold.

(2) The above traffic assumes a regularity of about three time per week. If services are less than this the traffic will fall - a weekly service only is likely for example to attact only half these passengers.

Weekly Return Services Operated: Two Ferries option

	Barbados	Dominica	Grenada	St Lucia	St Vincent and the Grenadines	Trinidad	Total
Barbados				2	2		
Dominica							
Grenada					4	4	
St Lucia	2				3		
St Vincent and the Grenadines	2		4	3		3	
Trinidad and Tobago			4		3		

Source: ???

Weekly Return Services Operated: Single Ferry option

	Barbados	Dominica	Grenada	St Lucia	St Vincent and the Grenadines	Trinidad	Total
Barbados				2	2		
Dominica							
Grenada					2	2	
St Lucia	2				2		
St Vincent and the Grenadines	2		2	2			
Trinidad and Tobago			2				

Source: ???

Table B.3-14 Potential Fast Ferry Visitor Arrivals: Trips per Year

Potential Annual Passengers: Two Ferries option

	Barbados	Dominica	Grenada	St Lucia	St Vincent and the Grenadines	Trinidad	Total
Barbados	-	-	-	34,329	28,680	-	**63,009**
Dominica	-	-	-	-	-	-	**-**
Grenada	-	-	-	-	4,575	30,507	**35,082**
							-
St Lucia	11,399	-	-	-	7,146	-	**18,545**
							-
St Vincent and the Grenadines	15,955	-	6,834	7,641	-	24,676	**55,106**
							-
Trinidad and Tobago	-	-	48,435	-	25,803	-	**74,238**
							-
Total	**27,355**	**-**	**55,269**	**41,970**	**66,204**	**55,183**	**245,980**

Source: ???

Potential Passengers: Single Ferry option

70%

	Barbados	Dominica	Grenada	St Lucia	St Vincent and the Grenadines	Trinidad	Total
Barbados	-	-	-	24,030	20,076	-	**44,106**
Dominica	-	-	-	-	-	-	**-**
Grenada	-	-	-	-	3,203	21,355	**24,557**
							-
St Lucia	7,979	-	-	-	5,002	-	**12,982**
							-
St Vincent and the Grenadines	11,169	-	4,784	5,349	-	-	**21,301**
							-
Trinidad and Tobago	-	-	33,905	-	-	-	**33,905**
							-
Total	**19,148**	**-**	**38,688**	**29,379**	**28,281**	**21,355**	**136,851**

Source: ???

Note: Potential traffic reduced by 30% to account for reduced services per week.

Table B.3-15: Total Inter-Island Fast Ferry Passenger Traffic (Trips/week)

From / To	Barbados	Dominica	Grenada	St Lucia	St Vincent	Trinidad	Total
Barbados / Bridgetown		111	287	657	678	1,239	2,972
Dominica / Roseau	98		35	63	49	322	567
Grenada / St. George's	161	21		133	91	588	994
St. Lucia / Castries	217	42	105		140	609	1,113
St. Vincent / Kingstown	308	35	133	147		477	1,100
Trinidad / Port of Spain	1,016	91	930	525	497		3,059
Total	1,800	300	1,490	1,525	1,455	3,235	9,805

Source: Table A.46, Appendix A

Table B.3-16: Fast Ferry Distances in Nautical Miles and Travel Times in Hours

From / To	Barbados	Dominica	Grenada	St Lucia	St Vincent	Trinidad
Barbados / Bridgetown		173 / 6.0	155 / 5.5	112 / 4.0	95 / 3.5	204 / 8.0
Dominica / Roseau	173 / 6.0		199 / 8.0	79 / 3.0	131 / 4.5	291 / 10.0
Grenada / St. George's	155 / 5.5	199 / 7.5		128 / 4.5	73 / 2.5	95 / 3.5
St. Lucia / Castries	112 / 4.0	45 / 2.0	128 / 4.5		58 / 2.0	220 / 8.0
St. Vincent / Kingstown	95 / 3.5	131 / 4..5	73 / 2.5	58 / 2.0		165 / 6.0
Trinidad / Port of Spain	204 / 8.0	291 / 10.0	80 / 3.0	220 / 8.5	165 / 6.0	

Source: Consultants;

Table B.3-17: Optimum Number of Return Trips per Week with 200 PAX Ferry and 50 % Load Factor (rounded figures)

From / To	Barbados	Dominica	Grenada	St Lucia	St Vincent	Trinidad	Total
Barbados / Bridgetown		1	2	3	3	-	**9**
Dominica / Roseau	1		1	1	1	2	**6**
Grenada / St. George's	1	1		1	1	3	**7**
St. Lucia / Castries	1	1	1		1	3	**7**
St. Vincent / Kingstown	2	1	1	1		2	**7**
Trinidad / Port of Spain	5	1	5	3	3		**17**
Total	**10**	**5**	**10**	**9**	**9**	**10**	**53**

Source: Consultants.

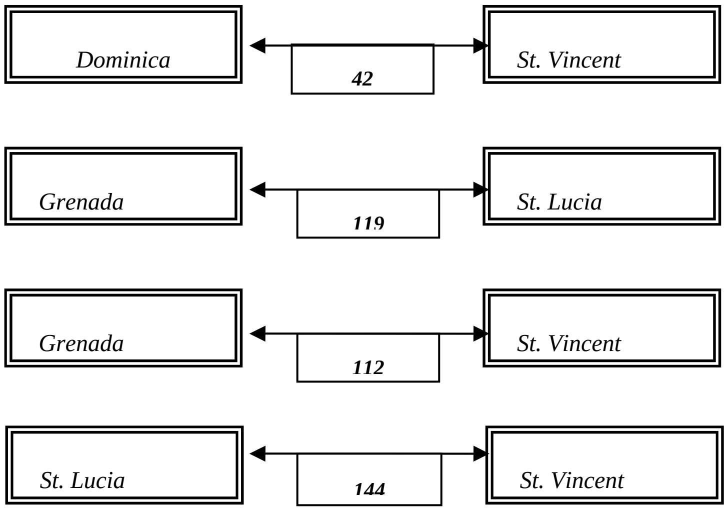
Table B.3-18: Optimum Number of Return Trips per Week with 400 PAX Ferry and 50 % Load Factor (rounded figures)

From / To	Barbados	Dominica	Grenada	St Lucia	St Vincent	Trinidad	Total
Barbados / Bridgetown		1	1	2	2	3	**9**
Dominica / Roseau	1		1	1	1	1	**5**
Grenada / St. George's	1	1		1	1	2	**6**
St. Lucia / Castries	1	1	1		1	2	**6**
St. Vincent / Kingstown	1	1	1	1		2	**6**
Trinidad / Port of Spain	3	1	3	2	2		**11**
Total	**7**	**5**	**7**	**7**	**7**	**10**	**43**

Source: Consultants.

Table B.3-19: Summary of Passenger Traffic per Week

	Average No. Out-			
Barbados	*105*	*Dominica*	*	
Barbados	*174*	*Grenada*		
Barbados	437	St. Lucia		
Barbados	493	St. Vincent	*	
Barbados	*1,126*	*Trinidad*	*	Outside ToR
Trinidad	*207*	*Dominica*		Travel Time 10 hours **
Trinidad	760	Grenada	*	
Trinidad	*562*	*St. Lucia*		Travel Time 8 hours **
Trinidad	487	St. Vincent		
Dominica	*28*	*Grenada*	*	
Dominica	*53*	*St. Lucia*		



**/ Services that have been excluded from the indicative scheduling because of insufficient traffic;*
***/ Excluded because of unsuitability of Vessels for such long trips;*

Services between Barbados and Trinidad are considered to be outside the scope of the Project.

Source: Consultants;

Total 9,805

Total Target Figure for Schedule:

4,354

Table B.3-20: Indicative Schedule for Fast Ferry "OECS I"

No.	Day	Departure		Arrival		Hours
		From	Time	From	Time	at sea
1A	Monday	Grenada	06.00 am	Trinidad	09.00 am	3.0
1B		Trinidad	10.30 am	Grenada	01.30 pm	3.0
2		Grenada	03.00 pm	St. Vincent	05.30 pm	2.5
3A	Tuesday	St. Vincent	06.00 am	Trinidad	12.00 am	6.0
3B		Trinidad	13.30 pm	St. Vincent	07.30 pm	6.0
4	Wednesday	St. Vincent	05.00 am	Grenada	07.30 am	2.5
5A		Grenada	09.00 am	Trinidad	12.00 pm	3.0
5B		Trinidad	01.30 pm	Grenada	04.30 pm	3.0
6		Grenada	05.00 pm	St. Vincent	07.30 pm	2.5
7A	Thursday	St. Vincent	06.00 am	Trinidad	12.00 am	6.0
7B		Trinidad	13.30 pm	St. Vincent	07.30 pm	6.0
8	Friday	St. Vincent	05.00 am	Grenada	07.30 am	2.5
9A		Grenada	09.00 am	Trinidad	12.00 pm	3.0
9B		Trinidad	01.30 pm	Grenada	04.30 pm	3.0
10A		Grenada	05.00 pm	St. Vincent	07.30 pm	2.5
10B	Saturday *	St. Vincent	07.00 am	Grenada	09.30 am	2.5
11A	Sunday	Grenada	06.00 am	Trinidad	09.00 pm	3.0
11B		Trinidad	10.30 pm	Grenada	01.30 pm	3.0
18	**Single trips****	**Total**				**63.0**

*/ *Technical and operational reserve (maintenance, peak traffic and pleasure trips);*
**/ *including re-positioning of ferry;*
Source: Consultants;

Table B.3-21: Indicative Schedule for Fast Ferry "OECS II"

No.	Day	Departure		Arrival		Hours
		From	Time	From	Time	at sea
12A	Monday	St. Vincent	06.00 am	Barbados	09.30 am	3.5
12B		Barbados	11.00 am	St. Vincent	02.30 pm	3.5
13A		St. Vincent	04.00 pm	St. Lucia	06.00 pm	2.0
14A	Tuesday	St. Lucia	06.00 am	Barbados	10.00 am	4.0
14B		Barbados	11.30 pm	St. Lucia	03.30 pm	4.0
13B		St. Lucia	04.30 pm	St. Vincent	06.30 pm	2.0
15A	Wednesday	St. Vincent	06.00 am	Grenada	08.30 am	2.5
15B		Grenada	10.00 am	St. Vincent	12.00 am	2.5
16A		St. Vincent	01.30 pm	St. Lucia	03.30 pm	2.0
16B		St. Lucia	04.30 pm	St. Vincent	06.30 pm	2.0
17A	Thursday	St. Vincent	06.00 am	Barbados	09.30 am	3.5
17B		Barbados	11.00 am	St. Vincent	02.30 pm	3.5
18A		St. Vincent	04.00 pm	St. Lucia	06.00 pm	2.0
19A	Friday	St. Lucia	06.00 am	Barbados	10.00 am	4.0
19B		Barbados	11.30 pm	St. Lucia	03.30 pm	4.0
18B		St. Lucia	04.30 pm	St. Vincent	06.30 pm	2.0
20A	Saturday	St. Vincent	06.00 am	Trinidad	12.00 am	6.0
20B		Trinidad	13.30 am	St. Vincent	07.30 pm	6.0
	Sunday *					
18	**Single trips****	**Total**				**59.0**

*/ *Technical and operational reserve (maintenance, peak traffic and pleasure trips);*
**/ *including re-positioning of ferry;*
Source: Consultants;

Table B.3-22: Optional Schedule for One Ferry

No.	Day	Departure		Arrival		Hours
		From	Time	From	Time	at sea
1A	Monday	Grenada	06.00 am	Trinidad	09.00 am	3.0
1B		Trinidad	10.30 am	Grenada	01.30 pm	3.0
2		Grenada	03.00 pm	St. Vincent	05.30 pm	2.5
3A	Tuesday	St. Vincent	06.00 am	Barbados	09.30 am	3.5
3B		Barbados	11.00 pm	St. Vincent	02.30 pm	3.5
4		St. Vincent	04.00 am	St. Lucia	06.00 pm	2.0
5A	Wednesday	St. Lucia	06.00 am	Barbados	10.00 am	4.0
5B		Barbados	11.30 am	St. Lucia	03.30 pm	4.0
6		St. Lucia	04.30 am	St. Vincent	06.30 am	2.0
	Thursday	St. Vincent	06.00 am	Grenada	08.30 am	2.5
7A		Grenada	11.00 am	Trinidad	02.00 pm	3.0
7B		Trinidad	03.30 am	Grenada	06.30 pm	3.0
8	Friday	Grenada	06.00 pm	St. Vincent	08.30 pm	2.5
9A		St. Vincent	10.00 am	Barbados	01.30 am	3.5
9B		Barbados	03.00 pm	St. Vincent	06.30 pm	3.5
10	Saturday	St. Vincent	06.00 am	St. Lucia	08.00 am	2.0
11 A		St. Lucia	09.00 am	Barbados	01.00 am	4.0
11 B		Barbados	02.30 pm	St. Lucia	06.30 pm	4.0
12	Sunday	St. Lucia	06.00 am	St. Vincent	08.00 am	2.0
13		St. Vincent	09.00 am	Grenada	11.30 am	2.5
20	**Single trips***	**Total**				**60.0**

*/ *including re-positioning of ferry;*

Source: Consultants.

Table B.3-23: Summary of Weekly Return Trips

	Route	Number
1.	**Two Ferries**	**17**
1.1	Grenada – Trinidad	4
1.2	St. Vincent – Trinidad	3
1.3	St. Lucia – Barbados	2
1.4	St. Vincent – Barbados	2
1.5	St. Vincent – Grenada	3*
1.6	St. Vincent – St. Lucia	3*
1.	**One Ferry**	**10**
2.1	Grenada – Trinidad	2
2.2	St. Vincent – Barbados	2
2.3	St. Lucia – Barbados	2
2.4	St. Vincent – St. Lucia	2
2.5	St. Vincent – Grenada	2

*/ *1 movement each required by traffic, 2 additional movements to satisfy positioning requirements;*

Table B.3-24 Fast Ferry Operating Costs

Item	200 Passenger vessel	400 passenger vessel
Leading Particulars		
Length (m)	29.2	37.6
Design speed (knots)	35	35
Fuel consumption (litres/hour)	550	700
Crew (no)	5	7
Maximum pasenger capacity	200	400
Capital Cost		
Basic investment cost (second hand = 50% of new building cost)	4,000,000	6,000,000
Other investment cost (transfer, inspections, stock of spare parts, pre-financing)	1,000,000	1,000,000
Anticipated remaining lifetime (years)	10	10
Interest rate (% per year)	8	8
Annual cost of amortising capital sum	***573,423***	***860,135***
Fixed Operating Costs		
Annual costs for two officers x 2 shifts (US$ 6,000 pcm inc. overtime)	288,000	288,000
Annual costs for other crew x 2 shifts (US$ 3,000 pcm inc. overtime)	432,000	720,000
Annual crew costs (food, provisions, social benefits, leave, replacements DSA etc.) - 25% of above	180,000	252,000
Maintenance and repairs and dry docking (3% of second hand cost)	150,000	210,000
Deck and engine provisions, garbage disposal etc. (1% of second hand cost)	50,000	70,000
Sub-total	***1,100,000***	***1,540,000***
Hull and Protection and Indemnity Insurance (15% of above)	165,000	231,000
Management and other overheads costs (20% of above)	220,000	308,000
Sub-total	***1,485,000***	***2,079,000***
Variable Operating Costs		
Port dues (18 calls per week * 52 * 350 or 400 US$)	327,600	327,600
Passenger embarkation/disembarkation fees (18 calls per week *52*10*200 or 400) - US$ 5 per seat - provisional sum	936,000	1,872,000
Fuel costs at sea (US$ 0.85 per litre)	1,508,000	1,872,000
Fuel cost in port (US$ 0.85 per litre)	52,000	62,400
Sub-total	***2,823,600***	***4,134,000***
Annual Total Cost (US$)	**4,882,023**	**7,073,135**
Potential Annual Passengers (source: Table ?.?)		
Two ferry system	**245,980**	**245,980**
One ferry system	**136,851**	**136,851**
Seats Available per Year (no of services * seating capacity * 52 * trips/week)		
Two ferry system	**374,400**	**748,800**
One ferry system	**208,000**	**416,000**
Load Factor Achieved (max of "75%" or "Potential Passengers"/"Seat Available")		
Two ferry system	**65.7%**	**32.8%**
One ferry system	**65.8%**	**32.9%**
Costs per passenger (US$)		
Two ferry system	**40**	**58**
One ferry system	**36**	**52**

Source: ?????

B.4 Impact of Port Cost on Tariffs and the Costs of Imports and Exports

B.4.1 General

World-wide, one of the reasons for the success of globalisation has been the fact that freight costs, as percentage of cif costs, are low - see **Table B.4-1**.

As shown in **Annex B.2,** similar proportions hold for exports from the four Study-States to the US and to South America[10] . This is somewhat surprising as with the difficult logistics and the low volumes of traffic, higher proportions of cif/fob costs, might have been expected.

B.4.2 Cargo Vessels (Formal Traffic)

Port charges in the four Study-States, and in Barbados and in Trinidad and Tobago are shown on **Table B.4-2.** For a small vessel, of 495 GRT, discharging and loading 10 containers, charges are higher in Dominica, St. Lucia and St. Vincent than in Trinidad and Tobago, but are less than in Barbados.

In Grenada, total port charges are 2.4 times higher than in the other three Study-States. While it could have been expected that these high charges might have been reflected in the overall transport costs listed in **Annex B.2,** this appears not to be the case. The percentage of freight costs within the total cif/fob costs for Grenada are only 7.7%, 4.2% and 6.3%.
The Consultants have a number of other observations on the tariffs:

- *the tariff structure are complicated and not easy to understand:* services are charged piecemeal with few flat or unit rates;
- *many tariffs are not cost based:* for example, marine services if deemed a profit centre would be running at a loss;
- *the tariffs are not transparent:* e. g. stevedoring is charged on an (unknown) cost-plus basis;
- *most work is assumed to be organized on a day-shift basis:* in practice container vessels that have to wait for a berth after the departure of a cruise vessel are frequently forced to work at overtime rates; and
- *the tariff structures are outdated:* the cost stratifications are based on maximums of 10,000 to 20,000 GRT, whereas many ships, particularly cruise vessels, are much larger than this.

More important for the assessment of the impacts of port costs on imports and exports than the above charges are, however, the total cargo related charges. Landing charges for LCL containers from the US and Europe, for example, form very substantial portions of total sea freight costs – see **Table B.4-3.**

FCL containers when discharged to the account of the shipping line are allowed free on-port storage for five days. All other charges are then to the receiver's account.

Although shipping lines may be claiming high landing charges for LCL cargo this is not true for FCL cargo.

Not reflected in the Table is the fact that in Barbados and Trinidad it is port custom to deliver containers on an FAS (free-alongside-ship) basis. This means that the receiver – contrary to normal *liner terms* **-** is responsible for the moving of the containers from ship to yard.

B.4.3 Cargo Vessels (Informal Traffic)

Marine dues for small cargo vessels calling at ports in the four study-states are similar. For vessels of up to 500 GRT the dues charged are as shown on **Table B.4-4**.

[10] With the exception of Dominica, which for exports to the West Coast of South America are a much higher, 15.5 %.

Usually, small cargo vessels are dispatched during the normal day-shift between 8.00 and 12.00 a.m. and between 1.00 and 4.00 p.m. For services outside this period, overtime must be paid for all services.

Cargo related charges are typically EC$ 15.00 to 30.00 per metric tonne [11]:

For small vessels and the export of agricultural products preferential rates are applied:

• dues for ships over 100 GRT:	EC$ 6.00/tonne;
• dues for ships under 100 GRT:	EC$ 1.00 tonne (St. Lucia);
• dues on agricultural products carried in ships under 100 GRT:	EC$ 0.50/tonne (St. Lucia);
• cargo handling charges:	EC$ 20.00/tonne incoming EC$ 15.00/tonne outgoing
• cargo handling charges for bananas:	EC$ 7.00/tonne (St. Vincent)
• cargo handling charges for bananas:	EC$ 5.47/tonne (Dominica).

In all ports, the dispatch processes lead to a substantial risk of incurring extra waiting and over-time charges. Gangs have to be ordered in advanced are entitled to minimum earnings – equivalent to four hours per shift. When only one hour is required, or when stoppages occur due to rain or ships' gear breakdowns, substantial extra costs may be incurred. Any idle or stand-by time is charged at EC$ 120.00 per gang-hour[12].

In order to avoid excessive costs the General Manager of the Port may, however, approve the handling of cargo by the ship's crew or other personnel organized by the shipper.

If ro-ro is to be successfully introduced, this cargo must not be charged the same rate as conventional cargo (as has previously happened). Tariffs for ro-ro must reflect the greater ease with which wheeled cargo can be handled.

B.4.4 Fast Ferries

The tariff structure for the dispatch of ferries is the same as for small cargo vessels. The marine dues paid by the Express-des-Iles *"Silver Express"* (752 GRT) when calling at St. Lucia are listed in **Table B.4-5.** These charges apply, however, to day-shift operations only. At week-ends, there are additional charges of EC$ 46.65 per hour for a supervisor.

In addition, Customs charge US$ 75.47 per call for entrance and clearance. Outside normal working time, overtime is charged between US$ 8.93 and US$ 17.86 per hour plus meals allowances. Similar overtime charges are paid for immigration.

B.4.5 Conclusion

It is concluded that

- **export are not being constrained** through high port dues and charges, and indeed enjoy preferential treatment when shipped in small consignments on small vessels;
- labour arrangements make it difficult to dispatch small consignments including LCL cargo cost effectively;
- port services are delivered on a day-shift basis only – resulting in substantial overtime for all services delivered outside this period and in *add-ons*;
- the port tariff structure is outdated, not cost based and non-transparent.

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[11] For example: The total port disbursements charged in November 2009 by SLASPA for 178 tonnes discharged and 2 tonnes loaded onto *"East Pack 1"*, a frequent caller at Castries and other ports was EC$ 6,200 (US$ 2,296).
[12] This is actually below base earnings per hour as per the collective labour agreement.

Table B.4-1 Freight Costs as a Percentage of CIF Cost

	Trading Area	Freight Cost in % of CIF Cost
1.	Latin America & Caribbean without Mexico	8.3
2.	Latin America with Mexico	7.0
3.	Africa	11.5
4.	Asia	8.0
5.	Europe	8.4
6.	Oceania	12.4
7.	*Developed Countries*	*4.2*
8.	*Non-developed Countries*	*8.0*
9.	*World Average*	*5.3*

Source: World Bank 2002;

Table B.4-2: Port Charges (US$) – Study States, Barbados and Trinidad and Tobago

	Barbados	Dominica	Grenada	St Lucia	St Vincent	Trinidad and Tobago
Pilotage	800	28	55	97	28	100
Launch – Officials	200	-	111	-	111	100
Harbour dues	292	19	37	16	25	129
Navigational aids	180	-	28	6	8	-
Tonnage, wharf, berth dues	380	500	116	-	45	-
Handling charges	600	2,222	11,755	1,851	2,333	500
Equipment hire	-	-	689	1,111	622	300
Stevedores	1,150	1,044	-	300	-	400
Mooring & unmooring	200	35	74	30	59	201
Immigration	200	19	19	19	50	100
Customs	250	19	19	19	50	75
State charges	45	-	-	-	50	50
Pratique	-	15	38	15	20	25
Vessel clearance	30	-	11	7	25	25
Total (US$)(1)	**4,327**	3,901	**12,952**	**3,471**	**3,426**	**2,005**

Source: Consultants' Estimate for Dominica, Grenada, St. Lucia and St. Vincent and *"Final Report on the Concerns of Shippers and Other Issues that Impact on the Transportation of Agricultural and Other Products within the Caribbean Community and Beyond"*, Sept. 2006 - Vassel E. Stewart and Mark Forgenie.

Note: (1) The total charges are as estimated for a 495 GRT vessel with 20 TEU of cargo. It assumed that at each port 10 full 20ft containers with 150 tonnes of cargo are unloaded and 10 empty 20ft containers are loaded.

Table B.4-3: Comparison of LCL Landing Charges(1) in US$

	Port Charge / Country	Barbados	Dominica	Grenada	St Lucia	St Vincent and the Grenadines	Trinidad and Tobago
1.1	Sea freight 20ft dry container Miami – OECS	**(2)**	2,000	2,000	2,000	2,000	**(2)**
1.2	Landing charge		550	780	350	550	
1.3	*Percentage 1.2 from 1.1*		*28 %*	*39 %*	*18 %*	*28 %*	
2.1	Sea freight 40ft reefer container Miami – OECS		3,700	4,000	4,0000	4,000	
2.2	Landing charge		1,100	1,500	700	1,100	
2.3	*Percentage 2.2 from 2.1*		*30 %*	*38 %*	*18 %*	*28 %*	
3.1	Sea freight 20ft dry container Europe – OECS		2,000	2,000	2,000	2,000	
3.2	Landing charge		550	780	350	550	
3.3	*Percentage 1.2 from 1.1*		*28 %*	*39 %*	*18 %*	*28 %*	

Note: (1) Landing charge includes: Discharging, quay transfer and stacking, un-stacking, stripping of container and receiving of cargo at LCL Shed.
(2) Containers are delivered “ fas (free alongside ship)”, landing charges are on receiver’s account;

Table B.4-4: Typical Marine Dues for Small Cargo Vessels

	Dues	EC $
1.	Port dues	42.00
2.	Pilotage (2 moves)	262.50
3.	Navigational aids	15.00
4.	Mooring & unmooring	80.00
5.	Clearance	20.00
6.	Pratique	459.50
	Total EC$	**459.50**
	Equivalent US$	*170.00*

Table B.4-5: Typical Dues for Fast Ferries

	Dues	EC $
1.	**Marine Dues**	**712.50**
1.1	Port dues	120.00
1.2	Pilotage (2 moves)	332.50
1.3	Navigational aids	40.00
4.	Mooring & unmooring	160.00
5.	Clearance	20.00
6.	Pratique	40.00
2.	**Passenger Dues (example)**	**3,000.00**
2.1	100 passengers in à EC$ 15.00	1,500.00
2.2	100 passengers out à EC$ 15.00	1,500.00
3.	**Total 1. and 2.**	**3.712.50**
	Equivalent US$	*1,375.00*

Annex B.1 - Hamburg Index Container Ship Time-Charter Rates *

HAMBURG INDEX®
Containership T/C-Rates
Results 1999 - 2009

		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
		Average (Values in US$ per 14t/TEU per day)									
	GEARLESS										
I	200-299 TEU x14t hom - min 14 kn COMPACT - 2 months or more	16,70	15,71	15,74	16,88	19,57	25,02	31,71	26,67	27,22	26,00
	average duration in months							15	7	6	6
II	300-500 TEU x14t hom - min 15 kn COMPACT - 3 months or more	13,96	14,52	14,72	15,14	17,48	21,73	28,26	21,67	22,27	20,33
	average duration in months							23	10	9	7
	GEARLESS/GEARED										
III	2.000-2.299 TEU x14t hom - min 22 kn CELLED - 3 months or more	6,92	10,65	7,97	4,90	9,75	13,82	16,35	10,51	11,68	9,96
	average duration in months							23	29	28	16
IV	2.300-3.400 TEU x14t hom - min 22,5 kn CELLED - 3 months or more				5,96	9,29	13,16	13,04	10,18	10,74	10,66
	average duration in months							54	31	54	41
	GEARED										
1	200-299 TEU x14t hom - min 14 kn COMPACT - 2 months or more	17,23	17,77	17,81	17,01	18,93	27,00	35,35	28,04	29,78	32,12
	average duration in months							20	9	9	9
2	300-500 TEU x14t hom - min 15 kn COMPACT - 3 months or more	12,76	14,60	14,90	13,35	15,55	22,24	28,82	22,04	21,34	21,39
	average duration in months							21	9	10	10
3	600-799 TEU x14t hom - min 17-17,9 kn CELLED - 3 months or more				9,26	12,25	19,61	23,70	16,62	16,05	15,64
	average duration in months							34	10	9	11
4 a	700-799 TEU x14t hom - min 18 kn CELLED - 3 months or more				9,11	12,07	18,37	21,96	16,73	16,90	15,43
	average duration in months							27	14	14	10
4 b	800-999 TEU x14t hom - min 18 kn CELLED - 3 months or more				*Group 4 (700-999@14ts) was split into 4a & 4b, effective Jan. 2009, former values (2002-2008) listed under group 4a*						
	average duration in months										
5 a	1.000-1.260 TEU x14t hom - min 18 kn CELLED - 3 months or more	8,24	11,87	8,78	6,93	11,62	19,14	22,58	14,28	13,69	12,24
	average duration in months							24	15	15	14
5 b	1.261-1.350 TEU x14t hom - min 19 kn CELLED - 3 months or more	*Group 5 (1,000-1,299@14ts) was split into 5a & 5b, effective Jan. 2009, former values (1999-2008) listed under group 5a*									
	average duration in months										
6	1.600-1.999 TEU x14t hom - min 20 kn CELLED - 3 months or more	7,54	10,35	7,97	5,67	10,04	16,08	15,81	11,77	12,79	10,77
	average duration in months							38	25	27	20

		2009												
		YTD (2009)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	GEARLESS													
I	200-299 TEU x14t hom - min 14 kn COMPACT - 2 months or more	$ 12,58	15,49	12,49	13,22	11,75	10,61	13,48	13,48	10,69	12,03			
	average duration in months	8 months	8	8	10	4	8	9	9	10	7			
II	300-500 TEU x14t hom - min 15 kn COMPACT - 3 months or more	$ 9,07	10,94	9,59	9,13	8,46	8,94	8,79	8,78	8,07	8,92			
	average duration in months	6 months	7	5	5	5	6	5	7	4	6			
	GEARLESS/GEARED													
III	2.000-2.299 TEU x14t hom - min 22 kn CELLED - 3 months or more	$ 2,87	4,63	3,22	3,22	2,40	2,40	2,51	2,46	2,50	2,49			
	average duration in months	11 months	7	24	24	12	12	8	5	5	4			
IV	2.300-3.400 TEU x14t hom - min 22,5 kn CELLED - 3 months or more	$ 4,02	9,47	9,47	2,79	2,60	2,46	2,32	2,32	2,43	2,33			
	average duration in months	15 months	30	30	12	14	18	12	12	6	5			
	GEARED													
1	200-299 TEU x14t hom - min 14 kn COMPACT - 2 months or more	$ 17,08	20,84	18,21	17,17	17,17	15,70	15,33	16,85	15,63	16,82			
	average duration in months	5 months	7	5	4	4	5	9	4	5	5			
2	300-500 TEU x14t hom - min 15 kn COMPACT - 3 months or more	$ 10,17	12,54	10,67	9,37	9,51	8,69	10,99	9,96	9,84	10,00			
	average duration in months	6 months	5	4	7	7	4	8	5	7	6			
3	600-799 TEU x14t hom - min 17-17,9 kn CELLED - 3 months or more	$ 6,86	12,14	7,19	6,21	6,31	6,18	6,35	5,64	5,97	5,72			
	average duration in months	6 months	9	11	6	4	6	5	5	3	5			
4 a	700-799 TEU x14t hom - min 18 kn CELLED - 3 months or more	$ 6,18	7,52	6,89	5,86	5,98	6,00	5,93	5,70	5,95	5,78			
	average duration in months	6 months	6	9	5	6	5	6	5	6	4			
4 b	800-999 TEU x14t hom - min 18 kn CELLED - 3 months or more	$ 5,04	6,08	6,50	5,06	4,93	4,72	4,58	4,46	4,62	4,39			
	average duration in months	5 months	4	6	7	5	4	4	6	4	4			
5 a	1.000-1.260 TEU x14t hom - min 18 kn CELLED - 3 months or more	$ 4,13	5,03	4,89	4,53	4,10	3,79	3,82	3,67	3,63	3,71			
	average duration in months	6 months	6	6	7	6	4	4	6	7	5			
5 b	1.261-1.350 TEU x14t hom - min 19 kn CELLED - 3 months or more	$ 3,80	4,51	4,66	4,09	3,84	3,69	3,48	3,40	3,19	3,31			
	average duration in months	5 months	4	7	4	4	6	5	3	5	4			
6	1.600-1.999 TEU x14t hom - min 20 kn CELLED - 3 months or more	$ 3,19	4,65	3,71	3,45	3,22	2,84	2,84	2,73	2,58	2,66			
	average duration in months	7 months	13	9	8	8	3	3	7	8	5			

NO QUALIFYING FIXTURES REPORTED, REPEAT OF LAST MONTHS VALUE

* for container vessels between 200 to 1,999 TEU (Source: Hamburg Shipbrokers' Association;

FLYINGCAT 30

The FlyingCat 30 is the smallest in our range of catamaran products and was introduced in 2000.

The vessel is ideal for short commuter routes, but also a good alternative in marginal markets due to its very low operating costs.

The FC 30 is suitable for passenger capacities between 125 and 225.

The design is compact and practical, with all passengers on one deck and enclosed aft deck for passenger luggage and light cargo.

Waterjets and low rated diesel engines result in few cancellations. Four point Motion Dampening System also available at FC 30.

Length: 30 m
Width: 9 m
Speed: Min. 30 knots
Passengers: 125 - 225

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FLYINGCAT 40

The FlyingCat 40 is the successor of the by far most popular model in the fast ferry history!

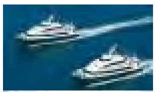
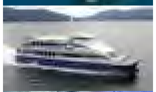
The FC 40 is suitable for passenger capacities between 225 and 400.

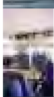
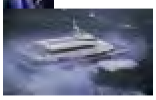
Every centimetre of available deck areas is utilised for passenger space and facilities. The enclosed aft deck has good capacity for passenger luggage and light cargo.

The FC 40 shown on the above picture is on of two FC 40's operated by Kystekspressen between the cities of Kristiansund and Trondheim in Norway with a speed of 36 knots.

The FC 40 is a reliable workhorse suitable for commuter routes all over the world. Two waterjets, each coupled to low rated diesel engines provide a high level of redundancy.

Length: 40 m
Width: 10.4 m
Speed: 30-37 knots
Passengers: 225 - 400

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AUTO EXPRESS 45

"SILVER EXPRESS"

PRINCIPAL DIMENSIONS

Length overall	45.24 metres
Length (waterline)	40.2 metres
Beam (moulded)	12.3 metres
Depth (moulded)	4.0 metres
Hull draft (approx.)	1.8 metres

PAYLOAD AND CAPACITIES

Passengers		360
Cars		10
Maximum deadweight		67 tonnes
Maximum axle loads	Centre lanes	(dual axle) 12 tonnes
		(single axle) 9 tonnes
	Side lanes	1 tonne
Vehicle deck clear heights	Centre lanes	4.5 metres
	Side lanes	(above mezzanine) 2.2 metres
	Side lanes	(below mezzanine) 2.2 metres
Crew		6
Fuel		21,040 litres

PROPULSION

Main engines	4 x MTU 16V 396 TE74L
Gearboxes	4 x ZF 7550
Waterjets	4 x KaMeWa 63 S11

PERFORMANCE

Speed (90% MCR)	38.0 knots

CLASSIFICATION

Bureau Veritas
✠ HULL ✠ MACH ✠ AUT-UMS HSC-CAT A
French Flag

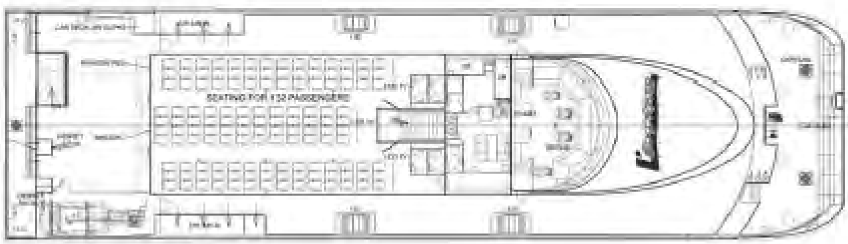
AUSTAL

AUTO EXPRESS 45

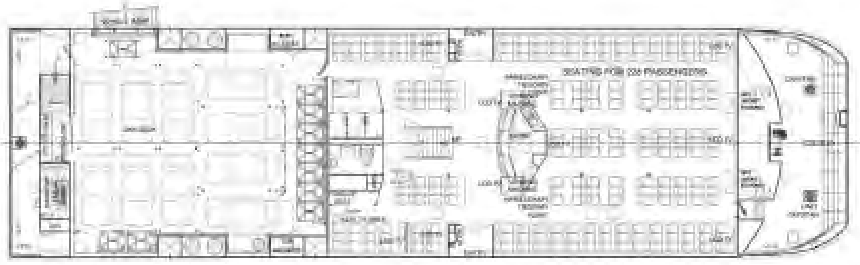
Vessel type: 45m High Speed Vehicle-Passenger Ferry

PROFILE

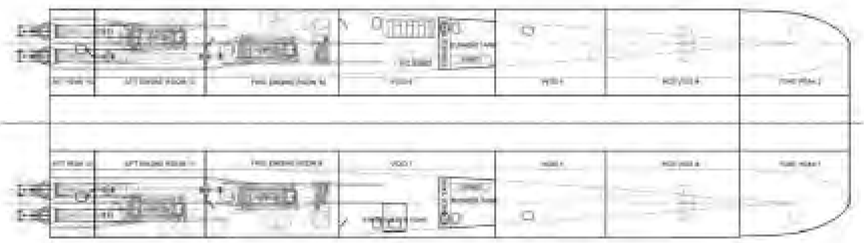
UPPER DECK



MAIN DECK



HULLS



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AUSTAL

FLYINGCAT 45

The FlyingCat 45 is the little brother of the FlyingCat 50 and is based on the same design principles. The FC 45 concept was introduced in 2002 and can carry both passengers and cars.

The FC 45 is suitable for passenger capacities between 350 and 500.

The FC 45 has a full second deck passenger compartment with forward view, the first in the market for this size of fast ferry.

The noise level measured on the FC 45 is the lowest we know of! Together with a remarkable seaworthiness, the FC 45 provides unrivalled passenger comfort for this size of fast ferry.

Length: 45 m
Width: 11.2 m
Speed: Min. 35 knots
Passengers: 350 - 500

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Annex B.2 Transport Costs as a Percentage of Cargo Values

Imports to the US from the Caribbean, 2003

Exporting Country	Containerized General Cargo	Bulk Cargo
Antigua & Barbuda	16.1 %	22.1 %
Bahamas	7.9 %	28.2 %
Barbados	10.2 %	22.2 %
Belize	9.6 %	8.5 %
Dominica	9.2 %	-
Grenada	7.7 %	-
Guyana	14.1 %	11.1 %
Haiti	13.4 %	17.4 %
Jamaica	7.6 %	16.1 %
St. Lucia	7.7 %	-
Trinidad and Tobago	1.2 %	14.5 %

Source: ECLAC Maritime Profile

Imports to the US from South America, 2003

Import	Export	Containerized General Cargo
East Coast	**CARICOM**	**9.61 %**
South America	Antigua & Barbuda	4.15 %
	Bahamas	7.48 %
	Barbados	11.63 %
	Belize	11.19 %
	Cuba	13.01 %
	Grenada	4.17 %
	Haiti	7.64 %
	Jamaica	8.49 %
	Dominican Republic	14.20 %
	Trinidad & Tobago	12.86 %
West Coast	**CARICOM**	**16.70 %**
South America	Antigua & Barbuda	9.21 %
	Bahamas	10.87 %
	Barbados	15.86 %
	Belize	11.01 %
	Cuba	24.14 %
	Dominica	15.50 %
	Grenada	6.26 %
	Haiti	0.90 %
	Jamaica	9.39 %
	Dominican Republic	16.67 %
	St. Vincent & the Grenadines	4.95 %
	Trinidad & Tobago	13.18 %

Source: ECLAC Maritime Profile

Annex B.3 Selected High Speed Ferries: Specifications

Type	Length Over all	Hull Draft	Service Speed	Fuel Cons.	Passenger Cap.	Crew *	Cargo Capacity
Austal Shipyard							
Austal 41 / Trinidad & Tobago *(a)*	41.3 m	2.0 m	37 kn	1,430 l/h	405	8	-
Austal 41 / Hulls 242 & 243 (OVDS)	41.3 m	1.5 m	33 kn	1,050 l/h	214	6	30 pallets = 12 t
Austal 52	52.4 m	1.5 m	40 kn	2,100 l/h	432	12	-
Auto Express 45 /*(e)* Silver Express / Express-des-Iles *(b)*	45.2 m	1.8 m	48 kn	2,200 l/h	360	6	10 cars
Auto Express 69	68.6 m	3.0 m	30 kn	2,950 l/h	650	18	50 cars + 15x7t trucks
Fjellstrand Shipyard							
Flying Cat 30 *(c)*	29.2 m	1.35 m	35 kn	800 l/h	200	4	-
Flying Cat 40 *(d)*	37.6 m	1.50 m	35 kn	1,150 l/h	400	4	-
Flying Cat 45 *(f)*	45.2 m	1.92 m	35 kn	1,300 l/h	400	5	11.75 t

**/ indication from shipyard, actual manning depends on route, frequency and approval of Maritime Authority in charge (in compliance with SOLAS conventions):*

(a) *see* ***Data Sheet B.3.1***
(b) *see* ***Data Sheet B.3.2***
(c) *see* ***Data Sheet B.3.3***
(d) *see* ***Data Sheet B.3.4***
(e) *see* ***Data Sheet B.3.5***
(f) *see* ***Data Sheet B.3.6.***

Source: Shipyards and Consultants

Appendix C

Structure of the Intra-Regional Shipping Industry

Appendix C: Structure of the Intra-Regional Shipping Industry

C.1 Freight: Main Dilemma

The intra-regional shipping industry is clearly caught in a difficult dilemma:

- *imports far exceed exports:* long-distance cargo is fully containerised and the liner companies engaged principally in long-distance trade will normally only accept containerised exports, even for regional delivery – these companies often use hubs with smaller feeder vessels serving the four Study-States – when transhipment is required this adds to time and cost; and
- *the small nature of inter "Study-State" commercial activity and the consequent small parcel sizes that are generated do not match well with the formal shipping services on offer*: customers must do one of three things:
  - pay highly for a not-fully utilised container on an established main line;
  - seek space on one of the small informal shipping services; or
  - arrange consolidation amongst themselves.

Governments, keen to promote their economies, frequently perceive shipping costs and the irregular services offered between the islands as the major impedance. They frequently take the view that better services are needed before agriculture and industry can thrive. They do not, however, have the resources to subsidise the shipping industry and until now have largely been pursuing separate uncoordinated policies.[1]

On the other hand the disadvantages for the four Study States with regard to transhipment are not very significant, as only the largest global players such as MAERSK and MSC use hubs at the cross road between North-to-South and East-to-West container traffic such as Freeport/Bahamas, Kingston/ Jamaica and Port of Spain/Trinidad. Most cargo is shipped to the islands by main line services from US and Europe as detailed in **Section C.2**. While the significant number of services and frequent calls secure a healthy competitive climate, consignees can, at present, take additional advantage of particularly low tariffs as a consequence of the world-wide recession.

