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ECONOMIC COMMISSION FOR LATIN AMERICA AND THE CARIBBEAN
Subregional Headquarters for the Caribbean

CARIBBEAN DEVELOPMENT AND CO-OPERATION COMMITTEE

THE INFORMAL TRADE IN THE LEEWARD ISLANDS



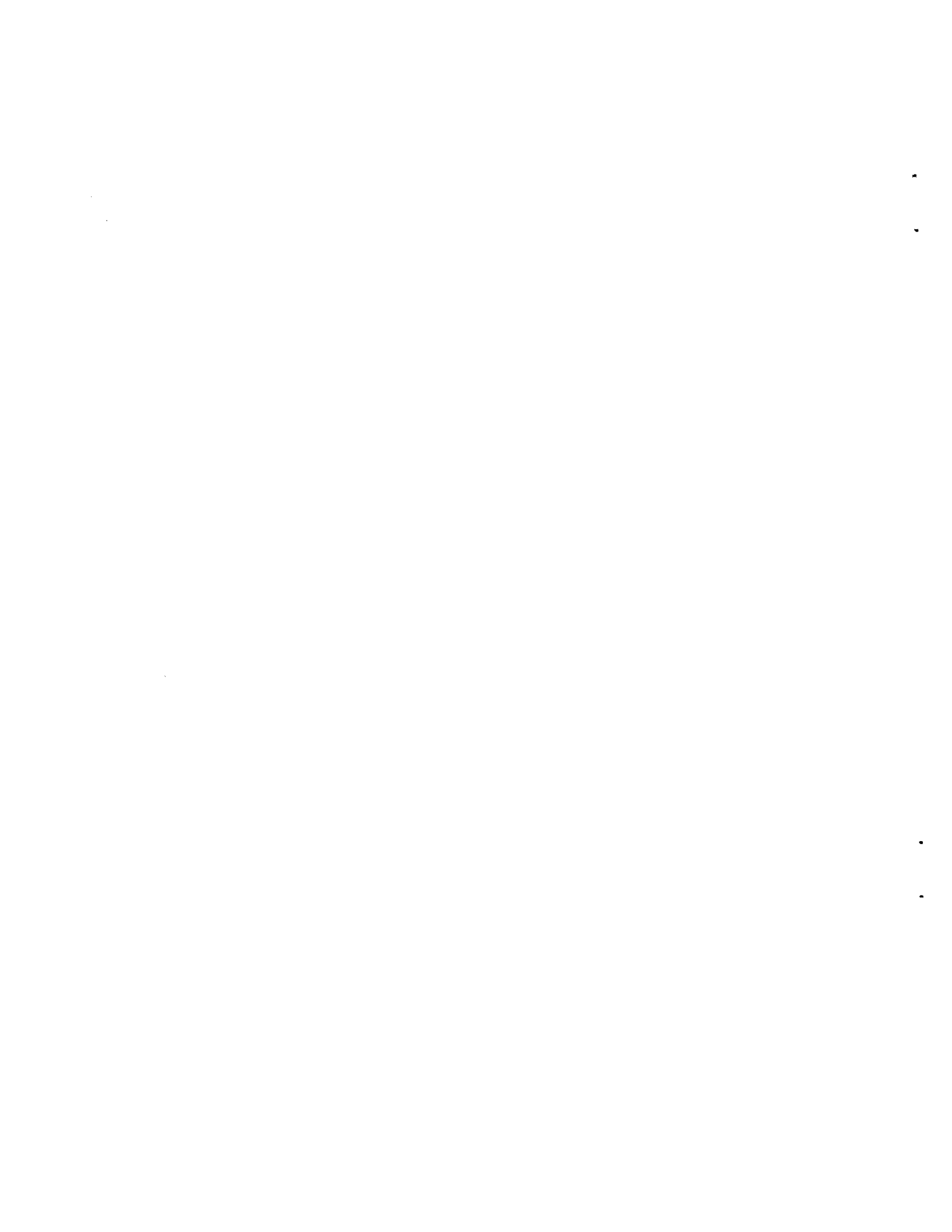
UNITED NATIONS

ECONOMIC COMMISSION FOR LATIN AMERICA AND THE CARIBBEAN
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PREFACE

This study on "The Informal Trade in the Leeward Islands", has been carried out as part of the project Development of a Data Base on Selected Areas of Women's Participation in Economic and Social development (HOL 86/538) which is being implemented by the Women in Development Unit of United Nations Economic Commission for Latin America and the Caribbean (ECLAC), Subregional Headquarters for the Caribbean.

