



E/CEPAL/CDCC/46  
8 August 1978

ECONOMIC COMMISSION FOR LATIN AMERICA  
Office for the Caribbean  
CARIBBEAN DEVELOPMENT AND CO-OPERATION COMMITTEE

REPORT ON  
FIRST MEETING OF CIVIL AVIATION EXPERTS  
(31 July to 1 August 1978, Port of Spain, Trinidad)



UNITED NATIONS

ECONOMIC COMMISSION FOR LATIN AMERICA Office for the Caribbean

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REPORT ON FIRST MEETING OF CIVIL AVIATION EXPERTS

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1. Site, Duration and Mandate

1.1 The First Meeting of Civil Aviation Experts of the Caribbean Development and Co-operation Committee (CDCC) was held from 31 July to 1 August 1978 at the Office for the Caribbean of the Economic Commission for Latin America in Port of Spain, Trinidad. This Meeting was mandated by the CDCC at its Second Session on 16-22 March 1977, and re-confirmed at its Third Session on 12-18 April 1978.

2. Attendance

2.1 The Meeting was attended by the following experts nominated by their respective governments:

Mr. Kingsley Clark	- Barbados
Mr. John Blair	- Jamaica
Mr. Robert Roberts	- Guyana
Mr. John Velox	- Leeward and Windward Islands
Mr. K. Miranda	- Suriname
Mr. Ralph Crouch	- Trinidad and Tobago

2.2 Mr. Frank de Matas representing British West Indian Airways Limited (BWIA) was also invited to attend the meeting.

Mr. Peter Wickenden, Economic Affairs Officer of the Economic Commission for Latin America (ECLA), acted as moderator and adviser to the Meeting, assisted by Mr. E. Pérez Castro, Air Transport Officer of the International Civil Aviation Organization (ICAO).

### 3. Agenda

3.1 The Meeting adopted the following agenda:

1. Opening Remarks
2. Consideration of Working Papers
3. Definition of alternative strategies
4. Other business
5. Date of next meeting

### 4. Opening remarks

4.1 The Meeting was opened by Mr. Hamid Mohammed, Deputy Director of the Office for the Caribbean of ECLA, who explained to the group how the CDCC was established. The Meeting was also informed by Mr. Peter Wickenden how the CDCC decided that the possibilities of improving air transport should be studied and therefore a study of air transport in CDCC countries was initiated following the second session of the CDCC.

4.2 The Meeting was informed that Part One of the study was concerned with the gathering of data and that this task was carried out jointly by ICAO and CDCC and the Working Papers presented to the Meeting were the result of this.

4.3 The Meeting was also informed that Part Two concerns the evaluation of this data with the definition of alternative strategies for improving air transport in the region. This is the work that the group was expected to commence during this Meeting. It was also anticipated that one or two further meetings may be necessary to complete the work.

5. Consideration of Working Papers and Decisions

5.1 WP/1 : Air Routes and services connecting the main centres of the Caribbean

5.1.1 The Meeting took note of WP/1 in which the existing air routes and services connecting the main centres of the Caribbean with each other and the rest of the world for scheduled services were given. The details of non-scheduled services as they appear in WP/2 were also noted.

5.2 WP/2 : Brief description of scheduled and non-scheduled carriers of countries in the Caribbean

5.2.1 During the examination of WP/2, which was prepared with information obtained from the World Airline Record, the Meeting noted that some of the airline information was out-dated and therefore recommended to the Governments that they should send to the CDCC Secretariat, an up-dated report with information of their national carriers. The CDCC undertook to obtain the latest supplements from ICAO headquarters.

5.3 WP/3 : Brief analysis of air traffic flows, passengers and cargo between countries in the Caribbean and the participation of regional airlines in the carriage of such flows

5.3.1 The Meeting examined WP/3 containing a brief analysis of air traffic flows, passengers and cargo between countries in the Caribbean. The Meeting was informed that due to lack of actual data from the CDCC Governments, it was necessary to estimate the data for the month of September of 1976.

