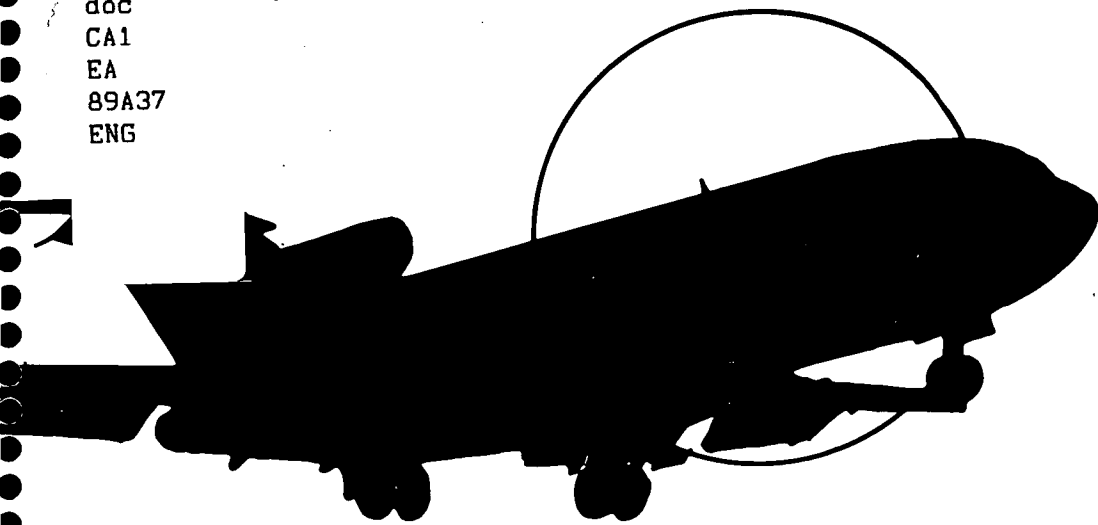
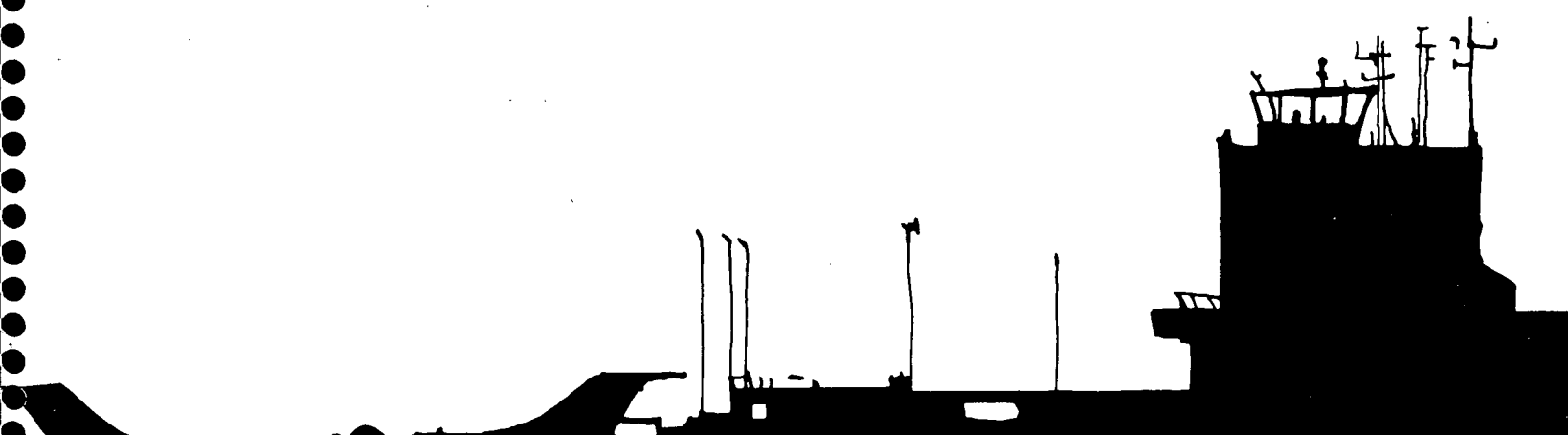


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**AIRBORNE TRADE OPPORTUNITIES
BETWEEN CANADA
AND THE CARIBBEAN**

**SYPER :
MUELLER**



**AIRBORNE TRADE OPPORTUNITIES
BETWEEN CANADA AND THE CARIBBEAN**

**Prepared For
EXTERNAL AFFAIRS CANADA**

**By
SYPHER:MUELLER International**

March 1989

Dept. of External Affairs
Min. des Affaires extérieures

DEC 20 1993

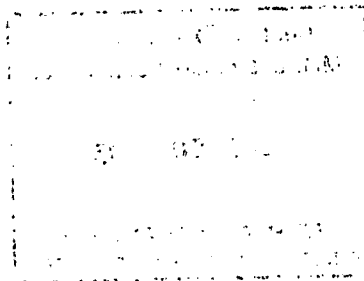
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FOREWARD

This report was prepared for External Affairs Canada, by SYPHER:MUELLER International Inc., a Canadian consulting firm specializing in transportation management. The research contained within this report was supplemented by extensive interviews and discussions with parties interested in promoting air freight services and economic links between Canada and the Caribbean. The opinions and conclusions contained within the document represent the views of SYPHER:MUELLER International Inc. and are not necessarily those of External Affairs Canada or the organizations or individuals who contributed to this study.



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EXECUTIVE SUMMARY

In the winter of 1988/1989, the Canadian Department of External Affairs commissioned a detailed study of the Canada-Caribbean air freight industry. Although Canada has had close political, cultural and ethnic ties with many Caribbean island nations, trading activity has not risen to a commensurate level. But the extensive and growing air links between Canada and the Caribbean which cater mostly to the pleasure traveler can play a fundamental role in economic development if their ability to support north-south airborne commerce is fully exploited.

This interest recognizes the paramount role which air freight can play as a spur to regional economic development. The otherwise unused belly space on passenger aircraft can provide the foundation for a wide range of new business activities in both the Caribbean and in Canada. A major advantage of air cargo-driven strategies for local economic development is their ability to foster incremental growth. Air cargo capacity in the Caribbean is virtually a windfall, resulting from the prior existence of heavy travel demands by passengers. One major spinoff of a growing tourist industry is the empty belly space on flights scheduled around the needs of leisure passengers. As almost a free good, the air cargo capacity on passenger flights can be sold at incrementally priced rates to local businesses. They have the opportunity to experiment in using an expedited link to northbound markets without having to make huge fixed investments in transportation facilities. Since belly cargo services are not offered on use-it-or-lose-it terms, firms can make gradual and progressive commitments to activities requiring the use of air freight. Thus air freight provides a relatively low risk mechanism to promote regional industrial diversification to nations now highly dependent on tourism.

This report summarizes the study of the potential of air freight to catalyze growth in trade between Canada and selected nations in the Caribbean. The purpose of this study is to assess the ability of existing air cargo services and ground facilities to support expanded trade between Canada and the Caribbean. Strengths and weaknesses are identified. Their impact on Canada's ability to compete with the United States and Western Europe in Caribbean trade have been explored. An analysis of cargo tariffs has been performed to determine if potential shippers between Canada and the Caribbean face any significant cost disadvantages.

A major objective of the study has been to identify trading patterns between Caribbean nations and the rest of the world. To the extent possible, air:ground modal splits have been provided. Special emphasis has been placed on developing a large, comprehensive database of Canada-Caribbean imports and exports. Countries and commodities with the greatest potential for boosting airborne trade with Canada have been identified.

As part of the process of data collection, numerous individuals within the airline industry as well as those associated with Canada's trade with the Caribbean have been contacted. These interviews have provided subjective views on Canada-Caribbean air services and prospects for improved trade which complement the objective data on which most of the findings have been based. A list of persons interviewed is presented in Appendix R.

Air freight services between Canada and the Caribbean are of a high quality. The presence of wide body capacity on most routes allows aircraft to carry large containerized shipments, and provides airlines with considerable scope for incentive rates to high volume accounts. Jamaica, Trinidad, the Leeward and Windward Islands and Barbados are particularly well served by frequent, year-round wide body flights offering containerized capacity. Airborne trade with Cuba and the Bahamas is presently constrained by the lack of widebody services. The Dominican Republic receives widebody capacity throughout the year, but total uplift is relatively low. As a result of these factors, routes to Canada from these nations have less scope to support airborne trade than those to the United States and Western Europe. Cargo charters see limited use in the Caribbean because of poor backhaul prospects, the abundance of wide body aircraft on many routes, rate pressures, and Canadian regulations barring split charters for dry goods and charter of aircraft by forwarders.

Despite Canada's proximity to Caribbean markets, and her high penetration in the Region, she has been increasingly challenged by exports from Japan and Western Europe. For example, although trading with Cuba is significant, this large market may offer long term growth opportunities. Major items exported from Canada by air include commercial telecommunications equipment, machinery, personal effects and medical equipment. Foodstuffs and textiles move in large quantities northbound. The best opportunities for additional airborne exports to the Caribbean are Jamaica, Trinidad and the Leeward - Windward Islands. The Bahamas and Cuba are particularly well positioned to boost their air freight exports to Canada.

Air cargo tariffs between Canada and the Caribbean are higher than those which involve the United States. The additional distances do not explain the discrepancy. Despite this, many rates between Canada and specific points in the Caribbean are less than those applying to the New York gateway. Cargo charters provide potential shippers with considerable cost savings, but only for very large volumes of traffic moving at discreet intervals. The cost savings resulting from charters are heavily dependent on backhaul opportunities.

Although air freight facilities at most Caribbean airports are not fully adequate, they are not a factor in limiting air cargo throughput. There is a serious need for better refrigeration facilities in the Caribbean, so that perishables such as fruit, cut flowers and seafood can be shipped more efficiently. Only Santo Domingo was found to have serious and potentially traffic-limiting constraints resulting from an inadequate infrastructure.

Although Caribbean airports are seeing increasing use as staging points for illegal drug shipments, this will not prevent legitimate cargo from attaining its full potential. Airlines are anxious for additional traffic and are already exposed to risk whether or not cargo volumes increase sharply. Illegal drugs in air freight shipments are not now an overriding concern on Caribbean-Canada flights. There is, however, a distinct possibility that the problem will worsen substantially, particularly if US Customs is able to curtail the importation of illegal substances through the Miami airport. US pressure for a tougher Canadian stance on drug traffic is likely if Canadian cities emerge as important gateways to the American streets. Although costs for air freight will increase, and service levels may decrease, all nations will be affected and persons involved in Canada-Caribbean trade will not necessarily be placed at a competitive disadvantage.

Major trends which may promote additional air freight volumes between Canada and the Caribbean include a growing tendency of firms to place labour intensive phases of the manufacturing process offshore. As smaller islands develop a tourist infrastructure, they will require a steady inbound traffic in North American food products and supplies.

I INTRODUCTION

Canada has always maintained special links with the nations of the Caribbean Basin. There is a substantial two-way community of interest, developed through strong historical, political and economic ties. While the Caribbean is first known as a winter destination for Canadian tourists, other factors, such as recent migration from the region into Canada, operations by multinational corporations, the common heritage of both areas as former British colonies, trading patterns dating back two hundred years, and a mutual anxiety over the enormous and geographically intervening American market have resulted in unique economic and political relationships. Through positioning itself as a middle power with a distinct foreign policy and political philosophy, as exemplified by its willingness to trade with Cuba, Canada has gained additional exposure in Less Developed Countries including those of the Caribbean.

The nations of the Caribbean, while possessing stable political institutions and relatively strong economies, have experienced their share of difficulties in such areas as volatile commodity prices, high interest rates, exchange rate fluctuations and high energy costs. The growth in economic trading blocs, as exemplified by the Canada-US Free Trade Agreement and the 1992 dropping of intra-European tariffs are of concern to the Caribbean nations. They must also be ready to exploit new opportunities for economic development resulting from the global optimization of production by multinational corporations.

This study is intended to support market-driven economic development programs to enhance both the Caribbean nations and Canada. One product of existing economic links between Canada and the Caribbean has been a comprehensive network of airline services connecting the two parties. While the existing airline services are primarily intended to support north-south travel by inhabitants of both regions, they offer opportunities for developing a greater flow of goods. Flights between the two regions, despite heavy passenger loads, offer considerable empty belly space which can be marketed for air cargo. Since few additional costs result when it is marketed for air cargo, and since it would otherwise generate no revenue for the airline, it can be sold at highly attractive by-product rates. The cheap yet rapid transportation can then be used as a means to stimulate additional trade between the Caribbean and Canada.

Air cargo as a tool of regional economic development has several unique advantages. First, as long as passengers fly between Canada and the Caribbean, capacity will be available. Second, air capacity will be particularly large to regional sunspots. These communities may perceive an acute need to diversify their economies away from tourism. The greater the tourist traffic to an area, the greater the air cargo capacity, and the greater the opportunity for use of air cargo as an economic development tool. Third, the airline revenues provided by air cargo may improve the carriers' income statements

and may make their operations in an area less subject to rising or falling popularity among Canadian tourists. Finally, air cargo capacity by its very nature is provided in both directions. This enables trade flows in opposite directions to be self-financing. While Canada may wish to increase her exports to the Caribbean, the intended markets may lack adequate foreign exchange to increase imports. They can, however, use the northbound cargo capacity to develop their own exports to Canada. The foreign exchange thus obtained can be used to finance airborne imports.

Despite the appeal of an air cargo-based economic development initiative, its real potential must be examined carefully. Inadequacies in the air cargo capacity or deficiencies in the infrastructure may preclude additional air cargo volumes. Relevant markets may be saturated. Airlines may be unwilling to promote north-south air cargo because of a preoccupation with the core passenger business or a reluctance to lower prices without meaningful evidence of traffic elasticities. Businesses may be unaware of or unable to exploit the opportunities resulting from an availability of air freight capacity. There is thus a need for additional research to determine if, in fact, air freight services can function as a tool for economic development.

II STUDY OBJECTIVES AND SCOPE

The purpose of this study is to evaluate the ability of existing Canada-Caribbean air cargo services to promote mutual trade and economic development. The major component issues to be addressed include:

- To what extent are existing Canada-Caribbean air services able to carry additional northbound and southbound volumes?
- How do the existing air cargo links between the Caribbean and Canada compare to air services linking the south with the United States and Western Europe?
- What products are currently being traded between the nations of the Caribbean and Canada, the United States and Western Europe.
- What products and nations offer the best potential for developing northbound and southbound Canada-Caribbean trade?
- How do freight rates between Canada, the United States and Western Europe on one hand and the Caribbean on the other compare? Do they place prospective Canada-Caribbean traders at a competitive disadvantage?
- Is the infrastructure at Caribbean airports able to accommodate additional airborne trade with Canada?
- How do airlines and prospective importers / exporters perceive existing Canada-Caribbean airborne trade and what do they believe are the major requirements for air freight service improvements? What do they view as the major opportunities for additional airborne trade?

The scope of the study is restricted to the air mode. Air linkages from the Caribbean to Canada, the United States, Western Europe and Eastern Europe are explored in depth. Intra-Caribbean air links and services from the Caribbean to Central and South America have not been considered. Import/export data bases assembled include products moving both by air and by surface, although the assessment of market opportunities addresses airborne trade exclusively. Trade from all regions of Canada is considered, although a special analysis of prospects from the Atlantic region has been performed.

Caribbean nations assessed in this study are Cuba, the Dominican Republic, the Bahamas, Barbados, the Leeward and Windward Islands, Jamaica and Trinidad-Tobago. Bermuda, Belize, Central America, Haiti and the French and Dutch Antilles are beyond the scope of the terms of reference.

III ANALYSIS OF AIR CARGO SERVICES TO THE CARIBBEAN

A. Overview

The overwhelming share of air cargo to and from the Caribbean nations under study is conveyed in the bellies of passenger aircraft. These flights are scheduled around the needs of the airline passenger. Air cargo is marketed entirely as a by-product, generating cash from otherwise empty belly space. The incremental costs of carrying air freight are insignificant, and consist primarily of additional fuel burned because of the somewhat higher gross takeoff weight of the aircraft. Cargo may also lead to higher ground costs, but these can be minimized by cross-utilizing ramp staff to service air cargo, subcontracting warehouse operations, and using freight forwarders.

Passengers overwhelmingly prefer to travel during weekends, so midweek cargo capacity can be scarce. Such weekend peaking does, however, permit the carrier to sell passenger and cargo space on somewhat lower rates than would otherwise be possible. Many of the aircraft operating on weekends to the Caribbean are used on high volume, high yield intercity runs during the weekdays. Because of the weekend slump in business travel, they would be idle unless used on runs such as to the Caribbean. These services can be costed on an incremental rather than a fully-allocated basis, and rates may be lower as a result.

The great importance of the Caribbean as a winter vacation market complicates the provision of air cargo services. This market is highly seasonal, and the peak time for passenger demand will not necessarily correspond to air freight traffic peaks. Some services, such as Air Canada's flight from Toronto to Varadero, are discontinued altogether during the summer. Vacation travel is highly price-sensitive, and downward pressures on passenger yields are further exerted by the large travel wholesalers and bulk purchasers of seats. The relatively low yields (revenues per revenue passenger mile) that result necessitate that the flight operate relatively full if it is to generate a profit. This in turn may limit cargo space because of the additional checked baggage.

In addition to North American tourists, flights to the Caribbean cater to the transportation needs of Basin residents. Large numbers visit Canada and the United States, particularly during the summer, either for leisure or seasonal employment. These persons return home in the late fall. Traffic is so large that one carrier interviewed considers the summer months, not the winter, as the major traffic peak. Many purchase large quantities of consumer goods in North America, which are transported to the Caribbean as personal baggage. The enormous and "unrealistic" passenger demands for checked baggage space poses a major problem to airlines at this time. Belly holds have frequently bulked out completely with baggage and have totally displaced air freight. Since many shippers rely on air cargo heavily, this has created a major problem for clients and airlines alike. Some carriers have trucked excess baggage to US gateways for onward transit to the south. High frequency narrow body flights predominate on Caribbean services from Florida. Although these flights also are subject to many demands for capacity, they are usually able to provide adequate space to accommodate low priority cargo and excess baggage. One carrier suggested that excess baggage problems are actually more acute from US gateways than from those in Canada.

In addition to seasonal passenger traffic peaks in both the summer and winter, Caribbean air routes are subject to severe capacity shorthauls prior to Christmas, during the Carnival, and over the March break.

Except for the cabotage services by Air France to Martinique and Guadeloupe, there are no wide body all-cargo or combi services to the Caribbean. These aircraft require large volumes of dependable, long-range traffic, as well as a ground infrastructure that includes the relatively expensive main-deck loader. A few small carriers operate all-cargo scheduled and charter services using second-hand aircraft. These flights are threatened by the relatively poor economics of narrow-body freighters, low northbound rates from the Caribbean, and the growing concern over aircraft noise.

Air cargo services are heavily dependent on the availability of containerized capacity. While narrow body aircraft can only accommodate loose shipments bulk-loaded in belly holds, subject to severe limitations on piece weights, wide body and freighter flights allow shippers to use containers. Not only do these "Unit Load Devices" vastly simplify cargo handling, they also provide the basis for attractive high volume rates charged to shippers who load the equipment themselves. Any project to promote higher volumes Canada-Caribbean air trade will depend heavily for its success on the critical availability of containerized space.

While a huge number of container types are in use, two Unit Load Devices are of greatest interest. The LD-3 is carried on virtually all wide body aircraft and sees worldwide use for cargo and checked baggage. It is a metal, fiberglass or plastic container 200 x 152 x 163 centimeters that is contoured to match the curvature of the belly hold. Two LD-3's are loaded side-by-side. Use of these containers on the Boeing 767 entails a stowage loss because of the relatively narrow belly floor. The 223.5 x 317.5 pallet can be used on the upper deck of a narrow body freighter if the height is less than 204 centimeters, and the device is contoured to the aircraft fuselage. Occasionally, a fiberglass cover is provided. When loaded to a maximum height of 158 centimeters, the unit can be placed in the belly hold of a 767, L-15, 747 or DC-10. An LD-9 is similar in base footprint to this pallet, but has a rectangular non-structural cover.

B. Scheduled Flight Data Base

Data bases of scheduled passenger services to the Caribbean were extracted from the International and North American editions of the Official Airline Guide. The Air Cargo Guide provides a list of scheduled all-cargo services. A data base was developed for the summer (July 10, 1988) scheduled period. The data base includes all flights from Canada, Western and Eastern Europe to the Caribbean nations under study. The summer period is used because winter schedules are

distorted by a large number of additional flights and by the deployment of high capacity aircraft. Unless cargo traffic peaks fortuitously correspond to passenger capacity upsurges, such seasonal capacity additions have little significance to air freight users. A company wishing to develop airborne trade with Canada must be assured of consistent, year-round capacity, and the lean summer months are the best indicator of marketable air cargo services.

Services from the United States include all wide and narrow body services from points outside of Florida. All flights from Florida are included except narrow body services to the Bahamas. These high frequency services cater to huge passenger volumes. Because of the short distances involved on these quasi-shuttles, such flights offer little of value to the shipping public. Their inclusion in the capacity calculations would unduly distort an estimate of the effective cargo capacity offered into the Bahamas. All Florida-Bahamas wide body services do appear in the data base because they can carry containerized shipments. Services operating through Puerto Rico are not included in the data base, although it must be recognized that connections at the San Juan gateway do provide routing opportunities. The underlying capacity assumptions and data base are portrayed in Appendices A and B respectively.

The detail to which routings are reported will depend on the specific circumstances. All routings within the Caribbean Basin, Central or South America are reported in full. Some flights from the United States serve one or more points on the US mainland eg. Boston-New York-Santo Domingo. The intra-US segment is ignored, since it is a tag end to a long-haul service, and is likely provided for airline scheduling and aircraft rotation purposes. Furthermore, the carrier will enjoy local fillup rights so the Boston-New York leg may include considerable traffic to non-Caribbean points. All capacity on this flight "belongs" to New York. A foreign airline is treated differently. For example, a Philadelphia - Washington - Kingston service on Air Jamaica cannot carry intra-US (cabotage) traffic. The Philadelphia - Washington leg must be supported entirely by Philadelphia - Jamaica revenues. Thus Philadelphia is deemed to "own" one half of this flight's total capacity.

C. Aircraft Cargo Capacities

The calculation of effective cargo capacities for individual flights is both extremely complicated and highly subjective. No generalizations are possible. A great number of factors may limit the effective cargo carried by a specific flight, limiting both the maximum possible payload (defined either by weight or volume) as well as the amount of cargo which may be practically carried. Some of these factors include:

- . The density of most air cargo is such that aircraft customarily exceed hold volumetric restrictions before maximum gross takeoff weight limitations are exceeded. If the cargo is of low density, the total cargo uplift will be lower than the maximum capacity of the aircraft when expressed in units of weight.
- . Runway limitations, which are particularly severe at hot or high altitude airports, may sharply limit cargo capacities.
- . Air mail is usually accorded a higher loading priority than air freight. Revenue air freight may be displaced if mail loads are especially heavy, although this problem is not especially severe in the Caribbean.

- . The aircraft may have a relatively short station stop which precludes the handling of air cargo, or may limit total volumes handled.
- . The maximum weight payloads of the aircraft may be limited because of the nonstop distance of the flight. Extra fuel will be required, with increased gross takeoff weights.
- . Some flights may operate at times in which cargo traffic cannot be serviced. Cargo staff may not operate full shifts, or customs officers may not be on hand to process incoming shipments.
- . Cargo payloads may be limited if the flight operates on overwater stages. It must carry sufficient fuel to reach alternate airports. Safety devices such as liferafts may take up additional weight.
- . Passengers and checked baggage are usually given a higher priority than air cargo. If passengers have large quantities of checked baggage, revenue cargo will be displaced.
- . Some flights involve a large number of station stops. Passenger baggage must be separated by individual hold or unit load device or partitioned by netting within the hold. Space utilization will suffer as a result.
- . If passenger loads are unpredictable ie. if a route is characterized by a large number of no-show passengers or last-minute standbys, the airline must plan cargo loads conservatively. Many flights will contain empty space.
- . Certain hazardous materials cannot be carried onboard passenger aircraft. Some can be carried, but only in limited quantities.
- . The need to balance the aircraft for takeoff may require that certain rearward or forward holds cannot be used for cargo.
- . Certain stations may lack the necessary loading equipment to handle containerized shipments, particularly for 747 freighter or combi equipment.
- . Many shippers prefer to tender air cargo in unit load devices. They are usually charged a flat fee per container, although a sliding scale will be assessed if the gross weight of the container exceeds a certain value called the "pivot weight". The shipper will strive to make the optimum use of the container but will be limited by the volume available. The effective capacity of the aircraft will then depend on the shipper's behaviour and his/her efficiency in utilizing the space purchased.
- . Capacities may vary among specific aircraft of individual airlines. Some aircraft may be configured for high density seating. The higher passenger loads that result will be accompanied by an increased demand for belly space to convey checked baggage. This is particularly significant with wide body aircraft. Some carriers place their galleys in the belly, so that additional passengers can be seated on the main deck. The additional checked baggage makes substantial demands for cargo space, which itself has been reduced because of the location of the galleys.

- . Shippers may require that their cargo travel in unit load devices. This would preclude their use of narrow body passenger aircraft. Other may not wish to see a multiple piece shipment split among several flights, diminishing the utility of narrow body belly space.
- . Shipment dimensions may not conform to aircraft holds or doors. Maximum weights for individual bulk loaded pieces may exceed the limits set in the collective agreements of ground handling staff.
- . A few passenger flights are operated for positioning purposes, and may usually carry very few passengers. Effective belly cargo loads may far exceed those corresponding to customary passenger load factors.

Despite these caveats, the notional capacity of each flight was calculated in the data base. Capacities of wide body aircraft are based on a standard configuration of unit load devices on each aircraft type. It is assumed that the "typical" containerized shipment has a density of 10 lbs/cubic foot and is consolidated in the unit load device with a 10% stowage loss. Narrow body aircraft capacities are based on general industry experience and judgement. Capacities for the various aircraft flying to the Caribbean are shown in Appendix A.

In any multi-leg route, capacities must be allocated to individual airports. It is assumed that each Caribbean or non-Caribbean point will share equally in the capacity of any flight serving its airport. Thus a flight that operates:

Toronto-Montreal-Antigua-St. Lucia-Port of Spain with 6,000 kilograms of cargo capacity will be allocated as follows:

Toronto - Caribbean	3,000 kilos
Montreal - Caribbean	3,000 kilos
North America - Antigua	2,000 kilos
North America - St. Lucia	2,000 kilos
North America - Port of Spain	2,000 kilos

The capacities presented in Appendix B were calculated using the above methodology.

D. Findings - Capacity

Figures III-1 to III-9 summarize weekly cargo capacities by principal airport in the countries examined.

(i) Jamaica

Capacities to Jamaica (both Kingston and Montego Bay) are depicted in Figure III-1. The very large quantities of cargo capacity available from Miami are the result of high frequency narrow body services of Air Jamaica and Eastern. Cargo capacities from New York are also large because of wide body flights of Air Jamaica and American. Aggregate weekly capacity from Toronto reflects the less frequent services from Canada and Air Jamaica's partial use of 727-200 aircraft. This overstates the actual capacity available from Toronto because it does not reflect the

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.

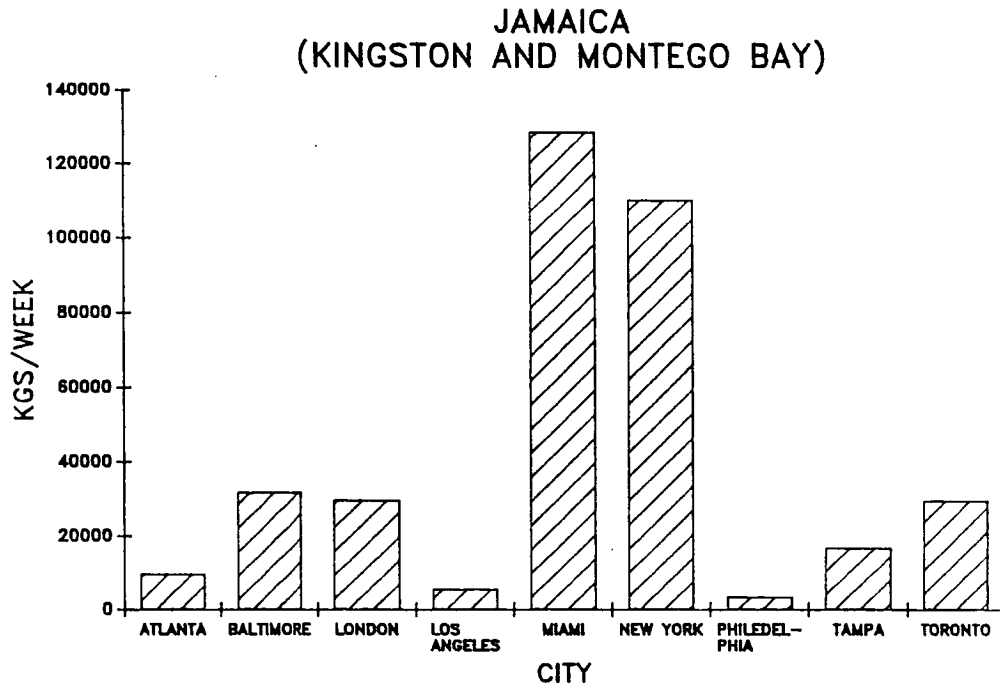


Figure III-1. Cargo Capacity to Jamaica

(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.

TRINIDAD/TOBAGO
(PORT OF SPAIN AND TOBAGO)

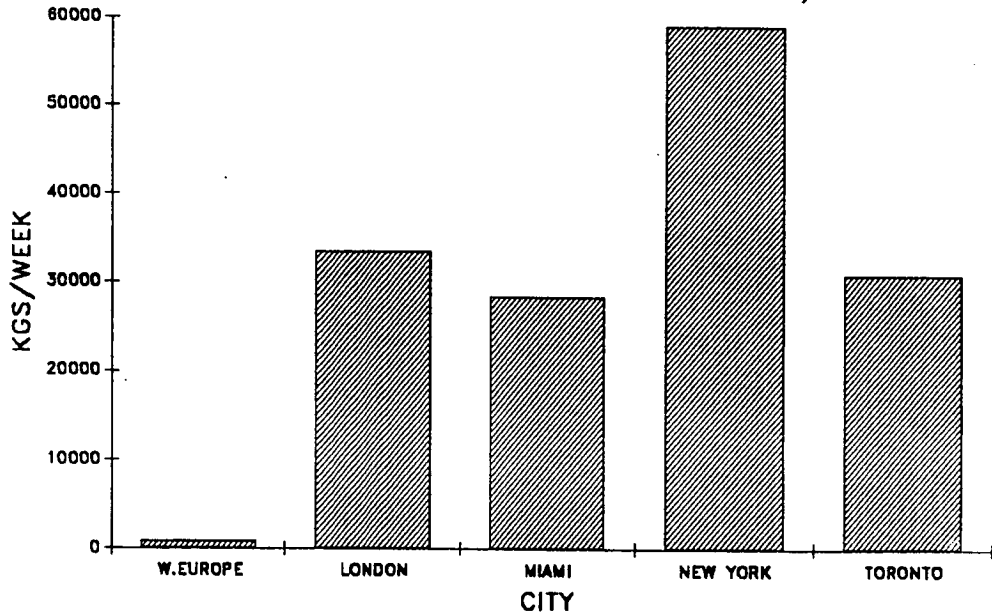


Figure III-2. Cargo Capacity to Trinidad/Tobago

(iii) Barbados

Figure III-3 portrays capacity into Barbados. Once again, New York shows a striking abundance of available capacity. This results from American, BWIA and Pan American wide body services and all-cargo operations by Carricargo. Capacity to London is also substantial because of the exclusive use of wide body aircraft on this long overwater run. Miami capacity once again is provided by narrow body aircraft with limited cargo capacity. Although capacity from Canadian airports is exceeded by New York and Miami, shippers not able to book space on direct flights can use road feeder services through New York.

BARBADOS

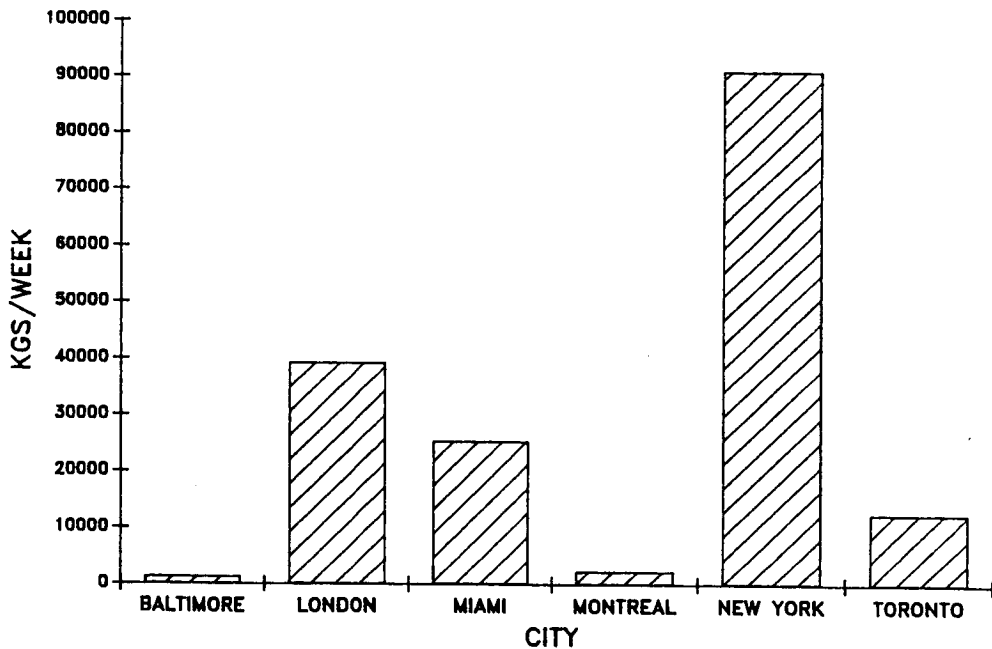


Figure III-3. Cargo Capacity to Barbados

(iv) Nassau and Freeport

The large capacity from New York presented on Figure III-4 results from wide body services by Delta Airlines and Pan American, supplemented by narrow body capacity on several airlines. Atlanta also is linked to Nassau by daily 767's on Delta, having a substantial cargo capacity. Canada has relatively little capacity to the Bahamas, and it is almost entirely provided by narrow body aircraft. Only Air Canada provides a Canada-Nassau air link. It would appear that direct air capacity to the Bahamas is now insufficient to support a major expansion in Canada-Caribbean trade. Road feeder services between Canada and New York that connect with wide body services appear to be the best opportunity for companies planning to promote Canada-Bahamas airborne trade.

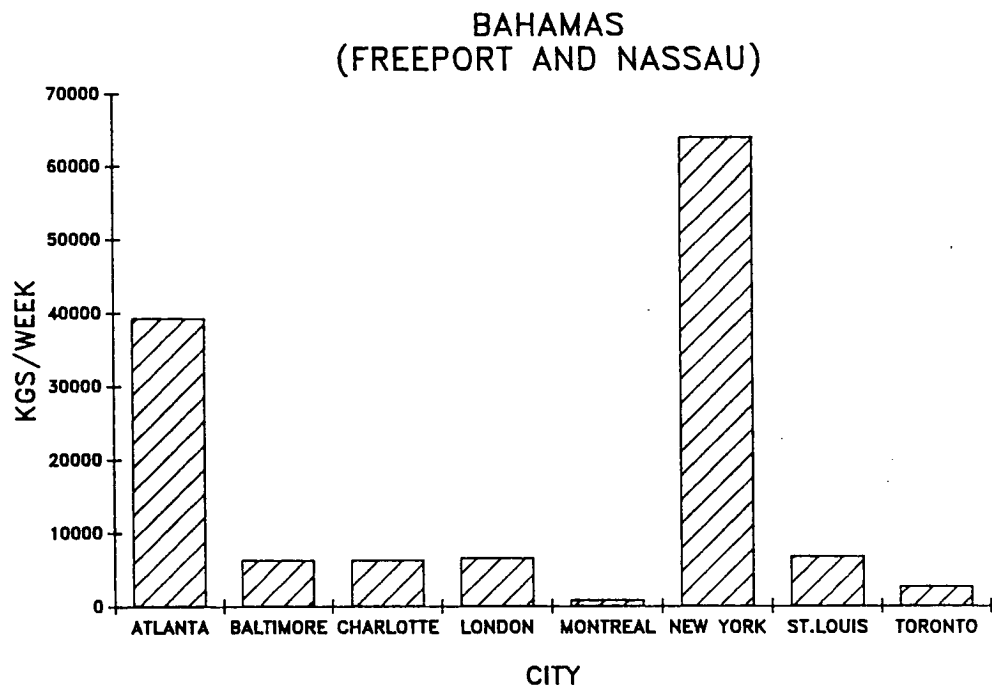


Figure III-4. Cargo Capacity to Bahamas (Freeport and Nassau)

(v) Dominican Republic

Airborne trade with the Dominican Republic is processed through airports at Puerto Plata and Santo Domingo. Figure III-5 portrays combined cargo capacities. Both Miami and New York have an enormous quantity of capacity available to and from the Dominican Republic. The growth of tourism to this nation, particularly to the northeast coast has resulted in a large number of wide body services to the North American mainland.

American, Pan American and Eastern have wide body services operating at more than daily frequencies. Several all-cargo airlines also compete for the burgeoning trade between the United States and the Dominican Republic. Direct capacity from Canada, by contrast, is rather limited. A weekly Wardair A300 to Puerto Plata provides Canada's only summer wide body link. Air Canada operates 727-200's to the Republic in the summer with wide body flights in the winter. Capacity from Canada is not comparable to that from the US, and the existing level of services may prove a medium-term constraint to the development of trade between Canada and the Dominican Republic.