The study responds to subregional concerns about the lack of data on women, particularly those involved in informal economic activities in the subregion. In this regard, the data base project has been linked to an ECLAC project Women in Development and Trade (RLA/84/WO3) in the context of which several studies have been completed and research has been done on the inter-island trade in the Eastern Caribbean.

Data contained herein are based on exploratory research conducted in Anguilla, Antigua, St. Maarten (Dutch West Indies), St. Martin (French West Indies), St. Kitts and Nevis. The study provides an overview of the inter-island trade in the informal sector in the Leeward Islands, and of the relation of this activity to some social and economic issues in the subregion. Based on data available in the Leeward Islands, the study examines the informal trade under two headings: (1) the inter-island informal trade in agricultural products; (2) the inter-island trade in non-agricultural products and identifies possible sources for further data collection. The study contributes significantly to the existing knowledge of the inter-island trade with specific reference to women's participation in this activity.

Because of time constraints and the main areas identified in prior research conducted for ECLAC, priority was given to identifying data on the inter-island trade in agricultural products.

The secretariat wishes to express its gratitude to Pancho Geerman, Consultant, for his contribution to the area of research.



I. METHODOLOGY

General

The inter-island trade is defined for the purposes of this report as that trade between islands carried out by an individual who himself purchases the merchandise, and co-ordinates its transportation and sale. This trade takes place in the informal sector, that is, that sector which comprises all unregistered commercial and non-commercial enterprises or economic activities which are usually family-owned, small-scale and labour-intensive and which rely heavily on indigenous resources. In contrast to the trade in the formal sector, there is in the informal trade no intervention by a handling agent in the execution of the business.

In order to obtain the necessary information and to prepare a general research outline, the available ECLAC literature and reports on the inter-island trade in the Eastern Caribbean have been reviewed. The review led to possible sources: customs departments; immigration departments; airport and airline authorities; port authorities; health departments; departments of agriculture and statistics; ministries of trade and industry and ministries of economic development.

It became clear that certain documents could provide the necessary indicators. These documents included: inward and outward manifests; import and export licenses and phytosanitary certificates.

During the research other relevant material were added such as: clearance of ships; warrants/entries for goods liable to duty and/or consumption taxes; passenger lists; crew lists and ships' files or registration books.

Apart from tracing the relevant documents and persons in the existing organizations, efforts were made to conduct open interviews with the inter-island traders. Whereas no singular method of enquiry was used because of the exploratory nature of the research, the present study is valuable as an indicator of sources of information and as a precursor to future indepth research on the topic.

In St. Martin, Antigua and Barbuda and Anguilla the practices of inter-island traders, while conducting their business, were observed more closely.

In general, it should be noted that the available and accessible information relevant to the inter-island trade differs from island to island. Data on the trade by sea are far more extensive than that on the trade by air. The identification of the "suitcase" trade - the trade in wearing apparel and light goods transported by aircraft is far more difficult to trace than the trade in fresh agricultural products transported by sea vessels.

In this report, emphasis placed on to the Dominican traders information on whom was more accessible to the researcher.

II. IDENTIFIED SOURCES OF DATA ON THE INTER-ISLAND TRADE

St. Maarten/St. Martin

The vast majority of the informal inter-island trade is with St. Martin at Marigot. However, there exists no systematic recording and filing of any data relevant to the inter-island trade.

As St. Maarten (Dutch West Indies) and St. Martin (French West Indies) operate as free ports, there are no data available on duties or taxes.

The immigration authorities utilize a "hucksters" list which they compile in order to facilitate the travelling of these persons.

The Immigration Department of St. Maarten issues general yearly reports of passenger movements by sea and air.

The immigration cards for persons travelling by air are kept at the airport for at least two years.

The airport management issues reports on the aircraft passenger and cargo movements for each year.

In St. Maarten (Dutch West Indies) there is a file system going back to approximately 1985, regarding the ships' movements in general. The following records are kept:

- (a) Port report by registration number;
- (b) File of each ship containing clearance, manifest/shipping bill and crew list; and
- (c) Monthly reports containing types and nationalities of ships calling at the port and the gross tonnage of the cargo unloaded.

Antigua and Barbuda

At the deep water harbour, immigration and customs records are kept for at least five years.

The immigration cards are filed on a monthly basis. From these cards data on transit passengers on the motor vessels from

Dominics can be retrieved. A monthly review of the passenger flow is compiled from the cards.

The customs section of the harbour has copies for each ship on:

- (a) passenger list;
- (b) crew list; and
- (c) inward and outward manifests

A ship's file and a rotation record are also available. From these two sets of records, data can be retrieved on date of entry and date of clearance of the ships and motor vessels at their last and next port, the types of goods transported, as well as their tonnage.