C.2 Freight - Main Players: Formal Traffic

The ten largest global container carriers operating world-wide are shown on **Table C.2-1.**

Table C.2-1: 10 World's Largest Container Shipping Lines *

	Shipping Line	No. of Vessels	Capacity (TEU)
1	Maersk, Denmark	237	1,168,561
2	MSC, Switzerland	182	760,292
3	CMA-CGM, France	88	382,273
4	Evergreen, Taiwan	102	367,748
5	COSCO, China	119	329,375
6	NYK, Japan	76	306,711
7	Hapag-Lloyd, Germany	67	284,877
8	China Shipping	64	252,717
9	Mitsui OSK, Japan	46	241,573
10	K Line, Japan	54	240,983

**/ September 2009;*
Source: Institute of Shipping Economics, Bremen (ISL) based on Clarkson Research Services, London

The **formal operators** that call frequently at the ports of the four Study-States are listed in **Table C.2-2**.

[1] Nor is there real evidence that reduced costs and better regularity would be sufficient to achieve their economic goals – see **Appendix D**.

Normal practice for shipping lines that do not have their own vessels and/or agencies in the Region, but which are regularly shipping containers is for them to enter into slot-charter agreements with shipping lines that are better represented.

Table C.2-2: Main Formal Shipping Lines Calling at the Ports of the Study States

Name	Service to/from	Frequency	Website	Schedule
Bernuth Lines	Florida/Caribbean	weekly	www.bernuth.com	Annex C.1
CMA-CGM	Europe/Caribbean	weekly	www.cma-cgm.com	Annex C.2
Geest Line	Europe/Caribbean	weekly *	www.geestline.com	Annex C.3
Tropical Shipping	Florida/Caribbean	weekly	www.tropical.com	Annex C.4
ZIM Lines	Kingston etc.	weekly	www.zim.com	Annex C.5

** Grenada: every 2 weeks;*

Other formal shipping lines serving the region are:

- *"Crowley Marine Corporation"* (www.crowley.com), serving the Eastern Caribbean to/from Jacksonville and Port Everglades including RoRo and LCL cargo calling at St. Lucia and St. Vincent;
- *"Seaboard Marine (Trinidad) Ltd"* (www.seabordmarine.com) operating to/from Point Lisas, Trinidad; and
- *"Seafreight Agencies Inc."* (www.seafreightagencies.com) calling at St. Lucia and St. Vincent once a week.

In addition, there are a larger number of forwarding and handling agents in the Region that act as Non Vessel Operating Common Carriers (NVOCC). During the Consultants' field visits, it was observed that their existence was not well known among shippers and importers. They are of particular importance for small businesses as they offer consolidation and shipment services for LCL cargo at the port of loading and receiving and the distribution of that cargo at the port of discharge. They book slots on board of one of the above mentioned shipping lines and issue bills-of-lading in their own name.

The operating patterns of the larger regional shipping lines are described below:

- *Bernuth Lines Ltd*: established in 1974, has since 1980 operated container services in the Caribbean with its own container terminal in Miami – the present fleet comprises six company-owned older vessels and five time-chartered, more modern vessels. Ship carrying capacity varies between about 100 and 500 TEU. There are two services serving the Study-States detailed in Annex C.1:
  - St. Maarten – Anguilla – St. Kitts – Nevis – Montserrat – Dominica – St. Vincent – St. Lucia – St. Maarten; and
  - Trinidad – Grenada – St. Lucia – Rio Haina (Dominican republic).

  From St. Maarten and Trinidad cargo is transhipped to Miami. The company states that "*nobody covers the Caribbean like we do*".

  During field visits some concern was raised by consignees about the reliability of the schedule.

- *CMA-CGM*: is, next to MAERSK and MSC, the third largest container carrier in the world. Through its former individual partner company CGM the group has long term relations with the Caribbean. The company offers a weekly service with a fleet of four modern vessels:
  - Portsmouth (UK) – Le Havre – Castries – St. Johns – Bridgetown – St. George's – Kingstown – Portsmouth (UK).

  From Castries there is a weekly connection to Port of Spain. While not accepting LCL cargo, CMA-CGM closely and successfully cooperates with a number of NVOCCs in particular for services to Port of Spain.

- *Geest Line*: Geest Line has fostered trade links between the UK and the Caribbean for more than 50 years and today carries more cargo between Europe and the Windward and Leeward islands than any other shipping line.

  The origins of the service lie in the eastbound shipment of bananas. Westbound there was a natural opportunity for a general cargo service.

  The flexibility of the service is maintained with a wide range of break-bulk and containerised cargo carried on weekly westbound departures out of Portsmouth in the UK and Le Havre in France.

  The company states that it has the highest schedule reliability for round-trip crossings and the shortest transit times to the first port of call in the Caribbean. Their weekly schedule is:

  - Portsmouth (UK) – Le Havre – Fort de France – St. Johns* – Basseterre** – Bridgetown – Roseau – Port of Spain* – St. George's** – Kingstown – Vieux Fort – Manzanillo (Colombia).
    */ once a month; **/ twice a month

  Geest Lines are the only main-line operator that will presently carry inter-island LCL - not shipped through NVOCCs - and break-bulk cargo.

- *Tropical Shipping:* Tropical shipping pioneered containerization of banana and plantain shipments to Houston and Miami. The company operates services from Canada and the US East Coast to the Caribbean. The company provides:
  - large capacity refrigerated transport;
  - fixed-day sailing schedules with fast transit times;
  - door-to-door pick-up services;
  - global connectivity; and
  - cargo receiving warehouses.

  The company has six company-owned container vessels and ten combined RoRo/container vessels with a capacity of between 200 and 1,100 TEUs. It offers a very dense network of services through which the ports in the Study States are linked to Barbados, Dominican Republic, Guyana, Puerto Rico, St. Thomas and Trinidad – see **Annex C.4.**

  Tropical Shipping recognise that customers are paying a premium to use their services, but believe customers are willing to do so given the reliability the company offers.

- *ZIM-Lines:* offer a weekly feeder service with a modern fleet of container vessels and the following rotation:
  - Kingston – Castries – Kingstown – Point Lisas – St. George's – Georgetown – Kingston;

  A matrix indicating present connectivity between the Study-States is provided on **Table C.2-3**.

Table C.2-3: Transit Time Matrix for Formal Container Lines (Days)

From / To	Barbados	Dominica	Grenada	St Lucia	St Vincent	Trinidad
Barbados / Bridgetown		9	3	1	8	2
Dominica / Portsmouth	5		8	6	1	7
Grenada / St. George's	4	6		5	6	6
St. Lucia / Vieux Fort	6	8	1		8	1
St. Vincent / Kingstown	2	4	5	4		4
Trinidad / Port of Spain	1	6	1	5	5	

Source: Consultants;

Although there has been an improvement in transit times (for both direct services and transhipments) since 2006, **the Table shows that the connectivity between islands is not satisfactory – the Consultants note some routes where transport takes more than seven days.**

In summary:

- the "study state'" ports receive frequent (mainly weekly) calls from the formal container lines - despite the low number of containers discharged and loaded per call;
- vessels usually follow the cargo and most services are Southbound;
- because of lack of demand there is no regular container line or feeder service between the Study States;
- because of competition, importers and exporters pay market-driven tariffs - there is no indication of collusion; and
- the unsatisfactory transit times shown above provides a natural niche for informal traffic feeder services with much shorter transit times – with either point-to-point or liner-type schedules.

C.3 Freight - Informal Traffic

The Fleet

The informal sector is characterised by locally-owned operators operating small ships of various types and carrying capacities. The most recently acquired are frequently converted fishing boats or small ro-ro ships with stern ramps – these latter vessels, however, are usually not used in the traditional ro-ro manner carrying trucks, trailers, private vehicles and other wheeled cargo. Instead, cargo is moved on board via stern ramp by forklift trucks and small trailers and then stowed on deck conventionally (the Sto-Ro system).

These informal vessels provide almost all the inter-island small-parcel size, break-bulk, cargo movements.

In the sub-sections below, there is a more detailed description of both sectors, with information on the problems facing each.

Despite its niche-market domination of inter-island break-bulk movements, the informal shipping industry is largely in decline – it is, however, surviving surprisingly well in St Vincent[2].

[2] The port authorities, in fact, suggested it was increasing!

There are now only about[3]:

- *16 vessels operating out of Dominica:* most of these are based at Portsmouth in the North: they carry local produce, personnel effects, smaller scale-industrial products, with empty containers as additional outgoing cargo and construction material and manufactured goods as additional incoming cargo.

  5 informal vessels operating out of Grenada: three are based in Grenville on the Windward coast and two in St Georges – the three boats based in St Georges, serve mainly Trinidad, bringing in building materials, wholesale goods for retailers and other general cargo and taking out only occasional agricultural produce – the ratio of imports to exports is reported to be 10:1. Almost all make a single weekly trip to Trinidad, leaving on a Tuesday and returning on a Friday.

  Exports have declined for a number of reasons:

  - *the recent outbreak of "pink millibug" disease:* which has led to the imposition by Trinidad of new rules regarding cleanliness and packaging of agricultural products; and
  - *high producer prices in Grenada:* agricultural production has become more expensive as workers have moved into the more lucrative tourism industry.

    As a consequence of the decline, ships are reducing their services and some vessels that, until recently, made the traditional weekly trip to Trinidad are now only going once per month – the remaining time they spend mostly idle.

- *21 informal vessels operating out of St Vincent:* these are mostly based in Kingstown. As in Grenada, almost all make a single weekly trip to Trinidad, leaving on a Tuesday and returning on a Friday – cargo is off-loaded on Friday afternoons and Saturday mornings. Imports include building materials, wholesale goods for retailers and other general cargo. Exports are mainly agricultural products. The export market and general trade have not declined as on the other islands, The reasons for this are not completely clear but appear to include the following:

  - *St Vincent is the flag of first choice*[4] *for many owners*: hence a natural base to operate out of;
  - *St Vincent remains a major producer of ground provisions*: and, indeed, has a contract with the Ministry of Education in Trinidad for supplying agricultural products to schools - there is, consequently, also a much better balance between imports and exports; and
  - *St Vincent has a dedicated CARICOM berth*[5]; and
  - *St Vincent is not yet served by any fast ferry service*[6].

    The informal operators in St Vincent would like to see more export trade with the Leeward Islands. Prices are better and it is reported that there is demand. Their main problem, however, concerns their inability to ensure that consignees are not hiding drugs destined for these northern markets. The owners and captains consider that they are: (i) taking reasonable precautions, but (ii) cannot practically open every carton[7] and are, therefore, being unreasonably held liable. They have suggested that a scanner is required in Kingstown. If drugs are found in consignments, the authorities will often seize the boat until the Captain/owner can clear his name in court. In this latter regard the informal operators also feel that they are being treated differently to the more formal liner companies

[3] The numbers below were those observed by the Consultants to be operating during their field visits – others may be operating on a less-regular basis.
[4] A flag of "Convenience".
[5] Except on Tuesdays, when vessels load for Trinidad and Fridays/Saturdays when vessels return and unload, there is little activity on the Caricom berths.
[6] Neither is, of course, Grenada – there is, however, good reason to believe that hucksters in St Lucia and Dominica have shifted much of their trade to the fast ferry operators.
[7] And even if they did, the drugs could be hidden in false bottoms etc.

- *two informal vessel operating out of St Lucia:*

  "S & S Fleet Enterprises and Supplies", Vieux Fort, operate the *EAST PACK 1* an 84m, 140 GRT conventional vessel out of Vieux Fort and Castries. Contrary to practice elsewhere, their monthly sailing schedule is well announced in advance. The South-bound round trip is:

  - St. Lucia – St. Vincent – Grenada – Trinidad – St. Vincent – Barbados – St. Lucia;

  The round trip takes two weeks, and there are about 25 round trips per year.

  "Mendes Shipping" Castries, advertise the *Admiral Bay,* a 40m RoRo vessel (converted trawler) with weekly sailings from Castries to Barbados. The vessel sails on Wednesday and is back on Friday. At the moment there is not enough cargo for two trips per week, so that the vessel is also employed as supply vessel.

Frequently, the informal vessels are owned and operated by their captain. In other instances they may be owned by a local business entrepreneur who, in these circumstances, may operate and own more than one ship. Almost all either employ local agents on the islands at which they call or negotiate directly with those wishing to move cargo. Much business is conducted informally and relies on the consignees knowing how to contact the captain or which agency to approach.

While this informal approach has worked well in the past, new businesses are not so well informed and there is a clear problem in some of islands matching ships with business. In Grenada, the Consultants found that there is often no advertising of schedules and sometimes even no knowledge of the existence of the service.

The only informal vessels offering container, reefer or chilled cargo services – are the RoRo-vessel *Abiding Love* operating out of Portsmouth (Dominica), which will transport containers and the *Carrol*, a converted ferry with a compartment of 400 cubic feet for chilled cargo, based in St. Vincent.

Whilst some cargo is palletised, much is not and is loaded and landed using ships' gear or manual labour. On some Ro-Ro vessels, trucks or trailers are moved on board and the cargo is discharged/loaded manually or mechanically and then stowed and secured on deck conventionally (Sto-Ro system).

Business is presently described as sluggish and many of the agents/owners interviewed admitted to offering discounts to regular customers. Larger discounts were not however on offer for the very low volume export trade.

Transport Performance

The Consultants' *"Study-State: Trade, 2008 Summary"* **(Table A.39 Appendix A)** indicates total traffic between the four Study-States, Barbados and Trinidad and Tobago as follows:

- containerized traffic 244,000 tonnes (70%)
- formal break-bulk traffic 60,000 tonnes (17%)
- informal break-bulk traffic 47,000 tonnes (13%)
- **total traffic** **351,000 tonnes** (100 %) (dry & liquid bulk not included).

The origins and destinations of the above informal traffic element is shown on **Table C.3-1**:

Table C.3-1: Regional Break-bulk Informal Traffic
Imports to: From:

	Barbados	Dominica	Grenada	St. Lucia	St.Vincent and the Grenadines	Trinidad and Tobago	Total
Barbados	-	359	21	323	206	n.a.	**908**
Dominica	251	-	723	821	538	1,765	**4,097**
Grenada	196	9	-	41	66	3,542	**3,853**
St. Lucia	874	21	148	-	316	1,722	**3,081**
St.Vincent and the Grenadines	8,643	169	211	910	-	24,039	**33,971**
Trinidad	n.a.	118	22	743	681	-	**1,564**
Total	**9,964**	**675**	**1,124**	**2,837**	**1,807**	**31,067**	**47,475**

Source: Consultants

When traffic to and from Barbados and Trinidad is removed, **it is clear that the regional traffic potential is too small for a profitable shipping network confined only to the Study-States – see Table C.3-2.** Realistic opportunities for sustained development must include links to Barbados and Trinidad as base ports. Connections to the Leeward Islands may also be desirable.

Table C.3-2: OECS Break-bulk Informal Traffic
Imports to: From:

	Dominica	Grenada	St. Lucia	St.Vincent and the Grenadines	Total
Dominica	-	723	821	538	**6,055**
Grenada	9	-	41	66	**116**
St. Lucia	21	148	-	316	**485**
St.Vincent and the Grenadines	169	211	910	-	**1,290**
Total	**199**	**1,082**	**1,772**	**920**	**3,973**

Source: Consultants

Therefore, the only realistic opportunity for a sustained development is seen in a link to Barbados and Trinidad as base ports and perhaps also a connection to the Leeward Islands.

The overall annual transport carrying capacity of the existing fleet is estimated on **Table C.3-3.** The data implies fleet utilisation in 2008 of only about 13%.

Table C.3-3: Transport Capacity of Existing Fleet

1.	Number of vessels (Nos.)	45
2.	Average cargo capacity per vessel	100 t
3.	Maximum fleet capacity	4,500 t
4.	Fleet capacity at 2/3 load factor	3,000 t
5.	Possible single trips per year	* 150
6.	Nominal fleet capacity p.a.	450,000 t
7.	Peaking factor **	0.8
8.	Adjusted fleet capacity	360,000 t

**/ 2 – 4 = average 3 single trips per week x 50 weeks p.a.*
Source: Consultants;

Operating costs were discussed in Appendix, Section B3.3. If the informal sector is to survive, there must clearly be major improvements in efficiency and it is, therefore, recommended that measures are introduced:

- **to pool transport capacity;**
- **for more consolidation of smaller consignments;**
- **for lobbying Trinidad and Tobago to open their Caricom wharves throughout the week**
- **for a fleet modernisation programme – particularly with regard to enhancing capacity, security and safety (funds might be sought in regard to the latter two points from the EU);**
- **bringing shippers into closer real-time contact with those who have cargoes to be moved;**
- **to form an informal operator's association from amongst the stakeholders in all four study-States that can promote the interests of the informal sector;**
- **to introduce self-insurance funds to protect individual operators from catastrophic loss;**
- **to lobby Governments to make changes to the law so that small ship owners inadvertently caught up in the drugs trade can post bonds instead of having their vessels temporarily seized.**

Measures to improve efficiency in these areas are further discussed in appendices D, E and F.

C.4 Freight: Customs and Documentation

No shippers, shipping agents or shipping companies reported problems with customs or with documentation. The problems reported in 2006[8] , viz: *"The quality of port services appears to be negatively impacting (only) on the trade of perishable containerised cargo, particularly imported cargo, with high cost Customs Services appearing to present the greatest constraint to the trade"* appears to have been mitigated with the introduction of ASYCUDA, electronic bills of lading and standard Caricom documentation.

Since 2006, customs clearance times are reported to have halved and all stakeholders reported that clearance could now be achieved in less than a day and that perishable cargo was, normally, cleared in a matter of hours – the latter even if documentation had not been finalised and even if duties had not yet been paid.

Only in Grenada, where ASYCUDA has yet to be fully implemented, was mention made of any documentation problems and this, in fact, related to the late arrival in Grenada of manifests put together in earlier ports of call.

Neither in Dominica, nor in St. Lucia, where ASYCUDA++ is in operation, is customs clearance seen as a principle problem in the dispatch of cargo and vessels. Occasional lengthier waiting times for clearance and inspection reported in St. Lucia appear to be based on the lack of knowledge and training of the individual officers in charge of the new system.

Customs are also not yet using electronic risk profiling assessment methods for selecting cargo for detailed inspections – this does not, however, appear to be causing problems.

Although not reported as a problem by stakeholders, the Consultants note that Customs Service Charges add significantly to costs of intra-island trade:

- *in Dominica:* 3.5% of cargo value;
- *in Grenada:* 5% of cargo value;
- *in St Vincent and the Grenadines:* 4% of cargo value; and
- *in St Lucia:* 4% of cargo value.

[8] Final Report on the *"Concerns of Shippers and Other Issues that Impact on the Transportation of Agricultural and Other Products within the Caribbean Community and Beyond"*, Sept. 2006 - Vassel E. Stewart and Mark Forgenie.

In St. Lucia certain delays occurred on the inspection of produce through the plant protection agency as their offices are not in the ports and inspectors have to be mobilized from outside.

C.5 Passenger Services

Formal passenger services **in the region** are presently confined to:

- intra-state services:
  - *Trinidad to Tobago:* fast ferries operated and subsidised by the Trinidad and Tobago Port Authority;
  - *Grenada to Carriacou:* fast ferries operated by a private entrepreneur *"Osprey Lines";*
  - *St Vincent to Bequia and the other Grenadine Islands:* traditional ferries operated by private sector operators: Bequia Express and the Marracouda, Gem Star Canouan Bay and Mustique Ferry to Canouan, Mayreau, Mustique and Union Island;
  - *St. Kitts to Nevis*: three small fast ferries shuttle between the two islands with up to 8 trips per day. The *Carib Queen* is operated by F & F Transport and the *Carib Surf* and *Carib Breeze* are managed by M & M Transport.

- two inter-state, private-sector, operated services between:
  - *St. Lucia, Martinique and Dominica; and Dominica and Guadeloupe*[9]: Express-des-Iles'(www.express-des-iles.com); and
  - *Guadeloupe and Dominica*: Compagnie Maritime de la Caribe (www.caribbean-spirit.dm).

The **two companies with Inter-State Services** are:

Name of Company/Vessel	Service to/from	Schedule	Passenger Capacity	Length m	Speed
Express-des-Iles					
Gold Express	Guadeloupe-Marie Galante	4 Round-trips per day	446	45 m	38 kn
Silver Express	Guadeloupe- Dominica-Martinique-St. Lucia & return	3-4 round trips per week	360[(1)]	41 m	38 kn
Companie Maritime de la Caribe (CMC)					
Caribbean Spirit 1	Guadeloupe – Marie Galante – Dominica & return	1 round trip per day	350	50 m	28 kn

Note: also 10 vehicles

Express-des-Iles is a French SAS (Society Anonyme Simplifice). After a management buyout through Groupe Bourbone the shares are now owned by management and the employees. The company's two high speed ferries are Austal 45 vessels built in 2005.

A typical off-season schedule is shown below - starting Day 1 (Wednesday, Friday and Sunday) every week:

[9] Also between the islands that make up the Departement of Guadeloupe.

Day 1:

- Departure Guadeloupe 08.00 h;
- Arrival Dominica 09.45 h;
- Departure Dominica 10.15 h;
- Arrival Martinique 11.45 h;
- Departure Martinique 01.30 h;
- Arrival St. Lucia 02.50 h;
- Departure St. Lucia 04.00 h;
- Arrival Martinique 05.20 h.

Day 2:

- Departure Martinique 01.00 h;
- Arrival Dominica 02.30 h;
- Departure Dominica 03.00 h;
- Arrival Guadeloupe 04.45 h;

During high season the ferry continues to Guadeloupe on the same day and instead of three round trips per week, there are four.

Compagnie Maritime de la Caribe (CMC) operates the third vessel which is owned by Societé AGI – Groupe Loret, Guadeloupe and calls at Portsmouth in Dominica. The vessel makes daily return trips. It arrives at Portsmouth at 10.00 a.m. and sails at 04.15 p.m. The CMC ferry has been in service since July 2009.

As the *Silver and Gold Express* sail under the French flag, all internationally agreed maritime laws, regulations and labour arrangements apply. Financing for the vessels in 2005 was secured through a financial incentive scheme of the French Government.

The *Caribbean Spirit 1* was built 1993 in Sweden and is registered in St. Vincent.

The main data of the vessels are provided in **Annex C.6** and **Annex C.7**.

C.6 Passenger Traffic

Traffic to/from Dominica and St. Lucia to Martinique and Guadeloupe recently has recently decreased. The main reasons have been:

- *new French Government restrictions on travel to the Departments of Guadeloupe and Martinique by Caricom nationals:* in 2005, after removing visa needs for travellers from Dominica and St. Lucia traffic increased by 25 % - more recently and as a measure against illegal immigration, they have required:
  - *evidence of a daily available budget:* Euro 50 either in cash or via a credit card;
  - *medical insurance;*
  - *a lodging certificate:* this must issued by the one of the 36 mayors in Guadeloupe and Martinique – delays and difficulties in obtaining these have caused those who previously travelled frequently to travel less

  and

- slow dispatch of passengers at Castries through Immigration and Customs (in Dominica, the level of service is reported to be excellent).

The former problems are the most serious one, as the ferry companies target low budget passengers.

On the Expresse-des-Iles service in 2008, 66,000 passengers embarked and disembarked in Castries and about 33,000 in Roseau. During the first eight months of 2009, the total numbers fell as shown below:

	01-08/2009	**01-08/2008**	
Embarking/disembarking at Roseau	20,700	22,800	= - 10 %;
Embarking/disembarking at Castries	46,000	48,000	= - 4 %.

CMC report an average of 60 passengers per return trip per day[10]. In July and August 2009 in total 2,400 passengers used the service. The fare is about US$ 99.00 per passenger one way.

C.7 Previous Failed and Currently Nascent Projects

BEDY-Travel

Presently, new services are planned by BEDY Ocean Travel (www.bedytravel.com) with two high speed vessels with a capacity of 260 and 300 passengers offering services between:

- Grenada – Trinidad – Barbados; and
- St. Lucia – St. Vincent – Barbados.

According to information received from their Agent in Castries, the service was intended to start in October this year. The Consultants, however, understand that the port authorities in St. Lucia and St. Vincent have yet to be provided with details of the vessels and they note that the port in St. Vincent has yet to agree arrangements for embarking or disembarking passengers that would not conflict with existing other traffic.

The Consultants have asked Bedy to release more details on the actual status of their proposal but, to date, no response has been received. Bedy have, however, published a revised schedule on their web-site for comment **(Annex C.8)**.

Before commencing operations Bedy clearly need to:

- secure berthing facilities and berthing windows at their intended ports of call;
- finalise crew training;
- invite stakeholders to review their schedule; and
- obtain a Voyage Certificate from the Maritime Authority where their vessel is registered or from an appropriate Classification Society indicating that the vessels are appropriate for open seas and their intended purpose.

It is reported that the vessels were designed for operation on the Hudson River and that with a length of only about 30 m the vessels may be too short to pierce the waves safely at design speeds, particular when moving Eastwards.

"Caribbean Rose"

In 2007 an attempt was made by, Mr. George James, Global Steamship Agencies, Port of Spain, to re-introduce a ferry service between the islands. The Canadian built vessel had a capacity of 2,558 dwt, 300 passengers, 55 vehicles and 500 tonnes of cargo.

The company nominated agents, but the service never began.

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[10] With the high investment and operating costs for a fast ferry (see **Appendix B)**, the Consultants have doubts that the service can in the long-term be profitable if traffic volumes remain at these levels.

Windward Lines

From 1992 to 2000, Windward Lines Ltd., Trinidad, operated a weekly service for freight and passengers on the route:

Venezuela – Trinidad - St. Vincent – Barbados – St. Lucia - Venezuela.

According to industry sources, the service with this vessel (see **Annex C.8 – page 1**) was well accepted by hucksters and tourists, but it had to be taken out of service due to the more stringent SOLAS regulations that came into force that year. The vessel was in service for many years, and for that reason, it is assumed was profitable.

In 2000 a larger replacement vessel (see **Annex C.8 – page 2**) was purchased in Bari, Italy, and brought to a shipyard in Croatia for repairs and overhaul. Bringing the vessel into service was delayed by the events of "9/11" . The vessel was in service only until 2004 and is now used as hotel ship.

The Consultants understand that the service had to be discontinued after this short period for the following reasons:

- insufficient load factor on legs between the Study States;
- high operating cost (32 crew members)/oversized passenger capacity;
- a berth ready upon arrival could not be guaranteed mid-journey (for example, if embarking at Castries);
- high stevedoring charges for wheeled cargo (for RoRo cargo, the ports collected charges as for conventional cargo – this in spite of the much higher productivity with wheeled cargo);
- road and customs regulations and vehicle insurance regulations were not geared for ferry transport; and
- limited capital resources of the owners;.

In spite of difficulties experienced in the past, the former partners in Trinidad including the Master of the previous vessels, Captain Tore Toresteinson, have established a new company Windward III Ltd. The company has prepared a business plan and is convinced that a new service can be operated profitably. While details on the vessel and its service were not released on request, the biggest threat at the moment is seen in securing financing for the vessel – this, in spite of the substantial equity the partners are prepared to invest.

The Maritime Group (TMG)

In 2008, the The Maritime Group (International) Ltd., London (www.tmgeurope.co.uk) prepared a business plan for a new ferry service in the Caribbean and sought financing to buy or charter a vessel with a capacity of 430 passengers and 135 vehicles. They made a presentation to the ECCB earlier this year with the Title "*Business Plan as required by financial institutions for application of funding a project to purchase or charter a vessel or vessels".*

Despite a request from the Consultants, the company would not release further details of their Project, but offered their technical assistance/professional services for further studies.

It is presently not clear, whether TMG retains an interest in investing in the sector.

Grenada to St Vincent Ferry

The Consultants understand that, in 1998, an attempt was made to establish a ferry service between Grenada and St. Vincent. This service had to be discontinued shortly after its inauguration due to lack of passengers.

C.8 Safety and Security

The new ISPS code, which is part of the IMO SOLAS Conventions, is causing serious problems for informal vessels.

The immediate objective of the Code is to provide a standardized, consistent framework for evaluating risk, enabling Governments to offset changes in threats and vulnerabilities for ships and ports through the determination of appropriate and corresponding security measures. This causes certain problems for the small cargo vessel industry:

- *crews:* must undergo intensive training in radio communications, electronic navigation systems and IT;
- *ships:* must be equipped with electronic equipment such as automatic identification systems and Global Marine Distress and Safety System (GMDSS) panels; and
- *ship management systems:* must allow for the rapid collection, collation, storage and electronic transfer of information on voyage, shipper, port, cargo, personnel and even consignees.

It is expensive and time consuming to: (i) invest in these measures; and (ii) train crews with the new systems or replace crew members not sufficiently qualified/capable of operating the new systems. In the worst case, the deck-house of a small vessel will be too small to install and operate all the equipment safely.

Small cargo vessels that do not comply with these measures will not be able to enter ports that are certified as compliant. Also, they will not be able to transfer cargo to other ships that are compliant or which visit compliant ports.

There are only two solutions to overcome this problem:

- *to have separate ports or port areas where non-compliant vessels are loaded and unloaded:* as the ISPS Code is mandatory only for vessels of 300 GRT and above, such facilities would be a substantial contribution to the survival of the smaller cargo vessels; or
- *to invest in the necessary equipment and crew training:* possibly with some technical and/or financial support through the EU.

Although all categories of ships on international voyages have to comply with the *"International Safety Management"* (ISM) Code for the safe operation of ships and for pollution prevention and as detailed in SOLAS Chapter IX, the smaller vessels plying between the islands are not compliant. Maritime authorities have admitted to the Consultants that enforcement of all safety and security rules standards is difficult and will require a (lengthy?) transition period.

The enforcement of SOLAS Chapter V, which requires the fitting of Automatic Identification Systems (AIS) is seen less critical for small cargo vessels, but important for ferries. The system is required:

- *for all passenger vessels:* on international or domestic voyages;
- *for cargo ships of 500 GRT and over:* on domestic voyages; and
- *for cargo ships of 300 GRT and above:* on international voyages.

The new ISPS Code (International Ship and Port Facility Security Code) which is part of Chapter XI of the SOLAS Conventions, is causing fewer problems for the informal vessels, as the following do not require to be compliant:

- *all categories of ships:* on domestic travel; and
- *cargo ships (including ro-ro and fast ferries not carrying passengers) of less than 500 GRT:* on international travel.

Ferry and small cargo vessel operators should seek technical assistance from the EU, IMO or other sources for providing the necessary safety equipment and training of crew members - possibly in cooperation with the regional maritime training institutions in Barbados and Trinidad. The OECS should lobby for such assistance.

Further important matters on Safety and Security have been dealt with in **Appendix F**. Safety and security issues are major concerns in the industry and have important legal implications,

C.9 Ports

Introduction

This section briefly describes facilities at each of the main ports in the Study States. The information concentrates on the facilities that would be used by inter-island cargo and passenger ferries.

It should be noted that the ports in the four Study States:

- *generally fulfil well their roles as service provider for the formal and informal shipping industry*: although customs and immigration services for the dispatch of ferry passengers could be improved:
  - port tariffs for the formal sector are, with the exception of Grenada, generally considered reasonable;
  - port tariffs for the informal sector are generally considered reasonable;
  - port users are however concerned about complicated tariff structures which do not allow them to calculate costs in advance;
  - shipping lines are concerned about high landing charges for LCL cargo.
- *with the exception of Vieux Fort in St Lucia, usually work only on a day-shift basis:* in Castries this is particularly onerous on container lines that must work during the night;
- *have ample berth throughput and storage capacities;*
- with the exception of Castries during cruise season, have a low berth occupancies;
- *have limited back-up areas:* which has implications for future RoRo traffic and other expansion needs.

Port Facilities

An overview on the main port facilities in the Study-States is provided on **Table C.9-1.**

Dominica

At **Roseau**, in the South-West, there are three facilities:

- Woodbridge Bay: for container and general cargo vessels;
- the Ferry Terminal; and
- a Jetty for Cruise Vessels.

In Woodbridge Bay there is no RoRo ramp, but RoRo vessels and barges operate from the end of the wharf. The 3 metre, above water-level, height of the pier does not allow the dispatch of smaller RoRo vessels.

There are two finger piers connected to the shore - each about 75 m long and 15 m wide. These are shown in **Annex C.10.** The facilities were used by Geest Line for loading of bananas. Present use is mainly for container vessels and some smaller cargo vessels.

All vessels work with ship's gear and there is no shore-side equipment. The movement of containers in the yard is by reach-stackers and fork-lift trucks. The available stacking area is about 10,000 m^2.

There is a shed for the receipt, packing, storage and delivery bananas and a transit shed for LCL cargo.

The ferry terminal is presently only used only by the *"Express-des-Iles"* services to Martinique and Guadeloupe. The dispatch of other ferry services – demand provided – should not therefore be a problem.

The sea and airport authority has an ambitious plan to construct two new cruise berths with a cruise village. The cost is estimated to be about US$ 50 million. It is not presently clear, how financing will be secured.

In and near **Portsmouth**, in the North West, there are another three facilities:

- a cruise and ferry terminal at Cabrits;
- a finger pier for small cargo vessels at Prince Rupert's Bay; and
- one landing (provisional berth) for the loading of aggregates and sands.

The first facility is a T-shaped jetty – shown in **Annex C.11-1**. There are bollards on shore for the mooring large cruise ships. The facility is now also used for the ferry service to Martinique – see also **Appendix B, Table B.2-3**.

The second L-shape finger pier is an important facility for the loading and unloading of small cargo vessels. The pier, also shown in **Annex C11-2,** is about 80 m long, about 3.5 m above water-level and was constructed in 1970. In 1997 it was extended by 65 m (not shown in the picture). The water depth at the end is about 5.50 m. RoRo vessels berth at the end.

Conventional vessels are loaded mechanically or manually on both sides of the pier. Although there is an old banana shed, cargo handling is directly to and from trucks and pick-ups. The shed is in a poor condition and cargo cannot be stored safely. Also, consignees prefer direct loading for perishable goods.

As there is limited back-up space, there is a plan to reclaim a piece of land parallel to the coast to allow for storage of incoming and outgoing cargo (containers, ro-ro and break-bulk cargo), but no design or feasibility study is presently available.

Close to the finger pier and to the old shed is a new packing centre for agricultural exports that has been constructed recently. The project was financed by the EU and was provided in order to try and reduce damage and provide for the consolidation of produce.

For the small cargo vessel industry Portsmouth is an important base with growth potential. In order to enable optimum use of existing and future resources an **integrated** port development plan could be prepared taking into account the following:

- cargo, container, shipping and modal split forecasts;
- berth throughput and storage capacity requirements;
- traffic flow and port passage procedures including holding areas for trucks and other vehicles;
- updating of port layout and development plan including modification of access to and egress from the Port;
- land use or port zoning plan with proposals on how to overcome existing conflicts;
- rehabilitation and investment plan including illumination for night work and equipment;
- security plan; and
- management model for operating the facility including packing centre.

South of Portsmouth there is a landing (provisional berth) for the loading of barges with aggregates and sands, where flat-top barges are loaded through wheel loaders. Although the facility appears primitive, it operates effectively and handled more than 200,000 tonnes in 2008.

Grenada

The port at St Georges shown in **Annex C.12** is a mixed use cargo facility and has a reception hall for passengers lightered off large cruise ships. This reception hall would most likely be where ferry passengers would also be loaded/landed. The water depth alongside this facility is about 3 metres. A second modern passenger facility, with mall, at Melville allows cruise ships to come alongside[11].

Ro-ro ships can be loaded/discharged stern-on at the main quays. There is also a small ro-ro facility with about 3m water depth alongside and close to the reception hall for ferries. There would, however, most likely be difficulties in using this small ro-ro facility simultaneously with a ferry arrival. In general there is ample space for all types of business.

[11] Because of high swells, this facility which can berth two large cruise vessels at the same time, one on each side of the jetty, frequently cannot be used in January and February.

Table C.9-1 Overview of Main Ports in the Study-States

	Data / Port	Roseau	Portsmouth	St. George's	Castries	Vieux Fort	Kingstown
	Country	**Dominica**		**Grenada**	**St. Lucia**		**St. Vincent**
1	Location	Lat. 15° 17' N Long. 61° 23' W	Lat. 15° 17' N Long. 61° 28' W	Lat. 12° 02' N Long. 61° 44' W	Lat. 14° 01' N Long. 60° 59' W	Lat. 13° 43' N Long. 60° 57' W	Lat. 13° 09' N Long. 61° 14' W
2	Number of Berths / Depth: • Container/Break-bulk; • RoRo; • Small cargo vessels; • Ferries; • Cruise vessels.	 2 / 10 m - - 1 / 10 m 1 / 5 m	 - - 6)) 1	 2 / 9 m - - - 2 / 10 m	)) 4 / 10 m - 1 3	)) 2 / 8 m 4 - -	 1 / 12 m * - 6 4 2
3	Total quay length (other than cruise and ferries): • Formal traffic; • Informal traffic.	 250 m -	 - 250 m	)) 335 m	 630 m -	)) 500 m	)) 370 m
4	Cargo berth occupancy 2008	Low	low	Low	Very high	Low	low
5	Total number of vessels #: • Formal traffic; • Informal traffic; • Ferries; • Cruise vessels.	 512 184 175 217	 - 434 30 26	(2007): 444 361 350 * 290	 463 52 181 315	 471 33 - -	 347 201 - 66
6	Total cargo throughput 2008	345,000 t	26,000 t	404,000 t (2007)	537,000 t	270,000 t	403,000 t
7	Total Containers handled 2008	12,600 TEU	-	18,000 TEU (2007)	36,000 TEU	34,200 TEU	16,700 TEU
8	LCL Shed	Yes	yes *	Yes	yes	yes	yes, but limited
9	Limitations / constraints for dispatch of small cargo vessels	None	none	None	berth priority to cruise and container vessels	none, but remote location	none
10	Google photo Annex No.	C.10	C.11	C.12	C.13	C.14	C.15
	Observation # *bulk & non-commercial not included*		* to be rehabilitated	* Dispatched at Carenage			* Campden Park Container Term.

Source: Port Authorities and Consultants

Ro-ro and passenger ships from Carriacou discharge outside the main port area directly onto the Carenage.

There are two other ports: at Grenville in the North-East and on the island of Carriacou – these two ports cater mostly for informal services.

St Lucia

The **Port of Castries** shown in **Annex C.13** has three terminals:

- a cruise terminal to the North;
- a container and break-bulk terminal in the centre and
- a ferry terminal in the South.

As informal traffic is insignificant there is no dedicated berth.

During the tourist season from December to March, berth occupancy is high, because cruise vessels also use the conventional berths. During this period, container and break-bulk vessels are required to berth after the departure of the cruise vessels in the evening and to depart before the arrival of the next cruise vessel in the morning. SLASPA carefully pre-plans operations through the allocation of berthing windows so as to minimize waiting times. Up-to-date information can be retrieved by the shipping lines and their agents through a very comprehensive website.

It is reported that despite of careful pre-planning container ships sometimes wait for berths during this season.

Contrary to the above, berths occupancy at the ferry terminal is low. There is a maximum of one call per day by the Express-des-Iles service to Martinique and Dominica, and there is consequently spare capacity for more ferry services. . But, it is reported that the time for passenger clearance through immigration and customs takes up to 2.5 hours. Authorities in charge, being aware that this is not acceptable and would also impede the transport of day-tourists or week-end tourists, are in discussions with the Port, shipping line and agents how to improve the service.

At the end of Berth 5 there is a RoRo ramp with width 14.6 m and water-depth of 9 m. Because of the high berth utilization from container and cruise vessels it would not frequently be available for additional formal or informal RoRo traffic.

Container vessels are loaded and unloaded by a Liebherr harbour mobile crane with a maximum capacity of 140 tonnes.

There is one transit shed behind Berth 9 of about 100 x 30 m = about 3,000 m2, which is used for break-bulk and LCL cargo.

As the facilities were designed for conventional cargo, areas for container and RoRo cargo are very limited. The limited areas available for expansion was one of the reasons for the construction of the Port of Vieux Fort.

The **Port of Vieux Fort,** shown in **Annex C.14** operated by St. Lucia Marine Terminals Ltd., has a 163 m long finger pier and water depth of between 6.0 and 8.5 m and a 210 m alongside berth for container, RoRo and conventional general cargo vessels. There is a large back-up area for containers with a capacity of about 1,900 TEU storage slots (straddle carriers system). There are also two smaller transit sheds.

In contrast to Castries which works only a day shift, the Port of Vieux Fort works around the clock.

The main cargo handling equipment is a Liebherr harbour mobile crane with maximum capacity of 80 tonnes under the spreader.

South of Castries there is a large terminal for crude oil. The terminal is operated by Hess Oil St. Lucia Ltd. and can accommodate Very Large Crude Carriers (VLCC) up to 400,000 dwt in a depth of 25 m. There is one jetty for a very large vessel and one jetty for 50,000 dwt tankers.

St Vincent

Freight facilities in St Vincent are split between two facilities: the older finger piers and jetties at Kingstown and the new Campden Park Container Port, about 4 km north of Kingstown on the leeward side of the island. The port of Kingstown is shown in **Annex C.15**. All main-line vessels, except Geest, now use the Campden Park Container Port. Geest Line and the informal operators use Kingstown[12]. In practice, the informal operators are able to use the southern part of Kingstown as a dedicated "Caricom" wharf. LCL containers are consolidated and deconsolidated on the port in the transit sheds. It is reported that there is ample space for this at Kingstown, but only limited space at Campden Park. All full containers are stuffed and unstuffed off-port.

Representatives of the informal sector have complained of poor lighting and, consequently, to security difficulties[13] at Kingstown and have suggested that until lighting is improved, there should be no loading/unloading after 17:00 hrs. Loading and unloading charges for the informal sector are EC$ 5 per tonne, much less than the EC$ 25 per tonne charged for other traffic.

There are other minor ports in the Grenadines.

There is a dedicated modern cruise ship terminal to the south of the Kingstown wharves.

There are no special facilities for ro-ro. Therefore, RoRo vessels have to moor athwart ship for discharging and loading operations. This is not a problem because the tidal range is not significant and the height of the deck above water is suitable for small ro-ro ships. Kingstown Port has, however, only limited cargo storage space. In previous times when WINCO used ro-ro (with cargo/containers on trailers), there was congestion.

