

Experts' Meeting on Maritime Transport in the Caribbean
Port-of-Spain, Trinidad and Tobago
14-15 September 2000
*(Jointly organized by the Transport Unit,
ECLAC, Santiago, and the ECLAC Subregional
Headquarters for the Caribbean, Port of Spain)*

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**REPORT OF THE EXPERTS' MEETING
ON MARITIME TRANSPORT IN THE CARIBBEAN**

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This meeting was jointly organized by Mr. Jan Hoffmann of the Transport Unit of the Economic Commission for Latin America and the Caribbean (ECLAC) in Santiago and Messrs. Lancelot Busby and Joachim Fuchsluger of the ECLAC Subregional Headquarters for the Caribbean in Port of Spain. ECLAC wishes to acknowledge the invaluable assistance of Ms Anne DeSouza in the organization of this Experts' Meeting. Thanks also go to the sponsors of this meeting: the Dutch Embassy, the Point Lisas Industrial Port Development Corporation (PLIPDECO), the Port Authority of Trinidad and Tobago (PATT), the Trainmar Centre in Trinidad and Tobago and the Trainmar Caribbean Network. Their kind sponsorship allowed a pleasant and productive atmosphere for this Experts' Meeting. The invaluable help of our own staff is also appreciated. Special thanks go to Maureen Afoon, Izola Garcia, Nicole Hunt, Anthony Mitchell, Joanne Mora, Trudy Teelucksingh and Jessie-May Ventour, who contributed greatly to the success of this meeting.

INTRODUCTION

A meeting of high-level experts in the area of maritime transport took place on 14 and 15 September 2000 at the Economic Commission for Latin America and the Caribbean (ECLAC) Subregional Headquarters in Port-of-Spain, Trinidad and Tobago. The purpose of the meeting was to exchange experiences and to coordinate ongoing and possible future activities by the region's governments, port and maritime authorities, regional and international organizations, and academic institutions aimed at improving maritime transport and port services in the Caribbean. In this context, as part of the experts' meeting, five working groups were organized.

During the meeting, experts of participating organizations also gave a brief presentation of their ongoing activities related to trade and shipping services in the Caribbean. Exchange of information about their working areas and interests and, thus, possible fields of synergies, became transparent.

The agenda of the meeting was as follows:

- Session One - a rather classical seminar type of event, with three lectures on the topics of trade, maritime transport and its cost.
- Session Two - all participating organizations presented their own work and priorities regarding port and shipping services in the Caribbean.
- Session Three - the meeting was first divided into five working groups, which analysed in depth specific ongoing and possible future activities related to different databases, research, and events. During a final plenary session the results of the working groups were discussed by all participants.

WELCOME AND OPENING

Mr. Lancelot Busby, Economic Affairs Officer, ECLAC Subregional Headquarters for the Caribbean, welcomed participants to the meeting and urged them to use this forum as an opportunity to think of the Caribbean reality and adopt a positive approach to the solution of data problems and shipping needs of the subregion. The essential aim of the meeting was to analyse the determinants of high Caribbean transport costs and discuss and coordinate ongoing and future activities by the regions' governments, port and maritime authorities and regional and international organizations aimed at improving maritime transport and port services in the Caribbean.

Mr. Busby informed the participants that they were expected to interact on a level that would find synergies and to act as a "think tank" for:

- Identifying and coordinating ongoing and possible future joint projects;
- Gaining a full knowledge and control of the mechanics at work behind price and quality so as to reduce the prices of imported goods and increase competitiveness of the products of the subregion.

The meeting was reminded that maritime transport was more critical to the development of Caribbean economies than for most other regions by virtue of the fact that they existed as islands in the Caribbean Sea, and in light of their heavy dependence on foreign trade. It was also stated that in spite of world progressions in the area of maritime transport, high transport costs had persisted in the Caribbean and were in fact higher than in many other regions of the world. Thereby, as part of the meeting, working groups were organized in which the participants would deliberate.

Mr. Busby ended by thanking all participants and sponsors for their assistance and support, and wished the participants a profitable meeting.

**SESSION ONE :
AN INTRODUCTION TO TRADE AND TRANSPORT IN THE CARIBBEAN**

Summary of the three presentations during the morning session of the first day of the Experts' Meeting:

Recent trade performance of Caribbean countries¹



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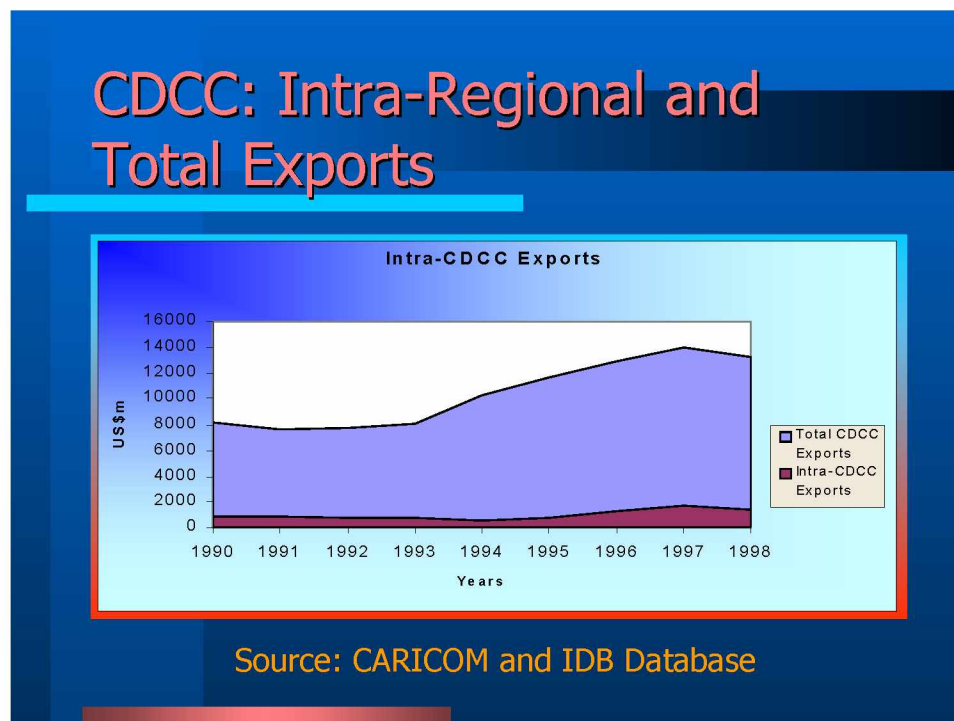
Mr. Kavazeua Katjomuise, Associate Economic Affairs Officer, ECLAC Subregional Headquarters for the Caribbean, made a presentation on “Recent trade performance of Caribbean countries”. He provided a brief overview of the evolution of trade in the Caribbean during the 1990s as well as the determinants of the existing trade patterns. This presentation set the stage for further discussion on the role and extent to which transportation costs in general and, more specifically, maritime transport affected trade within the Caribbean Development and Cooperation Committee (CDCC) subregion since there is a direct relationship between transportation and international trade. His presentation was divided into three sections. The first looked at the overall CDCC trade (both exports and imports); the second analyzed the direction of trade, both intra and extraregional trade and, where possible, looked at the composition of

¹ Kavazeua Katjomuise, ECLAC Associate Economic Affairs Officer, Subregional Headquarters for the Caribbean, Port of Spain/Trinidad and Tobago. See also the document “Recent Trade Performance of Caribbean Countries”, 1999, LC/CAR/G.592, Port-of-Spain, Trinidad and Tobago. For further information please contact KKATJOMUISE@eclacpos.org.

trade by SITC classification and product groups; and the third section briefly examined the factors affecting Caribbean trade, particularly trade policy developments.

In the ensuing discussion, participants discussed the relationship between the performance of trade in goods as it compared to trade in services. They noted that it would make a great difference to the performance of the economies since some economies, especially the smaller ones, depended heavily on services while the larger countries were more dependent on manufacturing.

The meeting noted that although Caribbean trade had increased in terms of destinations of exports, when intraregional exports were compared to growth of exports as a total, then the growth of intraregional exports was small.