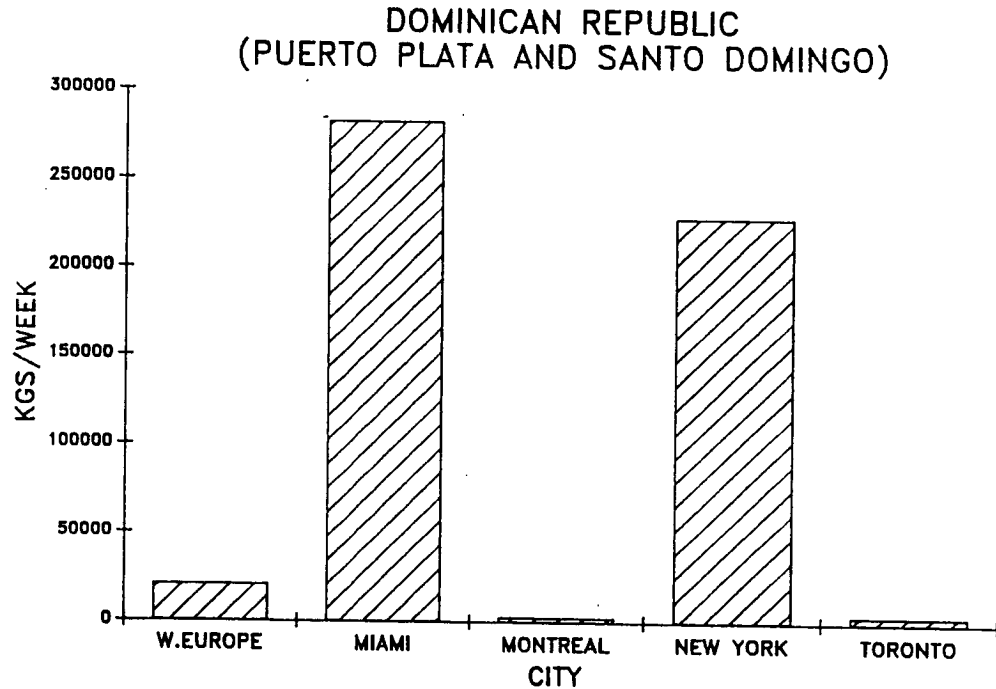


Figure III-5. Cargo Capacity to Dominican Republic

(vi) Cuba

Figure III-6 presents cargo capacities into Cuba. Summer capacity from Canada is considerably less than from Western Europe, and is restricted to Cubana services from Montreal (Mirabel). Air Canada does not serve Cuba in the summer. The largest component of capacity to Western Europe is provided by Iberia's twice weekly DC-10. Canada does not have palletized services to Cuba at any time during the year. Capacity to Eastern Europe is somewhat larger than to Canada.

CUBA
(HAVANA AND VARADERO)

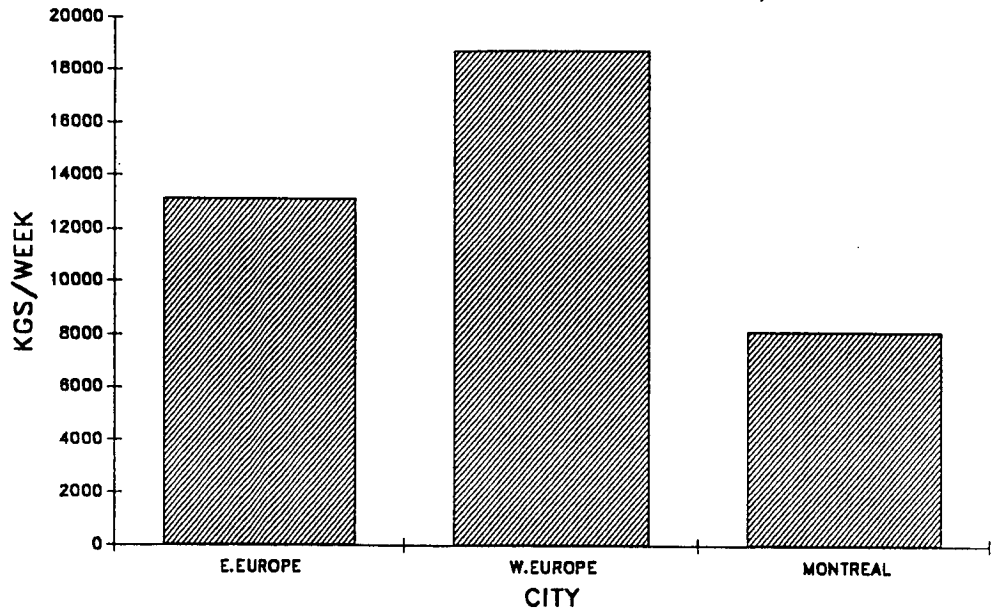


Figure III-6. Cargo Capacity to Cuba

(vii) Antigua

The relatively large capacity from Toronto to Antigua presented on Figure III-7 results from BWIA's L-15 services which transit the island enroute to Port of Spain. Air Canada also provides a narrow body service to the island. Capacity to London is also adequate on account of flights by BWIA and British Airways, while Lufthansa's weekly DC-10 provides containerized space to Frankfurt. The comparatively large space available between Canada and Antigua suggests that total capacity is more than adequate to meet existing or foreseeable demand; a conclusion supported by industry interviews.

ANTIGUA

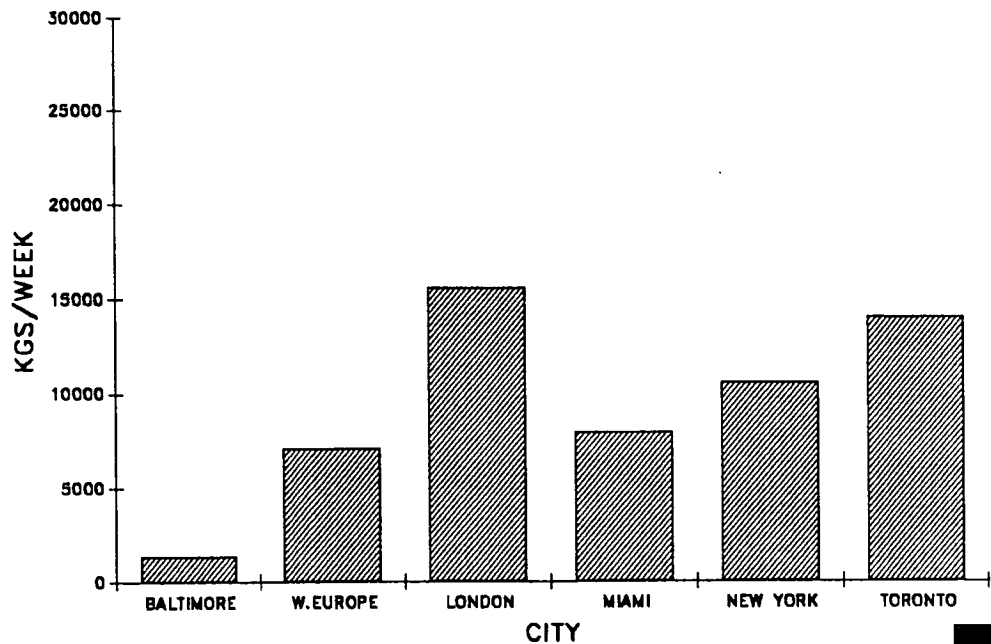


Figure III-7. Cargo Capacity to Antigua

(viii) St. Lucia

According to Figure III-8, cargo capacity between Canada and St. Lucia is large in comparison to other airports. BWIA's L15's and Air Canada's 727-200's from Toronto provide a competitive quantity of cargo capacity.

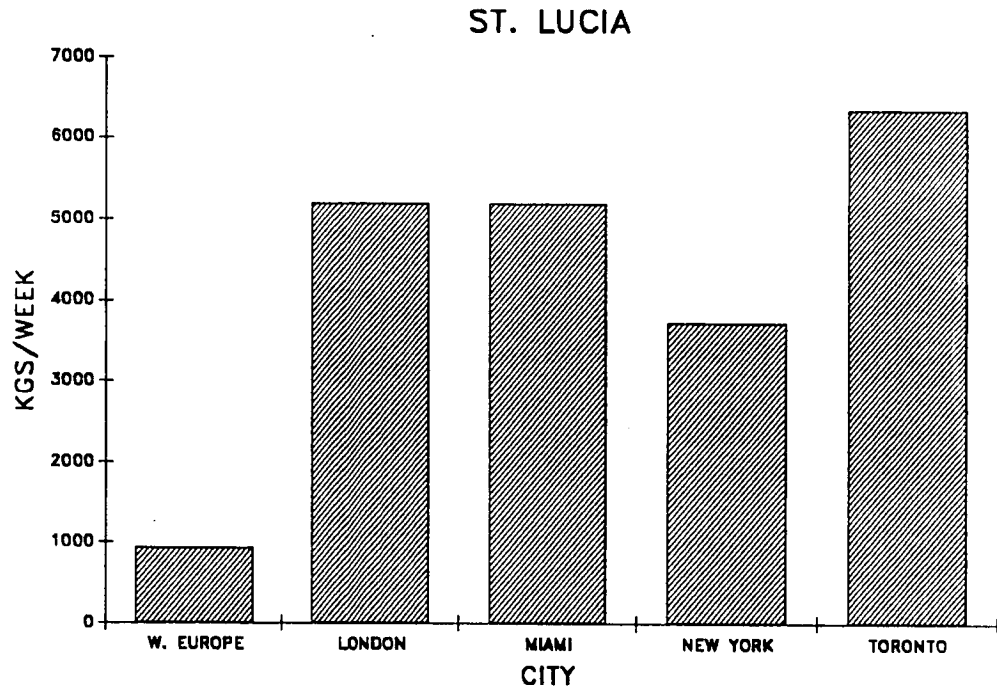


Figure III-8. Cargo Capacity to St. Lucia

(ix) Grand Cayman Island

Services to Grand Cayman are provided by narrow body aircraft operating from cities in the southern United States. There are no nonstop services to Grand Cayman from either Canada or the US eastern seaboard. All Canada-Cayman Islands air cargo therefore must be interchanged at US gateway airports and containerized shipments are not accepted. Figure III-9 summarizes capacity to Grand Cayman Island.

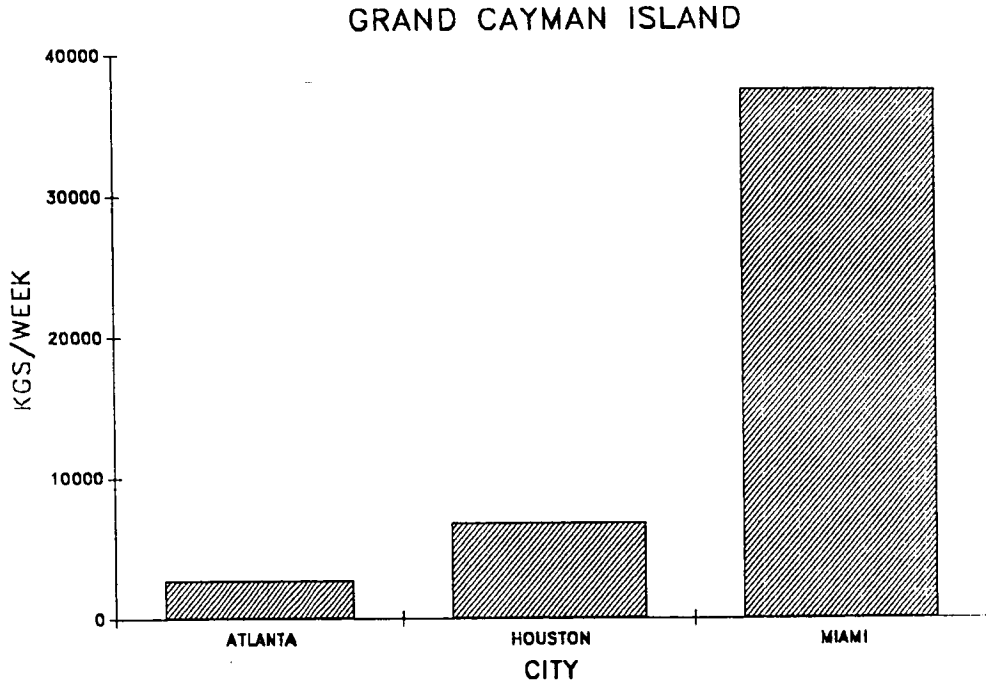


Figure III-9. Cargo Capacity to Grand Cayman Island

E. Scheduled Airline Services

(i) Air Canada

Air Canada is by far the largest operator between Canada and the Caribbean. This company will play a prominent role in any drive to increase air trade between Canada and the Basin. The company serves all major nations in the study area. Most flights operate from Toronto, although a few services are available from Montreal (Mirabel) on a year-round basis. The company has operated Halifax-Montego Bay and Calgary-Winnipeg-Montego Bay services in the past.

Air Canada's services to the Bahamas and Cuba even during the winter peak are almost exclusively provided by narrow body 727-200's with limited cargo capacity. As the company receives its A320's now on order, these markets will progressively receive the containerized capacity so essential for development of a strong air cargo product. Flights to more distant points such as Kingston, Trinidad and Barbados are primarily wide body aircraft, particularly the L1011 and 767. Boeing 747's see some limited use. Summer schedules use a mixture of 727's and DC-9's to the Bahamas, 727's to the Dominican Republic, St. Lucia and Antigua, and 767/L1011 wide body aircraft. This mixture provides some difficulties in terms of the availability of unit load devices. The L1011 aircraft cannot accommodate standard pallets but do have good space utilization with LD-3's. The 767 offers three pallets of cargo space per flight in addition to bulk capacity, but cannot accommodate two LD-3's.

side by side. This constrains space utilization. Although the airline operates DC8-73F freighters, with full height igloo (TA5) capability, these aircraft see little use in the Caribbean. In 1988 the company briefly flew freighters to Kingston and Santo Domingo. In the early 80's the company operated regular scheduled services from these airports to Canada. Southbound services carried automotive parts from Toronto to Caracas, and the northbound Caribbean services were returning backhaul flights. In 1988 Air Canada reduced its freighter fleet from eight to six aircraft, sought to lease two additional aircraft and sharply curtailed all cargo flights to Europe and the Orient. Canadian domestic services have also been reduced. It is unlikely that Air Canada's dedicated freighters will see any meaningful deployment on Caribbean routes in the foreseeable future.

Air Canada's services are used extensively by Canadian vacationers traveling south during the winter. Winter schedules are far more comprehensive than those of the summer and cargo capacity commensurately greater. Barbados provides an excellent illustration of route seasonality. In the summer of 1988, Barbados received two L1011 flights per week, both originating in Toronto. One made an enroute stop in Mirabel; the second also served Port of Spain as part of a Canada-Caribbean triangle. Five flights operated in the winter of 1989; an L1011 from Montreal, a nonstop 767 and L1011 from Toronto, a 747 operating from Toronto and also serving Port of Spain, and an L1011 also serving Antigua. The summer cargo capacity was thus approximately 7,000 kilograms; winter capacity exceeded 20,000. If cargo movements peak in the summer, capacity might be a severe constraint. Shippers requiring a year round cargo capacity could encounter a shortage of space in the summer. If the company wishes not to alienate these reliable and consistent customers, it may be reluctant to sell summer space to seasonal shippers. This could prevent such seasonal movements as foodstuffs from attaining their full potential. Shippers on routes subject to seasonal downgauging from wide to narrow body aircraft may be required to revise their shipping and handling procedures significantly, even if raw capacity remains adequate.

It must be emphasized that this seasonality is by no means unique to Air Canada; this airline is used solely for purposes of illustration.

Air Canada is the original pioneer and a major carrier of Sea Air traffic. Large volumes of Pacific Rim exports are conveyed by ship from Asian ports to Seattle, Los Angeles and, to a growing extent, Vancouver. Marine containers are destuffed at these ports and the goods are tendered to the airport for onward shipment by air to final destinations in Europe, Latin America and the Caribbean. Sea Air shipments to the Caribbean compete for southbound space with Canadian exports. Although the total size of this traffic is very difficult to estimate, an annual traffic of 250,000 kilos is a rough estimate. While the interviews with all major Canada-Caribbean carriers disclosed no serious and ongoing shortage of southbound space, Sea Air traveling on Air Canada and other airlines might frustrate additional Canada-originating cargo if exports experience a major surge. Sea Air generally carries a low yield, and might itself be the casualty.

(ii) Wardair

In the summer of 1988, Wardair operated a weekly A300 from Montreal and Toronto to Puerto Plata in the eastern Dominican Republic. This is the only service flown by competing Canadian airlines. The future of this route is uncertain now that Wardair has been absorbed by Canadian Airlines International. Since the service does not compete with other CAIL services, it is expected that it will remain in operation. This flight provides the only direct year-round containerized capacity from Canada to the important Dominican Republic market. Puerto Plata is, however a vacation retreat and is less attractive to air cargo shippers than Santo Domingo.

(iii) Air Jamaica

Air Jamaica operates services to Montego Bay and Kingston from the North American gateways of New York (Kennedy), Atlanta, Baltimore, Philadelphia, Miami, Los Angeles and Toronto. Although it has served Chicago in the past, this city is not on its existing route structure. The company uses a mixed fleet of 727-200's and A300's. The latter wide body aircraft have an excellent cargo capacity, and can accommodate either standard size pallets or LD-3's. The company tends to operate a mixture of A300 and 727-200 aircraft on most routes. Shippers thus have a choice of either tendering bulk shipments or pre-built Unit Load Devices. Air Jamaica's schedule is primarily dictated by passenger requirements, and the problems of periodic down-gauging of schedules or last-minute narrow body-for-wide body aircraft substitutions apply to Air Jamaica's shippers as well as to clients of virtually every passenger and cargo combination airline throughout the world.

Air Jamaica's summer 1988 schedule called for three 727-200 and one A300 flights on a Toronto - Kingston - Montego Bay routing. In the winter of 1988/1989, the company leased a DC-8-63 aircraft from Ontario Worldways to operate all Canada-Jamaica flights. This substitution has reduced raw capacity by some 20-25%. Although Air Canada's heavy 1989 winter schedule, which includes Toronto-Jamaica 747's can likely accommodate the immediate spillover, it appears that the Canada-Jamaica route will be capacity-constrained during the summer months. The loss of containerized capacity is a particularly serious qualitative factor as it prevents shippers from exploiting the low rates for pre-built containers and limits the maximum weight of individual pieces to 220 kilograms.

While Air Jamaica has encountered financial problems, resulting partly from the traffic shortfall that followed Hurricane Gilbert in September 1988, no evidence was uncovered that these difficulties have spilled over to affect users of its air cargo services.

While the twin-engine wide body aircraft of Air Jamaica have been certified for overwater services, and might be used (with some payload and flight time penalties) to provide services to Europe and the United Kingdom, the company does not fly trans Atlantic air routes. There is, however, a blocked space agreement with British Airways. Boeing 747's owned by the latter carrier operate four times weekly from London to

Montego Bay and Kingston. The 747's have an excellent cargo capacity and can accommodate both LD-3's and standard pallets or LD-9's (a non-structural igloo having the same footprint as the 108" pallet but contoured to the height of the 747 lower deck). British Airways has also developed winged unit load devices which provide additional capacity.

(iv) British West Indian Airlines

British West Indian Airlines is the national airline of Trinidad and Tobago. The company operates from Port of Spain, the Leeward and Windward Islands to Miami, Baltimore, New York and Toronto. In the summer of 1988, six flights weekly were operated from Toronto through St. Kitt's, St. Lucia, Antigua and Barbados to Trinidad. It is the only carrier offering direct capacity from Toronto to St. Kitt's and the only (1988) source of year-round containerized capacity from Canada to Antigua and St. Lucia. During the summer, Air Canada flies narrow body 727-200's to the latter two destinations. BWIA is well equipped to service Canada-Caribbean trade. The only aircraft operated into Canada on a regularly scheduled basis is the L-15. This may make the carrier more reluctant than others to downgauge equipment in response to weak passenger loads. Since New York receives both MD-80 and L-15 services, its flights may be somewhat more prone to last-minute downgauges than Toronto's. Of course, this may mean that New York traffic may be routed through Toronto, competing for space with Canada-Caribbean trade. The L-15 itself is an excellent aircraft for long, low-to-medium density passenger and cargo routes. A shortened but heavier version of the L1011, it is designed to operate on very long overwater stretches. Unlike the L1011 which has a cargo door too narrow to accommodate 108" pallets, the L15 can carry both the pallet and the LD-3 with good space utilization. Its ability to carry particularly heavy containers is of particular benefit in serving northbound shipments consisting partly of high density foodstuffs.

BWIA operates four times weekly to London, with one flight continuing through to Frankfurt. This route is an ideal theater for the L-15 with medium density and a long overwater stretch. Cargo payloads may be restricted occasionally by headwinds (westbound) and high air temperatures (eastbound) at airports in the Caribbean. Nevertheless, this link is an important component to the Caribbean-EC air trade.

(v) Cubana

Cubana operates five services from Montreal to Havana, Varadero and Cienfuegos. The Tupolev TU-154 aircraft are comparable to the 727-200. These carry bulk loaded cargo exclusively. The airline also owns a fleet of Ilyushin propjet freighters which see occasional charter services to Canada and which can be used as needed to relieve cargo backlogs from Mirabel. Cubana has rights to service Ottawa but has shown no interest in serving the capital. Rights to service Toronto might prove more attractive.

Cubana also operates services from Madrid and the Soviet Bloc through Gander to Havana. One flight continues each fortnight from Madrid to Basel-Mulhouse. The Gander stop is purely technical; no traffic rights are held by Cubana or other Soviet-bloc airlines. The Ilyushin IL-62 is known to have weight and balance problems because of the rearward centre of gravity caused by the tail location of its four engines. This will tend to limit cargo capacity.

(vi) Caribbean Air Cargo Services

Caribbean Air Cargo Services (Carricargo) is licensed to serve Hamilton, Ontario. The company solicits both Canada-Caribbean traffic, as well as in-transit Sea Air. The Experimental Air Services program launched by Transport Canada allows such carriers to serve in-transit international traffic through the Mirabel and Hamilton Airports. Carricargo operates a fleet of DC8-55 freighters. These aircraft have high operating costs, poor fuel economy, and limited capacity. The company has withdrawn services from Hamilton because of relatively poor loads, but can still service Canadian traffic through New York's Kennedy Airport.

(vii) American Airlines

In 1988, American inaugurated direct Toronto/Montreal (Dorval) - San Juan services using 727-200 aircraft. The company has a hub operation in San Juan which can provide connects between the North American mainland and most of the eastern Caribbean. Because of the narrow body aircraft and long stage length, these flights offered little to shippers between Canada and the nations under study. The lack of direct routings from Canada to points beyond San Juan was an additional impediment. The service was discontinued for lack of adequate passenger loads.

Nevertheless, American Airlines remains a significant factor in Canada-Caribbean air trade. It operates high frequency wide body services from New York (Kennedy Airport) to most major Caribbean destinations. Road feeder services from Toronto to New York, using roller bed equipped vehicles, can be used to provide a high quality of connecting services. The New York gateway is, however, congested.

American has established a crew base in Miami, likely as a springboard to permit a major expansion of services from southern Florida to international and domestic points. With Eastern, unprofitable through 1988 and growing progressively weaker, the company likely saw an opportunity in the flagging airline's stronghold. Through connections at Nashville, Dallas and Chicago, American is able to provide a wide body albeit multiple stop and circuitous route from Toronto to Miami and points south.

(viii) Eastern Airlines

Prior to filing in early March 1989 from protection from creditors under Chapter 11, Eastern Airlines operated services from Atlanta, Miami and New York to many points in the Caribbean. Some services transited San

Juan or made onward connections. The carrier provided an especially high quality service to Santo Domingo using high frequency L1011 and A300 wide body aircraft. Montego Bay also received a daily A300 from Miami.

Eastern's network was less helpful to Canada-Caribbean trade than those of other airlines. Its service from Toronto to Miami used narrow body 727-200 aircraft which could service only bulk-loaded shipments. Some wide body services through Buffalo to Atlanta could provide north-south wide body lift. The carrier has not recently operated wide body aircraft into Montreal. Its Ottawa-Baltimore-Miami flight was serviced by the A300 in the mid 80's, and did provide an attractive connecting link for containerized shipments between Ottawa, Miami, and points south.

Since the bankruptcy proceedings, the future for Eastern is somewhat speculative. The company may seek to continue services to the Caribbean. These international routes are subject to bilateral agreements, flag carrier protection policies, and other restrictive measures. Without unrestricted entry, competition is less keen, and profits likely higher, than on deregulated US domestic routes. Eastern will, however, be challenged by other carriers, particularly American, for its international authority to the Caribbean and Latin America. If the airline retrenches on domestic routes to the point that it can no longer receive sufficient feed, it may vacate its Caribbean or South American services altogether. The possibility that owner Texas Air Corp. will sell the company's international routes as part of a strategy to divest of all marketable components of Eastern should not be discounted.

(ix) Delta Airlines

Delta is a limited participant in the Caribbean air trade. The company operates daily Boeing 767's from New York and Atlanta to Nassau, and is thereby one of the few operators providing year-round containerized capacity from North America to the Bahamas. There is no such capacity presently between Canada and either Nassau or Freeport. Either New York or Atlanta could service Canada-Bahamas trade, either through connecting flights from Canada or road feeder services.

(x) Pan American

Pan American flies from both New York and Miami to points in the Caribbean. Only New York receives summer (1988) wide body services to the countries under study. Traffic from or to Canada can be readily trucked through Kennedy airport, albeit subject to congestion and delay. Twice weekly A300 flights to Nassau provide containerized capacity to the Bahamas that is not available from either Toronto or Montreal.

(xi) Other United States Carriers

Trans World, Northwest and US Air offer limited services to the Caribbean. Flights are overwhelmingly narrow body, although TWA's winter 1989 schedule from New York to Nassau was operated with a 747. Continental Airlines has recently begun daily 727-200 services from its Newark hub to Montego Bay, Jamaica and to Puerto Plata in the Dominican Republic.

(xii) British Airways

British Airways operates several flights each week from London to Nassau, Jamaica, Trinidad and other British Caribbean communities. The high capacity 747's offer attractive cargo space and provide containerized services throughout the year to Nassau, Antigua, St. Lucia and Grenada. These points do not have links of similar quality to Canada. Although British Airways operates 747 Combi aircraft, it does not plan to deploy them in the Caribbean.

(xiii) Iberia

Iberia provides the most extensive containerized service from western Europe to Cuba. Canada now has only narrow body flights to the island, accommodating only bulk-loaded shipments. The airline's five flights weekly to Santo Domingo provide the only supply of containerized space from Europe to the Dominican Republic. By comparison, Canada has only one such service, a weekly Wardair A300 flight to Santo Domingo.

(xiv) Other Western Europe Carriers

Lufthansa's weekly DC-10 service between Frankfurt and Antigua caters to the growing number of European vacationers visiting the Caribbean. This aircraft offers full palletized capacity, but the single weekly flight implies a limited potential. Air France operated (summer 1988) a weekly service from Santo Domingo to Paris through Guadeloupe. This service has since been discontinued.

(xv) Eastern Europe Carriers

Interflug, Czechoslovak and Aeroflot provide flights to Cuba from Berlin, Prague and Moscow, respectively. Aeroflot offers the Ilyushin IL-86 wide body aircraft on some flights which provides a meaningful amount of cargo space. A single weekly flight that transits Luxembourg provides containerized services. Only Aeroflot and Iberia offer this capability. The Ilyushin IL-62's have a low cargo capacity. While these flights transit Canada, all such stops are for technical rather than revenue reasons.

(xvi) Other Carriers

All-cargo operators Aias de Transporte, Aeromar and APA International provide flights from Miami to the Dominican Republic. Other operators are not significant in any consideration of Canada-Caribbean trading.

F. Charter Flights

Air cargo charters are not used extensively in servicing trade flows between Canada and the Caribbean basin. In 1988, only fourteen charters operated southbound. Six carried medical relief supplies to Jamaica to assist that nation's recovery from Hurricane Gilbert. One such operation originated in Edmonton and enplaned additional cargo in Toronto. All others served Montreal or Toronto exclusively. Two flights were chartered by the Government of Canada and flew to Havana. One flight, chartered by a large airline carried an aircraft engine to Jamaica, presumably in response to an aircraft-on-ground mechanical problem. Two flights carried goods for commercial purposes to Jamaica; one for computer parts, a second for film supplies. A third flight carried apples from Canada to Havana. Three flights carried livestock from Toronto to Havana. These were the only Caribbean operations among seventy two international livestock charters operated from Canada in 1988.

Seven charter flights operated northbound; all but one from Havana. The six Cuban flights carried banknotes, precious metals, and government supplies. The single operation from Port of Spain carried fresh produce. All northbound flights deplaned their loads either at Montreal-Mirabel or Toronto.

International cargo charters are complicated operations to market. There are basically three types from the commercial (but not regulatory) standpoint. Ad-hoc operations operate only a limited number of times and in response to unique situations eg. an aircraft on the ground and needing a new engine or to assist the cleanup after a hurricane. They are, by definition, of little ongoing use to a customer dispatching a regular stream of produce. The second type of operation is a long term contract between a specific high volume shipper and the airline. Flights operate frequently and at regular intervals under terms negotiated between the shipper and the airline. Air Canada's weekly Toronto-Caracas flight for the automotive industry in the early 80's is one such example. A second example is the Constellation shuttling each week between San Juan and Greensboro for Wrangler. Southbound flights carry fabric and other materials to textile plants; northbound services carry completed products. Few shippers are large enough to support operations of this type. The third type of charter is for livestock. Livestock charters operate frequently but irregularly over a relatively constant set of points. Several shippers provide cargo (unlike single-entity charters of the type described above) and use charter services on an ongoing basis.

The problem of non-revenue backhauls is the greatest impediment to developing cargo charter operations of any kind. The airline may approach forwarders to determine if revenue cargo is available. If the operation is an irregular flight, it is unlikely that forwarders and customers will have coordinated their behaviour in advance to ensure that a backhaul load will be available. The airline operating the flight can merely hope that an overflow from regular services on the route will be available. Since the company will not be an established presence on the route, it must compete entirely on price. Revenues for the backhaul load will not be high.

In the Caribbean markets, the large quantity of wide body capacity on passenger flights provides more than sufficient capacity to meet routine needs for air freight capacity. There is little need for supplementary chartered freighter capacity as a result. Passenger space is priced as a by-product, depressing rates below the levels required to justify dedicated freighter capacity on most routes.

During passenger traffic peaks, specialty operators will provide Canada-Caribbean charter flights. These operations are allowed to carry air freight. A forwarder is contacted and offered a relatively low rate. The airline has a strong incentive to sell otherwise idle belly space for air freight, since incremental costs are very low. The forwarder in turn expects a highly favourable rate. The capacity is of relatively low quality since it is not available throughout the year, and cannot be used to service steady year-round clients. Furthermore, an agent's purchasing capacity from a charter operator may alienate the scheduled operator on whom the burden of serving off-peak periods falls. Passenger charter services therefore tend to depress scheduled air cargo rates, and exacerbate the seasonal imbalance of scheduled carrier capacity. They do not provide a means to develop a steady, long term growth in trade flows of the type sought in this study.

G. Summary - Scheduled and Charter Services

Although routes to the Caribbean are subject to the seasonal capacity problems resulting from schedule downgauges, passenger traffic peaks, excess passenger baggage and other causes, such difficulties occur on virtually every route in the world. They do not in any way constitute a "capacity problem" per se. Interviews with carriers, forwarders and trade associations have indicated that capacity is generally adequate to serve existing or anticipated levels of cargo traffic. There are, however, specific issues relating to the quality of available capacity which may limit the initiatives of shippers on specific routes.

The scheduled air cargo services between Canada and the Caribbean have the following strengths:

- . Year-round wide body services to Jamaica on Air Canada
- . Competitive year-round wide body services to Barbados and Port of Spain
- . Year-round wide body services to Puerto Plata.
- . Year-round wide body services to Antigua, St. Lucia and St. Kitts on BWIA.
- . BWIA services provided exclusively by L-15.
- . Canada-Cuba services. No city in the United States has air services to Cuba.
- . Availability of abundant wide body capacity from the New York gateway.
- . Circuitous routings to the Caribbean through the United States using road feeder and airlines services to Miami, Atlanta, Baltimore, etc.

Primary weaknesses are as follows:

- . Lack of competitive wide body services Toronto to Jamaica due to Air Jamaica's lease of Worldways DC-8-63.
- . Lack of direct containerized service to the Bahamas.
- . Lack of competitive containerized services year round to Antigua and St. Lucia in comparison with New York, London.

- . Lack of summer services on Air Canada Toronto-Cuba.
- . Limited wide body capacity to Santo Domingo in comparison to New York, Miami, Western Europe.
- . Possible displacement of Canada-Caribbean southbound traffic by international transit Sea Air
- . No containerized services whatsoever to Cuba.
- . Frequencies and capacity to southern destinations is less than from New York.

All-cargo charter services have only a limited and selective application in serving Canada-Caribbean airborne commerce.

IV ANALYSIS OF TRADE FLOWS

A. Introduction

This chapter documents current trade patterns between Canada, the United States, Western Europe and Japan and the Caribbean. It outlines the methodologies by which trading patterns are assessed and potentials are estimated by geographical and product markets. Foreign trade flows are both extremely dynamic and mercurial. While a study of existing trade patterns is a necessary point of departure in determining the most significant business opportunities, the most important factors such as shifts in comparative advantage, changes to consumer tastes, new product development and the global optimization of production facilities by multinational companies, are intangible and difficult to identify, let alone measure.

Caribbean nation trading patterns are far more changeable than those for a more advanced, OECD-type economy. Factors contributing to their overall volatility include:

- The economies of most Caribbean nations are tied to primary products having inelastic demands, hence volatile market prices.
- National tourism may be subject to actual or perceived social or political instability. Problems in one area may spill over and affect competing nations.
- Exchange rate fluctuations play a role. While some Caribbean nations tie exchange rates to the American dollar, others experience major fluctuations. For example the Trinidad-Tobago dollar was devalued by a full 14.6% in August, 1988.
- Multinational countries are increasingly integrating production worldwide. Labour-intensive stages are being moved to areas such as the Caribbean having particularly favourable wage rates and other investment incentives.
- In 1992, some Caribbean nations may lose their preferential access to the British market because of free trade initiatives among members of the European Community.
- Foreign exchange controls may distort import flows.
- Some nations, particularly Jamaica, have large external debts which may impede trade.

Chapter III, through examining airline services and schedules, analyzed the supply of air cargo capacity into and out of the Caribbean. This chapter assesses underlying demands for air cargo space, and identifies the candidate Caribbean nations and commodities best adapted for airborne trade development strategies with Canada.

B. Data Sources - Air Cargo

Detailed information on air cargo movements is extremely limited, for several reasons:

- . There is considerably more interest by airlines and researchers in passenger traffic because of its vastly higher revenue content.
- . Air cargo is so heterogeneous that no single consistent unit of measurement eg. kilograms, pallets, cubic metres, etc. is meaningful for every situation.
- . The "Origin" and "Destination" of a shipment may be uninformative. An individual shipment may include pieces from many different points bound to many final destinations. The routing specified by the waybill may be but one portion of a long and circuitous intermodal journey made under several pieces of documentation.
- . An individual movement of finished products and materials in process is but one step of a large, multidimensional logistics network in which "origin" and "destination" may not even be meaningful terms.
- . Air passenger data can be readily collected from ticket coupon lifts. The problems of extracting information about cargo with a corresponding level of detail are enormous. Waybill information is often a poor indication of the quantity and contents of a shipment. For example, the "chargeable weight" of a low density shipment may have little relationship to its actual weight if volumetric rates are charged.
- . Since considerable cargo now transported by air could travel on expedited surface modes, the segmentation of freight traffic by mode has little significance in many situations.
- . Cargo enplaned/deplaned statistics are available for most airports including those of Canada. However, such local throughput measures are a poor indication of locally generated volumes because of the widespread use of road feeder services.
- . Information on international passenger and cargo flows is viewed as highly confidential by the airlines.

Because of these difficulties, only one source of published air cargo information was useful for this study. The International Civil Aviation Organization publishes a quarterly document entitled "On-Flight Origin and Destination". This presents, for selected city-pairs, total one-way passenger and cargo traffic. Only those legs having nonstop or through services are reported; there is no attempt to resolve connecting traffic. The total cargo traffic for city-pair A-B is estimated as the total placed on the flight in City "A" that is subsequently deplaned at city "B". This may include traffic connecting to or from a third city, which may be captured on prior or subsequent legs.

Not all carriers participate in the study. Individual legs are only reported if at least two carriers supply information. The New York-Kingston leg is reported because American and Air Jamaica both reported flows. Traffic on any other carrier, such as Eastern or Pan American, was not reported and all traffic moving through intermediate gateways has also been missed. Since BWIA, a major regional carrier, does not file reports, data on the Caribbean is especially limited. Toronto-Port of Spain, for example, is not reported because it is flown by only one respondent, Air Canada. Toronto-Montego Bay and Toronto-Kingston are the only routes reported from Canada. Cargo flows on all relevant routes provided by this report are given in Appendix C.

C. Data Sources - Foreign Trade Statistics

This study makes extensive use of foreign trade statistics. Major sources are:

(i) Report 65-202 "Exports - Merchandise Trade"

Report 65-202 is published by Statistics Canada. This report provides trade flows to each nation from all of Canada on a five-digit SIC code basis. Data is also provided of exports from specific Canadian regions to the entire world. Data is not available giving flows from particular originating regions of Canada to individual trading partners. Flows are given by individual mode. All flows are expressed in dollar values. Quantities are expressed in a wide variety of units; kilograms, tonnes, square metres, cubic metres, units, pairs, boxes, etc. While weight units are provided for most foodstuffs and other primary products, quantity flows of finished manufactured goods are often expressed in awkward units or are absent altogether.

This report follows the Export Commodity Classification System. Statistics Canada is in the process of modifying the report to conform with the new Harmonized Code system for classifying products. Exports are valued according to the selling prices at the Canadian port where they are loaded for subsequent export. Goods exchanged between parties not at arm's length are valued according to corporate transfer pricing mechanisms. Some exports to the United States are valued according to methods which may include all or part of the international transportation charges because it may not be possible to separate this component.

The most recent full-year issue of this report covers 1987.