Initially ferry passengers would have to use the same facilities as do the internal ferries to the Grenadines. In the longer term, this may be a problem and new facilities would have to be provided. **In Appendix B, the Consultants have allowed US$ 5.00 per passenger for discharging and loading in all ports – which money, in the case of St Vincent, would be need to be set aside for a dedicated international ferry terminal.**

[12] Geest prefers this location because it reduces the road travel distances for bananas – these are mostly grown on the Windward side – usefully, it also facilitates Geest's handling of occasional break-bulk cargo.
[13] See above reference to drugs.

C.10 Port Organisation

All main ports in the four Study-States are managed and operated by port authorities as public enterprises. This is in contrast to the now more-widely applied and very successful "*port-authority as a landlord*" model, where infrastructure is owned and managed by the public, but all operations and cargo handling are carried out by private enterprises.

The Consultants believe that in order to maximise their efficiency and to reduce costs to users, the port authorities in all four Study-States could be further commercialising[14] and privatising their enterprises. The introduction and application of corporate or business planning[15] over a three years period and on a rolling basis, would be a first step. The emphases would be

- legal and institutional strengthening with a clear split of responsibilities between governments and the port authorities, with the latter gaining full administrative and financial autonomy (including the authority to enter into loan agreements);
- further strengthening and modernization of organisation and management;
- a marketing policy and plan to obtain added value from existing infrastructure and concessions;
- a performance and productivity improvement plan including cost containment programme;
- an updated port master plans, short and medium term investment plan;
- a maintenance plan for port facilities, floating craft and navigational aids including strengthening of materials management and spare parts supply system;
- a human resources plan (incl. review of remuneration and employment conditions, adaption of numbers and qualification of personnel to future requirements, early retirement scheme (if any) and social plan
- an integrated IT-System (management information system including port performance indicators, management and cost accounting system);
- updated health, safety, security and environment plans;
- financial projection for three years including the updating and simplification of port tariffs and funding/loan requirements; and
- action plan with road-maps/mile-stones/possible pitfalls (risk assessment) and implementation schedules.

There are various successful models for public-private partnership based on concessions, leases, management contracts etc. The main advantages of further private-sector involvement would be:

- the more efficient and cost effective services the private-sector can provide;
- the avoidance of conflicts of interest between regulatory and operating functions;
- reduced public-sector financial burdens; and
- speedier responses to market needs.

[14] To date only in St. Lucia has there been real progress towards this - in 1990 the *"St Lucia Marine Terminals Ltd."* was established to manage and operate the Port of Vieux Fort. One objective was to attract transit traffic to St. Lucia through a facility where, amongst other things, labour was more flexible and less expensive than in Castries.

[15] Business planning can be defined as the integrated, systematic and continuous planning of the total resources of an enterprise leading to the achievement of quantified objectives within defined periods of time.

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INTER-ISLAND SCHEDULE

OFFERING WEEKLY SERVICE AND DIRECT PORT OF CALL

M/V JOHNNY LAMBROS

23-Nov-09

VESSEL VOYAGE	Trans Time	Johnny Lambros V 254	Johnny Lambros V 255	Johnny Lambros V 256	Johnny Lambros V 257	Johnny Lambros V 258	Johnny Lambros V 259	Johnny Lambros V 260	Johnny Lambros V 261	Johnny Lambros V 262	LOCAL AGENTS
St. Maarten		1-Dec Tue	8-Dec Tue	15-Dec Tue	22-Dec Tue	29-Dec Tue	5-Jan Tue	12-Jan Tue	19-Jan Tue	26-Jan Tue	CTC (011) 599 542-2571
Anguilla	1	2-Dec Wed	9-Dec Wed	16-Dec Wed	23-Dec Wed	30-Dec Wed	6-Jan Wed	13-Jan Wed	20-Jan Wed	27-Jan Wed	Safe Cargo Services (264) 497-0197
St. Kitts ex Miami (S/B)	2	3-Dec Thur	10-Dec Thur	17-Dec Thur	24-Dec Thur	31-Dec Thur	7-Jan Thur	14-Jan Thur	21-Jan Thur	28-Jan Thur	S.L.Horsford (869) 465-4086
Nevis	2	3-Dec Thur	10-Dec Thur	17-Dec Thur	24-Dec Thur	31-Dec Thur	7-Jan Thur	14-Jan Thur	22-Jan Thur	28-Jan Thur	Tony's Enterprises (869) 469-5420
Montserrat	3	4-Dec Fri	11-Dec Fri	18-Dec Fri	25-Dec Fri	1-Jan Fri	8-Jan Fri	15-Jan Fri	23-Jan Fri	29-Jan Fri	Equipment & Supplies Ltd (664) 491-2402
Dominica	3	4-Dec Fri	11-Dec Fri	18-Dec Fri	25-Dec Fri	1-Jan Fri	8-Jan Fri	15-Jan Fri	24-Jan Fri	29-Jan Fri	Element Agencies (767) 448-6666
ST. Vincent	3			*****By weekly loading to Dominica/Nevis/St. Kitts/ Montserrat*****							GMA (784) 456-2400
St.Lucia (VFX) N/B		6-Dec Sun	13-Dec Sun	20-Dec Sun	27-Dec Sun	3-Jan Sun	10-Jan Sun	17-Jan Sun	24-Jan Sun	31-Jan Sun	M & C (758) 458 8000
St.Maarten		8-Dec Tue	15-Dec Tue	22-Dec Tue	29-Dec Tue	5-Jan Tue	12-Jan Tue	19-Jan Tue	26-Jan Tue	2-Feb Tue	CTC (011) 599 542-2571

FRANKLIN STRAIT /RIO PARA (NORTH BOUND)

23-Nov-09

VESSEL VOYAGE	Trans Time	knock V 11	franklin strait V 116	knock V 12	franklin strait V 117	RIO PARA V 73	franklin strait V 118	RIO PARA V 74	franklin strait V 119	RIO PARA V 75	LOCAL AGENTS
Trinidad		28-Nov Sat	5-Dec Sat	12-Dec Sat	19-Dec Sat	26-Dec Sat	2-Jan Sat	9-Jan Sat	16-Jan Sat	23-Jan Sat	Alstons Shipping (868) 625-2201/5
Grenada	1	29-Nov Sun	6-Dec Sun	13-Dec Sun	20-Dec Sun	27-Dec Sun	3-Jan Sun	10-Jan Sun	17-Jan Sun	24-Jan Sun	Jonas Brown & Hubbard Ltd (473) 440-2087
St. Lucia (VFX) *N/B*	1	29-Nov Sun	6-Dec Sun	13-Dec Sun	20-Dec Sun	27-Dec Sun	3-Jan Sun	10-Jan Sun	17-Jan Sun	24-Jan Sun	M & C (758) 458-8000
Rio Haina *N/B*	3	1-Dec Tue	8-Dec Tue	15-Dec Tue	22-Dec Tue	29-Dec Tue	5-Jan Tue	12-Jan Tue	19-Jan Tue	26-Jan Tue	Ageport (809) 535-7758

ANGELN

23-Nov-09

VESSEL VOYAGE	Trans Time	ANGELN v 44	ANGELN v 45	ANGELN v 46	ANGELN v 47	ANGELN v 48	ANGELN v 49	ANGELN v 50	ANGELN v 51	ANGELN v 52	LOCAL AGENTS
Trinidad		28-Nov Sat	5-Dec Sat	12-Dec Sat	19-Dec Sat	26-Dec Sat	2-Jan Sat	9-Jan Sat	16-Jan Sat	23-Jan Sat	Alstons Shipping (868) 625-2201/5
Barbados S/B	1	29-Nov Sun	6-Dec Sun	13-Dec Sun	20-Dec Sun	27-Dec Sun	3-Jan Sun	10-Jan Sun	17-Jan Sun	24-Jan Sun	Dacosta Manning (246) 430-4800
Guyana S/B	2	30-Nov Mon	7-Dec Mon	14-Dec Mon	22-Dec Mon	29-Dec Mon	4-Jan Mon	11-Jan Mon	18-Jan Mon	25-Jan Mon	DSC (011) 592 227-3417
Paramaribo S/B	3	1-Dec Tues	8-Dec Tues	15-Dec Tues	22-Dec Tues	29-Dec Tues	5-Jan Tues	12-Jan Tues	19-Jan Tues	26-Jan Tues	Integra Marine (011) 597 404-142

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Annex C.2 – Schedule CMA-CGM

Europe – Windward Islands and Castries to Trinidad

CMA CGM

Windward Islands

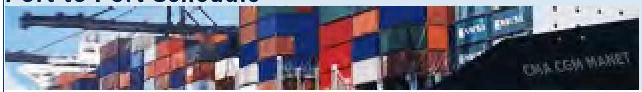
ROUND TRIP

SouthBound

Port	Transit Time
PORTSMOUTH, GB	0
LE HAVRE , FR	1
CASTRIES, LC	8
ST JOHN S , AG	9
BRIDGETOWN, BB	11
SAINT GEORGE S , GD	12
KINGSTOWN, VC	13
PORTSMOUTH, GB	27

Port to Port Schedule - From CASTRIES, LC To PORT OF SPAIN , TT

Port to Port Schedule



Find New Schedule

From **CASTRIES, LC**

To **PORT OF SPAIN , TT**

Departure between **Tue 03 Nov 09** and **Tue 17 Nov 09**

Service CAGML

Port of calls	Schedule 1	Schedule 2	Schedule 3
CASTRIES, LC	**Tue 03 Nov 09**	**Sun 08 Nov 09**	**Sat 14 Nov 09**
From terminal Cutoff	CSR --	CSR Sat 07 Nov 09	CSR --
Vessel	CONRAD S	ECLIPS	STADT MUNCHEN
Service	CAGML	CAGML	CAGML
Voyage	UA384N	UA386N	UA388N
To terminal	PSP	PSP	PSP
PORT OF SPAIN , TT	**Wed 04 Nov 09**	**Mon 09 Nov 09**	**Mon 16 Nov 09**
Transit time	**1**	1	1

Service CAGISLD

Port of calls	Schedule 1	Schedule 2
CASTRIES, LC	**Mon 09 Nov 09**	**Mon 16 Nov 09**
From terminal Cutoff	CSR --	CSR --
Vessel	AEGIR	AEGIR
Service	CAGISLD	CAGISLD
Voyage	IS284R	IS285R
To terminal	PSP	PSP
PORT OF SPAIN , TT	**Fri 13 Nov 09**	**Fri 20 Nov 09**
Transit time	4	4

Annex C.3: Sailing Schedule Geest Line Ltd.

Vessel	Closing date	Sailing Portsmouth	Sailing Le Havre	Fort de France	Castries	St Johns	Basseterre	Bridgetown	Roseau	Port of Spain	St Georges	Kingstown	Vieux Fort	Manzanillo
Agulhas Stream 23	18.Sep	22.Sep	23.Sep	01.Oct	01.Oct	02.Oct		04.Oct	03.Oct			05.Oct	06.Oct	09.Oct
Benguela Stream 24	25.Sep	29.Sep	30.Sep	08.Oct	08.Oct			09.Oct	10.Oct	11.Oct	12.Oct	12.Oct	13.Oct	16.Oct
Timor Stream 23	02.Oct	06.Oct	07.Oct	15.Oct	15.Oct	16.Oct	17.Oct	18.Oct	18.Oct			19.Oct	20.Oct	23.Oct
Klipper Stream 25	09.Oct	13.Oct	14.Oct	22.Oct	22.Oct			23.Oct	24.Oct		25.Oct	26.Oct	27.Oct	30.Oct
Agulhas Stream 24	16.Oct	20.Oct	21.Oct	29.Oct	29.Oct	30.Oct		01.Nov	31.Oct			02.Nov	03.Nov	06.Nov
Benguela Stream 25	23.Oct	27.Oct	28.Oct	05.Nov	05.Nov			06.Nov	07.Nov	08.Nov	09.Nov	09.Nov	10.Nov	13.Nov
Timor Stream 24	30.Oct	03.Nov	04.Nov	12.Nov	12.Nov	13.Nov	14.Nov	15.Nov	15.Nov			16.Nov	17.Nov	20.Nov
Klipper Stream 26	06.Nov	10.Nov	11.Nov	19.Nov	19.Nov			20.Nov	21.Nov		22.Nov	23.Nov	24.Nov	27.Nov
Agulhas Stream 25	13.Nov	17.Nov	18.Nov	26.Nov	26.Nov	27.Nov		29.Nov	28.Nov			30.Nov	01.Dec	04.Dec
Benguela Stream 26	20.Nov	24.Nov	25.Nov	03.Dec	03.Dec			05.Dec	04.Dec	06.Dec	07.Dec	07.Dec	08.Dec	11.Dec
Timor Stream 25	27.Nov	01.Dec	02.Dec	10.Dec	10.Dec	11.Dec	12.Dec	13.Dec	13.Dec			14.Dec	15.Dec	18.Dec
Klipper Stream 27	04.Dec	08.Dec	09.Dec	17.Dec	17.Dec			18.Dec	19.Dec		20.Dec	21.Dec	22.Dec	25.Dec
Agulhas Stream 26	11.Dec	15.Dec	16.Dec	24.Dec	26.Dec	30.Dec		27.Dec	24.Dec			28.Dec	28.Dec	01.Jan
Benguela Stream 27	18.Dec	22.Dec	23.Dec	31.Dec	01.Jan			02.Jan	31.Dec	03.Jan	04.Jan	04.Jan	05.Jan	08.Jan
Timor Stream 26	24.Dec	29.Dec	30.Dec	07.Jan	07.Jan	08.Jan	09.Jan	10.Jan	10.Jan			11.Jan	12.Jan	15.Jan
Klipper Stream 28	31.Dec	05.Jan	06.Jan	14.Jan	14.Jan			15.Jan	16.Jan		17.Jan	18.Jan	19.Jan	22.Jan
Agulhas Stream 27	08.Jan	12.Jan	13.Jan	21.Jan	21.Jan	22.Jan		24.Jan	23.Jan			25.Jan	26.Jan	29.Jan
Benguela Stream 28	15.Jan	19.Jan	20.Jan	28.Jan	28.Jan			29.Jan	30.Jan	31.Jan	01.Feb	01.Feb	02.Feb	05.Feb
Timor Stream 27	22.Jan	26.Jan	27.Jan	04.Feb	04.Feb	05.Feb	06.Feb	07.Feb	07.Feb			08.Feb	09.Feb	12.Feb
Klipper Stream 29	29.Jan	02.Feb	03.Feb	11.Feb	11.Feb			12.Feb	13.Feb		14.Feb	15.Feb	16.Feb	19.Feb
Agulhas Stream 28	05.Feb	09.Feb	10.Feb	18.Feb	18.Feb	19.Feb		21.Feb	20.Feb			22.Feb	23.Feb	26.Feb

Annex C.4 – Page 1 / 6 Schedules Tropical Shipping

Tropical SHIPPING

BARBADOS INTER-ISLAND SCHEDULE

Port	Depart Barbados	Arrive	Transit Time	Local Agent	Local Phone
ANGUILLA	Monday	Monday	7	Haskins, Ltd.	264- 497-2428
ANTIGUA	Monday	Saturday	5	Antigua Maritime Agencies, Ltd	268-562-2934
DOMINICA	Monday	Wednesday	9	Archipelago Trading	767-448-1744
DOM. REPUBLIC - Caucedo	Monday	Saturday	12	Freship, S.A.	809-586-1320
FREEPORT, Bahamas	Monday	Thursday	10	Darvikson, Inc.	242 352-6428
GRAND CAYMAN, C.I.	Monday	Saturday	12	Thompson Shipping Co.	345-949-8044
GRENADA	Monday	Thursday	3	Geo F. Huggins & Co., Ltd.	473-440-8787
GUYANA - Georgetown	Tuesday	Saturday	4	Laparkan Trading	011-592-227-7203 / 7204
MARSH HARBOUR, Bahamas	Monday	Sunday	13	Container Terminals, Ltd.	242-367-3341
NASSAU, Bahamas	Monday	Thursday	10	Container Terminals, Ltd.	242-322-1012
NEVIS	Monday	Tuesday	8	Delisle Walwyn & Co.	869-469-0766
PALM BEACH, Florida	Monday	Wednesday	9	Tropical Shipping	561-881-3900
PUERTO RICO - San Juan	Monday	Friday	11	Tropical Shipping	787-277-7073
ST. BARTHS	Monday	Wednesday	9	Tropical Shipping Co., Ltd.	011-590-590-27-6608
ST. CROIX	Monday	Friday	4	Tropical Shipping	340-778-8767
SAINT John, N.B., Canada	Monday	Sunday	13	Tropical Shipping	866-767-6576
ST. JOHN, U.S.V.I.	Monday	Wednesday	9	Tropical Shipping	340-776-8980
ST. KITTS	Monday	Tuesday	8	Delisle Walwyn & Co.	869-465-4149
ST. LUCIA - Castries	Monday	Tuesday	1	Beachcomber, Ltd.	758-452-1089
ST. LUCIA - Vieux Fort	Tuesday	Wednesday	1	Beachcomber, Ltd.	758-454-9107
ST. MAARTEN - Philipsburg	Monday	Wednesday	9	St. Maarten Port Services	011-599-750-5522
ST. THOMAS	Monday	Tuesday	8	Tropical Shipping	340-776-8767
ST. VINCENT	Tuesday	Wednesday	1	Corea & Company Ltd.	784-457-2244
TORTOLA	Monday	Wednesday	9	Island Shipping & Trading	284-494-2674
TRINIDAD	Monday	Wednesday	2	Tropical Trinidad Agency Unlimited	868-692-5400
TURKS & CAICOS - Grand Turk	Monday	Monday	14	Cargo Express Services Ltd.	649-946-1450
TURKS & CAICOS-Providenciales	Monday	Sunday	13	Cargo Express Services Ltd.	649-941-5006
VIRGIN GORDA	Monday	Wednesday	9	Island Shipping & Trading	284-494-2674

Schedule Subject to Change

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Annex C.4 – Page 2 / 6 Schedules Tropical Shipping

Tropical SHIPPING

BARBADOS INTER-ISLAND SCHEDULE

Port	Depart Barbados	Arrive	Transit Time	Local Agent	Local Phone
ANGUILLA	Monday	Monday	7	Haskins, Ltd.	264- 497-2426
ANTIGUA	Monday	Saturday	5	Antigua Maritime Agencies, Ltd	268-562-2934
DOMINICA	Monday	Wednesday	9	Archipelago Trading	767-448-1744
DOM. REPUBLIC - Caucedo	Monday	Saturday	12	Freship, S.A.	809-586-1320
FREEPORT, Bahamas	Monday	Thursday	10	Darvikson, Inc.	242 352-6428
GRAND CAYMAN, C.I.	Monday	Saturday	12	Thompson Shipping Co.	345-949-8044
GRENADA	Monday	Thursday	3	Geo F. Huggins & Co., Ltd.	473-440-8787
GUYANA - Georgetown	Tuesday	Saturday	4	Laparkan Trading	011-592-227-7203 / 7204
MARSH HARBOUR, Bahamas	Monday	Sunday	13	Container Terminals, Ltd.	242-367-3341
NASSAU, Bahamas	Monday	Thursday	10	Container Terminals, Ltd.	242-322-1012
NEVIS	Monday	Tuesday	8	Delisle Walwyn & Co.	869-469-0766
PALM BEACH, Florida	Monday	Wednesday	9	Tropical Shipping	561-881-3900
PUERTO RICO - San Juan	Monday	Friday	11	Tropical Shipping	787-277-7073
ST. BARTHS	Monday	Wednesday	9	Tropical Shipping Co., Ltd.	011-590-590-27-6608
ST. CROIX	Monday	Friday	4	Tropical Shipping	340-778-8767
SAINT John, N.B., Canada	Monday	Sunday	13	Tropical Shipping	866-767-6576
ST. JOHN, U.S.V.I.	Monday	Wednesday	9	Tropical Shipping	340-776-8980
ST. KITTS	Monday	Tuesday	8	Delisle Walwyn & Co.	869-465-4149
ST. LUCIA - Castries	Monday	Tuesday	1	Beachcomber, Ltd.	758-452-1089
ST. LUCIA - Vieux Fort	Tuesday	Wednesday	1	Beachcomber, Ltd.	758-454-9107
ST. MAARTEN - Philipsburg	Monday	Wednesday	9	St. Maarten Port Services	011-599-750-5522
ST. THOMAS	Monday	Tuesday	8	Tropical Shipping	340-776-8767
ST. VINCENT	Tuesday	Wednesday	1	Corea & Company Ltd.	784-457-2244
TORTOLA	Monday	Wednesday	9	Island Shipping & Trading	284-494-2674
TRINIDAD	Monday	Wednesday	2	Tropical Trinidad Agency Unlimited	868-692-5400
TURKS & CAICOS - Grand Turk	Monday	Monday	14	Cargo Express Services Ltd.	649-946-1450
TURKS & CAICOS-Providenciales	Monday	Sunday	13	Cargo Express Services Ltd.	649-941-5006
VIRGIN GORDA	Monday	Wednesday	9	Island Shipping & Trading	284-494-2674

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Tropical SHIPPING

BARBADOS INTER-ISLAND SCHEDULE

Port	Depart Barbados	Arrive	Transit Time	Local Agent	Local Phone
ANGUILLA	Monday	Monday	7	Haskins, Ltd.	264- 497-2428
ANTIGUA	Monday	Saturday	5	Antigua Maritime Agencies, Ltd	268-562-2934
DOMINICA	Monday	Wednesday	9	Archipelago Trading	767-448-1744
DOM. REPUBLIC - Caucedo	Monday	Saturday	12	Freship, S.A.	809-586-1320
FREEPORT, Bahamas	Monday	Thursday	10	Darvikson, Inc.	242 352-6428
GRAND CAYMAN, C.I.	Monday	Saturday	12	Thompson Shipping Co.	345-949-8044
GRENADA	Monday	Thursday	3	Geo F. Huggins & Co., Ltd.	473-440-8787
GUYANA - Georgetown	Tuesday	Saturday	4	Laparkan Trading	011-592-227-7203 / 7204
MARSH HARBOUR, Bahamas	Monday	Sunday	13	Container Terminals, Ltd.	242-367-3341
NASSAU, Bahamas	Monday	Thursday	10	Container Terminals, Ltd.	242-322-1012
NEVIS	Monday	Tuesday	8	Delisle Walwyn & Co.	869-469-0766
PALM BEACH, Florida	Monday	Wednesday	9	Tropical Shipping	561-881-3900
PUERTO RICO - San Juan	Monday	Friday	11	Tropical Shipping	787-277-7073
ST. BARTHS	Monday	Wednesday	9	Tropical Shipping Co., Ltd.	011-590-590-27-6608
ST. CROIX	Monday	Friday	4	Tropical Shipping	340-778-8767
SAINT John, N.B., Canada	Monday	Sunday	13	Tropical Shipping	866-767-6576
ST. JOHN, U.S.V.I.	Monday	Wednesday	9	Tropical Shipping	340-776-8980
ST. KITTS	Monday	Tuesday	8	Delisle Walwyn & Co.	869-465-4149
ST. LUCIA - Castries	Monday	Tuesday	1	Beachcomber, Ltd.	758-452-1089
ST. LUCIA - Vieux Fort	Tuesday	Wednesday	1	Beachcomber, Ltd.	758-454-9107
ST. MAARTEN - Philipsburg	Monday	Wednesday	9	St. Maarten Port Services	011-599-750-5522
ST. THOMAS	Monday	Tuesday	8	Tropical Shipping	340-776-8767
ST. VINCENT	Tuesday	Wednesday	1	Corea & Company Ltd.	784-457-2244
TORTOLA	Monday	Wednesday	9	Island Shipping & Trading	284-494-2674
TRINIDAD	Monday	Wednesday	2	Tropical Trinidad Agency Unlimited	868-692-5400
TURKS & CAICOS - Grand Turk	Monday	Monday	14	Cargo Express Services Ltd.	649-946-1450
TURKS & CAICOS-Providenciales	Monday	Sunday	13	Cargo Express Services Ltd.	649-941-5006
VIRGIN GORDA	Monday	Wednesday	9	Island Shipping & Trading	284-494-2674

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Tropical SHIPPING

BARBADOS INTER-ISLAND SCHEDULE

Port	Depart Barbados	Arrive	Transit Time	Local Agent	Local Phone
ANGUILLA	Monday	Monday	7	Haskins, Ltd.	264- 497-2428
ANTIGUA	Monday	Saturday	5	Antigua Maritime Agencies, Ltd	268-562-2934
DOMINICA	Monday	Wednesday	9	Archipelago Trading	767-448-1744
DOM. REPUBLIC - Caucedo	Monday	Saturday	12	Freship, S.A.	809-586-1320
FREEPORT, Bahamas	Monday	Thursday	10	Darvikson, Inc.	242 352-6428
GRAND CAYMAN, C.I.	Monday	Saturday	12	Thompson Shipping Co.	345-949-8044
GRENADA	Monday	Thursday	3	Geo F. Huggins & Co., Ltd.	473-440-8787
GUYANA - Georgetown	Tuesday	Saturday	4	Laparkan Trading	011-592-227-7203 / 7204
MARSH HARBOUR, Bahamas	Monday	Sunday	13	Container Terminals, Ltd.	242-367-3341
NASSAU, Bahamas	Monday	Thursday	10	Container Terminals, Ltd.	242-322-1012
NEVIS	Monday	Tuesday	8	Delisle Walwyn & Co.	869-469-0766
PALM BEACH, Florida	Monday	Wednesday	9	Tropical Shipping	561-881-3900
PUERTO RICO - San Juan	Monday	Friday	11	Tropical Shipping	787-277-7073
ST. BARTHS	Monday	Wednesday	9	Tropical Shipping Co., Ltd.	011-590-590-27-6608
ST. CROIX	Monday	Friday	4	Tropical Shipping	340-778-8767
SAINT John, N.B., Canada	Monday	Sunday	13	Tropical Shipping	866-767-6576
ST. JOHN, U.S.V.I.	Monday	Wednesday	9	Tropical Shipping	340-776-8980
ST. KITTS	Monday	Tuesday	8	Delisle Walwyn & Co.	869-465-4149
ST. LUCIA - Castries	Monday	Tuesday	1	Beachcomber, Ltd.	758-452-1089
ST. LUCIA - Vieux Fort	Tuesday	Wednesday	1	Beachcomber, Ltd.	758-454-9107
ST. MAARTEN - Philipsburg	Monday	Wednesday	9	St. Maarten Port Services	011-599-750-5522
ST. THOMAS	Monday	Tuesday	8	Tropical Shipping	340-776-8767
ST. VINCENT	Tuesday	Wednesday	1	Corea & Company Ltd.	784-457-2244
TORTOLA	Monday	Wednesday	9	Island Shipping & Trading	284-494-2674
TRINIDAD	Monday	Wednesday	2	Tropical Trinidad Agency Unlimited	868-692-5400
TURKS & CAICOS - Grand Turk	Monday	Monday	14	Cargo Express Services Ltd.	649-946-1450
TURKS & CAICOS-Providenciales	Monday	Sunday	13	Cargo Express Services Ltd.	649-941-5006
VIRGIN GORDA	Monday	Wednesday	9	Island Shipping & Trading	284-494-2674

Schedule Subject to Change

For more information, please contact our Barbados office:	Goddards Shipping & Tours Limited Goddards Complex, Fontabelle Road St. Michael, Barbados Phone: (246) 426-9990 Fax: (246) 426-7750

For rates, bookings and information call:
West Palm Beach- 561-881-3900; Miami-305-805-7400; Outside West Palm Beach or Miami-800-367-6200

REV: 5/20/2009

Annex C.4 – Page 5 / 6 Schedules Tropical Shipping

Tropical SHIPPING

BARBADOS INTER-ISLAND SCHEDULE

Port	Depart Barbados	Arrive	Transit Time	Local Agent	Local Phone
ANGUILLA	Monday	Monday	7	Haskins, Ltd.	264- 497-2428
ANTIGUA	Monday	Saturday	5	Antigua Maritime Agencies, Ltd	268-562-2934
DOMINICA	Monday	Wednesday	9	Archipelago Trading	767-448-1744
DOM. REPUBLIC - Caucedo	Monday	Saturday	12	Freship, S.A.	809-586-1320
FREEPORT, Bahamas	Monday	Thursday	10	Darvikson, Inc.	242 352-6428
GRAND CAYMAN, C.I.	Monday	Saturday	12	Thompson Shipping Co.	345-949-8044
GRENADA	Monday	Thursday	3	Geo F. Huggins & Co., Ltd.	473-440-8787
GUYANA - Georgetown	Tuesday	Saturday	4	Laparkan Trading	011-592-227-7203 / 7204
MARSH HARBOUR, Bahamas	Monday	Sunday	13	Container Terminals, Ltd.	242-367-3341
NASSAU, Bahamas	Monday	Thursday	10	Container Terminals, Ltd.	242-322-1012
NEVIS	Monday	Tuesday	8	Delisle Walwyn & Co.	869-469-0766
PALM BEACH, Florida	Monday	Wednesday	9	Tropical Shipping	561-881-3900
PUERTO RICO - San Juan	Monday	Friday	11	Tropical Shipping	787-277-7073
ST. BARTHS	Monday	Wednesday	9	Tropical Shipping Co., Ltd.	011-590-590-27-6608
ST. CROIX	Monday	Friday	4	Tropical Shipping	340-778-8767
SAINT John, N.B., Canada	Monday	Sunday	13	Tropical Shipping	866-767-6576
ST. JOHN, U.S.V.I.	Monday	Wednesday	9	Tropical Shipping	340-776-8980
ST. KITTS	Monday	Tuesday	8	Delisle Walwyn & Co.	869-465-4149
ST. LUCIA - Castries	Monday	Tuesday	1	Beachcomber, Ltd.	758-452-1089
ST. LUCIA - Vieux Fort	Tuesday	Wednesday	1	Beachcomber, Ltd.	758-454-9107
ST. MAARTEN - Philipsburg	Monday	Wednesday	9	St. Maarten Port Services	011-599-750-5522
ST. THOMAS	Monday	Tuesday	8	Tropical Shipping	340-776-8767
ST. VINCENT	Tuesday	Wednesday	1	Corea & Company Ltd.	784-457-2244
TORTOLA	Monday	Wednesday	9	Island Shipping & Trading	284-494-2674
TRINIDAD	Monday	Wednesday	2	Tropical Trinidad Agency Unlimited	868-692-5400
TURKS & CAICOS - Grand Turk	Monday	Monday	14	Cargo Express Services Ltd.	649-946-1450
TURKS & CAICOS-Providenciales	Monday	Sunday	13	Cargo Express Services Ltd.	649-941-5006
VIRGIN GORDA	Monday	Wednesday	9	Island Shipping & Trading	284-494-2674

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REV: 5/20/2009

Annex C.4 – Page 6 / 6 Schedules Tropical Shipping

Tropical SHIPPING

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GRENADA	Monday	Thursday	3	Geo F. Huggins & Co., Ltd.	473-440-8787
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NEVIS	Monday	Tuesday	8	Delisle Walwyn & Co.	869-469-0766
PALM BEACH, Florida	Monday	Wednesday	9	Tropical Shipping	561-881-3900
PUERTO RICO - San Juan	Monday	Friday	11	Tropical Shipping	787-277-7073
ST. BARTHS	Monday	Wednesday	9	Tropical Shipping Co., Ltd.	011-590-590-27-6608
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VIRGIN GORDA	Monday	Wednesday	9	Island Shipping & Trading	284-494-2674

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REV: 5/20/2009

ONLINE SCHEDULE

Schedule by Vessel

All Vessel Voyages

Vessel Name: Stadt Luneburg **Zim Voyage No.: 201** **Partner's Voyage No.:91**

Port Code	Port name	Direction	Local Arrival	Local Departure
JMKST	Kingston	S	20-Nov-2009	21-Nov-2009
LCCSS	Castries	S	23-Nov-2009	23-Nov-2009
VCKSV	Kingstown	S	23-Nov-2009	23-Nov-2009
TTPIL	Point Lisas	S	24-Nov-2009	24-Nov-2009
GDSGS	St. George`S (G	S	25-Nov-2009	25-Nov-2009
GYGTG	Georgetown	N	26-Nov-2009	27-Nov-2009
JMKST	Kingston	N	02-Dec-2009	08-Dec-2009

Previous | Next

Vessel Details

Estimated transit, departure and arrival times as published herein are to be considered as non binding information provided without any guarantee on behalf of the Carrier.
The Carrier shall not be liable for any direct or indirect loss or damage sustained by the Merchant through delay, or as a result of the Carrier not meeting the estimated transit time as published herein.

Annex C.6 – Data Sheet Silver Express

AUTO EXPRESS 45

"SILVER EXPRESS"

PRINCIPAL DIMENSIONS

Length overall	45.24 metres
Length (waterline)	40.2 metres
Beam (moulded)	12.3 metres
Depth (moulded)	4.0 metres
Hull draft (approx.)	1.8 metres

PAYLOAD AND CAPACITIES

Passengers		360
Cars		10
Maximum deadweight		67 tonnes
Maximum axle loads	Centre lanes	(dual axle) 12 tonnes
		(single axle) 9 tonnes
	Side lanes	1 tonne
Vehicle deck clear heights	Centre lanes	4.5 metres
	Side lanes	(above mezzanine) 2.2 metres
	Side lanes	(below mezzanine) 2.2 metres
Crew		6
Fuel		21,040 litres

PROPULSION

Main engines	4 x MTU 16V 396 TE74L
Gearboxes	4 x ZF 7550
Waterjets	4 x KaMeWa 63 S11

PERFORMANCE

Speed (90% MCR)	38.0 knots

CLASSIFICATION

Bureau Veritas
✠ HULL ✠ MACH ✠ AUT-UMS HSC-CAT A
French Flag

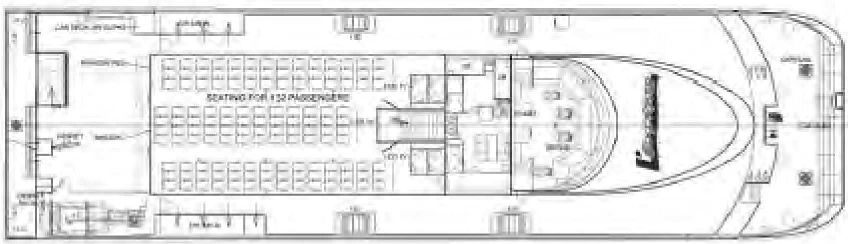
AUSTAL

AUTO EXPRESS 45

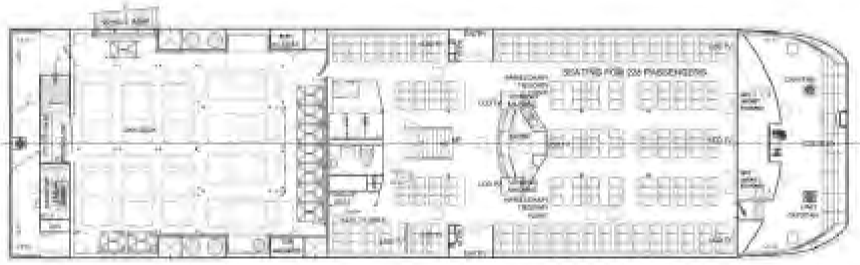
Vessel type: 45m High Speed Vehicle-Passenger Ferry

PROFILE

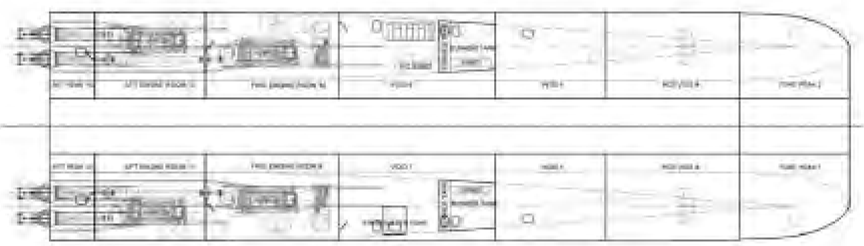
UPPER DECK



MAIN DECK



HULLS



100 Clarence Beach Road
Henderson
Western Australia 6166

Tel +61 8 9410 1111
Fax +61 8 9410 2564
sales@austal.com
www.austal.com

AUSTAL

Annex C.7: Data Sheet Fast Ferry CARIBBEAN SPIRIT 1

Compagnie Maritime Caribbean (CMC) offers sea crossings in the Antilles. The trademark Caribbean Spirit is now well known in the Caribbean archipelago.

Belonging to the Group Loret (group distribution and service) in the Antilles and Guiana, the young company provides shipping links between Guadeloupe, Marie Galante, Les Saintes and Dominica.

In the Caribbean spirit, we want to offer regular shipping services, reliable, attractive rates. We operate our sea crossings out of the ferry terminal to Bergevin Marie Galante (Grand Bourg), Les Saintes (Terre de Haut) and Dominica (Portsmouth, north of the island).

- Length 50 m;
- GRT 585;
- Speed 28 kn;
- Fuel consumption 500 l/h
- PAX Capacity 350;
- Crew 6 – 8 (depending on load factor);
- Year built 1993;
- Shipyard Marinteknik, Oeresund/Sweden

Annex C.8: MV WINDWARD

M V Windward in Bridgetown is a 180 foot ferry. It sails across the Caribbean transporting people to various islands in Barbados and countries in South America. Aboard a M V Windward, Bridgetown and enjoy cruising along the Caribbean. The ferry can accommodate a maximum of 25 passengers. The cabins are provided with convertible berths. The facilities provided by the ferry include TV room, stocked bar, restaurant and tax free shop. The favourite cruise offered by M V Windward, Bridgetown is the journey from Barbados to the island of St Vincent to Trinidad to Venezuela. The trip will take 6 days. It makes a stopover at each of the islands for one day and again starts off for the next destination in the evening.

Operated by Windward Lines Ltd, it is a passenger and cargo ferry service from Trinidad on Thursday afternoon, arriving St Vincent Fri 0730, departing 1000 for Barbados-St Lucia-Barbados arriving back in St Vincent Mon 0700 and leaving for Trinidad 1600 (occasional visit to Bequia) with a following service to Güiria, Venezuela or Pampatar, Margarita.

Published on: 11/10/2004   Last Visited: 12/19/2005

Christopher W. Mendez, Deputy General Manager of Operations, Port Authority of Trinidad and Tobago

The port at its present location is at its capacity, Christopher Mendez the acting general manager explained.

Mendez stated that even though the ferry service currently focuses on inter-island travel between the two islands, Trinidad and Tobago, it will soon expand further to Grenada, St Vincent, and St Lucia. This will enable tourists to connect to Trinidad and Tobago by air, and then add the sea component enjoying the ambience of the Caribbean Sea in a first class ferry service.

The port has also collaborated in information sharing with the United States Coast Guard in best practices in security for port facilities.The port's ISPS measures were highly commended by a team from the International Port Security Program.Mr. Mendez received the ISPS certification and statements of compliance on behalf of the Port of Port of Spain in July, 2004.

Annex C.8 – Main Data of MV WINDWARD II (First Vessel)

1.	Length	58 m
2.	Beam	11 m
3.	Draft	4 m
4.	GRT	924
5.	NRT	363
6.	PAX capacity (unberthed)	480
7.	RoRo capacity	100 lane meters
8.	Year built	1963

Main Data of MV WINDWARD II (Second Vessel)

1.	Length	100 m
2.	Beam	18 m
3.	Draft	4.40 m
4.	GRT	5,739
5.	NRT	2,546
6.	Number of decks	3
7.	No of doors/ramps	1 bow + 1 stern
8.	Speed	18 kn
9.	PAX capacity Berthed unberthed	600 282 318
10.	Vehicle capacity	180
11.	Crew	32
12.	Year built	1964

Annex C.9: Emails to bedy@bedytravel.com

Dear all:

It would be great, if you could briefly respond
to my mail.

I heard from your Agent here in St. Lucia that
you are very busy to prepare the new ferry services.

On Thursday next 05. 11. 2009, we shall have the next meeting
with the Representatives from the four OECS states.
Therefore, it would be fine to give them an update
also from your side.

Kind regards
M. Morisse

-----Original-Nachricht-----
Subject: OECS Shipping Study
Date: Tue, 27 Oct 2009 14:31:48 +0100
From: "MorisseConsult@t-online.de" <MorisseConsult@t-online.de>
To: bedy@bedytravel.com

Dear Sirs,

GOPA Consultants, Germany, have been entrusted with
the a. m. Study on behalf of the four member states
Dominica, Grenada, St. Lucia and St. Vincent.
A Letter of Recommendation is attached.
Team is based in St. Lucia until early December 2009.

In order to better assess the actual and planned situation
on passenger transport services we are free to ask you
for the following information:

1. Leading particulars of the vessels including details of
classification society and fuel consumption
at max. and half speed;

2. Updated sailing schedule;

3. Latest tariff;

4. Have you received already an operating certificate or other
approval from the Maritime Authorities involved?

5. Envisaged commencement of operation as it stands from now?

6. Expected passenger traffic on the individual legs short to medium term.

Your kind support and prompt attention is much appreciated.