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The following were identified as explanations for this trend:

- (a) A lack of coordination of policies since almost the same products were being traded by these countries;
- (b) The facilities that were needed to foster trade were lacking or non-existent. This made transportation costs for these goods very high.

The issue of forecasting was addressed. It was felt that emphasis was needed in this area since trading patterns at the global level were changing and this would filter down to the regional

and national levels. The meeting identified the following data sets that were needed for Caribbean countries:

- (a) Trade patterns in the future;
- (b) Volume rather than value;
- (c) The mode of trade i.e. airborne or maritime; and
- (d) The seasonality or directional patterns of trade.

It was recommended that a study focusing on the effects of the removal of obstacles to trade should be carried out to ascertain the impact of trade obstacles on trade in the Caribbean subregion. In this context, the meeting noted that there was increased trade between the Caribbean Community (CARICOM) and Venezuela and CARICOM and the Dominican Republic after the signing of bilateral agreements between them.

The incidence of maritime transport on development in the Caribbean²



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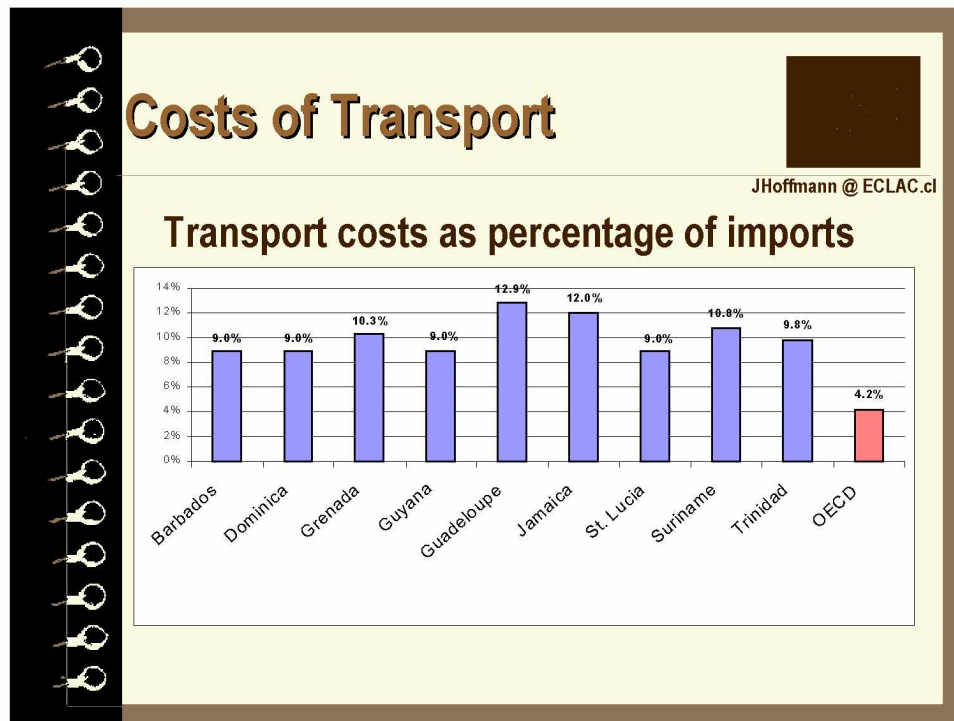
² Jan Hoffmann, UN ECLAC Economic Affairs Officer, Transport Unit, Santiago/Chile. See also a document written by Mario Estrada, ACS (mfestrada@acs-aec.org) and Jan Hoffmann, UN ECLAC (jhoffmann@eclac.cl) "Port and Shipping Services in the Caribbean – the vital link for integration", 2000, Port-of-Spain, Trinidad and Tobago. Please visit also the "Maritime Profile of Latin America and the Caribbean", which is available at the internet on the following address:

<http://www.eclac.cl/espanol/investigacion/transporte/perfil/index.htm>. For further information please contact Jan Hoffmann(jhoffmann@eclac.cl) or Barbara Donoso (bdonos@eclac.cl).

Mr. Jan Hoffmann, Port and Shipping Specialist, Transport Unit, ECLAC Santiago, opened by highlighting the issues that were meant to inform the deliberations of the day's proceedings:

- (a) Maritime transport in the Caribbean (imports and exports; transport; costs);
- (b) Trends in global maritime transport (e-commerce; shipping; ports);
- (c) Priorities (trade; employment; externalities);
- (d) Challenges (ports; protectionism; hub ports; telematics);
- (e) Possible activities (training/events; research; databases).

Mr. Hoffmann showed that in terms of percentage of GDP, the Caribbean subregion conducted significantly more trade in goods than most other countries of the world. As such, the meeting was justified in placing very high importance on finding solutions to the data problems and shipping needs of the subregion. In addition, being island States, most of the region's shipping was done by sea. However, the region was faced with extremely high and persistent transport costs, all of which were borne by the Caribbean countries. Hence the urgency to find ways of reducing transport costs as much as possible.

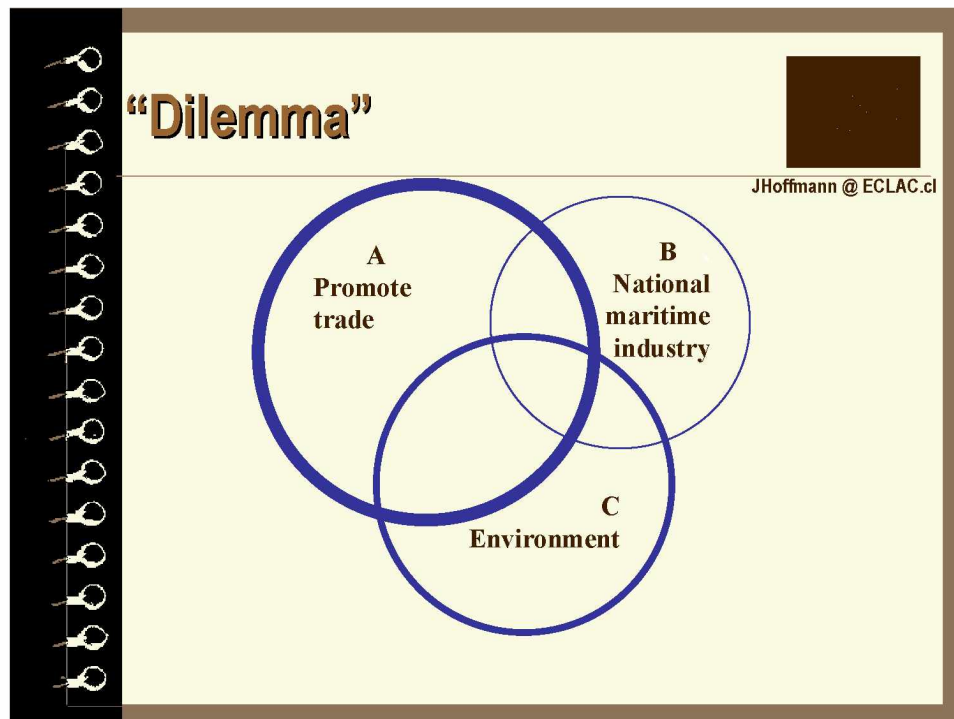


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In assessing the present-day global trends in maritime trade, Mr. Hoffmann highlighted three areas: (a) the positive impacts of telematics (increased productivity, shortcut intermediaries and reduced transaction costs); (b) the concentration of shipping companies and the faster growth

of the larger ones; and (c) the international market for port operations through transshipment and privatization.

Mr. Hoffmann was of the view that the Caribbean subregion faced a dilemma in attempting to satisfy three different, potentially conflicting goals: (i) to promote trade by reducing transport costs; (ii) to create employment in the national maritime and port sector; and (iii) to reduce negative externalities such as contamination or crime, thereby improving the sustainability of development while protecting the environment.



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The challenges facing the wider Caribbean as it embarked on a trend of promoting trade were meant to act as implementation guidelines to participants. They were:

- Increase private sector participation in ports;
- Reduce restrictions in maritime transport and encourage competition;
- Establish regional “hub ports” (through global networks, mergers/alliances and private sector participation) as a way of increasing transshipment;
- Others such as telematics, facilitation and international negotiations.