(ii) Report 65-203 "Imports - Merchandise Trade"

This Statistics Canada report gives, for each five-digit commodity group, total imports by individual nation to all of Canada. Flows are expressed in dollars; useful quantity information is sporadic. Foodstuffs and primary products are usually reported in units of weight; quantity information is seldom available on finished manufactured goods. There is no breakdown of import flows by region and no modal split information.

Imports are classified according to the Canadian International Trade Classification System. This is a different method of classification to that used for reporting exports in such reports as 65-202 described above. The 1988 and subsequent editions will employ the Harmonized Code which Canada and other major trading nations have adopted. According to the Valuation System of the General Agreement on Tariffs and Trade, the value of imports is to be based on the final transaction price ie. what is finally paid for the goods. This methodology is followed in Report 65-203 for 95% of Canada's imports. The remaining imports, however, involve only negligible adjustments to the transaction value to incorporate freight charges and insurance. These products are reported according to market prices less freight and insurance outlays.

Import information is available for the full year of 1987.

(iii) FT 155 "US General Imports: World Area and Country of Origin"

This report documents total US imports of individual products by trading partner. It is published monthly and provides cumulative figures for each year. Values are stated exclusive of freight charges or insurance. The United States uses a commodity classification system analogous to that of Canada in the level of detail, but with numerous disparities in reporting methodology and level of consolidation. Several levels of consolidation of individual trading partners are provided; the highest level lists import flows from the entire world. Product categories are also consolidated; from a single "Total" figure down to a four-digit level. Modal splits are identified, with columns providing "Vessel" and "Air" imports. Import values and quantities (in pounds) are provided for both modes. In addition, import values for all modes are listed. This will not necessarily equal the sum of "Air" and "Vessel" statistics because some products may be transported across land borders through third countries such as Canada or Mexico. The most recent full-year issue of this report covers 1987.

(iv) FT 410 "US General Exports: World Area and Country of Origin"

This report is similar in structure, level of detail and reporting methodology to Report FT 155 described above and provides export quantities and values by commodity and nation for the United States. Export statistics for the full year of 1987 are now available.

(v) "1987 U.S. Foreign Trade Highlights"

This report, published by the United States Department of Commerce, summarizes U.S. foreign trade recent activity and trends. For each trading partner, imports and exports are reported according to a ten-commodity classification system. The dollar values of the largest three-digit commodities are reported for each nation in descending order of importance. Quantities are not reported and there is no information on modal splits. The "Highlights" also includes a short synopsis of major trading trends and events. The most recent edition of the "Highlights" covers 1987.

(vi) "World Trade Annual"

This report is published by the United Nations. It provides trade statistics by country pair and commodity for those nations which participate. Flows are expressed in American Dollars. Modal splits and physical quantities are not reported. The last full year for which information is available is 1985.

D. Methodology for Development of Canada-Caribbean Import Data Base

Report 65-203 was examined in depth in order to obtain detailed information on trading between Canada and the selected Caribbean nations. Quantity and value statistics were extracted for 1985, 1986 and 1987 using a five digit level of aggregation. If, at any time during the three years, Canada imported a specific type of commodity from a Caribbean nation, the trade data was captured for each of the three years for that particular nation. In addition, quantity and value data was recorded describing total Canadian imports of the commodity over all nations.

The study of trade potentials requires a knowledge of values and quantities traded, as well as modal splits. While some products, particularly raw materials and foodstuffs, have accurate quantity data in kilogram or tonne units, most commodity flows for manufactured items are denominated in either intractable units (eg. square metres, number, pairs, etc.) or simply not provided. Modal splits are not available.

The United States report FT-155 is used to circumvent these difficulties. Since it provides values and quantities by weight for both air and surface modes, it can be used to estimate the value per kilogram of a similar Canadian commodity, as well as the modal split by value and quantity. Import statistics for the nations classified as "Other Western Hemisphere" (which includes Jamaica, the Bahamas, Trinidad, the Leeward/Windward Islands and the Falklands, but excludes Cuba and the Dominican Republic) were used as a proxy for all nations under investigation. If a commodity was entirely absent from this report, the "Other Latin America" classification (including Cuba, the Dominican Republic, and Central America excluding Panama) was also examined.

Since this report uses a different classification system than its Canadian counterpart, it was necessary to reconcile the two reporting methodologies. Levels of disaggregation vary greatly among products. For example the United States has a category for "Citrus Fruits - Fresh or Dried"; Canada has separate classifications for oranges, lemons, grapefruits, and "Fruits - Fresh or Dried". Similarly, the

Canadian classification for "Laboratory Instruments" was viewed as encompassing several American categories; optical instruments, revolution counters and taximeters, non-electrical instruments for controlling liquids, gases and temperatures, non-electrical instruments for physical and chemical analysis and non-medical electrical instruments. The reconciliation is necessarily somewhat subjective and imprecise. Because of the almost constant need to employ one US grouping for several Canadian flows, or to collapse several US product groups into one category to match the Canadian item, and because of the different geographical scope of the United States report, comparisons of individual import flows for Canada and the United States are not meaningful. Aggregation problems also may distort values per kilo for certain commodities. For example, "canned fish" and "smoked fish" may have widely disparate values yet this was not captured. However, this process provides an approximate means to estimate modal splits and values per kilogram for Canada's imports from the Caribbean. All values were expressed in Canadian dollars (1987) per kilogram. Since Report 65-203 provides consistent and meaningful information by commodity values, quantities expressed in kilograms can be estimated using the values per kilogram generated from US data. In those cases where Report 65-203 provides quality information on quantities expressed in kilograms, values per kilo for Canadian data can be generated directly and compared to US estimates. A close correspondence was obtained in most instances.

Appendix D describes the record structure for the Imports data base and a complete listing is provided in Appendix E.

E. Methodology for Development of Canada-Caribbean Export Data Base

Canadian exports are provided in Report 65-202. Development of the exports data base followed a methodology similar to that used for imports, but with several significant differences. First, data for 1986 and 1987 only were collected. Secondly, export data was collected strictly in terms of commodity values. No direct information was extracted on quantities. Since quantity data in report 65-202 is not uniformly available or useful across all commodities, none was collected. The export data base tests the capabilities of a 640K PC-compatible, and inclusion of Canadian quantity data would have made the model intractable. Thirdly, the value of Canadian exports for each commodity was collected for the air and surface modes because this information is available. Modal splits by value can be estimated separately from both Canadian and American data.

Quantities of all commodities were estimated using the United States Department of Commerce Report FT-410 for the "Other Western Hemisphere" trading area. As with the study of imports, Canadian and US commodities had to be reconciled across disparate classification systems. A similar methodology was used to calculate commodity values per kilogram.

Flows expressed in quantity units were calculated for each commodity using Canadian export values and the value per kilogram obtained from the American proxy product.

Report 65-202 provides, for each Canadian region, export flows by five-digit commodity classification to all nations. There is no breakdown of flows from individual regions to specific nations of the world. For each product exported from Canada in 1986 or 1987 to anywhere among the group of selected trading nations, a separate record was included giving total exports from all of Canada to the world as well as for Atlantic Canada.

Appendix F provides a record structure for the Exports data base while a full listing may be found in Appendix G.

F. Estimation of Trading Potentials

A detailed estimation of import and export potentials for particular products is beyond the scope of this report. It requires a detailed study of the specific product, its position on the Product Cycle Curve both in the Caribbean and in the prospective trading partner, changes to production and distribution technologies, and a detailed knowledge of relevant business institutions. However, the foreign trade databases can be manipulated to provide a list of candidate products and markets.

The databases are sufficiently detailed and flexible that a large number of specific tests can be applied. Numerous criteria can be employed to estimate trading potentials. The following criteria were used to determine which products traded among which nations offer the maximum opportunities of airborne trade to Canadian exporters and importers:

- Value of product per kilogram. A high value suggests that the product can bear the additional costs of transportation by air cargo as opposed to surface modes.
- Low degree of current air cargo penetration. If the share of Canadian trade flows borne by air are low in proportion to their proxy equivalents of the United States then it is concluded that air cargo could be used to stimulate additional trade.
- Low degree of air cargo use in comparison to Canadian average for this product to all world markets.
- A drop in sales from 1986, indicating that the previous market share can be restored.
- A relatively low value per kilogram for Canadian import volumes in relation to their American competitors. This suggests that a higher value-added in the Caribbean could be accompanied by and would itself facilitate an expanded use of air cargo.

G. Other Nation's Trade with the Caribbean

Trade statistics have been collected and are presented in subsequent appendices.

H. Summary of Findings - Trade Flows

This section summarizes the major findings relating to foreign trade in the Caribbean. The major products and countries having the greatest market potential both as importers and as exporters with Canada are identified.

(i) Air Cargo Traffic Volumes

Appendix C portrays air cargo traffic flows for the relatively limited selection of markets reported in the ICAO Statistical Digest.

Total volumes are relatively small in comparison to the major world trading routes. While the low participation of carriers in the statistical reporting process certainly depresses reported traffic flows to a greater extent than on other routes, it is nevertheless clear that volumes of freight presently being moved are somewhat modest. The largest markets involve Santo Domingo and Kingston.

There is a pronounced traffic imbalance in favour of northbound traffic. With the exception of the Bahamas and Miami-Jamaica routes, most routes have a heavier flow of goods outbound from the Caribbean than inbound. Interviews with all major airlines serving the Canada-Caribbean trade have confirmed this, and the imbalance is more pronounced in 1989 than in 1986 when ICAO's statistics were published. Exchange rates and currency controls in the Caribbean frustrate inbound traffic. This traffic is primarily manufactured goods and machinery, although foodstuffs consumed by tourists are also transported into the Caribbean Basin by air. Outbound traffic includes large quantities of perishables, particularly shellfish, fruit and spices. The growing popularity of Caribbean food among Canadians and the large populations of recent immigrants in Canada were cited as major reasons for this surging traffic. Textiles are also of growing importance, although Canadian manufacturers have been slower than their American counterparts in using offshore processing to generate labour economies.

(ii) Canadian Exports to the Caribbean

Appendix H summarizes the major exports by individual Caribbean nation, ranked by decreasing order of product value shipped by the air mode. Thus numerous products, while of far greater importance, may not appear on this table because of a limited role played by air cargo.

The table in Appendix H includes values per kilogram for air and surface modes and a weighted average. There is a striking variation in product valuations among modes, indicating that, despite the highly disaggregated level of trade data, classifications are still relatively heterogeneous. While a detailed examination of the table or the underlying data base is recommended, it can be shown that Canadian exports to the Caribbean are primarily manufactured goods. Although certain products may dominate airborne commerce to each country, no individual market is overwhelmingly dominated by a single product.

(iii) Canadian Imports From the Caribbean

Major imports are summarized in Appendix I. For each exporting country in the Caribbean, products are grouped in descending order of product values conveyed by aircraft. Imports from the Bahamas consist primarily of medical supplies, machine parts and tools. Electronic components dominate imports from Barbados, although quantities of foodstuffs are also significant. Airborne trade from Cuba and the Dominican Republic is heavily weighted by foodstuffs and textiles. This is almost an ideal mixture for air cargo. Foodstuffs are reactively dense, while textiles are bulky. The combination of both groups can result in the maximum utilization of aircraft weight and volume capacities. A wide range of foodstuffs and textiles comes to Canada by air from Jamaica while trade from the Leeward-Windward Islands is primarily foodstuffs. Trinidad exports a wide range of foodstuffs by air to Canada.

(iv) Export Potential - Canada

Two methodologies were used to develop a list of prospective markets and products for Canadian exporters. Both assume that products either were or now are (1987) moving by either surface or air from Canada to the Caribbean nations. Products which have never been traded between Canada and the Caribbean will not be captured.

The first method examined modal splits for Canadian exports in comparison to those of the United States. American companies tend to make greater use of air cargo to reach markets in the Caribbean than those of Canada. Export potentials are calculated under the assumption that Canadian exporters use air freight to develop new southern markets. Every prospective export market and commodity is identified in which the proportion of total product value shipped from Canada using the air mode is less than that for the United States (using proxy goods constructed from American statistics pertaining to the "Other Western Hemisphere" region.). It is then assumed that Canadian businesses expand air exports while keeping surface exports constant so that Canada's proportion of shipments sent by air becomes equal that for the United States. The "Potential" is equal to the value of the resulting level of air exports less the original value of air exports. Records are then sorted by nation into descending order and presented in Appendix J. There are an extremely wide range of products having good potential for Canadian exporters. They include many high value-added manufactured goods, machinery of many types, foodstuffs, medicines, instruments and electronic equipment. Commercial telecommunications equipment offers the greatest export potential for the Bahamas, Dominican Republic, Jamaica, Leeward-Windward Islands and Trinidad. Fish products, while having a far lower export stimulation potential, are nevertheless candidate products for every nation in the study. The countries having the largest potentials are Jamaica, the Leeward-Windward Islands and Trinidad - Tobago.

A second methodology, based on changes to the value of exports between 1986 and 1987 was also used. In some situations, air cargo traffic or total traffic fell to zero in 1987. Provided that Canadian exporters could restore their previous market shares, these specific nations and products constitute economic opportunities. The total drop in air traffic was used to estimate the export trade potential. If air traffic was zero in 1986, the total drop in surface traffic was examined. This was compared to air:surface modal splits for corresponding exports from the United States to determine the share of the now-lost market which "should" have been captured by air cargo. Individual records were sorted according to the destination of export and the total drop in value of the air traffic actually experienced. Results are tabulated in Appendix K. There are no evident patterns as to individual export commodities which have failed in several countries. Potentials tend to be relatively small in comparison to those calculated in the first methodology. An examination of Appendices J and K thus indicates that the greatest opportunity for export development lies in greater use of the air mode rather than in an attempt to recoup lost markets.

Total Canadian export development potentials for each Caribbean nation are depicted in Figure IV-1.

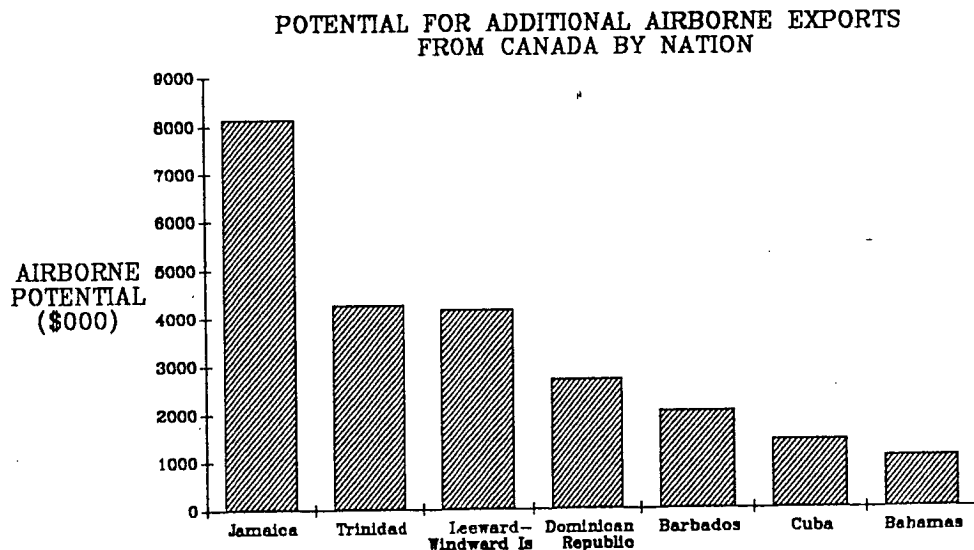


Figure IV-1. Potential For Additional Airborne Exports From Canada By Nation

There may be a rationale to consider situations where airborne or total export trade did not in fact fall to zero but suffered a precipitous absolute or relative decline nonetheless. This methodology was not employed. When producers are present and active in a market despite a recent setback, it is suggested that they will have the internal resources to recoup market share. If, however, the market has been abandoned altogether, it may be viewed as a fresh opportunity to be developed by other exporters from scratch, as part of a public:private initiative to be supported by this project.

(v) Atlantic Canada Airborne Export Potentials

Due to limitations in the reporting structure of Report 65-202, an assessment of export potentials from Atlantic Canada to the Caribbean nations is not possible. The report identifies export flows by individual commodity from all of Canada to individual nations, from specific Canadian regions to all of the world, but provides little detail on flows from Canadian regions to individual nations. Thus the calculation of airborne export potentials from Atlantic Canada must address the entire world as a single destination.

Airborne export potentials for Atlantic Canada to the entire world are calculated from the two methodologies described above and are combined on a single table shown in Appendix L. Individual products are ranked in descending order of calculated "potential" ie. the incremental value of imports resulting either from recapturing a lost market or from raising the total portion of the value of the product moved by air freight to that now prevailing in the United States. In addition to aircraft parts and telecommunications equipment, ample opportunities exist for seafoods. It is recommended that the products identified in Appendix L be considered as a short list of export candidates for subsequent market research and commercial development initiatives centered on worldwide exports from Atlantic Canada.

(vi) Prospects for Additional Canadian Imports from the Caribbean

Export improvement potentials, expressed in thousands of 1987 Canadian dollars, were calculated for all products and nations in the imports data base. The potential is defined as the incremental value of air prone imports possible over that now existing through holding ground-borne imports constant, but increasing airborne imports so that the air:ground modal split is equal to some benchmark number. It is relevant in the long term, and abstracts from shorter term issues such as currency movements. The parameter used in this study was the air:total imports share by value for the particular (proxy) product in question for the United States' imports from "Other Western Hemisphere" markets. Using this methodology, there will be opportunities for development of airborne imports whenever importers in Canada use air cargo less extensively than those in the United States.

Appendix M lists import potentials for individual commodities sorted by Caribbean nation in descending order. From the Bahamas, major opportunities are in the areas of hand tools and shellfish. Although not listed in Appendix M, it is believed that there is potential for Barbados to export processed fruit and vegetables and furniture products to Canada. From Cuba and the Dominican Republic, textiles and some foodstuffs are the items of greatest interest to prospective importers. A wide range of products offer opportunities in Jamaica, including foodstuffs and textiles. A narrower range of similar products can be marketed from the Leeward - Windward Islands. Goods of greatest interest from Trinidad include the relatively high value per kilo items such as tableware and seafood.

In every Caribbean nation studied, the "Unclassified" category is identified as an area for import development. There appear to be a large number of opportunities for goods outside the conventional classification system. The specific items moving under this category should be identified in order to target new and poorly understood market segments.

Long term potentials for the development of additional imports from the Caribbean nations to Canada are presented on Figure IV-2.

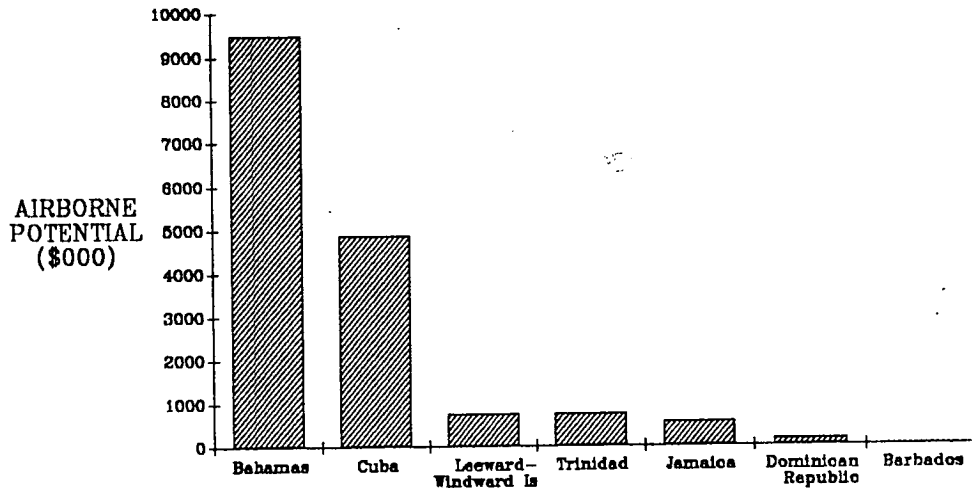


Figure IV-2. Potential For Additional Airborne Imports To Canada By Nation

(vii) Modal Splits

The Canadian Exports report 65-202 provides modal split information on a product and nation-of-destination basis. Since similar data is not available for imports, modal splits are not available. While an attempt was made to develop modal splits for Canada from American import statistics, results were found to be of dubious accuracy.

Appendix N presents modal splits by value and quantity for United States and Canadian trade with the Caribbean. Despite the relatively restrictive air capacity between Canada and the Bahamas, Canadian exporters to this nation use air cargo far more extensively than their American counterparts. This is the result of the proportionately longer distances from Canada to the Bahamas and the availability of expedited marine services from Florida. Trinidad is an anomaly because of the extremely low use of air cargo by US exporters. This is the result of large movements of low-value surface-prone food products.

To all other destinations air cargo sees far greater use by American exporters than those of Canada. This is particularly dramatic for the growing markets of the Dominican Republic. The great disparity in air use between Canada and the United States for this nation is likely related to the relatively limited wide body services from Canada to the island of Hispaniola in comparison to those from the United States.

Because of overland transportation, air cargo is used much less frequently on US-Canada exports than on US-Caribbean goods flows. Importers to Canada and the United States from the Caribbean tend to make less active use of air cargo than southbound exporters both on a volume and weight basis. The relatively low product values per kilogram of northbound goods (eg. perishables) mitigates against the greater use of air cargo.

(viii) Total Exports to the Caribbean - All Industrialized Nations

Appendix O provides aggregate export flows from principal industrialized nations to the Caribbean.

The United States is the unchallenged leader because of its huge economy, comprehensive transportation links, and close geographic proximity to the nations under study. Japan is the second largest exporter. Although Japanese exports tend to be air-prone because of the high content of electronic goods and advanced machinery, this nation has no direct air service to the Caribbean. Few airlines can even provide online connecting services between the two areas. The need to interchange traffic enroute among carriers, to develop coordinated logistics for the control of unit load devices, and the complexities of negotiating through rates which result from the lack of single-airline services greatly impedes the development of Caribbean-Japan economic links. Despite this limitation, Japan has been highly successful in penetrating this market. Although Japan is prominent throughout the study area, it has been especially successful in exporting to Cuba, serving a vacuum vacated by the United States and often overlooked by other nations.

The United Kingdom has exploited its previous colonial and existing political links to the Basin to become the third largest exporter. It lags greatly behind Japan in exporting to Cuba and the Dominican Republic, with which it has no imperial affinity. In other markets its export performance either exceeds or at least challenges that of Japan. Canada is the fourth key exporter.

Spain has emerged as a prominent exporter to the Caribbean because of its extensive exports to Cuba. It is the second largest importer to Cuba and is challenging Japan's hegemony. It is also strong to the Dominican Republic but is very weak among the other islands. As indicated in Section III, Spain has good wide body air links to both Cuba and the Dominican Republic. Almost half of West Germany's exports are destined

for Cuba. It outperforms Canada in exporting to the Dominican Republic and the Bahamas. Cuba accounts for more than half of French exports to the Caribbean, excluding the French Departments in the Region. While Holland, Switzerland and Denmark have relatively well diversified exports to the Caribbean, with no large emphasis on specific markets, most other nations are highly dependent on particular destination nations.

(ix) Total Exports from the Caribbean - Major Industrialized Nations

Values of commodities exported from the Caribbean to the major industrialized nations are depicted in Appendix P. Nations are ranked in descending order of the values of imports purchased from the Caribbean nations under study.

The United States is by far the largest consumer of Caribbean goods. It leads in all nations except Cuba and the Leeward-Windward Islands. Principal exporters are the Dominican Republic and Trinidad-Tobago. In both nations, the U.S. accounts for an overwhelming proportion of total exports. Great Britain is an active importer of the produce of its former colonies but has a limited presence in either Cuba or the Dominican Republic. Its largest source of imports are the Leeward-Windward Islands which benefit from the Commonwealth preferential treatment. These benefits may be curtailed in 1992.

Canada is especially active as an importer of Jamaican goods; which produces over half its imports from the nations under study. Its second largest source is Cuba. Japan, the fourth largest importer of Caribbean produce, trades heavily with Cuba. Spain is the largest non-Communist importer of Cuban produce.

No clear patterns are discernible in the importing patterns of other nations. Cuba is the largest source of imports for Holland, Finland, France, Portugal and Austria while the Dominican Republic is especially important for West Germany and Belgium. Trinidad dominates Caribbean exports for Italy, Denmark and Ireland.

(x) Trade Flows by Commodity from the Caribbean to Western Industrialized Nations

Appendix Q summarizes trade flows between industrialized nations and the Caribbean using a ten commodity classification system.

The Dominican Republic and Cuba are the major exporters of Foodstuffs and Live Animals. Japan is Cuba's largest market, followed by Spain and Canada. Canada's imports from the Caribbean are considerably less than those of the United States, United Kingdom, or Japan. The United States purchases almost all of the Dominican Republic's exports of this commodity class. Cuba is the Caribbean's largest importer of these products. Canada is by far the largest exporter of live animals and

foodstuffs to Cuba, accounting for 71% of total Cuban imports. Only the United States, at twice the level, exceeds Canada's exports to the nations under study as a group. Canada's major market is Cuba, while Canadian penetration of the Bahamas and the Dominican Republic markets is poor. American exports are destined to Jamaica, Trinidad and the Dominican Republic.

Total outbound commodity flows exceed inbound by approximately 20%. Since many commodities in this category are of relatively low value per kilogram, physical goods flows may be quite large. This confirms the interviews made with airlines, who indicated that foodstuffs are the most important items flowing from the Caribbean, and that they are primarily responsible for the northbound direction's strength in relation to the southbound.

The United States, Spain and Great Britain exceed Canada as importers of Caribbean Beverages and Tobacco Products. Only in the limited Barbados market does Canada purchase a significant portion of local produce. Canada's exports in this category are minor. The United States generates more than half of inbound flows, followed by Great Britain and France. Outbound flows are more than double inbound.

Canada is the second largest importer of Crude Materials Except Fuels, at roughly two thirds the value of the United States. Jamaica accounts for more than two thirds of the Caribbean's exports of this product class. Canada is also the second largest exporter of Crude Materials Except Fuels because of large sales to Cuba. No other nations challenge its position. Canada is relatively weak in selling to Jamaica, the Bahamas and the Dominican Republic. By value, total exports of these products from the Caribbean countries exceed imports by more than a factor of three.

Canada imports no products of the "Animal, Vegetable, Oil, Fat" category from these nations. Total sales of these products from the Caribbean to all other nations are miniscule. Canada provides over 7% of these exports to the Caribbean region; a portion well below that of the United States but still second highest. It is highly reliant on markets in Cuba and, to a lesser extent, Trinidad. Canadian penetration of other markets is poor. The United States accounts for over 82% of exports to the Caribbean and has been especially successful in dominating markets in the Dominican Republic.

Mineral Fuels are the largest Caribbean export class, and consist overwhelmingly of American purchases of crude oil from Trinidad and Tobago. Both the United States and Great Britain export large quantities of fuel to the Bahamas. Traffic outbound from the Caribbean is almost four times the value of inbound traffic. Although Canadian exports to Cuba are less than half those accounted for by Spain, Cuba is still Canada's most important market by far. Other Caribbean markets display little penetration by Canadian exporters.

Trinidad is by far the largest exporter of Chemicals and Related Products. The United States and Japan account for the bulk of foreign purchases. Cuba is the largest Caribbean importer of these products, purchasing primarily from Japan and Western Europe. The Dominican Republic purchases large quantities from the United States. Exports of Caribbean nations are 47% higher in value than imports. Canada is strong in exporting to Barbados but displays an especially weak penetration of the Bahamas and Dominican Republic.

The Dominican Republic accounts for a preponderance of total Caribbean exports of Basic Manufactured Goods. These are sold primarily to the United States and flows in the opposite direction are also very large. Flows to the Caribbean exceed flows from the region by a factor of more than four. Cuba imports large quantities from Spain and Japan; Canada is a distant third-place exporter to Cuba. Its penetration of markets in the Bahamas is particularly poor.

The United States purchases an overwhelming proportion of Caribbean exports of Miscellaneous Manufactured Goods. The Dominican Republic is its largest supplier. Flows (by value) into the Caribbean are more than twice as large as flows out. Although the US-Dominican Republic trade is again comparatively large, the Bahamas and Cuba are also major importers. Inbound traffic in terms of value exceeds outbound flows by approximately one quarter. Numerous developed nations compete for these markets and there are many nation pairs with significant trade flows. While Canada is a strong exporter to the Barbados market, it has a smaller market share in Cuba and the Dominican Republic.

The United States is by far the largest purchaser of Caribbean nation Machines and Transportation Equipment. The major source is Barbados., and flows northbound from the Bahamas, Trinidad and the Dominican Republic, while far smaller, are still substantial. Canada is a relatively minor importer. Inbound traffic volumes far exceed outbound. Export of these products to the Caribbean is extremely competitive, with many nations enjoying a respectable market share. The dominance of US exports is less pronounced than for other products; although the largest exporter to the Caribbean, with one third of the market, the United States is becoming increasingly challenged by Japan. Japan is particularly strong in selling to Cuba, while the United States relies heavily on the Bahamas, Dominican Republic and Trinidad. Great Britain, Spain and Norway are more active exporters than Canada. Canada is relatively strong in exporting to Barbados, the Leeward - Windward Islands and Trinidad, but is weaker in the Bahamas. Japan and numerous Western European nations sell more products in this sector to Cuba than Canada, despite Canada's relatively close proximity air contributing factors may include limited air cargo capacity available into Cuba, lack of containerized services, financing arrangements, industry capability, and import substitution policies. Western Europe, however, has year-round palletized capacity to Havana on Iberian Airlines of Spain.

The United States plays its traditional role of dominance as a market for Caribbean Goods Not Classified by Kind. The Dominican Republic is the largest source by far. Surprisingly, Belgium is the second largest purchaser. Canada, although the third largest market, is almost inconsequential. Its largest source is Trinidad. Over 83% of the Caribbean's inbound traffic originates in the United States. Major export markets are in the Bahamas and the Leeward-Windward Islands. Great Britain exports to all markets, particularly the British Caribbean; it is weak to Cuba and the Dominican Republic. Third place exporter Spain relies heavily on the Cuban market. Canada, in fourth place, exports primarily to Jamaica and Trinidad.

V ANALYSIS OF CARIBBEAN AIR CARGO RATES

A. Introduction

Air cargo rates are an important factor in determining the competitive advantage of a prospective exporter. High rates in turn imply high prices, and may render a business unable to compete against rivals facing lower transportation costs. This is particularly important for items such as foodstuffs which have a relatively low market value per kilogram.

The purpose of this section is to describe existing tariffs between the Caribbean nations and Canada, the United States and Western Europe. The discussion of rates in turn will indicate to what extent prospective movers of Canada-Caribbean airborne commerce are faced with a competitive advantage over foreign rivals.

Cargo rates and tariffs are a very complex issue. For any particular shipment, literally dozens of tariffs could apply, depending on its size, density, whether or not it is containerized, if it part of a long-term high volume contract, the type of commodity, whether it contains items requiring special handling eg. live animals or hazardous materials, the level of service ie. next morning, next day or standby, as well as ancillary charges such as excess value declaration, insurance, or pickup and delivery.

While all carriers on a particular route are ultimately bound by market economics, pricing philosophies and strategies different widely among airlines. Some, particularly those flying freighter and wide body combi aircraft have made a substantial investment in cargo facilities, and are extremely anxious to maintain yields at a high level. Other airlines, such as new market entrants, flag carriers of countries encountering foreign exchange difficulties, or companies faced with a large amount of otherwise unused by-product cargo capacity resulting from an aggressive passenger service, will market cargo as a by-product with aggressive discounting. A third strategy is to relegate the sales function, and control of cargo rates charged for a flight, to forwarders. The airline negotiates an agreement with an agent so that the latter has, for a flat fee, exclusive use of the aircraft belly.

B. Discounting

Since the tariffs governing a market may not be relevant to every customer, every airline, or throughout the period that they are ostensibly effective, discounting practices are pervasive worldwide. On some markets where capacity is especially tight, shippers may actually be charged more than the stated tariffs. The precise methods and business practices vary widely by market. The following list only begins to describe the methods used:

- . Rebating part of the tariff to the shipper.
- . Applying inappropriate weight breaks.
- . Charging the shipper an inappropriate but particularly attractive special commodity rate. eg. Computer parts are shipped as "Tropical fish".
- . Manipulation of pro-rates paid to or charged from connecting carriers.

- Allowing a shipper to pay a rate for a unitized shipment when in fact the shipment is all or partially in bulk.
- Waiving handling charges for shipments requiring special treatment eg. live animals, hazardous materials.
- Waiving ancillary charges eg. not charging for pickup and delivery, not assessing the customer demurrage charges when the unit load device is not returned within the stated penalty-free grace period.
- Not assessing volumetric weights on low density shipments. Frequently, highly pressed agents may neglect to enforce volumetric weights even if company policy does not allow this method to be used as a discounting mechanism.

Carriers are very reluctant and embarrassed to discuss discounting procedures. Nevertheless, our discussions with airlines indicate that there is some degree of discounting in the Caribbean. These practices are not as significant as elsewhere in the world, but high volume shippers are able nonetheless to exert leverage on carriers.

C. Role of Forwarders

While forwarders serve Canada-Caribbean markets, they are not as active on these routes as elsewhere. Forwarders specialize in consolidating many small shipments into a single large one. If each shipment traveled separately, the shipper would be required to pay a high rate based on a minimum charge or unfavourable weight break. The forwarder charges the customer somewhat less than what the carrier would charge, and pays the airline based on a high weight break or shipper-built unit load device rate. To the extent that the shipper can apply market power, it may get a discounted rate from the airline. A market in which minimum charges and unit rates at low weight breaks are high, but rates at high weight breaks and full-pallet loads low, gives the forwarder the maximum opportunity to operate profitably. On Canada-Caribbean routes, the opposite appears to be the case. Minimum charges and rates at lower weight breaks are comparatively low, and rates at high weight breaks and for container loads comparatively high. This discourages forwarders from operating extensively on these routes. While numerous carriers operate directly or indirectly from Canada to the Caribbean, thereby promoting attractive rates, the current structure frustrates the role of forwarders. This in turn means that an active and entrepreneurial industry is unable to play its full role as a market advocate.

D. Scheduled Rates to and From Canada

General Commodity Rates (GCR) have been filed for all major Canada-Caribbean city pairs. The GCR rates apply to any shipment without regards to its contents, although surcharges may be imposed under special circumstances eg. for live animals, human remains, or hazardous materials.

In addition, Special Commodity Rates (SCR) apply to a wide range of commodities. They are generally bulk rates, although this does not preclude use of a unit load device. In addition, shipper-loaded ULD rates are available, and usually do not pertain to a limited class of potential commodities being shipped.

Prices from Canada to the Caribbean are expressed in Canadian dollars; northbound tariffs are denominated in American dollars. In the following rate samples, all prices and rates have been converted to Canadian dollars using the spot rate of 1.1893 Canadian dollars per US dollars (Source: Globe and Mail March 24, 1989). Table V-1 contains several Canada-Caribbean sample rates.

Table V-1. Canada - Caribbean Sample Rates

Montreal-Barbados

i.	General Commodity Rate		
	50 kgs.	\$ 191.00	\$3.82/kg
	500 kgs.	\$1480.00	\$2.96/kg
ii.	Special Commodity Rate 4458 "Parts for Radios and Record Players"		
	1,000 kgs.	\$1885.00	\$1.89/kg
iii.	ULD Rate LD-3	\$ 950.00	\$1.26/kg

Barbados-Montreal

i.	General Commodity Rate		
	50 kgs.	\$ 189.10	\$3.78/kg
	500 kgs.	\$1469.79	\$2.94/kg
ii.	Special Commodity Rate 4701 "Machinery, Electrical Apparatus"		
	1,000 kgs.	\$2283.46	\$2.28/kg
iii.	ULD Rate LD-3	\$ 939.55	\$1.24/kg

Toronto-Kingston

i.	General Commodity Rate		
	50 kgs.	\$ 137.50	\$2.75/kg
	500 kgs.	\$1200.00	\$2.40/kg
ii.	ULD Rate LD-9	\$3779.00	\$2.29/kg
	LD-3	\$1729.00	\$2.29/kg

Kingston-Toronto

i.	General Commodity Rate		
	50 kgs.	\$ 136.77	\$2.74/kg
	500 kgs.	\$1195.25	\$2.39/kg
ii.	Special Commodity Rate 1602 "Florist and/or Nursery Stock"		
	1,000 kgs.	\$1058.48	\$1.06/kg
iii.	ULD Rate LD-9	\$3767.70	\$2.29/kg
	LD-3	\$ 939.55	\$1.24/kg

Halifax-Havana

i.	General Commodity Rate		
	50 kgs.	\$ 140.50	\$2.81/kg
	500 kgs.	\$1165.00	\$2.33/kg

Vancouver-Nassau

i.	General Commodity Rate		
	50 kgs.	\$ 161.00	\$3.22/kg
	500 kgs.	\$1420.00	\$2.84/kg

Nassau-Vancouver

i.	General Commodity Rate		
	50 kgs.	\$ 159.96	\$3.20/kg
	500 kgs.	\$1403.37	\$2.81/kg

Toronto-Port of Spain

i.	General Commodity Rate		
	50 kgs.	\$ 196.00	\$3.92/kg
	500 kgs.	\$1480.00	\$2.96/kg
ii.	ULD Rate LD-9	\$4901.00	\$2.97/kg
	LD-3	\$ 950.00	\$1.26/kg

Port of Spain-Toronto

i.	General Commodity Rate		
	50 kgs.	\$ 194.45	\$3.89/kg
	500 kgs.	\$1522.30	\$3.04/kg

Due to additional competition and shorter distance, rates between the United States and the Caribbean tend to be somewhat lower than those involving Canadian points. Table V-3 provides a comparison of Canadian and American cargo rates:

Table V-3. Canada/U.S.-Caribbean Air Freight Rates
(% Difference, Canada versus U.S.)