Regards
Manfred Morisse
c/o GOPA Worldwide Consultants
c/o Bay Gardens Beach Resort, Rodney Bay, St. Lucia
Mobile 1 758 7216486

Annex C.9 – Sailing Schedule Proposed by BedyOceanLine

Grenada, St. Vincent, St. Lucia, Trinidad and Barbados

DAY	VESSEL	TIME OF DEPARTURE	COUNTRY	TIME OF ARRIVAL	COUNTRY
MONDAY	Nutmeg Express	5:00 AM	Grenada	7:45 AM	St. Vincent
	La Palma Express	8:15 AM	St. Vincent	10:15 AM	St. Lucia
		10:45 AM	st. Lucia	2:00 PM	Barbados
		3:00 PM	Barbados	6:00 PM	St. Vincent
	Nutmeg Express	4:30 PM	St. Vincent	6:30 PM	St. Lucia
TUESDAY	Nutmeg Express	5:00 AM	St. Lucia	7:00 AM	St. Vincent
		7:30 AM	St. Vincent	10:45 AM	Grenada
		11:15 AM	Grenada	2:30 PM	Trinidad
	La Palma Express	5:00 AM	St. Vincent	7:00 AM	St. Lucia
		7:30 AM	St. Lucia	11:00 AM	Barbados
		1:00 PM	Barbados	4:00 PM	St. Vincent
		4.30 PM	St. Vincent	6:30 PM	St. Lucia
WEDNESDAY	Nutmeg Express	5:00 AM	Trinidad	9:00 AM	Grenada
		9:45 AM	Grenada	1:30 PM	St. Vincent
	La Palma Express	8:00AM	St. Lucia	9:00AM	St. Vincent
		2:30 PM	St. Vincent	4:00 PM	Barbados
	Nutmeg Express	2:00PM	St. Vincent	4:00PM	St. Lucia

DAY	VESSEL	TIME OF DEPARTURE	COUNTRY	TIME OF ARRIVAL	COUNTRY
THURSDAY	La Palma Express	5:00 AM	Barbados	8:30 AM	St. Vincent
	Nutmeg Express	5:00 AM	St. Lucia	7:30 AM	St. Vincent
		9:00 AM	St. Vincent	12:45 PM	Grenada
		1:15 PM	Grenada	4:30 PM	Trinidad
	La Palma Express	9:15 AM	St. Vincent	11:30 AM	St. Lucia
		12:30 PM	St. Lucia	4:30 PM	Barbados
FRIDAY	Nutmeg Express	5:00 AM	Trinidad	8:45 AM	Grenada
		9:15 AM	Grenada	12:45 PM	St. Vincent
		1:15 PM	St. Vincent	4:00 PM	Grenada
	La Palma Express	5:00 AM	Barbados	8:30 AM	St. Vincent
		9:15 AM	St. Vincent	11:00 AM	St. Lucia
		12:30 AM	St. Lucia	3:15 PM	St. Vincent
SUNDAY	Nutmeg Express	11:00 PM	Grenada	2:45PM	Trinidad
		3:15 PM	Trinidad	6:45PM	Grenada
	La Palma Express	9:30 PM	St. Vincent	11:30PM	St. Lucia
		12:00 PM	St. Lucia	4:00PM	Barbados
		4:30PM	Barbados	7:45PM	St. Vincent

Routes and time are subject to change

Source: Website Bedy Travel

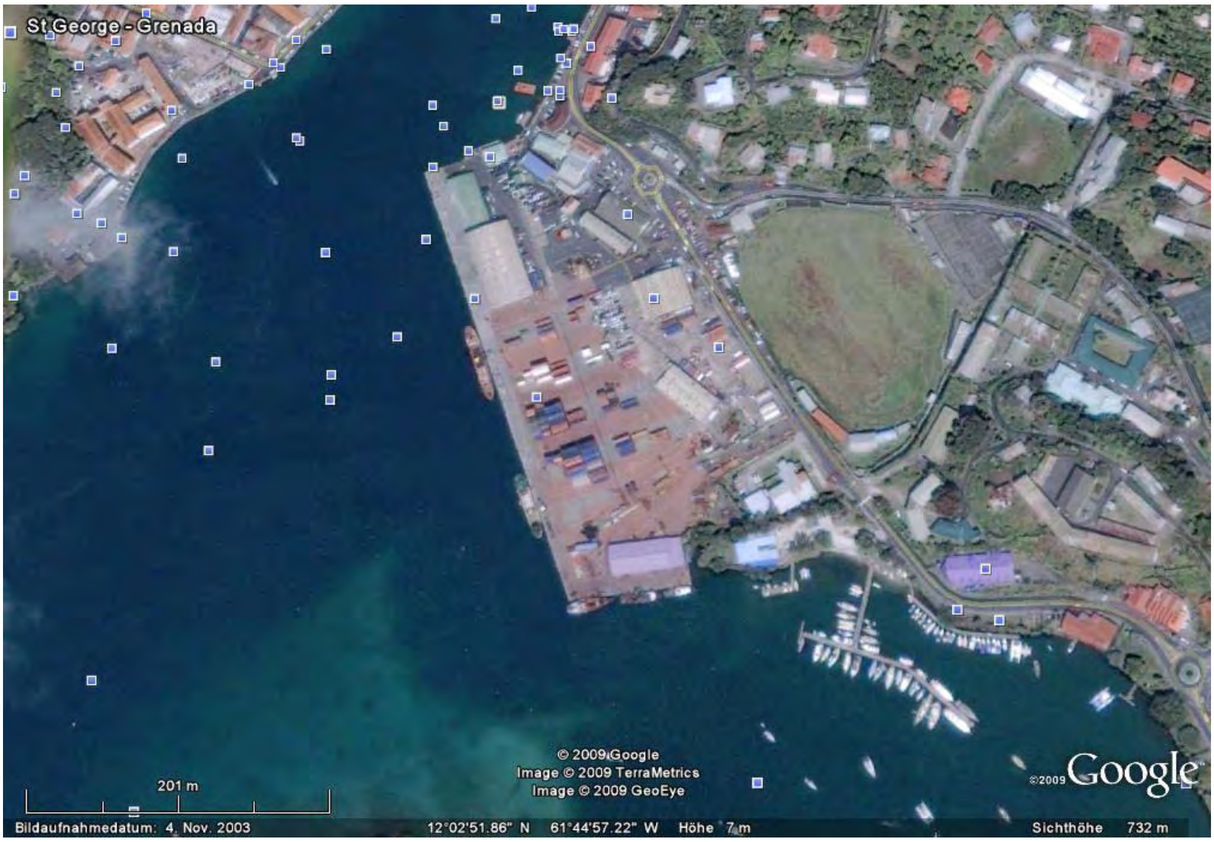
Annex C.10 - Roseau, Dominica

Woodbridge Bay

Annex C 11 - Portsmouth, Dominica

Portsmouth, Passenger Terminal

Annex C.12 - St. George's, Grenada *(cruise terminal not shown)*



Annex C.13 - Castries, St. Lucia

Annex C.14 - Vieux Fort, St. Lucia

Annex C.15 Kingstown, St. Vincent

Appendix D

Potential Trade - Tables

Appendix D: Potential Trade

D.1 Background

The Study-States: Grenada, St. Lucia, St. Vincent and the Grenadines, and the Commonwealth of Dominica have a combined population of approximately 0.46 million and a land mass of 2,100 km^2 and depend to varying degrees on the agricultural sector. Agriculture, in terms of the role it plays in employment creation, provision of livelihood mechanisms, food security, foreign exchange earnings, support to the agro-processing sector, and contribution to GDP (see below) remains an important, if under-appreciated sector in these States. Yet, despite these contributions, agriculture accounts for less that 20% of gross domestic product (GDP) in all of the Study States, and in fact, has seen its contribution fall continuously since 1980 as the services and industrial sectors have grown in importance. This decline can be directly attributed to a fall in production of the major crops in the islands (*see* **Table D.1**).

Contribution of Agriculture in the Study States (2008)

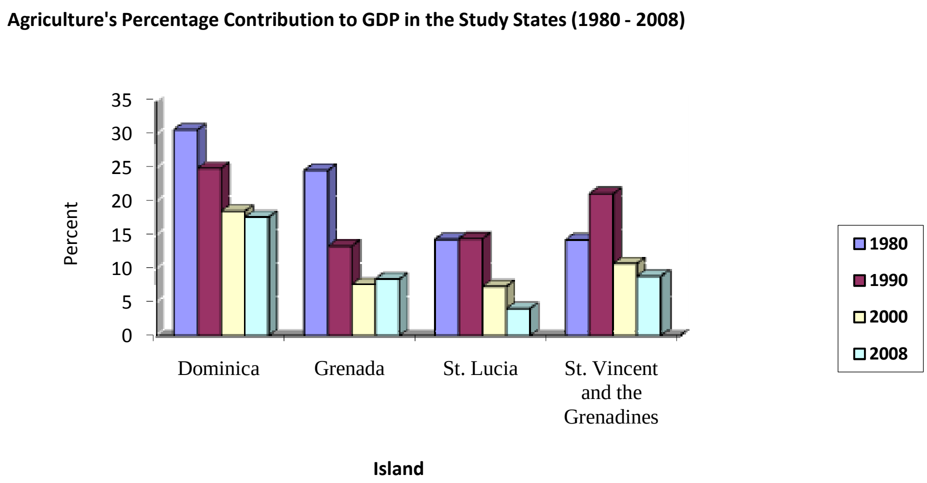
State	Areas of Contribution		
	Employment (% of labour force)	Foreign Exchange (US$Mn)	Contribution to GDP (%)
Dominica	40.0[1]	64.43	17.7
Grenada	24.0	75.18	8.5
St. Lucia	21.7	24.37	4.1
St. Vincent and the Grenadines	25.2	-	8.9

Sources: International Financial Statistics (2009), US State Department Reports (2009), and Central Statistical Offices (2009).

For example, the States have seen a significant decline in their traditional production and export bases as in the case of bananas in Dominica that declined from approximately 28,000 tonnes in 1998 to approximately 10,120 tonnes in 2008. Similarly, there was a significant decline in nutmegs and cocoa production in Grenada between 2004 and 2008 due primarily to Hurricanes Ivan and Emily. But natural disasters aside, there remains both external and internal constraints affecting agricultural output in the Study States that will be elaborated upon in the next section.

Agricultural products in the four islands centre mainly on bananas, cocoa, coconuts, citrus, fruits, ground provision, vegetables and spices. The volumes of these crops produced, particularly in peak season, are generally in excess of local consumption making trade a necessity for the sustenance of the agricultural sector. In fact, consumption of agricultural products within the Study States was estimated at less than 60% of total output in 2008 (Alcee, 2009 per comm.). At the same time, trade amongst the Study States was calculated at EC$75 million, representing a decline of approximately 5% over the 2007 figure (*see* **Appendix A**). Despite the recent decline, trade continues to play a meaningful role in the Study States.

[1] This is an estimated number from the US State Department.



Source: World Bank Development Indicators (2009), CSO (2009)

As small island states, these economies are relatively open and rely heavily on export income to create jobs, purchase imports, and maintain an overall healthy balance of trade. The openness of the Study States is evident through the trade openness indicator, measured as exports and imports of goods and services as a percentage of output (trade/GDP). The Study States as a whole displayed an openness indicator of 84%, with the scores ranging from 50.3% for Dominica to 107.4% for St. Lucia (WTO, 2009; World Bank, 2009). Given this degree of openness, any change in trade performance will most likely have a direct impact on economic output.

But trade amongst the Study States has been restricted by, *inter alia*, their relative market size and limited market integration, decline in agricultural outputs, insufficient product differentiation amongst the States, and limited access to adequate, reliable and efficient transportation (Stewart and Forgenie, 2006). Agricultural trade remains a vital component of the Study States' development strategy as highlighted in the *Agricultural Policy Framework and Strategic Plan for the OECS* (2004). This Strategy identifies as critical the need to reposition the agricultural sector, being cognizant of external and domestic challenges, diversify the export base of the States away from traditional crops like bananas and spices, and to embark on high intensity products like honey, tomatoes, and hot peppers to make the States more resilience to external shocks.

The Strategy also highlighted the need to consolidate improvements in agricultural production generally that will allow for the establishment of a substantial base for food safety and food security. Of particular relevance is the sourcing of new markets, particularly within the Caribbean region and to explore greater complementarities between the agricultural sector and the tourism market. It is within this context, therefore, that it can be contended, that the agricultural sector in the Study States needs to reposition itself to take advantage of opportunities that may arise from the establishment of both the CARICOM and OECS Single Markets. However, one area identified as a continuous bug-bear has been the issue of accessing adequate, efficient, and affordable transportation.

The absence and/or inadequacy of transportation services for the movement of perishable freight have been expressed as a major impediment hampering the growth of the agricultural sector in the Study States. Furthermore, a variety of initiatives, inclusive of the Regional Transformation Programme (RTP) for Agriculture and the Jagdeo Initiative (JI), have identified a number of systemic problems with expanding agricultural production in CARICOM, inclusive of those in the Study States. These problems range from limited financing and inadequate levels of new investments, deficient and uncoordinated risk management measures, insufficient institutionalization of good agricultural practices (GAP), weak and non-integrated information and intelligence systems, lack of skilled labour, and inadequate transportation systems, particularly for perishables. Other concerns expressed relate to the unavailability of adequate or suitable facilities for handling perishable products at some sea and airport terminals as well as the estimated high cost of shipping and related costs such as handling, storage and security charges.

This Appendix focuses on the prospects for expanding agricultural output, which can re-energise intra-regional trade facilitated by an improved shipping service. However, it argues that even with an improved shipping line, *ceteris paribus*, it is imperative that we remain cognizant of the fact that an efficient, adequate and affordable transport system is merely a facilitator of trade, not a driver of demand. As such, there are other systemic issues that must be addressed in conjunction with this shipping line if improved trade is to be achieved. Furthermore, it directs some attention to the supply side constraints facing the agricultural sector. While the Appendix is aware of the plethora of issues affecting the agricultural sector, and by extension trade, it does not seek to rehash these, but rather concentrates on a few of the critical ones, necessary to be addressed in the short and medium terms. Development is an iterative process and so too will be agricultural enhancement. Some of the more tangential issues can be addressed in the future but those along the critical path for agricultural expansion must be arrested immediately. As such, the Appendix contends that focussing on an improved shipping line without due regard to expanding production is tantamount to failure.

D.2 Purpose of the Appendix

The Appendix’s overall objectives are to construct an elasticity of demand with transportation prices along with a review of market constraints facing the Study States agricultural products. The specific objectives are adumbrated as:

- to determine the current supply and demand of agricultural products within the Study States;
- to provide freight flows by commodity and route in an effort to understand trade flows throughout the Caribbean Region; and
- to estimate the likely potential increase in freight traffic volumes with say, a 50% reduction in transport tariffs and/or specified quality of service improvements.

D.3 Methodology

A plurality of methodologies was applied in the compilation of this Appendix. These included:

- The preparation of an interview schedule for the various stakeholders interviewed, inclusive of public officials, exporters, importers, traffickers/huskers, sea freight companies, agricultural producers, agricultural associations, chambers of commerce and sea port management companies (*see* **Appendix H**). These interviews were conducted in a face-to-face manner after the author paid visits to the Study States. The purpose of the interviews was to have a better understanding of the issues involved in the intra-regional movement of freight as well as to acquire a better appreciation of the factors impacting the agricultural sector in the study states. The National Authorising Offices (NAO) was particularly helpful in arranging for the Consultants to meet with the necessary stakeholders. Where it was not possible to meet a stakeholder, a telephone interview/discussion was carried out.
- A comprehensive content review from secondary sources was carried out. There has been substantial material written on moving freight within the study states as well as on trading arrangements and factors impacting the agricultural sector. It was important to capture these views, all with the aim of replicating past “mistakes”, while promoting what works or has the possibility of success.
- The collection of secondary data trade and agricultural statistics from the Caribbean Community (CARICOM) Secretariat, the OECS Secretariat, the, the Eastern Caribbean Central Bank (ECCB), Ministries of Agriculture and Trade, Study-States’ Statistical Offices (CSOs), agricultural data from

Agricultural Associations, Marketing Boards, internet and several hard copy sources. This information was important to: (i) understand the historical and current marketing trading arrangements, (ii) project a framework for future trading, and (iii) determine the level of potential intra and extra-regional trade within the OECS and by extension, demand for freight services.

D.2 Findings and Analysis

This section of the Appendix looks at the supply of and demand for the more important agricultural crops and livestock produced in the Study States. It is important to note that the lack of comprehensive and reliable data, particularly in Dominica and Grenada limited the scope of the analysis, but the available data indicated some general trends. Given the espousal often made about the importance of agriculture to the Study States, the capacity to collect, maintain and disseminate agricultural data needs to be improved.

D.2.1 Supply Analysis

D.2.1.1 Brief Overview of the Agricultural Sector

Banana production remains the dominant crop in St. Lucia, St. Vincent and the Grenadines, and Dominica where it accounted for approximately 80%, 59% and 20% respectively of agricultural output in 2008. In Grenada, spices, sugar cane and coconut remain the most important crops (see **Annex D.1**). But while these economies continue to depend on these traditional crops, they have also taken measures to diversify their production base, with other products such as vegetables, grapefruit, sweet and hot peppers, and root crops. In all the Study States these products have boosted economic growth and employ a significant proportion of the local populace. However, the erosion of the European Union (EU) trade preferences under the recently signed and implemented Economic Partnership Agreement (EPA) and the high costs of production are threatening the viability of production in the sector (Vignoles, 2005). These issues, among others are briefly considered below as they related to specific crops and/or livestock.

The Traditional Sector

Banana production in the Study States, with an estimated total output of 74,417 tonnes in 2008 was 6.5% higher than the 2007 figure. This increase was attributed mainly to St. Lucia’s improved performance, after the effects of Hurricane Dean in 2007. The expansion in banana output in St. Lucia was largely due to replanting activities under the Post Hurricane Dean Rehabilitation Programme, improved plant husbandry, subsidized inputs, and good weather conditions. However, this sector remains one that has come under severe threat in the past five years due to, among other things, the removal of trade preferences or the offering of terms more favourable to its competitors. The problem seems to have been compounded by the need to raise standards for retention of some markets and possible penetration of others and insufficient strategic planning for the sector to dampen the fallout from the loss of preferences. As such, production in the other Study States has either declined or remained stagnant.

It was revealed during the Consultants’ interviews that while in some cases this reduction in banana production has resulted in some diversification of the product base to other non-traditional crops, a significant number of farmers have also abandoned the land, others have converted their land to real estate, while other farmers have found or are seeking employment opportunities outside of the sector due to the uncertainties associated with the sector. To illustrate this point, it is instructive to note that land under banana cultivation declined by almost 20% in St. Vincent and the Grenadines and by approximately 27% in Grenada between 2004 and 2008 (CSO, 2009). At the same time, yields have been relatively unchanged.

But the removal of preferences may also be inadvertently providing opportunities to encourage the sub-sector to seek greater market linkages with the tourism industry that accounts for more than 25% of the GDP in all the Study States. Additionally, it may be a possibility for these States to simultaneously exploit Caribbean market niches where they receive some level of protection under the Common External Tariff (CET).

In the case of the cocoa and spice industries in Grenada, these were significantly impacted after Hurricanes Ivan and Emily in 2005, where an estimated 90% of crops were damaged (Oxfam, 2006). In fact, in volumetric terms, spices accounted for only 9.9% of Grenada's agricultural output in 2007, while cocoa was not identified as one of the significant crops in that year. This trend is understandable given the lag between replanting and production.

Non-Traditional Crops

This subsector comprises crops other than bananas in Dominica, St. Lucia and St. Vincent and the Grenadines, and spices and cocoa in Grenada. As banana production has fallen, this sub-sector has grown in importance, and has the potential to expand even further. While output is still low within the Study States, estimated at no more than 30,000 tonnes, they are a growing and expanding area of business. In discussion with one of the farmers association in St. Lucia, it was revealed that the island is currently only able to supply a tenth of the tourist market for tomatoes domestically. Products with the potential appear to be:

- *Dominica*: grapefruit, coconuts, root crops and livestock,
- *Grenada*: coconuts, root crops, fresh fruits and grapefruit,
- *St. Lucia*: plantains, root crops, tomatoes, sweet peppers, and
- *St. Vincent and the Grenadines*: cabbages, cassava and corn.

Throughout the Study States, it appears that this sector has the potential to increase output fastest. However, there needs to be an increased emphasis on raising standards, improving reliability of producers, better production planning and scheduling, and for improved public policy. With regard to the last point, the time may be opportune for the Governments of the Study States to re-examine the policy of offering concessions to the tourism industry which act as disincentive for the industry to purchase from local producers.

Another significant impediment to the growth of this sector is the lack of adequate and reliable transportation services. Many of these non-traditional crops are often exported without sufficient attention being paid to the handling and shipping requirements. As such, it is not unusual that consignees are left facing significant losses when the consignment arrives.

Fisheries

This subsector remains another important sector for the Study States and appears to be receiving notable assistance in both St. Lucia and Dominica. Most of the products are either sold directly by the boat owners or are transported via air to non-Study State locations. During the Consultants' deliberations, the only Study State that was exporting quantities notable quantities, i.e., approximately 1,600 tonnes annually, was Grenada (MAFF of Grenada, 2009 per com.). Furthermore, the sector in this island has Hazard Analysis & Critical Control Points (HACCP) certification and so is able to export to the US market. Importantly, not much seems to be known about this sector and the impression given was that the data collection process is less than effective.

Livestock

While an important source for employment and domestic food security, the sector has little potential in all of the Study States for exports in its current form. Most of the Study States lack the infrastructure necessary to export. This being as it may, Dominica is in the process of constructing an abattoir but even this is not aimed at entering the external market. However, the sector continues to be plagued by praedial larceny.

D.2.2 Demand Analysis

Quite often, consumers are interested in price, more so, as it makes it difficult for them to access a particular commodity, through squeezing their respective budgets. Current demand for agricultural products is a function of, *inter alia*, drivers such as, the rate of population growth, the size of disposable income, taste, cultural issues, government policies and natural conditions. At the same time, the quality of the products and ease with which they can be obtained remain important considerations. In economic terms this means that price-elasticity[2] is high, in other words consumers will normally be influenced by the commodity's price in their decision whether or not to purchase a particular commodity. Demand for agricultural products tend to be highly responsive to price. A primary reason for this is that there are a number of close substitutes for many agricultural products.

The Consultants' analysis indicates that demand for the agricultural products in the Study States comes from four main sources:

- households;
- supermarkets and restaurants;
- hotels; and
- regional and international markets.

In all of the Study States, most of their traditional products are exported. In the case of banana, this figure demonstrates that more than 60 percent of what is produced in the Study States goes to international and regional markets. A similar situation obtains for spices, with the main markets being in the United Kingdom (approximately 40% of market share by value) and Trinidad and Tobago (35% share). This indicates that less than 40% is consumed locally.

However, the situation is completely reverse as regards non-traditional crops, fisheries and livestock. Most of the products produced are consumed locally, with the exception of fisheries where some amount is exported to the USA. This point is further strengthened by the Marketing and National Importing Board (MNIB) of Grenada that indicated that while farmers are complaining about being unable to find markets the MNIB cannot source sufficient supplies to satisfy demand in the export market. This may be a reflection of the disconnect between production and marketing. It has also been projected that if the sector is able to establish greater links with the tourism market, which requires reliability, improved quality and constant supply, demand is likely to increase even further.

Banana Exports by Quantity and Value - Windward Islands, 2006 - 2008

Year	St. Lucia		St. Vincent		Dominica		Grenada	
	Tonnes	EC$'000	Tonnes	EC$'000	Tonnes	EC$'000	Tonnes	EC$'000
2006	33,982	47,154	15,758	21,977	11,408	16,286	--	--
2007	30,318	43,605	14,146	19,650	6,814	9,681	197	270
2008	38,359	58,907	8,434	12,580	8,286	11,836	104	134

Source: Windward Island Banana Development & Exporting Company Ltd (WIBDECO)
Note: Exports are mainly to the United Kingdom.

While statistics were not available to provide a breakdown of the consumption by each category, it is estimated that the current demand for agricultural products produced in the Study States for household consumption is likely to remain relatively constant over the next 10 years or so as population growth and earning capacity are both expected to increase only marginally. However, increased demand for healthy safe foods in developed as well as developing countries markets, increased supplies of quality

[2] This is where a small change in price causes a larger than proportionate change in the quantity demanded.

products and variety from producing countries, ability of producing countries to meet the standards demanded by the targeted markets as well as logistical requirements and the greater affordability of these products by consumers are expected to drive demand in the tourism and supermarket sectors.

Furthermore, recent initiatives, such as the re-branding and re-focusing of WINFRESH (previously WIBDECO) that has secured markets with some major supermarket chains in the UK to provide fruit pulp, the projected expansion of Lourdes in St. Vincent and the Grenadines, and the establishment of a processing plant by BARRONS Food in Grenada all have the potential to drive future demand for agricultural products within the Study States.

WINFRESH has already acquired a processing plant that has the capacity to process fruits at the rate of 800 kg/hour. As such, should this plant work 11 months in the year and run two eight hour shifts, it has the capacity to process at least 4,288 tonnes of fruits annually. Dominica also has been experiencing increasing demands from the Antigua and Barbuda and other non-OECS States to the North of the Island. Similarly, with the establishment of the Fair Trade Organization in the Study States, this should allow for the raising of standards and the penetration of further international markets for bananas, which can have some positive spin-off effects to the other sectors.

D.3 Internal Constraints to Agricultural Expansion in Agriculture

- *Planning*: insufficient planning and recognition that for agriculture to be given its rightful place in these economies the entire production and marketing chains need to be examined, understood and catered for. A piecemeal, segmented approach will merely postpone the inevitable further decline of the sector’s importance in the Study States. The time is also opportune for the development and enforcement of a land use plan in all the Study States. The absence of such a plan is resulting in conflicting land uses to the detriment of the agricultural sector.
- *Data management*: in looking at the agriculture sector, data management, inclusive of collection, retrieval, dissemination and analysis, needs to be given a larger portfolio. Data needs to be treated as a resource. The lack of adequate information makes it difficult to calculate the feasibility of remaining in agriculture, for example, there are limited farm budgets in some of the states, and therefore making it difficult to plan adequately for the sector. Without adequate information it is also difficult to ascertain the competitiveness of the various crops being produced and to know fully what market opportunities exists.
- *Marketing:* for there to be increases in output it is essential that concerted efforts at marketing be undertaken. Producers are particularly sceptical to expand production unless they can be assured that they can get their produce sold. It is therefore within this context that it is important to know what markets exist, as well as the conditions under which those markets can be penetrated.
- *Standards:* Standards have become major non-tariff barriers to trade. Issues related to traceability, pesticide residue content of crops, integrated pest management, labelling and post harvest treatment are all necessary to encourage trade as matters related to food safety and quality have grown in importance.
- *Transportation*: given the regions historical and tradition relations there is an established shipping line for bananas traded to Europe. Primarily because of the type of product produced and the configuration of the vessels in which they are transported, this arrangement works well. However, transporting within the Caribbean region is decidedly more difficult. This arises from the fact that the vessels are not configured for the transporting of perishable agro-products, leading to inappropriate handling, storage and transporting. Furthermore, while there is an informal information network that appears to be working fairly well, for new entrants into the market, there is limited information related to transport schedules, route, etc.
- *Competitiveness*: It is a well established fact that many of the producers in the Study States are high cost producers, occasioned by, among other things, the topography of the land, small size of holdings making it difficult to derive scale economies and the technology being applied. At the same time, productivity is severely affected. In fact, it was instructive that the number one issue identified for farmers in praedial larceny. These issues make it difficult for them to compete on a price basis outside

the region where CET is not applied. However, the quality of the products may allow them to compete in some high value, niche and nostalgic markets. But even here the issue of raising standards cannot be overstated.

- *Age of Farmers*: the average age of the farmers in the Study States as of 2008 was estimated at 55 years. While age in itself does not have to be a limiting factor, unless there is a cadre of young people becoming involved in agriculture, in 10 years time this can translate into a serious reduction in plots cultivated and ultimately a decline in output.
- *Access to and cost of credit*: Many of the farmers groups and representatives indicated that the cost of credit that range between 12 – 14% in the Study States makes it difficult for them to retool and expand production. While there are some small schemes like the Agro-Enterprise Development Scheme in Dominica that offers up to EC$50,000 at 0% interest, these initiatives are limited and their sustainability remains suspect.

D.4 Trade Flows

The direction of trade flows for the Study States is principally in two directions:

- the southern most Study States of Grenada, St. Lucia and St. Vincent and the Grenadines conduct most of their trade with each other, and non-OECS States of Trinidad and Barbados
- for the northernmost Study State of Dominica, while trading with Trinidad is still an important partner, the Island conducts significant trade with the Leeward Island States of St Kitts and Nevis, Antigua and Barbuda and Montserrat as well (see **Table A.9).**

In the Study States, goods make up 20% of total exports and 70% of total imports. Between 2006 and 2008, the Study States imported approximately six times as many goods (in value terms) than they exported (refer to **Tables A.11-A.37**). Merchandise exports are relatively more important as a source of foreign exchange for St. Vincent and the Grenadines when trading with CARICOM where it makes up 83.1% of exports and Grenada where it accounts for 68.2% of exports in value terms. At the same time, Trading amongst the Study States demonstrate that exports and re-exports remain of greater importance for St. Vincent and the Grenadines and Grenada than it does for St. Lucia and Dominica (**Tables A.11-A.37**).

A closer look at intraregional trade flows show that the Study States rely mainly on Trinidad and Tobago and Barbados, with Dominica also having much closer relations with Antigua and Barbuda, and the French Caribbean Islands of Martinique and Guadeloupe. Exports to Trinidad and Tobago have shown relatively strong growth between 2006 and 2008, with average growth of 13% a year (**Tables A.11-A.37**).

In 2008, imports from non-Study States partners displayed a strong performance with Trinidad and Tobago and Barbados being the noticeable players in this regard. Imports between Study States were relatively low with the exception of Dominica. Between 2006 and 2008 imports grew fastest in Dominica at 5%, while St. Lucia displayed relatively slow growth (1%).

CARICOM is responsible for nearly 30% of imports into all the Study States (**Tables A.11-A.37**). The goods sourced from the CARICOM region come predominantly from Trinidad and Tobago. Roughly 64% of the Study State's intraregional imports come from Trinidad. Trinidad and Tobago accounts for at least a 60% share of intra-regional imports of Grenada, St. Lucia and St. Vincent & the Grenadines. Barbados is the source of 14% of intra-regional imports, while St. Vincent and the Grenadines, Dominica, St. Lucia and Grenada each hold another 3-5 percent share.

D.5 Composition of Trade by Sectors

Analysis of the composition of trade by sectors shows differing patterns. The Study States exports to CARICOM are relatively diversified and have increased slightly since 2006 (**Appendix A**). In 2008, 48.6% of the Study States exports to CARICOM were food and animal products, with it being of greater significance in Grenada where it was 96.8 percent, but merely 26 percent in St. Lucia. At the same time, manufacturing products have grown in importance, particularly in Dominica and Grenada driven by sales in re-exports. Export of ores and metals in the Study States are negligible and was estimated at 0.8% in 2008.

During 2006-2008, Dominica and Grenada demonstrated a relatively balanced export structure by sector, with food and manufactured products each accounting for half of merchandise exports. On the other hand, St. Lucia and St. Vincent and the Grenadines are relatively food-intensive exporters.

The composition of the Study States imports by sector shows that most goods coming into the States are manufactured products. Between 2006 and 2008, approximately 65% of total imports were manufactures, while another 25% share was food and raw agricultural products. The remaining imports were fuels (12%) and ores and metals (1%). All these shares have remained relatively stable over the last three years, with the exception of food and raw agricultural products – which have declined slightly in importance at the expense of fuels. This could be the result of price effects (higher international fuel prices), rather than real changes in the quantity traded. Imports by individual States are characterized by similar trends, each country's manufactured goods represent between 63 and 72 percent of imports.

Analysis of the composition of imports by destination also yields similar results. Study States' imports from outside the region are predominantly manufactured products. Between 2006 and 2008, 45% of imports from CARICOM partners were manufactures, 30% were food products, and another 25% percent were fuels.

D.6 Ten Year Vision

Trade and integration remain fundamental factors for sustainable economic growth in the Study States. These economies, as highlighted elsewhere, face a number of obstacles that impact the capacity of their firms to compete in the global marketplace, and hence, affect export sales and economic growth. Furthermore, the small size of markets and firms across the Study States limit resources, promote inefficiencies, and make it difficult to realize scale economies. At the same time, firms face competitive disadvantages in high costs of doing business due to topography, age of farmers and the type of technology being applied, and an erosion of preferences in major export markets. In response to these bottlenecks, regional integration has the potential to improve export performance of the Study States.

The Study States are a part of the intended OECS Single Market, and also part of the CARICOM Single Market. Clearly, for the future advancement of these States it will be imperative that the integration process be deepened to enhance efficiency and improve their international competitiveness. Efficiency is gained from regional harmonization of laws and the pooling of resources. For example, the Study States (and indeed the OECS as a whole) would be better served with one harmonized regime (rather than seven national ones) on shipping and maritime laws, insurance issues, and sanitary and phytosanitary standards as ways to expand economic activity within the region. Furthermore, a pooling of resources to establish common initiatives such as capital markets facilitates efficiency in international transactions.

It is therefore within this context that the future projection has been elaborated using a bottom-up approach. The analysis focuses on the main agricultural exports in the Study States. These have a share of 80-85 percent (2006-2008) of all exports. So they reflect fairly the general trend of trade in the States.

D.6.1 Outlook by Main Commodities

Bananas

The loss in the trade preferences in the EU market has significantly impacted the banana industry in the Study States. This has seen a significant reduction in output from the region and also a subsequent decline in exports. With the advent of Fair Trade Organization and efforts to exploit the Caribbean niche markets there are possibilities for this sector to improve production once again, even if not to the same level as before the EU preference removal. Additionally, with better strategic planning and linkages with the local and regional tourism industry, the potential is present to increase consumption and sales. At the same time, banana prices are projected to rise to US$710 per tonne by 2015 before falling back to US$605 by 2020 on the world market.[3] The global market is dominated by Albania, India and Brazil, which supply more than a half of the world's exports, and are expected to increase their exports only moderately, thus, the long-term price is expected to remain firm around the current level and rise only moderately over the period 2010 to 2019. However, the rise will be below the world inflation index. The CARICOM market will follow this trend

As such, it is projected that both production and exports will increase. The Consultants estimate a 5% increase in production over the next 10 years and a 3% increase in exports over the 2008 figures. In summary, the volume of exports to the EU is expected to remain stable in the foreseeable future.

With the loss of preferential treatment, the CARICOM market becomes attractive. It offers a 25% external tariff on bananas and a much smaller transport distance to the consumer. This means lower transport costs. Additionally; it permits producers to deliver bananas still fresh to the customer. The profit margin for fresher higher quality bananas is at least 10% higher.

Spices

After the ravages of Hurricanes Ivan and Emily, the Grenada reconstruction effort is expected to see an increase in the production of spices over the next ten years. While this will remain significant for Grenada, it will have less relevance for the other Study States. At the same time, through the establishment of clusters in Grenada under the EU-Funded Agriculture Diversification Programme, some issues of standards and good agricultural practices are being addressed amongst producers. However, on the world market, prices are expected to stagnate. This being as it may, while an increase in output close to 20% is projected by 2020, actual exports growth are projected to remain negligible over the current level.

Non-Traditional Products

Though having possibly the greatest possibly for expansion, given the low base that this sector is moving from, difficulty in accessing land and a variety of other issues raised in the body of this discussion, it is unlikely that non-traditional products exports will expand significantly. However, there is the opportunity to seek closer links internally with supermarkets and the hotel sub-sectors. The adage that a dollar saved is a dollar earned can be useful in this context.

[3] World Bank (2009) Commodity Forecast.

D.6.2 Projected Expansion in Shipping Traffic

Using the above analysis and solving simultaneously for the possible change in quantity demanded when port and landing charges decline by 50% led us to make the following projects:

- loading and unloading charges are on average EC$35 per tonne (US$12.96 per tonne) and makes up a very small percent of the total production and marketing cost of the products exported from the Study States, as such, the growth in traffic can be viewed as negligible over the 10 year period (**Table D.2**); and
- given the more significant general shipping charges associated with the Study States, i.e., US$35 per tonne is used in this study, a reduction in these charges is projected to lead to an increase in shipping activity by 6.1% – 6.4% in Dominica, St. Lucia and St. Vincent and the Grenadines, and by approximately 8.9% in Grenada in the next 10 years (**Table D.3**).

It is important to note, however, that lowering shipping and handling charges are but an infinitesimal aspect of the factors actually affecting the region's ability to increase trade. While the benefits of a reliable and efficient transportation network cannot be overstated, more systemic issues, such as building and implementing the institutional framework, dealing with the fundamental issues plaguing the agricultural sector such as a lack of a land use plan, an aging farming population and lack of competitiveness of many agricultural products; as well as the need to arrest the disconnect between agriculture and tourism are all critical issues that must be addressed with some dispatch.

D.7 Recommendations

The Study States need to:

- develop and implement land use policies and plans that would encourage the preservation of agricultural lands;
- develop better methods for data management and data sharing - for example, the inability in knowing what is being produced, and in what quantities, will stymie trade even further;
- better fashion public-policy to encourage greater synergies between the tourism sector and agriculture;
- establish and/or strengthen the institutional framework that will allow for the furtherance of agricultural development; and
- seek to deepen the integration process to take advantage of harmonization and derive scale economies.

Table D.1: Production Figures for the Most Important Crops in the Study States (2005 – 2008)

St. Vincent and the Grenadines						
Crops	**2008**	**% Change**	**2007**	**% Change**	**2006**	**% Change**
Cabbage	807.4	28.99	625.96	-4.83	657.72	6.62
Carrots	476.28	-4.55	498.96	5.6	472.51	-16.66
Cassava	648.64	14.4	567	-10.71	635.04	16.67
Corn	648.64	1.42	639.57	4.44	612.36	-13.46
Cucumber	680.4	-3.85	707.61	4	680.4	15.42
Dasheen	3,492.70	-20.21	4,377.21	10.92	3,946.29	3.57
Eddoes	2,177.27	-20	2,721.58	-2.12	2,780.55	1.32
Ginger	861.83	-5	907.19	2.25	887.24	0.31
Peanut	272.16	-22.28	350.18	-2.28	358.34	-9.71
Pumpkins	322.96	1.71	317.52	-6.67	340.2	25
Bananas	17,620.00	0.2	17,584.00	11.59	15,758.00	-9.24
Total	**28,008.28**	**-4.4**	**29,296.78**	**7.99**	**27,128.63**	**-4.8**

Source: Statistical Department, Ministry of Agriculture of St. Vincent and the Grenadines (2009)

St. Lucia						
Crops	**2008**	**% Change**	**2007**	**% Change**	**2006**	**% Change**
Bananas	43,797.60	35.23	32,388.50	-12.25	36,909.20	12.69
Sweet Potato	604.3	14.32	528.6	6.17	497.9	148.7
Yams	504.2	7.16	470.5	9.6	429.3	-5.92
Cucumber	503.9	-10.97	566	-2.83	582.5	14.64
Breadfruit	1,432.80	6.17	1,349.50	18.55	1,138.30	356.05
Plantains	1,319.20	48.36	889.2	35.34	657	-7.43
Grapefruit	1,120.70	-15.69	1,329.30	25.88	1,056.00	5.29
Oranges	685.7	15.09	595.8	1.26	588.4	16.03
Dasheen	517.3	26.36	409.4	4.41	392.1	-7.28
Mango	643.7	22.12	527.1	-32.88	785.3	36.84
Copra	649.7	-29.82	925.8	-7.33	999	11.86
Total	***51,779.10***	***29.51***	***39,979.70***	***-9.21***	***44,035.00***	***15.05***

Source: Ministry of Agriculture, Lands, Forestry and Fisheries Annual Agricultural Review, 2008

Dominica					
Crops	**2007**	**% Change**	**2006**	**% Change**	**2005**
Grapefruit	17,000.00	0	17,000.00	0	17,000.00
Bananas	18,600.00	-35.86	29,000.00	81.25	16,000.00
Dasheen	11,200.00	0	11,200.00	-0.88	11,300.00
Yams	8,000.00	0	8,000.00	0	8,000.00
Oranges	7,200.00	0	7,200.00	2.86	7,000.00
Coconuts	12,000.00	4.35	11,500.00	76.92	6,500.00
Plantains	5,775.00	1.32	5,700.00	0	5,700.00
Fruits	1,960.00	3.16	1,900.00	0	1,900.00
Sweet Potato	1,850.00	2,128.92	83	-95.51	1,850.00
Livestock (n	6,100.00	0	6,100.00	0	6,100.00
Total	***89,685.00***	***-8.19***	***97,683.00***	***20.08***	***81,350.00***

Source: FAOSTAT, 2009

Grenada					
Crops	**2007**	**% Change**	**2006**	**% Change**	**2005**
Sugarcane	7,200.00	0	7,200.00	5.88	6,800.00
Coconuts	7,000.00	7.69	6,500.00	0	6,500.00
Roots and T	3,200.00	0	3,200.00	0	3,200.00
Grapefruit	2,100.00	5	2,000.00	0	2,000.00
Freshfruits	2,000.00	0	2,000.00	0	2,000.00
Mangoes	2,000.00	5.26	1,900.00	0	1,900.00
Vegetables	1,900.00	5.56	1,800.00	-2.7	1,850.00
Spices	2,800.00	3.7	2,700.00	134.78	1,150.00
Total	***28,200.00***	3.3	***27,300.00***	7.48	***25,400.00***

Source: FAOSTAT, 2009

Table D.2 Projected Increase in Port Traffic Due to a 50% Decline in Loading and Unloading Charges at Ports in the Study States

Dominica

	2003	2004	2005	2006	2007	2008	2009 (8 months)	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Roseau																	
Cargo Landed (Tonnes)																	
Breakbulk				228,967	233,297	264,015	173,433	242,770.86	243,450.62	244,132.28	244,815.85	245,501.34	246,188.74	246,878.07	247,569.33	248,262.52	248,957.66
Petroleum				37,640	35,967	43,025	25,817	38,986.19	39,095.35	39,204.82	39,314.59	39,424.67	39,535.06	39,645.76	39,756.77	39,868.09	39,979.72
TEUs				*6,129*	*6,411*	*6,657*	*4,244*	6,416.58	6,434.55	6,452.57	6,470.63	6,488.75	6,506.92	6,525.14	6,543.41	6,561.73	6,580.10
Total				**266,607**	**269,264**	**307,040**	**199,250**	**281,757.05**	**282,545.97**	**283,337.10**	**284,130.44**	**284,926.01**	**285,723.80**	**286,523.83**	**287,326.09**	**288,130.61**	**288,937.37**
Cargo Loaded (Tonnes)																	
Breakbulk				44,651	40,659	38,721	24,524	41,459.43	41,575.52	41,691.93	41,808.66	41,925.73	42,043.12	42,160.84	42,278.89	42,397.27	42,515.98
Bulk (pumaceous materials)				294,937	353,394	392,940	151,060	348,062.19	349,036.76	350,014.06	350,994.10	351,976.89	352,962.42	353,950.72	354,941.78	355,935.62	356,932.23
TEUs				*5,910*	*6,444*	*6,098*	*4,369*	6,167.89	6,185.16	6,202.48	6,219.84	6,237.26	6,254.72	6,272.24	6,289.80	6,307.41	6,325.07
of which full				*1,293*	*1,098*	*978*	*633*	1,126.14	1,129.30	1,132.46	1,135.63	1,138.81	1,142.00	1,145.20	1,148.40	1,151.62	1,154.84
(tonnes loaded)				*27,595*	*28,607*	24,760	16,475	27,062.90	27,138.67	27,214.66	27,290.86	27,367.28	27,443.91	27,520.75	27,597.81	27,675.08	27,752.57
Total				**339,588**	**394,053**	**431,661**	**175,584**	**389,521.62**	**390,612.28**	**391,705.99**	**392,802.77**	**393,902.61**	**395,005.54**	**396,111.56**	**397,220.67**	**398,332.89**	**399,448.22**
Portsmouth																	
Cargo Landed (Tonnes)																	
Breakbulk				3,716	6,772	11,436	5,266	7,328.46	7,348.98	7,369.56	7,390.19	7,410.89	7,431.64	7,452.45	7,473.31	7,494.24	7,515.22
TEUs				-													
Total				**3,716**	**6,772**	**11,436**	**5,266**	7,328.46	7,348.98	7,369.56	7,390.19	7,410.89	7,431.64	7,452.45	7,473.31	7,494.24	7,515.22
Cargo Loaded (Tonnes)																	
Breakbulk				9,889	12,853	14,596	10,573	12,480.85	12,515.80	12,550.84	12,585.98	12,621.22	12,656.56	12,692.00	12,727.54	12,763.18	12,798.91
Bulk (aggregare/sand)				131,447	219,720	229,265	116,700	194,019.07	194,562.32	195,107.10	195,653.40	196,201.23	196,750.59	197,301.49	197,853.94	198,407.93	198,963.47
TEUs																	
Total				**141,336**	**232,573**	**243,861**	**127,273**	**206,499.92**	**207,078.12**	**207,657.94**	**208,239.38**	**208,822.45**	**209,407.15**	**209,993.49**	**210,581.47**	**211,171.10**	**211,762.38**
Total cargo handled (Tonnes)				**751,247**	**902,662**	**993,998**	**507,373**	**885,107.05**	**887,585.35**	**890,070.59**	**892,562.78**	**895,061.96**	**897,568.13**	**900,081.32**	**902,601.55**	**905,128.83**	**907,663.20**