Mr. Hoffmann informed the meeting that five working groups had been determined, each of which would focus on a particular issue to be deliberated on by the members, in their area of interest. The topics of the working groups were as follows:

- I. International trade database on customs data;
- II. A port database on port costs and productivity to enhance inter-port competition and to facilitate decision making by shippers;
- III. A more detailed commodity and shipper trade database;
- IV. Joint studies/research, to produce information available to all member countries as a public good; and
- V. Training needs assessment and capacity building.

In the ensuing discussions, the meeting agreed that an increase in the productivity of the ports in the subregion would lead to a reduction of the cost of port operations and transport, however, there was the concern that those poorer Caribbean countries faced the great challenge of securing the financial resources to make impressions on their port facilities, equipment, training, telematics and so on. Mr. Hoffmann reiterated the need to increase the involvement of private sector companies. Also, there were immense long-term benefits to be derived by such activities, so that the initial outlay was very crucial.

Trade via maritime transport in the Caribbean and the determinants of maritime transport costs³

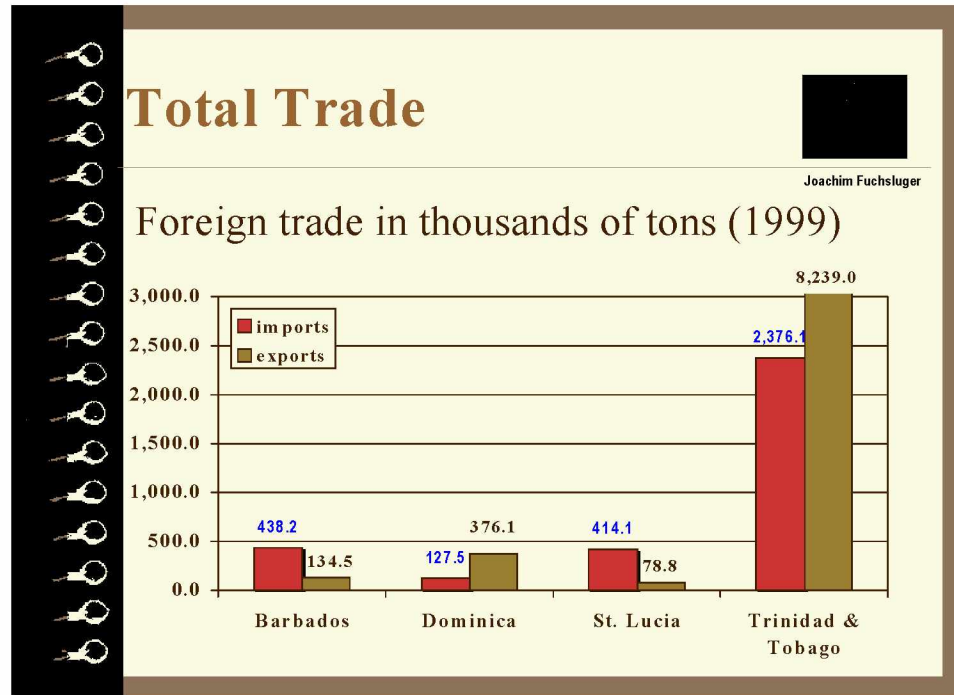
Mr. Joachim Fuchsluger, Transport Consultant, ECLAC Subregional Headquarters for the Caribbean, made a presentation on trade via maritime transport in the Caribbean and the determinants of maritime transport costs. This analysis was divided into three parts:

- (a) An overview of Caribbean foreign trade and the impacts on maritime transport;
- (b) Determinants of maritime transport costs; and
- (c) Possible areas for improvement.

With respect to the overview of Caribbean foreign trade, an analysis was carried out using import and export data of four Caribbean countries – Barbados, Dominica, Saint Lucia and Trinidad and Tobago for the period 1999. This information was obtained from a prototype of a trade and transport database, which had been created by the ECLAC Subregional Headquarters for the Caribbean. These countries were chosen as representative of the Caribbean: Dominica and Saint Lucia represented small, open economies dependent on few export commodities; while


³ Joachim Fuchsluger, UN ECLAC Consultant, Subregional Headquarters for the Caribbean, Port of Spain/Trinidad and Tobago. Please see also the document “An analysis of maritime transport and its costs for the Caribbean”, 2000, Port-of-Spain, Trinidad and Tobago, which was submitted for editing and official publication.

Barbados and Trinidad and Tobago represented the larger economies of the subregion with a more diversified product structure.



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The second section was a detailed analysis of the determinants that impact on maritime transport costs. Data used in this section were obtained from various sources, namely ports, shipping lines and agents, as well as other research studies. The criteria that influence transportation costs were discussed and the ways in which they affect these costs were explained. In this section, the distinct relationship between volume and transport costs was explained, the potential of transshipment to reduce the costs of transport and to promote foreign trade was illustrated, and the poor capacity utilisation for container ships in the Caribbean was shown. The peculiarity of being an island and the impacts of imbalances on transport costs were also explained, also those of other factors such as port efficiency and equipment, port security and excessive customs procedures.



Costs of Transport

Conclusions

Joachim Fuchsluger

- ✓ Caribbean countries pay more for the transport of their trade than most other countries
- ✓ This is partly due to natural circumstances which can not be changed (Small volumes, Imbalances, being island states, ...)
- ✓ However, it is also possible to determine a variety of aspects where improvements may lead to more efficient maritime transport

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The final section provided governments, regional and international organizations with a few preliminary recommendations of possible areas for future activities, aimed at facilitating foreign trade and maritime transport. The key purpose of the section was to highlight what could be done by the public sector to promote trade, reduce transport costs and generally to assist the private sector involved in shipping.



Areas of improvement

Joachim Fuchsluger

- ✓ CARICOM, ACS, ... : get governments together, coordinate
- ✓ Governments: Cooperation amongst them: “Compete **and** co-operate”
- ✓ CSA: get regional shipping community together
- ✓ ECLAC, private consultancies, ... : undertake studies, provide technical assistance
- ✓ IDB, World Bank, ... : facilitate financing

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In the discussion which followed, the meeting discussed the issue of diversification of products versus shipping costs. While diversification was recommended for these islands, it might increase the transportation costs of the goods of these islands since they will be exporting small amounts of one item.

**SESSION TWO:
ACTIVITIES OF PARTICIPANTS' ORGANIZATIONS RELATED TO
MARITIME TRANSPORT IN THE CARIBBEAN**

Individual brief presentations by participants about their organizations' ongoing activities related to trade and port shipping services in the Caribbean:

Association of Caribbean States (ACS) – Mario Estrada, Director

Mr. Estrada reported that the ACS was established on 24 July 1994 and presently comprises 25 members, three associate members and four founding observer organizations – CARICOM, the Central American Integration System (SICA), the Permanent Secretariat of the General Treaty on Central American Economic Integration (SIECA) and the Latin American Economic System (SELA). ECLAC was expected to be conferred founding observer status at the upcoming Ministerial Council Meeting in December 2000. Politically, the highest body was the Summit of Heads of States and/or Governments followed by the Ministers of Member States and Associate Members. Administratively, the highest authority was the Secretary General who was assisted by three Directors. The Director noted that the Association's priority areas of work included trade, tourism and transport, and that other areas of interest were the environment, natural resources, natural disasters, science, technology, education, culture and health.

A special committee on transport was established with a work programme that comprised 23 activities with priority on: 1) the development of a common air policy for the ACS; and 2) relationships with the private sector through meetings with Chief Executive Officers (CEOs) of airlines of the region to establish strategic alliances. In the area of maritime transport, priority activities included: the establishment of a maritime database on port activities of the region, as well as statistical movement of cargo; the development of multi-modal transport projects; the training of human maritime resource and the establishment of relationships with the private sector through the Caribbean Shipping Association.

Barbados Port Authority – Everton Walters, General Manager

Mr. Walter reported that the Barbados Port was a mixture of public/private ownership. It now had the designation of a statutory body, which meant that it did not receive any subsidies from government and paid all its duties. During the 1980s, an unstable industrial relations climate led to a declining viability within the Port and a rationalization programme was instituted. This led to improved cargo handling, a cruise passenger section and a higher level of profitability. At present, the port handled just over one million tons of cargo. In 1994, a feasibility study led to a Physical Development Plan, which had three main components: a proposed infrastructural upgrade (2000-2002), expansion of the cruise ship zone and expansion of the cargo zone.