5.3.2 With respect to the international airlines registered outside of the region, the Meeting estimated that the impact of those airlines registered in the Caribbean area, such as Air Guadeloupe and Prinair should be different from airlines registered in Europe or North America, therefore this difference should be taken into account in any further study.

5.3.3 The Meeting agreed that the following factors should be included in the report to the CDCC:

- a) the possibility of establishing intra-regional air services between those countries which receive the greater volume of extra-regional traffic with the countries which are receiving a lesser volume of said traffic;
- b) the necessity of supporting, in a more effective manner, the regional airlines so that they may establish new intra-regional routes, or increase the capacity of those already in existence. This will be elaborated at the next meeting;
- c) the necessity of establishing at the regional level, a mechanism for consultation between the aeronautical authorities, with the participation of regional airlines' representatives, which would permit co-ordination and the taking of joint decisions in civil aviation matters such as the establishment of regional air services, the capacity and frequency of services to be made available, the tariff levels, etc. Detailed recommendations will be made following the next meeting.

5.4 WP/4 : Financial and economic situation of scheduled airlines and determinants of their costs

5.4.1 The Meeting was informed by the ECLA adviser that because of lack of response from the regional carriers, it was not possible to complete WP/4 with the financial and economic analysis of the regional scheduled airlines and that this analysis will be presented during the next meeting of the group providing data is received.

5.5 WP/5 : Air fares and freight rates in regional services

5.5.1 For the discussion of this item of the Agenda the Meeting examined WP/5 and also the ICAO circulars 131-AT/39 and 138-AT/44. During the examination of circular 138-AT/44, the Meeting agreed that although the average passenger/cargo figures seem to fit in a pattern when compared with other regions as defined by ICAO/IATA, it must be recognized that this average yield might not necessarily be the yield required for either economic airline operations and/or as a tool for other regional development and/or tourism within the CDCC area.

5.5.2 The Meeting agreed that ICAO should be urged when analyzing and comparing regional differences in fares and costs to have a more detailed division of the Caribbean area by routes or sub-areas.

5.6 WP/6 : Existing conditions of air transport infrastructure

5.6.1 The Meeting was informed that WP/6 dealing with the existing conditions of air transport infrastructure was not presented for discussion due to other urgent commitments of the ICAO Regional Office. However, the Office was of the opinion that the World Bank Report on Transportation in the Caribbean was covering the subject in an adequate manner.

5.7 WP/7 : Governmental policies related to the operation of scheduled and non-scheduled air services

5.7.1 The Meeting examined WP/7 containing an analysis of the 51 Bilateral Agreements signed by member countries of the CDCC between themselves, or with other countries. The Meeting agreed that if for some reason a bilateral agreement cannot be negotiated between any two countries of the CDCC, other mechanisms should be explored such as Memoranda of Understanding or Letters of Agreement.

5.7.2 The Meeting also agreed that taking into account that the preparation of Bilateral Agreements imposes long and costly processes for the governments of the region and that some of them probably do not have sufficient experience in this field and, taking into account the spirit of co-operation and integration that exists within the CDCC, the possibility of concluding a multi-lateral agreement on air services in the countries of the CDCC should be examined. This agreement would contain the basic principles for inter-change of commercial rights in the scheduled and non-scheduled air services, leaving for further agreements, at bilateral level, the determination of individual air routes and the capacity and frequency level to be offered.

5.7.3 The group further agreed, that during its next meeting, a draft text of the proposed multi-lateral agreement should be studied for further approval and presentation to the Fourth Session of the CDCC.

5.8 WP/8 : The development of tourist traffic in the region

5.8.1 The Meeting examined WP/8 dealing with the development of tourist traffic in the region indicating origins and destinations.