Source: Dominica Ports Authority

Grenada

	2003	2004	2005	2006	2007	2008	2009 (6 months)	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Volume of containers I	13,151	23,081	19,997	16,884	17,960	17,840	7,108	17,610.51	17,659.81	17,709.26	17,758.85	17,808.57	17,858.44	17,908.44	17,958.58	18,008.87	18,059.29
Cargo Landed (Tonnes	417,468	381,060	513,336	455,397	449,919	446,335	196,072	451,811.87	453,076.95	454,345.56	455,617.73	456,893.46	458,172.76	459,455.65	460,742.12	462,032.20	463,325.89
Cargo Loaded (Tonnes	35,389	34,763	35,584	33,583	33,414	32,892	20,082	33,389.56	33,483.05	33,576.81	33,670.82	33,765.10	33,859.64	33,954.45	34,049.52	34,144.86	34,240.47
Total cargo handled (T	**452,857**	**415,823**	**548,920**	**488,980**	**483,333**	**479,227**	**216,154**	**485,201.44**	**486,560.00**	**487,922.37**	**489,288.55**	**490,658.56**	**492,032.40**	**493,410.09**	**494,791.64**	**496,177.06**	**497,566.36**

Source: Grenada Ports Authority

St Lucia

	2003	2004	2005	2006	2007	2008	2009 (9 months)	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Castries																	
Cargo Landed (Tonnes)																	
Breakbulk			122,153	152,198	141,939	122,162	76,725	139,154.88	139,544.51	139,935.24	140,327.06	140,719.97	141,113.99	141,509.11	141,905.33	142,302.67	142,701.11
Transhipment (95% containerised)			925	1,829	5,631	6,691	679	4,730.21	4,743.45	4,756.73	4,770.05	4,783.41	4,796.80	4,810.23	4,823.70	4,837.21	4,850.75
Dry bulk			98,591	88,753	25,897	5,424	8,269	40,136.74	40,249.12	40,361.82	40,474.83	40,588.16	40,701.81	40,815.77	40,930.05	41,044.66	41,159.58
Other			-	4,887	3,278	2,092	4,208	3,428.57	3,438.17	3,447.80	3,457.45	3,467.13	3,476.84	3,486.58	3,496.34	3,506.13	3,515.95
Containerised			321,701	349,858	400,153	378,279	213,459	377,149.74	378,205.76	379,264.73	380,326.67	381,391.59	382,459.49	383,530.37	384,604.26	385,681.15	386,761.06
of which (TEUs)			*14,822*	*16,638*	*18,649*	*17,989*	*10,909*	17,808.39	17,858.25	17,908.26	17,958.40	18,008.68	18,059.11	18,109.67	18,160.38	18,211.23	18,262.22
Total			**543,370**	**597,525**	**576,898**	**514,648**	**303,340**	**564,600.13**	**566,181.01**	**567,766.32**	**569,356.07**	**570,950.26**	**572,548.92**	**574,152.06**	**575,759.69**	**577,371.81**	**578,988.45**
Cargo Loaded (Tonnes)																	
Breakbulk			2,151	3,550	3,134	1,559	1,008	2,755.36	2,763.08	2,770.81	2,778.57	2,786.35	2,794.15	2,801.98	2,809.82	2,817.69	2,825.58
Transhipment (95% containerised)			423	1,640	3,592	5,688	678	3,650.19	3,660.41	3,670.66	3,680.94	3,691.25	3,701.58	3,711.95	3,722.34	3,732.76	3,743.21
Dry bulk			1,654	-	-	-	-										
Other			-	-	455	126	-	194.21	194.75	195.30	195.84	196.39	196.94	197.49	198.05	198.60	199.16
Containerised			11,605	10,752	12,571	14,840	10,602	12,756.62	12,792.34	12,828.16	12,864.07	12,900.09	12,936.21	12,972.44	13,008.76	13,045.18	13,081.71
of which (TEUs)			*14,785*	*15,474*	*17,468*	*17,988*	*11,274*	17,024.20	17,071.87	17,119.67	17,167.61	17,215.67	17,263.88	17,312.22	17,360.69	17,409.30	17,458.05
Total			**15,833**	**15,942**	**19,752**	**22,213**	**12,288**	**19,356.38**	**19,410.58**	**19,464.93**	**19,519.43**	**19,574.08**	**19,628.89**	**19,683.85**	**19,738.97**	**19,794.24**	**19,849.66**
Vieux Fort																	
Landed																	
Breakbulk			38,009	44,456	36,933	32,678	20,998	38,128.80	38,235.56	38,342.62	38,449.98	38,557.64	38,665.60	38,773.86	38,882.43	38,991.30	39,100.47
Transhipment (95% containerised)			-	-	35	756	8	264.40	265.15	265.89	266.63	267.38	268.13	268.88	269.63	270.39	271.14
Dry bulk			-	-	-	-	-										
Petroleum products			30,505	32,377	32,570	35,134	24,438	33,453.74	33,547.41	33,641.35	33,735.54	33,830.00	33,924.72	34,019.71	34,114.97	34,210.49	34,306.28
Containerised																	
TEUs landed			5,592	5,058	3,291	*4,397*	*2,709*	4,260.56	4,272.49	4,284.46	4,296.45	4,308.48	4,320.55	4,332.64	4,344.77	4,356.94	4,369.14
TEUs Transhipped			10,700	7,089	6,050	*12,713*	*4,630*	8,641.46	8,665.66	8,689.92	8,714.25	8,738.65	8,763.12	8,787.66	8,812.26	8,836.94	8,861.68
tonnes			-	71,068	69,122	*63,707*	*47,630*	68,155.97	68,346.81	68,538.18	68,730.09	68,922.53	69,115.51	69,309.04	69,503.10	69,697.71	69,892.86
Total			**68,514**	**147,901**	**138,660**	**132,275**	**93,074**	**140,002.91**	**140,394.92**	**140,788.03**	**141,182.23**	**141,577.54**	**141,973.96**	**142,371.49**	**142,770.13**	**143,169.89**	**143,570.76**
Loaded																	
Breakbulk			3,582	3,084	3,711	4,363	2,017	3,729.75	3,740.19	3,750.66	3,761.17	3,771.70	3,782.26	3,792.85	3,803.47	3,814.12	3,824.80
Transhipment (95% containerised)			-	-	30	871		301.17	302.02	302.86	303.71	304.56	305.41	306.27	307.13	307.99	308.85
Dry bulk (aggregate)			57,899	34,706	89,200	153,703	28,445	92,795.44	93,055.26	93,315.82	93,577.10	93,839.12	94,101.87	94,365.35	94,629.57	94,894.54	95,160.24
Bananas			34,680	37,784	33,571	42,741	22,563	38,138.49	38,245.28	38,352.36	38,459.75	38,567.44	38,675.43	38,783.72	38,892.31	39,001.21	39,110.41
Containerised			15,768	49,776	54,181	43,136	31,044	49,168.29	49,305.96	49,444.01	49,582.46	49,721.29	49,860.51	50,000.12	50,140.12	50,280.51	50,421.30
TEUs landed			*4,411*	*5,431*	*3,505*	*4,832*	*3,091*	4,602.02	4,614.90	4,627.82	4,640.78	4,653.78	4,666.81	4,679.87	4,692.98	4,706.12	4,719.29
TEUs Transhipped			*10,881*	*6,716*	*5,837*	*12,283*	*4,479*	8,301.68	8,324.92	8,348.23	8,371.61	8,395.05	8,418.56	8,442.13	8,465.77	8,489.47	8,513.24
tonnes			-	*49,776*	*54,181*	*43,136*	*31,044*	49,168.29	49,305.96	49,444.01	49,582.46	49,721.29	49,860.51	50,000.12	50,140.12	50,280.51	50,421.30
Total			**96,161**	**125,350**	**180,693**	**244,814**	**84,069**	**184,133.13**	**184,648.71**	**185,165.72**	**185,684.19**	**186,204.10**	**186,725.47**	**187,248.30**	**187,772.60**	**188,298.36**	**188,825.60**
Total cargo handled (Tonnes)			**723,878**	**886,718**	**916,003**	**913,950**	**492,771**	**908,092.56**	**910,635.22**	**913,185.00**	**915,741.92**	**918,305.99**	**920,877.25**	**923,455.71**	**926,041.38**	**928,634.30**	**931,234.47**

Source: SLASPA

St Vincent

	2003	2004	2005	2006	2007	2008	2009 (6 months)	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Kingstown																	
Cargo Landed (Tonnes)																	
Regional																	
Breakbulk (inc sugar/cement etc)			23,425	30,402	36,821	99,031		55,573.17	55,728.78	55,884.82	56,041.29	56,198.21	56,355.56	56,513.36	56,671.60	56,830.28	56,989.40
Extra-regional																	
Breakbulk (includes bagged cement)			79,442	84,321	82,437	16,079		61,116.31	61,287.44	61,459.05	61,631.13	61,803.70	61,976.75	62,150.28	62,324.30	62,498.81	62,673.81
Fuel			57,559	71,229	57,963	53,393		61,032.08	61,202.97	61,374.34	61,546.19	61,718.51	61,891.33	62,064.62	62,238.40	62,412.67	62,587.43
Containerised			133,890	150,634	156,240	54,390		120,758.51	121,096.64	121,435.71	121,775.73	122,116.70	122,458.63	122,801.51	123,145.35	123,490.16	123,835.93
of which (TEUs)			*6,183*	*7,043*	*6,997*	*2,400*		5,495.34	5,510.73	5,526.16	5,541.63	5,557.15	5,572.71	5,588.31	5,603.96	5,619.65	5,635.39
Total			**294,316**	**336,586**	**333,461**	**222,893**		**298,480.08**	**299,315.82**	**300,153.91**	**300,994.34**	**301,837.12**	**302,682.26**	**303,529.78**	**304,379.66**	**305,231.92**	**306,086.57**
Cargo Loaded (Tonnes)																	
Regional																	
Breakbulk			11,979	12,441	17,567	16,094		15,410.36	15,453.51	15,496.78	15,540.17	15,583.68	15,627.32	15,671.07	15,714.95	15,758.96	15,803.08
Containerised					-												
Extra-regional																	
Breakbulk (inc bananas)			19,146	18,424	14,301	8,964		13,935.24	13,974.26	14,013.39	14,052.63	14,091.97	14,131.43	14,171.00	14,210.68	14,250.47	14,290.37
Containerised			17,233	24,849	31,319	15,159		23,842.24	23,909.00	23,975.94	24,043.07	24,110.40	24,177.90	24,245.60	24,313.49	24,381.57	24,449.84
of which (TEUs)			*6,495*	*6,409*	*6,750*	*2,744*		5,315.84	5,330.73	5,345.65	5,360.62	5,375.63	5,390.68	5,405.78	5,420.91	5,436.09	5,451.31
LCLs handled (TEUs)			*848*	*883*	*717*	*624*		743.41	745.49	747.58	749.67	751.77	753.88	755.99	758.10	760.23	762.35
Total			**48,358**	**55,714**	**63,187**	**40,217**		**53,187.84**	**53,336.77**	**53,486.11**	**53,635.87**	**53,786.05**	**53,936.65**	**54,087.68**	**54,239.12**	**54,390.99**	**54,543.29**
Campden Park Container Terminal																	
Landed																	
Containerised					25,370	135,449		53,756.43	53,906.95	54,057.89	54,209.25	54,361.04	54,513.25	54,665.88	54,818.95	54,972.44	55,126.36
of which (TEUs)					*1,386*	*6,119*		2,508.67	2,515.70	2,522.74	2,529.80	2,536.89	2,543.99	2,551.11	2,558.26	2,565.42	2,572.60
Loaded																	
Containerised					2,391	21,825		8,094.60	8,117.27	8,139.99	8,162.79	8,185.64	8,208.56	8,231.55	8,254.59	8,277.71	8,300.89
of which (TEUs)					*1,526*	*5,307*		2,284.04	2,290.44	2,296.85	2,303.28	2,309.73	2,316.20	2,322.69	2,329.19	2,335.71	2,342.25
Total cargo handled (Tonnes)			**342,674**	**392,300**	**424,409**	**420,384**		**413,518.95**	**414,676.81**	**415,837.90**	**417,002.25**	**418,169.85**	**419,340.73**	**420,514.88**	**421,692.33**	**422,873.06**	**424,057.11**

Source: Consultants' Estimates

* Based on our anlysis the reduction in loading and unloading fees are estimated to result in a 2.55% increase, on evrage, in port volume over the next 10 years in the Study States.

Using information supplied by the CSO, the Port Authorities and the Ministries of Trade and Agriculture it was found that the estimated loading and unloading fees (estimated at US$12.96/tonne or EC$35/tonne were no more than 1.4% of the total cost of the product.
Catering for improved port facilities, enhanced standards, improved trade relations, etc we used this elasticity to estimate annual increase in traffic at the various ports in the Study States.

NB The projections are based on using rolling averages for the years 2006 - 2008.

Table D.3 Projected Increase in Port Traffic Due to a 50% Decline in the Shipping Cost at Various Ports in the Study States

Dominica

	2003	2004	2005	2006	2007	2008	2009 (8 months)	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Roseau																	
Cargo Landed (Tonnes)																	
Breakbulk				228,967	233,297	264,015	173,433	243,787.65	245,494.16	247,212.62	248,943.11	250,685.71	252,440.51	254,207.60	255,987.05	257,778.96	259,583.41
Petroleum				37,640	35,967	43,025	25,817	39,149.47	39,423.52	39,699.49	39,977.38	40,257.22	40,539.02	40,822.80	41,108.56	41,396.32	41,686.09
TEUs				*6,129*	*6,411*	*6,657*	*4,244*	6,443.46	6,488.56	6,533.98	6,579.72	6,625.78	6,672.16	6,718.86	6,765.89	6,813.26	6,860.95
Total				**266,607**	**269,264**	**307,040**	**199,250**	**282,937.13**	**284,917.69**	**286,912.11**	**288,920.49**	**290,942.94**	**292,979.54**	**295,030.39**	**297,095.61**	**299,175.28**	**301,269.50**
Cargo Loaded (Tonnes)																	
Breakbulk				44,651	40,659	38,721	24,524	41,633.07	41,924.50	42,217.98	42,513.50	42,811.10	43,110.77	43,412.55	43,716.44	44,022.45	44,330.61
Bulk (pumaceous materials)				294,937	353,394	392,940	151,060	349,519.97	351,966.61	354,430.37	356,911.38	359,409.76	361,925.63	364,459.11	367,010.33	369,579.40	372,166.45
TEUs				*5,910*	*6,444*	*6,098*	*4,369*	6,193.72	6,237.08	6,280.74	6,324.70	6,368.97	6,413.56	6,458.45	6,503.66	6,549.19	6,595.03
of which full				*1,293*	*1,098*	*978*	*633*	1,130.86	1,138.78	1,146.75	1,154.78	1,162.86	1,171.00	1,179.20	1,187.45	1,195.76	1,204.13
(tonnes loaded)				*27,595*	*28,607*	24,760	16,475	27,176.24	27,366.48	27,558.04	27,750.95	27,945.21	28,140.82	28,337.81	28,536.17	28,735.93	28,937.08
Total				**339,588**	**394,053**	**431,661**	**175,584**	**391,153.04**	**393,891.11**	**396,648.35**	**399,424.89**	**402,220.86**	**405,036.41**	**407,871.66**	**410,726.76**	**413,601.85**	**416,497.06**
Portsmouth																	
Cargo Landed (Tonnes)																	
Breakbulk				3,716	6,772	11,436	5,266	7,359.16	7,410.67	7,462.54	7,514.78	7,567.39	7,620.36	7,673.70	7,727.42	7,781.51	7,835.98
TEUs				-													
Total				**3,716**	**6,772**	**11,436**	**5,266**	**7,359.16**	**7,410.67**	**7,462.54**	**7,514.78**	**7,567.39**	**7,620.36**	**7,673.70**	**7,727.42**	**7,781.51**	**7,835.98**
Cargo Loaded (Tonnes)																	
Breakbulk				9,889	12,853	14,596	10,573	12,533.12	12,620.85	12,709.20	12,798.16	12,887.75	12,977.97	13,068.81	13,160.29	13,252.42	13,345.18
Bulk (aggregare/sand)				131,447	219,720	229,265	116,700	194,831.67	196,195.50	197,568.86	198,951.85	200,344.51	201,746.92	203,159.15	204,581.26	206,013.33	207,455.43
TEUs																	
Total				**141,336**	**232,573**	**243,861**	**127,273**	**207,364.80**	**208,816.35**	**210,278.06**	**211,750.01**	**213,232.26**	**214,724.89**	**216,227.96**	**217,741.56**	**219,265.75**	**220,800.61**
Total cargo handled (Tonnes)				**751,247**	**902,662**	**993,998**	**507,373**	**888,814.12**	**895,035.82**	**901,301.07**	**907,610.17**	**913,963.44**	**920,361.19**	**926,803.72**	**933,291.34**	**939,824.38**	**946,403.15**

Source: Dominica Ports Authority

Grenada

	2003	2004	2005	2006	2007	2008	2009 (6 months)	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Volume of containers handled (TEU)	13,151	23,081	19,997	16,884	17,960	17,840	7,108	17,729.92	17,900.13	18,071.97	18,245.46	18,420.62	18,597.46	18,775.99	18,956.24	19,138.22	19,321.95
Cargo Landed (Tonnes)	417,468	381,060	513,336	455,397	449,919	446,335	196,072	454,875.62	459,242.42	463,651.15	468,102.20	472,595.98	477,132.90	481,713.38	486,337.83	491,006.67	495,720.33
Cargo Loaded (Tonnes)	35,389	34,763	35,584	33,583	33,414	32,892	20,082	33,615.98	33,938.69	34,264.50	34,593.44	34,925.54	35,260.82	35,599.33	35,941.08	36,286.12	36,634.46
Total cargo handled (Tonnes)	**452,857**	**415,823**	**548,920**	**488,980**	**483,333**	**479,227**	**216,154**	**488,491.59**	**493,181.11**	**497,915.65**	**502,695.64**	**507,521.52**	**512,393.73**	**517,312.71**	**522,278.91**	**527,292.79**	**532,354.80**

Source: Grenada Ports Authority

St Lucia

	2003	2004	2005	2006	2007	2008	2009 (9 months)	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Castries																	
Cargo Landed (Tonnes)																	
Breakbulk			122,153	152,198	141,939	122,162	76,725	139,737.70	140,715.86	141,700.87	142,692.78	143,691.63	144,697.47	145,710.35	146,730.32	147,757.44	148,791.74
Transhipment (95% containerised)			925	1,829	5,631	6,691	679	4,750.02	4,783.27	4,816.75	4,850.47	4,884.42	4,918.61	4,953.04	4,987.72	5,022.63	5,057.79
Dry bulk			98,591	88,753	25,897	5,424	8,269	40,304.84	40,586.97	40,871.08	41,157.18	41,445.28	41,735.40	42,027.54	42,321.74	42,617.99	42,916.32
Other			-	4,887	3,278	2,092	4,208	3,442.93	3,467.03	3,491.30	3,515.74	3,540.35	3,565.13	3,590.09	3,615.22	3,640.53	3,666.01
Containerised			321,701	349,858	400,153	378,279	213,459	378,729.34	381,380.45	384,050.11	386,738.46	389,445.63	392,171.75	394,916.95	397,681.37	400,465.14	403,268.40
of which (TEUs)			*14,822*	*16,638*	*18,649*	*17,989*	*10,909*	17,882.98	18,008.16	18,134.22	18,261.15	18,388.98	18,517.71	18,647.33	18,777.86	18,909.31	19,041.67
Total			**543,370**	**597,525**	**576,898**	**514,648**	**303,340**	**566,964.83**	**570,933.59**	**574,930.12**	**578,954.63**	**583,007.31**	**587,088.37**	**591,197.98**	**595,336.37**	**599,503.72**	**603,700.25**
Cargo Loaded (Tonnes)																	
Breakbulk			2,151	3,550	3,134	1,559	1,008	2,766.90	2,786.27	2,805.77	2,825.41	2,845.19	2,865.11	2,885.16	2,905.36	2,925.70	2,946.18
Transhipment (95% containerised)			423	1,640	3,592	5,688	678	3,665.48	3,691.14	3,716.98	3,743.00	3,769.20	3,795.58	3,822.15	3,848.90	3,875.85	3,902.98
Dry bulk			1,654	-	-	-	-										
Other			-	-	455	126	-	195.02	196.39	197.76	199.15	200.54	201.94	203.36	204.78	206.21	207.66
Containerised			11,605	10,752	12,571	14,840	10,602	12,810.05	12,899.72	12,990.02	13,080.95	13,172.51	13,264.72	13,357.57	13,451.08	13,545.23	13,640.05
of which (TEUs)			*14,785*	*15,474*	*17,468*	*17,988*	*11,274*	17,095.50	17,215.17	17,335.68	17,457.03	17,579.23	17,702.28	17,826.20	17,950.98	18,076.64	18,203.17
Total			**15,833**	**15,942**	**19,752**	**22,213**	**12,288**	**19,437.45**	**19,573.51**	**19,710.53**	**19,848.50**	**19,987.44**	**20,127.35**	**20,268.24**	**20,410.12**	**20,552.99**	**20,696.86**
Vieux Fort																	
Landed																	
Breakbulk			38,009	44,456	36,933	32,678	20,998	38,288.49	38,556.51	38,826.40	39,098.19	39,371.88	39,647.48	39,925.01	40,204.49	40,485.92	40,769.32
Transhipment (95% containerised)			-	-	35	756	8	265.51	267.37	269.24	271.13	273.03	274.94	276.86	278.80	280.75	282.72
Dry bulk			-	-	-	-	-										
Petroleum products			30,505	32,377	32,570	35,134	24,438	33,593.86	33,829.01	34,065.82	34,304.28	34,544.41	34,786.22	35,029.72	35,274.93	35,521.85	35,770.51
Containerised																	
TEUs landed			5,592	5,058	3,291	*4,397*	*2,709*	4,278.41	4,308.36	4,338.51	4,368.88	4,399.47	4,430.26	4,461.27	4,492.50	4,523.95	4,555.62
TEUs Transhipped			10,700	7,089	6,050	*12,713*	*4,630*	8,677.65	8,738.40	8,799.57	8,861.16	8,923.19	8,985.65	9,048.55	9,111.89	9,175.68	9,239.91
tonnes			-	71,068	69,122	*63,707*	*47,630*	68,441.43	68,920.52	69,402.96	69,888.78	70,378.00	70,870.65	71,366.74	71,866.31	72,369.37	72,875.96
Total			**68,514**	**147,901**	**138,660**	**132,275**	**93,074**	**140,589.28**	**141,573.41**	**142,564.42**	**143,562.37**	**144,567.31**	**145,579.28**	**146,598.34**	**147,624.52**	**148,657.90**	**149,698.50**
Loaded																	
Breakbulk			3,582	3,084	3,711	4,363	2,017	3,745.37	3,771.59	3,797.99	3,824.57	3,851.35	3,878.30	3,905.45	3,932.79	3,960.32	3,988.04
Transhipment (95% containerised)			-	-	30	871		302.44	304.55	306.68	308.83	310.99	313.17	315.36	317.57	319.79	322.03
Dry bulk (aggregate)			57,899	34,706	89,200	153,703	28,445	93,184.09	93,836.38	94,493.23	95,154.68	95,820.77	96,491.51	97,166.95	97,847.12	98,532.05	99,221.78
Bananas			34,680	37,784	33,571	42,741	22,563	38,298.22	38,566.31	38,836.28	39,108.13	39,381.89	39,657.56	39,935.16	40,214.71	40,496.21	40,779.69
Containerised			15,768	49,776	54,181	43,136	31,044	49,374.22	49,719.84	50,067.88	50,418.35	50,771.28	51,126.68	51,484.56	51,844.96	52,207.87	52,573.33
TEUs landed			*4,411*	*5,431*	*3,505*	*4,832*	*3,091*	4,621.29	4,653.64	4,686.22	4,719.02	4,752.05	4,785.32	4,818.81	4,852.55	4,886.51	4,920.72
TEUs Transhipped			*10,881*	*6,716*	*5,837*	*12,283*	*4,479*	8,336.45	8,394.80	8,453.57	8,512.74	8,572.33	8,632.34	8,692.77	8,753.61	8,814.89	8,876.59
tonnes			-	*49,776*	*54,181*	*43,136*	*31,044*	49,374.22	49,719.84	50,067.88	50,418.35	50,771.28	51,126.68	51,484.56	51,844.96	52,207.87	52,573.33
Total			**96,161**	**125,350**	**180,693**	**244,814**	**84,069**	**184,904.33**	**186,198.66**	**187,502.05**	**188,814.57**	**190,136.27**	**191,467.22**	**192,807.49**	**194,157.15**	**195,516.25**	**196,884.86**
Total cargo handled (Tonnes)			**723,878**	**886,718**	**916,003**	**913,950**	**492,771**	**911,895.90**	**918,279.17**	**924,707.12**	**931,180.07**	**937,698.33**	**944,262.22**	**950,872.06**	**957,528.16**	**964,230.86**	**970,980.48**

Source: SLASPA

St Vincent

	2003	2004	2005	2006	2007	2008	2009 (6 months)	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Kingstown																	
Cargo Landed (Tonnes)																	
Regional																	
Breakbulk (inc sugar/cement etc)			23,425	30,402	36,821	99,031		55,805.93	56,196.57	56,589.94	56,986.07	57,384.98	57,786.67	58,191.18	58,598.52	59,008.70	59,421.77
Extra-regional																	
Breakbulk (includes bagged cement)			79,442	84,321	82,437	16,079		61,372.29	61,801.89	62,234.51	62,670.15	63,108.84	63,550.60	63,995.45	64,443.42	64,894.53	65,348.79
Fuel			57,559	71,229	57,963	53,393		61,287.70	61,716.71	62,148.73	62,583.77	63,021.86	63,463.01	63,907.25	64,354.60	64,805.08	65,258.72
Containerised			133,890	150,634	156,240	54,390		121,264.28	122,113.13	122,967.92	123,828.70	124,695.50	125,568.37	126,447.35	127,332.48	128,223.81	129,121.37
of which (TEUs)			*6,183*	*7,043*	*6,997*	*2,400*		5,518.36	5,556.99	5,595.89	5,635.06	5,674.50	5,714.23	5,754.23	5,794.50	5,835.07	5,875.91
Total			**294,316**	**336,586**	**333,461**	**222,893**		**299,730.19**	**301,828.30**	**303,941.10**	**306,068.69**	**308,211.17**	**310,368.65**	**312,541.23**	**314,729.02**	**316,932.12**	**319,150.65**
Cargo Loaded (Tonnes)																	
Regional																	
Breakbulk			11,979	12,441	17,567	16,094		15,474.90	15,583.23	15,692.31	15,802.16	15,912.77	16,024.16	16,136.33	16,249.29	16,363.03	16,477.57
Containerised					-												
Extra-regional																	
Breakbulk (inc bananas)			19,146	18,424	14,301	8,964		13,993.61	14,091.56	14,190.20	14,289.54	14,389.56	14,490.29	14,591.72	14,693.86	14,796.72	14,900.30
Containerised			17,233	24,849	31,319	15,159		23,942.10	24,109.69	24,278.46	24,448.41	24,619.55	24,791.88	24,965.43	25,140.18	25,316.17	25,493.38
of which (TEUs)			*6,495*	*6,409*	*6,750*	*2,744*		5,338.11	5,375.47	5,413.10	5,450.99	5,489.15	5,527.57	5,566.27	5,605.23	5,644.47	5,683.98
LCLs handled (TEUs)			*848*	*883*	*717*	*624*		746.52	751.75	757.01	762.31	767.65	773.02	778.43	783.88	789.37	794.89
Total			**48,358**	**55,714**	**63,187**	**40,217**		**53,410.61**	**53,784.48**	**54,160.97**	**54,540.10**	**54,921.88**	**55,306.34**	**55,693.48**	**56,083.33**	**56,475.92**	**56,871.25**
Campden Park Container Terminal																	
Landed																	
Containerised					25,370	135,449		53,981.58	54,359.45	54,739.96	55,123.14	55,509.01	55,897.57	56,288.85	56,682.87	57,079.65	57,479.21
of which (TEUs)					*1,386*	*6,119*		2,519.18	2,536.81	2,554.57	2,572.45	2,590.46	2,608.59	2,626.85	2,645.24	2,663.76	2,682.40
Loaded																	
Containerised					2,391	21,825		8,128.50	8,185.40	8,242.70	8,300.40	8,358.50	8,417.01	8,475.93	8,535.26	8,595.01	8,655.18
of which (TEUs)					*1,526*	*5,307*		2,293.61	2,309.67	2,325.83	2,342.11	2,358.51	2,375.02	2,391.64	2,408.39	2,425.24	2,442.22
Total cargo handled (Tonnes)			**342,674**	**392,300**	**424,409**	**420,384**		**415,250.88**	**418,157.64**	**421,084.74**	**424,032.34**	**427,000.56**	**429,989.57**	**432,999.49**	**436,030.49**	**439,082.70**	**442,156.28**

Source: Consultants' Estimates

* Estimates are based on an average shipping cost in the Study States of US$35/tonne of cargo shipped. However, in Grenada shipping charges were estimated at 4.8% of the cost of the shipped product, while in all the other Study States it was estimated at 3.5%.

Using the cost of production figures and estimate change in output due to a change in total costs related to a 50% reduction in shipping costs, improved vessels, etc, the elasticities were calculated for the Study States.

The estimates indicate that that a reduction in shipping costs would result in an annual increase in shipping traffic to the ports in the Study States of Dominica, St. Lucia and St. Vincent and the Grenadines of between 0.61% and 0.64% over the next 10 years, and in Grenada by approximately 0.89% over the same period.

NB The projections are based on using rolling averages for the years 2006 - 2008.

Appendix E

Improving Communications between Consignees, Shipping Companies, etc. – a Role for Information Technology

Appendix E: Improving Communications between Consignees, Shipping Companies etc. – a Role for Information Technology

E.1 Introduction

E.1.1 Objectives

The Consultants' main objectives were to:

- determine what communication systems are presently used and what data and databases presently exists;
- see how existing databases could be leveraged to maximize regional trade in agricultural goods;
- assess the success and failures of previous attempts to improve communication between consignees and shipping companies etc., particularly using Information Technology; and
- make recommendations for a new real-time data-base that would lead to the more efficient use of the informal fleet and stimulate trade.

A suggestion was made that IT technology could be used to help create markets through the use of a portal where the needs of, say, an agro-processor in St. Vincent and the Grenadines for raw product could be publicised and satisfied by a grower in Dominica and could then be shipped with minimum delay and minimum cost by a regional ship-owner.

E.1.2 Regional IT Background

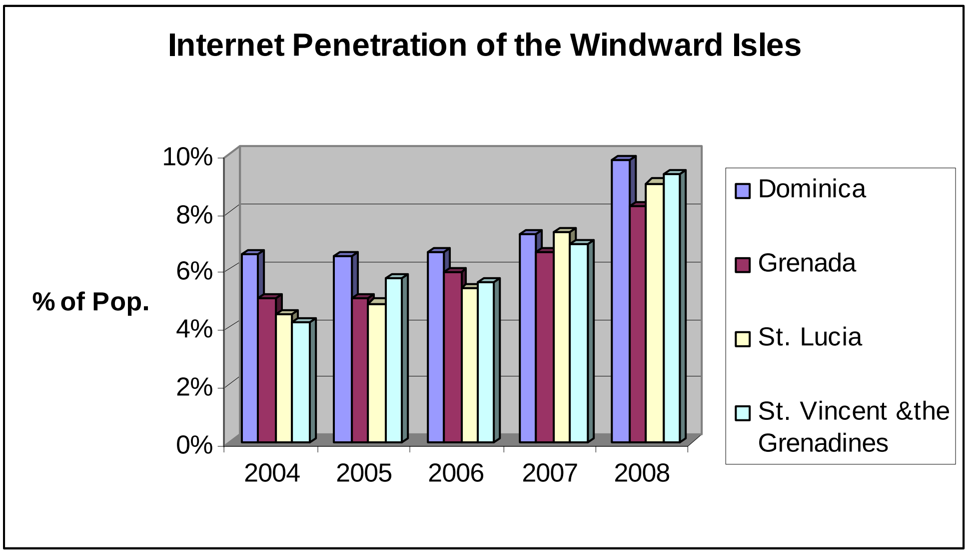
Presently 11.6% of those in the Eastern Caribbean Telecommunications Authority (ECTEL) states[1], the 4 study states and St. Kitts-Nevis have internet connectivity. While this figure is very low this is a considerable improvement on the 9.4% recorded for the previous period.

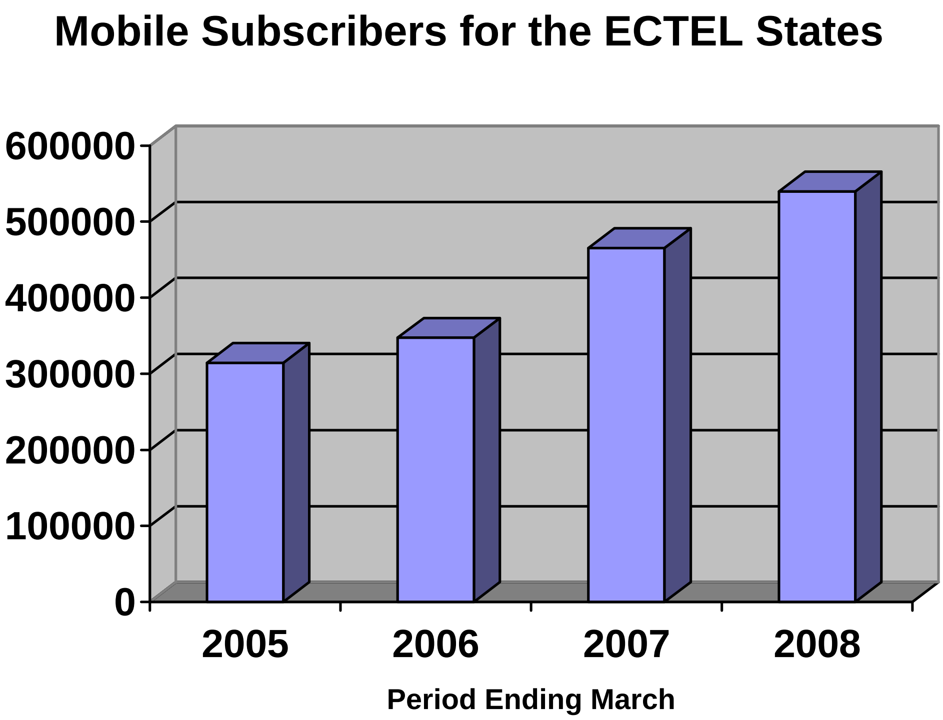
On the other hand mobile phone penetration and ownership is much greater as the table below clearly demonstrates ECTEL's 2008-2009 Annual Telecoms Review stated that, Short Messaging Service (SMS) continued to grow during that period, largely due to its ease of use and comparative affordability.

Service	Dominica	Grenada	St. Lucia	St. Vincent & Grenadines
Internet	7.2%	6.6%	7.3%	6.6%
Mobile	101.2%	86%	88.1%	86%

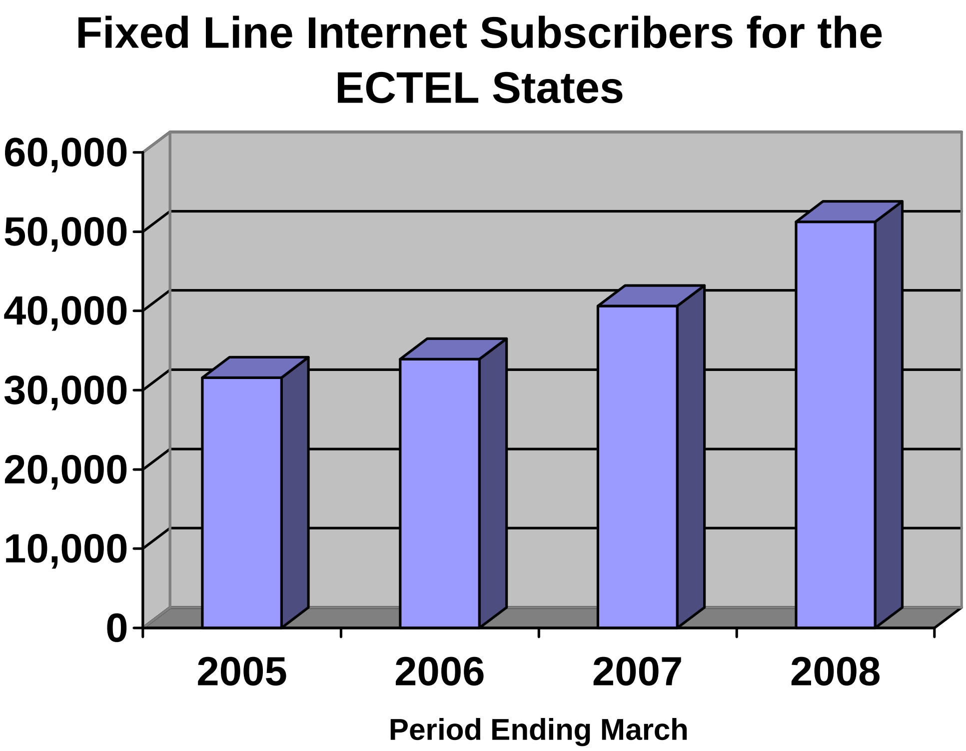
It is possible that some of the previous attempts to introduce portals that brought consumers and producers together and which are described below failed because there was too little regional experience with the internet. However as the graphs show, without exception internet subscription is increasing in each of the Study-States, and with the increased adoption of the technology perhaps, the time is right for fresh attempts to be made at offering a web based portal.

[1]Eastern Caribbean Telecommunications Authority (ECTEL) 2008 Annual Telecoms Review





Source: ECTEL Annual Telecoms Review 2008



Source: ECTEL Annual Telecoms Review 2008

The graph shows that there has been a 50% increase in both the number of mobile and internet subscribers since 2005, with the biggest jump in internet subscribers coming in the past year.

E.1.3 Approach

Meetings and interviews were held with stakeholders in each of the Study-States. The interviews included those engaged in the production and transhipment of agricultural produce: farmers and farmer associations, Chambers of Commerce, Departments and Ministries of Agriculture and Trade, agro-processors, trades associations, shipping agents, shipping companies and ports and maritime affairs personnel.

E.2 Present Situation

E.2.1 General

The Consultants' key concern is the acute lack of data. The lack of empirical data and evidence to support a position is at the crux of the problem, as stakeholders often expounded on a "belief" or "sense" that a particular assertion was factual and substantiated a new business project or transaction. In this Appendix the Consultants have sought to recommend a practical way forward based on empirical evidence: both of the need, and of the successes and failures of others.

In speaking to many farmer associations it became apparent that very few farmers engaged in routine cost analysis and record keeping, thus they are unable to know the true cost of production. What is also clear is that the average age of farmers is well above 40 and in some Study-States was above 50 years of age. This combined with the generally low levels of education – typically at the primary school level – low levels of computer literacy and access to computers and the internet, suggests that the use of the internet to engage farmers might be inappropriate and thus ineffective. Clearly while the portal cannot yet be aimed directly at framers such a portal can readily be used by marketing boards, farm cooperatives, and agro-processors as well as those in the retail or consumer trades. Data can, however, also be made available to farmers using other technologies and delivered to their mobile phone.

In the sections below, the Consultants report the situation in each of the four Study-States and in Trinidad and Tobago. Trinidad and Tobago are more advanced in their record keeping and MIS efforts and the experience from here is pertinent to any nascent development in the Study-State area.

E.2.2 Dominica

Logistics

There are no formalised or centralised repositories for details of vessels, routes and schedules, however Dominica's inward investment promotion agency, the Invest Dominica Authority does have a web site, and a directory where some of those engaged in the shipping industry are listed. The notion nevertheless persists that those in the shipping or export business know what vessels are going to which islands, their schedules and who operates them[2]. Boat operators and agents typically advertise their businesses through the traditional channels of newspapers periodically through out the year, and telephone directories. Some of these also have web sites, but this is not the norm. A Boat Owners' Association formed four or five years ago, has not grappled with the issue of organising and promoting an established schedule of destinations.

This lack of coordination and communications failure is endemic and systemic of how the informal shipping sector operates, and is what fuels the perception that there is insufficient and inadequate shipping capacity. While it appears to be true that the present shipping provision is inadequate this is clearly due to a lack of communication and organisation, rather than capacity (see also **Appendix A: "Trade and Passenger Data Sets"** and **Appendix C "Structure of the Intra-Regional Shipping Industry"**).

Agriculture

The Ministry of Agriculture Fisheries and Forestry (MAFF) was able to provide some data. However with the last farm census completed in 1995, there is little by way of accurate information as to the number of active farmers. The best estimate is based on the number of farmers who were compensated for losses resulting from the passage of hurricane Dean in 2006 – though no follow up had taken place to determine what has become of the 3,500 or so farmers who were compensated to see whether they are active or if they have exited the sector.

The MAFF, aware of the need to collect and process farm production and related data, has sought to develop and implement a host of systems as part of their *"Integrated Farm Production Information System"* (IFPIS). Through the Agricultural Diversification Project, the tools available to the different units within the MAFF have been upgraded and new tools added. One such tool is the Agricultural Intelligence Management System (AIMS). This system which seeks to provide some level of forecasting in the future is also being expanded to include a Geographical Information System (GIS) component. This component will map farm locations to crop production data and allow comparison between different geographical areas in terms of crop type and location. Presently the system is largely proprietary in nature and accessible through a custom application, however, the system supports relatively open data formats and therefore the data can be transferred to other systems.

