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FIFTH MEETING OF  
THE CARIBBEAN GROUP FOR CO-OPERATION  
IN ECONOMIC DEVELOPMENT

14-18 June 1982, Washington, D.C.

INTRODUCTION TO THE TRANSPORT SECTOR

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INTRODUCTION OF THE TRANSPORT SECTOR

The Regional Programme in Transportation

Transportation has always been given priority by Caribbean governments. There has been a constant series of programmes to improve the transport services in the region, stretching back over the last twenty years and financed mainly by donors. As an integral part of these activities, the Caribbean Group initiated a number of programmes in the transport sector.

There is an ongoing need for activities in the transport sector until the quality of passenger and freight services can be raised to an acceptable standard of reliability. Activities in the transport sector complement other activities. Without a reliable transportation system, these other activities will not succeed.

There are three ongoing activities and the paper gives full details. The first, "Regional Co-operation in the Development of Shipping" has experienced some difficulties especially concerning the statistical programme and we are confident that these difficulties can be overcome. It should be noted that only a few participating governments have contributed their counterpart funds to the project and the remainder are urged to do so as soon as possible.

The second is "The Caribbean Airport Maintenance and Operations Study". The Canadian Delegation made a detailed statement to the LDC Regional Meeting yesterday and may wish to comment on this again for the benefit of those who were not present.

The third is "LIAT Fleet Requirements and Routing Structure". The figure, of 5.2 million units of account provided by the EDF, appears to be an error and perhaps this can be clarified by the delegate from the EEC.

These activities complement other ongoing activities in the sector and I am pleased to note that Management Training for WISCO is being provided by CIDA. It will be noted that this item was identified as a priority in the original analysis of the Transport sector carried out by the World Bank in 1978, but was not included in the Caribbean Group programme because of the Canadian initiative.

There are also listed new activities for which funding has been identified. In addition to the facilitation programme shown in the new activities for which funding is still required, there are also programmes in Telecommunications and Postal Services.

In conclusion, Mr. Chairman, the Transport sector has always been given priority by Caribbean governments and this is expected to continue until the passenger and freight services can be raised to an acceptable standard of reliability.

The transport sector improvements are an essential pre-requisite if programmes in agriculture, industrial development and export promotion are to succeed.

The projects undertaken through the Caribbean Group mechanism have played a significant part in the ongoing Transport programme for the Caribbean.

There is a need for additional programmes in this sector, and a mechanism for assessing new proposals and for reviewing ongoing programmes.

There is a pressing need in the Transport sector for donors to provide funding for those countries covered by the CAMOS Report but outside the very generous Canadian programme of assistance. You will recall that at the Jamaica Meeting last year, I made a plea for urgent action in this matter. This was followed at the Fourth Caribbean Group last year by the Canadian commitment. I now wish to make the same plea on behalf of the Bahamas, Belize, Cayman Islands, Dominican Republic, Haiti, Netherlands Antilles and Suriname. The seriousness of the situation needs no further comment. I personally appreciate the intervention made by the Secretary General of CARICOM supporting my plea.

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World Bank, Washington.

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