At the customs headquarters there are records for a period of at least seven years on import licences and warrants or entries which are used to collect duty and consumption tax on the goods imported. There is also a special warrant for goods free of duty and consumption tax.

Of interest is the published list of goods needing import licenses.

A list of hucksters' licenses issued is available at the Health Department.

Monthly reports on the "hucksters" passing through the V.C. Bird International Airport are also prepared.

In Antigua and Barbuda, phytosanitary control is being exercised at the site of unloading, but no records are kept.

The Department of Statistics issued an extensive trade report for 1984.

St. Kitts and Nevis

At the deep water harbour, a ship's registration book is maintained containing the following information:

- (a) Name of vessel;
- (b) Arrival date;
- (c) Name of master;
- (d) Ballast/cargo;

- (e) Origin;
- (f) Departure date; and
- (g) Next port

The information prior to August 1987 is at present at the Judicial Department. The collection of this data was started in 1981.

There is available at the Customs Department of Basseterre documentation, covering several years, on:

- (a) Clearance of ships;
- (b) Crew lists;
- (c) Passenger lists;
- (d) Inward and outward manifests on which data are recorded on quantity and types of goods, marks as well as the consignees; and
- (e) Boarding officers' forms on which general information is listed on ships, as well as information relating to the amount of passengers and the cargo transported.

These records are collated on a monthly basis. Therefore, in executing further research, the best entry point is by name of vessel and date of arrival retrieved from the Ship's Registration Board at the deep-water harbour.

Also available at the Customs Department are the so-called "green forms" on which is registered the consumption tax (12 percent CIF-value) and stamp duty (two percent CIF-value). These are the taxes that the inter-island traders are required to pay before they leave the island. All the vessels have an agent who is responsible for these payments.

The Certificate of Origin of CARICOM goods is generally not a certificate as such, but an imprint on the manifest.

Prior to 1985, the Immigration Office of Basseterre issued quarterly reports on the flow of visitors by air and by sea to the island. There was a special category for vendors and inter-island traders. The data were recorded on a daily basis on special forms using the immigration cards. At the moment these cards are sent to the Statistical Department, but the quarterly reports are no longer issued.

A detailed Trade Report of St. Kitts and Nevis has been published for the year 1982 by the Statistics Department of the

Planning Unit. Copies of summary tables in the External Trade Report for the years 1983 and 1984 are available at the Statistical Division, Planning Unit.

In Nevis the same information as in St. Kitts is available, the only difference being that the ship movement record is kept at the customs in Charlestown.

Nevis' import and export licenses prior to 1985 were issued in St. Kitts and are held at the Supply Office and Inland Revenue. An import licence is not required for agricultural products.

At the Customs Office at New Castle Airport there are records of issued baggage receipts. An analysis of these receipts would provide additional information on the suitcase trade from Nevis. On the baggage receipt the following data are recorded: date; from; marked; contents value; cost; insurance and freight; duty received; trade tax and consumer tax.

Although a phytosanitary inspection is carried out on imports both in St. Kitts and Nevis, there is no file available. In Nevis, there is only a book of certificates issued for export, but no copies are kept at the Department of Agriculture.

Anguilla

Generally, the inter-island traders from Dominica call at the port of Blowing Point and not at Road Bay Harbour which is a main port.

At Blowing Point, there is a ship's book which contains the following information: arrival; rotation number; name of vessel; origin; passengers by sex; number of crew; master; boat tonnage; cargo gross; port dues; departure time; rotation number; destination and master. At Blowing Point, records are kept of the inward and outward manifests on a monthly basis.

At the Customs Office in The Valley, a record is kept of the duties paid on imported and exported goods. Recorded are the following data: date of transaction; port; importer; description of goods; manifest number; entry number; value; cost; insurance and freight; duty payable; receipt number and date.

III. THE INTER-ISLAND INFORMAL TRADE IN AGRICULTURAL PRODUCTS

Trade patterns

The inter-island traders from Dominica dominate the informal trade in agricultural products in the Leeward Islands. It is estimated that approximately 115 persons trade on a regular basis from Dominica to the Leeward Islands. The Dominican traders supply fresh tropical fruits and vegetables, especially citrus, bananas and plantains to Antigua and Barbuda, St. Kitts and Nevis, and St. Martin/St. Maarten.