	<u>500 KG BULK</u>	<u>LD-3</u>
To Barbados	11.6%	(20.1%)
From Barbados	79.1%	4.1%
To Jamaica	4.0%	60.6%
From Jamaica	53.4%	95.3%
To Trinidad	53.4%	(5.6%)
From Trinidad	58.0%	-

The findings must be qualified extensively. Discounting will greatly weaken any substantive conclusion based on published rates. Furthermore, shippers to or from Canada will have the option of trucking through New York and taking advantage of the generally lower rates. The availability of special commodity rates also distorts any comparison; a product traveling to or from Canada may be assessed a low SCR, while it would be charged a GCR from the United States. However, whatever the difficulties of rate comparisons, it appears that shippers to and from the United States do indeed pay lower rates for air freight than those participating in airborne Canada-Caribbean trade.

F. Caribbean-UK/Western Europe Rates

Table V-4 contains examples of air freight tariffs between the Caribbean and Western Europe, expressed in Canadian dollars.

Table V-4. Sample Air Freight Tariffs - Caribbean - Western Europe
(Canadian Dollars)

Kingston-London

i. General Commodity Rate		
50 kgs.	\$ 362.74	\$ 7.25/kg
500 kgs.	\$1754.22	\$ 3.51/kg

Nassau-London

i. General Commodity Rate		
50 kgs.	\$ 504.26	\$ 10.09/kg
500 kgs.	\$2223.99	\$ 4.45/kg

Port of Spain - Paris

i. General Commodity Rate		
50 kgs.	\$ 553.62	\$ 11.07/kg
500 kgs.	\$2687.82	\$ 5.38/kg

Cargo rates from the Caribbean to the United Kingdom and Western Europe tend to be relatively high in comparison with rates to and from Canada or the United States. Per kilogram rates decline rapidly as the shipment size increases, thereby giving considerable scope to forwarders.

G. Charters

Both Air Canada and Air Charter Systems offer shippers to the Caribbean the possibility of chartering a full aircraft. Air Canada offers DC8-73F equipment with eighteen pallet positions; ACS flies 13-pallet DC8-55F's equipped with hushkits. While the Air Canada equipment is decidedly superior in carrying low density cargo, both aircraft have virtually identical maximum cargo payloads. If the density of the shipment is very high, Air Canada will be unable to convey 18 fully loaded pallets, and both aircraft types will be limited to a maximum revenue payload of approximately 95,000 pounds.

The economics of charters are highly subject to the availability of two-direction loads. This provides obvious difficulties since it is not always possible to locate an obliging, large-volume purchaser of the backhaul capacity on the day of operation. This is particularly valid for an ad-hoc, one-of-a-kind operation having no long term consistency. The abundant wide body capacity on Caribbean routes further complicates the process of selling charters. A charter flight must recover its full variable costs, while wide body belly space can be sold at incrementally priced rates. All-cargo charters are thus likely to be both awkward and expensive in comparison to regularly scheduled passenger services or passenger charters.

The cargo charters operate subject to rates filed with the National Transportation Agency. However, some operations may be subject to ancillary charges, such as cleaning the aircraft after livestock charters, carrying grooms or pursers, or operation-specific flying or ground handling fees. The following are sample Canada-Caribbean all-cargo charters priced entirely according to rates filed with the NTA. It is assumed that there are no ancillary charges.

Case 1

The DC8-73F aircraft is chartered to carry general cargo from Halifax to Kingston, Jamaica. It must be positioned from Montreal. From Kingston, the aircraft returns north to Toronto carrying a load of foodstuffs. Rates used are as per the tariffs filed by Air Canada, although costs quoted to shippers may differ because of ancillary charges. Estimated prices are as follows:

	<u>COST</u>	<u>LOAD KG</u>	<u>COST/KG</u>
Ferry Montreal-Halifax	\$ 6,243	-	
Live Halifax-Kingston	\$ 22,496	37,000	\$.78
Live Kingston-Toronto	\$ <u>20,235</u>	43,000	\$.47
Total	\$ 48,974		

In the above example, it is assumed that the Halifax shipper pays both the cost of the ferry leg from Montreal and the live leg to Jamaica. The northbound shipper in Jamaica pays the cost of the northbound leg. This allocation must be negotiated, and actual outcomes may differ from that assumed. The southbound load of 37,000 kilograms corresponds to prevailing densities of dry goods on many North American routes. The relatively high northbound load is the result of carrying foodstuffs, which are frequently of high density.

Case 1A

This is identical to Case 1, except that no northbound load is available from Kingston. The Halifax shipper then must pay the full roundtrip cost.

	<u>COST</u>	<u>LOAD KG</u>	<u>COST/KG</u>
Ferry Montreal-Halifax	\$ 6,243	-	
Live Halifax-Kingston	\$ 22,496	37,000	\$.78
Live Kingston-Toronto	\$ 15,104	-	
Total	\$ 43,843		\$1.18

The southbound shipper must in this situation pay 51% more than if a revenue load were available to the northbound leg.

Case 2

This DC8-55F charter operates as a simple round trip from Montreal to Havana and return. Both the northbound and southbound legs are operated with revenue loads. The rates filed by Air Charter Systems have been used in this example, although these will not necessarily correspond to actual quotations to a prospective charter because of ancillary charges or additional ferrying costs.. Southbound loads have not been adjusted to account for the lower volumetric capacity of the ACS' 13-pallet aircraft.

	<u>COST</u>	<u>LOAD KG</u>	<u>COST/KG</u>
Live Montreal-Havana	\$ 17,974	37,000	\$.49
Live Havana-Montreal	\$ 17,974	43,000	\$.49
Total	\$ 35,948		

Case 2A

The southbound leg is assumed to have a revenue load, but no northbound Havana-Montreal traffic is available. This results in an effective doubling of the price paid by the Montreal-Havana charterer.

	<u>COST</u>	<u>LOAD KG</u>	<u>COST/KG</u>
Live Montreal-Havana	\$ 17,974	37,000	
Ferry Havana-Montreal	\$ 17,974	-	
Total	\$ 35,948	-	\$.98

Case 3

The chartered DC8-73F aircraft is assumed to operate from Toronto to Nassau, thereby providing containerized capacity on a route now served only by narrow body equipment. The aircraft is then ferried to Santo Domingo for a northbound load of perishable foodstuffs. Rates are constructed as per Air Canada's filed rates, although these will not necessarily equal prices quoted by Air Canada because of other positioning costs or ancillary charges. The cost of the Nassau-Santo Domingo ferry has been allocated equally among the southbound and northbound charterers, although the precise division of costs over the three parties will be subject to negotiation.

	<u>COST</u>	<u>LOAD KG</u>	<u>COST/KG</u>
Live Toronto-Nassau	\$ 15,315	37,000	\$.51
Ferry Nassau-Santo Domingo	\$ 7,456	-	
Live Santo Domingo-Toronto	\$ 20,743	43,000	\$.57
Total	\$ 43,514		

Case 3A

In this situation, no northbound load from Santo Domingo is available. The aircraft will therefore be ferried from Nassau to Toronto.

	<u>COST</u>	<u>LOAD KG</u>	<u>COST/KG</u>
Live Toronto-Nassau	\$ 15,315	37,000	
Ferry Nassau-Toronto	\$ 11,700	-	
Total	\$ 27,015		\$.73

The lack of a northbound load from Santo Domingo to Toronto has increased the priced to the Toronto-Nassau charterer by 43%.

Summary of Charters

While charter prices are heavily dependent on backhaul revenue opportunities, the unit rates paid by charterers are less than half the corresponding published freight rates. Charter services, however, are only economical if total quantities to be shipped are very large. Few existing or prospective shippers between Canada and the Caribbean are able to consider such a large scale of operations because the business risks become extremely large.

Charter services could conceivably fill the major gaps in Canada-Caribbean air services, particularly the lack of year-round palletized services to the Bahamas, Cuba and the Dominican Republic. Their ability to do so is, however, constrained by existing Canadian regulations barring multiple-entity charters. These are only permitted for livestock and courier operations. Two companies wishing to co-charter an aircraft to fly between Canada and the Caribbean are not allowed to do so. One party must assume ownership of the goods if an entity charter can be operated legally. This provision thus limits forwarders from chartering flights for their own clients and limits their role in Canada-Caribbean air trade.

H. Summary

Rates on scheduled Caribbean services to and from Canada appear to be somewhat higher than those applying to the United States. Differences are sufficiently large that they cannot be explained entirely by the greater distances involved. This may put existing and prospective traders at a disadvantage in relation to their US counterparts. This finding is by no means unequivocal; some rates to and from Canada are actually lower than those for the United States.

Carriers are not making wide use of Special Commodity Rates in serving Caribbean traffic. While SCR's are offered to some markets, many receive only the higher General Commodity Rates.

Rate structures between North America and the Caribbean do not promote a major role by forwarders. This may frustrate growth in air cargo, since forwarders are highly entrepreneurial and innovative in encouraging traffic growth. Trans Atlantic routes do, however, allow some forwarder participation. The lack of a strong forwarder presence may result in reduced discounting of rates,

Cargo charters do not see extensive use between Canada and the Caribbean. The large shipment sizes, ample wide body capacity, difficulties in securing backhaul traffic and single-entity rules all serve to frustrate growth in air freight charter services.

**VI AIRPORT INFRASTRUCTURE RELATING
TO AIR CARGO REQUIREMENTS**

A. Introduction

Any attempt to develop additional airborne trade between Canada and the Caribbean may flounder on ground infrastructure problems in the Caribbean. Many airports have witnessed recent and sudden growth, and facilities will lag behind demand as a consequence. Other nations are highly constrained in their ability to develop an expensive aviation infrastructure, and may suffer foreign trade bottlenecks as a result. The purpose of this section is to evaluate existing air freight facilities in the region, to determine if they may pose a constraint to additional Canada-Caribbean airborne trade.

B. General Findings

Although shortcomings in air freight infrastructure are relatively common throughout the Caribbean, they do not impose a serious constraint to development of additional airborne trade. There are two major problems. Customs clearance times can be excessively long. While officials are generally sensitive regarding problems posed by inbound perishable traffic, it is often necessary for the shipper to notify the consignee. Airlines do not necessarily provide consignees with prompt notification of inbound shipments.

There is a serious lack of cold storage and refrigerated warehouse space in the Caribbean. Barbados is one of the few facilities having a common use cold storage facility. Airlines and other organizations interviewed have indicated that northbound foodstuffs, such as fruits and seafood, have experienced rapid growth and have very promising prospects. If the full potential of these commodities is to be realized, a better warehouse infrastructure at major origin airports is mandatory.

C. Issues at Individual Airports

Some Caribbean airports suffer from serious and specific shortcomings in their air freight facilities. The following summarizes the airport-specific findings of this study.

(i) Santo Domingo

Santo Domingo was frequently mentioned as a trouble spot. The cargo facility was originally constructed in 1956 for use as a passenger terminal. Warehouse space is extremely limited and facilities are considered overall to be of poor quality. High employee turnover rates result in inexperienced workers who are not familiar with the equipment. Lax security measures have been cited as responsible for problems of shipment theft, contraband moving through cargo warehouses, and occasional loss of ramp or terminal equipment. Loading equipment on the ramp is generally inadequate, with an insufficient number of pallet loaders to handle the large number of wide body flights. Units are frequently unserviceable. Turnaround times for many flights have more than doubled as a consequence. Some all-cargo operators have been forced to cancel

flights or to retime services so that they do not compete with passenger flights for ramp equipment. The overcrowded ramp has required some cargo aircraft to park a full kilometer from the cargo terminal. Several companies have constructed their own privately operated warehouse facilities in order to obtain the required level of security. Aircraft services are provided by a single government-run handling agency and competition is limited.

One airline alleged indifference by the national government. The Dominican Republic is presently expanding Santo Domingo's passenger terminal at a cost of \$40 million US but has done little to improve cargo facilities. Such apathy toward air freight is by no means unique to the Dominican Republic.

Air cargo services between Canada and the Dominican Republic are relatively poor. It is the limited availability of year-round containerized capacity, not ground problems in Santo Domingo, which limit air cargo prospects between Canada and the Dominican Republic.

(ii) Puerto Plata

The rapid growth of Puerto Plata as a tourist destination has resulted in a rapid growth in airport throughput. While Santo Domingo remains the preferred destination for air freight, carriers are shifting some flights to Puerto Plata. The rapid growth in widebody capacity has strained cargo facilities. Ramp security is relatively poor and equipment shortages are common.

(iii) Port of Spain

The Port of Spain airport suffers from congestion. There are an insufficient number of on-airport warehouses. Several operators must process shipments offsite. The lack of refrigerated rooms for perishable shipments is an especially serious problem. This is addressed by airport development plans. Many northern tourists when on vacation wish to consume North American foodstuffs which are usually not available in the Caribbean. Large volumes must be flown in. Several airlines have agreements with airport caterers and hotels for the temporary cold storage of inbound perishable shipments. Customs clearance is relatively time consuming and low government interest on air cargo needs has been alleged.

(iv) Barbados

Customs clearance in Barbados is relatively slow. Barbados is the only Caribbean airport with common-use refrigeration facilities, although additional space may be needed.

(v) Kingston

Despite Hurricane Gilbert, which damaged many facilities in September 1988, Kingston is considered to have relatively good cargo facilities. Security has been described as "adequate". There is a lack of common use cold storage space for perishable traffic, although some carriers have facilities of their own.

(vi) Other Airports

No major issues were raised regarding other major Caribbean airports. Airlines generally indicated satisfaction with existing facilities.

Despite situation-specific shortcomings in ground infrastructure, most interviewees expressed optimism that they could handle considerably more traffic than at present. Many problems in air freight ground infrastructure can be circumvented by conscientious and creative ground staff and careful shipment preparation by consignors. While a lack of on-airport cold storage facilities poses a clear problem throughout the Caribbean, careful handling of shipments, and a coordination of effort by the consignor and airline to ensure that the time spent by the produce in unrefrigerated areas is minimized, can overcome this difficulty.

D. Illegal Drug Shipments

While air freight offers to Canada and the Caribbean nations alike opportunities for economic development through enhanced foreign trade, certain types of airborne "commerce" are clearly undesirable. The Caribbean lies astride the major Western Hemisphere route for illegal drugs, particularly cocaine bound from South America into Canada and the United States. If law enforcement agencies manage to thwart the drug trade on direct inbound flights, particularly in Miami where the problem is most severe, a clear danger exists that the traffic would be rerouted via Caribbean airports.

Haiti, Jamaica and the Bahamas have emerged as transshipment points, and small amounts of cocaine also move through Port of Spain and Barbados.

The growing problem of air transportation of illegal drugs is receiving mounting attention by law enforcement agencies. Major drug seizures were made in March, 1989 in Toronto which involved flights arriving from the Caribbean with contraband. The United States Customs Service, in an effort to halt the smuggling of illegal drugs, has launched an aggressive program to curb inbound contraband. Airlines are considered legally responsible for the air freight shipments they carry. Companies unfortunate enough to have accepted shipments carrying contraband have been assessed Draconian fines.

In a new strategy, the US Customs Service has become less inclined to assess fines. It was found that the tough penalties did not have the desired effect of reducing inbound drug flows. Smugglers have become so sophisticated in their operations that airlines have not been able to keep illegal shipments off their aircraft. Now, provided that the airline cooperates with US Customs, punitive fines are only a method of last resort. The recent \$28 million (US) fine levied against Air Jamaica, and an even stiffer fine against Varig, indicate that heavy penalties may still be applied despite the new policy.

Following the adoption of the 1988 United Nations Convention Against Drug Trafficking, signatory states will be required to ensure that reasonable precautions are taken to prevent commercial carriers operating in their territory from being used by drug traffickers. This will be implemented through letters of understanding between customs authorities and individual carriers which clearly set out the latter's responsibilities in preventing drug trafficking. The Customs Cooperative Council and the I.A.T.A. are leading this standard-setting exercise.

U.S. Customs operating staff are not physically present in the foreign country, but do provide information, guidance and procedural assistance. US Customs believes that an extremely close working relationship with the airlines is imperative.

Carriers flying drug sensitive routes have placed additional personnel at strategic airports in South America. Ten to twelve persons are required per flight to accept and inspect all air cargo for illegal drugs. This level of attention and thoroughness will be required at Caribbean airports in order to stifle the trade.

Canada also faces the threat of a diversion of drug traffic via Toronto as drug traders search for ways to circumvent enhanced US Customs Inspection. Many of the problems now faced by major U.S. ports of entry for illegal narcotics might now affect Toronto. While airlines have been monitoring the problem, there tends to be considerable complacency. Staff of several airlines felt that the problem for Canada is relatively distant, and unlikely to emerge as a serious problem. Occasional seizures of drugs on aircraft at Canadian airports are viewed as exceptional events rather than evidence of a fundamental problem. Canada Customs has not been as aggressive as its US counterpart in confronting airlines over illegal drug traffic.

A considerable potential exists for greater cooperation between governments in the Americas to control drug traffic. Current inspection capabilities, including scanners and sniffer dogs, are insufficient and must be enhanced, particularly as the size of many cargo shipments precludes the use of X-ray scanners.

Canadian airline operations are considered highly vulnerable to problems posed by illegal drugs. As the US Customs campaign limits Miami's use as the preferred gateway for illegal drugs into North America, and as greater use is made of staging points within the Caribbean, air links between Canada and the Caribbean will likely become an important route into North America for illegal substances. Should this occur, large outlays will be required for upgraded security measures. It is extremely likely that the US Customs will pressure Canada to adopt a more aggressive stance against airborne drug traffic should Canadian airports be used as a gateway to the United States.

While the drug issue is likely to become a very serious concern to airlines flying between the Caribbean and Canada, it probably will not prove an insurmountable obstacle to the development of additional airborne trade between the two regions. Existing operations have left the airlines highly vulnerable to this risk, and they will be required to take whatever measures are legally necessary. Upgraded security measures may pose additional costs on both new and existing traffic. Since other nations will face the same obstacles, Canadian trade will not be placed at a competitive disadvantage. Indeed, greater volumes of traffic might be required to protect that air freight already moving. In comparison to Miami, inbound volumes

to Canadian airports from the Caribbean are very low. If the new equipment or security features impose high fixed costs on the airline, the need to spread additional outlays on an already thin traffic base could adversely impact existing traffic levels. Additional volumes would reduce the unit costs of security, and help protect existing traffic. Given that upgraded security measures will require expensive detection equipment, or higher wages to be paid whether the additional staff are fully utilized or not, it is reasonable to regard the additional security costs as being independent of the level of traffic over any relevant interval.

E. Summary and Conclusions

Deficiencies in the air cargo infrastructure at Caribbean airports do not pose a serious constraint to the development of additional airborne trade. Despite a number of airport-specific problems, additional volumes of air freight can be accommodated. There is, however, a need for new or upgraded common use refrigerated space at virtually every Caribbean airport.

The problem of illegal drugs entering Canada aboard aircraft promises to become an increasingly important issue, one whose severity has probably been underestimated. The need for upgraded security and cargo inspection procedures will create additional costs for air freight shippers. A portion of this cost will be fixed, infrastructure costs that are independent of air freight volumes; these fixed costs are less onerous when spread over increased volumes of air cargo.

VII CANADA - CARIBBEAN TRADE PROSPECTS

A. Introduction

This section summarizes the major findings of this report on a country-by-country basis. To the extent possible, major findings have been supplemented by direct interviews with persons knowledgeable in Canada-Caribbean trade.

None of the interviewees cited serious shortcomings in the quality of air freight services between Canada and the Caribbean. There is a wide degree of satisfaction with existing services. Widebody services operate south from Toronto almost daily, and serve a wide range of destinations. Rates have not been cited as a serious impediment to trade, notwithstanding evidence advanced in this study that Canadian rates tend to be somewhat higher than those applying to points in the United States. While airport infrastructure pose difficulties throughout the region, it does not provide a severe constraint to an otherwise successful program to develop north-south airborne trade.

Cuba, Jamaica, Trinidad and the Dominican Republic have foreign debt problems, and financial institutions may be reluctant to facilitate exports to these destinations. The Caribbean is, nevertheless, a relatively easy place for Canadians to transact business. Language and cultural problems are minimal, and agreements can be concluded far more rapidly than in many countries of the world. Canadian firms wishing to pursue export markets are frequently advised to begin in the Caribbean nations.

Northbound traffic in foodstuffs and textiles are growing rapidly. Pharmaceutical products are produced in rapidly growing volumes in parts of the Caribbean. Computer hardware companies are increasingly looking to the Caribbean as a cost-effective location for the assembly of cards and boards. These products have been cited by interviewees as growth areas in the 1-5 year term. However, a precise identification of airborne trading opportunities requires a nation-by-nation analysis of air freight services, airport facilities, general economic conditions, and current trading patterns.

B. Country Analysis

The major problems and opportunities for each country in the study area are summarized as follows:

(i) The Bahamas

Foreign trade with the Bahamas is totally dominated by the United States. Canada has been relatively unsuccessful in penetrating this market. Western European nations frequently outperform Canada in the area of high value manufactured goods. The Bahamas has a population of 235,000 and a relatively high per capital income of \$US 5,756 (Source:

World Almanac, 1988). Despite its limited size, it is a high quality market with an undeveloped potential. Bahamas-Canada trade is also of unexpectedly small size. One interviewee suggested that the Bahamas would make an excellent target for increased exports because of the low market share presently held by Canada.

The major limitation to Canada-Bahamas airborne trade is the lack of containerized air freight capacity. There are virtually no wide body services between the two nations, and summer schedules are highly curtailed. No airline from the Bahamas presently services Canada. Because of the lack of containerized capacity, air cargo tariffs are limited to relatively high general commodity rates. Containerized services, with low containerized rates are precluded by the narrow body equipment, and an overall shortage of capacity discourages high volume bulk loaded specific commodity rates. In comparison to Canada, the United States has a high quality of air services to the Bahamas. Daily widebody flights connect Nassau to Atlanta and New York throughout the year. The Bahamas are sufficiently close to the United States that expedited surface modes can compete for high priority traffic. British Airways also provides containerized capacity to the Bahamas from London, providing considerable opportunities to importers and exporters.

Interviewees did not identify major airport shortcomings which might limit the growth of international air freight traffic. However, the Bahamas is becoming increasingly used as a staging point for northbound drug shipments. This may require additional precautions by the airlines either in the Bahamas for shipment acceptance or more rigorous customs inspections in Canada.

The major opportunities for airborne exports to the Bahamas from Canada include commercial telecommunications equipment, laboratory instruments, automotive parts and foodstuffs. Promising prospects for imports include heterocyclic compounds, industrial staplers and stitchers, hand tools and motor vehicle parts. The Bahamas has the largest potential of any Caribbean nation to develop exports to Canada.

(ii) Barbados

With a population of 253,000 (Source: World Almanac, 1988) Barbados is a relatively small import market. The per capital income of US \$3,040 is exceeded only by Trinidad-Tobago and the Bahamas.

Air services to Barbados from Canada are of excellent quality. Both Air Canada and BWIA provide year round containerized capacity, with a wide range of economical ULD and specific commodity rates. Services to Western Europe and the United States from Barbados are also very comprehensive. The Barbados airport is the only facility in the Caribbean with common use refrigeration facilities for perishables, although this is in need of expansion. There are no other serious ground infrastructure limitations. The airport is seeing increasing use as a staging point for South America - United States drug traffic. Although this role is now very limited, any growth in narcotics smuggling could raise local air freight handling costs significantly.

Canadian trade with Barbados falls well behind that of the United States and Great Britain. However, Canada has generally been successful in developing exports to Barbados. Its share of the total market is, for most products, far higher than its share of the Caribbean nations as a whole. As a purchaser of Barbadian imports, Canada is far less prominent. The major import from Barbados is foodstuffs, and Canada is well behind the United States and the United Kingdom as an export market.

Because of its small population, Barbados has a lower airborne import and export potential than other Caribbean nations. Books, hand tools and antiques offer the greatest opportunities for Barbados-Canada airborne trade. The leading southbound prospects are for medicines and pharmaceuticals, printing, drilling and mining machinery and associated parts and foodstuffs.

(iii) Cuba

While foreign debt problems constrain existing business, Cuba provides excellent longer term opportunities for additional airborne trade. With a population of 10.2 million, it is the largest Caribbean nation by a wide margin. The per-capital income of \$US 1,590 (Source: World Almanac, 1988) is higher than those of several other island nations. Because of American policies on trading with the Castro regime, a large market otherwise dominated by the United States has been placed wide open to other nations. Canada is the closest and best positioned to fill this vacuum. Japan and Spain have, however, been particularly successful in developing trade with Cuba.

Cuba is linked to Canada by both Cubana and Air Canada. Air freight services are, however a major problem. There are no wide body services between the two nations, and summer capacities are particularly modest. While Cubana operates occasional freighter services to clear backlogs in Montreal, this market nevertheless suffers from a lack of attractive capacity. Some flights to Cuba serve Varadero or Cienfuegos rather than the prime air cargo market in Havana. An additional limitation is posed by the Canada-Cuba Air Service Agreement. Cubana is allowed to serve Ottawa, although it does not exercise these rights at present. It is not permitted to serve Toronto. The latter is served exclusively by Air Canada.

The lack of high capacity containerized services prevents the airlines from offering attractive shipper-loaded ULD rates to large shippers. The tight capacity also discourages carriers from offering extensive specific commodity bulk rates. Although charter services could close this gap, current airline regulations preclude split charters or charters by forwarders unless the flights carry livestock or courier shipments.

A major factor allowing Western Europe to develop airborne trade with Cuba is the Madrid-Havana service offered by Iberian airlines. The DC-10 aircraft offer a high quality product with ample palletized capacity.

No serious problems were identified with Cuba's airport infrastructure. Cuban officialdom acts rapidly to clear incoming shipments of perishables. Because of the nation's political institutions, illegal drug exports are not expected to become a severe problem in the near future. Air freight from Cuba will not encounter the customs clearance problems being increasingly faced by shipments from other nations.

Canada-Cuba trade in foodstuffs is substantial in both the northbound and southbound directions. However, Canada has not been greatly successful in developing sales of other products, especially high value manufactured goods. There is scope for additional northbound trade in chemicals, partially processed raw materials and basic manufactured goods.

The major export opportunities for Canada to Cuba include foodstuffs, electronics and office equipment. The greatest prospects for Cuban exports to Canada are shellfish and textiles. Cuba has the second largest scope of any Caribbean nation for developing exports to Canada. Cuba's ability to function as a market for Canadian goods is limited by the nation's serious foreign debt problem. If Canada hopes to increase its exports to Cuba, it should be prepared to assist Cuba in overcoming foreign exchange shortages, perhaps through encouraging Cubans to export to Canada.

(iv) Jamaica

With a population of 2.3 million and a highly productive hinterland Jamaica offers good opportunities for additional airborne trade with Canada. Although per capital incomes are low in comparison to the Bahamas or Trinidad, Jamaica nevertheless has potential as a market for inbound capital goods and industrial machinery.

Air services to Jamaica are of high quality, with year-round wide body services. The recent cutback of capacity by Air Jamaica, however, leaves Air Canada as the sole provider of containerized services. Because of the large quantity of capacity, airlines are able to offer attractive containerized and specific commodity rates. Jamaica also has comprehensive links by wide body aircraft to the United States and Great Britain.

Air cargo facilities in Jamaica are considered to be adequate. Although cold room facilities are limited, Kingston Airport is capable of handling additional volumes of air freight, and will not prove a serious impediment to the development of Canada-Jamaica airborne trade. The airport is, however, an important transshipment point for illegal drugs, and large quantities of cannabis are produced locally. The United States Customs service is monitoring the situation closely, and has instituted strict policies for shipment acceptance by the airlines. Jamaica-Canada flights may become of particular interest to smugglers, particularly if the US is able to curtail drug imports through Miami.

Canada is a large market for Jamaican foodstuffs and crude materials. Southbound trade is strong in foodstuffs; although Japan and Europe outperform Canada by a wide margin in selling machinery and manufactured goods. The best opportunities for additional northbound airborne traffic include foodstuffs and textiles. In the southbound direction, telecommunications equipment, general purpose engines and turbines, and associated parts and preserved fish offer the best prospects for improved Canada-Jamaica trade. The potential for developing air freight exports to Jamaica is higher than for any other Caribbean nation.

(v) The Dominican Republic

With a population of 6.8 million persons, the Dominican Republic is the second largest market among those studied. The annual per capital income is low in comparison to other Caribbean nations. The country is faced with a serious debt problem that hampers imports, but increases the urgency for developing its export trade.

The shortage of wide body capacity between Canada and the Republic is a serious impediment to the development of enhanced volumes of airborne trade. Only Wardair provides summer containerized services. The future of these flights are open to speculation after Canadian Airline Internationals recent acquisition of Wardair stock. Air Canada's services to the Republic in the summary are provided by narrow body aircraft. The lack of spacious belly holds for cargo severely limits air freight capacity and discourages the airline from offering attractive specific commodity rates and ULD tariffs to high volume shippers. By comparison, services to and from the United States offer a huge amount of capacity to prospective shippers. Western Europe also is served by Iberia's high capacity DC-10 flights from Madrid.

Both the Santo Domingo and Puerto Plata airports are beset by severe air freight infrastructure problems. Difficulties are exacerbated by the airlines' tendency to assign aircraft to the rapidly growing east coast tourist destination rather than Santo Domingo. The latter city, with a large air-based manufacturing capability and active foreign trade zones is the premier air cargo destination on the island of Hispaniola. Santo Domingo is becoming increasingly important as a transshipment centre for illegal drugs, and this will complicate, although not necessarily constrain, further growth of airborne freight to the Republic.

Trade with the Dominican Republic is overwhelmingly dominated by the United States. Although Canada is the third largest exporter (after the United States and Japan) of basic manufactured goods, its export performance in most other categories falls well behind that of several nations in Western Europe.

American companies are making increasing use of the Dominican Republic as a centre for labour intensive manufacturing. The textile industry is particularly active. The foreign trade zones near the Santo Domingo airport have been developed to facilitate export-oriented manufacturing. Raw materials and inventory in process are flown in by air while finished goods are exported. The resulting bi-directional flows greatly simplify air freight development strategies without posing serious balance of payments difficulties. Since large, single shippers are involved, and since empty backhauls are not an obstacle, such movements are ideally suited to dedicated all-cargo charter operations.

Leather goods, shellfish, coffee and textiles have the strongest prospects among potential airborne exports from the Dominican Republic to Canada. Telecommunications equipment, preserved fish, medicines, stationary engines and turbines and associated parts, and office supplies have the greatest potential as Canadian exports conveyed to the Dominican Republic by air.

(vi) Leeward - Windward Islands

The Leeward and Windward Islands are a small and extremely fragmented market. Individual islands have a very limited ability to absorb imports or generate exports. St. Lucia has a population of 123,000 while only 40,000 persons live on St. Christopher and Nevis. The very limited size of these markets tends to limit exporter interest at the very outset.

There are, however, several specific opportunities for additional trade. Many islands are attempting to boost local tourist industries. The scale of the island economies are usually insufficient to provide the investment goods with which to develop a tourist industry. Many materials such as linens, hygienic supplies and foodstuffs must be imported. North American tourists often expect familiar food brands even when visiting the islands. The possible loss of preferential access to Britain in 1992 may encourage the Islands to increase their economic interaction with Canada.

A second opportunity lies in offshore manufacturing. Wages in the Windward and Leeward Islands are relatively low, and they are an attractive location for multinational textile companies. One company, Inner Secrets of Hoboken, New Jersey purchases materials in the United States for lingerie. These are cut at its American plants and then shipped by air to St. Lucia for final assembly. This generates employment for over 600 persons on the island. Finished products are then flown back to the United States. Air cargo is ideally adapted to these movements because of the needs to minimize inventories of goods in process. Styles change rapidly, and distributors expect orders to be filled without undue delay. Canadian businesses do not make extensive use of offshore manufacturing.

Air freight services from Canada to the Leeward and Windward Islands is of relatively high quality. Interviewees seemed relatively satisfied with the selection of flights, capacity, and rates. Both Air Canada and BWIA service the Islands. Wide body capacity is available year-round to St. Lucia and St. Kitt's as well as Antigua, although summer cutbacks can still be significant. Links to the United States and the United Kingdom are growing. A direct narrow body flight on BWIA now connects Grenada with New York. As yet, there are no direct flights to Toronto. Cargo volumes between St. Lucia and London are substantial.

One major difficulty for importers and exporters is in access to smaller islands such as Grenada, Montserrat, Dominica and St. Vincent. Although airport facilities are under improvement, many islands cannot accommodate jet aircraft. Containerized services are completely precluded, and even bulk shipments are strictly limited by piece size. An island faced with these obstacles has little hope in developing an industry that depends on air freight transportation.

Canada exports manufactured goods to the Islands, particularly heavy machinery, transportation equipment and commercial telecommunications equipment. Foodstuffs are the largest northbound item. The greatest prospects for increased northbound flows to Canada are provided by coffee and textiles, although total incremental air freight flows are limited. Canadian companies should target commercial telecommunications equipment, aircraft equipment and assemblies, measuring equipment and canned fish as products most amenable to increased airborne exports to the Leeward and Windward Islands. Opportunities are significant.

(vii) Trinidad and Tobago

Trinidad and Tobago have a population of 1.2 million and a per capita income of US \$6,800 (Source: World Almanac 1988), the highest income among those countries investigated in this study. A major economic problem faced by the nation is the high level of foreign debt. In August 1988 the currency was devalued by 14.6%.

As a destination of national exports, Canada falls well behind the United States and countries in Western Europe. It is, however, the second largest foreign purchaser of beverages and tobacco. The large flows noted in machine and transportation equipment exports was a one-time move. Canada has been relatively successful in exporting to Trinidad, and local market shares for most products exceed shares of the Caribbean nations as a group. Foodstuffs, machines and transportation equipment are the largest exports from Canada to Trinidad by value.

Air services from Canada to Trinidad are fully able to accommodate existing demands, and provide sufficient capacity to permit additional growth of airborne traffic in the future. Both Air Canada and British West Indian Airlines provide containerized services to and from Toronto. Carriers do not, however, offer extensive special commodity rates to service large volume traffic sources.

The airport infrastructure in Trinidad is generally capable of accommodating additional airborne exports and imports. Refrigerated storage space is lacking; however development plans for the airport address this shortfall. Port of Spain is a small but growing transshipment point for illegal drugs. The need for stricter shipment acceptance procedures and more rigorous inspection by Canada Customs will result in higher costs to shippers and somewhat degraded levels of service. It will not, however, preclude a major increase in Canada-Trinidad airborne trade.

Trinidad's exporters of coffee, shellfish and ceramic tableware have opportunities to develop airborne exports to Canada. Major growth areas for Canadian exporters to Trinidad include commercial telecommunications equipment, preserved fish, metalworking machinery and vitamins. Trinidad offers Canada the largest scope for an expansion of exports after Jamaica, although the recent devaluation of the national currency will likely harm export development in the short term.

C. Summary

Cuba and the Bahamas offer the greatest prospects for development of airborne imports to Canada. Foreign debt issues make Cuba primarily a long term opportunity. Jamaica, Trinidad and the Leeward-Windward Islands offer the best opportunities for Canadian airborne exports. Commercial telecommunications equipment is a very large component of the total export trade potential of the Caribbean Basin.

The trend to offshore manufacturing could permit a major growth in Canada-Caribbean air commerce. In Canada, however, this process is as yet in its infancy. Island initiatives to develop tourism can result in large additional flows of inbound air freight.

VIII CONCLUSIONS

Major findings of this study are as follows:

A. Air Services

- . Because of the tourist trade, Canada-Caribbean air freight capacity varies substantially by season, and winter schedules overstate the true year round potential uplift.
- . Canada-Caribbean air services are of generally high quality, with year-round widebody services to major destinations in the Caribbean.
- . Large quantities of southbound excess baggage can reduce cargo capacities significantly, particularly in the late autumn, Christmas and during the Carnival.
- . The large quantity of capacity through gateways on the US east coast provides additional opportunities for persons supporting airborne trade between Canada and the Caribbean.
- . Canada-Bahamas, Canada-Dominican Republic and Canada-Cuba routes suffer from significant airline service gaps because of the lack of year round wide body capacity.
- . Air Jamaica's recent elimination of wide body services to Toronto may result in a capacity shortage between Canada and Jamaica.
- . Air freight services to smaller islands such as Grenada, Montserrat, Dominica and St. Vincent suffer from airport inadequacies. Services to these islands must connect through other Caribbean airports. Aircraft capacity on the commuter propjets used is highly limited.
- . Cargo charters have a relatively insignificant role in the Canada-Caribbean trade.
- . The Caribbean sees little use of widebody freighters or combi aircraft.
- . Despite season- or route-specific capacity shortfalls, the existing scheduled capacity is able to accommodate any surge in Canada-Caribbean airborne trade.

B. Airborne and Surface Trading Patterns

- . Existing reports from Statistics Canada do not fully support the development of precise quantity data for airborne trade.
- . Southbound air freight volumes consist primarily of machine parts, medical supplies and other high value goods. Perishable foodstuffs to support the tourist trade also travel south in large quantities from the United States.

- Northbound traffic includes large volumes of perishable foodstuffs. This traffic has been spurred by growing populations of Caribbean immigrants in Canada and the growing popularity of tropical foodstuffs throughout the Canadian populace.
- Northbound air cargo quantities tend to exceed southbound quantities by a wide margin.
- American exporters tend to make greater use of air freight than do those of Canada.
- There is a growing tendency, particularly among American firms, to locate certain steps of the production process offshore. This results in two-way cargo flows. This practice is now very limited among Canadian businesses.
- Canada is strongest in trading with Trinidad, Barbados, the Leeward-Windward Islands and Cuba. It is very weak, however, in exporting to the Bahamas and the Dominican Republic.
- The United States is by far the largest trader with the Caribbean nations. Western Europe, particularly Great Britain and Spain, and Japan are major trading rivals for Canada.
- Major opportunities exist for additional Canada-Caribbean airborne trade in both directions. Telecommunications equipment and pharmaceuticals are major opportunities for southbound traffic. Northbound opportunities include textiles and tropical foodstuffs.

C. Caribbean Airport Infrastructure Relating to Air Cargo Requirements

- Ground handling and cargo problems are especially severe in Santo Domingo and Puerto Plata in the Dominican Republic.
- Port of Spain, Trinidad has less severe but still significant shortcomings in ground infrastructure.
- Customs clearance times are generally long, and communications between local officials and consignees is occasionally poor.
- There is a considerable shortage of adequate refrigeration facilities throughout the Caribbean.
- The problem of illegal drugs is mounting in importance. Kingston, Jamaica is a major transshipment point for US-bound cocaine, and Jamaica is itself a large grower of cannabis.
- While US Customs is closely monitoring the situation in the Caribbean, particularly at actual or potential transshipment points, existing drug-related problems do not pose a severe obstacle to air cargo.