Systems in and of themselves do not deliver a solution or results. All systems rely on the quality of data being input and the rigour of analysis, alas this is where MOAFF have challenges. The Agricultural Diversification Project supplied data collection tablets and hand held devices to make data collection more accurate and simpler, however the data is still not being harvested. The result is that there are currently no credible figures available for agricultural production. The statistics available within the

[2] This myth was dispelled during a meeting with Dominica's Export Import Agency (DEXIA). One of the attendees lamented that a consignment which was destined for Barbados, was still with the boat operator some months after the shipment was scheduled to arrive in Barbados. Another participant informed him that a new service left the previous day for Barbados, much to the chagrin of the other exporter.

ministry are for crops sold or exported, and there is some scepticism as to the accuracy of the export figures.

In speaking with a representative of the Dominica Agro-Producers and Exporters (DAPEX), it was clear that they were well organised and keenly aware of the need for good record keeping and data management. The organisation was principally involved in banana production and export, where meeting quotas and delivering good quality product was a necessity. The ability to trace problematic product back to the farm of origin is key and therefore GIS and the appropriate farm coding systems together with the discipline of maintaining good record keeping has been employed for years.

It was also clear that many of the farmers were not literate, with improved literacy levels being attributed to the larger farms. By extension computer literacy and computerisation follows the same pattern as literacy. Computer ownership and computer literacy among the farm population is low.

E.2.3 Grenada

Logistics

Again no centralised or publicly available source of boat operators and shipping schedules exists - to quote a broker who was interviewed, *"the telephone directory would be the place to start"*. There is also little advertising on the radio or in newspapers.

While boat operators might argue that they operate a monthly or weekly schedule to particular destinations, when exactly in the month needs to be better advertised, e.g. if the boat is to sail on the third Sunday of the month, then people should be made aware so that cargo can be made ready.

Another crucial point made was that the lack of available data has resulted in Government being unable to effectively negotiate for relief and special treatment in terms of exports. There was also a call for the port charges in the different ports to be publicised to ensure greater transparency and allow exporters to know with some level of certainty what the true costs of shipping their goods are before establishing markets in those islands.

It is hoped that the facilities and capacities of the ports in Grenada together with their respective tariffs and performance indicators would be published on the authority's web site when it is developed.

Agriculture

The last farm census was conducted in 1995, and no database of farmers exists, nor is a list of agricultural associations available.

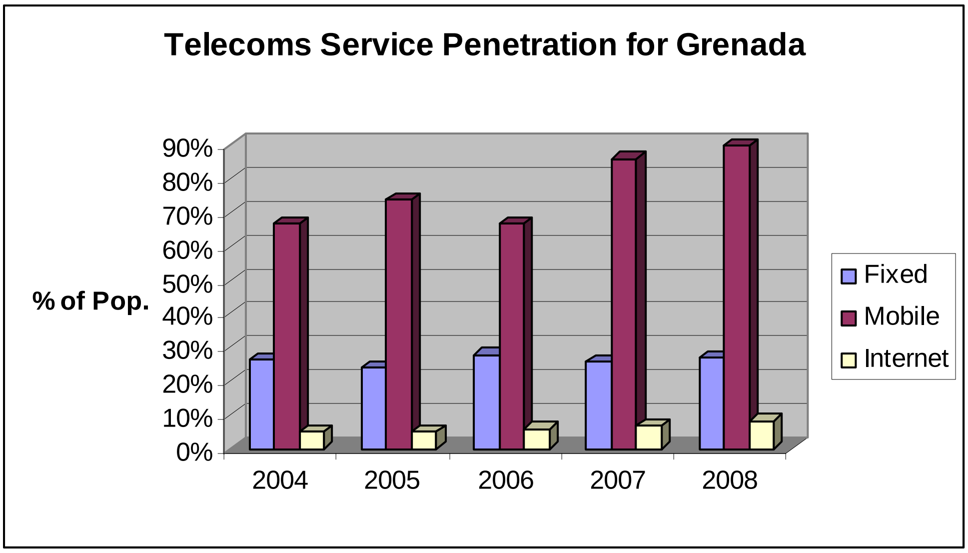
It was made clear that most farmers would not have an accurate handle on their costs of production and hence not know whether their operations were profitable. As a result, many farmers were making blind decisions to leave the industry, converting their farms into other uses – most frequently, residential or commercial properties. Grenada also has no Land Use Policy and as production costs are scant, there is little information on which crops might yield highest returns.

In discussions with the General Manager of the Marketing and National Importing Board it was noted that, while there might well be potential linkages between the agricultural and hospitality sectors, inadequate demand information was available from the hotels. The need for lead times between planting and reaping was not properly appreciated. Hoteliers and restaurant operators would need to give agricultural producers or wholesalers adequate time to plan and plant accordingly.

The need therefore for a portal where demand data could be given to producers and initial supply agreements formulated was clear. Such a system would also assist in reducing the periods of scarcity or gluts of produce.

It was also confirmed that the literacy level of most farmers was low, typically at the primary school level and that the average age of farmers was above 50 years of age. The marketing board disclosed that they had worked with Digicel to arrange a special plan for farmers called Agri-talk, which allowed the farmers to make unlimited calls to any other subscriber of the service for a fixed rate. This has therefore improved the communications between all stakeholders since the marketing board, farmers and their staff and other wholesalers can effectively subscribe to the service and make essential business calls without undue concern for the cost.

Furthermore development was being done by the board to create a Text/SMS platform which will enable farmers to get market price information from the board's system delivered to their mobile phone. The graph below shows the penetration levels of different telecoms services within Grenada, and in particular the comparative growth of mobile or cell phone use.

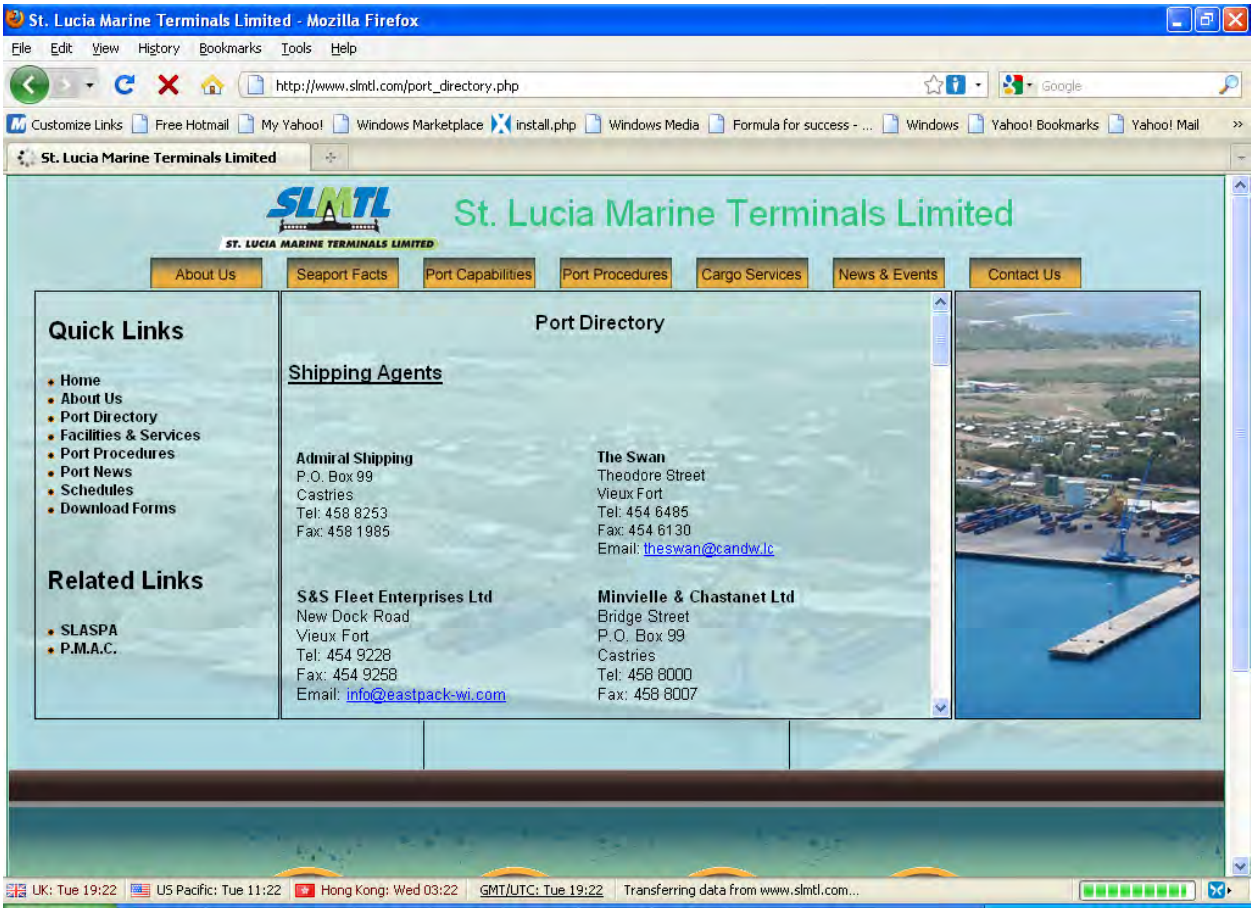


Source: ECTEL Telecoms Review 2008

E.2.4 St. Lucia

Logistics

The St. Lucia Air and Sea Ports Authority web site contain a monthly schedule for ship arrivals and departures which can be downloaded, together with the capabilities and services offered by the two ports in St. Lucia: Castries and Vieux Fort. Another useful resource is the web site of St. Lucia Marine Terminals (SLMT). While this site is seemingly still under development it does have a limited directory of Shipping Agents, Brokers, Shipping Companies and related services. There are no formalised or centralised repositories for details of vessels, routes and schedules at present, however the SLMT website has a link suggesting that there are plans to provide this data at some point.



In speaking with the General Manager of the St. Lucia Marketing Board, a number of constraints the organisation faced were summarised:

- poor vetting of prospective buyers had led to the board exporting goods which have yet to be paid for[3].
- reluctance to export for fear of losses; and
- substantial exports by air to Miami (see Statistics in **Appendix A).**

Although a statutory body, receiving a subvention from Government, it makes little use of technology and is clearly less pro-active than its counterpart in Grenada which receives no government funding and must operate on more commercial terms; a Point of Sales system is an immediate need for this organisation..

Agriculture

St. Lucia has participated in at least two previous regional attempts to stimulate the export sector:

- Caribbean Agribusiness Marketing Intelligence Development (CAMID), being the most recent which sought to match producers with buyers via a web portal; and
- TROPO, a project dating back to the mid-1990's was a less technologically advanced system which saw demand and price data being faxed to farm associations and the marketing board.

The General Manager of the Bellevue Farmer's Cooperative presented a model of how farmers working together can be successful. Formed in 1984, the cooperative of 300 members with some 600 acres under

[3] Unfortunately, exporting goods on credit presents a risk, hence any measures which can reduce that risk would encourage export trade.

management demonstrated how with proper management and business practices, farming can be successful.

The organisation has used basic computer technology since 2004, for example inventory management and accounting software. It was suggested that up to 30% of the organisation's members would be computer literate.

E.2.5 St. Vincent and the Grenadines

Logistics

The St. Vincent and the Grenadines Port Authority has a web site, which does give the schedules of ferry services serving the islands, however there is no equivalent for cargo vessels. Boat owners and operators make use of the traditional advertising and promotion avenues: phone directories, print media and the radio.

Complaints from manufacturers and producers were similar to those elsewhere and centred around the lack of a coordinated or effective regular shipping schedule detailing the names of vessels, the destinations serviced, their sailings and intended arrival times. All of which makes the process of finding a means of transporting product to a new market difficult.

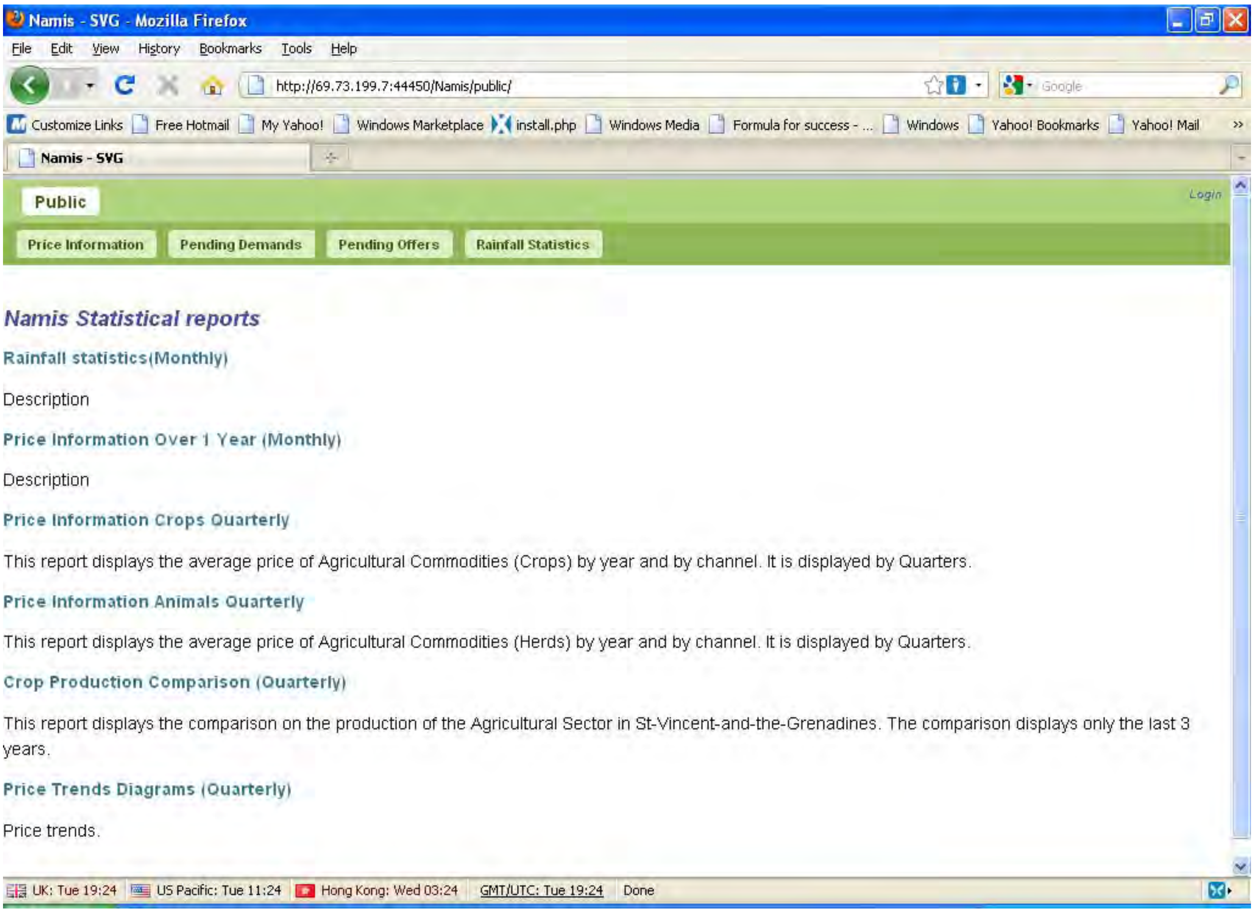
A number of stakeholders referred to producers who have been successful in securing foreign markets for their products. They describe shipping as weak. Goods arrive late, damaged and sometimes incomplete. It was reported that an agreement could be made with a boat operator to transport a consignment to a given destination on a scheduled sailing, however if the operator received a more lucrative charter to go to another destination, the run would not be made and the goods left at the pier or in storage.

Usefully, the Chamber of Commerce has embarked on the development of a web portal through funding from the European Union, and this should be completed by end of March 2010, when a period of training would commence among the OECS member states**.** The portal aims to match buyers with producers from around the region; however, while the portal will provide a means for users to "chat" directly to each other through the site, the means to transport goods to the market is not addressed by the portal.

There is a National ICT Development programme underway, which seeks to address computer literacy in the rural areas. However, no figures were available to indicate how many in the farming sector were actively engaged in this programme.

Agriculture

The Ministry of Agriculture Fisheries and Forestry (MAFF), also conducted an Agricultural Diversification Project of their own similar to that conducted in Dominica. The project also saw the introduction of handheld devices for the collection of production data and sadly this too has encountered the same issue in data collection. MAFF has embarked on developing a web based National Agricultural Management Information System (NAMIS) which is intended to provide the Ministry with data to assist in guiding policy making as well as a means of measuring the impact of policy decisions made. The system being developed will provide pricing details of a range of agricultural products, together with quantities produced and other related data.



This platform allows buyers to place details of their requirements and for producers to indicate what produce is available and in what quantities, via the Pending Demands and Pending Offers buttons. Supermarket retailers have indicated that they would need to know what produce would become available locally, so they can absorb that capacity and not source product from overseas.

An important aspect of the NAMIS implementation is its Open Architecture since it is built on Open Standards and freely available Open Source software, which enables the relatively easy adoption and modification of this system by other ministries seeking to implement a "NAMIS" for their country. Indeed several countries could collaborate with the MAFF in St. Vincent and the Grenadines, enhancing the present system for their collective benefits.

E.2.6 Experience Elsewhere in the Region

Caribbean Agribusiness Marketing Intelligence Development (CAMID) Network

Work on the Caribbean Agribusiness Marketing Intelligence Development Network began in May 2001. The network sought to help stimulate competitiveness and growth in the Caribbean Agricultural sector by providing accurate and timely market or demand information as well as transportation data to stakeholders in the CARICOM states.

Seen as a necessity to facilitating the marketing and development of the Regional Transformation Programme for Agriculture of the Caribbean Community (CARICOM), the CAMID network was to provide a host of benefits to participants in the agri-business sector, in the following areas:

- agricultural marketing and production database;
- product supply and demand forecast service;
- E-commerce trading facility;
- quality assurance protocols for the major traded products;

- freight availability database;
- extra-regional joint marketing programme; and
- industry and enterprise development services.

The Caribbean Agricultural Research and Development Institute (CARDI), based in Trinidad, took over the development and implementation of CAMID Network in 2005. The system was deemed as *"imperative to assist CARDI to deliver its mandate under the Regional Transformation Programme* (RTP)[4]"

The system was to be used predominantly by farmer cooperatives or groups and ministries of agriculture to populate production data, and review the demand for produce regionally. Training was given to stakeholders in the study states, although the adoption or usage of the system was not as comprehensive. It was understood from discussions held in the Study-States that the system was working and data either from marketing boards or MAFF's was being entered into the system. Unfortunately, the CAMID system is no longer running, and access to the data collected and a presentation of the system was not possible

Although repeated efforts were made to ascertain a perspective from CARDI and indeed the developer of the system, these calls were unreturned and an "official" prognosis is not available. However, the perspective being proffered by the stakeholders in the Study-States is that:

- CAMID would have been useful and have been a valuable asset;
- it ran into "political" and funding difficulties;
- there were issues of ownership;
  - which entity would own the system and where would it be situated etc.; and
  - between the developer and CARDI.

A definitive determination of what worked and what led to the demise of the CAMID project is clearly needed. The system needs to be fully re-evaluated to determine if it can be used as is or be otherwise enhanced or expanded. CARDI, the organisation which commissioned and sponsored the development of this system must have access to it. While it is possible that the company which developed the system has ceased trading there must still be outputs/reports[5].

It is reported that the CAMID system sought to support e-Commerce. Presently, of the Study-States, only St. Lucia and St. Vincent and the Grenadines has legislation in place that would support e-Commerce or Electronic Payments. **Dominica and Grenada would need to pass such legislation to best facilitate such transactions.**

National Agricultural Marketing and Development Corporation (NAMDEVCO): Trinidad and Tobago

The National Agricultural Marketing and Development Corporation in Trinidad and Tobago has developed a website that not only matches agricultural producers and buyers, but provides details of quantities and prices paid for those commodities on a daily basis. The National Agricultural Market Information System – Trinidad and Tobago (NAMIS-TT) website contains details of various stakeholders such as farmers (producers), agro-processors, importers and exporters both in Trinidad and Tobago and the other islands.

The site offers wholesale market reports from the five markets in Trinidad and Tobago managed by the corporation, one can search the web site for a list of operators by business type – for example, importers in St. Kitts-Nevis. Additionally, the site offers a host of technical resources which help the farmer, such as cost of production templates to assist the farmer calculate the cost of producing a particular crop or

[4] CARDI Update April-June 2005.
[5] if Microsoft or Dell were to fold tomorrow, one would still have the hardware and software purchased, so the apparent lack of information as to the status of the deliverables and the data with respect to the CAMID project is puzzling.

rearing a sheep for example. These are the sorts of tools one would expect to see on any NAMIS web site or the new portal should these types of tools not be available through the different NAMIS sites.

The NAMIS-TT portal is illustrated below. The “Where to Sell Produce Link” is in the bottom left corner. Additionally, the pricing table to the right gives the user the option of obtaining prices in different currencies. This site gives a very comprehensive example of the data a NAMIS portal should give, in terms of production data, options for stakeholder input and query.

While the NAMIS-TT is impressive in what is presented and its features, what needs to be borne in mind are the procedural and policies as well as mechanisms and management oversight required to ensuring that the content, i.e. the data is available. This is in stark contrast to what has been witnessed in the Study States. It should also be noted that production data is given only for NAMDEVCO certified farms.

E.3 Conclusions and Recommendations

The development of web sites and portals has, in the past, yielded indifferent results. Before renewed efforts and major expenses are incurred, more clarification is still needed in regard to why previous regional efforts, and specifically CAMID, was unsuccessful.

A mechanism that matches buyers and sellers together with all the ancillary services which support the movement of goods such as boat routes, schedules and port fees together with contact details for agents and trade protocols would clearly be useful.

The lack of information relates not only to ship schedules and cargo availability but also to:

- production costs; and
- the margins taken by wholesalers and huskers.

Furthermore, adequate demand information is still not available to allow farmers and cooperatives to plan their production and therefore establish a reliable supply mechanism which reduces the potentially devastating effects of the cycle of glut and scarcity in various products.

With better databases, there is clearly the potential for:

- farmers to:
  - know with certainty the true cost of production for their crops;
  - obtain and feel satisfied with their profit margin

- organised groups or cooperatives to:
  - bid for supply contracts with agro-processors, marketing boards and the hospitality industry, (hotels, restaurants and cruise ships).

The availability of technological or financial resources alone will not change things without the buy-in of stakeholders at every level and a commitment to follow through with basic management oversight and accountability. This has been underscored from the experience in Dominica, where production data is still not being collected a year after significant investment in training and resources have been applied.

There also has to be the capacity and willingness to use the technology available or provided. The objective of matching buyers to producers and other participants in the chain is a desirable goal however it is one which has been tried before with mixed results. Similarly publicising a boat schedule alone without bringing potential users to it is like building a bridge with no incentive to cross.

A greater level of cooperation and collaboration among the Study States and support institutions within the region is also necessary to avoid duplication of effort, incompatibility and crucially to:

- reduce the waste of scant resources; and
- leverage the collective experience and knowledge that exits.

A component of the "*Telecommunications and ICT Development Project*" of 2008, a World Bank consultancy commissioned by ECTEL, addressed the matter of a Common Information Architecture and Systems in the Study-States. Agriculture is one such ministry that can clearly benefit from such an approach, since data gathered for a farm in, say, Grenada is not too dissimilar to one in St. Vincent and the Grenadines. The recommendations made were to collaborate and develop best of breed technology solutions and following a successful pilot in one state this solution would be adopted as the standard solution and be replicated elsewhere.

The Consultants' recommend that:

- **the OECS should champion the development of a new regional portal that:**
  - ***allows ship owners to*: post schedule related information, available capacities types of cargo they are able to accept, expected delivery dates and tariffs;**
  - ***allow vessel's leading particulars to be published and this could potentially be extracted from the ship registry.***
  - ***allows those with cargo for transport:* to post details of that cargo and receive bid information from ship-owners of tariffs and schedules**
  - ***allows user ratings/comment:* this would be similar to online ratings such BizRate or those at Amazon.com/ebay.com where users rate the seller and/or purchaser in terms of how satisfied they were with their transaction. Boat operators and agents could then be rated on**

reliability, punctuality etc. Customers could also be rated on how promptly they paid/delivered and collected cargo etc.

- ***contain information on port charges and port performance indicators:*** **data should be valuable for each port in Study-States[6].**
- ***the consignee would be required to complete details of the shipment in terms of the nature of goods, dimensions, type of packing and weight and any special handling requirements, e.g. hazardous or dangerous cargo.***

The portal might be best managed/developed by CARDI[7]. However, development costs and a watching brief might more usefully come from outside and have private sector involvement. The OECS, and in particular the ODTC could, therefore be major drivers. The Consultants suggests therefore that a further consultancy project is initiated, jointly between the OECS and CARDI that seeks to:

- **better understand the reasons that CAMID failed; and**
- **which prepares draft ToR[8] for a Project for a new Portal.**

The present consultants envisage that the new portal could be for paid for by subscription from various stakeholders, e.g. farmers, agro-processors and boat operators, agents etc.. The exact form for that subscription model would, however, need to be determined after more detailed analysis of the potential user base and should be further investigated in the envisaged new Study. A charging system will ensure that there are resources for updates and that users do not abuse the system. In order to minimise charges the portal might also carry advertising.

It is envisaged that the new portal would also allow:

- *those operating in States where there is shipping lying idle:* to determine where best to position their vessels; and
- *consignment tracking for cargo that is in transit*: a system where there could be a consignment/tracking number with each broker/agent updating the system when they have discharged their responsibilities and handed it on to the next broker in the chain.

The system might also provide other government agencies and statutory bodies with space for alerts and other information which affects the import or export of goods. For example information on standards, port charges and trade agreements or protocols specifying how certain goods are to be shipped can be published on the portal.

- **where the various ministries of agriculture are not too advanced or have not yet begun developing agricultural management systems, they should review their unique circumstances and seriously consider the benefits to the open nature of the NAMIS portal in St. Vincent & the Grenadines and determine if some of the functionality of NAMDEVCO's NAMIS-TT portal are appropriate.**
- **the systems in the Study-States should be compatible and allow easy transfer of data to other systems**

Data entry is vital and should not be onerous, neither in the amount of data required nor the frequency with which it is to be collected. Where possible, simple solutions such as Point of Sale, bar code

[6] Ideally available for all OECS and/or all CARICOM states. In most parts of the world, port charges are published and are freely available to all those who wish to have copies – many countries now use the internet for this purpose.
[7] CARDI is the leading Caribbean institute responsible for Research and Development in the Agricultural sector.
[8] The Consultants believe that with clear terms of reference, and an adequate supply contract, there is no reason why such a system should not now be successful.

readers etc. should be used for data capture. Data capture and processing should not significantly impact the day-to-day operation of the stakeholder's core business.

No development should, however, begin until the system being implemented by the Chamber of Industry and Commerce in St. Vincent and the Grenadines is complete and has been running for at least six months, and an evaluation of this system's effectiveness, scope and challenges has been carried out. It may be possible to build on this system, since training is to be carried out in the various OECS member states.

Further, lessons also need to be learned from the challenges with data collection experienced by the ministries of agriculture in both Dominica and St. Vincent & the Grenadines so as to devise a system which does not suffer the same fate.

Post development and implementation resources also need to be made available and factored in. All new systems suffer from resistance, and challenges to their adoption. This will be particularly true in this case, based on the low level of internet adoption figures. The stakeholders must be supported and mentored to ensure they can gradually see the benefits and embrace the technology, rather than having foisted on them. It will therefore be necessary to consider the long term viability and sustainability of the system, factoring for upgrades and enhancements, yes the solution might be leading edge now, but resources need to be available to sustain it.

- **resource ought to be allocated to address any user/stakeholder issues discovered promptly;**
- **a "marketing campaign" should be conducted to encourage new stakeholders to use the system or join the network;**
- **existing users could be incentivised by a partial refund of their membership/subscription fee for each new user they refer; and**
- **scheduled evaluation and enhancements should be factored in and resources made available for subsequent releases and training.**

It is also expected that there would be a wider level of evaluation conducted to determine the effectiveness of the system and the value it has generated to the economies impacted.

Appendix F

Legal and Institutional Constraints and Recommended Solutions

Appendix F: Legal and Institutional Constraints and Recommended Solutions

F.1 Objectives

The objective of this Appendix is an analysis of the prevailing legal and institutional constraints on the maritime transport of passengers and goods (both on the sea and through ports) in the Study area, with emphasis on:

- the legal-framework for:
  - safety and security requirements;
  - single market rules;
  - customs and immigration procedures;
  - the particular needs of the informal shipping sector;
  - the alleviation of unreasonable legal constraints; and
  - the needs for legal harmonisation.

- the institutional-related framework for:
  - institutions in charge of setting and implementing maritime transport policy;
  - best governance of the sector;
  - capacity building within Maritime Administrations; and
  - providing structure to the informal sector.

Presently, efficiency within the industry is clearly compromised by differing regulatory regimes and the undue bureaucracy that dealing with these imposes on those working in the sector.

The Appendix focuses on the four Study-States, with extension, when necessary, to other parts of the Caribbean.

The two main parts of the Appendix deal separately with legal (**Section F.2 to F.6)** and institutional (**Sections F.7 to F.9)** issues, and are set out according to the following scheme:

- current framework;
- provisions and/or issues to be addressed; and
- improvements needed.

F.2 Current Legal Framework: International Level

F2.1 Current Framework: Legal Sources and Degree of Implementation of the Legislation

The sources of marine legislation and regulation among Caribbean countries can be classified as

- international;
- regional; and
- national.

Most of the international conventions dealing with maritime transport have been adopted at the instigation of the International Maritime Organization (IMO), which is the relevant UN depositary organization.

The IMO Conventions mostly relate to ships and navigation safety and to preventing sea pollution by ships. Many are concerned with both technical and commercial aspects (the latter, mainly the liability of the ship-owners).

Outside the IMO, other international organizations, government and non-government, have engaged their own fields of competence, to lay down recommendations for harmonized rules and standards for both the maritime and other transport sectors. Among these latter organisations the most active are the International Labour Organisation (ILO): the United Nations Committee on Trade and Development (UNCTAD), the International Maritime Committee (IMC) and the Word Customs Organization (WCO). The Consultants recommend that the conventions they have prepared should be adopted, implemented and enforced by the Study-States to allow more efficient and sustainable development of regional trade **(see also Section F2.5 "Level of Ratification and Implementation of International Conventions").**

F2.2 IMO Conventions Dealing with Safety, Security, and Sea Pollution Prevention

Ships and Navigation Safety:

The *"Convention on the Safety of Life at Sea"* (SOLAS), 1974, as amended, provides for all technical requirements aimed at ensuring the seaworthiness of ships. Cargo ships of 500 GRT and over and all passenger ships fall under the scope of the convention when on international voyages. The convention operates via a system of international safety certificates which are issued and renewed after inspections by the Flag-State Authority or by an agreed Classification Society acting on their behalf and under the responsibility of this Authority. Standards are provided, amongst other things, for ship-building, ship-management, and the carriage of dangerous goods on ships. This last matter, regulated under the "*International Maritime Dangerous Goods Code"* (IMDG Code), is important for both ships and port safety.

The SOLAS Convention has periodically been amended by the General Assembly of the IMO, which procedure, except for States which have lodged express reservations, automatically requires implementation of the amendments by all IMO Member States. Among the most important SOLAS amendments adopted recently are two adopted in 2002, viz:

- the new chapter XI-2, setting up the *"International Ship and Port Security Code"* (ISPS); and
- the revised Chapter V on the mandatory fitting of *"Automatic Information Systems"* (AIS) on board all passenger ships, tankers (irrespective of their size), and all other vessels of 300 GRT and upwards.

SOLAS amendments now normally adopt a holistic approach to specific issues – for example, the safety of Ro-Ro ferries (defined through the 1995 amendments to Chapter II-1 of SOLAS as being *"a passenger ship with ro-ro cargo spaces or special category spaces..."*), or the safety of High Speed Vessels (HSV), which may also be Ro-Ro ferries .

Also important are of course:

- the *"Load Lines Convention"* (LL), 1966, dealing with the minimum freeboard assigned to ships;
- the *"International Regulations for Preventing Collisions at Sea"* (COLREG), 1972; and
- the *"Search and Rescue Convention"* (SAR), 1979, setting up a global system of safety watch, alert and intervention, on a regional basis, in case of a ship in distress at sea.

Ships and Port Security: the ISPS Code.

Now integrated into SOLAS, is the ISPS Code aimed at preventing terrorist attacks in ports, either against the port facilities, or on-board ships calling at the port. This Code therefore concerns the interface between ship and port, and both must be certified according to its requirements. For ships, the main requirements are to:

- keep on-board an approved security plan,
- have a security officer and
- be fitted with an alert system to ensure emergency connection with the Port Authority in case of threat.

Only passenger and cargo ships of 500 GRT and upwards on international voyages must comply with the ISPS vessel requirements.

Preventing Sea Pollution by Ships: MARPOL 1973/78

The *"Convention for Prevention of Pollution from Ships"* (MARPOL) and its six Annexes is included for the record only. It should, however, be noted that the MARPOL safety requirements, may impose some legal constraints on small ships involved in the regional traffic. One important measure to avoid the illegal dumping of wastes at sea would be to fit the Study-State ports with minimum reception facilities as required in Annexes I ,*"Prevention of Pollution by Oil"*, IV *"Sewage"* and V *"Garbage"* of MARPOL, and detailed in the IMO *"Guide for Good Practices on Port Reception Facilities"*.

Training and Certification of Seafarers: STCW Convention

The *"Convention on Standards of Training, Certification and Watchkeeping for Seafarers"* (STCW), 1978 as amended in 1995, is important, and its implementation will be central to the development of "Study-State" national fleets. In this regard the lack of maritime training institutions in the sub-region is a problem. These are available only outside the OECS - in Jamaica, Trinidad and the Barbados. Compliance with international standards for the qualification, and the procedures for the certification of, seafarers is unavoidable. Only minor adaptations taking into consideration the type of vessel areas of navigation, to which the Convention might apply are foreseen.

F2.3 Other IMO Conventions

The IMO conventions mentioned hereunder are aimed at the unification at the international level of legal regimes and practices related to maritime transport:

- **Liability Regime of the Ship Owner and/or Ship Operator:** two IMO conventions are important in this regard:
  - the *"Convention on the Limitation of Liability for Maritime Claims"* (LLMC), 1976, set up a general and unified regime of liability for various categories of claims engaged against any ship-owner, ship operator or people acting on their behalf. Different levels of limitation are defined in a common unit of account – which is equivalent to the special drawing right of the World Monetary Fund- according to the kind of damage: death or injuries in case of damage to persons, damage to goods and works; and
  - the *"Convention Relating to the Carriage of Passengers and their Luggage by Sea"* 1974 (PAL), concerns the commercial conditions of the transport of passengers and their luggage by sea and establishes, inter alia, a specific regime of limitation of liability, similar to that existing in the air transport sector.
- **"Convention on Facilitation of International Maritime Traffic" (FAL), 1965:** the FAL Convention specifies simplified procedures for ships calling at ports; limited lists of standardized documents that should be requested from the ship and which can be shared between the various administrations concerned (port administration, customs, immigration etc.); a FAL committee should be set up at the Port Authority level for the needs of administrative cooperation.

F2.4 Other Important International Conventions Dealing with the Transport Sector

Noted below are other maritime conventions (outside IMO) and other international conventions having a general impact on the sector.

- **ILO Maritime Conventions:** A set of conventions concerning working conditions on-board ships has been prepared by the ILO; the most comprehensive but still waiting to be enforced is the 2006 "*New Maritime Labour Convention*"(ILO-MLC), the convention n° 147 of 1976 on "Merchant Shipping Minimum Standards" remains the most comprehensive; it sets minimum labour standards for merchant ships and refers to earlier other conventions dealing with important issues such as: the maximum duration of work; living conditions on-board; and the minimum age of seafarers.
- **Liability of Terminals Operators on International Transport: Vienna Convention, 1991**. deals with the rights, obligations and liabilities of the operators of transport terminals, - the Convention, not

yet in force, could be a reference legal instrument for the Study-State Port Authorities, particularly in the case of a port terminal conceded to private operators (as, for example, the proposed public-private partnership cruise terminal in Castries)

- **Hamburg Rules, 1979, on Carriage of Goods by Sea**: adopted by UNCTAD, the Hamburg Rules on the carriage of goods by sea are currently under revision. A new convention, usually known as *"Rotterdam Rules"*, was approved by the UN General Assembly in 2008 but still needs a total of 20 ratifications before it can be implemented; the major importance for shippers, with the new convention as well as with the old Hamburg Rules, is a transport contract covering the carriage of goods from the place of origin through to the place of destination. It needs to be noted that - even when a contract for transport is concluded in a country which has ratified the Hamburg Rules - the provisions of the Convention are not mandatory - they can choose to place the contract under another legal regime.
- **Liens and Mortgages on Ships: Geneva Convention, 1993.** Elaborated under the International Maritime Committee, and in force from 2004, this convention is important in regard to bank loans to the shipping industry - it provides an international legal framework for guarantees.
- **Customs Procedures: Kyoto Convention, as revised, 1999.** In force from 2006, this convention – signed under the WCO- aims to harmonize customs procedures and – combined with other conventions mentioned here under- has a direct impact on the international transport sector.
- **Customs Convention on Containers, 1972** The Convention provides for the temporary importation of containers, free of import duties and taxes, subject to re-exportation within three months and without the production of customs documents or security. The Convention also provides for the movement of containers under customs seal (the approval provisions are identical to those in the *"Convention on the International Transport of Goods Under Cover of TIR Carnets"* – the TIR Convention, 1975).
- **International Convention on the Harmonization of Frontier Control on Goods, 1982** This UN Convention lays down harmonized modalities and procedures for control of all goods carried across a border (imported, exported or in transit) whatever should be the mode of transport; it not only covers customs formalities, but also the formalities imposed by all other controlling administrations (police, health and veterinary services) which have to be coordinated according to the provisions of the Convention; in fact, when applied to goods moving through an international sea port, it could be considered as equivalent to the FAL Convention dealing with the formalities required from the ships calling at the port.
- **Convention on International Carriage of Goods under Cover of TIR, 1975** As amended, the TIR Convention, managed and up-dated under the Economic Commission for Europe of the UN, established a global system of regulations and procedures applicable to goods in transit carriage by road through other countries. The system is based on customs formalities completed in the country of loading of the goods, carried into approved sealed sections, and covered by TIR carnets; the guarantee for the customs of the transit countries is the deposit from an agreed guaranteeing association.
- **The Vienna Convention on Road Traffic, 1968** The Vienna Convention on Road Traffic is an international treaty designed to facilitate international road traffic and to increase road safety by standardizing traffic rules among the contracting parties. This convention was agreed upon at the United Nations Economic and Social Council's Conference on Road Traffic (October 7, 1968 - November 8, 1968) in November 1968. This conference also produced the *"Vienna Convention on Road Signs and Signals"*. It came into force on May 21, 1977.

F2.5 Level of Ratification and Implementation of the Relevant International Conventions among the four Study-States.

The ratification status of the afore-mentioned conventions by the four Study-States is summarized below:

Convention	Dominica	Grenada	St Lucia	St Vincent and the Grenadines
SOLAS 74	x	X	x	X
Load Line 66	x	X	x	X
Tonnage 69	x	X	x	X
COLREG 72	x		x	X
S.A.Rescue 79	x		x	
STCW 78/95	x	X	x	X
LLMC (liability) 76	x		x	
PAL (passengers) 74	x			
FAL (facilitation) 65	x		x	
MARPOL 73/78	x		x	X
ILO Convention n°147, 1976				
Liens/mortgages 93				X
Hamburg Rules 79				X
Customs Procedures, Kyoto 99				
Customs Containers, 72				
Frontier Control on Goods, 82				
Terminal Operators, Vienna 91				
TIR 75				
Road Traffic 68				

The table shows a good level of ratification for the IMO technical conventions by the four Study-States, but a poor ratification level by the same States to the conventions dealing with commercial and customs issues.

None among the Study-States has ratified ILO Convention n°147. The implementation of ILO standards is weak, mainly due the fact that the seafarers' employment is generally made under non-written conditions.

In regards to the effectiveness of implementation of the ratified IMO conventions the following is noted:

- only the basic rules have been introduced into the national maritime legislation - these generally do not take into account more recent amendments;
- despite insufficiencies in the national legislation, the ISPS Code of SOLAS is fully implemented: probably as a result of external pressure, ports are certified and fitted with the requested organization and equipments;
- except in the case of the "international" (open) register kept under the flag of two of the Study-States, the national fleets do not include cargo ships of 500 GRT and over - this means that the SOLAS convention has no impact on small local cargo vessels: these are now regulated mostly through the regional legal framework (see below) - however, all passenger ships (fast ferries or conventional) need to be compliant with the provisions of the SOLAS and STCW Conventions when on international voyages (even regional and short voyages) – here there could be problems because of:
  - the lack of financial capacities of local ship-owners;
  - the older age of many ships;
  - in regards to STCW implementation: the difficulty in finding find local seafarers holding the required certificates that can be recruited as officers; and
  - the human resource weaknesses of the maritime authorities in charge of the safety surveys.

F.3 Current Legal Framework: Regional Level

There is an important regional legal framework defined by two major treaties. These are further analysed later in this Appendix. Specialised regional agreements also deal with maritime policy and legislation.

F3.1 The Revised Treaty of Chaguaramas Establishing the Caribbean Community Including the Caribbean Single Market and Economy (CSME)

Signed on 5 July 2001, the treaty brings together fourteen Caribbean States. Its first objective is a regional economic framework. It lays down the basic principles for a regional Single Market, which would encompass the maritime transport sector. Article 140 which describes the development of Maritime Transport Services is provided as **Appendix G** provides for the development of maritime transport services in the CARICOM area; the main directives under this article aim, inter alia at:

- cooperation in implementation of relevant international and regional instruments dealing with the maritime safety and sea pollution prevention;
- the development of the small vessels shipping sector;
- incentives to develop the national shipping sectors in member states;
- strengthening the capabilities of the Maritime Administrations and maritime training institutes; and
- harmonizing training programmes.

Other provisions relate to the free market regulations impacting the shipping sector, viz:

- Articles 32 and 33 which deal with the prohibition or removal of restrictions on the right of establishment; there is a precise definition of what entities and individuals shall be considered as “national” and this has a direct impact on the Shipping Acts in the member states when providing for the conditions of nationality and ownership required to register a vessel under the national flag and for licensing ships used for domestic/national transport.
- Article 35 which deals with the mutual recognition of diplomas and certificates within the Community: this implies that maritime certificates issued or endorsed in one of the member states should be recognised in the others (subject to compliance with STCW and regional regulations in the matter), and should allow employment on ships flying the flag of any member state; and
- Articles 36 and 37 which deal with the prohibition or removal of restrictions on provision of services: applicable to ship and port operators from any member State performing their activities in other member States.