There was also an Action Plan and a Corporatization scheme, which involved the conversion of the Port Authority into a company where government would be the major shareholder and public shares would be offered.

Within the business plan for the Port, Port Vision 2000, the following objectives were expressed: quality service; corporate governance principles for management; sustainable cost effective business; and reasonable after tax profits.

Performance standards, property management, tariff review mechanisms, clear management objectives and quality /customer satisfaction were noted to be part of future developments to be achieved.

**Caribbean Community (CARICOM) –
John Lewis, Senior Project Officer (Transportation)**

The CARICOM was established by the Treaty of Chaguaramas in 1973 with the following objectives:

- Economic integration of its Members by the establishment of a common market regime;
- Coordination of the foreign policies of its independent Member States; and
- Common services among its Members and cooperation in functional matters such as transportation, harmonisation of laws and legal systems, health, education, culture, and communications.

CARICOM presently comprises 14 member States. (Haiti will become a formal member, shortly). Mr. Lewis indicated that the focus of the Secretariat's Work Programme in the area of maritime transportation was:

- The implementation of a Protocol (Protocol VI - Transport Policy) amending the Treaty of Chaguaramas; and
- The revision of a Project Proposal for Improving the Safety and Operation of the Small Vessel Fleet of the Eastern and Southern Caribbean.

The Protocol embraces both air and maritime transportation and provides the enabling environment for the orderly development of these subsectors of the Community. It establishes a Community Transport Policy with the expressed goal of providing adequate, safe and internationally competitive transport services for the development and consolidation of a Single Market and Economy in the Community. Special provisions are made for the maritime sector, particularly with respect to the implementing of critical international instruments, training, improving the efficiency of ports and effectiveness of maritime administrations, and achieving international recognition for the Caribbean Sea as a Special Area which requires protection.

The Project being proposed with respect to the small vessels will cost an estimated US\$150,000 the major funding of which is being sought from external sources. Its broad objectives are to enable an evaluation of intraregional trade and shipping systems and the upgrading of the operational safety of the small vessel fleet and port infrastructure of the Eastern

and Southern Caribbean. This will impact on the demand for safe, cost effective, intraregional maritime services.

During his interventions, Mr. Lewis noted the availability within CARICOM of a database on the value of intra and extraregional CARICOM trade and the non-existence of a comprehensive transport database system either within CARICOM or the wider region. He expressed the view that the latter situation impacts negatively on the ability of the region to evaluate the performance of regional transportation and to develop effective plans to address problems in the sector. It also impacts on forecasting, the ability to undertake research, investment decisions and the conduct of studies by consultants. He strongly supported initiatives at the regional and hemispheric levels to establish a comprehensive regional transport database system involving the participation of subregional organizations and member States. In this regard, the Secretariat would wish to participate in such initiatives.

Caribbean Development Bank (CDB) – Juliet Melville, Research Economist

Dr Melville stated that the CDB was in the business of promoting social and economic development. Through the mobilisation of financial resources and the channelling of these to its Borrowing Member Countries (BMCs), CDB supports the development of its regional members. The CDB's activities span two broad areas: Financing for capital projects and programmes; and technical assistance. Financing takes the form of grants and loans. CDB makes direct loans (1) to governments of its regional member countries; (2) to their agencies; (3) to public and private entities operating in BMCs; and (4) to international and regional agencies or entities concerned with economic development of the region. The CDB has been extensively involved in the area of maritime transport, primarily in infrastructure development, but also in providing technical support for the sector. The CDB has funded port development and improvement in almost all of its BMCs. Additionally, it has financed technical assistance for feasibility studies and master plans for port expansion and improvement; tariff studies; and institutional strengthening and capacity building. The most recent technical support has been provided to the Jamaica Maritime Institute (JMI) to deliver a regional distance education programme (1997) and to the institutional strengthening of the Jamaica Maritime Sector (1998). A Port Management and Development Study for Anguilla was also undertaken recently.

Centre for Research and Teaching in Economics-WB (CIDE-WB) – Victor G. Carreón-Rodríguez, Professor

Mr. Carreón-Rodríguez explained that the Center had an ongoing program on the economics of regulation in the areas of Telecommunications, Gas, Electricity and Ports. With regard to the Gas Sector, the study was being conducted on behalf of the Mexican Energy Regulatory Commission. In the case of the Electricity Sector, those projects were financed by the Tinker Foundation. Professor Carreón-Rodríguez had designed two courses for the Mexican Office of Ports and Merchant Marine. The first course deals with the issues of Regulation and Industrial Organization, as applied to Ports. The second focuses on the application of Game Theory methodology, in resolving various issues specific to Ports.

Professor Carreon-Rodriguez has also undertaken a consultancy with the World Bank, examining the productivity and efficiency of Mexican ports. The study seeks to determine the most important factors that constitute an economically efficient port. Mexican ports have experienced increased efficiency following substantial reforms by the Mexican Government. However, it is yet to be ascertained whether the current situation is optimal, or whether there is room for further improvement. This is the primary objective of the consultancy with the World Bank.

**Comisión Centroamericana de Transporte Marítima (COCATRAM) –
Alfonso Breuillet, Director Ejecutivo**

The Executive Director, COCATRAM stated that this organization assisted institutions and organizations from the private and public sectors in developing international transport systems with the goal of increasing and improving trade among Central American countries. Activities included training and development, facilitation, environment protection and information system development. COCATRAM worked in conjunction with port authorities, transport ministries, maritime authorities, importers and exporters and transport operators. The organization also worked on many other projects and promised to forward a list to the office the following week.

**Control Navegación Acuática, Venezuela –
Emilio de Rogatis, Direccion General Transporte Acuatico**

Mr. de Rogatis spoke of Venezuela's contribution to the ACS Transport Committee and expressed commitment to the idea of uniting the Caribbean and Venezuela by sea. He noted that there was no trade between the smaller Caribbean islands and Venezuela because of the lack of service and, therefore, his institution was working with the ACS Transport Committee to promote this. In this regard, his country had created an office that was linked to the Navy. He spoke of Venezuela's incapability of offering containerization on this service and current reconstruction efforts to reactivate this service. Further, it was noted that they had very limited capacity on this service and they were now renting containers. The office also worked with the ACS in training and capacity building and was examining maritime legislation at the national level.

**International Maritime Organization (IMO) –
Curtis A. Roach, Regional Maritime Adviser**

The International Maritime Organization is the United Nations agency responsible for matters relating to the safety of shipping and the prevention of pollution from ships. The IMO, which consists of 158 member States and two associate Members and which has granted consultative status to 56 non-governmental organizations and 37 inter-governmental organizations to enable participation in IMO's work, is a technical organization open to participation by all member States and representatives of the maritime industry to formulate the good practices and regulations that ensure high standards in international shipping.

The IMO has adopted some 40 Conventions and 800 Codes and Recommendations which provide an international regulatory framework for shipping particularly maritime safety, the prevention of pollution and related matters.

The IMO also provides technical assistance to member States, mainly involving the implementation of the Conventions. Current assistance to the region includes a project to strengthen maritime administrations and programmes on maritime safety administration, marine environment protection, legislation and the facilitation of maritime traffic.

IMO activities have an impact on transport costs as full implementation of safety and pollution-related conventions can reduce accidents and consequently insurance costs. Delays can also be reduced through implementation of globally agreed standards and consequently port costs.

**LBJ School of Public Affairs, University of Texas –
Leigh B. Boske, Associate Dean and Professor**

Professor Boske stated that with the emergence of new hubs and port reforms, the University was presently examining aspects of ocean transport including a statistical analysis of the determinants of modal choice. Other work in the field of maritime transport done by the University included the determination of the impact of ports and the quality of transport. A consultancy for the Organisation of American States (OAS) looked at the corridors of trade within the region. Focus was placed on Panama and the effects of such agreements as the North Free Trade Agreement (NAFTA) and the Southern Cone Common Market (MERCOSUR) on trade. The University also conducted studies on maritime transport relating to best practices, innovation and customs, among other things.