- There is a possibility that the US will pressure Canada into taking a sterner and more structured approach in controlling illegal drug flows. This is especially likely if the US can curtail flows of illegal drugs into Miami, possibly causing a redirection of these flows through Canadian airports.
- Despite specific and local problems in airport infrastructure, Caribbean airports are in fact able to accommodate considerable additional volumes of air freight traffic.

D. Pricing of Air Freight

- Canada-Caribbean air tariffs are somewhat high in relation to those relating to the United States, although a more detailed rate-by-rate and market-by-market is required for a conclusive verdict on overpricing.
- Canada-Caribbean air tariffs do not appear excessive and are in line with prices paid between the Caribbean on one hand and the United States and Western Europe on the other.
- Canada-Caribbean tariffs are characterized by relatively low minimum charges, and uniform per kilo rates over most of the relevant weight interval. This tends to discourage forwarder participation in the market.
- Many markets have relatively few Special Commodity Rates or Shipper-Loaded Unit Load Device Rates. This may discourage development of certain potential markets.
- Although large clients are able to exercise market power in negotiating rates with airlines, discounting in the Caribbean is not as pervasive as on many world air cargo routes.
- The lack of consistent widebody services from Canada to the Bahamas and Cuba, and the relatively limited summer widebody services to the Dominican Republic precludes active innovations in air fares for these nations.
- Charter tariffs afford a considerable saving over scheduled rates, although the magnitude of the saving is heavily dependent on the availability of a backhaul load.
- The existing ban on split charters, and rules preventing forwarders from single-entity charters limits the role played by air freight charters in the Canada-Caribbean market.

E. Industry Interest and Market Perceptions

- Airlines tend to view air freight as a by-product, and the marketing needs of air cargo are frequently thwarted by priorities of the passenger business.
- Rates, volumes and the large quantity of wide body passenger capacity mitigate against freighter or maindeck combi services in the Caribbean. This will necessarily limit the interest of air freight marketing organizations.

- . No specific southbound air freight opportunities were identified.
- . The growth of a Caribbean textile industry will likely be spurred by an availability of trained labour and by the tendency of multinational companies to locate in the Caribbean.
- . In 1992, several Caribbean Islands may lose their preferred access to Britain, and shall be seeking export opportunities elsewhere.
- . Major growth is expected in northbound volumes of wearing apparel and foodstuffs.
- . Major opportunities for Canada-Caribbean airborne trade may result from the positioning of labour-intensive phases of a production process in low wage southern nations.
- . Better ground facilities in the Caribbean, particularly common use refrigeration rooms are needed to facilitate additional perishable air freight traffic.

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APPENDIX A

Cargo Capacity by Aircraft Type

CARGO CAPACITY BY AIRCRAFT TYPE

<u>AIRCRAFT</u>	<u>UNIT LOAD DEVICE CONFIGURATION</u>			<u>CAPACITY</u> (kgs.)
	<u>UDP</u>	<u>LDP</u>	<u>LD-3</u>	
<u>Wide Body Passenger</u>				
A300		4		5,683
L1011			8	4,769
DC-10	5			7,105
747-100/200	6			8,526
767-200	3			4,262
IL-86				907
<u>Narrow Body Passenger</u>				
727-200				1,361
MD-80				907
737				907
757				907
DC-9				907
IL-62				907
TU-154				680
DC-8				1,815
<u>Freighter</u>				
B347F				13,610
DC-6F		8		14,699
DC8-55F		13		23,886

UDP - Upper deck pallet 233.5 x 317.5 x 206 cm.
LDP - Lower deck pallet 223.5 x 317.5 x 163 cm.
LD-3 - 200 x 152 x 163 cm.

Average air cargo density is assumed as 10 lbs/cubic ft. with 10% stowage loss.
Capacities for narrow body equipment based on experience and judgement.

Capacity for IL-86 based on limited overwater payload. Aircraft has passenger entrance through the lower deck, diminishing cargo capacity.

APPENDIX B

Caribbean Air Cargo Capacity Analysis

CARIBBEAN AIR CARGO CAPACITY ANALYSIS

CANADA

<u>ROUTING</u>	<u>FLT #</u>	<u>ACFT</u>	<u>DAYS OPERATION</u>	<u>KGS/ WEEK</u>
<u>Air Canada</u>				
Montreal - Freeport	940	D9S	7	907
Toronto - Antigua	960	72S	7	1,361
Toronto - St.Lucia - Antigua	962	72S	6	1,361
Toronto - Port of Spain	964	L10	2	4,769
Toronto - Barbados - Port of Spain	966	767	6	4,262
Toronto - Port of Spain - Barbados	966	L10	5	4,769
Toronto - Puerto Plata - Santo Domingo	968	72S	6	1,361
Toronto - Montreal - Barbados	974	L10	7	4,769
Toronto - Nassau	980	72S	4	1,361
Toronto - Montego Bay - Kingston	982	L10	1,4,7	14,307
Toronto - Montego Bay - Kingston	982	767	6	4,262
Toronto - Nassau	990	72S	7	1,361
<u>Wardair</u>				
Toronto - Montreal - Puerto Plata	56	AB3	6	5,683

CARIBBEAN AIR CARGO CAPACITY ANALYSIS

UNITED STATES

<u>ROUTING</u>	<u>FLT #</u>	<u>ACFT</u>	<u>DAYS OPERATION</u>	<u>KGS/ WEEK</u>
<u>American Airlines</u>				
New York-Barbados-Port of Spain	585	AB3		39,781
New York - Santo Domingo	587	D10		49,735
New York - Montego Bay - Kingston	645	D10	X6	42,630
New York - Puerto Plata	659	D10		49,735
New York - Antigua	663	72S		9,527
New York - Santo Domingo	681	AB3		39,781
New York - Kingston	1161	72S	1,5,7	4,083
New York - Kingston	1161	D10	6	7,105
<u>Delta Airlines</u>				
New York - Nassau	93	767		29,834
Atlanta - Nassau	95	767		29,834
Atlanta - Nassau	345	72S		9,527
<u>Eastern Airlines</u>				
Miami - Grand Cayman	887	72S		9,527
Miami - Santo Domingo	907	L10		33,383
Miami - Kingston	921	72S		9,527
New York - Santo Domingo	953	AB3		39,781
Miami - Antigua - St. Lucia	965	72S	3,6,7	4,083
Miami - Antigua - Martinique	965	72S	1,5	2,722
Miami - Antigua - Guadeloupe	965	72S	2,4	2,722
Miami - Barbados - Port of Spain	975	72S		9,527

<u>ROUTING</u>	<u>FLT #</u>	<u>ACFT</u>	<u>DAYS OPERATION</u>	<u>KGS/ WEEK</u>
Miami - Barbados - Port of Spain	975	72S		9,527
Miami - Montego Bay	979	AB3		39,781
Miami - Kingston - Montego Bay	991	72S		9,527
Atlanta - Montego Bay	1675	72S	6,7	2,722
<u>Northwest</u>				
Miami - Grand Cayman	940	D95		6,349
<u>Pan American</u>				
New York - Nassau	205	AB3	6,7	11,366
New York - Nassau	205	72S	X7	6,805
New York - Nassau	207	72S	6,7	2,722
New York - Barbados	217	AB3		39,781
New York - Santo Domingo	223	AB3		39,781
Miami - Port Au Prince - Puerto Plata	433	72S	2,1,4,6	5,444
Miami - Barbados - Port of Spain	435	72S		9,527
Miami - Barbados - Port of Spain	435	72S		9,527
<u>Trans World Airlines</u>				
New York - Nassau	34	72S	1,4,5,6,7	6,805
St.Louis - Nassau	40	72S	1,4,5,6,7	6,805
<u>USAir</u>				
Charlotte - Nassau	661	73S		6,349
Balt/Wash - Nassau	663	73S		6,349

CARIBBEAN AIR CARGO CAPACITY ANALYSIS

CARIBBEAN

<u>ROUTING</u>	<u>FLT #</u>	<u>ACFT</u>	<u>DAYS OPERATION</u>	<u>KGS/ WEEK</u>
<u>Aias de Transporte</u>				
Miami - Santo Domingo	101	37F	2	13,610
Miami - Santo Domingo	103	D8F	3	23,886
Miami - Santo Domingo	105	37F	5	13,610
Miami - Santo Domingo	107	37F	6	13,610
<u>Air Jamaica</u>				
Balt/Wash - Montego Bay - Kingston	10	AB3	1,3,5,6,7	28,415
New York - Kingston	14	AB3	1,5,6,7	22,732
New York - Montego Bay - Kingston	16	AB3	2,3,4	17,049
New York - Kingston	18	AB3	7	5,683
New York - Kingston	18	AB3	1,3	11,366
Miami - Montego Bay	20	72S		9,527
Miami - Montego Bay	22	72S		9,527
Miami - Kingston	24	72S		9,527
Miami - Kingston	26	72S	X1	8,166
Miami - Kingston	26	AB3	1	5,683
Miami - Montego Bay - Kingston	28	72S		9,527
Miami - Kingston	30	AB3	2,4	11,366
Miami - Kingston	30	72S	1,3,5,6,7	6,805
Tampa - Montego Bay - Kingston	34	AB3	3,6,7	17,049
Philadelphia - Balt/Wash - M. Bay - Kingston	40	72S	4	1,361
Philadelphia - Balt/Wash - M. Bay - Kingston	40	AB3	2	5,683
Los Angeles - M. Bay - Kingston	54	AB3	7	5,683

<u>ROUTING</u>	<u>FLT #</u>	<u>ACFT</u>	<u>DAYS OPERATION</u>	<u>KGS/ WEEK</u>
Atlanta - Montego Bay - Kingston	56	72S	3	1,361
Atlanta - Montego Bay - Kingston	56	AB3	4	5,683
Toronto - Kingston - Montego Bay	70	72S	1,6,7	4,083
Toronto - Kingston - Montego Bay	70	AB3	5	5,683
Toronto - Montego Bay - Kingston	72	72S	2	1,361
<u>APA International</u>				
Miami - Santo Domingo - Puerto Plata	705	D6F	2,3	29,398
Miami - Santo Domingo	707	D6F	4,5	29,398
Miami - Santo Domingo - Puerto Plata	709	D6F	6	14,699
<u>Areomar</u>				
Miami - Santo Domingo	101	D8F	2,4,7	71,658
<u>Bahamas Air</u>				
New York - Nassau	947	73S		6,349
<u>British West Indian Airlines</u>				
Miami-Antigua-St.Lucia-Grenada-Tobago-Port of Spain	401	D95	1,3,7	2,721
Miami-Antigua-St.Lucia-Grenada-ort of Spain	403	D9S	2,4,5,6	3,628
New York-St.Lucia-Port of Spain	423	L15	7	5,683
New York - Antigua - Port of Spain	423	L15	6	5,683
New York - Barbados - Grenada - Port of Spain	425	L15	5	5,683
New York - Barbados - Port of Spain	425	L15	6,7	11,366
New York - Antigua - St.Lucia - Port of Spain	427	M80	2,5,6	2,721
New York - Antigua - St.Kitts - Port of Spain	427	M80	4,7	1,814
New York - Antigua - Grenada - Port of Spain	427	M80	1,3	1,814

<u>ROUTING</u>	<u>FLT #</u>	<u>ACFT</u>	<u>DAYS OPERATION</u>	<u>KGS/ WEEK</u>
Miami - Barbados - Port of Spain	431	M80		6,349
Balt/Wash - Antigua - Barbados	493	M80	5,6,7	2,721
Toronto - St.Lucia - Port of Spain	601	L15	4	5,683
Toronto - St.Kitts - Antigua - Port of Spain	601	L15	1	5,683
Toronto - Antigua - Port of Spain	601	L15	5	5,683
Toronto - Barbados - Port of Spain	601	L15	7	5,683
Toronto - Barbados - Port of Spain	601	L15	3	5,683
Toronto - St.Lucia - Port of Spain	601	L15	6	5,683
Toronto - Port of Spain	609	L15	5	5,683
London(H) - Barbados - Port of Spain	901	L15	4,6	11,366
London(H) - Port of Spain	901	L15	1,2,7	17,049
Frankfurt-London(H)-St.Lucia-Barbados-Port of Spain	981	L15	5	5,683

Carricargo

New York - Barbados - Port of Spain	180	D8F	4,7	47,772
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Cayman Airways

Miami - Grand Cayman	47	72S		9,527
Houston - Grand Cayman	63	72S	1,4,5,6,7	6,805
Atlanta - Grand Cayman	87	72S	4,7	2,722
Miami - Grand Cayman	241	72S	6	1,361
Miami - Grand Cayman	245	72S	5,7	2,722
Miami - Grand Cayman	247	72S	X6	8,166
Miami - Grand Cayman	249	72S	6	1,361

<u>ROUTING</u>	<u>FLT #</u>	<u>ACFT</u>	<u>DAYS OPERATION</u>	<u>KGS/ WEEK</u>
<u>Dominicana de Aviacion</u>				
Miami - Santo Domingo	303	727		9,527
Miami - Puerto Plata - Santo Domingo	305	727		9,527
New York - Puerto Plata - Santo Domingo	903	72S		9,527
<u>Hispaniola Airways</u>				
Miami - Puerto Plata	301	D8S	3	2,269

CARIBBEAN AIR CARGO CAPACITY ANALYSIS

WESTERN EUROPE

<u>ROUTING</u>	<u>FLT #</u>	<u>ACFT</u>	<u>DAYS OPERATION</u>	<u>KGS/ WEEK</u>
<u>Air France</u>				
Paris(C) - Guadeloupe - Santo Domingo	253	747	7	8,526
<u>British Airways</u>				
London(G) - Barbados - St.Lucia	253	747	4	8,526
London(G) - SanJuan - Antigua	253	747	6	8,526
London(G) - Antigua - Barbados	255	747	6	8,526
London(G) - Manchester - Barbados	255	747	2,7	17,052
London(H) - Ant. - Barb. - P.Spain	257	747	7	8,526
London(H) - AntiguaPort of Spain	257	747	2	8,526
London(H) - Barbados - Grenada	257	747	3	8,526
London(H) - P.Spain-Caracas-Bogota	259	747	4	8,526
London(H) - Bermuda - Nassau	265	L10	7	4,769
<u>British Airways / Air Jamaica</u>				
London(G) - Montego Bay - Kingston	263	747	3,7	17,052
London(H) - Montego Bay - Kingston	263	747	6	8,526
London(H) - Nassau - Kingston	263	747	2	8,526

<u>ROUTING</u>	<u>FLT #</u>	<u>ACFT</u>	<u>DAYS OPERATION</u>	<u>KGS/ WEEK</u>
<u>Iberia Airlines</u>				
Madrid - Santo Domingo - Managua	895	D10	3	7,105
Madrid - Santo Domingo - SanJuan	913	D10	1	7,105
Madrid - Santo Domingo - San Jose	933	D10	2	7,105
Madrid - Santo Domingo - Panama City - Guatemala	935	D10	4	7,105
Madrid - Santo Domingo - Guatemala	937	D10	6	7,105
Madrid - Havana	945	D10	3,7	14,210
<u>Lufthansa</u>				
Frankfurt - Antigua	522	D10	1	7,105

CARIBBEAN AIR CARGO CAPACITY ANALYSIS

SOVIET BLOC

<u>ROUTING</u>	<u>FLT #</u>	<u>ACFT</u>	<u>DAYS OPERATION</u>	<u>KGS/ WEEK</u>
<u>Aeroflot</u>				
Moscow - Shannon - Havana - Kingston	331	IL6	2	907
Moscow - Shannon - Gander(T) - Havana	333	ILW	4	907
Moscow - Shannon - Havana - Managua	339	IL6	1,3,7	2,721
Moscow - Shannon - Havana - Mexico City	341	IL6	3,6	1,814
Moscow - Shannon - Gander(T) - Havana - Lima	345	ILW	4	907
Moscow - Shannon - Gander(T) - Havana - Lima	347	ILW	5	907
Moscow-Luxembourg-Shannon-Gander(T)-Havana-Lima	335	ILW	1,4,7	2,721
<u>Cubana</u>				
Montreal - Varadero - Havana	421	TU5	7	1,361
Berlin - Gander(T) - Havana	439	IL6	3	907
Moscow - Paris(O) - Gander(T) - Havana	441	IL6	6	907
Madrid - Gander(T) - Havana	471	IL6	2,4,5	2,721
Moscow - Gander(T) - Havana	473	IL6	4	907
Prague - Gander(T) - Havana	477	IL6	5	907
Berlin - Gander(T) - Havana	479	IL6	1	907
Berlin - Gander(T) - Havana	479	IL6	2	907
Montreal - Varadero - Havana	481	TU5	7	1,361
Montreal - Varadero - Havana	483	TU5	6	1,361
Montreal - Havana	485	TU5	6	1,361
Montreal - Havana	487	TU5	2	1,361
Montreal - Cienfuegos - Havana	489	TU5	1	1,361

<u>ROUTING</u>	<u>FLT #</u>	<u>ACFT</u>	<u>DAYS OPERATION</u>	<u>KGS/ WEEK</u>
<u>Czechoslovak Airlines</u>				
Prague - Montreal - Havana	576	IL6	1	907
Prague - Montreal - Havana	576	IL6	6	907
<u>Interflug</u>				
Berlin - Gander(T) - Havana	772	IL6	4	907
Berlin - Gander(T) - Havana	772	IL6	6	907

T - technical stop

- Aircraft designators are based on Official Airline Guide abbreviations.

Narrow Body

D9S	DC9-30
D9S	DC9-50
M80	MD-80
73S	737-100
727	727-100
72S	727-200
D8S	DC8-61/63
1L6	1L-62
TU5	TU-154

Wide Body

L10	L1011
L15	L500
767	Boeing 767
AB3	A300
D10	DC-10
747	747
ILW	IL-86

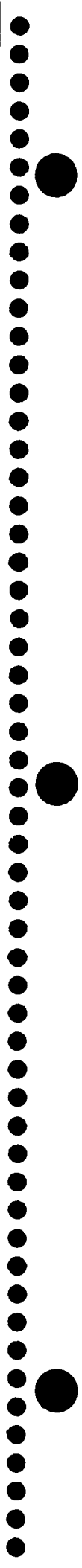
Freighter

37F	Boeing 347
D6F	DC-6F
D8F	DC-8 55F

DAYS OF OPERATION

1	Monday
2	Tuesday
3	Wednesday
4	Thursday
5	Friday
7	Saturday
X	Except

If no days of operation shown, flight is daily.



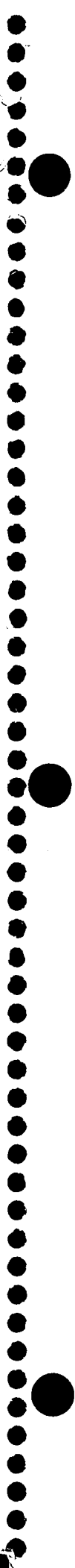
APPENDIX C

Air Freight Traffic on Caribbean and Comparison Routes

AIR FREIGHT TRAFFIC ON CARIBBEAN AND COMPARISON ROUTES
ACTUAL ON-PLANE VOLUMES 1986

		TO CARIBBEAN (000 KGS)	FROM CARIBBEAN (000 KGS)
Atlanta	Kingston	17.02	79.47
Atlanta	Montego Bay	28.79	123.92
Baltimore	Montego Bay	NA	3.91
Fort Lauderdale	Nassau	100.78	4.49
London	Barbados	527.90	222.60
London	St. Lucia	69.50	1,042.30
Madrid	Havana	715.81	1,462.63
Miami	Freeport	298.61	29.12
Miami	Kingston	2,447.68	2,588.55
Miami	Montego Bay	1,815.95	886.68
Miami	Nassau	1,366.35	93.59
Miami	Puerto Plata	2.04	23.77
Miami	Santo Domingo	1,630.00	3,524.22
New York	Freeport	12.52	4.37
New York	Kingston	1,166.46	4,189.25
New York	Montego Bay	538.93	460.26
New York	Nassau	495.75	22.61
New York	Puerto Plata	57.59	192.53
New York	Santo Domingo	977.70	6,807.86
Orlando	Nassau	.82	.01
Philadelphia	Montego Bay	24.43	NA
Prague	Havana	436.27	210.91
Tampa	Kingston	NA	12.10
Tampa	Montego Bay	12.57	83.16
Tampa	Nassau	3.63	.02
Toronto	Kingston	308.98	1,135.99
Toronto	Montego Bay	99.31	423.55
		<u>EASTBOUND</u>	<u>WESTBOUND</u>
		(000 KGS)	(000 KGS)
Toronto	London	5,948.79	9,088.62
Los Angeles	Tokyo	57,160.32	20,022.47
Frankfurt	Bombay	7,017.89	6,165.49
New York	Paris	10,389.94	36,722.35
Calgary	Amsterdam	872.78	418.56

Source: On-Flight Origin and Destination, International Civil Aviation Organization, Digest of Statistics No. 338, montreal 1988.



APPENDIX D

Structure of Caribbean Imports Database

STRUCTURE OF CARIBBEAN IMPORTS DATABASE

The Caribbean Imports Database was prepared in a Lotus 1-2-3 Version 2.01 format. The file occupies 297,201 bytes of storage. Individual records refer to:

1. A specific commodity/product imported to all of Canada from a specific Caribbean nation.

or

2. A specific commodity/product imported to all of Canada from the entire world.

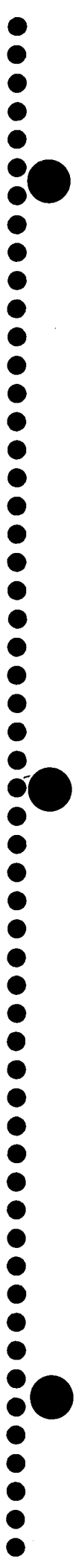
The composition of each record is as follows:

<u>COLUMN</u>	<u>TYPE</u>	<u>DESCRIPTION</u>
A	Text	Canadian International Trade Classification Code to identify commodity/product.
B	Text	Product descriptor.
C	Text	Designate destination (individual nation or entire world).
D	Numeric	Report 65-203 uses several different units for expressing quantities: 0 No quantities provided 1 Kilograms 2 Square metres 3 Litres 5 Boxes 6 Thousands
E	Numeric	Quantity of imports from nation in question to all of Canada in 1985. Stated in kilograms if column D denotes tonnes or kilograms. Non-alcoholic beverages converted to kilograms from volumetric measures; otherwise quantities expressed in units as per column D verbatim.
F	Numeric	Quantity of imports from nation in question to all of Canada in 1986. Same units qualifications as per (E).
G	Numeric	Quantity of imports from nation in question to all of Canada in 1987. Same units qualifications as per (E).

H.	Numeric	Value of imports from nation in question to all of Canada in 1985. Expressed in thousands of current Canadian dollars.
I	Numeric	Value of imports from nation in question to all of Canada in 1986. Expressed in thousands of current Canadian dollars.
J	Numeric	Value of imports from nation in question to all of Canada in 1987. Expressed in thousands of current Canadian dollars.
K	Numeric	Value of US imports by marine transport from the "Other Western Hemisphere" or "Other Latin America" (if no data for "Other Western Hemisphere") in 1987 for corresponding commodity(s) in 1987 US dollars.
L	Numeric	Weight of US imports corresponding to item K in thousands of pounds.
M	Numeric	Value of US imports by air transport from the "Other Western Hemisphere" or "Other Latin America" (if no data for "Other Western Hemisphere") in 1987 for corresponding commodity(s) in 1987 US dollars.
N	Numeric	Weight of US imports corresponding to item L in thousands of pounds.
O	Text	Basis for valuation. Describes how value per unit weight derived. Either contains code(s) for US equivalent product(s) or a "NA" to indicate "not available". This may result from lack of equivalent US product or no US export volumes for US equivalent products on air or surface mode.
P	Numeric	Air cargo share of US imports by value.
Q	Numeric	Air cargo share of US imports by weight.
R	Numeric	Unit value for US marine imports. Value in 1987 Canadian dollars per kilogram of product for US imports conveyed by the marine mode. US dollars provided by Report FT155 were converted to Canadian dollars at exchange rate of 1.326.
S	Numeric	Unit value for US air imports in 1987 Canadian dollars per kilogram. Similar to item (R).
T	Numeric	Unit value for US marine and air imports expressed in 1987 Canadian \$/kilogram units. A weighted average of Columns R and S.

U	Numeric	Unit value in Canadian dollars per kilogram. Air and surface modes.
V	Numeric	Value of imports from all of world to Canada in \$000.

Since separate records exist for each product to giving imports to Canada from the entire world, Column V is redundant. However, it simplifies market share calculations through allowing data for a specific Caribbean nation and for the world as a whole to be referenced within an individual record.



APPENDIX E

Canada Caribbean Imports

CANADA - CARIBBEAN IMPORTS DATA BASE

CODE	COMMODITY	COUNTRY	UNITS	QUANTITY			VALUE			AIR CGO SHARE			VALUE \$/CD \$7/KG		
				1985	1986	1987	1985	1986	1987	VAL	WT	SUR	AIR	AVG	CGA
009-50	Fish, aquarium	Total	0	0	0	4941	5690	6097	100%	100%	NA	51	51	NA	
009-50	Fish, aquarium	Trinidad	0	0	0	6	11	23	100%	100%	NA	51	51	NA	
009-99	Animals, live	Bahamas	0	0	0	0	0	44	100%	100%	NA	11	11	NA	
009-99	Animals, live	Barbados	0	0	0	109	199	109	100%	100%	NA	11	11	NA	
009-99	Animals, live	Lee-Wind Is	0	0	0	1	80	0	100%	100%	NA	11	11	NA	
009-99	Animals, live	Total	0	0	0	8266	8051	8626	100%	100%	NA	11	11	NA	
011-03	Beef, Frozen Boneless	Barbados	0	15	0	30	0	0	0%	0%	2	NA	2	NA	
011-03	Beef, Frozen Boneless	Total	1	56637000	55887000	64438000	154047	156062	182429	0%	0%	2	NA	2	3
030-69	Sea Fish, fresh,frozen	Barbados	1	4000	8000	14000	25	63	63	49%	35%	2	4	3	5
030-69	Sea Fish, fresh,frozen	Cuba	1	0	2000	0	0	3	0	49%	35%	2	4	3	NA
030-69	Sea Fish, fresh,frozen	Jamaica	1	1000	5000	1000	5	37	7	49%	35%	2	4	3	7
030-69	Sea Fish, fresh,frozen	Lee-Wind Is	1	0	1000	0	0	6	0	49%	35%	2	4	3	NA
030-69	Sea Fish, fresh,frozen	Total	1	16694000	22073000	41524000	51752	64641	76347	49%	35%	2	4	3	2
030-69	Sea Fish, fresh,frozen	Trinidad	1	2000	4000	6000	15	26	65	49%	35%	2	4	3	11
030-99	Freshwater Fish	Jamaica	1	0	1000	0	0	1	0	49%	35%	2	4	3	NA
030-99	Freshwater Fish	Lee-Wind Is	1	0	0	2000	0	0	11	49%	35%	2	4	3	6
030-99	Freshwater Fish	Total	1	1636000	2096000	2115000	4490	5757	6314	49%	35%	2	4	3	3
044-46	Sardine Sprats	Jamaica	5			367	0	0	1	100%	0%	0	NA	0	NA
044-46	Sardine Sprats	Total	5	11702059	7858436	11730578	4405	4041	5662	100%	0%	0	NA	0	NA
044-69	Canned Fish	Jamaica	1	1000	0	0	19	0	0	12	0%	3	6	3	NA
044-69	Canned Fish	Total	1	1213000	1424000	1781000	2631	2935	4012	12	0%	3	6	3	2
046-29	Lobsters, fresh	Bahamas	1	7000	3000	0	151	57	0	13%	13%	15	15	15	NA
046-29	Lobsters, fresh	Cuba	1	664000	542000	708000	14803	12867	20090	13%	13%	15	15	15	26
046-29	Lobsters, fresh	Dom. Rep.	1	0	1000	0	0	26	0	13%	13%	15	15	15	NA
046-29	Lobsters, fresh	Jamaica	1	4000	0	0	91	13	0	13%	13%	15	15	15	NA
046-29	Lobsters, fresh	Total	1	2809000	2596000	2767000	45750	45902	57154	13%	13%	15	15	15	21
046-49	Shrimp & Prawn	Cuba	1	453000	120000	275000	4193	1257	2917	13%	13%	15	15	15	11
046-49	Shrimp & Prawn	Dom. Rep.	1	0	0	0	0	5	0	13%	13%	15	15	15	NA
046-49	Shrimp & Prawn	Total	1	12043000	13499000	14623000	114726	162039	162960	13%	13%	15	15	15	11
046-49	Shrimp & Prawn	Trinidad	1	0	4000	50000	0	63	526	13%	13%	15	15	15	10.5
046-59	Shellfish, Fresh/frozen	Bahamas	1	0	3000	0	0	36	0	13%	13%	15	15	15	NA
046-59	Shellfish, Fresh/frozen	Jamaica	1	0	1000	0	0	5	0	13%	13%	15	15	15	NA
046-59	Shellfish, Fresh/frozen	Total	1	9627000	10756000	9545000	42904	43208	44046	13%	13%	15	15	15	5
046-99	Shellfish end Products	Jamaica	1	0	1000	0	0	5	0	54%	63%	10	7	6	NA
046-99	Shellfish end Products	Total	1	1858000	1451000	1921000	8882	7459	10295	54%	63%	10	7	6	5
051-49	Cheese n-e-s	Jamaica	1	0	0	14000	0	0	44	0%	0%	4	NA	4	3
051-49	Cheese n-e-s	Total	1	13951000	13720000	13827000	62573	71192	67927	0%	0%	4	NA	4	5
051-69	Dairy Products	Total	1	3639000	4274000	4325000	6330	6998	6744	0%	0%	0	NA	0	2
051-69	Dairy Products	Trinidad	1	0	0	5000	0	0	7	0%	0%	0	NA	0	1
062-15	Corn meal & flour	Total	1	51007000	52405000	52926000	13864	13220	10753	0%	0%	1	NA	1	203
062-15	Corn meal & flour	Trinidad	1	0	0	7000	0	0	3	0%	0%	1	NA	1	429
064-20	Biscuits	Jamaica	1	12687	76293	100367	36	49	125	6%	4%	1	2	1	1
064-20	Biscuits	Total	1	19419735	18343038	19931219	45984	49960	53052	6%	4%	1	2	1	3
064-20	Biscuits	Trinidad	1	0	3132	0	0	4	0	6%	4%	1	2	1	NA

CODE	COMMODITY	COUNTRY	UNITS	QUANTITY			VALUE			AIR CGO SHARE			VALUE \$CD 87/KG		
				1985	1986	1987	1985	1986	1987	VAL	WT	SUR	AIR	AVG	CDR
064-99	Bakery Prod	Cuba	1	18324	0	0	13	0	0	62	42	1	2	1	NA
064-99	Bakery Prod	Jamaica	1	62246	5625	12455	90	12	20	62	42	1	2	1	2
064-99	Bakery Prod	Total	1	22963068	24847814	26536628	37723	42286	45591	62	42	1	2	1	2
064-99	Bakery Prod	Trinidad	1	0	6432	0	0	5	0	62	42	1	2	1	NA
069-30	Sago-Cassova starch, flour	Lee-Wind Is	1	0	227	145	0	0	0	NA	NA	NA	NA	NA	0
069-30	Sago-Cassova starch, flour	Total	1	1016408	974880	1092718	1087	960	922	NA	NA	NA	NA	NA	1
069-99	Farinaceous substances	Lee-Wind Is	1	62596	81646	61326	64	96	66	02	02	1	NA	1	1
069-99	Farinaceous substances	Total	1	1968498	1186157	1481263	2892	2343	3520	02	02	1	NA	1	2
069-99	Farinaceous substances	Trinidad	1	40823	41231	0	43	51	0	02	02	1	NA	1	NA
071-03	Apples, crab apples	Dom. Rep.	1	0	0	203	0	0	13	542	382	1	1	1	64
071-03	Apples, crab apples	Jamaica	1	204	1564	1415	1	3	2	542	382	1	1	1	1
071-03	Apples, crab apples	Lee-Wind Is	1	0	108	97	0	0	0	542	382	1	1	1	0
071-03	Apples, crab apples	Total	1	99492447	107187519	135230868	78083	87853	100359	542	382	1	1	1	1
071-03	Apples, crab apples	Trinidad	1	309	181	0	1	0	0	542	382	1	1	1	NA
071-09	Bananas	Bahamas	1	0	0	36832	0	0	23	02	02	0	NA	0	1
071-09	Bananas	Cuba	1	31842	2767	0	16	2	0	02	02	0	NA	0	NA
071-09	Bananas	Dom. Rep.	1	111085	135715	120973	67	94	76	02	02	0	NA	0	1
071-09	Bananas	Jamaica	1	1497	111629	19958	1	28	9	02	02	0	NA	0	0
071-09	Bananas	Lee-Wind Is	1	10977	19686	0	11	12	0	02	02	0	NA	0	NA
071-09	Bananas	Total	1	284988504	300639251	324387260	135367	152206	146385	02	02	0	NA	0	0
071-09	Bananas	Trinidad	1	0	0	726	0	0	0	02	02	0	NA	0	0
071-15	Grapefruit	Cuba	1	0	1142	0	0	1	0	02	02	0	1	0	NA
071-15	Grapefruit	Jamaica	1	40939	0	0	73	0	0	02	02	0	1	0	NA
071-15	Grapefruit	Lee-Wind Is	1	6257	20333	0	6	19	0	02	02	0	1	0	NA
071-15	Grapefruit	Total	1	70288035	78277761	78752801	32522	36994	37614	02	02	0	1	0	0
071-18	Grapes	Jamaica	1	0	6127	0	0	20	0	542	382	1	1	1	NA
071-18	Grapes	Total	1	157798900	158856571	156016851	167952	181997	183577	542	382	1	1	1	1
071-24	Lemons	Cuba	1	4527	3242	0	3	2	0	02	02	0	1	0	NA
071-24	Lemons	Dom. Rep.	1	0	2395	1485	0	1	0	02	02	0	1	0	0
071-24	Lemons	Total	1	23328069	26258162	26430413	17668	16672	17405	02	02	0	1	0	1
071-30	Cantaloups	Dom. Rep.	1	670006	932725	366816	626	718	372	542	382	1	1	1	1
071-30	Cantaloups	Lee-Wind Is	1	0	14563	0	0	12	0	542	382	1	1	1	NA
071-30	Cantaloups	Total	1	63848840	70079842	67454996	32851	36696	38395	542	382	1	1	1	1
071-35	Melons	Barbados	1	0	17003	68590	0	8	31	542	382	1	1	1	0
071-35	Melons	Dom. Rep.	1	266080	346723	388840	90	90	141	542	382	1	1	1	0
071-35	Melons	Jamaica	1	10032	261	0	6	0	0	542	382	1	1	1	NA
071-35	Melons	Lee-Wind Is	1	15276	381	6278	8	0	2	542	382	1	1	1	0
071-35	Melons	Total	1	82171727	92163902	87851716	19615	23653	23213	542	382	1	1	1	0
071-35	Melons	Trinidad	1	4371	0	0	3	0	0	542	382	1	1	1	NA
071-36	Nectarines	Dom. Rep.	1	12737	0	0	10	0	0	542	382	1	1	1	NA
071-36	Nectarines	Total	1	28582423	26694835	29949044	27912	31300	29137	542	382	1	1	1	1
071-39	Fresh Oranges	Jamaica	1	414353	319941	204284	195	178	133	02	02	0	0	0	0.65
071-39	Fresh Oranges	Lee-Wind Is	1	0	1291	0	0	0	0	02	02	0	0	0	NA
071-39	Fresh Oranges	Total	1	259694955	286739409	284648274	154449	174277	184658	02	02	0	0	0	0.64

CANADA - CARIBBEAN IMPORTS DATA BASE

CODE	COMMODITY	COUNTRY	UNITS	QUANTITY			VALUE			AIR CGO SHARE			VALUE \$CD 87/KG		
				1985	1986	1987	1985	1986	1987	VAL	WT	SUR	AIR	AVG	CDR
071-45	Fresh Pears	Lee-Wind Is	1	1985	1986	1987	1985	1986	1987	VAL	WT	SUR	AIR	AVG	CDR
				1986	0	0	2	0	0	542	382	1	1	1	NA