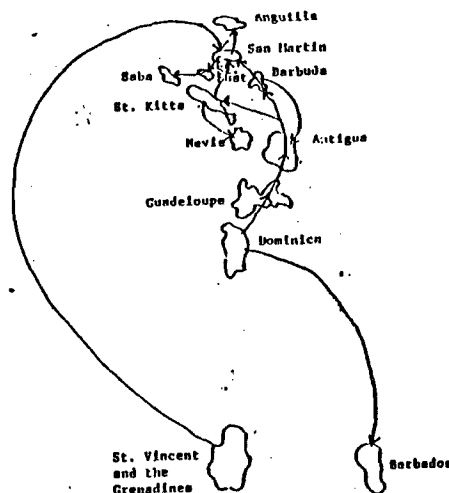
Other inter-island traders in agricultural products operating in the Leeward Islands are those from Nevis, Anguilla, and St. Vincent and the Grenadines. Their number is estimated to be around fifty. The Nevis traders form the largest group. Their number is estimated at twenty-five. They go to St. Kitts to sell livestock and agricultural products, purchase bananas and citrus (off-loaded there by Dominican traders) for resale in Nevis.

A small group of Anguillan traders travel to St. Maarten to sell pigeon peas, sweet peppers, eggplants and tomatoes.

A few traders from Barbuda go to Antigua to buy agricultural products for resale in Barbuda.

The traders of St. Vincent and the Grenadines go to St. Maarten to sell agricultural products.¹ Of the 13 traders involved only one is female.

The map below describes the direction of trade between Dominica and the other islands in the group.



¹ The Saint Vincent traders seem to be more involved in the reverse trade in manufactured goods.

The traders of Dominica: The hucksters

The Dominican traders market their products on various islands, mainly Antigua and Barbuda, St. Kitts and Nevis and St. Martin/St. Maarten. The hucksters transport their merchandise mostly by ship. On their way to the final market, they sell part of their goods to distributors/middle persons who are generally female, and collect the sales on the return leg of the journey. If at the end of a selling trip all the goods have not been sold, a middle person at the trading point is left in charge of the goods and the trader collects the sales on his return trip.

The following trade pattern is discernible:

(a) A weekly average of 25 Dominican traders call at the port of Marigot two or three times per month. There are in all 95 Dominican traders calling regularly at this port;

(b) A fortnightly average of 10 Dominican traders, and a total of 24 regular traders who call at the port of Antigua;

(c) A fortnightly average of five or six Dominican traders, and a total of 12 traders who call at the port of St. Kitts;

(d) A fortnightly average of four hucksters who call at the port of Anguilla; and

(e) An occasional five hucksters who call at the port of Nevis.

Means of transportation used by the hucksters of Dominica

Traders transport their merchandise by ship. The majority of the hucksters accompany their goods on the boats. Some travel by plane and arrange to arrive at the trading point at the same time as their goods. Goods are also traded on consignment from Dominica to traders in the Leeward Islands.

From Dominica seven vessels have been identified as going to St. Martin:

(a) The vessels "CIC" and "Big Dyn" go directly to St. Martin;

(b) The vessels "Lady Henry", "Penelope" and "Winchester", go to St. Maarten via Antigua and Barbuda; and

(c) The vessels "The Hartman Scott" and "Centilia Scott" go to St. Martin via St. Kitts and Nevis.

Occasionally, since the latter part of 1987, the vessels "Cedar Branch" and "Subris Pride" touch port in St. Kitts and Nevis and continue on to St. Eustatius and Saba.

From St. Martin a few Dominican hucksters transport goods by row boats to Anguilla for distribution.

Types of goods and quantities

The types of goods traded from Dominica are mainly fresh fruits, vegetables and staple foods:

Staple foods include the following: Plantain, banana, cassava, dasheen/eddoe, pumpkin, sweet potato, christophene

Fruits include: Grapefruit, orange, tangerine, lime, mango, coconut

Vegetables include: Eggplant, cucumber, avocado, tannia

Spices are for the most part, ginger

Persons interviewed stated that 75 to 80 percent of all fresh fruit sold in St. Martin/St. Maarten came from Dominica. There has also been a marked increase in the amount of inter-island trade from Dominica since 1984.

The Annual Trade Report of Antigua and Barbuda indicates that between 1981 and 1984, the amount of imports from Dominica rose from EC\$1,169,300 in 1981 to EC\$1,380,600 in 1984. It shows that Antigua and Barbuda imported from Dominica a total value of EC\$329,600 of food and live animals representing about 24 percent of the total trade with the island. The main items which Antigua and Barbuda imported from Dominica in 1984 were bananas, plantains, tannias, citrus fruit, dasheen, eddoes and avocados. (See Table 1).

Table 1

Imports from Dominica by Commodity Weight and Price

<u>Item</u>	<u>1984</u>	
	<u>Weight (Kg.)</u>	<u>Value (C.I.F)</u>
Fresh banana	186,536	53,070
Plantains	138,953	66,004
Tannias	27,052	29,821
Grapefruit	26,879	13,210
Dasheen & eddoes	24,151	16,387
Sweet oranges	17,539	12,795
Mangoes	15,440	10,055
Avocados	14,812	17,783

Source: Annual Hucksters Report, Antigua and Barbuda, 1984.