Maritime Authority, Panama – Fernando de Mena

Mr de Mena explained that his organization did not have much to do with the country's ports because they were privately owned. He highlighted several concerns relevant to Panama with reference to shipping registration, fishing licenses for fishing vessels and the training of personnel.

**Ministry of Foreign Trade, Cuba – Daniel Hung Gonzalez, Director,
Transport and Insurance Division**

The meeting heard that the Division's specific objectives were to manage transport and conduct foreign trade in the most efficient manner; instruct the policy on the conduct of foreign trade, which in Cuba was decentralized with approximately 400 entities involved in the conduct of foreign trade. The bulk of this trade was conducted with Europe followed by Asia, Canada, Latin America and the Caribbean, some African countries and Oceania.

Most of the transport was conducted via air and sea with the latter being the predominant mode. Merchandise was transported to and from all parts of the world. The line services were direct and/or combined using transshipment ports. It was noted that in the Caribbean there were regular direct services with Mexico, Guatemala, Haiti, Dominican Republic, Panama, Venezuela

and Jamaica, with Panama and Jamaica being the two most frequently used transshipment ports. Cuba's traditional exports (sugar, minerals, seafood, citrus, tobacco) as well as its main imports (fuel, food, fertilizer and other general cargo) had an assured transport facility.

Ministry of Transport, Cuba – Angel Socarras Arana, Planning Director

Mr Socarras informed the meeting that his ministry was responsible for Cuba's transport matters. The ministry undertakes research studies and development planning of all modes of transport in Cuba. Mr Socarras represents Cuba's Ministry of Transport in the international area and is responsible for international negotiations and cooperation related to transport matters. He is also accountable for the proper organization of the headquarters of the Ministry and the relations with the Ministry of Foreign Affairs, the Ministry of Foreign Trade and the Ministry of Investment and International Cooperation in Cuba. Mr Socarras has been working in the Special Committee of Transport of the Association of Caribbean States (ACS) since this group first met in May 1997 in Curacao. At present he is the Rapporteur of the Special Committee on Transport of the ACS.

**Ministry of Works and Transport, Trinidad and Tobago –
Augustus James, Chief Planning Officer, Central Planning Unit**

Mr. James reported that the Central Planning Unit coordinated the policy direction of the Ministry, which had responsibility for all the means of transport in the country whether via air, sea or road. Mr. James noted that coordination was especially important given the links that were embedded into the three main means of transport.

**National Ports and Waterways Institute, Louisiana State University –
Gerardo Ayzanoa, Research Assistant.**

Mr. Ayzanoa reported that the National Ports and Waterways Institute, based in Baton Rouge Louisiana provided consultancy services on maritime and port development projects at the local, state, national and international level. Work in the region included a World Bank financed study during 1997-1998 on "The Impact of Ocean Freight Rates on Foreign Trade in Central America" for the Central America Commission on Maritime Transportation (COCATRAM). One of the conclusions from the study suggested the need for a maritime information system that would provide standardized data on ports, shipping services, performance and tariffs in Central America and the Caribbean for use by the maritime community. The Institute proposed that such a system should begin with the development of a website that would be the regional source of information. The university was in the final stages of finishing the project on the website. This would show statistics on throughput and tallies, ocean freight rates etc.

**Organization of American States (OAS), Inter-American Committee on Ports (CIP) –
Carlos M. Gallegos, Secretary**

Mr. Gallegos stated that the CIP comprised the highest government and port officials of OAS member states. Its main purpose was to serve as a permanent forum of member states for the strengthening of hemispheric cooperation in the area of port sector development, with the

active participation and collaboration of the private sector. He described the main functions of the CIP which were to: (1) to serve as the principal advisory organ of the OAS and its member States in all topics concerning the development of the port sector; (2) to propose and promote hemispheric cooperation policies in port sector development, in accordance with the guidelines from the General Assembly, CIDI and the Summit of the Americas; and (3) to facilitate and promote the improvement of the activities of the port sector in the hemisphere.

**Port Authority of Trinidad and Tobago (PATT) –
Colin Young, Manager, Customer Services**

Mr. Young noted that PATT was probably the single largest landowner in Port of Spain and, therefore, one of the Authority's responsibilities was to ensure that optimal commercial value was derived from its holdings. He then outlined the services provided by PATT, which included cargo handling, towage and dredging. Cruise shipping services were pursued in collaboration with the Tourism and Industrial Development Company (TIDCO). He also outlined a joint pioneering initiative with Aruba, Bonaire, Curacao and two ports in Venezuela that would culminate in the creation of a south Caribbean cruise partnership.

The Authority also acted as an agent for the Government of Trinidad and Tobago in the operations of the domestic ferry service between Trinidad and Tobago, the actual owners of the service.

While PATT's core business and the focus of its Mission Statement was cargo handling, Mr Young explained that the duties and responsibilities as outlined were truly wide for any single organisation and, therefore, required some restructuring. Further, that the PATT did indeed have a restructuring initiative that was based on "a focus on, and separation into the key functions, proceeding along a path of commercialization, incorporation and ultimate privatization". Recently, the Government had given permission to borrow the required capital, which would be utilized for the next phase of the infrastructural capital development programme. Mr Young also stated that the PATT continued to place emphasis on increased productivity, training, computerization, labour selection criteria/process and port security.

**Shipping Association of Trinidad and Tobago (SATT) –
Jennifer Gonzalez, General Manager**

Ms. Gonzales informed that SATT was born 60 years ago out of a need for structural labour at the port of Port of Spain. Its main purpose was to foster and promote opportunities for its three main categories of members as follows: shipping agents and lines; port and terminal operators; any other agencies, bodies or persons associated with shipping and maritime endeavours in the country. SATT was funded by its 48 members via subscriptions and a levy structure. Membership was strictly voluntary and not tied to any legislation. The Association is the recognised local representative body for the Shipping fraternity by local, regional and international Maritime and Government agencies and bodies. SATT provided opportunities for members and was a clearing-house for information with a number of databases that was expected

to grow. It was a founding member of the Caribbean Shipping Association and had two representatives on the Management Board.

**Trinidad and Tobago Maritime Services Division –
Dwynette D. Eversley, Director of Maritime Services**

Ms. Eversley reported that the Maritime Services Division, under the aegis of the Ministry of Works and Transport, was established by an Act of Parliament in 1987, to deal with the registration of vessels, seafarers and general maritime safety matters in the waters of Trinidad and Tobago. The work of the Division was governed by several pieces of national legislation relating to the safety of shipping and all ports under national jurisdiction. The Division was soon to become the implementation and enforcement authority for the control of ship-generated pollution. Other activities of the organization included the collection and disaggregation of statistics on vessel arrivals and departures into Trinidad and Tobago, discrete port arrivals, last and next port of call, vessel and cargo type.

As a member of the Caribbean Memorandum of Understanding on Port State Control, which was based in Barbados, the Division also subscribed to a Caribbean Maritime Information Database that was developed in conjunction with the United States Coast Guard. It was explained that this was the main mechanism for monitoring the results of port state inspectors in participating countries and provided a record of the seaworthiness of vessels. This information was also used to administer the Division's inspection schedule and vessel targets, with the aim of eradicating substandard shipping and vessel casualties that were the main contributors to pollution of the marine environment.

UNCTAD Trainmar Inter-regional Programme – Anne de Souza, Director

Ms. De Souza explained that Trainmar's Trinidad office was a part of UNCTAD's Caribbean Network which provided quality training as needed by any organisation associated with transport. Clients came from both the private and public sector and included persons from all the Caribbean countries. Courses were also run outside of Trinidad and Tobago. Operations were run on a non-profit, cost recovery basis.

**United Nations Development Programme (UNDP),
Neil Pierre, Deputy Resident Representative**

Mr Pierre informed the meeting that the main activities of UNDP were to provide upstream policy advice and to undertake downstream activities in the area of poverty eradication and institutional capacity building in governance and environmental management. Regarding maritime transport, UNDP, in collaboration with CARICOM and the IMO, had supported governments in completing accession/ratification of key international maritime conventions. Training for port administration personnel had also been provided and UNDP had assisted in upgrading the legal framework for maritime administration in Caribbean countries. Mr Pierre stated that further training and capacity building in port administrations, safety and seafaring could further improve Caribbean maritime transport and shipping in the future. He also suggested the establishment of databases with comprehensive data on trade, transport and port operations as a tool to obtain needed maritime information for the region.