F3.2 The Treaty of Basseterre, 18 June 1981, creating the Organization of the Eastern Caribbean States (OECS) and the Eastern Caribbean Common Market (ECCM):

At the sub-regional level, the OECS treaty – whose members are seven of the Caribbean states, belonging to CARICOM- lays down general legal principles similar to those in the Revised Treaty of Chaguaramas concerning free access to markets. These principles are again applicable to the maritime transport services sector. The treaty provides for a single market within the wider single market of CARICOM.

The OECS Treaty is currently under revision and a draft of the new treaty has been provided to the Consultants. When ratified, the treaty would turn the OECS into a supra-national institution, and provide the legal framework for all the structural changes needed for that purpose. Ratification could enable the organization to draft and have implemented binding sub-regional legislation for the shipping sector.

F3.3 Other Regional Sources of Legislation Impacting the Shipping Sector

Other important regional legislation impacting the shipping sector include:

- **The Regional Security System (RSS) Treaty:** signed in 1996 at St George's, Grenada, provides for cooperation between the military and police forces of the Caribbean Member States on security matters - mainly for preventing drugs and other illicit traffics. At sea, it provides for carrying out search and rescue operations coordinated at a regional level by Maritime Rescue Coordination Centres based in Trinidad and Martinique. The maritime tasks specified by the RSS mainly involve the Coast Guards of member countries. RSS holds competence also for general survey and law enforcement at sea (including fisheries, pollution and safety survey). As such, it could cooperate with member states to help them elaborate their own search and rescue plans, complying with the SAR Convention, and their penal legislation, complying with the IMO *"Convention on the Suppression of the Unlawful Acts against the Safety of Navigation"* (SUA Convention, 1988), which most OECS countries have ratified.
- **The Caribbean Memorandum of Understanding on Port State Control (MOU on PSC)**: instituted in 1996 under a government agreement signed in Barbados, provides for the coordination of safety inspections of foreign ships calling at Caribbean ports. The Maritime Administrations of nine countries are signatories, among them, three are not CARICOM countries and two only (Antigua and Grenada) are OECS countries. The MOU is concerned with operational procedures and does not have a legislative backing. However, it was from the MOU that the *"Code for Caribbean Cargo-Ships Safety"* (CCSS Code) was developed and, in this regard, the MOU can be considered a legislative resource.
- **The Caribbean Cargo-Ships Safety Code (CCSS) Code:** here abovementioned, the Code lays down regional safety regulations and standards for cargo-ships below 500 GRT, but not less than 24 metres length, on international voyages. It thus targets a category of ships not falling within the scope of the SOLAS Convention (non-convention ships). The CCSS was drafted and updated by the Secretariat of the MOU on PSC in Barbados with the help of the IMO; the initial version was adopted by the members of the MOU on PSC in 1996; amendments were brought in 1997 and 2002. It applies to the new small ships and, as reasonable, to existing ones from the date of publication. A model *"Caribbean Safety Certificate"* for cargo-ships is attached; exemption certificates are granted in justified situations. CCSS certificates are recognized by the US Coast Guard.
- **The Small Commercial Vessels Code (SCV) Code** : the SCV Code is another set of regional safety regulations for small cargo ships over 5 metres and below 24 metres length, and for passenger ships carrying less than 150 passengers or accommodating less than 50 passengers for a night voyage. The SCV Code was prepared by the IMO for the Caribbean countries in 2001. The aim of the Code is to prescribe standards of construction, and emergency equipment for small commercial vessels operating in the Caribbean Sea. The regulations are based on the *"United States Coast Guard Code of Federal Regulations"* 46 Sub-Chapter T (certification of small passenger vessels) which are regarded as equivalent to IMO Convention requirements for such vessels, Sub-Chapter C (uninspected vessels) and *"The United Kingdom Code of Practice for the Safety of Small Workboats and Pilot Boats"*. It should be noted that requirements for small commercial vessels of 24 metres and over in length, on international voyages, or which carry more than 150 passengers or provide overnight accommodation for more than 50 passengers, are given in the *"Code of Safety for Caribbean Cargo Ships"* and the *"International Convention on the Safety of Life at Sea"*, 1974, as amended, (SOLAS) for cargo and passenger ships respectively. Nevertheless, small commercial vessels of 24 metres and over in length engaged on voyages in national waters only, could be allowed to operate under the provisions of this Code by the Administration. The SCV Code also contains, in Chapter IX, a set of regulations for training and certification of boat-masters and engineers for this category of vessels. Three grades of certificates are expected, according to the size of the ship (those below, or over, 15 metres length) and to the type of navigation ("protected", "coastal" or "exposed" waters).
- **The IMO Model Shipping Act for English Speaking Caribbean Countries:** This is the major contribution of IMO to regional maritime legislation; the document is very comprehensive and, by repealing and replacing their existing Shipping Acts, could be adapted to the national context of each OECS country for integration into its national legislation. The model is based on the *"UK Merchant Shipping Act"* and also takes into consideration the most recent international conventions related to

shipping. It was published by IMO in 2000, and up-dated 2003 and 2008. Except for sea pollution, which is subject to another model within the Act, all issues are covered, viz:

- *ship registration:* persons who are qualified to register a ship under the national flag (and in line with what is provided for under the CARICOM Treaty);
- national character of the ship;
- restrictions of operation of ships;
- ships and navigation safety;
- maritime security;
- limitation of ship-owner liability;
- liens and mortgages;
- maritime transport of passengers and their luggage;
- training and certification of seafarers;
- labour conditions;
- penalties; and
- maritime administration.

F3.3 Degree of Implementation of the Regional Legal Framework

Generally, the implementation and development of regional legislation looks is weak. Neither CARICOM, nor the OECS have yet developed substantial secondary legislation for the application of their single markets to the maritime transport sector. The Revised OECS Treaty is particularly weak as transport issues in general are not addressed.

One of the few CARICOM principles already incorporated into national Shipping Acts in the Study-States is the opening of the local ships register to vessels owned by citizens, or corporate entities, from other member states.

As regards the IMO regional legislation, this is still being developed, and cannot be considered as binding/finalised. The Caribbean MOU of PSC only approves the CCSS and only in Dominica, is reference to the CCSS Code now clearly mentioned in national legislation; in Saint Vincent and the Grenadines, the Maritime Unit is drafting national regulations to enforce the provisions of the CCSS and SCV Codes.

F.4 Current Legal Framework: National Levels

F4.1 Shipping Acts and Regulations

In each country, national laws and regulations also apply to ships and shipping activities. These laws generally follow the format of the *"UK Shipping Act"*. The most important are the following:

- **Dominica**: "*International Maritime Act"*, n°9, 2000, amended 2002 and "*International Maritime Regulations"* (Statutory Rules and Orders n° 18). These two legal documents are relatively recent. The "*International Maritime Act*" applies to ships entered onto an open register, kept by a corporate entity based in USA.

  The Act contains general provisions, deriving from relevant international conventions, on registration conditions and procedures, safety of life at sea, mortgages on ships and maritime liens, liability limitation (maritime claims, passengers transport, oil pollution damages), labour conditions, and the certification of the seafarers.

  The "*International Maritime Regulations"* complement and implement the provisions of the above Act, mainly in regard to safety requirements, the safe manning of ships (minimum number of crew) and the tariffs and fees collected by the Maritime Administration for:

- ships registration (initial and annual fees);
- ships inspection; and
- issuing certificates.

The regulations provide also for small ships of less than 24 meters length, which are:

- owned by citizens of Dominica or of another CARICOM State; or
- not required to be classified by recognised classification societies.

The Act states that the categories of ships *"shall be registered at the register book at the office of the Maritime Administrator in Dominica"* (art. 16), and are subject to the CCSS Code as concerns their safety standards (art.17); however it does not refer to the SCV Code for vessels below 15 metres and to small passenger ships on domestic voyages.

The referred to register for local vessels does not yet exist.

The international register includes 178 vessels.

- **Grenada: "***Shipping Act"* n° 47 of 1994 (not up-dated) is the oldest legislation among the four reviewed.

  A Directorate of Maritime Affairs is required under Art. 4, but has not been set up.

  From information supplied by the Port Authority, the right to register a Grenadian ship is now extended to all CARICOM citizens and to other corporate bodies owning at least 11/16 of the ship's property- such measures do not, however, appear to have been formalized in the Shipping Act.

  61 vessels are known to have been registered in Grenada, however, the number that are operational is not known.

- **Saint Lucia: "***Shipping Act"*, n°11, 1994, amended 2000. The *"St Lucia Shipping Act"* has a format similar to Grenada's and covers the same chapters.

  Only ships of 24 metres and over, and any ship on international voyage, are required to be registered; ships below 24 metres sailing in national waters require only a simple licence.

  The conditions for registration/licensing are:

  - to be a citizen of St Lucia or deemed to belong to St Lucia under the "Immigration Act"; or
  - a citizen of CARICOM residing in a CARICOM country where the ship is operated on international voyages; or
  - a corporate entity having its main office in St Lucia and submitting to St Lucian Law; or
  - a ("bona fide") joint venture involving citizens of St Lucia; or
  - as authorized by an order of the Minister.

  The individuals or corporate bodies listed above must own the whole property of the ship. However, there is currently no Register kept in St Lucia. Very few small informal vessels are operated in Saint Lucia.

  In regard to safety, the *"Shipping Act"* refers to SOLAS and provides for national regulations to be promulgated by the Minister for non-convention vessels; it does not refer to CCSS and SCV Codes.

Two types of load lines (LL) certificates are catered for:

- international LL certificate for existing ships of 150 GRT or more and for new ships of 24 metres length or more; and
- local LL certificate for others.

Such system does not appear compliant with the *"Load Lines Convention"* which requires an international certificate for any ship on an international voyage.

The traffic on domestic voyages is reserved to national ships, subject their not being chartered to foreign operators.

The Act has chapters dealing with maritime liens and mortgages, the tonnage measurement of ships (according to the *"Tonnage Convention"*, 1969), the liability for maritime claims, seafarers engagement and labour conditions, and the certification of the seafarers. On most of these issues the law provides for ministerial orders which appear not yet to have been implemented.

- **Saint Vincent and the Grenadines: "***Shipping Act*", 2004, amended 2007. The format of the St Vincent and the Grenadines Shipping Act is similar to the previous two discussed.

  A wide international register is open, which includes some 2,600 vessels operating under the St Vincent and the Grenadines flag; though the *"Shipping Act"* does not expressly provide for this type of shipping.

  Small ships (less 24 metres) can be registered under similar property conditions to those usually adopted within CARICOM; small ships hired out or bareboat chartered to St Vincent nationals can also be registered under the national flag.

  Saint Vincent is, amongst the Study-States, the one having most informal shipping registered under its flag (about 60 are believed to be in operational condition); they are entered onto the same register as the "international" fleet.

  The Maritime Administration enacts safety regulations for local vessels, according to the categories mentioned in the table on next page. Ships are classed under several categories, taking into consideration the type and size of the ship and type of navigation. For each category, the St Vincent and the Grenadines Maritime Administration has determined the applicable safety legislation, as well as the applicable legislation related to certificates of competency required for their manning.

F4.2 Port Acts and Regulations

As public entities, the Port Authority in each country has its own legislation published or approved by the competent State institution (Parliament, Minister in charge of ports). Usually:

- there is a Port Authority Act dealing with the status and organization of the port authority, its Board of Directors, liability and financial regimes;
- port regulations deal with police and security issues, ships berthing and formalities when arriving and leaving, port services such as pilotage, tugs, stevedoring and warehousing, and tariffs.

Port legislation impacts maritime traffic development in several ways, via:

- the complexity of the formalities imposed on shipping;
- the legal responsibilities imposed on port operators (licensing, liabilities etc.);
- charges (see also **Appendix B**); and
- security regulations (ISPS port implementation).

Except in Dominica, port legislation is not recent. Only the tariff books have been subject to periodic revision. The relevant legislation is:

- **Dominica:** ***"****Air and Seaport Authority Act"*, 2006 and *"Statutory Rules"*, order of 2007 as concerns the cruise terminal;
- **Grenada:** **"***Port Authority Act"*, 1978, last amendment 1997;
- **St Lucia:** **"***Air and Seaport Authority Act"*, 1983, last amendment 2000; and
- **St Vincent and the Grenadines:** **"***Port Authority Act"*, 1991

F4.3 Other Legal Components

Legislation, relating to customs, health, immigration, and road transport can hamper the transit of passengers and goods through a sea port. Seamless transport from the place of loading to the place of final destination is increasingly important for both freight and passengers.

The preliminary requirements/requests by a group interested in operating fast ferries from Trinidad to Barbados and some of the Study-States is provided as **Annex F.1.** They note a number of problems related to current regulations:

- the free movement of passengers is slowed down by the need to complete immigration at the port of arrival and by cumbersome security measures (see also ISPS issues);
- that the customs clearance in regards to goods manufactured in CARICOM needs to be streamlined, especially when carried on ferries where efficiency is linked to a quick turn-arounds;
- there should be a system of bonds to ensure that trucks and other vehicles return within a reasonable period of their country of origin/registration;
- licences and insurances for vehicles and drivers should be valid for using the national road network of third part countries.

The study concludes that without these legal adjustments regional fast ferries will not be successful.

F.5 Legal Provisions and Issues Requiring Address

A number of the issues discussed above have been given further analysis, because of their significant impact on the development of the shipping sector and maritime trade in the Study-States:

F5.1 Ship Registration

Ship registration regulations and procedures directly impact national-flag fleet development. Clear separation is however required between:

- *national (local ships) registers*: which allow local administrations to ensure safety and the proper administrative management of the local industry (transfer of property, mortgages, employment contracts of the crew etc.) - clear conditions required for registering a ship, and a reliable keeping of the Register, are essential for a framework favourable to local and regional shipping development; and
- *open (or international) registers:* only Dominica and Saint Vincent and the Grenadines now maintain international registers, with no restriction in respect to the nationality of ship-owners; ships entered onto such register frequently have no economic link with the flag country, and consequently have no impact on the development of local and regional shipping.

F5.2 Free Access to the Market for Maritime Transport Services

Under Single Market rules and the regional economic integration envisaged by both the OECS and CARICOM, there should be no restrictions, or discriminative provisions, regarding:

- the free establishment of shipping operations by any person or legal entity from any member country into another; and
- free access of ships flying the flag of any member state into the domestic markets of any other member country.

In this regard, it appears that there is no major problem as concerns shipping operators (shipping agents, forwarders) whose activities are is only subject to the provision of a financial guarantee. Full freedom to operate does not, however, yet apply to maritime domestic traffic, which is still reserved for national flag carriers.

F5.3 Ship Safety Conditions and Survey

This mainly concerns the informal sector and non-convention vessels, viz:

- *passenger vessels (traditional or Ro-Ro) on domestic voyages:* as now occurs in Grenada and Saint Vincent and the Grenadines when serving the Grenadines/Carriacou;
- *cargo vessels (traditional or Ro-Ro) on domestic voyages:* as now also occurs in Grenada and Saint Vincent and the Grenadines when serving the Grenadines/Carriacou; and
- *cargo vessels below 500 GRT*: on regional voyages.

Standards applicable to these categories are either those of the CCSS Code for cargo ships of more than 24 metres length but below 500 GRT, or the SCV Code for cargo ships below 24 metres and passenger vessels below 24 metres carrying no more than 150 passengers or accommodating no more than 50 passengers for a night voyage.

Passenger ships outside these limits and on international voyage, must comply with the relevant provisions of the SOLAS and Load Lines Conventions; though for regional travel it would be sufficient to obtain a Short Voyage Passenger Certificate. These are less onerous to obtain.

As there is already appropriate legislation. the Consultants believe that safety compliance for vessels from the informal sector is not really a legal issue. It is more of an economic one. The insufficient profitability of this category of ships prevents their owners from: either undertaking the required safety upgrading and maintenance; or replacing the ship when it becomes too old for compliance. Having said this, there are compliant vessels.

F5.4 Ro-Ro Ferries: Specific Safety Regulations

Ro-Ro ferries are specific categories of either cargo or of passenger ships. In 1995, because of their hull vulnerability (with opening doors), and an accident record involving heavy losses of human lives, the IMO adopted SOLAS amendments to strengthen the damage stability standards for Ro-Ro passenger ships.

The SOLAS requirements would apply to any Ro-Ro passenger ship - though if carrying less than 400 passengers, the requirements are at a reduced level.

Fast ferries, except in the case when such ferries are categorised as “high speed vessels”, must be compliant with ordinary Ro-Ro safety regulations, (this defined according to the tonnage/speed ratio). When categorised as high-speed, the vessel must be compliant with the *“High Speed Craft”* (HSC) Code, which has additional requirements dealing with equipment and manning.

In 1994, the IMO adopted a new SOLAS Chapter X: *"Safety Measures for High-Speed Craft"* - which makes the HSC Code mandatory for high-speed craft built on or after 1 January 1996. The Chapter was adopted in May 1994 and entered into force on 1 January 1996. The HSC Code applies to high-speed craft engaged on international voyages, including passenger craft which do not proceed for more than four hours at operational speeds from a place of refuge when fully laden and cargo craft of 500 GRT and above which do not go more than eight hours from a port of refuge. The Code requires that all passengers are provided with a seat and that no enclosed sleeping berths are provided for passengers.

The requirements for Ro-Ro passenger ships and HSC cannot be achieved from local resources and the only regional vessels presently complying are those operated by "Express des Iles".

As Ro-Ro traffic will also encounter difficulties from existing customs and port legislation and procedures more flexibility is needed in these areas (see section F4.3 and Annex F1).

F5.5 ISPS Implementation

All main and secondary ports in the four Study-States are now ISPS fully certified and comply with the SOLAS ISPS Code.

Because of their small size, most vessels from the informal sector do not need ISPS certification. Nevertheless, if using ISPS port facilities they must comply with the access control and document checking regulations stipulated under ISPS. Such could hamper commercial operations and add to costs.

In the same manner, ISPS usual procedures are not compatible with fast ferries traffic which requires more speed in boarding/loading and disembarkation/unloading of passengers and vehicles.

It appears that in each country, the whole port is fully certified, even when separate parts are assigned to domestic traffic (as is the case in Kingstown, Saint Vincent, and Grenville, Grenada).

The ISPS Code is only to prevent terrorism and attacks against ports and the ships calling at them and is not necessarily appropriate for customs and immigration purposes. These latter functions can be protected by other means

Local non-ISPS controls might better solve local informal traffic security issues than the ISPC system.

F5.6 Seafarers Training and Certification

It is noted that:

- *local training and national certificates:* except some basic safety training organized locally with IMO technical assistance, there are no maritime training capacities within the OECS;
- *the nearest Maritime Institutes*: are located in Jamaica, Trinidad and Barbados; and
- *local endorsements of foreign diplomas and recognition of foreign certificates*: do not generally comply with STCW procedures

F5.7 Port and Customs Regulations

The following is noted:

- **ship formalities:** do not comply with the *"Facilitation"* (FAL) Convention of 1965, (in Dominica and St Lucia even though this convention has been ratified by these states; currently, each Administration requests a separate list of documents from the ship and usually the manifest must be provided to both the Port Authority and Customs in different formats (as pointed out by shipping agents in Dominica). Also when ships leave port, double clearance is requested (from the port authority and customs).

- **customs clearance for goods (imported, exported or in transit)** The Kyoto Convention, 1999, on the harmonization of customs procedures is not yet ratified but partly implemented; the standardized ASYCUDA system for customs declaration, is now being implemented in all the Study-States. Generally, there are no complaints from local forwarders about the time needed for custom clearance of cargoes; these generally require no more than 24 hours. Sealed containers are not usually inspected by customs in port, when in transit or even when being delivered to their final inland destinations.
- **legal status of shipping agents** There is no restriction to shipping agents establishment; only a deposit (bond from the bank) is required for authorization to operate

  The services of a shipping agent are mandatory for any ship calling at Study-State ports - even small local vessels. While ensuring the full representation of the ship-owner, the liability of shipping agents is large, and includes all types of claims against the ship.

  As consigner of the cargo, the shipping agent is liable for payment of customs duties on goods.

However, in instances of non-payment for freight by a consignee or receiver, shipping agents, can according to provisions in the Port Acts, benefit from protection by the port; in these circumstances, the agent can ask the port authority to retain the goods within port warehouses, or even to arrest the ship, if chartered.

F5.8 Commercial Issues Related to Maritime Transport

General Liability and Mortgages: the national Shipping Acts do not generally deal specifically with the contract for the transport of goods by sea. This is considered a matter for the law in other sectors. There are, however, provisions for:

- the general liability of the ship-owner - which are stipulated to be according to the rules of the *"Convention on Liability Limitation of the Ship-Owner for Maritime Claims"* (LLMC) 1976); and
- the mortgages on ships and maritime liens (rights to mortgages, priority ranks, mortgage registrations and record keeping); in this matter, the relevant provision are not, however, all in line with the "*International Convention on Maritime Mortgages and Liens*", 1993; and sometimes refer to the previous 1967 Convention of 1967, as in Saint Lucia

Legislation in Dominica and Saint Vincent and the Grenadines also provides for the liability of passengers carriers, with limitations in line with the *"Convention on Transport of Passengers and their Luggage by Sea"* (PAL), 1974.

Ships Insurance: the national Shipping Acts, require ships calling at "Study-State" ports, and sailing through their territorial waters, to be insured for damages to third parties. Other problems concern:

- *insurances for hull and cargo* – though this is a more economic than legal problem and is mainly centred on the average age of this category of ships - collective engagements with the informal the vessel owners sharing financial liability may be a solution;
- *insurances for goods carried by the informal sector:* the goods carried by the informal sector are frequently described as non-documented – this is, however, only sometime true;
- *insurance for oil spill casualty,* covering the liability of ship-owners, which should be as established and limited in the framework of the IMO *Convention on Civil Liability for Oil Pollution Damage* (CLC, 92); and
- *insurances for wreck removal of ships,* which are needed to avoid these becoming a charge on the port.

F.6 New Legal Improvements Needed

F.6.1 Updating and Harmonizing Maritime Legislation

The Shipping Acts in the four Study-States should be all up-dated to take into consideration the latest SOLAS amendments such as the ISPS Code, AIS, and the provisions of the Caribbean MOU on Port State Control.

At the same time, a process for harmonization between the maritime legislations of the Study-States (and indeed the wider OECS membership) should be engaged at a sub-regional level in order to establish similar conditions on the most important issues, viz:

- registration of ships;
- free access to the market for the maritime transport services within the OECS;
- liability regimes (in regard to ship operators and for freight and passengers transportation);
- facilitation (ships' formalities in ports);
- local ships safety conditions : already engaged through CCSS and SCV Codes, although those Codes have not always been enforced through national regulations; and
- the certification of national seafarers

Such harmonization could be based on the IMO model, specially elaborated to help the Caribbean countries in their legislation building process. There are two possible methods for harmonization:

- at national level; or
- at sub-regional level, through an OECS Common Shipping Act binding the member States, as should be legally feasible through the "OECS Revised Treaty" currently under consideration.

Models for common maritime legislation adopted at a sub-regional basis exist, for example, in Africa. In the early 2000's, the *"Economic and Monetary Community of Central Africa"* (CEMAC), which includes six countries (Cameroon, Congo, Gabon, Equatorial Guinea, Central African Republic and Chad), elaborated and adopted a common *"Merchant Marine Code"*. This is now being updated.

Legal harmonization should create a framework for fair competition among the member countries, and contribute to the mutual development of their respective shipping sectors.

F6.2 Upgrading the International Maritime Conventions Ratification Status

For better integration to the world maritime community, the Study-States (and indeed all OECS countries) should ratify and implement the "basic/mandatory instruments" of the IMO: SOLAS, MARPOL, LOAD LINES, TONNAGE, COLREG, STCW, and SAR.

Currently there is a gap as concerns- among the Study-States - the ratification of:

- the SAR Convention by Grenada and Saint Vincent and the Grenadines;
- COLREG by Grenada; and
- MARPOL by Grenada.

It would however be advisable to ratify and implement all international instruments aimed at the facilitation of the maritime traffic (and complementary road traffic) through the ports and territories of the Study-States including:

- the FAL convention as concerns the formalities required to be completed by ships calling at ports;
- the customs conventions in regard to :
  - *"Harmonization of Customs Procedures"* (Kyoto, 1999);
  - *"Containers"*, 1972
  - *"Temporary Import of Commercial Road Vehicles for Commercial Purposes"*, 1956
- the *"Convention on the International Carriage of Goods under Cover of TIR"*, 1975;
- the *"Convention on the Harmonization of Frontier Control on Goods"*, 1982
- the *"Convention on Road Traffic"*, 1968
- the *"Convention on Road Signals"*, 1968.

As concerns seafarers' engagement and labour conditions, the new ILO convention, of 2006 on maritime labour could provide an appropriate model for harmonization.

A seafarer register, showing individual professional navigational experience and certificates is needed. Such register is generally provided for under the Shipping Acts, but is not yet being kept in all the Study-States.

F6.3 Amending ISPS Application

Although there might be practical difficulties, the current situation could be improved with traffic separation in ports: specific berthing quays assigned to small ships on domestic and intra-island traffic, as well as to fast ferries. Full implementation of ISPS would then be limited to cruise terminals, container terminals and general cargo areas. The ISPS Code gives full competence and responsibility to national authorities to designate the ports or the facilities within a port which have to be covered under ISPS.

F6.4 Improving Ship Registers Keeping

International registers should be separated from national ones. This is not happening in Saint Vincent and the Grenadines. In Dominica, this separation is stipulated under the *"Shipping Act"*, but has not been implemented.

F6.5 Improving Seafarers Certification Procedures

Regulations have to be made by the competent Maritime Authority for the conditions and issuing procedures for national seafarers' certificates. As a first stage, certificates for boat-masters and engineers on small ships could be regulated on the basis of the SCV Code.

Endorsement procedures for foreign certificates should be in line with the provisions of the STCW Convention.

F.7 Current Institutional Framework: Existing Institutions and their Functioning

There are major institutions which could impact the development of the shipping sector in the Study-States at both regional and national levels.

F7.1 Current Institutional Framework at the Regional Level

CARICOM and OECS, are both potential transport policy makers at a regional level.

CARICOM brings together, under the *"Revised Treaty of Chaguaramas"*, fifteen countries in the Caribbean area. The objective of the treaty is a Community, enhancing cooperation and coordination in all sectors of development. The intended community trade policy is the full integration of national markets of all member states into a single unified and open market area (Article 78) and the elimination of all discrimination or economic restrictions within the Community. Transitional measures in favour of the less developed (OECS) states are provided for.

For assisting the Conference and Council in the elaboration and execution of CARICOM policy, the treaty provides for the setting up of specialized commissions, such as the *"Commission on Competition and Consumer Protection"* which is to examine competition policy.

Specific sectoral policies are envisaged, the principles of which are contained in the Treaty itself (Article 140, concerning maritime transport, is discussed elsewhere).

The organisation of CARICOM includes:

- *the Conference of Heads of Governments*: the supreme organ of the Community which may give policy directives to other organs and bodies - decisions within the Conference are to be taken by affirmative vote of all its members;
- *the Community Council of Ministers:* which consists of ministers responsible for Community affairs in each Member State - it may take binding decisions with a qualified majority of three-quarters of its members; and
- outside the Community Council of Ministers, four specialised *"Councils of Ministers"* have a consultative role, and may formulate recommendations to: (i) the Conference; (ii) the Community Council; and (iii) the member States in their respective area of competence - these four councils have respective competences for:
  - *Finance and Planning*;
  - *Trade and Economic Development*: under this Council would be elaborated transport policy, including maritime policy (Article 16-2-(e) of the treaty);
  - *Foreign and Community Relations;* and
  - *Human and Social Development:* competent, inter alia, for education and working condition policies - as such, this Council may enhance actions aimed at: (i) strengthening maritime training capacities in the less developed countries (mainly the OECS states), and (ii) at up-grading the working conditions of the seafarers.
- the following other bodies of the Community:
  - *the Budget Committee:* in charge of examining the draft budget for the Community;
  - *the Council of the Central Bank Governors*: in charge of monetary affairs;
  - *the Legal Affairs Committee*: formed from the Ministers responsible for legal affairs and/or the Attorney General of each Member State, this committee would be consulted on legal issues dealing with maritime transport, and legal harmonization issues in particular.
  - *associated institutions:* a number of regional institutions have, or could be given, association arrangements with CARICOM - among them, the Caribbean Law Institute could cooperate in up-dating and harmonizing national Shipping Acts[1].
  - *the Secretariat:* under the authority of the Secretary General, the Secretariat is the administrative body of CARICOM, sitting in Guyana.

    The main functions of the Secretariat are to:
  - initiate or develop proposals for consideration and decision by relevant organs;
  - initiate, organise and conduct studies;
  - provide, on request, services to Member States on Community-related matters;
  - service meetings of the Organs and Bodies of the Community and take appropriate follow-up action on decisions taken;
  - collect, store and disseminate relevant information to Member States;
  - assist Community Organs in the development and implementation of proposals and programmes;
  - mobilise resources from donor agencies to assist in the implementation of Community Programmes;
  - prepare the draft Work Programme and Budget of the Secretariat for examination by the Budget Committee;

[1] a cooperation agreement between IMO and CARICOM was signed in 1985, setting up a Maritime Administration training programme in the framework of the Caribbean Centre for Development Administration (CARICAD).

- provide, on request, technical assistance to national authorities to facilitate implementation of Community decisions; and
- conduct, as mandated, fact-finding assignments in Member States

The CARICOM Secretariat includes three Directorates:

- *Foreign and Community Relations;*
- *Human and Social Development*; and
- *Trade and Economic Integration:* Transport development in general, and maritime transport in particular, derives from the competence of this latter directorate, though there has, as yet, been no decisions or practical measures taken by CARICOM on maritime transport issues from the date of signature of the revised Treaty.

The OECS is the most important institution in respect to the present study. It is frequently considered a “sub-regional” component of CARICOM - though from the legal point of view, this is not correct: the OECS is a fully independent organization, holding its own political and economical identity. However:

- CARICOM covers the wider geographic area including that of the OECS;
- the seven Member States of the OECS are at same time members of CARICOM; and
- the objectives of the two organizations are similar and include the creation of a single market with common economic and social development through an economic integration process.

Under the treaty in force (Treaty of Basseterre, 1981), the main organs of the OECS are the Authority (comprising the Head of Governments of the Member States), and the Secretariat, based in Saint Lucia under the management of the Director General.

The OECS structure is simpler than that of CARICOM. There is a single decision-making institution and one administrative body. The Treaty also provides for a Court of Justice, the Eastern Caribbean Supreme Court.

The OECS is in many ways a more homogeneous entity than CARICOM. This is because of its single currency, and the general economic status of its member countries, all of which belong to the “less developed countries” group of CARICOM.

The OECS Secretariat is comprised of several operating units, responsible for various functions. The main ones are:

- Education Reform Unit (ERU) ;
- Export Development Unit (EDU);
- Legal Unit;
- Information Services Unit (ISU);
- Environment and Sustainable Development Unit (formerly Natural Resources Management Unit); and
- OECS Sports Desk.

There is no unit with clear responsibility for transport (including maritime transport) policy.

The OECS Treaty is now under a process of review, stressing the Economic Union objective, including a single financial and economic space. The new treaty seeks to complete the process of integration and would compensate for the weaknesses in the current treaty concerning legislative and executive procedures.

Institutions will be modelled on a fully integrated community (as with the EU) and include:

- authorities for Heads of Governments;
- a Council of Ministers;

- an Assembly; and
- a Commission (the current Secretariat).

The specific areas of legislative competence shall include *"the maritime jurisdiction and maritime boundaries"*: these are matters related to the Law of the Sea, and to the current doubts about the delimitations of national waters between member States and have no impact on maritime transport.

The expected services of the Commission are not known; though it would be appropriate to find, among the new units, the equivalent to a Transport Division, dealing not only with air transport policy (which is the only mode of transport presently referred to in the draft treaty).

Other Regional and Sub-regional Institutions

There are a number of other regional and sub-regional institutions operating in the maritime transport sector and at economic level:

- *the OECS Distribution and Transport Company (ODTC):* based in St Kitts, which could hold a coordination role for real-time sharing of information relating to the supply of and demand for regional maritime services; and
- *the Caribbean Shipping Association (CSA):* which represents the public sector interests of shipping companies and private sector ports operators across the entire Caribbean area, including South, Central and North American ports. CSA membership includes 12 national shipping associations and over 100 individual member entities, that include port authorities, terminal operators, shipping agents, shipping lines, tug and salvage companies, consultants, and freight forwarders. The seat of this organisation, which has a consultative-only role, is Kingston, Jamaica.

F7.3 Current Institutional Framework at the National Level

There are both state and private sector institutions involved in maritime transport development at the national level.

The important public institutions in each of the Study-States are the Port Authorities and, when separate, the Maritime Administrations. In Grenada and in Saint Lucia the tasks of maritime administration have been entrusted to the port authorities.

Port Authorities: in all the study-states, the ports are self-managed institution under government supervision and financial control. The Minister in charge of port supervision varies:

- *in St Lucia:* the Minister in charge of Transport;
- *in Grenada and Dominica:* the Minister of Finance; and
- *in St Vincent and the Grenadines:* the Minister of National Security.

The managing body for each port is its Board of Directors, whose chairman and members are appointed by the Minister. The Board comprises representatives of the various Ministries holding competences in matter of port administration and policy, and representatives from the private sector (port operators, shipping agents etc.). Most decisions of the Board are submitted for ministerial approval, mainly the budget and tariff book.

The Port General Manager is the highest Officer in charge of preparation and execution of the decisions of the Board of Directors; he is assisted by a management team.

In States where the sea and air ports are managed within the same Authority, as in Saint Lucia and Dominica, the organization is more complex. The Air and Sea Port General Manager is assisted by a Sea Port Director heading the sea port structure.

Port services (ship berthing and providing the needed facilities, pilotage, tugging and transit warehousing) are carried out directly by the Port Authority. Break-bulk cargo handling is, however, usually contracted out. Specialized container and other terminals are, sometimes, operated as concessions or managed under private-public partnership contracts. Similar contracted-out arrangements are expected in Saint Lucia at the proposed new Castries cruise terminal. In St George's (Grenada), the oil and chemical terminals have been privatized.

Dockers are workers employed by the port authority or private sector stevedoring/shore handling companies for cargo handling operations.

The Port Authorities are significant employers in the four study-states. The Grenada Port Authority, for example, has a staff of 70 persons in its technical and administrative services and 220 dockers, shared between St Georges, Grenville, Melville (cruise terminal) and Carriacou.

Pilotage is mandatory everywhere for ships entering and leaving the ports, on various conditions of minimum registered tonnage (mostly around 100 GRT).

There is a lack of waste reception facilities (for used oil and garbage). In Kingston, the Health Department has had to stop garbage discharging facilities. This could be a problem throughout the region.

In every case, the Port Authority is responsible for: (i) enforcement of port regulations; (ii) dealing with the security and safety of port infrastructure; (iii) prevention of pollution in port waters; and (iv) the access and circulation of persons and vehicles within the port territory. Infringements of the regulations are usually dealt with by a detachment from the national police assigned to the port.

There are no port officers officially appointed as Harbourmaster; most of the normal functions of this officer are entrusted to the Chief Pilot.

When acting as the Maritime Administration, the port authority is also in charge of ship registration and surveys/inspections – of both flag-State controlled (national) and port-State controlled (foreign) ships. This is an unsatisfactory situation as there is a risk of conflicts of interest between the port's, commercial activities, and its role in regard to these other activities. The surveyors/inspectors are, moreover, port officers who have the required qualifications. These officers' natural loyalty to the commercial objectives of the port authority could sometimes over-ride a more independent officer's decision to detain a ship deemed heavily deficient in its requirements under the SOLAS Convention and/or ISPS code. The IMO Resolution A.787 (19) as amended by A 882 (21) on Port State Control provides for PSC inspections to be performed by State inspectors only.

The limited numbers of qualified surveyors working for the port authorities generally also have other tasks; they may, for example, be in charge of ship berthing, or work as pilots. There are:

- in St Lucia, Castries: only one surveyor (qualified for small ships only);
- in Grenada: three surveyors;
- in Saint Vincent and the Grenadines: two surveyors acting on behalf of the Maritime Transport Unit; and
- in Dominica: one surveyor.

Maritime Administration: separate Maritime Administration have been set up in Dominica and Saint Vincent and the Grenadines, under the Ministry of Public Utilities, Communications and Transport (Dominica) and the Ministry of National Security (Saint Vincent and the Grenadines). These administrations are in charge of implementing the "Shipping Act", and undertake the following:

- ships registration;
- ships survey (flag-State and port-State control);
- issuing safety certificates to national ships;

- maritime mortgages registration and record keeping;
- seafarers' registration, employment and labour conditions;
- seafarers' certifications;
- legislation preparation on the above issues;
- economic studies dealing with shipping development and maritime traffic serving the State; and
- cooperation with other administrations involved with search and rescue at sea and fighting pollution at sea.

These are specific tasks, and because of their importance, they should be entrusted to a separate body, even if this latter body is small, as is currently the case in the two states referred to above. In fact, the Maritime Administration is the where national maritime transport policy, in the absence of any specialised adviser to the Cabinet, could be elaborated.

In 2007, the Director of the Maritime Unit in Saint Vincent and the Grenadines conducted an audit on Maritime Agencies in the OECS Member States[2]; this audit had an environmental objective (how to ensure better sea governance), however, its conclusions concerning structures of the national maritime administrations may be transposed to the governance of the shipping sector in general. One of the findings concerned the particular weakness of the maritime legislation implementation in the two Study-States (Saint Lucia and Grenada) that did not have separate Maritime Administrations.

In general, the structures in charge of the maritime administration, whatever they are, hold the lack of human resources as common features. The table below summarizes the staff numbers assigned to maritime administration tasks throughout the OECS:

Maritime Administration Staffing[3] :

Country	Post Graduate	Graduate	Diploma	Certificate	Other	Total
Antigua	1	2		2	2	7
B.Virgin I.	1	2	1	4	7	15
Dominica			2			2
St Kitts			2			2
St Lucia		1**	1			
Grenada	4*	4*	1*			5*
St Vincent and the Grenadines	1	1**	1			3

* staff from the port Authority assigned to maritime administration on part-time basis.
**personnel without formal maritime training

It is clear that the States where there are less than three persons assigned to the maritime administration cannot fulfil their international obligations in regard to maritime safety and seafarers administrative management. The same occurs when there is only part-time employment.

The Dominica Maritime Administration

Dominica has an open (international) register, which includes about 178 ships (tankers and general cargo), kept in the USA. Because of the current lack of a national register, local shipping is in and unsettled administrative situation. A national register is, however, reported to be coming soon.

The Dominica Maritime Administration has recently carried out important legislation up-dating tasks and the *"International Maritime Act"*, as amended in 2002, is a comprehensive shipping law. Unfortunately, because of the lack of human resources enforcement is difficult (there is a Director and his assistant only).

[2] David Robin: "Audit of the National Maritime Agencies in the OECS Member States" conducted for the OECS Environmental and Sustainable Development Unit (ESDU) and funded by the Canadian International Development Agency, 2007.
[3] Extract from the David Robin Report referred to above.

The Maritime Authority is now engaged on a second phase in the legal process to review and consolidate all maritime-related legislation. The Minister of Finance and Planning has approved the establishment of an inter-ministerial committee chaired by the Maritime Administrator to conduct this exercise.

The international ship registry allows ships owned by entities outside Dominica to be registered under the Dominica Flag. Registration gives ships a national identity and recognition under international law. Dominica, however, needs to ensure that all ships operating under its Flag comply with the design, construction, operating and technical standards, contained in international treaties. Dominica states that it is committed to these standards and, as such, promotes a "Flag of Responsibility" (not convenience). The management of the International Ships Registry is undertaken by a US based Company; the Dominica Maritime Registry, Inc. (DMRI) which has been contracted by Dominica. Their office was formally opened in January 2001. The Maritime Administration is responsible for the direct supervision of the DMRI. Government is fully involved in every aspect of the registry operations. DMRI's responsibility includes the provision of the initial capital, marketing and technical support for the International Ships Registry.

The International Maritime Regulations includes for the tariffs for all fees charged in relation to registration, safety inspections and the issuing of certificates.

Appropriate agreements, complying with the relevant IMO resolution, have been concluded between the Maritime Administration and recognized classification societies (American Bureau, Lloyds Register of Shipping, Bureau Veritas etc.) for safety certification and survey of ships entered into the open register.

The Maritime Administration, in collaboration with the Dominica Maritime Registry, Inc. (DMRI) is promoting the formation of a Maritime Training Institute. A proposal has been submitted to Cabinet. The project would provide an opportunity for seafarers from Dominica and the region to receive internationally recognized maritime training and possible employment in the cruise and other sectors of the international shipping industry.

The Saint Vincent and the Grenadines Maritime Unit

The St Vincent Maritime Unit is no-better staffed than Dominica’s. There is only one surveyor- the Director himself- who is fully qualified for flag state and port state control.

The Maritime Unit reports to (as does the Port Authority) the Ministry of National Security. From a technical view-point this does not appear the most appropriate. However, the Ministry in charge of Transport is represented on the Maritime Commission, which is an inter-ministerial consultative body. Although Government stated-policy is for a clear separation between ships on the International Register (about 2,600 vessels), and local ships these are currently mixed within a single register.

Current regulatory development is stressing the safety of small ships. Recently, more than 25 new regulations have been promulgated. These have been aimed at implementing the CCSS and SCV codes, mainly in regard to the safety of small Ro-Ro ships and the certification of the seafarers under the SCV code.

The Maritime Unit is also cooperating on a project to develop a *“Tourism Hospitality and Maritime Training Institute”* which would focus on maritime activities linked to tourism; in particular, commercial yachting, important in Saint Vincent and the Grenadines.

Coast Guard Units

Coast Guard Units are part of the police forces involved into civil operations at sea on behalf of various Ministries. They undertake:

- *search and rescue at sea:* mainly in the framework of the regional SAR operational plan;
- *fighting pollution at sea:* in the framework of national urgency plans;

- *preventing and repressing illegal immigration, drug and other illicit traffic*: mainly in the framework of the RSS Treaty;
- *ISPS enforcement*;
- *fisheries surveys*; and
- *general law enforcement at sea*.

The Coast Guard Units operate in close cooperation with the maritime administrations, when reporting infringements to safety rules committed by ships in national waters.

Most Coast Guard Units have insufficient staff to undertake all their responsibilities. In the four study-states staffing totals are:

- Dominica: 22
- Saint Lucia: 55
- Saint Vincent and the Grenadines: 51
- Grenada : 34

The Coast Guard units have coastal patrol vessels, most of which were donated in the 1980's, and some of which are no longer operational; there is a need for fleet renewal.