The Meeting agreed to the following conclusions:

- a) There are a number of factors affecting the flow of tourists to the Caribbean.
- b) Tourists appear to seek destinations that have a reputation of being stable.
- c) Once tourists encounter problems or perceive that they will, these individual destinations are generally ignored and it is several years before they return.
- d) There is no prima facie evidence that problems with air services by LIAT in the Eastern Caribbean has of itself curtailed tourism, although it is difficult to predict how many potential visitors did not arrive because of either poor air connections or advice from travel agents who try to avoid problem areas as they seek to keep regular patrons.
- e) Tourism traffic is difficult to predict as the region has to compete with other regions of the world as a tourist destination and therefore suffers from the whims of fashion or as the result of circumstances largely beyond the region's control.

5.8.2 Taking into consideration the above, the Meeting considered that the quality of air services in the Caribbean is only one factor related to the growth or decline of tourism.



5.9 WP/9 : The facilitation of international air transport in the region

5.9.1 The Meeting examined WP/9 dealing with the main problems in the facilitation of international air transport in the region. The Meeting agreed that the growth of traffic has outrun the capacity of many airport terminal buildings in the CDCC area and many improvements are necessary.

5.9.2 The Meeting also agreed that passengers in transit or connecting with other flights should have minimum requirements during their transit at airports of the CDCC and this is not the case at present. Some members of the group expressed serious preoccupation for the security measures as they are applied at some airports of the region and emphasized the need for a good co-ordination between the Facilitation and Security Programmes.

5.9.3 In general, the Meeting endorsed a strong recommendation to the CDCC governments asking them to recognize the vital importance of facilitation in the civil aviation field and the necessity that proper action should be taken within the CDCC governments to eliminate barriers to the free movement of aircraft, crew, passengers and cargo, and to align the national regulations and practices of each CDCC government with the International Standards and Recommended Practices of Annex 9, to the Convention on International Civil Aviation (Chicago 1944). The group agreed to present a list of specific problem areas to the CDCC for attention.

6. Definition of alternative strategies

6.1 With respect to the definition of alternative strategies (as already mandated from the CDCC governments to the Civil Aviation Experts), the Meeting agreed that the evaluation of possibilities for the establishment, expansion or improvement

of regional air services should take into account the study of the additional capacity already required in certain intra-regional routes and the establishment of new routes connecting the main tourist reception centres with other points within the neighbourhood of the main centre, such as the Kingston-La Habana example.

6.2 The Meeting also agreed that the evaluation of the needs and requirements for the expansion and modernization of regional airlines including the necessity to increase the commercial and technical co-operation between the airlines of the region should be emphasized and that, all forms of co-operation should be examined including matters such as the pooling of traffic rights, the joint use of computers, maintenance agreements similar to the KSSU type of agreement and any other form of co-operation.

6.3 With respect to the future development of air freight in the region, the Meeting discussed at length the present trend of the air freight routes in the region including the common problem of the directionality of the cargo, the scheduled versus the non-scheduled all-freight operations, and concluded that this is a serious problem with no practical solution for the time being. It was noted that Guyana Airways had been designated as the CARICOM regional freight carrier. Detailed recommendations will be made following the next meeting.

6.4 The Meeting was informed of the study prepared by the World Bank dealing with Transportation in the Caribbean, and that based on this study it is possible that some airports and air navigation facilities would be financed.

6.5 The Meeting agreed that paragraph (V) of the alternative strategies dealing with the liberalization of air transport agreements and the regular or periodic consultations between CDCC governments, was duly taken care of with the action recommended by the Meeting in paragraphs 5.3.3 and 5.7.2 of this report.

7. Other business

7.1 The Meeting was informed of the need for funding for the re-equipment of LIAT. A number of avenues were being explored for this. It seemed that LIAT would be better served by using STOL type aircraft rather than the present equipment. The Caribbean Development Bank (CDB) had offered funding for a study of route structure and aircraft type and ICAO had offered expertise. This item was also included in the World Bank initiative and all groups should work together to resolve this problem as soon as possible. The short term solution appeared to be leasing.

8. Date of next meeting

8.1 The Civil Aviation Experts decided to convene a second meeting during November 1978. Location will be determined later but ICAO offered to host this meeting in Mexico City. This meeting will produce a list of recommendations for presentation at the Fourth Session of the CDCC to be held in 1979.