**ECLAC Subregional Headquarters for the Caribbean –
Lancelot Busby, Economic Affairs Officer**

Mr. Busby gave a brief of the structure and functional divisions of the ECLAC's Port of Spain office and noted that it worked with regional and international organizations and governments on projects and programmes ranging from social and gender affairs, science and technology, economics and the Small Island Development States Programme of Action (SIDS/POA). Various statistics and data pertinent to the work of the office were also collected and analyzed.

ECLAC, Santiago – Jan Hoffman, Port and Shipping Specialist

Regarding maritime transport, the activities of ECLAC's Transport Unit in Santiago included:

- Studies on topics such as port privatization, shipping, transport costs, transshipment centres, and regional cabotage.
- Creation and maintenance of a regional Maritime Profile on the internet, available under: <http://www.eclac.cl/espanol/investigacion/transporte/perfil/index.htm>.
- Creation and maintenance of a Database on International Transport ("BTI") which includes statistics on trade and its modes of transport.
- The organization of courses and seminars, and cooperation with other organizations which organize such events.
- Technical cooperation regarding, for example, maritime transport studies or port privatization activities.
- Contributions to conferences and other meetings.
- Comments and suggestions on studies undertaken by third parties.
- Cooperation with other organizations during the organization of events related to maritime transport.
- Information dissemination by email and other forms of communication.

In general, the main counterpart of ECLAC are its member governments, including maritime and port authorities, and their regional and international organizations. However, it is also cooperating with different private sector organizations, universities, employers associations and trade unions. Its fundamental role is that of a neutral impartial analyst and advisor, with the principal purpose of supporting the sustainable development of Latin America and the Caribbean in the area of maritime transport.

SESSION THREE: FINDINGS AND PROPOSALS OF THE WORKING GROUPS

During the morning session of the second day of the Experts' Meeting, five Working Groups were organized, in which the experts participated in their respective areas of interest. These Working Groups participants discussed different topics related to maritime transport and each Working Group drafted proposals on specific future joint activities. The findings of the Working Groups were presented to all participants in the afternoon session.

Report of Working Group 1 – Establishment of an international trade and transport database

This Working Group looked for synergies and areas of possible future cooperation between CARICOM and ECLAC related to data collection and sharing of foreign trade data of Caribbean states.

At present, ECLAC (Subregional Headquarters for the Caribbean) had been collecting data on trade volumes for some of the Caribbean states, albeit not in as systematic a manner as CARICOM collected its trade data. As such, each organization collected trade data separately from the Central Statistical Offices, which implied unnecessary costs in the collection of the data, different data designs and time-consuming processing by these Offices. These institutions currently have to provide trade data separately to ECLAC and to CARICOM.

As a result of the similarity between the data sources of both ECLAC and CARICOM, and in spite of the fact that ECLAC's focus on maritime transport was as yet negligible, joint cooperation of efforts was suggested. In that regard, a possibility of joint project development and pursuits of funds may be possible. With respect to the design of the project to follow from this cooperation, it was agreed that the project should involve the technical persons who would determine the type of system necessary to incorporate the new data. There should be a component of fieldwork, which would involve persons going to the member states to select and train personnel. In light of scarce economic resources of some member states, assistance would be rendered where it was most needed.

The possibility of efficient sharing of data sets, as presently occurs between ALADI and ECLAC (Santiago), was also put forward as a primary model for future cooperation between CARICOM and ECLAC (Subregional Office). There remained within CARICOM the problem of recuperating the costs of collecting the data. The cooperation would be based on the premise that ECLAC (Subregional Headquarters) could obtain data from outside the CARICOM region which would also be useful to the CARICOM Secretariat. There was, however, a need to verify policies that related to information sharing in member states. The details of collaboration would need to be discussed at the level of administrative heads.

At present, the data collection system needed to include such parameters as Trade Type, Product Information, Country of Origin/Destination, Mode of Transport, Port of Arrival/Departure and Volumes and Values. The importance of being able to determine indices such as load factor index from data collected was stressed, since they provided information that

was essential to increasing the efficiency of maritime transport. The extent to which this is feasible should be discussed on a technical level.

With respect to ongoing initiatives, Dutch funding was being sought by ECLAC (Subregional Office for the Caribbean) for developing a Trade Database for the Caribbean. In this context, preceding discussions between CARICOM and ECLAC regarding harmonizing and sharing of the data-sets should be taken into consideration in order to allocate resources most efficiently.

The Working Group mentioned that other organizations and institutions have also done preparatory work related to trade and transport databases. In this regard, five existing or proposed databases respectively were mentioned:

1. A Database of Foreign Trade for Latin America and the Caribbean (BADECEL), developed and maintained by the Statistic Division of ECLAC in Santiago de Chile;
2. A Western Hemispheric GEO-Spatial Maritime Cargo Data System (GIS), developed by the Vanderbilt University and the US Maritime Administration, and sponsored by the Organization of American States (OAS) (see http://transp7.vuse.vanderbilt.edu/Main_Menu/general_information.htm);
3. An International Trade and Transport Database (BTI) for Latin America, created and maintained by ECLAC's Transport Unit (Santiago) (see <http://www.eclac.cl/espanol/investigacion/transporte/perfil/index.htm>, Cap 3: Analisis, BTI);
4. A broad production and trade data base which is at present being developed by ECLAC's Agricultural Unit; and
5. An initiative of Jamaica and Canada to develop a hemispheric transport database system pursuant to the "Ministerial Declaration and Priority Action Areas and Plan" adopted by the Western Hemispheric Ministerial meeting held in New Orleans, USA, in December 1998 (see <http://www.whtds-sdtho.org>).

General discussion

Mr Lewis suggested that a proposed project should, as far as possible, use systems already in place and provision should be made to assist the smaller States, where necessary in order to complete the database system, in acquiring and/or installing hardware and training personnel.

Report of Working Group 2 – Establishment of a regional port database on port costs and productivity

The topic of this group was the establishment of a regional port database. All participants agreed that there was a need for reliable and standardized data on port infrastructure and port

costs, performance and traffic throughput. The group identified the groundwork needed to formalize the database. In this context, the following issues were addressed:

- Coverage, re countries and ports;
- Standardization of data/format;
- Type of data to be collected;
- Organization(s)/persons responsible for the collection of the data;
- Method of data collection;
- Identification of end users and beneficiaries of the data;
- Outputs of database; and
- Financing, with regard to creation and maintenance of the database.

1. Coverage

Given the dearth of information in the Caribbean on data of this nature it was decided that in the first phase data would be collected from the wider Caribbean. At a later stage coverage would also include Latin America.

The wider Caribbean was taken to mean the ACS countries inclusive of CARICOM, Mexico, Colombia, Venezuela, Central American countries, Panama, Cuba, Haiti, the three French territories of the Caribbean and the Netherlands Antilles. Information would thus be requested from the main ports in these countries. For those countries that had more than one port, it was decided that it would be left up the country to get the information from the other ports.

2. Standardization of data/format

It was agreed that the information should be received in a standard form and therefore, the ports should be advised of the parameters within which the information should be collected and relayed. Mr. Ayzanoa committed his institution to developing and defining the operational performance parameters and guidelines having already done work in this area. He offered to draft the standards, which would be circulated to all ports for comment.

Agreement was reached as to the type of standards, examples of which were as follows:

- Berth utilization;
- Cargo per hour;
- Tonnage per hour/day/week/month etc; and
- Containerization (liquid, bulk)

As well it was noted that the request for information more specific than this would be a more challenging task. Shipping Lines were noted to be a good source of information regarding the comparison of port performance.

3. Type of data to be collected

The group proceeded to flesh out this issue by its determination of possible areas of interest. Therefore, it was agreed that data would be collected on:

- Port infrastructure – use of cranes, ship gear or gantry;
- Operational performance – productivity using the above devices i.e. how many moves per port;
- Products – throughput;
- Tariffs – rates;

The issue of port connectivity with regard to shipping lines calling at the various ports was discussed. It was decided not to collect data on this based on the assumption that all ports were connected to the rest of the world given transshipment services.