The trade from Dominica to St. Kitts and Nevis increased from EC\$413,621 in 1980 to EC\$901,657 in 1984.

When the value of the amount of food imported from Dominica in 1983 is compared with that of 1984, an increase of EC\$8,903 to EC\$18,052 is observed. This figure represents an increase of 100 percent.

Socio-demographic characteristics of traders

Available records and interviews with traders indicate that the majority of the inter-island traders are women. A sample of 57 traders indicates that their ages range between 20 and 67 with the majority falling within the over-40 age range, and trading for more than nine years. (See Table below).

Number of Traders by Age Group

<u>Age</u>	<u>Number</u>
20-29	15
30-39	7
40-50	24
51-60	8
60+	<u>3</u>
Total	57

The interviews revealed that high unemployment and lack of income were motivating factors in the traders' involvement in the activity which provided a source of income for the family and household. The traders interviewed mentioned that they had, in general, at least four dependents - two or more children, a partner and one or more other relatives - and that their educational level amounted to about four or five years of primary schooling.

The activity cycle of the traders

The time schedule between trading trips by sea for the inter-island trader is dependent upon two main factors. These are:

1. The sea route, and
2. Transaction time at base.

The route taken by sea, travelling time from Dominica to St. Kitts or to Antigua and Barbuda takes approximately half a day. The direct trip to St. Martin from Dominica is a full day. Usually the inter-island trader arrives in St. Kitts and Nevis or in Antigua and Barbuda in the morning, and leaves late in the

afternoon, spending on an average a full working day on the island. When the trading vessel arrives in St. Martin, it spends two or three days there if the route followed has been an indirect one, and about four days if the route has been direct. The trader spends, therefore, about a week from the time he leaves Dominica to the time of his return.

The time taken in Dominica to complete such business transactions as the payment to creditors, purchasing, packing, documenting, transporting and loading of goods is generally one week - the time it takes the vessel to complete the return trip between Dominica and St. Martin.

In Dominica the activity cycle of the inter-island trader is characterized by the following pattern:

Day 1: Attending to matters pertaining to family and payments to creditors;

Day 2-4: Payment to creditors; purchasing and transporting of goods to gathering point, which is usually the traders' home; and packing;

Day 5-6: Documenting goods and transporting these to port;

Day 6-7: Loading and departure.

For those traders who have other persons, usually relatives, conducting the business transactions in Dominica the trading cycle is completed in about seven or eight days - the time it takes to leave and return to Dominica until their vessel sails again. A detailed account of the trader's activity cycle is as follows:-

1. Returning home, unloading at the port;
2. Attending to family matters;
3. Paying the creditors (farmers);
4. Purchasing of goods which includes determining what is available, at what time and price, conditions of payment and finally placing an order;
5. Collecting or securing the delivery of the products;
6. Preparing the merchandise for shipping which includes sorting, cleaning, packing and marking;
7. Documenting goods and preparing travel documents;
8. Transporting goods to the ship;

9. Supervising loading;
10. Embarking;
11. Voyaging to the next port (St. Kitts and Nevis or Antigua and Barbuda)²;
12. Arrival with the attendant, immigration procedures, customs clearance and phytosanitary controls.³
13. Transporting goods to the site of sale/distribution. In St. Kitts and Nevis transportation is by cart and in Antigua and Barbuda by one small boat;
14. Retailing and distributing to consignees, and collecting money owed from the previous selling trip;
15. Re-embarking for the continuing voyage to St. Martin;
16. Arriving in St. Martin which entails immigration formalities, clearance of ship by port authorities (payment of wharfage by captain);
17. Selling and distributing to larger wholesalers;
18. Transporting to the Marigot market place part of the merchandise to be sold during the first two/three days. This is done by pooling for one pickup and, on the last day, the rest of the goods are unloaded and transported to the market. Transporting part of her load is sometimes done by the trader personally by hand/head;
19. Retailing and wholesaling to smaller wholesalers and to those that sell elsewhere along the streets;
20. At the close of market during the first day, the traders have to store the unsold goods back on the ship or at relatives' or friends' homes. Some of the traders spend their nights on the vessel. This seems to be customary on the other islands as well when the traders remain there for periods lasting more than a day.

² Eleven to 15, and 21 to 23 mark the transit phase for those traders who do not go from Dominica directly to St. Martin.

