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*Redburn Inc.*, Tel.# (514) 861-0511, Montreal.

Inducement sailings of at least 2000 MT from Montreal, Toronto, Halifax or Vancouver to any major Mexican port.

*Navicana Lines*, Tel.# (604) 689-3129, c/o Greer Shipping, Vancouver.

Inducement sailings between Vancouver and Mexican Pacific coast ports via Los Angeles on shipment contract of \$US 100,000 value and up. Does not normally extend up to Vancouver.

## **Air**

Air transport is used for the movement of high-value items (e.g. electronics, aircraft parts, pharmaceuticals, precious stones and metals, flowers, etc.) between Canada and Mexico. At present, most direct air traffic between the two countries is charter vacation traffic which does not lend itself well to cargo transport (lack of capacity and irregular scheduling). Commercial airlines, however, have increased the frequency of direct scheduled flights between the two countries in the last six months. Montreal, Toronto and Vancouver enjoy direct commercial services with Mexico City.

*Canadian Airlines International (CAIL)* operates a direct flight three times per week between Toronto and Mexico City. *Iberia* flies direct twice weekly from Montreal to Mexico City. While *Iberia* has upgraded past operations by flying Boeing 747's, the amount of cargo space that will be available on *Iberia's* flights for Canadian shippers is uncertain as the flights originate in Madrid and may already be well loaded with freight when they arrive in Montreal. *Japan Airlines (JAL)* flies direct twice weekly from Vancouver to Mexico City and *Aerovias de Mexico* plans to initiate a similar service. Other commercial carriers, like *Air Canada*, *Delta* and *American Airlines*, operate out of Toronto or Vancouver to Mexico City via Dallas or Miami.

There are also several all-cargo airlines which fly to Mexico from various points in the United States. For example, *Airline Services International*, an airfreight wholesale operation based in Toronto, books freight onto *Amerijet Airlines* from Miami to Mexico City after moving goods down from Toronto or Montreal with *Air Canada*.

With all the uncertainties facing the international airline community, it is difficult to project the future of air routes to Mexico other than to say that charters will most likely continue to dominate the market, at least on the passenger side. One should also note that flight schedules to Mexico have historically been subject to frequent change by commercial carriers.