071-45	Fresh Pears	Total	1	33416604	34997641	42995025	30159	33268	35819	542	382	1	1	1	1
071-48	Pineapples	Cuba	1	1413	0	389	1	0	0	542	382	1	1	1	0
071-48	Pineapples	Dom. Rep.	1	353320	337963	332745	245	256	184	542	382	1	1	1	1
071-48	Pineapples	Lee-Wind Is	1	1002	0	0	1	0	0	542	382	1	1	1	NA
071-48	Pineapples	Total	1	11348081	13312433	14888589	6499	7729	8273	542	382	1	1	1	1
071-51	Plums	Dom. Rep.	1	0	0	5579	0	0	2	542	382	1	1	1	0
071-51	Plums	Jamaica	1	2892	2696	805	5	4	1	542	382	1	1	1	1
071-51	Plums	Lee-Wind Is	1	735	927	0	1	1	0	542	382	1	1	1	NA
071-51	Plums	Total	1	24551146	23039527	30641065	29433	34407	25926	542	382	1	1	1	1
071-51	Plums	Trinidad	1	2006	0	0	3	0	0	542	382	1	1	1	NA
071-59	Fruits	Bahamas	1	744	0	0	1	0	0	542	382	1	1	1	NA
071-59	Fruits	Cuba	1	32222	0	2598	23	0	2	542	382	1	1	1	1
071-59	Fruits	Dom. Rep.	1	192696	82050	665514	162	66	62	542	382	1	1	1	0
071-59	Fruits	Jamaica	1	268498	240708	198653	400	308	261	542	382	1	1	1	1
071-59	Fruits	Lee-Wind Is	1	317820	431247	335433	632	742	625	542	382	1	1	1	2
071-59	Fruits	Total	1	35435713	37216475	43151237	46919	55328	58712	542	382	1	1	1	1
071-59	Fruits	Trinidad	1	143736	53489	5732	315	96	11	542	382	1	1	1	2
071-78	Strawberries	Jamaica	1	0	36	204	0	0	0	542	382	1	1	1	0
071-78	Strawberries	Total	1	21317318	20343487	22587247	31590	34767	37527	542	382	1	1	1	2
071-89	Berries	Jamaica	1	136	324	559	0	0	0	542	382	1	1	1	0
071-89	Berries	Total	1	436016	734318	1085845	651	1094	1459	542	382	1	1	1	1
073-99	Dried Fruits, berries	Jamaica	1	4989	0	0	3	0	0	542	382	1	1	1	NA
073-99	Dried Fruits, berries	Total	1	1243041	1246547	1559436	3638	4317	5445	542	382	1	1	1	3
074-59	Fruit Juices, nonconc.	Cuba	1	7488	0	0	10	0	0	02	02	2	NA	2	NA
074-59	Fruit Juices, nonconc.	Total	1	17886190	13929266	19402498	8845	7824	11539	02	02	2	NA	2	1
074-59	Fruit Juices, nonconc.	Trinidad	1	0	819	0	0	1	0	02	02	2	NA	2	NA
075-38	Orange Juice conc., frozen	Jamaica	1	48681	35742	0	119	72	0	02	02	2	NA	2	NA
075-38	Orange Juice conc., frozen	Total	1	78172793	72734963	80922372	189649	175794	142900	02	02	2	NA	2	2
075-58	Fruit Juice conc. frozen	Jamaica	1	498	0	0	2	0	0	02	02	2	NA	2	NA
075-58	Fruit Juice conc. frozen	Total	1	15503092	14326122	17475186	27131	25115	32741	02	02	2	NA	2	2
075-59	Fruit Juice conc unfrozen	Dom. Rep.	1	18248	0	0	34	0	0	02	02	2	NA	2	NA
075-59	Fruit Juice conc unfrozen	Jamaica	1	0	907	0	0	2	0	02	02	2	NA	2	NA
075-59	Fruit Juice conc unfrozen	Lee-Wind Is	1	0	0	1176	0	0	1	02	02	2	NA	2	1
075-59	Fruit Juice conc unfrozen	Total	1	4179356	5618718	6654568	6331	9668	12163	02	02	2	NA	2	2
075-59	Fruit Juice conc unfrozen	Trinidad	1	159	0	500	1	0	1	02	02	2	NA	2	2
076-59	Fruits liq pres, not can.	Total	1	5917549	6719019	6696620	5327	5688	6374	52	12	0	3	0	1
076-59	Fruits liq pres, not can.	Trinidad	1	0	0	15597	0	0	21	52	12	0	3	0	1
076-99	Fruits Preserved, not can.	Dom. Rep.	1	0	21047	0	24	0	0	52	12	0	3	0	NA
076-99	Fruits Preserved, not can.	Jamaica	1	0	0	31001	0	0	45	52	12	0	3	0	1
076-99	Fruits Preserved, not can.	Total	1	4189665	3777949	3678475	8063	8131	7835	52	12	0	3	0	2
078-92	Jams, Jellies canned	Jamaica	1	20303	47893	1965	25	68	4	212	292	2	1	1	2
078-92	Jams, Jellies canned	Total	1	6787245	6529741	8014783	9594	10602	12146	212	292	2	1	1	2
078-94	Marmalades	Jamaica	1	53784	47436	39965	75	60	57	212	292	2	1	1	1

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CODE	COMMODITY	COUNTRY	UNITS	QUANTITY			VALUE			AIR CGO SHARE			VALUE BCD 87/88		
				1985	1986	1987	1985	1986	1987	VAL	WT	SUR	AIR	AVG	CDR
078-94	Marmalades	Total	1	1100437	834031	1009458	2031	1812	2157	212	292	2	1	1	2
078-99	Fruits, canned	Dom. Rep.	1	136	0	396	0	0	1	52	12	0	3	0	3
078-99	Fruits, canned	Jamaica	1	726728	607579	614067	2017	1593	1314	52	12	0	3	0	2
078-99	Fruits, canned	Total	1	5016386	5633653	5231395	7415	7821	7257	52	12	0	3	0	1
081-91	Nuts, not shelled	Cuba	1	8641	1565	0	4	1	0	12	12	1	1	1	NA
081-91	Nuts, not shelled	Dom. Rep.	1	999826	1045071	582374	347	335	177	12	12	1	1	1	0
081-91	Nuts, not shelled	Jamaica	1	22385	74424	136243	8	31	15	12	12	1	1	1	0

081-91 Nuts, not shelled	Lee-Wind Is	1	68	0	363	0	0	1	12	12	1	1	1	3
081-91 Nuts, not shelled	Total	1	5296213	8250668	6444966	7507	13036	11211	12	12	1	1	1	2
081-91 Nuts, not shelled	Trinidad	1	0	816	41844	0	0	1	12	12	1	1	1	0
082-10 Almonds	Lee-Wind Is	1	0	0	345	0	0	1	12	12	1	1	1	3
082-10 Almonds	Total	1	5955528	5596155	51187373	22881	28732	31263	12	12	1	1	1	1
082-30 Coconut, dried	Cuba	1	6291	0	0	4	0	0	02	02	2	NA	2	NA
082-30 Coconut, dried	Dom. Rep.	1	36622	0	0	12	0	0	02	02	2	NA	2	NA
082-30 Coconut, dried	Jamaica	1	113	1127	231	0	0	0	02	02	2	NA	2	0
082-30 Coconut, dried	Total	1	6449485	6192054	6547663	11108	6928	7478	02	02	2	NA	2	1
082-30 Coconut, dried	Trinidad	1	0	0	1677	0	1	6	02	02	2	NA	2	4
082-99 Nuts, Kernels, seeds	Lee-Wind Is	1	0	0	0	145	0	0	12	12	1	1	1	NA
082-99 Nuts, Kernels, seeds	Total	1	12501363	17186639	13360532	22585	30442	24629	12	12	1	1	1	2
091-10 Beans, Greens and man	Dom. Rep.	1	199067	213836	207245	101	107	166	662	472	1	1	1	1
091-10 Beans, Greens and man	Total	1	8705772	11166239	10245816	10300	13342	14357	662	472	1	1	1	1
091-30 Fresh Cabbage	Cuba	1	2844	0	0	0	0	0	662	472	1	1	1	NA
091-30 Fresh Cabbage	Total	1	29337801	29487923	32532186	9838	9295	10614	662	472	1	1	1	0
091-45 Celery, Fresh	Lee-Wind Is	1	19677	0	0	0	0	0	662	472	1	1	1	NA
091-45 Celery, Fresh	Total	1	84651186	68613911	86835360	32226	39818	37284	662	472	1	1	1	0
091-55 Cucumbers, Fresh	Bahamas	1	2041	0	0	1	0	0	662	472	1	1	1	NA
091-55 Cucumbers, Fresh	Barbados	1	0	0	8600	0	0	14	662	472	1	1	1	2
091-55 Cucumbers, Fresh	Cuba	1	870	1650	0	0	0	0	662	472	1	1	1	NA
091-55 Cucumbers, Fresh	Dom. Rep.	1	4129	1495	0	0	0	0	662	472	1	1	1	NA
091-55 Cucumbers, Fresh	Jamaica	1	0	0	21867	0	0	8	662	472	1	1	1	0
091-55 Cucumbers, Fresh	Lee-Wind Is	1	99	0	0	0	0	0	662	472	1	1	1	NA
091-55 Cucumbers, Fresh	Total	1	35258556	40039273	35922546	20498	20579	23941	662	472	1	1	1	1
091-55 Cucumbers, Fresh	Trinidad	1	0	0	98	0	0	0	662	472	1	1	1	0
091-68 Onions, Green	Jamaica	1	2055	390	0	5	1	0	662	472	1	1	1	NA
091-68 Onions, Green	Total	1	17918098	19671260	20533848	12497	13241	13697	662	472	1	1	1	1
091-70 Onions, Fresh	Jamaica	1	21827	30767	100323	31	31	53	662	472	1	1	1	1
091-70 Onions, Fresh	Total	1	51942421	58224456	77616926	16716	15590	34953	662	472	1	1	1	0
091-70 Onions, Fresh	Trinidad	1	0	169	0	0	0	0	662	472	1	1	1	NA
091-75 Peas, Green	Dom. Rep.	1	102935	75550	57386	64	50	42	662	472	1	1	1	1
091-75 Peas, Green	Jamaica	1	1876	532	1668	3	1	3	662	472	1	1	1	2
091-75 Peas, Green	Lee-Wind Is	1	0	0	91	0	0	0	662	472	1	1	1	NA
091-75 Peas, Green	Total	1	4787710	2306771	2557421	4402	4361	4710	662	472	1	1	1	2
091-78 Peppers, Fresh	Barbados	1	0	9754	8237	0	18	19	662	472	1	1	1	2
091-78 Peppers, Fresh	Cuba	1	67765	44309	0	37	29	0	662	472	1	1	1	NA

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CODE	COMMODITY	COUNTRY	UNITS	QUANTITY					VALUE			AIR CGO SHARE				VALUE \$/CD 87/KG			
				1985	1986	1987	1988	1989	1985	1986	1987	VAL	WT	SUR	AIR	AVG	CDR		
091-78	Peppers, Fresh	Dom. Rep.	1	33946	47706	47979	11	26	33	662	472	1	1	1	1				
091-78	Peppers, Fresh	Jamaica	1	83615	49872	48947	207	133	123	662	472	1	1	1	3				
091-78	Peppers, Fresh	Lee-Wind Is	1	1259	6299	57060	4	16	33	662	472	1	1	1	1				
091-78	Peppers, Fresh	Total	1	42118966	46407067	48310676	422993	44979	47521	662	472	1	1	1	1				
091-78	Peppers, Fresh	Trinidad	1	5400	23589	15167	19	54	40	662	472	1	1	1	3				
091-81	Potatoes, Sweet	Cuba	1	4990	408	0	8	0	0	662	472	1	1	1	NA				
091-81	Potatoes, Sweet	Dom. Rep.	1	45495	1905	20865	26	16	16	662	472	1	1	1	1				
091-81	Potatoes, Sweet	Jamaica	1	2245735	1926316	2036539	1990	2060	2105	662	472	1	1	1	1				
091-81	Potatoes, Sweet	Lee-Wind Is	1	8981	61552	67041	15	85	82	662	472	1	1	1	1				
091-81	Potatoes, Sweet	Total	1	10784430	10949355	9999214	6740	6862	7974	662	472	1	1	1	1				
091-81	Potatoes, Sweet	Trinidad	1	114759	38238	8961	122	46	8	662	472	1	1	1	1				
091-82	Potatoes, Fresh	Barbados	1	0	0	3946	0	0	1	662	472	1	1	1	0				
091-82	Potatoes, Fresh	Total	1	136502801	138110949	151925064	36279	36155	50817	662	472	1	1	1	0				

091-87 Rappini, fresh	Jamaica	1	0	4721	528788	0	0	0	1	66%	47%	1	1	1	NA
091-87 Rappini, fresh	Lee-Wind Is	1	0	590	0	0	0	0	0	66%	47%	1	1	1	1
091-87 Rappini, fresh	Total	1	1581560	1937646	2879543	1455	1728	1894	66%	47%	1	1	1	1	1
091-88 Spinach, Fresh	Dom. Rep.	1	0	0	1353	0	0	1	66%	47%	1	1	1	1	1
091-88 Spinach, Fresh	Jamaica	1	24212	13032	7594	19	10	7	66%	47%	1	1	1	1	1
091-88 Spinach, Fresh	Total	1	9593667	11700457	11174187	6743	8291	7863	66%	47%	1	1	1	1	1
091-88 Spinach, Fresh	Trinidad	1	1089	2381	0	1	2	0	66%	47%	1	1	1	1	NA
091-90 Tomatoes, Fresh	Cuba	1	456	5759	0	0	3	0	23%	17%	2	3	2	NA	0
091-90 Tomatoes, Fresh	Dom. Rep.	1	0	251116	162288	0	318	12	23%	17%	2	3	2	0.59	0
091-90 Tomatoes, Fresh	Jamaica	1	0	1497	6744	0	2	4	23%	17%	2	3	2	1	0
091-90 Tomatoes, Fresh	Total	1	138428827	147079109	144224633	107434	116296	106693	23%	17%	2	3	2	1	0
091-98 Vegetables fresh	Cuba	1	4666	0	0	7	0	0	66%	47%	1	1	1	NA	0
091-98 Vegetables fresh	Dom. Rep.	1	782052	932785	956763	390	341	355	66%	47%	1	1	1	0	0
091-98 Vegetables fresh	Jamaica	1	605431	556716	760447	379	486	687	66%	47%	1	1	1	1	1
091-98 Vegetables fresh	Lee-Wind Is	1	32325	67667	144872	46	86	29	66%	47%	1	1	1	0	0
091-98 Vegetables fresh	Total	1	49702364	54841542	56565097	38138	43344	43493	66%	47%	1	1	1	1	1
091-98 Vegetables fresh	Trinidad	1	19819	124963	65004	24	96	59	66%	47%	1	1	1	1	1
092-75 Peas, Frozen	Dom. Rep.	1	19786	34473	20231	46	91	13	66%	47%	1	1	1	1	1
092-75 Peas, Frozen	Total	1	239886	271747	194883	308	369	155	66%	47%	1	1	1	1	1
092-99 Vegetables, Frozen	Dom. Rep.	1	54799	51900	49532	103	22	52	66%	47%	1	1	1	1	NA
092-99 Vegetables, Frozen	Jamaica	1	8438	0	0	3	0	0	66%	47%	1	1	1	NA	0
092-99 Vegetables, Frozen	Total	1	3540675	5135408	5285052	4759	6001	6067	66%	47%	1	1	1	1	1
093-75 Peas, Dried	Dom. Rep.	1	0	23587	0	0	28	0	66%	47%	1	1	1	NA	0
093-75 Peas, Dried	Total	1	1870282	2600451	2767718	1514	1696	1875	66%	47%	1	1	1	1	1
093-75 Peas, Dried	Trinidad	1	0	0	51422	0	0	29	66%	47%	1	1	1	1	1
093-99 Vegetables, Dried	Dom. Rep.	1	0	18144	53025	0	44	140	0%	0%	5	NA	5	3	0
093-99 Vegetables, Dried	Jamaica	1	363	0	56	1	0	0	0%	0%	5	NA	5	0	0
093-99 Vegetables, Dried	Lee-Wind Is	1	40823	0	0	32	0	0	0%	0%	5	NA	5	NA	0
093-99 Vegetables, Dried	Total	1	8161542	9099432	9150001	20044	21500	21991	0%	0%	5	NA	5	2	0
093-99 Vegetables, Dried	Trinidad	1	0	20412	0	0	26	0	0%	0%	5	NA	5	NA	0
095-77 Pimentos, Canned	Jamaica	1	2334	1236	0	1	1	0	91%	84%	1	1	1	1	NA

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CODE	COMMODITY	COUNTRY	UNITS	QUANTITY			VALUE			AIR CDO SHARE			VALUE \$/CD 87/KG		
				1985	1986	1987	1985	1986	1987	VAL	WT	SUR	AIR	AVG	CDA
		Total	1	1003539	1210362	866515	1044	1212	849	91%	84%	1	1	1	1
095-77	Pimentos, Canned	Dom. Rep.	1	56518	80020	145696	68	95	171	91%	84%	1	1	1	1
095-99	Veg. Juices, canned	Jamaica	1	46977	164359	86442	72	400	155	91%	84%	1	1	1	2
095-99	Veg. Juices, canned	Total	1	8780279	10860082	11213711	10321	13254	14599	91%	84%	1	1	1	12
099-25	Pickles & relishes	Jamaica	1	0	892	0	0	1	0	66%	47%	1	1	1	NA
099-25	Pickles & relishes	Total	1	5919415	5653454	7713110	6306	6733	8306	66%	47%	1	1	1	1
099-25	Pickles & relishes	Trinidad	1	3598	0	150	4	0	0	66%	47%	1	1	1	0
099-40	Ketchup	Dom. Rep.	1	20208	0	0	14	0	0	91%	84%	1	1	1	NA
099-40	Ketchup	Total	1	446145	466647	1020287	345	483	1384	91%	84%	1	1	1	1
099-70	Sauces	Barbados	1	3184	17050	10900	18	39	27	91%	84%	1	1	1	2
099-70	Sauces	Jamaica	1	41407	82895	83100	83	136	167	91%	84%	1	1	1	2.00
099-70	Sauces	Total	1	8208841	10067163	11316512	15593	19181	21684	91%	84%	1	1	1	2
099-70	Sauces	Trinidad	1	8336	22502	75434	21	68	172	91%	84%	1	1	1	2
101-19	Raw Sugar	Cuba	1	133136000	204327000	82949000	16599	41851	17586	0%	0%	0	NA	0	0.21
101-19	Raw Sugar	Dom. Rep.	1	0	0	3000	0	0	1	0%	0%	0	NA	0	0.33
101-19	Raw Sugar	Jamaica	1	0	2000	33000	0	1	7	0%	0%	0	NA	0	0.21
101-19	Raw Sugar	Total	1	982255000	1088531000	739983000	153708	218486	162984	0%	0%	0	NA	0	0.02
101-39	Refined Sugar	Jamaica	1	49000	220000	0	26	103	0	0%	0%	0	NA	0	NA
101-39	Refined Sugar	Total	1	99630000	117243000	128826000	27100	37423	40775	0%	0%	0	NA	0	0.31

101-45 Dextrose	Total	1	25004000	34806000	23894000	13907	19105	17560	02	02	0	NA	0	0.75
101-45 Dextrose	Trinidad	1	0	2000	0	0	7	0	02	02	0	NA	0	NA
101-70 Molasses, Conc. of beet	Barbados	1	12423000	14325000	14283000	4211	2817	2938	02	02	0	NA	0	0.20
101-70 Molasses, Conc. of beet	Cuba	1	11006000	0	0	894	0	0	02	02	0	NA	0	NA
101-70 Molasses, Conc. of beet	Dom. Rep.	1	2278000	12269000	1554000	661	1653	455	02	02	0	NA	0	0.29
101-70 Molasses, Conc. of beet	Lee-Wind Is	1	0	0	2427000	0	0	137	02	02	0	NA	0	0.05
101-70 Molasses, Conc. of beet	Total	1	162891000	156462000	173329000	18343	19197	18898	02	02	0	NA	0	0.10
101-70 Molasses, Conc. of beet	Trinidad	1	0	0	16664000	0	0	1283	02	02	0	NA	0	0.07
101-91 Syrups	Jamaica	1	3000	0	52000	2	0	42	02	02	1	NA	1	0.80
101-91 Syrups	Total	1	1477000	2201000	1443000	1504	2627	3776	02	02	1	NA	1	2.61
104-49 Sugar Candy	Cuba	1	125955	184086	117811	92	125	90	42	32	1	2	1	1
104-49 Sugar Candy	Jamaica	1	0	0	4012	0	0	15	42	32	1	2	1	4
104-49 Sugar Candy	Total	1	11450929	13175558	13449009	25915	31398	32593	42	32	1	2	1	2
104-49 Sugar Candy	Trinidad	1	0	0	1505	0	0	3	42	32	1	2	1	2
104-75 Soft Drink, conc. syrups	Barbados	1	0	925	0	0	2	0	42	32	1	2	1	NA
104-75 Soft Drink, conc. syrups	Jamaica	1	29884	68435	105493	29	76	95	42	32	1	2	1	1
104-75 Soft Drink, conc. syrups	Total	1	10839269	8260444	6934278	56494	47762	46418	42	32	1	2	1	7
104-75 Soft Drink, conc. syrups	Trinidad	1	0	907	6564	0	3	18	42	32	1	2	1	3
104-99 Sugar Prep & conf.	Jamaica	1	0	21984	0	0	11	0	42	32	1	2	1	NA
104-99 Sugar Prep & conf.	Total	1	12844520	11693813	14495235	41820	31991	38658	42	32	1	2	1	3
111-10 Coca Beans	Dom. Rep.	1	170644	238140	1627600	540	648	4751	02	02	3	5	3	3
111-10 Coca Beans	Jamaica	1	3266	40234	40008	18	177	138	02	02	3	5	3	3
111-10 Coca Beans	Lee-Wind Is	1	69900	0	20004	240	0	71	02	02	3	5	3	4
111-10 Coca Beans	Total	1	21562285	19758453	19936902	67834	62554	56804	02	02	3	5	3	3
111-10 Coca Beans	Trinidad	1	35381	174182	37150	127	591	125	02	02	3	5	3	3

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CODE	COMMODITY	COUNTRY	UNITS	QUANTITY			VALUE			AIR CGO SHARE			VALUE #CD 87/KG		
				1985	1986	1987	1985	1986	1987	VAL	WT	SUR	AIR	AVG	CD
111-40	Coca Butter	Cuba	1	151431	822799	25260	1061	612	146	02	02	6	NA	6	6
111-40	Coca Butter	Jamaica	1	40642	20321	0	298	132	0	02	02	6	NA	6	NA
111-40	Coca Butter	Total	1	5535102	5404802	5832655	39858	42020	38870	02	02	6	NA	6	7
111-62	Cocoa unsweet. block, cake	Dom. Rep.	1	38102	58785	0	0	34	49	02	02	6	NA	6	NA
111-62	Cocoa unsweet. block, cake	Total	1	8719451	13031365	17754116	15976	27015	40427	02	02	6	NA	6	2
111-65	Coca, sweet. block, cake	Jamaica	1	0	1442	0	0	2	0	02	02	6	NA	6	NA
111-65	Coca, sweet. block, cake	Total	1	4734112	5450998	6753636	10035	13325	14642	02	02	6	NA	6	2
111-68	Coca or Chocolate powder	Jamaica	1	52112	42814	86281	207	161	230	12%	12%	4	4	4	3
111-68	Coca or Chocolate powder	Total	1	9593591	8892637	9059356	18222	17328	16948	12%	12%	4	4	4	2
111-99	Coca, Chocolate prepared	Jamaica	1	210	0	109	1	0	1	12%	12%	4	4	4	3
111-99	Coca or Chocolate prepared	Total	1	3259863	3203842	3145299	7414	8044	8442	12%	12%	4	4	4	3
112-10	Coffee, green	Cuba	1	67979	0	0	263	0	0	44%	24%	5	13	7	NA
112-10	Coffee, green	Dom. Rep.	1	2673183	3630557	2132471	11016	21449	7842	44%	24%	5	13	7	4
112-10	Coffee, green	Jamaica	1	889	2737	3458	11	13	17	44%	24%	5	13	7	5
112-10	Coffee, green	Lee-Wind Is	1	134499	310068	384725	570	2065	1571	44%	24%	5	13	7	4
112-10	Coffee, green	Total	1	85570558	89017539	103856117	342393	493644	360751	44%	24%	5	13	7	3
112-10	Coffee, green	Trinidad	1	17690	80626	0	71	466	0	44%	24%	5	13	7	NA
112-20	Coffee, roasted, ground	Dom. Rep.	1	0	0	4536	0	0	19	44%	24%	5	13	7	4
112-20	Coffee, roasted, ground	Jamaica	1	9673	9044	16805	77	84	139	44%	24%	5	13	7	6
112-20	Coffee, roasted, ground	Total	1	10527297	8895477	6380432	73309	66294	41906	44%	24%	5	13	7	7
112-20	Coffee, roasted, ground	Trinidad	1	510	0	0	2	0	0	44%	24%	5	13	7	NA
112-30	Inst. Coffee	Jamaica	1	939	0	1679	13	0	21	44%	24%	5	13	7	13
112-30	Inst. Coffee	Total	1	5342295	6069528	5950607	55739	80319	51086	44%	24%	5	13	7	9
114-20	Cloves	Lee-Wind Is	1	2370	4759	2390	19	34	13	27%	25%	5	6	5	5
114-20	Cloves	Total	1	87489	93166	107512	532	615	558	27%	25%	5	6	5	5

114-25	Ginger	Dom. Rep.	1	13426	7198	345	27	8	1	272	252	5	6	5	3
114-25	Ginger	Jamaica	1	6690	7770	6299	46	58	30	272	252	5	6	5	5
114-25	Ginger	Lee-Wind Is	1	0	8437	0	0	14	0	272	252	5	6	5	NA
114-25	Ginger	Total	1	1326574	1562388	1431299	2166	2482	2163	272	252	5	6	5	2
114-50	Nutmegs	Lee-Wind Is	1	121968	157689	200539	365	1122	1763	272	252	5	6	5	9
114-50	Nutmegs	Total	1	196397	213399	321299	639	1559	2651	272	252	5	6	5	6
114-69	Pimento Ground, unground	Dom. Rep.	1	1377	439	278	1	0	0	02	12	3	2	3	0
114-69	Pimento Ground, unground	Jamaica	1	95599	106099	87305	301	328	254	02	12	3	2	3	3
114-69	Pimento Ground, unground	Total	1	2158536	2209873	2443895	6170	7093	7019	02	12	3	2	3	3
114-99	Spices	Jamaica	1	15580	8912	10960	66	46	46	272	252	5	6	5	4
114-99	Spices	Lee-Wind Is	1	1010	1770	714	18	18	10	272	252	5	6	5	14
114-99	Spices	Total	1	4020944	4360048	4666002	9653	12713	13757	272	252	5	6	5	3
114-99	Spices	Trinidad	1	3941	6851	5332	19	27	18	272	252	5	6	5	3
131-15	Tobacco-Cut cigarettes	Jamaica	1	0	0	12000	0	0	52	452	462	9	9	9	4
131-15	Tobacco-Cut cigarettes	Total	1	181673	195038	241518	1939	1590	1582	452	462	9	9	9	7
144-99	Mulls, Food Prep.	Jamaica	1	91	0	0	0	0	0	12	12	2	2	2	NA
144-99	Mulls, Food Prep.	Total	1	6393389	10087352	8798998	24505	31115	30540	12	12	2	2	2	3
146-40	Flavoring	Dom. Rep.	1	1168	0	10518	2	0	25	12	12	2	2	2	2
146-40	Flavoring	Jamaica	1	107	17054	36847	0	10	94	12	12	2	2	2	2

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146-40	Flavoring	Total	1	3589467	4172294	5280743	20491	24934	33238	12	12	2	2	2	6
146-40	Flavoring	Trinidad	1	373	0	0	1	0	0	12	12	2	2	2	NA
146-99	Food Prep.	Dom. Rep.	1	1638	0	4532	6	0	12	12	2	2	2	3	
146-99	Food Prep.	Jamaica	1	3528	7277	14351	9	26	49	12	12	2	2	3	
146-99	Food Prep.	Total	1	24156139	25410220	28036140	57956	66521	74186	12	12	2	2	3	
146-99	Food Prep.	Trinidad	1	0	351	0	0	2	0	12	12	2	2	NA	
157-69	Dog/Cat Food	Cuba	1	19	0	0	35	0	0	02	02	0	NA	0	NA
157-69	Dog/Cat Food	Total	1	41877	50366	57167	43641	49409	60214	02	02	0	NA	0	1053
171-70	Fruit drinks, nectar	Jamaica	3	28213	137242	138996	24	99	107	0	0	0	NA	0	1
171-70	Fruit drinks, nectar	Total	3	6016227	8125509	6091231	5636	7445	6025	0	0	0	NA	0	1
171-70	Fruit drinks, nectar	Trinidad	3	0	168	0	5	0	12	22	12	1	1	1	NA
171-89	Nin Alc. Bev	Jamaica	3	8865	0	9551	5	0	12	22	12	1	1	1	1
171-89	Nin Alc. Bev	Total	3	8545187	6485390	7071312	4695	4644	5036	22	12	1	1	1	1
171-89	Nin Alc. Bev	Trinidad	3	7942	69382	308139	7	24	215	22	12	1	1	1	1
172-20	Ale, lager	Jamaica	3	0	1520	2241	0	42	185	02	02	1	NA	1	NA
172-20	Ale, lager	Total	3	909724	336906	448022	54154	20078	2710	02	02	1	NA	1	NA
172-20	Ale, lager	Trinidad	3	0	156	0	0	19	0	02	02	1	NA	1	NA
173-20	Gin	Barbados	3	14530	0	0	42	0	0	02	02	3	4	3	NA
173-20	Gin	Total	3	1305464	1237023	1127443	8189	8973	7997	02	02	3	4	3	NA
173-30	Rum	Bahamas	3	1252675	1498457	389438	3942	4863	1221	02	02	3	4	3	NA
173-30	Rum	Barbados	3	263058	298654	138818	739	1059	389	02	02	3	4	3	NA
173-30	Rum	Cuba	3	20398	94339	75710	37	367	257	02	02	3	4	3	NA
173-30	Rum	Jamaica	3	474793	954647	755245	966	1341	1100	02	02	3	4	3	NA
173-30	Rum	Lee-Wind Is	3	3280	0	0	23	0	0	02	02	3	4	3	NA
173-30	Rum	Total	3	4812983	6699033	4128895	12837	17760	10532	02	02	3	4	3	NA
173-30	Rum	Trinidad	3	946298	1114778	105094	2866	3405	214	02	02	3	4	3	NA
173-60	Liqueurs	Bahamas	3	12446	5219	7913	121	52	75	02	02	3	4	3	NA
173-60	Liqueurs	Jamaica	3	249836	228628	211334	5365	5049	4919	02	02	3	4	3	NA
173-60	Liqueurs	Total	3	2828825	2909140	2614053	56459	59852	55652	02	02	3	4	3	NA
173-99	Distilled beverages	Total	3	1805325	1858280	1912938	8250	8237	9381	02	02	3	4	3	NA
173-99	Distilled beverages	Trinidad	3	8929	9244	10492	52	53	106	02	02	3	4	3	NA

181-30 Tobacco-cigar leaf, unstem	Cuba	1	136719	48090	0	630	208	0	0%	0%	1	NA	1	NA
181-30 Tobacco-cigar leaf, unstem	Dom. Rep.	1	1713	95569	38434	33	225	74	0%	0%	1	NA	1	2
181-30 Tobacco-cigar leaf, unstem	Total	1	174559	209099	69670	621	638	192	0%	0%	1	NA	1	3
181-99 Tobacco, manuf., unstemmed	Cuba	1	928	0	1941	4	0	8	0%	0%	1	NA	1	4
181-99 Tobacco, manuf., unstemmed	Total	1	133992	7475	44442	462	44	184	0%	0%	1	NA	1	4
182-30 Tobacco cigar leaf stem.	Cuba	1	12081	7900	136	42	43	1	0%	0%	1	NA	1	7
182-30 Tobacco cigar leaf stem.	Total	1	23478	19090	11211	102	297	173	0%	0%	1	NA	1	15
182-99 Tobacco-unmanuf. stemmed	Cuba	1	5075	0	5529	28	0	45	0%	0%	1	NA	1	8
182-99 Tobacco-unmanuf. stemmed	Dom. Rep.	1	0	1044	227	0	4	3	0%	0%	1	NA	1	13
182-99 Tobacco-unmanuf. stemmed	Total	1	979305	1480453	403016	4979	8452	3048	0%	0%	1	NA	1	8
183-15 Tobac, cut cigarettes	Jamaica	6	0	0	12000	0	0	52	45%	46%	0	0	0	NA
183-15 Tobac, cut cigarettes	Total	6	181673	195038	241518	1939	1590	1582	45%	46%	0	0	0	NA
183-30 Cigars	Cuba	1	734	799	2598	300	93	722	29%	26%	33	36	34	278

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183-30	Cigars	Dom. Rep.	1	52	55	97	12	15	25	29%	28%	33	36	34	293
183-30	Cigars	Jamaica	1	295	63	99	10	6	29	29%	28%	33	36	34	293
183-30	Cigars	Total	1	22914	18685	20600	1459	1410	1875	29%	28%	33	36	34	91
183-99	Tobacco manufactured	Cuba	1	1507	3556	881	43	109	29	45%	46%	9	9	9	33
183-99	Tobacco manufactured	Dom. Rep.	1	0	0	55	0	0	0	45%	46%	9	9	9	0
183-99	Tobacco manufactured	Total	1	594180	627061	528412	5360	6019	5942	45%	46%	9	9	9	11
209-99	Crude Animal/fish prod.	Bahamas	1	0	0	0	0	0	0	12%	12%	2	2	2	NA
209-99	Crude Animal/fish prod.	Cuba	1	0	0	0	13	0	0	12%	12%	2	2	2	NA
209-99	Crude Animal/fish prod.	Total	1	0	0	0	3557	4085	4430	12%	12%	2	2	2	NA
213-89	Trees, Plants, cuttings	Jamaica	1	0	0	0	133	174	69	0%	0%	4	NA	4	NA
213-89	Trees, Plants, cuttings	Total	1	0	0	0	54697	60102	66882	0%	0%	4	NA	4	NA
213-99	Cut Flowers	Dom. Rep.	1	0	0	0	0	7	18	95%	93%	6	7	7	NA
213-99	Cut Flowers	Jamaica	1	0	0	0	454	854	1192	95%	93%	6	7	7	NA
213-99	Cut Flowers	Total	1	0	0	0	40580	46775	48710	95%	93%	6	7	7	NA
214-99	Herbs, Plants medicine	Dom. Rep.	1	0	0	0	4	2	3	0%	0%	2	NA	2	NA
214-99	Herbs, Plants medicine	Total	1	0	0	0	9505	11781	12037	0%	0%	2	NA	2	NA
219-99	Crude Veg Malts	Dom. Rep.	1	0	0	0	0	26	57	0%	0%	0	NA	0	NA
219-99	Crude Veg Malts	Jamaica	1	0	0	0	8	17	7	0%	0%	0	NA	0	NA
219-99	Crude Veg Malts	Total	1	0	0	0	8327	7730	8253	0%	0%	0	NA	0	NA
219-99	Crude Veg Malts	Trinidad	1	0	0	0	2	0	0	0%	0%	0	NA	0	0
252-10	Bauxite	Jamaica	1	0	0	7057000	0	0	222	0%	0%	0	NA	0	0
252-10	Bauxite	Total	1	2074171000	2112874000	2019119000	106859	97879	82721	0%	0%	0	NA	0	0
252-10	Bauxite	Trinidad	1	0	0	1562000	0	0	89	0%	0%	0	NA	0	0
252-30	Alumina	Jamaica	1	651676000	618202000	503329000	137333	124447	91991	0%	0%	0	NA	0	0
252-30	Alumina	Total	1	1543980000	1724569000	2068390000	322670	359384	403823	0%	0%	0	NA	0	NA
252-49	Al Scrap	Jamaica	1	0	21000	0	0	24	0	0%	0%	0	NA	0	11
252-49	Al Scrap	Total	1	53376000	69945000	56959000	47489	61957	641129	0%	0%	0	NA	0	11
253-30	Cu Scrap	Dom. Rep.	1	17000	0	0	30	0	0	0%	0%	1	NA	1	NA
253-30	Cu Scrap	Total	1	77747000	59291000	64301000	90928	78789	85612	0%	0%	1	NA	1	NA
253-99	Cu Alloy Scrap	Jamaica	1	91000	51000	0	86	38	0	0%	0%	1	NA	1	2
253-99	Cu Alloy Scrap	Total	1	7453000	6477000	5021000	8780	8163	7583	0%	0%	1	NA	1	NA
255-99	Ni Ores/Scrap	Dom. Rep.	1	16000	177000	0	47	339	0	0%	0%	1	NA	1	2
255-99	Ni Ores/Scrap	Total	1	31592000	38331000	23533000	68845	79690	40304	0%	0%	1	NA	1	2
256-99	Precious Met.	Barbados	1	0	0	16	0	0	21	100%	100%	NA	3773	3773	1313
256-99	Precious Met.	Cuba	1	11106	35683	0	2743	8973	0	100%	100%	NA	3773	3773	NA
256-99	Precious Met.	Jamaica	1	0	8	21	0	27	17	100%	100%	NA	3773	3773	610
256-99	Precious Met.	Total	1	5244120	15586233	12876963	370302	649208	345827	100%	100%	NA	3773	3773	27

256-99 Precious Met.	Trinidad	1	3921	516	1016	1482	1979	1400	1002	1002	NA	3773	3773	1378
259-25 Chrome in ores, conc.	Cuba	1	961000	1040000	1179000	445	492	511	02	02	1	NA	1	0
259-25 Chrome in ores, conc.	Total	1	11324000	15975000	13545000	3692	5384	5057	02	02	1	NA	1	0
275-49 Sand & Gravel	Jamaica	1	0	0	389000	0	0	3	02	02	0	NA	0	0
275-49 Sand & Gravel	Total	1	1111801000	1047189000	1268391000	5408	5414	7244	02	02	0	NA	0	0
279-70 Salts & brine	Bahamas	1	51742000	14244000	27012000	828	246	498	02	02	0	NA	0	0
279-70 Salts & brine	Total	1	1255519000	1328235000	1112100000	25144	26098	23888	02	02	0	NA	0	0