4 & 5 Organization(s)/persons responsible for the collection of the data and Strategy for data collection

The group accepted Mr. Estrada's offer and commitment that the ACS with the assistance of COCATRAM would make contact with the relevant ports to obtain the data for the database.

6. Identification of end users and beneficiaries of the data

The users of this database were identified some of which were the following: ECLAC, COCATRAM, ACS, Caribbean Shipping Association, Port Authorities, Shipping Lines, and transporters, importers, exporters, Ministries of Transport.

7. Outputs

The output of this project would be a database covering the main ports in the wider Caribbean. This database would be accessible via the internet for all end users and beneficiaries of the collected data. Several aspects such as port throughputs, growth rates or operational performance would be available to the shipping community.

8. Financing - creation and maintenance of database

Mr. Estrada committed the ACS to assign the database as a special project so as to obtain financing from special funds from funding organizations, such as the IDB and World Bank, or from countries.

In this regard it was agreed that Mr. Ayzanoa would prepare the project proposal re technical contents and cost. Mr. Estrada would forward to Mr. Ayzanoa the methodology along which lines special projects were to be prepared.

It was also agreed that since ECLAC Santiago already had resident the technical expertise in this area that it should host and maintain the database and website to which each organization represented at the meeting would have a direct link. The Executive director of COCOTRAM, Mr Alfonso Breuillet, would look into the issue of intellectual rights regarding the use of the information housed in it database. COCOTRAM also committed to send information on its system to the ACS within one week.

General discussion

The roundtable agreed that the ACS countries would be the states included in the port database. The responsibility for data collection would rest with the ACS. The information would be sent to ECLAC, which would be responsible for the maintenance of the database, which would be linked to various governments. The information would be as broad-based as possible. For financing of the data process, the ACS volunteered to develop a project proposal through its special fund to obtain country/agency sponsorship. In this context, comments of the meeting brought into focus the approach now being taken by funding agencies whereby it was preferable to demonstrate collaboration with similar initiatives in the region or between agencies to obtain funding.

Mr Gerardo Ayzanoa from the National Ports and Waterways Institute offered to have his organization advise on parameters to be involved in (a) Port infrastructure and equipment, (b) Volumes and statistics of ports, (c) Port performance and (d) Tariffs and rates that obtain at various ports. In this regard it was agreed that Mr. Ayzanoa would prepare the project proposal re technical contents and cost. This project proposal then could be presented at the next ACS Meeting of the Special Committee on Transport.

The meeting agreed that data are already available, but are not accessible from a single source so that data gathering for research studies is quite time-consuming. The use of modern information technologies and the establishment of a standardized port database would contribute to overcoming this barrier. With respect to the calculation of indicators, it was decided that the information asked for should be as specific as possible to facilitate the data gathering process. It was pointed out, however, that some ports may not be able to provide the level detail required, so it was decided that raw data would be accepted and from these attempts would be made to calculate particular indicators.

The meeting recognised that various other activities that were not under the ambit of port operations might in fact affect costs at ports and therefore, pricing and cost figures should not be widely promulgated since this may result in a biased idea as regards the efficiency of the port

under scrutiny. In this vein, it was noted that ocean liners were taking more note now of port costs, especially if there were competing ports within a country, though the primary concerns continued to be efficiency and safety of the vessels.

Report of Working Group 3 – Establishment of a detailed shipper and commodity database

The topic discussed by this Working Group was the establishment of a dynamic shipping database for the Caribbean, which would be accessible to all regional and international stakeholders. It was pointed out that in addition to the foreign trade and transport database discussed by Working Group One, it was important to know who was carrying the cargo or what type of packaging (bulk, general, containerized) was used. In particular, shipping agents, shipping lines and shippers were interested in having an accurate description of the shipped cargo. Both organizations and the entire shipping industry would benefit from detailed cargo information on imports and exports. In addition, governments, regional and international organizations and shipper and shipping associations would be able to assess the status of maritime transportation in the region, facilitate transport and policy making and analyze and validate the effects of changing policies. The proposed database will help ports to monitor revenue, determine profit and loss and to compare themselves with other ports in the region. Shipping agents and shipping lines could use this system as a Decision-Support-System, since the available data will make it possible to determine market shares, forecast future demands and monitor the strengths and weaknesses of their services and so reduce empty container movements. The proposed Maritime Cargo Data System would also be beneficial for Importers and Exporters as the proposed database facilitates the information gathering process.

In summary, the Working Group agreed that a regional Maritime Cargo Data System, similar to that used in the USA known as PIERS, would provide information on a standardized and comparable basis and would serve the region in their decision-making process, especially since the present data were not standardized and were fragmented. The Working Group recommended starting on a national level for the following reasons:

- Lower implementation costs
- Higher degree of success
- Extension to other countries very easy

The Shipping Association of Trinidad and Tobago (SATT) was very interested in gathering and having access to above-described data and expressed its will to establish such a database for Trinidad and Tobago

The specific information would be collected from the ports themselves, and not from Customs or National Statistic Offices. The data would be collected by a regional (e.g. CSA) or national entity (e.g. SATT), which would be responsible for generating the information and making it available to all members. The two initial steps to be taken will be to get agreements from the involved ports and to submit a project proposal to these ports.

Summary of the steps to be taken for a national pilot project:

1. To secure letters of interest/willingness to cooperate from the Port Authority of Trinidad and Tobago (PATT) and the Point Lisas Industrial Port Development Corporation (PLIPDECO);
2. To identify the exact needs of the kind of data that will be requested by the entire shipping industry. This could be done by the SATT via sending questionnaires to their members;
3. To contact potential partners for cooperation, such as PIERS or WEFA
4. To identify the reliable sources of the various previously identified data elements;
5. To perform a feasibility study and to develop a project proposal regarding the building of the database, the kinds of reports needed and the estimated cost of implementing and maintaining the proposed system;
6. To initiate regional collaboration of “stakeholders” via a pilot project.

Report of Working Group 4 – Possible future activities in research/collaboration

This Working Group aimed to find synergies and also to define and to coordinate future projects. Arising out of the working session, the participants drafted four suggestions for possible research collaboration.

A comparative case study of five very small islands each having only one common-user, non-transshipment port (i.e. monopolistic port)

Due to the monopolistic nature of ports in small Caribbean islands, importers and exporters have few or no other alternatives than to use these ports for shipping their cargo. The participants agreed that there was a need for a case study in order to determine the implications for these small public ports, with respect to their services rendered and operating tariffs/prices charged. The study should investigate the current situation of these ports and what would be the situation if competition was allowed and these ports would operate in a competitive market. This would illustrate the effect of not having competition on ports. The specific outputs of the proposed study will be to effect actual means of regulation and to monitor the extent of this regulation; and to recommend specific roles of the public and private sector with regard to regulation schemes.

Proposals would be submitted to the Mexican government for possible collaboration and then forwarded to the World Bank and CARICOM for further initiatives. Efforts were to be coordinated by Mr Jan Hoffmann, UN ECLAC Port and Shipping Specialist, Transport Unit.

Location of potential transshipment centres (hub ports) in the Caribbean

The concentration of the container shipping industry has led to important transshipment operations in the Caribbean. The decision as to where cargo is transhipped depends on a variety of factors. Participants concluded that a research study should be undertaken to investigate the factors, which impact on the decision where to tranship in more detail. In a first step, the present scenario in the subregion regarding transshipment operations should be investigated. Criteria such as distances and volumes should be taken into consideration and no forecast would be needed for this. The research study should aim to determine the conditions under which potential hubs would emerge. Variables such as location (international hub vs. regional hub), national cargo volumes, distortionary regulations and rules and the total volumes (containerisation rates, etc) have to be investigated.

It was agreed that the necessary data were available, and that the members of the Association of Caribbean States (ACS) and the Economic Commission for Latin America and the Caribbean (ECLAC) should collaborate to share statistics.

The above-mentioned research project could be undertaken at a Ph.D. level. Efforts were to be co-ordinated by Mr. Leigh Boske, Professor in Economics and Public Policy, University of Texas in Austin.

Inter-Island transport of cargo and people

Participants stated that there was a need for a study, which analyses the economic importance of the small vessel sector for the maritime industry in the Caribbean. This issue relates to the promotion of transport between small islands, where large commercial lines find it uneconomical to operate. The study should aim to highlight possible solutions to: (1) facilitate and promote this type of service; (2) determine ways of coordinating port operations; and (3) fully develop logistics for intermodal connectivity.