³ In St. Kitts and Nevis, customs clearance is sometimes done for two/three traders who pool together. In Antigua and Barbuda after the first clearance of the ship, there is a second clearance at the Fisheries Wharf before the goods are unloaded.

Round trip selling on the island is done after the market hours from 1400 hours onwards.⁴

21. Purchasing goods for own consumption or for resale in Dominica;
22. Return voyage to transit point;
23. Collecting part of the sales of consigned goods;⁵
24. Changing of vessel; and
25. Return voyage to Dominica.

The reverse trade

In contrast to the Saint Vincent traders who take back to their country for trading purposes canned foods, liquor, radios and cassette players, the Dominican traders carry out little or no reverse trade. Apart from purchases for personal use, goods such as clothing and electrical appliances are bought for trade only on a limited basis. Persons interviewed explained that such transactions were usually carried out by way of orders placed by the trader or captain, in this way guaranteeing the sale of the goods.

It seems plausible to surmise from the data gathered that the following factors militate against the reverse trade to Dominica:

(a) Captains of vessels take general cargo, especially from St. Martin/St. Maarten to different islands.

(b) The route to St. Martin/St. Maarten via Antigua and Barbuda as transit points often necessitates a change of vessel. On arrival at a transit point such as Antigua and Barbuda en route to Dominica, vessels usually set out to sea on a week-long fishing trip.

(c) The reluctance of Dominican traders to venture into a system of trading other than that established in the trade of agricultural products.

⁴ Optional operation for the traders.

⁵ Optional operation for the traders.

IV. THE INTER-ISLAND TRADE IN NON-AGRICULTURAL PRODUCTS

This informal trade is conducted by persons who buy their merchandise in one island overseas and sell it in their home island. It is basically a one-way trade. In most instances, these traders travel by air and take as much cargo as possible with them in their suitcases and in boxes. For this reason they are generally called the "suitcase traders". Most of the "suitcase traders" do not stay more than four days on a buying tour. In this trade St. Martin/St. Maarten functions in the Leeward Islands as a purchasing center and as a transit port.

Information on the suitcase trade is less accessible than that of the inter-island trade in agricultural products for various reasons:

(a) The airway bills generally are not filed by name, but by number. Therefore it is necessary to ascertain the name of the trader sending certain cargo in a vessel before one can trace the amount of merchandise transported.

(b) Suitcase traders are difficult to distinguish from other passengers because they travel often as tourists, unless the clerks at the ticket office are able to identify some of them because of the regularity and frequency of their travel.

(c) The so-called one-day shoppers sometimes also do some trade apart from buying for their own or family use.

Through conversations with immigration officials, airport and airline officials in St. Maarten, the following groups of traders have been identified:

1. The Jamaican higglers, totalling approximately 35 persons of which 90 percent are women between the ages of 30 to 45 years old. An average of 8 to 10 percent of traders come to St. Maarten each week and make the trip about once per month. Most of these traders are members of the Jamaican Higglers Association and are required to hold identification cards which facilitate their travelling. These traders generally buy liquor and clothing and some electrical appliances in St. Maarten for their trade. They usually stay two days in St. Maarten.

2. A small group of five Haitian traders, of whom four are women who live in St. Maarten, go to Haiti to purchase handicraft and costume jewellery mainly for the tourist market. These traders have other persons, generally women, on the pier or in small shops selling the merchandise on their behalf.

3. Among the group of one-day shoppers - women coming to St. Maarten from Antigua and Barbuda, St. Kitts and Nevis and from Trinidad and Tobago - are persons who visit the port exclusively for trading purposes. Some traders from this group go on to Puerto Rico to carry out additional trade.

4. Migrant workers in St. Maarten/St. Martin, especially those from Dominica, Santo Domingo and Haiti, often take liquor and electrical appliances for trading purposes when they return home on their holidays.

5. A group of traders out of Haiti and Guadeloupe use St. Maarten as a connecting point or transit point to their final buying destination, which is Curacao. Information on the travel arrangements of the Haitian traders was not available. From Guadeloupe there are some 40 traders involved, all of whom are women ranging from 40 to 50 years. Each week six to eight Guadeloupan traders travel to Curacao. They take their merchandise, consisting of clothing, back with them on the plane to St. Maarten, but ship the goods from Marigot (St. Martin) to Guadeloupe. They have two taxi drivers who handle the shipping for them since they usually stay only one day each time they pass through St. Maarten.

6. Traders from St. Kitts and Nevis go firstly to Puerto Rico and secondly to St. Maarten and, less frequently, to Curacao. Clothing - sports and children's wear, is the main item purchased. In most instances, the traders are women in their late twenties or early thirties. These traders have established shops from which they sell their merchandise. Forty persons from St. Kitts and 12 from Nevis are involved in this trade. They operate on a seasonal basis. There is, for instance, more involvement in the activity near the end of the year (November and December) and during the pre-school period (July - August).