Other institutions

Public: A number of other public institutions are involved in the sector: these include: national marketing boards, which hold statutory powers for regulation of the markets in basic imported and exported commodities, and may negotiate shipping contracts for exported products. The names of these boards vary between Study-States and there is often informal cooperation between them:

- National Marketing and Importing Board in Grenada;
- Saint Lucia Marketing Board in Saint Lucia;
- Marketing Corporation in Saint Vincent and the Grenadines; and
- Dominican Export/Import Agency (DEXA) in Dominica.

Private: there are national Shipping Associations, most of which are members of the Caribbean Shipping Association - these associations are mainly formed from shipping agents and forwarders. Local ship-owners are often not represented.

F.8 Main Institutional Issues to be Addressed

F8.1 Main Institutional Issues to be Addressed at the Regional Level

The main regional institutional issues concern:

- **the relationship between CARICOM and the OECS:** the two organizations are separate institutions. However, both are engaged to develop a single market, a common economic and social policy and it is envisaged they should both elaborate sectoral policies, including transport policy.

  At present, there are no real sources of conflict. This is because of the lack of regional and sub-regional regulations and policy implementation in the transport sector, except in air transport.

  In the future, and with the prospect of a common transport policy in mind (which should include shipping) it could be useful to formalize the institutional relations between the two organizations.

- **how the OECS can engage an actual common policy in the maritime transport sector?** This matter centres on the structure of OECS, mainly the Secretariat, which will become the Commission under the coming revised treaty. It appears that neither in the current organization nor in the drafted one, is there an entity appropriate for fulfilling the regulatory and economic functions needed for definition and implementation of the maritime transport policy. **This should be corrected[4].**

F8.2 Main Institutional Issues to be Addressed at the National Level

Administrative organization: similar problems to those described above exist at national levels. National maritime administrations often report to Ministries with competencies that are centred on non-maritime issues.

The situation is, however, worse when maritime administration tasks are undertaken directly by the port authorities, since they are more concerned with the development of formal conventional traffic on the long-haul routes than with the development of local and regional shipping.

The importance of maritime transport is, nonetheless, obvious. The study-states' trade are over 90% maritime and they need administrative structures that can ensure the proper treatment of maritime transport issues, and give high-priority to local and regional issues.

Maritime Administration Resources: linked to the administrative organization is the problem of the weakness of the human resources currently appointed to the existing entities discharging maritime administration tasks; increasing the staff to proper levels and training more qualified administrators and ship inspectors should be a priority.

Professional organization and representation of the local ship-owners Local ship-owners have no organisation which can lobby for their interest and few conduct their business on a corporate basis, associating, as necessary, with investors from other complementary economic sectors. This a major factor of weakness, lack of financial capacity and of representation at the national authorities.

Needs for Institutional Reform

The most important institutional needs have been identified as for:

- *more authority given to the OECS and CARICOM for better governance of the shipping sector (including regulatory and policy aspects):* this through appropriate adaptation of their respective structures;
- *formal linkages between the OECS and CARICOM:* this in order to ensure consistency in their maritime transport policies in their respective regional and sub-regional areas;
- *appropriate government follow-up in regard to maritime transport policy:* as defined at regional, sub-regional and national level;
- *reviews of organizations, structures and the resources of the national entities in charge of maritime administration:* this for more efficiency in their technical and administrative duties;
- *regional training institutions:* for satisfying the human resources needed for:
  - qualified staff in maritime administrations; and
  - qualified and certified crew in the informal sector.
- *professional representation for the informal shipping sector:* through specific Associations in each state and the region-as a-whole - these to promote the best interests of the sector within the wider evolution of regional economies.

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[4] The only existing directives in the above matter are those integrated to the CARICOM treaty.

F9 Conclusions and Recommendations

The Consultants' recommendations from improving efficiency and resulting from the analyses of the current legal and the institutional framework are given below.

F9.1 Legal

National legislation harmonization

The OECS should engage, with the cooperation of the national maritime administrations of the member States, on a thorough legal review of national Shipping Acts with the objective of up-dating and harmonization; such work would at the same time allow the Study-States to adopt sub-regional common legislation, approved by Heads of Government and directly enforced by the Member-States.

Harmonization on the basis of the IMO model, integrating the provisions of the CCSS and SCV codes in regard to small vessels is preferred.

International Conventions Ratification

Some important IMO Conventions require ratification:

- COLREG 72: Grenada;
- SAR 79: Grenada and Saint Vincent and the Grenadines;
- PAL74: Grenada and Saint Vincent and the Grenadines;
- LLMC 76: Grenada and Saint Vincent and the Grenadines;
- FAL 65: Grenada and Saint Vincent and the Grenadines;
- MARPOL 73/78 (Grenada)

The *"Convention on Maritime Liens and Mortgages"*, 1993, has been ratified only by Saint Vincent and the Grenadines. It should be ratified the other States. This is important because of the international reliability brought by this convention to commercial ship management.

"Commercial" conventions from the UN and the WCO: All OECS Member States should, for harmonization purposes, ratify the Customs and Road Transport Conventions (most importantly the TIR Convention) as listed earlier.

In order to bring adhesion to the ILO Convention of 2006 on maritime labour, which integrates many earlier conventions and will constitute a common background on minimum standards applying to seafarers employment, this should also be ratified.

Giving more flexibility to ISPS

For the better operational needs of the informal sector, and fast ro-ro ferries, the security constraints now being imposed by the ISPS system should, wherever practical, be alleviated. This could be done by fitting out specially affected berthing areas, enclosed but having their own access gate, with ordinary identity controls (passengers) and ordinary customs checking (cargos).

Domestic maritime transport can continue to be undertaken without any immigration or customs formalities and a fortiori without any ISPS formality.

Improving Ships Register Keeping

The objective must be for separate and reliable (permanently up-dated) registers for local vessels operating under national flags. This is basic data needed for any maritime administration.

Registers for National Seafarers

Such registration of the national seamen is a main condition for setting up a training, certification and employment policy of the local human resources available for the shipping industry. Currently, there is no capability of any follow up.

Seafarers Certification Procedures

Harmonized regulations have to be laid down by the State competent Authorities, and/or by OECS Authority, aimed at:

- regulating the conditions for issuing local boat masters and boat engineer certificates according to the SCV code; and
- the endorsement of foreign certificates under the conditions and procedure provided in the STCW Convention 1995**.**

Simplification of the Formalities Requested from Ships Calling at Study State Ports

Common agreement are required between all the administration holding competencies within port area for sharing documents according to provisions of the FAL Convention. In order to expedite this a FAL committee, reporting the Port Authority, should be set up.

Customs and Road Transport Regulations

Harmonized regulations have to be laid down by the competent state Authority, and/or by OECS authority, aimed at:

- unification and simplification of the customs procedures and frontier controls on goods;
- adoption of the TIR system for loaded trucks in transit; and
- unification of the road signalisation, driver licences and vehicle insurance conditions.

F9.2 Institutional

CARICOM and OECS:

Institutional arrangements to ensure better synergy between the (as yet to be formulated) transport policies of these two organizations should centre on:

- **Better integration of maritime transport issues into the OECS structure:** there could be a specialized Division or Unit in charge of all modes of Transport.
- **Strengthening the Maritime Administrations** Maritime Administration units, independent from the Port Authorities, are recommended in all Study-States. These administrative entities should be under the authority of the Minister in charge of transport. Human resources and means should be appropriate to the tasks required of these organisations and will require: (i) separate definition by the Minister in charge of transport in each country; and (ii) a training programme aimed at national needs for additional specialized administrators and ships' surveyors. Such training actions could be set up in cooperation with IMO institutes (for example, the World Maritime University of Malmo (Sweden), or the International Maritime Institute of Malta).
- **Enhancing Organization of the informal shipping sector:** two aspects are important:
  - the professional representation of the interests of the local ship-owners through special sections within the existing national shipping associations; and
  - *the creation of economic groups associating various operators in the informal sector*: and so creating additional financial capacities for: (i) vessel up-grading and renewal; and (ii) providing guarantees for loan, or bonds to customs should drugs be discovered on board etc. The formation of such economic groups, cooperatives or other corporate entities could be encouraged by Governments and the OECS via specified fiscal incentives.

PRIORITY CATEGORY OF SHIPS, SAFETY STANDARDS AND REGULATORY FRAMEWORK REV. 2

No	Size/Type/Category of Ship	Applicable Standard	Implementing Regulation	Personnel Competence	Remarks
1	**Ships (on International voyages) to which International Conventions apply**	Applicable convention(s)	Various. To be developed.	As per STCW Convention and Code	Convention standards are applied through recognized organizations and authorized surveyors
	SHIPS TO WHICH INTERNATION CONVENTIONS DO NOT APPLY				
2	Passenger and Commercial Vessels of 5 metres of more in length but less than 24 metres.	Code of Safety for Small Commercial Vessels Operating in the Caribbean (SCV Code)	Small Commercial Vessel Safety	• SCV Code (Boatmaster, Boat Engineer and Crew)	• For vessels carrying up to 50 sleep over passengers; up to 150 passengers total. • First draft of regulations is prepared
3	Cargo Ships of 24 metres in length or greater but less than 500 gross tonnage	Code of Safety for Caribbean Cargo Ships (CCSS) Code	• Caribbean Cargo Ship Safety • Navigation Equipment	• As per STCW Code • Boatmaster, Boat Engineer and crew as SCV Code	• Ships licences will classed based on length of voyage and distance from shore. • First draft of regulations is prepared
4	Passenger Ships of 24 metres in length or greater operating in SVG waters (Classes IV-VI).[1]	• Life Saving Appliance Local Passenger Ship Consolidated • Fire Protection Local Passenger Ship • Passenger Ship Construction – Ships of Classes IV to VI • Safety of Navigation		• As appropriate - STCW Convention - SCV Code (for vessels less than 30 metres)	• First draft of regulations is prepared.
5	Fishing and pleasure vessels of less than 24 metres in length	Small Fishing and Pleasure Vessel Safety		• As determined by the Administration	• Standards for life-saving, fire, radio and first aid appliances are specified in the regulations. • First draft of regulations is prepared.
6	Pleasure yachts of 24 metres in length or greater but less than 500 gross tonnage	SVG Pleasure Yacht Code	Pleasure Yacht	As determined by the Administration	Draft Code and Regulations to be provide by the Office of the Commissioner for Maritime Affairs
7	Yachts of 24 metres in length or greater but less than 500 gross tonnage, engaged in commercial trade	SVG Commercial Yacht Code	• Commercial Yacht • Navigation Equipment	• As determined by the Administration	• Draft Code prepared by the Commissioner for Maritime Affairs is being reviewed. • The Commercial Yacht Regulations is being adapted from UK regulations.
8	Pleasure yachts of more than 500 gross tonnage	UK Large Commercial Yacht Code	Large Commercial Yacht	As determined by the Administration	Standard will be incorporated by reference
9	Yachts of more than 500 gross tonnage, engaged in commercial trade	UK Large Commercial Yacht Code	Large Commercial Yacht	In accordance with UK Large Commercial Yacht Code	Standard will be incorporated by reference
10	Fishing vessels of 24 metres in length or greater	To be determined	To be determined	To be determined	Standards to be modeled on FAO/ILO/IMO Guidelines
11	Cargo vessel greater than 500 gross tonnage operating in SVG waters	As determined by the Administration	As determined by the Administration	As determined by the Administration	Standard may vary with vessel size, design, construction, equipment.

[1] The categorization of ships by class is determined by a combination of passenger carrying capacity, maximum length of voyage and maximum operating distance from shore.

Annex F.1 - Areas for Government Assistance for Successful Launch of a Caribbean Fast Ferry Service and the Creation of a Sea-Bridge – A Potential Fast Ferry Operators Own View

REQUIREMENT	SPECIFIC REQUEST	RATIONALE / BENEFIT
1. A guaranteed berthing facility is an essential pre-condition without which no service can be guaranteed.		
Certain infrastructure projects at the ports will need to be implemented in order to allow the ferry to dock efficiently, load and discharge people and cargo and have a guaranteed berthing space for their operations. In most cases, these amount to ramping facilities to allow vehicles to move efficiently off the vessel and the provision of adequate parking, queuing space and dockside passenger amenities necessary to facilitate quick vessel turnaround	A dedicated berth be made available by the relevant Port Authority (PA) Specific requirements of the facilities required: • separate stand-alone ferry terminal which will adopt practices to allow it to load/unload and process passengers, containers and other cargo in a fast, efficient and cost effective manner – in line with those adopted by modern ferry operations • separate access and exit adequately signed • adequate interchange facilities for buses and taxis to minimize walking distances • loading /unloading ramp • drive up check-in booth, for cars and trucks • check-in counters - minimum of two counters where passengers will present their passports and provide booking reference no. and receive Boarding pass/ticket • ticket purchase - minimum of two counters where passengers can book and pay “on the spot” and get boarding pass • terminal facilities – passenger waiting area with seating/standing capacity for 450 PAX. Provision of toilets, snack bar/cafeteria • necessary scanners and security personnel to be provided by the PA • parking to accommodate cars, trucks and trailers	To allow the loading of up to 450 passengers as well as containers, trucks and cars within 30 minutes. It is envisaged that a significant proportion of bookings will be made by Internet, and hence an efficient check-in process involving primarily confirmation of customer identity is required. It is hoped that the legislation and arrangements which were put in place to facilitate intra-regional travel during Cricket World Cup 2007 could be reinstated, and enjoyed by Caricom citizens, as a permanent mechanism. This will be a major contributor to the logistical feasibility and success of a fast ferry service.
	Passengers a. Immigration – embarking passengers to present their passports, or other acceptable ID, to check-in personnel simply to confirm passenger identity and co-relate to booking information – no immigration forms to be required. The ferry operations to provide passenger manifests and information on passenger flows to the authorities as required b. Security – security measures designed to cope with large volume of passengers in a tight time-frame; the ferry operators will work with the relevant authorities in the design of such measures c. Customs – Provision for sufficient customs facilities and resources to allow for speedy processing of passengers (and any accompanying vehicles) for customs purposes. The ferry operators will work with the authorities to satisfy any of their customs requirements.	Customs and Immigration procedures for passengers traveling on the ferry should present seamless transitions from one country so that (i) this mode of transportation is consistent with the spirit of CSME, and its goal that the free movement of regional people become a reality and (ii) travel on the ferry is convenient and hassle-free as customer service and convenience is considered critical to customer acceptance of this mode of transportation as an alternative to air travel, especially given the longer travel times of the ferry which is a disadvantage relative to air travel.

REQUIREMENT	SPECIFIC REQUEST	RATIONALE / BENEFIT
	d. For the French Territories in the region travel to and from to be covered by a new travel document that does not require the visitor's passport to be sent to a regional Consulate to obtain a Schengen Visa. The travel document would only permit travel to and from the French overseas territories of Martinique and Guadeloupe (other territories at a later date) and would give no right of travel to mainland France or other European countries	Such seamless travel, together with quality service and extensive on-board amenities, could result in the ferry becoming the preferred choice of travel. Security – security measures which are overly time consuming will make impossible a quick turn-around of the ferry given that its passenger capacity is twice that of a jumbo-jet, and will make infeasible the proposed ferry travel. As such the cost of such measures, given the low risk, is considered to outweigh the benefits of ferry travel and the expected accompanying regional trade opportunities.
2. The Creation of 'borderless frontiers' such as exist in the European Union.		
i. Cargo - Containers		
Procedures will be required to enable consignments to be cleared and delivered to their final destinations with minimal delay, or allow for on-board processing.	Containers - In relation to cargo processing and inspections, regional customs clearance agreements to be put in place to allow for customs pre-clearance of goods manufactured in Caricom, or extra-regional consignments which have already cleared customs at the original regional port of entry. This may involve customs inspectors from the destination country to be allowed to operate in the country of shipment to assess and clear cargo, prior to loading at port of entry, or for such pre-clearance to be effected on-board the ferry. As an alternative, manifests to be prepared and forwarded electronically to customs in destination country, and customs to randomly check shipments on arrival to confirm goods, as is done in Europe.	Such ease of clearance is required to support the concept and convenience of the roll-on / roll-off capability in achieving minimum shipping times. Such shipping efficiency, together with shipping rates 40% to 50% below current market rates, are considered key to attracting cargo business which is critical to the viability of the ferry operations – especially given the material lease and capital costs of the ferry. This will also allow strategic alliances to be formed with major regional shipping lines so as to dramatically improve the efficiency of shipments originating outside of the region to Caricom countries by establishing centralized hubs in certain Caricom Islands. In addition, prompt processing, when coupled with the roll-on / roll-off facility, makes possible the transport of perishable goods between Caricom countries, which is almost impossible at present given existing procedures and shipping times.

REQUIREMENT	SPECIFIC REQUEST	RATIONALE / BENEFIT
ii. Trucks with cargo		
Procedures will be required to enable trucks carrying cargo to be cleared and delivered to their final destinations with minimal delay, or allow for on-board processing. Any issues relating to inspection for health purposes to be streamlined and ideally undertaken prior to loading to facilitate the rapid discharge of the vessel and movement of the vehicle out of the port area and to its destination	Trucks – including flatbed pick-up's – loaded with goods will operate on a round trip basis with the truck returning to its Caricom country of origin. Such goods to be pre-cleared prior to arrival in destination country as required for containers, on the basis of the pre-submission of cargo manifests. As for cars, trucks will carry a country identification disk. Information to be provided to authorities on movement of related trucks to verify return of these to originating country, and reporting of exceptions. Any existing regulations which require the posting of a bond or otherwise inhibit the movement of trucks should be eliminated. No duties, VAT, excise or other taxes to be levied on the shipment of trucks transporting cargo on the ferry. Customs and other regulations surrounding the certification and processing of goods to be exported on trucks to be developed to allow for rapid turnaround and efficient loading and processing. The implementation of pre-inspection and certification of goods to satisfy phyto-sanitary requirements. Common axle loadings to be agreed between Caricom countries (or at least B'dos, St. Lucia, St. Vincent. Grenada, and T&T initially) so that Special license requirements are consistent. Common Caricom Licensing and road regulations to be implemented.	In addition to the benefits and rationale outlined above for the shipment of containers, such provisions for trucks will facilitate intra-regional trade, especially among farmers and the smaller businessman, consistent with long-term CSME objectives. Access to low cost producers of fruit and vegetables would deliver major cost savings to the consumers in the region and stimulate the economies especially of the Windward Islands that are presently suffering from the changes to the Banana regime in Europe. Delays imposed by Health requirements need to be kept to a minimum to avoid the risk of spoiling.
iii. Cars and other vehicles		
Provisions to allow motorists to operate motor vehicles taken from one Caricom country in another will be required. This will necessarily mean the ability to drive, be insured and be legally registered without having to apply for any further permission or be subject to any other governmental requirements on arrival in the country of destination. Facilities should be constructed at the ports that allow the driver to check-in from the seat of his/her car.	Regulations to allow the free movement of cars, buses, trucks and motor cycles properly registered within a Caricom country provided (i) cars display a country of origin disc and (ii) the ferry operation report the movement of such vehicles to Customs and any other authorities as required. Any existing regulations which require the posting of a bond and otherwise inhibit the movement of cars should be eliminated – on condition that (i) the Registration number and date of arrival can be made available to the appropriate local authority – Customs and Police – and (ii) the ferry operation will report the movement of such vehicles to Customs and any other authorities as required. Legislation (if necessary) to permit Insurance policies to cover use of vehicle in	The free movement of vehicles intra-regionally, under the principle that such vehicles will return to their Caricom country of origin, is expected to open many opportunities for intra-regional trade such as: - tourists in one country taking day trips – or short term trips – to other Caricom countries - Caricom citizens availing themselves of the opportunity of similarly taking family vacations in other islands at substantially lower costs than currently available – due to cheaper ferry and car rental costs.

REQUIREMENT	SPECIFIC REQUEST	RATIONALE / BENEFIT
Security checks should be done on a random basis **Special arrangements to be agreed with French Departments in region**	another Caricom country. Acceptance of any Caricom drivers licence and or any International drivers licence so passengers can drive a car on and off the ferry and in the destination country without the need for any further licensing requirements.	Speed of loading and discharging is essential to complement the speed offered by the Fast Ferry. Significant delays at either end to clear security or customs will impact negatively on the public's perception and damage the convenience factor of being able to take a car. This will impact on the viability of the service.
3. Duty and tax-free provisions for on-board sale of food, beverage and gift shop operations.		
	Any necessary licenses and permits to be granted for the ferry to provide duty-free restaurant and retail operations on board.	To enhance business prospects given the significant business risks attaching to a venture of such magnitude as explained below.
4. No duty or other taxes to be levied on bringing the ferry into the region. In addition, goods and services supplied by the proposed ferry operations should be zero rated for VAT purposes.		
The ship if chartered or leased needs to be brought into the region, operated around the islands and if and when returned to the owners depart with no taxes, VAT or duties assessed	The following specific tax concessions are requested: • duty-free importation of the ferry and any associated parts or equipment such as container trailers to the region • goods and services supplied to the ferry operations, whether by local VAT registrants or by extra-regional suppliers should be zero-rated for VAT purposes. As such, (i) importation of the vessel should be VAT free (ii) should the ferry be leased (as opposed to purchased) such lease charges to be zero-rated and (iii) the supply of services by the GPA to the ferry operation to be zero rated • ferry operations to be zero-rated for VAT purposes, and supplies of goods and services by the ferry operations should also be zero rated. The above should include duty-free and VAT-free entry for parts, components, fuels, lubricants and any other supplies wholly necessary for the operation of the vessel.	The capital/lease cost of the ferry is very substantial. There is significant business risk as a result of the magnitude of this cost and the high level of associated fixed costs. The imposition of any duties on the vessel or its charter cost and any maintenance parts could jeopardize the feasibility of the project. Given the perceived benefits to the region from the operation of this service, it is considered reasonable that the operations be availed of duty-free status, so as to give it the maximum chance of success. It is expected that the Caricom countries will benefit by substantial increases in trade activity thereby improving the financial position of Island states, and increased foreign exchange due to import substitution from increased intra-regional trade. Consistent with existing practice that public transportation not be subject to VAT, it is considered reasonable that transportation of passengers by the ferry, which is seen as the “bus of the sea” catering to all sectors of the public, also not be subject to VAT.

REQUIREMENT	SPECIFIC REQUEST	RATIONALE / BENEFIT
5. Supply of fuel and lubricants to be free of duties, excise tax, VAT and any other tax now or in the future		
	It is our understanding that the supply of stores and supplies to shipping operations is currently zero rated for VAT purposes. For the avoidance of doubt, such VAT treatment to apply to the supply of fuel and lubricants to the ferry. Fuel and lubricants to also be free of any duties, excise tax and other government levies.	Fuel and lubricants are projected to represent the venture's most significant operating cost. Taxation of fuel and lubricants will therefore have a major impact on the profitability of the venture.
6. Passenger head tax should be waived, and services offered by the port should be provided on concessionary terms.		
	Where they exist the promoters would request that an passenger head tax be waived for ferry passengers for any trial period and for the first 2 years of commercial operation Concessionary rates to be negotiated on services rendered by the Port. Concessionary berthing rates or/docking charges to be negotiated with the various ports - especially to the extent that the ferry's docking time during a day is relatively short, and the ferry may visit several docks during a day.	This is requested to offer the best rates to customers and allow this mode of transportation to represent low cost regional transport, accessible to all sectors of the general public. In terms of head tax, since it is expected that many passengers will travel for less than 24 hours in which case head tax may not currently apply.
7. Corporate tax concessions to be extended to the ferry operations		
	The ferry operations to be granted favourable consideration under any relevant Shipping Act and any other applicable fiscal incentive acts.	Given the business risks of the venture as outlined above, and the significant perceived benefits to the region, the chance of success of the venture should be enhanced by the extension of the tax concessions requested.
8. Work permits		
	Work permits will be required for specialty staff such as bridge crew, engineering staff and deck officers, who must be licensed to operate High Speed Craft (HSC).	To allow for access to expertise to the extent not available in the Region at present, or for personnel required by the leasing company to man the ship as outlined in the related lease contract. High Speed Ferries have to be manned by personnel with special licences. Normal certificates for handling conventional craft are not acceptable to the International Regulatory Authorities or the Insurance Companies. All other staff will be recruited from within Caricom.

Source: NSG Management and Technical Services Ltd.

Appendix G

Article 140: Revised Treaty of Chaguaramas Establishing the Caribbean Community Including the Caricom Single Market and Economy

Appendix G: Article 140: Revised Treaty of Chaguaramas Establishing the Caribbean Community Including the Caricom Single Market and Economy

Development of Maritime Transport Services

1 The member states shall co-operate in the development of maritime transport services in the community. In particular the member states shall cooperate in:

- (a) enhancing flag and ports state control activities in the Region;
- (b) developing and providing expertise in the shipping industry including the necessary services and infrastructure necessary for the growth of the shipping sector;
- (c) protecting the marine environment from the effects of vessel source pollution and in combating the effects of such pollution; and
- (d) taking any other action necessary for the sustainable development of the shipping sector.

2 The Community shall cooperate with competent national, regional, and international organisations in establishing conditions for the provision of efficient and affordable and efficient maritime transport services among the Member States

3 The Council for Trade and Economic Development (COTED) shall promote cooperation among the member states in the implementation of relevant international maritime instruments relating to maritime safety, marine environmental protection, maritime accident investigation and the facilitation of maritime traffic.

4 COTED shall promote and coordinate the development of maritime transport services in the Community through, inter alia:

- **(a) the development of proposals for the establishment and upgrade of small vessel enterprises in the Community;**
- **(b) the establishment of a regime of incentives to encourage the development of shipping enterprises in the Community[1];**
- (c) measures for the establishment, improvement and rationalisation of port facilities in the Community, to respond to the demands of containerisation, refrigeration and storage of agricultural commodities, nautical and cruise tourism and other special and dedicated services;
- (d) cooperation and regular interchange among administrations to promote a harmonised system for the development of maritime transport in the community;
- (e) promotion of joint ventures among community nationals and with extra-regional shipping enterprises to facilitate the transfer of appropriate technology and increase the participation of the member states in national shipping;
- (f) the organisation and harmonisation of training programmes within the Community, the strengthening of the capabilities of training institutions and the ease of access of Community nationals to all aspects of training and development in the shipping industry; and
- (g) measures for the development of ancillary services in the shipping industry, including non-vessel operating common carriers, marine insurance, freight forwarding, transhipment and other services.

[1] Consultants' highlighting.

5 The member states shall promote the development of maritime transport services in the Community through, inter-alia:

(a) the establishment and improvement of port facilities;

(b) the establishment of effective maritime administrations for the regulation of shipping in the respective jurisdictions of maritime safety and marine environmental protection;

(c) the implementation of relevant international maritime instruments related to the safety of shipping and the prevention of vessel source pollution; and

(d) encourage improved efficiency in ports and in related services to reduce maritime transportation costs.

Appendix H

Stakeholder Meetings

Appendix H: Stakeholder Meetings[1]

1 Representative of the European Delegation, Mr Paul Mondesir; Representative from OECD, Rodinald Soomer; Representative from OECD Distribution and Transport Company (ODTC), Mr Andre Chastanet; Representatives of NAOs: Mr Hilary Regis (St Lucia – **also Programme Coordinator**), Mrs Aly-Terese Wilson-Durand (Dominica), Mr Richardo Frederick (St Vincent) - and other stakeholders: Mr Adrian Hilaire, Director of Seaports (Ag), SLASPA; Mr Oliviere Cadet, Chief Pilot, SLASPA; Lazarus Joseph, Grenada Ports Authority; Mr Bishen John, St Vincent and Grenadines Port Authority; Mr Cecil Joseph, Dominica Port Authority, Mr Neville Wade, Dominica Port Authority; Mr Glenn Charlemagne, Managing Director, Worldwide Import and Export Services, St Lucia; Mr John Lewis, Transportation Specialist, CARICOM – Kick-Off Meeting, Tuesday 13th October;

2 Mr Adrian Hilaire, Director of Seaports (Ag), Mr Paul Richards, Terminal Manager, Ms Grace Rochelle Harman, Research and Statistical Officer, SLAPSA - Wednesday 14th October;

3 Mr John Lewis, Transportation Specialist; Mr Norris Breedy, Deputy Programme Manager, Single Market; Mr Bernard Black, Senior Project Officer, Customs and Trade Policy; Barry Joefield, Senior Project Officer, Agricultural Development Unit; Ms Fiona West, Admin. Asst., Single Market and Economy, Sandra Bart, Legal Officer, CARICOM - Thursday 15th October;

4 Mr Leroy Browne, Director of Schedules and Special Projects, LIAT Antigua - Thursday 15th October

5 Mr Don Denzil James, Director Financial and Enterprise Development, Mr Daniel A. Arthurton, Deputy Director, F&ED, Mrs T. Youlouca Armony-Browne, Research Officer II, F&ED, Mr Andrew Satney, Research Officer, F&ED, ECCB, St. Kitts - Friday 16th October;

6 Deoram Persaud, Statistical Officer, CARICOM –Thursday 15th and Friday 16th October;

7 Dr Gem Fletcher (Formerly in charge of Tourism), CARICOM - Friday 16th October;

8 Captain Neville Wade, Portsmouth / Dominica - Sunday, 17th October;

9 Ms Abiola Sreete, Programme and Project Coordinator, EDF Support Services Unit, MoF, Grenada; Monday 19th October;

10 Ms Sally Anne Baghwan Logie, PS, Ministry of Environment, Foreign Trade and Export Development, MoF, Grenada; Monday 19th October;

11 Ms Margaret Fram and Ms Griffiths, Statistics Officers, Department of Statistics, Grenada; Monday 19th October;

12 Ms Eshter Thomas, Board of Tourism, Grenad – Monday 19th October;

13 Mr Ian Evans, Acting Manager, Mr Lazarus Joseph, Pilot and Mr Anthony Belmar, Pilot, Grenada Port Authority – Monday 19th October

14 Mr Eric Charles, Mr Donnan Victor and Ms Lyndonne Hilaire-Marshall, Deputy Comptrollers of Customs, Grenada – Monday 19th October;

15 Mr Stephen Nicholas, Chief Statistitian's Office Dominica – Monday 19th October;

16 Mr Michael Savarin, Invest Dominica Authority, Senior Investor Services Officer, Roseau - Monday 19th October;

17 Mr Edward Lambert, NAO Dominica - Monday 19th October;

18 Mr. Julian Elwin, General Manager, Dominica Banana Producers Ltd, Roseau - Monday 19th October;

19 Mr Wellsworth Bethelmie, Dominica Ministry of Trade, Acting Director - Monday 19th October;

20 Ms Christie Mugoya, Trade Policy Analyst, Dominica Ministry of Trade - Monday 19th October;

[1] Includes consultations by email and telephone.

21 Mr Zephaniah Denn, Dominica Sea and Airport Authority, Terminal Manager - Monday 19th October;

22 Mr Reginald Sandy, Manager, Huggins Shipping Agency (Tropical Shipping), Grenada – Tuesday 20th October;

23 Mr Anthony George, Manager, Georgie's Agents and Traders, Grenada – Tuesday 20th October;

24 Mr Augustine Woodruffe, Ottway Bailey Shipping Agency, Grenada – Tuesday 20th October;

25 Ms Anne Padmore, Manager, Paddy's Shipping, Grenada – Tuesday 20th October;

26 Mr Tom G. Lafond, Island Manager, Tropical Shipping, Roseau - Tuesday 20th October;

27 Mr Pedro Moline, Tropical Leeward Island Manager, Riviera Beach, Fla.USA - Tuesday 20th October;

28 Mr Joseph Isaac, The Business Gateway/EU, Roseau - Tuesday 20th October;

29 Ms Gloria Tavernier, CaribTrans, Customer Service Rep. - Tuesday 20th October;

30 Mr Lucien Blackmore, Ministry of Public Utilities, Energy and Ports (MPUEP), Chief Technical Officer - Tuesday 20th October;

31 Mr. Albert P. Peter, MPUEP, Assistant Maritime Services - Tuesday 20th October;

32 Mr Brian Royer, Dominica Sea and Airport Authority, Acting General Manager - Tuesday 20th October;

33 Ms Mara Abraham, Ministry of Agriculture, Agriculture Investment Unit, Roseau - Tuesday 20th October;

34 Mr Alister Wells, Operations Supervisor, Hubbards Shipping, Grenada – Wednesday, 21st October;

35 Mr Phinsley St Louis, Manager, St Louis Services, Customs Brokers and Consultants, Shippers and Forwarders, Packers and Movers, Grenada – Wednesday 21st October;

36 Mr Locksley Williams, Manager, and Ms Dorla Rodas and Manager, Star Agencies, Manufacturers' Representatives, Grenada – Wednesday 21st October;

37 Mr Lester Andall, Maurice Bishop International Airport; Grenada – Wednesday 21st October;

38 Ms Gatlin Roberts, Chief Statistician, Govt. of St Vincent, Statistics Department – Thursday 22nd October;

39 Ms Fay Ferguson, Trade Officer, Mr Daniel Delpesche, Coordinator and Ms Kathy Jolene John, Administrative Cadet, Ministry of Foreign Affairs, Trade, Commerce and Trade, St Vincent – Thursday 22nd October;

40 Ms Tamara Simmons, Tamar Shipping; Mr Allan Burke, Perry's Customs and Shipping Agency; Mr Randall Marshall, Randal Shipping; Mr Peter Oliviere, Island-Wide Shipping, Ms ???, Harry's Shipping; St Vincent – Thursday 22nd October;

41 Mr Grenville John, Comptroller of Customs, Ms Irwina Phills, Senior Assistant Comptroller and Mr Clairmonte Lynch, Coordinator, IT – Customs Department, St Vincent – Thursday 22nd October;

42 Ms Andrea Best, Deputy Director Arnos Vale Airport, St Vincent – Thursday 22nd October;

43 Mr Peter Salvator, CMA-CGM Castries, St. Lucia, Operations Manager - Thursday 22nd October;

44 Mr Davic Headley, St. Lucia Tourist Board; Castries - Thursday 22nd October;

45 Ms Catherine Cooper, Cox and Company Ltd., Castries, Chief Operations Officer - Thursday 22nd October;

46 Ms Laura Anthony-Brown, NAO and Director of Planning, St Vincent – Friday 23rd August;

47 Mr Paul Kirby, CEO and Mr Bishen, John, Operations Manager, St Vincent and the Grenadines Port Authority, Friday 23rd October;

48 Various "hucksters" unloading their cargoes from Trinidad on the quays, St Vincent – Saturday 24th October;

49 Mr Gerard Bergasse, Tropical Shipping, Inter Island Business Manager, Castries - Friday 23nd October;

50 Mr Glenn Charlemagne, Superior Shipping Services (SSSL), Managing Director, Castries - Friday 23nd October;

51 Mr W. W. Charles, Baron Shipping Inc., Managing Director, Castries, Friday 23nd October;

52 Mr George Alcee, OECS, Programme Officer/Agricultural Economist OECS, Wednesday 28th October;

53 Me Rolland Bellemare, General manager, Express-des-Iles, Guadeloupe, Sunday 1st November;

54 Mr. Rufus Leandre, Chief Extension Officer, Ministry of Agriculture, Lands, Forestry and Fisheries – Tuesday 3rd November;

55 Ms. Theresa Desir, General Manager (ag), St. Lucia Marketing Board, St. Lucia - Wednesday 4th November;

56 Mr. Raphael Felix, General Manager, Bellevue Farmers Cooperative, St. Lucia - Friday 6th November;

57 Mr Adrian Hilaire, Director of Seaports, SLASPA and Wayne Montrose, Chairman of the National Association of Shipping, Friday 6th November;

58 Ms. Karlene Francis, Project Manager, OECS e-Government for Regional Integration Project – Friday 6th November;

59 Mr. Fitzroy James, General Manager, Marketing and National Importing Board, Grenada - Monday 9th November;

60 Mr. Simeon Collins, Director, Grenada Bureau of Standards, Grenada – Monday 9th November;

61 James Fitzroy, General Manager of the National Marketing and Importing Board , Grenada– Monday 9th November;

62 Anthony Belmar, ship surveyor, Grenada Port Authority – Monday 9th November;

63 Anthony George, George's Agents and Traders, forwarder, Grenada –Monday 9th November

64 Rennie Rush, Shipping Agent (Cargo Consolidators Agency Grenada Ltd) – Monday 10th November

65 Mr. Aaron Francois, Senior Planning Officer, Ministry of Agriculture, Forestry and Fisheries, Grenada – Tuesday 10th November;

66 Mr. Derek Charles, Product Development Manager, WINFRESH, Grenada – Tuesday 10th November;

67 Mr. Keith Clouden, President, Grenada Federation of Agricultural and Fisheries Organization Incorporated, Grenada – Tuesday 10th November;

68 Dr. Claude Deallie, Veterinary Officer, Ministry of Agriculture, Forestry and Fisheries, Grenada – Tuesday 10th November;

69 Mr. Justin Rennie, Fisheries Officer, Ministry of Agriculture, Forestry and Fisheries, Grenada – Tuesday 10th November;

70 Mr. Ezra Ledger, Executive Director, St. Vincent and the Grenadines Bureau of Standards, St. Vincent and the Grenadines – Wednesday 11th November;

71 Mr. Ashley Caine, Project Manager, Agriculture Diversification Project, St Vincent and the Grenadines – Wednesday 11th November;

72 Mr. Rueben Robinson, Chief Agricultural Officer, Mr. Seithroy Edwards, Senior Agricultural Officer, Mr. Colville King, Agricultural Officer, Ms. Nicolette Dalton, Agricultural Officer, Ms. Desrie Lewis, Agricultural Officer, Mr. Winston George, Agricultural Officer, Mr. Charles Gunsam, Senior Agricultural Officer, Mr. Marcus Richards, Agricultural Officer, Mr. Renato Gumbs, Agricultural Officer, Crop research, and Mr. Rohan McDonald, Agricultural Officer, Ministry of Agriculture, Forestry and Fisheries, St. Vincent and the Grenadines – Wednesday 11th November;

73 Ezra Ledger, Executive Director of the Bureau of Standards, St Vincent – Wednesday 11th November;

74 Paul Kirby, Port Manager, Saint Vincent and the Grenadines Port Authority and Ronald Joseph, Chief Pilot – Wednesday 11th November;

75 David Robin, Director of the Maritime Unit, Saint Vincent and the Grenadines – Wednesday 11th November

76 Mr. Renwick Rose, Coordinator, Windward Islands Farm Association, St. Vincent and the Grenadines – Thursday 12th November;

77 Mr. Terrence Phillips, Project Coordinator, Caribbean Regional Fisheries Mechanism, St. Vincent and the Grenadines – Friday 13th November;

78 Mr. Colin Bacchus, Manager, National Centre of Technological Innovation, St. Vincent and the Grenadines Friday 13th November;

79 Ms. Shafia London, Executive Director, St. Vincent and the Grenadines Chambers of Industry and Commerce, St. Vincent and the Grenadines – Friday 13th November;

80 Mr. Joseph Floissac, NAO Officer, Dominica – Monday 16th November;

81 Ms G Ermay, SLASPA, Shipping Department – Monday 16th November;

82 Mr Stephen R Hobson, Chairman, NSG Management and Technical Services Ltd, Barbados, Monday 16th November;

83 Mr Andrew Dupigny, Portfolio Manager, Economic Infrastructure Division, Caribbean Development Bank, Monday 16th November;

84 Mr. Benoit Bardoulle, General Manager, Dominica Airport and Shipping Port Authority, Dominica – Monday 16th November;

85 Mr. Errol Emanuel, General Manager (ag), and Mr. Julien Edwin, Operations Manager, Diversification Company and Regional Markets, Dominica Agricultural and Banana Producers and Exporters Limited, Dominica – Monday 16th November;

86 Mr. Joseph Isaac Programme Manager, The Business Gateway Dominica – Monday 16th November;

87 Mr. Thomas Joseph, President The Dominica Huckster Association – Monday 16th November;

88 Mr. Gregoire Thomas, General Manager, Dominica Export Import Agency – Monday 16th November;

89 Mr. Wellsworth Bethelmie, Director of Trade (Ag.), Min. of Trade, Dominica Tuesday 17th November;

90 Mr. Vincent Philbert, Head of Unit; OECS Export Development Unit (EDU), Tuesday 17th November;

91 Ms. Mara Abraham, Programme Office Agriculture/Agribusiness – Agriculture Investment Unit – Tuesday 17th November;

92 Joseph Moissac, project engineer, NAO Office, Dominica – Tuesday 17th November;

93 Benoit Bardouille, Port Manager, Dominica Air and Seaports Authority – Tuesday 17th November;

94 Neville Wade, ship's captain – 17th November;

95 Peter George, shipping department manager, HHV Whitchurch and Co ltd, Dominica – Tuesday 17th November;

96 Albert Peter, Assistant Maritime Administrator, Maritime Unit, Ministry of Publi Utilities, Environment and Ports, Dominica - Wednesday 18th November

97 Mr. Errol Hill, Boat Owner, Dominica – Wednesday 18th November;

98 Mr. Mark John, National Programme Coordinator/Adviser to the EU-Funded Diversification Programme, Dominica – Wednesday 18th November;

99 Mr. Liam Laurent, Project Coordinator, Agricultural Information Management Systems, EU-ADP, Dominica – Wednesday 18th November;

100 Mr. Errol Hill, Boat Owner, Dominica – Wednesday 18th November;

101 Mr. Mark John, National Programme Coordinator/Adviser to the EU-Funded Diversification Programme, Dominica – Wednesday 18th November;

102 Mr. Liam Laurent, Project Coordinator, Agricultural Information Management Systems, EU-ADP, Dominica – Wednesday 18th November;

103 Ms Lisa Louise Philip, Senior Programme Officer with the Regional Integration Unit, OECS, Monday 23rd November;

104 Ms Ellen Baptiste, Manager S and S Fleet Enterprises and Suppliers, Vieux Fort, St Lucia – Monday 23rd November;

105 Mr Christie Mendes, President Mendes Shipping, Castries, St Lucia – Tuesday 24th November;

106 Mr. Ekkehardt Roth, EU Consultant NAMIS Project, St. Vincent & the Grenadines – Monday 1st December;

107 Ms. Fiola Ferdinand, Marketing Dept, SLASPA, St. Lucia – Monday 1st December;

108 Mr. Lesley Southland, Operations Dept, SLASPA, St. Lucia – Monday 1st December;

109 Mr. Ricardo George, IS Manager – MoAFF St. Lucia – Monday 1st December;

110 Mr. Vincent Lacorbinier, MoAFF St. Lucia – Monday 1st December;

111 Mr. Ronnie Pilgrim, CARDI St. Lucia Office – Monday 1st December; and

112 Mr. Manley James, Head of Extension MOAFF Dominica – Monday 1st December.