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279-99	Nonmetallic minerals, crude	Barbados	0	0	0	0	1	0	0	22	02	0	3	0	NA
279-99	Nonmetallic minerals, crude	Total	0	0	0	0	12011	14552	21485	22	02	0	3	0	NA
331-65	Lumber, Mahogany	Total	4	16695	16159	17101	6592	6435	8482	02	02	1	NA	1	NA
331-65	Lumber, Mahogany	Trinidad	4	0	0	12	0	0	7	02	02	1	NA	1	NA
331-79	Lumber-Exotic	Total	4	29327	42492	61149	8039	12790	14997	02	02	1	NA	1	NA
331-79	Lumber-Exotic	Trinidad	4	12	21	11	12	16	8	02	02	1	NA	1	NA
337-11	Veneer, Mahogany	Jamaica	2	23417	16071	0	64	20	0	02	02	2	NA	2	NA
337-11	Veneer, Mahogany	Total	2	2326760	2241164	1900124	2967	2530	2676	02	02	2	NA	2	NA
337-19	Veneer, Hardwood	Jamaica	2	231	0	0	1	0	0	02	02	2	NA	2	NA
337-19	Veneer, Hardwood	Total	2	7484478	7606407	6626961	9185	9722	9265	02	02	2	NA	2	NA
337-39	Veneer, Softwood	Jamaica	2	24555	0	0	68	0	0	02	02	2	NA	2	NA
337-39	Veneer, Softwood	Total	2	17861063	29336042	24396262	13483	16550	15475	02	02	2	NA	2	NA
337-73	Polyester Woven fabric	Cuba	1	0	0	21172	0	0	78	462	402	20	26	22	4
337-73	Polyester Woven fabric	Lee-Wind Is	1	0	0	580	0	0	6	462	402	20	26	22	14
337-73	Polyester Woven fabric	Total	1	17754562	18852478	16534049	147626	149451	136624	462	402	20	26	22	8
372-08	Woolen Fabrics	Dom. Rep.	1	0	0	7768	0	0	183	1002	1002	NA	36	36	32
372-08	Woolen Fabrics	Total	1	1066727	887419	778515	28690	27798	24789	1002	1002	NA	36	36	32
372-18	Worsted Fab all wool	Dom. Rep.	1	0	0	7620	0	0	13	32	02	13	NA	13	2
372-18	Worsted Fab all wool	Total	1	146992	1698390	1577684	38107	4497	46159	32	02	13	NA	13	29
383-19	Braids, non-elastic	Lee-Wind Is	1	0	286	0	0	5	0	1002	1002	NA	0	0	NA
383-19	Braids, non-elastic	Total	1	192634	177001	120952	2898	2695	2705	1002	1002	NA	0	0	22
385-99	Knitted Fabrics	Dom. Rep.	1	0	0	16556	0	0	18	1002	1002	NA	36	36	1
385-99	Knitted Fabrics	Total	1	2194258	2710261	3553062	21145	27325	34026	1002	1002	NA	36	36	10
397-16	Lemon & Orange Oil	Bahamas	1	2702	0	0	53	0	0	02	02	1	NA	1	NA
397-16	Lemon & Orange Oil	Jamaica	1	4629	1814	1451	15	4	4	02	02	1	NA	1	3
397-16	Lemon & Orange Oil	Total	1	359979	581340	392103	2920	3681	4278	02	02	1	NA	1	11
397-39	Essential oils	Bahamas	1	1432	363	0	24	8	0	02	02	1	NA	1	NA
397-39	Essential oils	Jamaica	1	2445	1224	885	105	58	32	02	02	1	NA	1	36
397-39	Essential oils	Lee-Wind Is	1	50	3181	26	2	13	3	02	02	1	NA	1	115
397-39	Essential oils	Total	1	796752	871938	830719	15455	17303	16792	02	02	1	NA	1	20
412-79	Heterocyclic compounds	Bahamas	1	796000	19000	5000	13158	10954	2990	72	52	260	336	264	598
412-79	Heterocyclic compounds	Total	1	17095000	16601000	17355000	175128	198771	225983	72	52	260	336	264	13
413-20	Hormones, adrenal	Bahamas	0	0	0	0	1758	1509	1970	1002	1002	NA	9241	9241	NA
413-20	Hormones, adrenal	Total	0	0	0	0	15185	13323	14328	1002	1002	NA	9241	9241	NA
413-29	Hormones	Bahamas	0	0	0	0	1609	1658	1176	1002	1002	NA	9241	9241	NA
413-29	Hormones	Total	0	0	0	0	6591	8765	11805	1002	1002	NA	9241	9241	NA
416-31	Urea	Total	1	224389000	226827000	307853000	47660	32677	39364	02	02	0	NA	0	0
416-31	Urea	Trinidad	1	19391000	47710000	177510000	3854	7392	2170	02	02	0	NA	0	0
421-59	Synthetic Glue	Bahamas	1	283	0	0	6	0	0	NA	NA	NA	NA	NA	NA
421-59	Synthetic Glue	Total	1	7773487	7657564	8471318	274433	31071	31189	NA	NA	NA	NA	NA	4
423-59	Synthetic Resin Scrap	Total	1	8568000	14131000	15490000	4449	7261	8234	192	02	2	NA	2	1
423-59	Polyethylene Film	Total	1	13865000	16783000	18437000	37935	44148	47252	192	02	2	NA	2	3
423-59	Synthetic Resin Scrap	Trinidad	1	77000	99000	74000	10	24	19	192	02	2	NA	2	0

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426-21	Dispersed Acetate Dyes	Bahamas	1	300	0	0	11	0	0	02	02	3	NA	3	NA
426-21	Dispersed Acetate Dyes	Total	1	605435	656956	754970	7932	10459	12059	02	02	3	NA	3	16
429-07	Additives - Mineral Oil	Jamaica	1	14740	0	0	74	0	0	NA	NA	NA	NA	NA	NA
429-07	Additives - Mineral Oil	Total	1	43900500	44307986	45409713	85241	87590	85404	NA	NA	NA	NA	NA	2
429-49	Glycerine -crude	Dom. Rep.	1	0	107956	112527	0	206	202	NA	NA	NA	NA	NA	2
429-49	Glycerine -crude	Jamaica	1	141167	45723	95785	174	57	77	NA	NA	NA	NA	NA	1
429-49	Glycerine -crude	Lee-Wind Is	1	119972	0	0	56	0	0	NA	NA	NA	NA	NA	NA
429-49	Glycerine -crude	Total	1	1540250	1653756	980415	2376	2560	1107	NA	NA	NA	NA	NA	1
429-99	Industrial chem. - specclty	Bahamas	1	16	0	0	15	0	0	NA	NA	NA	NA	NA	NA
429-99	Diesel tractor fuel	Total	3	627915352	778840148	581927301	178173	168015	106390	NA	NA	NA	NA	NA	NA
429-99	Aviation turbine Fuel	Total	3	610162998	763134965	863951246	173617	162155	172201	02	02	NA	NA	NA	NA
429-99	Fuel oil #2, #3	Total	3	953381686	1002867863	702810238	251579	192595	124582	02	02	NA	NA	NA	NA
429-99	Industrial chem. - specclty	Total	1	119067301	128479395	138564461	239117	254372	275848	NA	NA	NA	NA	NA	2
429-99	Fuel oil #2, #3	Trinidad	3	0	64819520	63199570	0	11663	12349	02	02	NA	NA	NA	NA
429-99	Aviation turbine Fuel	Trinidad	3	8020339	35260965	0	2209	5274	0	02	02	NA	NA	NA	NA
429-99	Diesel tractor fuel	Trinidad	3	26978139	20492978	0	7432	5543	0	02	02	NA	NA	NA	NA
432-59	Fuel oil, heavy oil	Barbados	3	0	150601260	52173034	0	14259	6174	02	02	0	NA	0	NA
432-59	Fuel oil, heavy oil	Total	3	1119450089	1451398725	2192921914	236649	172698	276911	02	02	0	NA	0	NA
439-09	Refined asphalt, road oil	Total	3	84763808	165829765	189365102	19015	23912	28918	02	02	0	1	0	NA
439-09	Refined asphalt, road oil	Trinidad	3	18039	18043	18043	7	7	7	02	02	0	1	0	NA
441-99	Ferro-alloys	Total	1	50119000	14122000	15081000	32785	38081	43041	02	02	2	NA	2	3
441-99	Ferro-alloys	Trinidad	1	668000	3633000	3368000	1854	7730	9769	02	02	2	NA	2	3
444-06	Flat bars, carbon steel	Total	1	17966000	15525000	23964000	8377	7374	10802	02	02	0	NA	0	0
444-06	Flat bars, carbon steel	Trinidad	1	0	0	55000	0	0	26	02	02	0	NA	0	0
444-07	Round Bars, carbon steel	Total	1	26284000	33809000	44598000	13740	16501	21422	02	02	0	NA	0	0
444-07	Round Bars, carbon steel	Trinidad	1	0	0	24000	0	0	11	02	02	0	NA	0	0
444-09	Bars, hot-rolled	Total	1	6916000	6954000	10959000	3606	3574	5118	02	02	0	NA	0	0
444-09	Bars, hot-rolled	Trinidad	1	0	0	5000	0	0	2	02	02	0	NA	0	0
444-50	Wire rods steel hot-roll	Total	1	223225000	285833000	250539000	99221	118590	103560	02	02	0	NA	0	0
444-50	Wire rods steel hot-roll	Trinidad	1	0	39937000	41157000	0	14161	13138	02	02	0	NA	0	0
446-10	Wide flange beams	Bahamas	1	0	0	48000	0	0	19	02	02	2	NA	2	0
446-10	Wide flange beams	Total	1	91439000	88469000	122097000	36066	34254	48488	02	02	2	NA	2	0
451-09	Aluminum pigs/ingots	Total	1	59739000	64459000	53479000	109842	120322	102136	02	02	2	NA	2	2
451-09	Aluminum pigs/ingots	Trinidad	1	0	13000	0	0	16	0	02	02	2	NA	2	NA
451-27	Aluminum sheet, strip	Bahamas	1	0	0	28000	0	0	60	02	02	2	NA	2	2
451-27	Aluminum sheet, strip	Total	1	15654000	16006000	17045000	54956	55912	59016	02	02	2	NA	2	3
451-29	Aluminum sheet, strip	Bahamas	1	0	0	10000	0	0	21	02	02	2	NA	2	2
451-29	Aluminum sheet, strip	Total	1	73270000	51489000	56532000	153171	122938	141081	02	02	2	NA	2	2
455-29	Platinum metal, fabric.	Jamaica	1	0	5000	0	0	30	0	100%	100%	NA	NA	NA	13
455-29	Platinum metal, fabric.	Total	1	935000	1783000	718000	5786	18345	9001	100%	100%	NA	NA	NA	0
455-99	Platinum metal, fabric.	Barbados	1	0	0	30000	0	0	11	100%	02	NA	NA	NA	0
455-99	Platinum metal, fabric.	Total	1	77604000	47472000	71519000	10819	15671	17112	100%	02	NA	NA	NA	0
465-19	Screws	Bahamas	1	0	0	22000	0	0	0	2%	02	1	NA	1	0
465-19	Screws	Total	1	0	0	0	98207	103150	106838	2%	02	1	NA	1	NA

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				1985	1986	1987	1985	1986	1987	VAL	WT	SUR	AIR	AVG	CDR
472-35	Ceramic tiles	Cuba	2	0	3496	0	0	7	0	02	02	0	NA	0	NA
472-35	Ceramic tiles	Total	2	8748540	10743500	13987890	58972	85020	116322	02	02	0	NA	0	NA
472-99	Refractories	Bahamas	0	0	0	0	0	68	02	02	5	NA	5	NA	
472-99	Refractories	Total	0	0	0	0	19861	30496	38536	02	02	5	NA	5	NA
477-32	Graphite and carbon prod.	Barbados	0	0	0	0	0	11	02	02	12	NA	12	NA	
477-32	Graphite and carbon prod.	Total	0	0	0	0	24292	18285	18081	02	02	12	NA	12	NA
479-99	Non-metal mnrls basic prod.	Dom. Rep.	0	0	0	0	11	29	16	02	02	0	NA	0	NA
479-99	Non-metal mnrls basic prod.	Total	0	0	0	0	23753	23723	22586	02	02	0	NA	0	NA
492-72	Shoe finding	Lee-Wind Is	0	0	0	0	0	0	18	02	02	NA	NA	NA	NA
492-72	Shoe finding	Total	0	0	0	0	0	0	64	02	02	NA	NA	NA	NA
496-99	Fabricated material	Total	0	0	0	0	63542	59153	41812	NA	NA	NA	NA	NA	NA
496-99	Fabricated material	Trinidad	0	0	0	0	0	3	0	NA	NA	NA	NA	NA	NA
509-91	Indstrl staplers, stitch.	Bahamas	0	0	0	0	0	375	1301	662	222	10	67	23	NA
509-91	Indstrl staplers, stitch.	Total	0	0	0	0	6962	8467	10541	662	222	10	67	23	NA
521-19	Earth drilling machinery	Total	0	0	0	0	42869	26793	29499	532	112	2	15	3	NA
521-19	Earth drilling machinery	Trinidad	0	0	0	0	2	3	15	532	112	2	15	3	NA
521-28	Excavators - crane, shovel	Total	0	0	0	0	232501	223660	285865	532	112	2	15	3	NA
521-28	Excavators - crane, shovel	Trinidad	0	0	0	0	221	27	0	532	112	2	15	3	NA
521-32	Scrapers ;dig, carry, haul	Total	0	0	0	0	27548	36695	21474	532	112	2	15	3	NA
521-32	Scrapers ;dig, carry, haul	Trinidad	0	0	0	0	0	124	0	532	112	2	15	3	NA
521-33	Bulldozers	Total	0	0	0	0	47487	46383	55658	532	112	2	15	3	NA
521-33	Bulldozers	Trinidad	0	0	0	0	3	0	0	532	112	2	15	3	NA
521-36	Front end loaders	Total	0	0	0	0	331177	370022	377271	532	112	2	15	3	NA
521-36	Front end loaders	Trinidad	0	0	0	0	55	0	60	532	112	2	15	3	NA
521-39	Excavating/dredge machine	Total	0	0	0	0	45369	66336	77233	532	112	2	15	3	NA
521-39	Excavating/dredge machine	Trinidad	0	0	0	0	0	0	33	532	112	2	15	3	NA
524-99	Woodworking machinery	Bahamas	0	0	0	0	0	15	0	752	02	3	NA	3	NA
524-99	Woodworking machinery	Total	0	0	0	0	85571	123727	150405	752	02	3	NA	3	NA
529-42	Plastic moulding machinery	Total	0	0	0	0	36426	58381	55743	872	1002	NA	26	30	NA
529-42	Plastic moulding machinery	Trinidad	0	0	0	0	1	0	0	872	1002	NA	26	30	NA
529-99	Special indust. machinery	Bahamas	0	0	0	0	0	3	0	732	282	8	52	20	NA
529-99	Special indust. machinery	Total	0	0	0	0	217820	428793	473566	732	282	8	52	20	NA
551-19	Wheel tractors	Total	0	0	0	0	511811	425906	351311	02	02	3	NA	3	NA
551-19	Wheel tractors	Trinidad	0	0	0	0	0	44	0	02	02	3	NA	3	NA
551-28	Track laying tractors	Total	0	0	0	0	97490	113262	128620	NA	NA	NA	NA	NA	NA
551-28	Track laying tractors	Trinidad	0	0	0	0	12	60	0	NA	NA	NA	NA	NA	NA
581-49	Passenger autos, chassis	Lee-Wind Is	0	0	0	0	12	0	0	02	02	6	NA	6	NA
581-49	Passenger autos, chassis	Total	0	0	0	0	75990	79229	86461	02	02	6	NA	6	NA
589-99	Parts, access. motor veh.	Bahamas	0	0	0	0	77	336	937	242	52	3	20	4	NA
589-99	Parts, access. motor veh.	Total	0	0	0	0	14280045	14435936	13718202	242	52	3	20	4	NA
591-58	Pleasure sport craft	Bahamas	0	0	0	0	0	73	0	12	02	9	NA	9	NA
591-58	Pleasure sport craft	Total	0	0	0	0	44474	54803	86928	12	02	9	NA	9	NA
593-39	Parts,accessories ships	Barbados	0	0	0	0	0	0	2	422	1002	NA	9	22	NA
593-39	Parts,accessories ships	Total	0	0	0	0	76674	76957	99478	422	1002	NA	9	22	NA

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				1985	1986	1987	1985	1986	1987	VAL	WT	SUR	AIR	AVG	CDR
601-51	Civil aircraft	Total	0	0	0	0	284842	333429	158251	NA	NA	NA	NA	NA	NA
601-51	Civil aircraft	Trinidad	0	0	0	0	0	0	2031	NA	NA	NA	NA	NA	NA
603-29	Aircraft jet engines	Total	0	0	0	0	140386	106088	148798	0.002	0.002	12	NA	12	NA
603-29	Aircraft jet engines	Trinidad	0	0	0	0	8000	0	0	02	02	12	NA	12	NA
603-49	Aircraft engine parts	Bahamas	0	0	0	0	39	24	6	02	02	12	NA	12	NA
603-49	Aircraft engine parts	Total	0	0	0	0	499286	568589	566305	02	02	12	NA	12	NA
605-99	Aircraft assemblies, parts	Bahamas	0	0	0	0	8	0	6	982	502	12	567	290	NA
605-99	Aircraft assemblies, parts	Barbados	0	0	0	0	758	1546	1891	982	502	12	567	290	NA
605-99	Aircraft assemblies, parts	Jamaica	0	0	0	0	479	544	622	982	502	12	567	290	NA
605-99	Aircraft assemblies, parts	Total	0	0	0	0	919546	1092165	1142181	982	502	12	567	290	NA
605-99	Aircraft assemblies, parts	Trinidad	0	0	0	0	182	473	1156	982	502	12	567	290	NA
634-19	Telephone Apparatus	Bahamas	0	0	0	0	14	14	24	1002	02	NA	NA	NA	NA
634-19	Telephone Apparatus	Barbados	0	0	0	0	5	6	83	1002	02	NA	NA	NA	NA
634-19	Telephone Apparatus	Dom. Rep.	0	0	0	0	0	2	0	1002	02	NA	NA	NA	NA
634-19	Telephone Apparatus	Jamaica	0	0	0	0	0	1	25	1002	02	NA	NA	NA	NA
634-19	Telephone Apparatus	Total	0	0	0	0	243855	264458	268848	1002	02	NA	NA	NA	NA
634-19	Telephone Apparatus	Trinidad	0	0	0	0	9	77	86	1002	02	NA	NA	NA	NA
634-78	Computer Tape	Bahamas	0	0	0	0	1	0	0	992	812	17	272	225	NA
634-78	Computer Tape	Total	0	0	0	0	36509	37514	31940	992	812	17	272	225	NA
634-78	Computer Tape	Trinidad	0	0	0	0	0	0	1	992	812	17	272	225	NA
634-90	Radio transmit.,receivers	Total	0	0	0	0	88601	118670	132113	1002	1002	NA	1783	1783	NA
634-90	Radio transmit.,receivers	Trinidad	0	0	0	0	9	0	0	1002	1002	NA	1783	1783	NA
634-99	Crnl. communication eqpt.	Bahamas	0	0	0	0	161	0	0	1002	02	NA	NA	NA	NA
634-99	Crnl. communication eqpt.	Barbados	0	0	0	0	193	144	0	1002	02	NA	NA	NA	NA
634-99	Crnl. communication eqpt.	Jamaica	0	0	0	0	64	10	0	1002	02	NA	NA	NA	NA
634-99	Crnl. communication eqpt.	Total	0	0	0	0	336296	423772	428938	1002	02	NA	NA	NA	NA
634-99	Crnl. communication eqpt.	Trinidad	0	0	0	0	1	3	0	1002	02	NA	NA	NA	NA
637-90	Phonograph records, blanks	Barbados	0	0	0	0	0	1	0	732	592	12	24	19	NA
637-90	Phonograph records, blanks	Cuba	0	0	0	0	4	1	0	732	592	12	24	19	NA
637-90	Phonograph records, blanks	Jamaica	0	0	0	0	16	6	8	732	592	12	24	19	NA
637-90	Phonograph records, blanks	Total	0	0	0	0	22243	31314	36951	732	592	12	24	19	NA
638-31	Integrated circuits	Barbados	0	0	0	0	284	350	37	1002	1002	NA	540	540	NA
638-31	Integrated circuits	Jamaica	0	0	0	0	5	18	33	1002	1002	NA	540	540	NA
638-31	Integrated circuits	Total	0	0	0	0	346251	393469	513837	1002	1002	NA	540	540	NA
638-33	Semiconductors,transistors	Barbados	0	0	0	0	5	107	462	1002	1002	NA	6	6	NA
638-33	Semiconductors,transistors	Total	0	0	0	0	48816	55809	62836	1002	1002	NA	6	6	NA
638-39	Semiconductors	Barbados	0	0	0	0	5	107	462	1002	1002	NA	6	6	NA
638-39	Semiconductors	Total	0	0	0	0	491892	525608	821458	1002	1002	NA	6	6	NA
639-55	Printed circuit boards	Barbados	0	0	0	0	205	10583	4097	1002	1002	NA	113	113	NA
639-55	Printed circuit boards	Total	0	0	0	0	38730	50238	46136	1002	1002	NA	113	113	NA
639-99	Electronic eqpt, computers	Barbados	0	0	0	0	127	2	9	1002	1002	NA	307	307	NA
639-99	Electronic eqpt, computers	Dom. Rep.	0	0	0	0	2	0	0	1002	1002	NA	307	307	NA
639-99	Electronic eqpt, computers	Jamaica	0	0	0	0	0	0	43	1002	1002	NA	307	307	NA
639-99	Electronic eqpt, computers	Lee-Wind Is	0	0	0	0	36	345	339	1002	1002	NA	307	307	NA

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639-99	Electronic eqpt, computers	Total	0	0	0	0	359764	400827	449661	1002	1002	NA	307	307	NA

688-69 Wiring devices and parts	Jamaica	0	0	0	0	0	0	0	51	NA	NA	NA	NA	NA	NA
688-69 Wiring devices and parts	Total	0	0	0	0	0	117725	124871	128017	NA	NA	NA	NA	NA	NA
705-90 Laboratory instruments	Barbados	0	0	0	0	0	0	77	0	94%	67%	8	70	50	NA
705-90 Laboratory instruments	Total	0	0	0	0	0	136945	138040	139190	94%	67%	8	70	50	NA
706-19 Elect-medico surgical eqpt	Barbados	0	0	0	0	0	13	14	0	100%	100%	NA	318	318	NA
706-19 Elect-medico surgical eqpt	Total	0	0	0	0	0	45522	49628	47158	100%	100%	NA	318	318	NA
709-19 Navigation inst., parts	Barbados	0	0	0	0	0	115	0	0	100%	0%	NA	NA	NA	NA
709-19 Navigation inst., parts	Jamaica	0	0	0	0	0	54	0	0	100%	0%	NA	NA	NA	NA
709-19 Navigation inst., parts	Lee-Wind Is	0	0	0	0	0	0	12	0	100%	0%	NA	NA	NA	NA
709-19 Navigation inst., parts	Total	0	0	0	0	0	67576	87647	90558	100%	0%	NA	NA	NA	NA
709-19 Navigation inst., parts	Trinidad	0	0	0	0	0	3	0	0	100%	0%	NA	NA	NA	NA
709-93 Surveying last	Jamaica	0	0	0	0	0	7	0	0	100%	0%	NA	NA	NA	NA
709-93 Surveying last	Total	0	0	0	0	0	19949	19939	25460	100%	0%	NA	NA	NA	NA
709-97 Models for demonstrations	Barbados	0	0	0	0	0	1	0	0	NA	NA	NA	NA	NA	NA
709-97 Models for demonstrations	Total	0	0	0	0	0	74582	77895	96955	NA	NA	NA	NA	NA	NA
740-12 Furniture, wood upholst.	Cuba	0	0	0	0	0	0	16	0	7%	8%	7	6	6	NA
740-12 Furniture, wood upholst.	Jamaica	0	0	0	0	0	0	22	2	7%	8%	7	6	6	NA
740-12 Furniture, wood upholst.	Total	0	0	0	0	0	144938	185537	197016	7%	8%	7	6	6	NA
740-16 Furniture, houshld upholst	Barbados	0	0	0	0	0	0	13	0	7%	8%	7	6	6	NA
740-16 Furniture, houshld upholst	Total	0	0	0	0	0	37860	51220	63630	7%	8%	7	6	6	NA
740-19 Furniture, household	Jamaica	0	0	0	0	0	11	3	0	7%	8%	7	6	6	NA
740-19 Furniture, household	Total	0	0	0	0	0	21185	23311	30648	7%	8%	7	6	6	NA
740-29 Office furniture	Jamaica	0	0	0	0	0	0	36	0	7%	8%	7	6	6	NA
740-29 Office furniture	Total	0	0	0	0	0	37404	38572	46863	7%	8%	7	6	6	NA
755-89 Hand tools	Bahamas	0	0	0	0	0	257	1748	1488	17%	1%	3	46	4	NA
755-89 Hand tools	Barbados	0	0	0	0	0	0	0	33	17%	1%	3	46	4	NA
755-89 Hand tools	Total	0	0	0	0	0	86961	91106	100959	17%	1%	3	46	4	NA
761-24 Paint and varnish brushes	Jamaica	0	0	0	0	0	0	0	327	17%	21%	7	5	7	NA
761-24 Paint and varnish brushes	Total	0	0	0	0	0	4076	3687	3439	17%	21%	7	5	7	NA
761-29 Brushes, manual and mops	Jamaica	0	0	0	0	0	0	0	74	17%	21%	7	5	7	NA
761-29 Brushes, manual and mops	Total	0	0	0	0	0	9319	10552	10016	17%	21%	7	5	7	NA
771-22 Electronic computers,parts	Bahamas	0	0	0	0	0	578	61	53	100%	100%	NA	307	307	NA
771-22 Electronic computers,parts	Barbados	0	0	0	0	0	97	72	54	100%	100%	NA	307	307	NA
771-22 Electronic computers,parts	Jamaica	0	0	0	0	0	1	26	62	100%	100%	NA	307	307	NA
771-22 Electronic computers,parts	Lee-Wind Is	0	0	0	0	0	15	0	1	100%	100%	NA	307	307	NA
771-22 Electronic computers,parts	Total	0	0	0	0	0	3937251	4193716	5093230	100%	100%	NA	307	307	NA
771-22 Electronic computers,parts	Trinidad	0	0	0	0	0	43	58	29	100%	100%	NA	307	307	NA
781-49 Underwear	Cuba	0	0	0	0	0	0	5	0	29%	14%	11	28	13	NA
781-49 Underwear	Dom. Rep.	0	0	0	0	0	0	5	0	29%	14%	11	28	13	NA
781-49 Underwear	Lee-Wind Is	0	0	0	0	0	0	6	0	29%	14%	11	28	13	NA
781-49 Underwear	Total	0	0	0	0	0	15945	19041	19074	29%	14%	11	28	13	NA
781-99 Sleepwear	Dom. Rep.	0	0	0	0	0	0	1	0	83%	60%	14	18	17	NA
781-99 Sleepwear	Total	0	0	0	0	0	13772	13946	14802	83%	60%	14	18	17	NA

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783-12	Blouses, cotton	Cuba	0	0	0	0	23	0	73	85%	77%	15	28	25	NA
783-12	Blouses, cotton	Jamaica	0	0	0	0	0	0	185	85%	77%	15	28	25	NA
783-12	Blouses, cotton	Lee-Wind Is	0	0	0	0	0	6	0	85%	77%	15	28	25	NA
783-12	Blouses, cotton	Total	0	0	0	0	51815	51521	45412	85%	77%	15	28	25	NA
783-14	Blouses, except knitted	Cuba	0	0	0	0	23	0	73	85%	77%	15	28	25	NA
783-14	Blouses, except knitted	Jamaica	0	0	0	0	0	221	996	85%	77%	15	28	25	NA
783-14	Blouses, except knitted	Total	0	0	0	0	88637	111636	95454	85%	77%	15	28	25	NA

783-16	Outdoor jackets, male	Cuba	0	0	0	0	4	0	0	812	792	10	11	11	NA
783-16	Outdoor jackets, male	Total	0	0	0	0	78996	75801	99174	812	792	10	11	11	NA
783-17	Outdoor jackets	Cuba	0	0	0	0	361	27	0	812	792	10	11	11	NA
783-17	Outdoor jackets	Total	0	0	0	0	64839	69699	76576	812	792	10	11	11	NA
783-20	Overcoats, mens and boys	Jamaica	0	0	0	0	26	0	0	252	132	7	16	8	NA
783-20	Overcoats, mens and boys	Total	0	0	0	0	12335	17589	19526	252	132	7	16	8	NA
783-21	Overcoats, women and girls	Cuba	0	0	0	0	0	0	142	402	252	12	24	15	NA
783-21	Overcoats, women and girls	Total	0	0	0	0	27804	33514	38203	402	252	12	24	15	NA
783-25	Dresses	Barbados	0	0	0	0	1	8	1	852	772	15	28	25	NA
783-25	Dresses	Total	0	0	0	0	26539	27508	26186	852	772	15	28	25	NA
783-28	Sport Coats	Dom. Rep.	0	0	0	0	0	0	278	812	792	10	11	11	NA
783-28	Sport Coats	Total	0	0	0	0	15444	23107	19449	812	792	10	11	11	NA
783-31	Overalls	Jamaica	0	0	0	0	7	95	0	812	792	10	11	11	NA
783-31	Overalls	Total	0	0	0	0	7204	8004	8670	812	792	10	11	11	NA
783-41	Shirts, cotton exc. knit	Cuba	0	0	0	0	0	212	9	322	222	12	20	14	NA
783-41	Shirts, cotton exc. knit	Total	0	0	0	0	36178	47314	59964	322	222	12	20	14	NA
783-44	Shirts, polyester exc knit	Cuba	0	0	0	0	346	1353	1726	322	222	12	20	14	NA
783-44	Shirts, polyester exc knit	Jamaica	0	0	0	0	0	0	14	322	222	12	20	14	NA
783-44	Shirts, polyester exc knit	Total	0	0	0	0	74399	76997	72414	322	222	12	20	14	NA
783-49	Skirts, except knitted	Dom. Rep.	0	0	0	0	0	0	13	572	502	14	18	16	NA
783-49	Skirts, except knitted	Total	0	0	0	0	31265	44183	54504	572	502	14	18	16	NA
783-51	Shorts, outerwear exc knit	Cuba	0	0	0	0	95	24	79	282	272	16	17	16	NA
783-51	Shorts, outerwear exc knit	Dom. Rep.	0	0	0	0	22	0	0	282	272	16	17	16	NA
783-51	Shorts, outerwear exc knit	Jamaica	0	0	0	0	42	0	0	282	272	16	17	16	NA
783-51	Shorts, outerwear exc knit	Total	0	0	0	0	18210	23513	25990	282	272	16	17	16	NA
783-54	Pants, slacks, childrens	Jamaica	0	0	0	0	0	32	0	282	272	16	17	16	NA
783-54	Pants, slacks, childrens	Lee-Wind Is	0	0	0	0	0	67	0	282	272	16	17	16	NA
783-54	Pants, slacks, childrens	Total	0	0	0	0	9437	10434	8838	282	272	16	17	16	NA
783-56	Pants slacks wom. exc knit	Cuba	0	0	0	0	0	60	0	282	272	16	17	16	NA
783-56	Pants slacks wom. exc knit	Dom. Rep.	0	0	0	0	167	25	0	282	272	16	17	16	NA
783-56	Pants slacks wom. exc knit	Total	0	0	0	0	48234	47356	56909	282	272	16	17	16	NA
783-58	Pants and slacks, women	Cuba	0	0	0	0	49	0	0	282	272	16	17	16	NA
783-58	Pants and slacks, women	Jamaica	0	0	0	0	0	0	104	282	272	16	17	16	NA
783-58	Pants and slacks, women	Total	0	0	0	0	24076	27775	22641	282	272	16	17	16	NA
783-69	Suits, fine slacks	Cuba	0	0	0	0	0	13	0	1002	02	NA	NA	NA	NA
783-69	Suits, fine slacks	Dom. Rep.	0	0	0	0	0	0	934	1002	02	NA	NA	NA	NA
783-69	Suits, fine slacks	Total	0	0	0	0	57352	65299	80247	1002	02	NA	NA	NA	NA

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CODE	COMMODITY	COUNTRY	UNITS	QUANTITY			VALUE			AIR CGO SHARE			VALUE \$CD 87/KG		
				1985	1986	1987	1985	1986	1987	VAL	WT	SUR	AIR	AVG	CDR
783-72	Pants, men's and boys	Cuba	0	0	0	0	60	176	0	282	272	16	17	16	NA
783-72	Pants, men's and boys	Dom. Rep.	0	0	0	0	0	0	41	282	272	16	17	16	NA
783-72	Pants, men's and boys	Total	0	0	0	0	7685	13696	14029	282	272	16	17	16	NA
783-73	Pants, male cotton	Cuba	0	0	0	0	0	23	556	282	272	16	17	16	NA
783-73	Pants, male cotton	Jamaica	0	0	0	0	18	0	15	282	272	16	17	16	NA
783-73	Pants, male cotton	Total	0	0	0	0	53865	68738	82411	282	272	16	17	16	NA
783-75	Pants, male polyester	Cuba	0	0	0	0	66	0	68	282	272	16	17	16	NA
783-75	Pants, male polyester	Dom. Rep.	0	0	0	0	270	0	0	282	272	16	17	16	NA
783-75	Pants, male polyester	Jamaica	0	0	0	0	91	282	790	282	272	16	17	16	NA
783-75	Pants, male polyester	Total	0	0	0	0	13939	15349	15885	282	272	16	17	16	NA
783-77	Pants male, man-made fibre	Cuba	0	0	0	0	32	0	0	282	272	16	17	16	NA
783-77	Pants male, man-made fibre	Total	0	0	0	0	4322	3279	3675	282	272	16	17	16	NA
783-79	Pants, mens and boys	Cuba	0	0	0	0	0	12	0	282	272	16	17	16	NA

783-79	Pants, mens and boys	Total	0	0	0	0	6483	12218	12914	282	272	16	17	16	NA
783-95	Outerwear sets, womens	Cuba	0	0	0	0	0	12	0	432	412	20	21	20	NA
783-95	Outerwear sets, womens	Total	0	0	0	0	19142	27206	36074	432	412	20	21	20	NA
783-99	Outerwear, except knitted	Jamaica	0	0	0	0	0	0	10	432	412	20	21	20	NA
783-99	Outerwear, except knitted	Total	0	0	0	0	44833	50319	53679	432	412	20	21	20	NA
784-14	Blouses, knitted	Dom. Rep.	0	0	0	0	10	0	0	852	772	15	28	25	NA
784-14	Blouses, knitted	Jamaica	0	0	0	0	0	0	108	852	772	15	28	25	NA
784-14	Blouses, knitted	Total	0	0	0	0	16175	22986	27271	852	772	15	28	25	NA
784-43	Sweaters, mens and boys	Jamaica	0	0	0	0	0	0	108	222	182	18	23	18	NA
784-43	Sweaters, mens and boys	Total	0	0	0	0	15341	26962	38660	222	182	18	23	18	NA
784-44	Sweaters, womens and girls	Jamaica	0	0	0	0	0	0	36	222	182	18	23	18	NA
784-44	Sweaters, womens and girls	Total	0	0	0	0	57411	91529	107868	222	182	18	23	18	NA
784-49	Sweaters, knitted	Dom. Rep.	0	0	0	0	0	8	0	222	182	18	23	18	NA
784-49	Sweaters, knitted	Total	0	0	0	0	61633	108463	114285	222	182	18	23	18	NA
784-82	T-shirts	Lee-Wind Is	0	0	0	0	0	0	13	192	142	16	21	16	NA
784-82	T-shirts	Total	0	0	0	0	13215	24422	47269	192	142	16	21	16	NA
784-85	Shirts, sweatshirts	Dom. Rep.	0	0	0	0	148	4	39	212	172	17	22	18	NA
784-85	Shirts, sweatshirts	Total	0	0	0	0	10353	14568	21557	212	172	17	22	18	NA
784-89	Shirts, sweatshirts, knit	Dom. Rep.	0	0	0	0	84	0	0	212	172	17	22	18	NA
784-89	Shirts, sweatshirts, knit	Jamaica	0	0	0	0	101	0	214	212	172	17	22	18	NA
784-89	Shirts, sweatshirts, knit	Total	0	0	0	0	56212	78764	80482	212	172	17	22	18	NA
789-21	Foundation garments	Dom. Rep.	0	0	0	0	0	16	0	982	992	111	44	44	NA
789-21	Foundation garments	Total	0	0	0	0	7774	10293	12002	982	992	111	44	44	NA
789-52	Handbags and purses	Dom. Rep.	0	0	0	0	0	0	76	672	262	7	44	17	NA
789-52	Handbags and purses	Total	0	0	0	0	51377	56996	59340	672	262	7	44	17	NA
800-19	Perfume	Bahamas	0	0	0	0	69	45	0	22	82	3	NA	3	NA
800-19	Perfume	Jamaica	0	0	0	0	0	0	8	22	82	3	NA	3	NA
800-19	Perfume	Total	0	0	0	0	24297	33939	29279	22	82	3	NA	3	NA
800-49	Toilet preparations	Bahamas	0	0	0	0	23	0	2	222	82	7	24	8	NA
800-49	Toilet preparations	Jamaica	0	0	0	0	0	0	0	222	82	7	24	8	NA
800-49	Toilet preparations	Total	0	0	0	0	108199	128954	136833	222	82	7	24	8	NA

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				1985	1986	1987	1985	1986	1987	VAL	WT	SUR	AIR	AVG	CDR
800-61	Toilet soap	Jamaica	0	0	0	0	28	9	0	12	82	2	NA	2	NA
800-61	Toilet soap	Total	0	0	0	0	10999	12706	12287	12	82	2	NA	2	NA
832-62	Balls for sports	Dom. Rep.	0	0	0	0	5	9	0	832	372	15	120	54	NA
832-62	Balls for sports	Jamaica	0	0	0	0	0	8	1110	832	372	15	120	54	NA
832-62	Balls for sports	Total	0	0	0	0	11961	12253	14715	832	372	15	120	54	NA
832-82	Ice hockey equipment	Barbados	0	0	0	0	0	2	0	832	372	15	120	54	NA
832-82	Ice hockey equipment	Total	0	0	0	0	9360	11916	13235	832	372	15	120	54	NA
832-89	Sport, recreational eqpt	Jamaica	0	0	0	0	18	0	0	832	372	15	120	54	NA
832-89	Sport, recreational eqpt	Total	0	0	0	0	38109	41877	44340	832	372	15	120	54	NA
848-05	Towels, cotton	Cuba	1	4616	12539	60816	24	84	307	NA	NA	NA	NA	NA	5
848-05	Towels, cotton	Total	1	930665	1319336	1409597	4425	6585	6648	NA	NA	NA	NA	NA	5
849-99	House furnishing, supplies	Cuba	0	0	0	0	0	4	0	72	82	7	6	6	NA
849-99	House furnishing, supplies	Total	0	0	0	0	6711	8911	9797	72	82	7	6	6	NA
850-07	Cooking utensils	Barbados	0	0	0	0	10	0	0	682	502	38	80	59	NA
850-07	Cooking utensils	Cuba	0	0	0	0	11	0	0	682	502	38	80	59	NA
850-07	Cooking utensils	Total	0	0	0	0	18385	15739	16742	682	502	38	80	59	NA
850-62	Tableware, ceramic	Bahamas	0	0	0	0	0	0	143	82	72	28	31	28	NA
850-62	Tableware, ceramic	Jamaica	0	0	0	0	6	0	1	82	72	28	31	28	NA
850-62	Tableware, ceramic	Total	0	0	0	0	110023	133360	115658	82	72	28	31	28	NA