7. The traders from Antigua and Barbuda generally carry out purchases in Puerto Rico. Their next preference for shopping is St. Maarten followed by Curacao. Clothing, electrical appliances and, on a limited scale, jewellery are the goods purchased for trading purposes. Estimates of the amount of persons involved in this trade vary between 75 to 100 persons who are, in the main, women between 35 and 45 years.

V. CONSTRAINTS ON THE INTER-ISLAND TRADE

A. Government policies

While the contribution of the inter-island trade to the local economy is generally recognized, it is hindered by increasing measures to regulate it through:

(a) Modifying the existing phytosanitary control and regulations;

(b) Introducing general regulations regarding selling - place, hours, days, transportation arrangements; and

(c) Forcing a stricter control on import licenses and payment of taxes.

Since 1987, the inter-island traders have been prohibited from selling in St. Martin on Mondays and Tuesdays. According to information given by some traders, new regulations have been introduced obliging them to use transportation from a designated association, where before the traders would generally have made their own arrangements.

In Antigua and Barbuda, there are plans to renovate the area around the deep water harbour and the fisheries wharf (where the unloading takes place). The extent to which this would affect the trade is difficult to estimate at present, but indications are that more trade regulations will be introduced through this development.

At present there are differences between the islands in the procedures for applying for import licenses, and in the amounts of taxes, stamp duties, consumption taxes and wharfage fees to be paid.

In each island there is a general policy statement by government for promoting the development and diversification of agriculture to an extent where a high degree of self-sufficiency may be achieved. This will have an impact on the inter-island trade in agricultural products.

B. The nature of the trade

Major problems identified as affecting the inter-island trade are:

- (a) The high rate of spoilage due to multiple channels of transport between producer and consumer;
- (b) Inadequate handling;
- (c) Inadequate packing (not recyclable and water resistant);
- (d) Inadequate storing and cooling facilities on the vessel and at the unloading port;
- (e) Conducting the trade in the open air on the ground, exposing the goods to long hours in the sun;
- (f) Increasing pressure on the market because of too many traders being present at the same time;
- (g) Problems with cash flow because of increasing competition, higher costs, less returns and less credits from the suppliers (farmers);
- (h) Dependency on other persons (truck drivers and middle persons) for transporting and selling/distributing the goods; and
- (i) The excessive length of time taken in clearing customs and immigration.

VI. CONCLUSIONS AND RECOMMENDATIONS

The foregoing overview points to the need for further research into the informal inter-island trade with specific reference to women's participation in this trade, and for concentrating this research on the trade in agricultural products. Research into the so-called "suitcase trade" is recommended only if a broader picture of the inter-island trade in the Caribbean is desirable.

In designing action programmes to overcome the constraints on the trade a distinction should be made between:

- (a) Problems of a regional character, for example, standardization of import and export regulations;
- (b) Problems to be addressed by national governments - for instance, those related to physical market facilities;
- (c) Problems to be handled by the vessel owners (cooling, handling and storage facilities);

(d) Problems that can be tackled directly by, or on behalf of, the traders.

Action should be taken that consolidate and enhance the skills of the inter-island traders including:

(a) Increasing knowledge regarding the proper selection and handling of agricultural products.

(b) Studying the possibility of restructuring the collection and transportation of the products, perhaps on a collective basis.

(c) The launching of an information campaign and organization of training in order:

(i) To improve the knowledge of the inter-island trader regarding the taxes and duties to be paid in each of the islands involved in the trade. It has been observed that the inter-island traders are not properly informed and, as a result, are dependent on others to handle these matters, generally at a cost.

(ii) To increase knowledge regarding the most marketable products.

(d) Research into other types of produce and processed products, such as, chutney, syrups and condiments.

(e) Selection of adequate and low-cost packing materials.

On an analytical level, further research is recommended in the following areas:

(a) A study of the dynamic character of the informal inter-island trade with specific reference to women's participation and with special attention to shifts in markets and products over years. Identifying determining factors for successful trading would be useful.

(b) Analysis of the operation of the inter-island traders' network both in their home-island as well as abroad. A specific component could be the amount of persons directly and indirectly employed in the inter-island sector.