Efforts were to be coordinated by Mr. Augustus James, Chief Planning Officer, Central Planning Unit, Ministry of Works and Transport, Trinidad and Tobago.

Implications of the widening of the Panama Canal for shipping and transshipment patterns in the wider Caribbean

Participants agreed that the first step would be to look at the current scenario with respect to container moves within the subregion. In this context, a forecast will be necessary. A study could analyse if by widening the Panama Canal the passage of more and larger ships would be encouraged and if this would also lead to an increase of transshipment operations in the wider Caribbean.

Efforts were to be coordinated by Mr. Fernando De Mena of the ACS Transport Committee.

General discussion

In the following roundtable discussion the monopolistic nature of certain Caribbean ports was highlighted, whereby these ports received all or most of the maritime vessels. There was determined a need to develop a working hypothesis of what the situation would be if competition was allowed under these conditions. This would emphasize the shortcomings of a port and point the way for a more efficient operation. Professor Boske proposed a study examining the total logistics transport chain in the Caribbean to obtain a better idea of the costs that should be attributed to the port. It was debated whether these additional costs would really be critical in small islands, in terms of affecting in any significant way the cost of maritime transport in the Caribbean.

The notion of the effectiveness of shippers' councils, in terms of their being an effective check on the shipping conferences was tabled for discussion. It was agreed that the councils were demonstrably effective in Europe and the possibility of a regional initiative should be considered.

The issue related to the promotion of transport between small islands raised the wish to study the economic importance to the small vessels sector in the maritime activities in the Caribbean. To do this one would have to look at demand, supply and costs. Participants stated that it was difficult to get data though, since most of these small vessels operated outside of the rules mandated by international conventions. The importance of the small vessels sector was also highlighted when it was pointed out that in the early 1990's casualties were disturbingly high on these small vessels. A series of standards was developed in Trinidad and Tobago to counteract this and there had since been a drastic improvement in this area. Comments on a study of small vessel traffic revealed that Trinidad and Tobago, a major transshipment point, was not included in the aforementioned document. A brief history of the designation of these small vessels and their function was also provided.

The issue of the Panama Canal being expanded was also raised; with more and larger ships coming through, the impending impact on the Caribbean ports was not clear and needed to be seriously investigated.

Report of Working Group 5 – Events, training and capacity building

Participants discussed issues related to Training Needs Assessment and Capacity Building within this Working Group. Firstly, the objectives to be achieved by the maritime transport sector of the Caribbean countries were discussed, then general guidelines of how to advance were defined. International organizations and agencies, which could assist countries in achieving the objectives, were identified, and finally the Working Group gave recommendations for future joint activities for the sector.

1. Objectives

Many different parties are involved in the maritime sector and so participants discussed a wide range of different objectives, which should be taken into consideration when talking of the maritime transport sector. Objectives were identified, among them being:

- To expand and strengthen intra-regional maritime trade links;
- To improve port efficiency through reforms involving the private sector;
- To facilitate international maritime traffic;
- To strengthen institutional development, through enhanced intersectoral networks, such as customs and other local institutions;
- To promote environmental protection;
- To ensure port security and safety; and
- To develop human resource programmes and activities.

2. General guidelines

The participants of the Working Group agreed that national authorities and private sector institutions should participate in the decision-making process of regional and international organizations dealing with the maritime transport sector. Where participation is not possible, there should be access to relevant documents.

Appropriate training needs should be firmly established at national and regional level, in order to enhance the functions and operations of the maritime industry.

The maritime sector should allocate the necessary resources to carry out identified national training programmes and to ensure adequate participation. There should also be greater regional cooperation and integration of technology and resources in order to optimize the development and execution of programs for the maritime sector.

Regional agencies (e.g. CARICOM, CDB) should be encouraged to allocate adequate technical and financial resources, and policy oversight to facilitate the programmes of member states for the development of the maritime sector.

3. International organizations and agencies

The international organizations and agencies, which relate to the maritime sector, could assist countries in achieving the above mentioned objectives. These institutions include the following:

- Association of Caribbean States (ACS)
- Caribbean Community (CARICOM)
- Caribbean Shipping Association (CSA)
- Caribbean Development Bank (CDB)
- Comisión Centroamericana de Transporte Marítimo (COCATRAM)

- Economic Commission for Latin America and the Caribbean (ECLAC)
- Group of Three (G-3 – Colombia, Mexico and Venezuela)
- International Labour Organisation (ILO)
- International Maritime Organization (IMO)
- Organization of American States/Inter-American Committee on Ports (OAS/CIP)
- ROCRAM (Red Operativa de Cooperación Regional de Asuntos Marítimos)
- ROCRAM - CA (Red Operativa de Cooperación Regional de Asuntos Marítimos – Centroamérica)
- Regional Marine Pollution Emergency Information and Training Centre (REMPEITC-CARIB)
- TRAINMAR

4. Recommendations

The Working Group proposed six recommendations for future activities, which would improve the availability of information, help to identify training needs in the region or enhance efficiency within the maritime industry:

1. The ECLAC secretariat should continue to disseminate information regarding meetings, events and training activities, highlighting the importance for the sector, to the member countries of the wider Caribbean through e-mail, and other means of communications.
2. The ECLAC secretariat should maintain and expand a website-page for disseminating maritime information for the region.
3. A joint working group, which has been established between Barbados and Trinidad and Tobago, in coordination with the CIP/OAS Secretariat should develop a standard training matrix/questionnaire to assist countries in identifying training needs in the region, by 30 November 2000. It is expected that the draft questionnaire would be presented at the OAS/CIP meeting in Barbados, 5-7 December 2000.
4. The IMO Regional Office collaborate, as far as practicable, with the ECLAC Subregional Headquarters for the Caribbean on matters of common interest, particularly in the development of training projects on maritime facilitation and port safety and security, with consideration given to any integration of data base programmes on these matters
5. The Port Worker Development Project (PDP) developed by ILO should be adopted by national port authorities in order to enhance efficiency within the industry

6. Regional training institutions should take steps to ensure that the necessary training programs are available to the maritime sector to meet the needs identified. Where necessary these institutions should cooperate to this end.

General discussion

After the presentation of the Chairman of this Working Group, Mr. Carlos Gallegos, the floor discussion brought forward the following comments: in the case of CARICOM the Secretariat could not devise or implement projects without the full approval or mandate from the Heads of Governments, even though the suggested projects may be deemed necessary by any particular group. Further, since much of the funding for projects came from agencies or governments outside of the CARICOM grouping, the projects that were approved were subjected to the priorities of the agencies. In addition, once the Work Plan for the year had been approved the possibility of implementing new projects with a particular budgetary year was not a feasible option.

Similarly in the case of the CDB, extraregional members were present on the board and the CDB could not act without the full approval of these members.

In a follow up of the Experts' Meeting, Ms. Anne DeSouza, Director of the Trainmar Centre in Trinidad and Tobago, indicated that the Trainmar Centre had already prepared a training questionnaire to identify training needs in the region. The involvement of Trainmar in the development of a standard training matrix/questionnaire, mentioned in (3) above, might be very useful in this context.

CLOSING REMARKS

Mr. Busby thanked the participants for attending, especially since their attendance was at their own expense. He noted four factors, which were evident over the past two days.

Firstly, the clear message that information goals in transport statistics were larger than the capacity of any one organization. It was noted that while in the past, organizations operated in a mode of competition, collaboration was needed now.

Secondly, he noted that participants were aware of the difficulty to access donor funding and, again there was room for collaboration and data sharing to maximize scarce resources. There was therefore, agreement on coordinating a collaborative approach to collecting information.

Thirdly, he spoke of the usefulness of employing new methods to sharing information and web pages. He, therefore, encouraged the use of new technologies to keep in touch with each other.

Fourthly, Mr. Busby stated that the essence of collaboration lay in the will to collaborate and that the adoption of processes and approaches to the sharing of information was important.

Use of these approaches to accomplish the goals set over the past two days were seen to be key to their accomplishment.

LIST OF PARTICIPANTS

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