

recent DC-8 lease agreement with Worldways Canada. The large capacity from Baltimore is the result of Air Jamaica's daily A300 flight. While the relatively low capacity from Toronto might seem an impediment to Canada-Jamaica trade, shippers may also use the considerable capacity from the United States East Coast. Interviews with carriers, forwarders and shippers indicates that additional traffic can be accommodated by existing services.

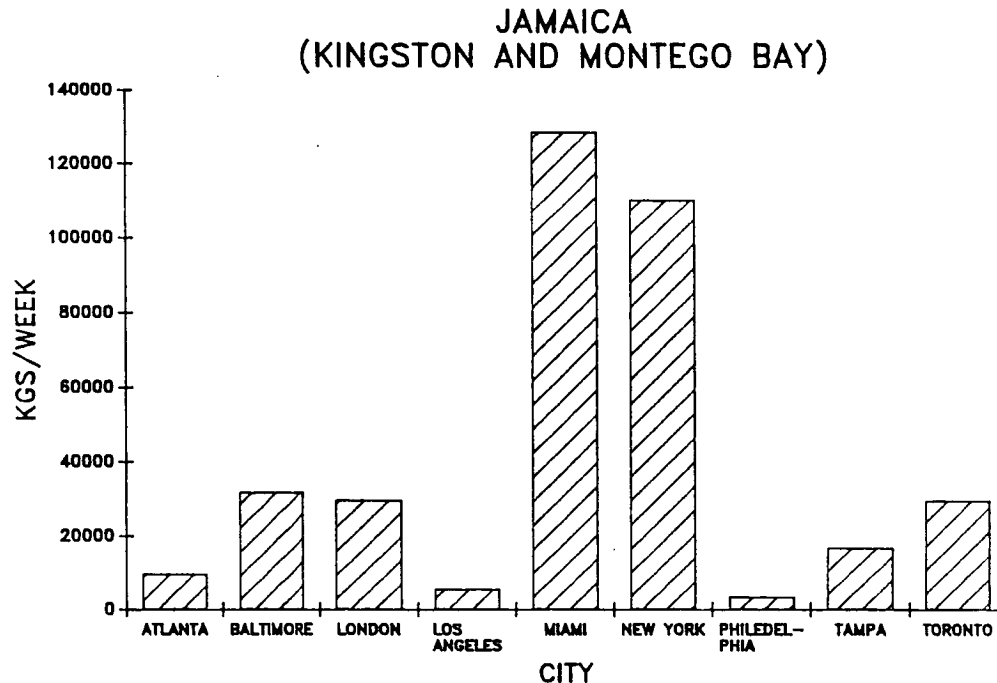


Figure III-1. Cargo Capacity to Jamaica

(ii) Trinidad and Tobago

The abundance of space from New York shown on Figure III-2 is primarily attributable to the wide body services of American Airlines, Pan American and all-cargo services by Carricargo. BWIA operates a mixture of MD-80 and L-15 aircraft from New York to Trinidad, and cargo space must be shared with other Caribbean islands served enroute. Considerable Miami capacity is provided by narrow body services. The sizeable cargo potential uplift enjoyed by Toronto results from BWIA's all L-15 services and all-wide body services by Air Canada. Canadian shippers can also use services from New York. Capacity from London is also substantial and may encourage trade between the United Kingdom and Trinidad-Tobago. Air cargo capacity between Canada and Trinidad is comparable to that enjoyed by competing nations, and does appear to be a factor constraining trade.