(c) Further research in Dominica is recommended on:

(i) The quantity and types of goods traded to the several islands of the Caribbean;

(ii) The number and profile of persons trading;

(iii) The frequency of persons trading;

- (iv) The character of "unaccompanied" ⁶ trade to the several islands of the Caribbean.
- on:
- (d) Further research is recommended in Antigua and Barbuda
 - (i) The amount of inter-island traders and goods in transit to St. Martin/St. Maarten;
 - (ii) The amount of inter-island traders that operate in Antigua and Barbuda by analyzing:
 - a. The "Hucksters" licenses;
 - b. The monthly reports on the "Hucksters" movements at the V.C. Bird Airport; and
 - c. The monthly reports of the Immigration Department of Deep water Harbour.

On a regional level, efforts should be dedicated to setting up uniform systems to register and compile data on the informal inter-island trade.

Closer co-operation and exchange of information between organizations and institutions in the Caribbean is stressed.

⁶ Unaccompanied trade is trade whereby a shipment of goods is sent to a consignee who markets in another island

ANNEXLIST OF INTERVIEWEES

ANGUILLA

Mr. E. Gumbis
Customs Officer
Road Bay Harbour

Mr. C. Harrigan
Statistician
The Valley

Mr. G.K. Harrigan
Comptroller of
Customs
The Valley

Mr. A. Mohammed
Technical Asst.
Dept. of Agriculture
The Valley

Mr. C. Richardson
Statistician
The Valley

Mr. L. Richardson
Director
Dept. of Agriculture
The Valley

Mr. K. Williams
Technical Asst.
Dept. of Stats.
The Valley

ANTIGUA AND BARBUDA

Captain J. Anthony Windchester
Mr. Benjamin
Director
Port Authority
Deepwater Harbour

Miss Brown
Immigration Office
Deepwater Harbour

Mr. H. Edwards
Director
Inland Revenue
St. John's

Mr. Georges
Customs Officer
Deepwater Harbour

Corporal Hywood
Immigration Officer
Deepwater Harbour

Mr. J. Joseph
Director
Immigration
St. John's

Mr. Joseph
Owner/Cargo
Transporter
Fisheries Wharf

Mr. R. Samuel
Collector of
Customs
St. John's

Mr. E.A. Weston
Director
Economic Planning
St. John's

Mrs. G.M. Tonge
Director
Women's Desk
St. John's

SAINT CHRISTOPHER/NEVIS

Mr. K. Archibald
Chief Agricultural
Officer
Basseterre

Mr. Brown
Market-keeper
Basseterre

Inspector Charles
Chief Immigration
Officer
Basseterre

Mr. V. Guishard
Assistant Mgr.
Deepwater Harbour

Mr. O. Knight
Chief Statistics
Division of the
Planning Unit
Basseterre

Mr. B. Nisbet
Senior Officer
Department of
Agriculture
Basseterre

Mrs. G. Nisbet
Assistant Secretary
Women's Affairs
Basseterre

Mr. V.L. Warner
Permanent Secretary
Ministry of Trade
and Industry
Basseterre

NEVIS

Mr. G. Brown
Marketkeeper
Charlestown

Mr. Lescott
Senior Officer
Customs Dept.
Charlestown

Officer Libert
Customs Officer
Airport
New Castle

Mr. G. Menard
Pierkeeper
Charlestown

Miss Morton
Secretary
Department of Agriculture
Charlestown

Mr. Wallace
 Officer Supply
 Office
 Charlestown

Mrs. Walter
 Head of Customs
 and Port
 Charlestown

SAINT MAARTEN/SAINT MARTIN

S.P. Albarelli
 Inspector
 Principal
 Marigot

Mr. F. Arnell
 Manager Airport
 Phillipsburg

Mr. St. E. Arnell
 Portmaster
 Marigot

Mr. Blackman
 Manager Eastern/
 British West Indian
 Airways
 Juliana Airport

Mr. A. Brookson
 Secretary General
 Marigot

Mr. Hodge
 Handling Clerk
 Air Guadeloupe
 Air Martinique
 Juliana Airport

Mr. Illidge
 Assistant Postmaster
 Marigot

Mr. Duzanson
 Head
 General Affairs
 Phillipsburg
 Mr. S. Hoo
 Harbourmaster
 Phillipsburg

Mr. E. Jonis
Head
Immigration
Juliana Airport

Mr. E. Labega
Head
Dept. of Health
Philipsburg

Mr. R. Pantophlek
Head
Dept. of Stats.
Philipsburg

Mr. H. Peters
Officer
Statistics Harbour
Philipsburg

Mr. L. Pieters
Secretary
Chamber of Commerce
Philipsburg

Mr. G. Richardson
Head
Dept. of Agriculture
Philipsburg

Mr. J. Richardson
Officer
Agriculture Dept.
Philipsburg

Mrs. De. Stephen
Director
LIAT/PANAM
Juliana Airport

Mr. S. De Weever
Assistant Gen. Mgr.
Winnair
Juliana Airport