850-62 Tableware, ceramic	Trinidad	0	0	0	0	0	22	0	62	72	28	31	28	NA
850-64 Tableware, glass	Total	0	0	0	0	38152	40427	37505	72	02	0	NA	0	NA
850-64 Tableware, glass	Trinidad	0	0	0	0	0	0	35	72	02	0	NA	0	NA
879-99 Medicines, pharmaceuticals	Bahamas	0	0	0	0	0	10	25	322	62	5	37	7	NA
879-99 Medicines, pharmaceuticals	Jamaica	0	0	0	0	1	0	0	322	62	5	37	7	NA
879-99 Medicines, pharmaceuticals	Total	0	0	0	0	168339	218411	258335	322	62	5	37	7	NA
879-99 Medicines, pharmaceuticals	Trinidad	0	0	0	0	168339	218411	258335	322	62	5	37	7	NA
882-04 Artificial teeth, dentures	Total	0	0	0	0	8387	8948	8578	1002	1002	NA	347	347	NA
882-04 Artificial teeth, dentures	Trinidad	0	0	0	0	236	222	154	1002	1002	NA	347	347	NA
882-99 Dental supplies	Total	0	0	0	0	37947	38166	43181	1002	1002	NA	318	318	NA
882-99 Dental supplies	Trinidad	0	0	0	0	0	0	33	1002	1002	NA	318	318	NA
891-08 Newspapers	Total	0	0	0	0	22807	28329	28079	722	672	5	6	6	NA
891-08 Newspapers	Trinidad	0	0	0	0	1	0	0	722	672	5	6	6	NA
891-29 Magazines	Jamaica	0	0	0	0	1048	0	99	722	672	5	6	6	NA
891-29 Magazines	Total	0	0	0	0	420626	438206	459522	722	672	5	6	6	NA
893-25 Books -gov't, NATO, etc.	Cuba	0	0	0	0	0	0	28	382	272	9	15	10	NA
893-25 Books -gov't, NATO, etc.	Total	0	0	0	0	1812	1542	1053	382	272	9	15	10	NA
893-49 Books and pamphlets	Barbados	0	0	0	0	0	14	0	382	272	9	15	10	NA
893-49 Books and pamphlets	Cuba	0	0	0	0	41	0	0	382	272	9	15	10	NA
893-49 Books and pamphlets	Jamaica	0	0	0	0	0	1	0	382	272	9	15	10	NA
893-49 Books and pamphlets	Total	0	0	0	0	340398	356220	357974	382	272	9	15	10	NA
894-09 Charts and maps	Barbados	0	0	0	0	0	0	2	542	222	7	27	11	NA
894-09 Charts and maps	Total	0	0	0	0	3366	3304	3254	542	222	7	27	11	NA
894-90 Childrens picture books	Cuba	0	0	0	0	0	0	124	382	272	9	15	10	NA
894-90 Childrens picture books	Total	0	0	0	0	17620	22208	15782	382	272	9	15	10	NA

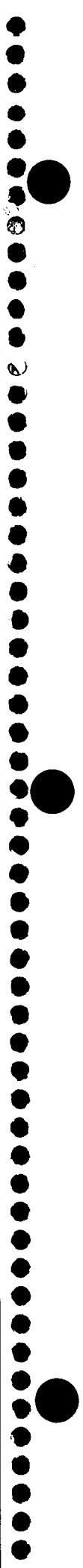
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CODE	COMMODITY	COUNTRY	UNITS	QUANTITY			VALUE			AIR CGO SHARE			VALUE \$CD 87/KG		
				1985	1986	1987	1985	1986	1987	VAL	WT	SUR	AIR	AVG	CGA
895-81	Tourist literature	Barbados	0	0	0	0	22	22	13	542	222	7	27	11	NA
895-81	Tourist literature	Total	0	0	0	0	4039	4557	4136	542	222	7	27	11	NA
895-99	Printed matter	Bahamas	0	0	0	0	25	0	9	542	222	7	27	11	NA
895-99	Printed matter	Jamaica	0	0	0	0	41	12	0	542	222	7	27	11	NA
895-99	Printed matter	Total	0	0	0	0	143979	167657	166001	542	222	7	27	11	NA
895-99	Printed matter	Trinidad	0	0	0	0	22	17	4	542	222	7	27	11	NA
904-89	Desk accessories	Bahamas	0	0	0	0	65	254	56	332	32	1	9	1	NA
904-89	Desk accessories	Total	0	0	0	0	18040	21032	20062	332	32	1	9	1	NA
904-99	Stationer's supplies	Bahamas	0	0	0	0	39	73	96	1002	1002	NA	13	13	NA
904-99	Stationer's supplies	Total	0	0	0	0	48859	60953	69426	1002	1002	NA	13	13	NA
905-04	Artists' brushes	Dom. Rep.	0	0	0	0	1	8	54	62	02	6	NA	6	NA
905-04	Artists' brushes	Total	0	0	0	0	2979	3290	3669	62	02	6	NA	6	NA
919-08	Photoflash lamps and bulbs	Total	0	0	0	0	2012	2084	2202	972	812	3	26	22	NA
919-08	Photoflash lamps and bulbs	Trinidad	0	0	0	0	15	0	0	972	812	3	26	22	NA
946-04	Drawings, etchings	Jamaica	0	0	0	0	13	0	0	452	462	232	225	229	NA
946-04	Drawings, etchings	Total	0	0	0	0	10223	8679	6963	452	462	232	225	229	NA
946-08	Paintings and pastels	Bahamas	0	0	0	0	2	0	0	452	462	232	225	229	NA
946-08	Paintings and pastels	Total	0	0	0	0	47537	56313	53226	452	462	232	225	229	NA
946-30	Antiques	Barbados	0	0	0	0	3	0	0	452	462	232	225	229	NA
946-30	Antiques	Cuba	0	0	0	0	75	0	333	452	462	232	225	229	NA
946-30	Antiques	Total	0	0	0	0	51442	53985	53101	452	462	232	225	229	NA
946-40	Collector's items	Bahamas	0	0	0	0	0	0	99	452	462	232	225	229	NA
946-40	Collector's items	Cuba	0	0	0	0	0	283	36	452	462	232	225	229	NA
946-40	Collector's items	Total	0	0	0	0	10206	8651	12646	452	462	232	225	229	NA
950-07	Cans, metal	Total	0	0	0	0	67314	63901	53502	NA	NA	NA	NA	NA	NA

950-07 Cans, metal	Trinidad	0	0	0	0	0	9	0	NA	NA	NA	NA	NA	NA
950-32 Bottles	Jamaica	0	0	0	0	0	0	2	02	02	0	NA	0	NA
950-32 Bottles	Total	0	0	0	0	24744	17569	21671	02	02	0	NA	0	NA
950-45 Boxes and cartons	Bahamas	0	0	0	0	114	66	46	162	202	2	2	2	NA
950-45 Boxes and cartons	Dom. Rep.	0	0	0	0	0	0	1	162	202	2	2	2	NA
950-45 Boxes and cartons	Total	0	0	0	0	51999	53274	55876	162	202	2	2	2	NA
950-48 Drums and cans	Bahamas	0	0	0	0	0	4	0	02	02	1	NA	1	NA
950-48 Drums and cans	Total	0	0	0	0	5925	10318	3796	02	02	1	NA	1	NA
950-55 Barrels and kegs	Jamaica	0	0	0	0	1	0	0	02	02	11	NA	11	NA
950-55 Barrels and kegs	Total	0	0	0	0	813	873	535	02	02	11	NA	11	NA
950-55 Barrels and kegs	Trinidad	0	0	0	0	0	0	2	02	02	11	NA	11	NA
950-75 Shipping containers	Dom. Rep.	0	0	0	0	155	338	0	02	02	11	NA	11	NA
950-75 Shipping containers	Total	0	0	0	0	13033	14796	12740	02	02	11	NA	11	NA
961-59 Textile end products	Cuba	0	0	0	0	14	3	28	892	832	11	19	17	NA
961-59 Textile end products	Lee-Wind Is	0	0	0	0	0	0	32	892	832	11	19	17	NA
961-59 Textile end products	Total	0	0	0	0	24922	24928	29269	892	832	11	19	17	NA
961-61 Gold coin	Bahamas	0	0	0	0	0	0	749	1002	1002	NA	6830	6831	NA
961-61 Gold coin	Jamaica	0	0	0	0	287	0	0	1002	1002	NA	6830	6831	NA
961-61 Gold coin	Total	0	0	0	0	8242	39055	24207	1002	1002	NA	6830	6831	NA

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CODE	COMMODITY	COUNTRY	UNITS	QUANTITY			VALUE			AIR CGO SHARE			VALUE \$CD 87/KG		
				1985	1986	1987	1985	1986	1987	VAL	WT	SUR	AIR	AVG	CDR
970-75 Shipments <\$900		Bahamas	0	0	0	0	10	8	8	NA	NA	NA	NA	NA	NA
970-75 Shipments <\$900		Barbados	0	0	0	0	3	3	17	NA	NA	NA	NA	NA	NA
970-75 Shipments <\$900		Cuba	0	0	0	0	4	2	4	NA	NA	NA	NA	NA	NA
970-75 Shipments <\$900		Dom. Rep.	0	0	0	0	49	33	122	NA	NA	NA	NA	NA	NA
970-75 Shipments <\$900		Jamaica	0	0	0	0	34	71	62	NA	NA	NA	NA	NA	NA
970-75 Shipments <\$900		Lee-Wind Is	0	0	0	0	6	16	47	NA	NA	NA	NA	NA	NA
970-75 Shipments <\$900		Total	0	0	0	0	579970	680487	706098	NA	NA	NA	NA	NA	NA
970-75 Shipments <\$900		Trinidad	0	0	0	0	25	42	69	NA	NA	NA	NA	NA	NA
970-90 Unclassified		Bahamas	0	0	0	0	1	2	26	562	22	4	209	8	NA
970-90 Unclassified		Barbados	0	0	0	0	4	1	14	562	22	4	209	8	NA
970-90 Unclassified		Cuba	0	0	0	0	1	1	4	562	22	4	209	8	NA
970-90 Unclassified		Dom. Rep.	0	0	0	0	25	26	38	562	22	4	209	8	NA
970-90 Unclassified		Jamaica	0	0	0	0	59	44	108	562	22	4	209	8	NA
970-90 Unclassified		Lee-Wind Is	0	0	0	0	5	8	9	562	22	4	209	8	NA
970-90 Unclassified		Total	0	0	0	0	121892	129636	281646	562	22	4	209	8	NA
970-90 Unclassified		Trinidad	0	0	0	0	6	11	8	562	22	4	209	8	NA



APPENDIX F

Structure of Caribbean Exports Database

STRUCTURE OF CARIBBEAN EXPORTS DATABASE

The Caribbean Exports Database was prepared in a Lotus 1-2-3 Version 2.01 format. There are two files; Total Exports Worldwide by product for Canada and for Atlantic Canada as a whole; and exports by product and Caribbean nation. The total Canada/Atlantic Canada file requires 224,591 bytes of storage while the exports by product and Caribbean file occupies 347,121 bytes. File structures are identical. Through partitioning the data into two groups it is possible to use two single-density 5.25" floppy disks as a storage medium. The /FCCE (File Combine Copy Entire) command allows the user to access all data in main memory at one time. This taxes the capability of a 640K machine. Each record pertains either to:

1. A specific commodity/product exported from all of Canada to a specific Caribbean nation.

or

2. A specific commodity/product exported from all of Canada to the entire world.

or

3. A specific commodity/product exported from Atlantic Canada to the entire world.

Record structure is as follows:

<u>COLUMN</u>	<u>TYPE</u>	<u>DESCRIPTION</u>
A	Numeric	Export Commodity Classification Code
B	Text	Product descriptor
C	Text	May designate: Destination nation or: Atlantic Canada - record provides data on flows from Atlantic Canada to entire world for commodity. Total - record provides data on flows from all of Canada to entire world.
D	Numeric	Value of air exports in 1986 \$000 CD
E	Numeric	Value of air exports in 1987 \$000 CD
F	Numeric	Value of exports all modes 1986 \$000 CD
G	Numeric	Value of exports all modes 1987 \$000 CD

H	Numeric	Value of 1987 air exports from Atlantic Canada to all world destinations by air \$000 CD.
I	Numeric	Value of 1987 exports on all modes from Atlantic Canada to all world destinations \$000 CD
J	Numeric	Value of 1987 Canadian exports by air to all world destinations \$000 CD.
K	Numeric	Value of 1987 Canadian exports by all modes to all world destinations \$000 CD.
L	Numeric	Value of US exports in 1987 Canadian dollars per kilogram for the air mode. Constructed from statistics provided by US Report FT445 and converted from US to Canadian dollars using exchange rate of 1.326 (average rate for 1987). Many items are "NA" (not available).
M	Numeric	Value of US exports in 1987 Canadian dollars per kilogram for the shipping mode. Same source as L. Many items are "NA" (not available).
N	Numeric	Value of goods in 1987 Canadian dollars per kilogram for air and shipping modes. A weighted average of L and M. Many items are "NA" (not available).
O	Text	Basis for valuation. Describes how value per unit weight derived. Either contains code(s) for US equivalent product(s) or a "C" to indicate that volumes were provided directly from quantity tables for this product/commodity from Report 65-202. "NA" indicates "not available". This may result from lack of equivalent US product, no US export volumes for US equivalent products on air or surface mode, or Canadian quantities either not reported at all or reported in unworkable units (eg. "pairs", "thousands").
P	Numeric	Portion of total value of US exports of US counterpart product to "Other Western Hemisphere" or "Other Latin America" (if "Other Western Hemisphere" data absent.) geographical area shipped by air.
Q	Numeric	Portion of total weight of US exports of US counterpart product to "Other Western Hemisphere" or "Other Latin America" geographical area shipped by air.
R	Numeric	Air share - Canada. Portion of value of total 1987 Canadian exports of this product/commodity to the Caribbean nation in question shipped by the air mode.

Items A-K were provided by Statistics Canada Report 65-202 while items L-R were derived.

Besides individual detailed records, abbreviated totals for all of Canada and for Atlantic Canada appear in each individual record. While generating a degree of redundancy, this greatly simplifies the computational process by allowing national and Atlantic Canada totals and data for individual Caribbean nations to be reference within an single record.



APPENDIX G

Canada Caribbean Exports

CODE	PRODUCT NAME	COUNTRY	VALUE - AIR		VALUE - TOTAL		VALUE \$/CD/KG 87			AIR SHARE US		COA
			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	
1	Cattle	Atl Cda	364		1782	1159	3	4	4	13%	16%	0%
1	Cattle	Barbados		109		109	3	4	4	13%	16%	100%
1	Cattle	Total	10016	12310	213971	244198	3	4	4	13%	16%	5%
1	Cattle	Trinidad	9		9		3	4	4	13%	16%	0%
2	Sheep	Atl Cda			5	7	1	0	1	100%	100%	0%
2	Sheep	Total	8		2235	2789	1	0	1	100%	100%	0%
3	Swine	Atl Cda			139	132	16	0	16	100%	100%	0%
3	Swine	Total	108	848	83479	66096	16	0	16	100%	100%	1%
3	Swine	Trinidad	11	52	11	52	16	0	16	100%	100%	100%
4	Horses	Atl Cda			9	16	6	9	7	70%	79%	0%
4	Horses	Total	4674	932	4674	932	6	9	7	70%	79%	100%
6	Foultry	Atl Cda			19	12	7	2	4	66%	40%	0%
6	Foultry	Barbados		1		25	7	2	4	66%	40%	4%
6	Foultry	Jamaica	16	11	16	11	7	2	4	66%	40%	100%
6	Foultry	Total	6378	5355	20130	19150	7	2	4	66%	40%	28%
6	Foultry	Trinidad	6	21	6	21	7	2	4	66%	40%	100%
7	Furbearing animals	Atl Cda	40	1604	71	3460	27	32	30	46%	49%	46%
7	Furbearing animals	Total	191	2476	251	5419	27	32	30	46%	49%	46%
9	Other live animals	Atl Cda	233	419	458	659	61	2	3	39%	2%	64%
9	Other live animals	Cuba		89		89	61	2	3	39%	2%	100%
9	Other live animals	Total	1933	2456	21174	24697	61	2	3	39%	2%	10%
9	Other live animals	Trinidad		1		1	61	2	3	39%	2%	100%
11	Meat, fresh, chilled or frozen	Atl Cda	99	107	44548	31619	6	2	2	5%	1%	0%
11	Meat, fresh, chilled or frozen	Bahamas			280	308	6	2	2	5%	1%	0%
11	Meat, fresh, chilled or frozen	Barbados	40	21	2329	1576	6	2	2	5%	1%	1%
11	Meat, fresh, chilled or frozen	Cuba				3583	6	2	2	5%	1%	0%
11	Meat, fresh, chilled or frozen	Dom Rep.			18	39	6	2	2	5%	1%	0%
11	Meat, fresh, chilled or frozen	Jamaica			712	437	6	2	2	5%	1%	0%
11	Meat, fresh, chilled or frozen	Lee-Wind Is	17	20	397	221	6	2	2	5%	1%	9%
11	Meat, fresh, chilled or frozen	Total	30636	43039	941020	1006342	6	2	2	5%	1%	4%
11	Meat, fresh, chilled or frozen	Trinidad	133	20	1404	373	6	2	2	5%	1%	5%
13	Meat, cured	Atl Cda	0	0	0	0	NA	NA	NA	NA	NA	NA
13	Meat, cured	Bahamas			624	623	0	3	1	3%	49%	0%
13	Meat, cured	Barbados			1185	1065	0	3	1	3%	49%	0%
13	Meat, cured	Dom Rep.			85	85	0	3	1	3%	49%	0%
13	Meat, cured	Jamaica		67	545	1045	0	3	1	3%	49%	6%
13	Meat, cured	Lee-Wind Is		6	664	679	0	3	1	3%	49%	1%
13	Meat, cured	Total	227	450	29146	46037	0	3	1	3%	49%	1%
13	Meat, cured	Trinidad	24		1417	1328	0	3	1	3%	49%	0%
15	Ready-cook meat & prep not canned	Atl Cda			146	124	4	3	3	1%	1%	0%
15	Ready-cook meat & prep not canned	Bahamas			552	553	4	3	3	1%	1%	0%
15	Ready-cook meat & prep not canned	Barbados		2	72	41	4	3	3	1%	1%	5%
15	Ready-cook meat & prep not canned	Jamaica	12		19	12	4	3	3	1%	1%	0%
15	Ready-cook meat & prep not canned	Lee-Wind Is	9	21	22	50	4	3	3	1%	1%	42%
15	Ready-cook meat & prep not canned	Total	1668	1695	25235	22771	4	3	3	1%	1%	7%
15	Ready-cook meat & prep not canned	Trinidad	32	21	97	84	4	3	3	1%	1%	25%
17	Meat & meat preparations, canned	Atl Cda			160	120	NA	0	0	0%	0%	0%
17	Meat & meat preparations, canned	Bahamas				2	NA	0	0	0%	0%	0%
17	Meat & meat preparations, canned	Barbados			1	2	NA	0	0	0%	0%	0%
17	Meat & meat preparations, canned	Cuba				1	NA	0	0	0%	0%	0%
17	Meat & meat preparations, canned	Lee-Wind Is	5		27	1	NA	0	0	0%	0%	0%
17	Meat & meat preparations, canned	Lee-Wind Is	5		27	1	NA	0	0	0%	0%	0%
17	Meat & meat preparations, canned	Total	61	3	4046	4478	NA	0	0	0%	0%	0%

CODE	PRODUCT NAME	COUNTRY	VALUE - AIR		VALUE - TOTAL		VALUE \$CD/KG 67			AIR SHARE US	CDI	
			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	VALUE
17	Meat & meat preparations, canned	Trinidad					8	NA	0	0	02	02
31	Fish, whole or dressed, fresh	Atl Cda	909	1342	98877	99576	6	3	3	172	102	12
31	Fish, whole or dressed, fresh	Barbados			8		6	3	3	172	102	02
31	Fish, whole or dressed, fresh	Dom Rep.		4	130	4	6	3	3	172	102	1002
31	Fish, whole or dressed, fresh	Jamaica			20		6	3	3	172	102	02
31	Fish, whole or dressed, fresh	Lee-Wind Is			12		6	3	3	172	102	02
31	Fish, whole or dressed, fresh	Total	2320	3172	151495	171714	6	3	3	172	102	22
31	Fish, whole or dressed, fresh	Trinidad			111		6	3	3	172	102	02
33	Fish, whole or dressed, frozen	Atl Cda	170	1106	5287	3921	6	3	3	172	102	282
33	Fish, whole or dressed, frozen	Barbados			7	5	6	3	3	172	102	02
33	Fish, whole or dressed, frozen	Dom Rep.	61		215	207	6	3	3	172	102	02
33	Fish, whole or dressed, frozen	Jamaica			19	763	6	3	3	172	102	02
33	Fish, whole or dressed, frozen	Total	1317	2989	367893	307054	6	3	3	172	102	12
33	Fish, whole or dressed, frozen	Trinidad			184		6	3	3	172	102	02
35	Fish, filleted, fresh or chilled	Atl Cda	1606	1244	128561	113144	6	3	3	172	102	12
35	Fish, filleted, fresh or chilled	Bahamas			5	3	6	3	3	172	102	02
35	Fish, filleted, fresh or chilled	Barbados			3	20	6	3	3	172	102	02
35	Fish, filleted, fresh or chilled	Dom Rep.			11	45	6	3	3	172	102	02
35	Fish, filleted, fresh or chilled	Total	2158	3098	173297	158427	6	3	3	172	102	22
37	Fish, filleted, frozen	Atl Cda	104	575	312959	421453	6	3	3	172	102	02
37	Fish, filleted, frozen	Bahamas			4	5	6	3	3	172	102	02
37	Fish, filleted, frozen	Barbados			26	16	6	3	3	172	102	02
37	Fish, filleted, frozen	Cuba				255	6	3	3	172	102	02
37	Fish, filleted, frozen	Dom Rep.			153		6	3	3	172	102	02
37	Fish, filleted, frozen	Total	420	1601	362765	484540	6	3	3	172	102	02
37	Fish, filleted, frozen	Trinidad			5	154	6	3	3	172	102	02
39	Fish blocks fresh, frozen	Atl Cda	5	37	200392	251428	6	3	3	172	102	02
39	Fish blocks fresh, frozen	Barbados				4	6	3	3	172	102	02
39	Fish blocks fresh, frozen	Cuba				240	6	3	3	172	102	02
39	Fish blocks fresh, frozen	Total	23	224	215583	265481	6	3	3	172	102	02
41	Fish, smoked or salted & smoked	Atl Cda	47	26	12641	15985	37	9	9	62	12	02
41	Fish, smoked or salted & smoked	Bahamas			4		37	9	9	62	12	02
41	Fish, smoked or salted & smoked	Barbados	9	5	67	117	37	9	9	62	12	42
41	Fish, smoked or salted & smoked	Cuba			49	72	37	9	9	62	12	02
41	Fish, smoked or salted & smoked	Dom Rep.		1	4152	5170	37	9	9	62	12	02
41	Fish, smoked or salted & smoked	Jamaica	35		588	1037	37	9	9	62	12	02
41	Fish, smoked or salted & smoked	Total	1437	1927	19071	21843	37	9	9	62	12	92
41	Fish, smoked or salted & smoked	Trinidad	8	16	590	714	37	9	9	62	12	22
42	Fish, salted & or dried	Atl Cda	675	160	129899	176378	37	9	9	62	12	02
42	Fish, salted & or dried	Barbados			701	569	37	9	9	62	12	02
42	Fish, salted & or dried	Cuba			166	916	37	9	9	62	12	02
42	Fish, salted & or dried	Dom Rep.			2819	5339	37	9	9	62	12	02
42	Fish, salted & or dried	Jamaica	70	6	11106	6622	37	9	9	62	12	02
42	Fish, salted & or dried	Lee-Wind Is			341	473	37	9	9	62	12	02
42	Fish, salted & or dried	Total	681	172	145891	176378	37	9	9	62	12	02
42	Fish, salted & or dried	Trinidad			5466	4461	37	9	9	62	12	02
43	Fish, pickled	Atl Cda	37		16565	13325	37	9	9	62	12	NA
43	Fish, pickled	Cuba			36	271	37	9	9	62	12	02
43	Fish, pickled	Dom Rep.			72	182	37	9	9	62	12	02
43	Fish, pickled	Jamaica	21		937	939	37	9	9	62	12	02
43	Fish, pickled	Lee-Wind Is			91	109	37	9	9	62	12	02
43	Fish, pickled	Total	37		23859	20771	37	9	9	62	12	02
43	Fish, pickled	Trinidad			85	92	37	9	9	62	12	02

CODE	PRODUCT NAME	COUNTRY	VALUE - AIR		VALUE - TOTAL		VALUE \$CD/KG 87			AIR SHARE US		CDR
			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	
44	Fish, canned	Atl Cda	57		65644	50458	37	9	9	62	12	NA
44	Fish, canned	Bahamas			263	834	37	9	9	62	12	02
44	Fish, canned	Barbados			1280	1182	37	9	9	62	12	02
44	Fish, canned	Cuba				2	37	9	9	62	12	02
44	Fish, canned	Dom Rep.			294	907	37	9	9	62	12	02
44	Fish, canned	Jamaica			6837	5062	37	9	9	62	12	02
44	Fish, canned	Lee-Wind Is			3741	2057	37	9	9	62	12	02
44	Fish, canned	Total	79	41	201334	227768	37	9	9	62	12	02
44	Fish, canned	Trinidad			3413	3065	37	9	9	62	12	02
46	Shellfish	Atl Cda	21723	27344	507842	539014	12	10	10	162	132	52
46	Shellfish	Bahamas			10	2	12	10	10	162	132	02
46	Shellfish	Barbados	6	4	65	27	12	10	10	162	132	152
46	Shellfish	Cuba			52	50	12	10	10	162	132	02
46	Shellfish	Lee-Wind Is	5		5		12	10	10	162	132	02
46	Shellfish	Total	43151	54549	596035	650156	12	10	10	162	132	82
46	Shellfish	Trinidad			8		12	10	10	162	132	02
49	Other fishery foods & feeds	Atl Cda		2	65717	91088	4	3	3	52	42	02
49	Other fishery foods & feeds	Total	5288	6012	176632	285444	4	3	3	52	42	22
51	Dairy produce	Atl Cda	196	16	25133	14894	3	1	1	22	12	02
51	Dairy produce	Bahamas	6	3	589	273	3	1	1	22	12	12
51	Dairy produce	Barbados			84	227	3	1	1	22	12	02
51	Dairy produce	Cuba			5952	5799	3	1	1	22	12	02
51	Dairy produce	Dom Rep.			1107	854	3	1	1	22	12	02
51	Dairy produce	Jamaica		17	381	492	3	1	1	22	12	32
51	Dairy produce	Lee-Wind Is			436	690	3	1	1	22	12	02
51	Dairy produce	Total	516	361	193847	144401	3	1	1	22	12	02
51	Dairy produce	Trinidad			3672	1277	3	1	1	22	12	02
53	Eggs	Atl Cda			206	325	3	1	3	942	892	02
53	Eggs	Barbados	58	324	58	324	3	1	3	942	892	1002
53	Eggs	Jamaica				31	3	1	3	942	892	02
53	Eggs	Total	2351	2151	20399	25712	3	1	3	942	892	82
55	Honey	Atl Cda			206	325	NA	2	2	02	02	02
55	Honey	Bahamas	58	324	58	324	NA	2	2	02	02	1002
55	Honey	Jamaica				31	NA	2	2	02	02	02
55	Honey	Total	2351	2151	20399	25712	NA	2	2	02	02	82
61	Cereals, unmilled	Atl Cda		6	130565	102703	1	0	0	02	02	02
61	Cereals, unmilled	Bahamas			10		1	0	0	02	02	02
61	Cereals, unmilled	Barbados			145	64	1	0	0	02	02	02
61	Cereals, unmilled	Cuba			237769	185346	1	0	0	02	02	02
61	Cereals, unmilled	Dom Rep.				2	1	0	0	02	02	02
61	Cereals, unmilled	Jamaica			7333	6058	1	0	0	02	02	02
61	Cereals, unmilled	Lee-Wind Is			553	200	1	0	0	02	02	02
61	Cereals, unmilled	Total	13	3063	3543141	3781699	1	0	0	02	02	02
61	Cereals, unmilled	Trinidad		6	54	27	1	0	0	02	02	222
62	Cereals, milled	Atl Cda	60		77619	73664	2	0	0	02	02	NA
62	Cereals, milled	Total	313	150	165132	159554	2	0	0	02	02	02
64	Bakery products	Atl Cda			621	1152	2	2	2	12	22	02
64	Bakery products	Bahamas		1	95	115	2	2	2	12	22	12
64	Bakery products	Barbados			66	36	2	2	2	12	22	02
64	Bakery products	Cuba			6	7	2	2	2	12	22	02
64	Bakery products	Dom Rep.			2	2	2	2	2	12	22	02
64	Bakery products	Jamaica			1	2	2	2	2	12	22	02
64	Bakery products	Lee-Wind Is			92	66	2	2	2	12	22	02

CODE	PRODUCT NAME	COUNTRY	VALUE - AIR		VALUE - TOTAL		VALUE \$CD/KG 87			AIR SHARE US	CDA	
			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	VALUE
64	Bakery products	Total	137	195	134746	155143	2	2	2	12	22	02
64	Bakery products	Trinidad			198	66	2	2	2	12	22	02
65	Macaroni products	Atl Cda	11		197	667	NA	2	2	02	02	NA
65	Macaroni products	Bahamas			130	57	NA	2	2	02	02	02
65	Macaroni products	Barbados			9	6	NA	2	2	02	02	02
65	Macaroni products	Dom Rep.				3	NA	2	2	02	02	02
65	Macaroni products	Jamaica			2		NA	2	2	02	02	02
65	Macaroni products	Lee-Wind Is			325	272	NA	2	2	02	02	02
65	Macaroni products	Total	31	21	16474	16560	NA	2	2	02	02	02
65	Macaroni products	Trinidad			35	17	NA	2	2	02	02	02
71	Fruits & berries, fresh or chilled	Atl Cda	1		8691	9019	1	1	1	12	12	NA
71	Fruits & berries, fresh or chilled	Bahamas			6		1	1	1	12	12	02
71	Fruits & berries, fresh or chilled	Barbados			32	41	1	1	1	12	12	02
71	Fruits & berries, fresh or chilled	Lee-Wind Is	41	4	41	4	1	1	1	12	12	1002
71	Fruits & berries, fresh or chilled	Total	1190	721	81011	83190	1	1	1	12	12	12
71	Fruits & berries, fresh or chilled	Trinidad			5	278	1	1	1	12	12	02
72	Fruits & berries, frozen	Atl Cda	34		15914	24650	NA	1	1	02	02	02
72	Fruits & berries, frozen	Bahamas			1	1	NA	1	1	02	02	02
72	Fruits & berries, frozen	Total	46		24452	41558	NA	1	1	02	02	NA
74	Fruit juice unferm. not conc	Atl Cda	2		670	344	3	1	1	02	02	NA
74	Fruit juice unferm. not conc	Bahamas			29	13	3	1	1	02	02	02
74	Fruit juice unferm. not conc	Barbados			54	34	3	1	1	02	02	02
74	Fruit juice unferm. not conc	Cuba	2		3	6	3	1	1	02	02	02
74	Fruit juice unferm. not conc	Jamaica			7	2	3	1	1	02	02	02
74	Fruit juice unferm. not conc	Lee-Wind Is			228	100	3	1	1	02	02	02
74	Fruit juice unferm. not conc	Total	30	25	12143	5952	3	1	1	02	02	02
74	Fruit juice unferm. not conc	Trinidad			15	5	3	1	1	02	02	02
75	Fruits juice concentrate	Atl Cda			677	1448	3	1	1	02	02	02
75	Fruits juice concentrate	Bahamas			24	3	3	1	1	02	02	02
75	Fruits juice concentrate	Barbados			55	76	3	1	1	02	02	02
75	Fruits juice concentrate	Jamaica			79	110	3	1	1	02	02	02
75	Fruits juice concentrate	Lee-Wind Is			12	9	3	1	1	02	02	02
75	Fruits juice concentrate	Total	2	1	12753	15968	3	1	1	02	02	02
75	Fruits juice concentrate	Trinidad			121	211	3	1	1	02	02	02
78	Fruits and products, canned	Atl Cda			853	361	2	2	2	02	02	02
78	Fruits and products, canned	Bahamas			24	3	2	2	2	02	02	02
78	Fruits and products, canned	Barbados			55	76	2	2	2	02	02	02
78	Fruits and products, canned	Cuba				2	2	2	2	02	02	02
78	Fruits and products, canned	Dom Rep.			1		2	2	2	02	02	02
78	Fruits and products, canned	Jamaica			79	110	2	2	2	02	02	02
78	Fruits and products, canned	Lee-Wind Is			12	9	2	2	2	02	02	02
78	Fruits and products, canned	Total	13	78	9471	7000	2	2	2	02	02	12
78	Fruits and products, canned	Trinidad			122	43	2	2	2	02	02	02
79	Other preserved products	Atl Cda			94	95	2	1	1	12	12	02
79	Other preserved products	Bahamas			1		2	1	1	12	12	02
79	Other preserved products	Barbados			41	36	2	1	1	12	12	02
79	Other preserved products	Cuba				1	2	1	1	12	12	02
79	Other preserved products	Dom Rep.			3		2	1	1	12	12	02
79	Other preserved products	Jamaica				41	2	1	1	12	12	02
79	Other preserved products	Lee-Wind Is			50	151	2	1	1	12	12	02
79	Other preserved products	Total	265	284	6056	5800	2	1	1	12	12	52
79	Other preserved products	Trinidad			209	317	2	1	1	12	12	02
82	Nut, kernel, seed for food, shelled	Atl Cda	30		373	262	13	3	3	12	02	NA

CODE	PRODUCT NAME	COUNTRY	VALUE - AIR		VALUE - TOTAL		VALUE \$/KG 87			AIR SHARE US		COA
			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	VALUE
82	Nut,kernal,seed for food, shelled	Barbados			10		13	3	3	12	02	02
82	Nut,kernal,seed for food, shelled	Cuba	25	66	25	66	13	3	3	12	02	1002
82	Nut,kernal,seed for food, shelled	Lee-Wind Is				1	13	3	3	12	02	02
82	Nut,kernal,seed for food, shelled	Total	75	96	7465	8318	13	3	3	12	02	12
82	Nut,kernal,seed for food, shelled	Trinidad			60	96	13	3	3	12	02	02
91	Vegetables, fresh or chilled	Atl Cda	295	273	60155	73983	1	1	1	32	22	02
91	Vegetables, fresh or chilled	Bahamas			82	90	1	1	1	32	22	02
91	Vegetables, fresh or chilled	Barbados	113	45	1711	1990	1	1	1	32	22	22
91	Vegetables, fresh or chilled	Cuba			3901	3697	1	1	1	32	22	02
91	Vegetables, fresh or chilled	Dom Rep.		4	3	667	1	1	1	32	22	12
91	Vegetables, fresh or chilled	Jamaica			583	261	1	1	1	32	22	02
91	Vegetables, fresh or chilled	Lee-Wind Is	39	4	94	36	1	1	1	32	22	112
91	Vegetables, fresh or chilled	Total	4712	8683	129828	141357	1	1	1	32	22	62
91	Vegetables, fresh or chilled	Trinidad	113	211	6804	5528	1	1	1	32	22	42
92	Vegetables, frozen	Atl Cda	71		42715	48542	2	1	1	02	02	02
92	Vegetables, frozen	Bahamas			381	484	2	1	1	02	02	02
92	Vegetables, frozen	Barbados			77	56	2	1	1	02	02	02
92	Vegetables, frozen	Jamaica			256	237	2	1	1	02	02	02
92	Vegetables, frozen	Lee-Wind Is			203	125	2	1	1	02	02	02
92	Vegetables, frozen	Total	78	44	80894	94849	2	1	1	02	02	02
92	Vegetables, frozen	Trinidad			2350	2109	2	1	1	02	02	02
93	Vegetables, dried	Atl Cda	143	19	18779	10374	NA	3	3	02	02	02
93	Vegetables, dried	Bahamas			1	3	NA	3	3	02	02	02
93	Vegetables, dried	Barbados			46	98	NA	3	3	02	02	02
93	Vegetables, dried	Cuba			14981	2670	NA	3	3	02	02	02
93	Vegetables, dried	Dom Rep.		5	36	49	NA	3	3	02	02	102
93	Vegetables, dried	Jamaica			2	8	NA	3	3	02	02	02
93	Vegetables, dried	Lee-Wind Is			907	2394	NA	3	3	02	02	02
93	Vegetables, dried	Total	556	1262	141596	162634	NA	3	3	02	02	12
93	Vegetables, dried	Trinidad			2850	2034	NA	3	3	02	02	02
94	Vegetables/preserved, not canned	Atl Cda			67	110	2	1	1	02	02	02
94	Vegetables/preserved, not canned	Lee-Wind Is	1		1		2	1	1	02	02	02
94	Vegetables/preserved, not canned	Total			354	419	2	1	1	02	02	02
95	Vegetables & veg. juices, canned	Atl Cda	1		3916	3828	3	1	1	02	02	02
95	Vegetables & veg. juices, canned	Bahamas			125	39	3	1	1	02	02	02
95	Vegetables & veg. juices, canned	Barbados			16	44	3	1	1	02	02	02
95	Vegetables & veg. juices, canned	Cuba	5		5	6	3	1	1	02	02	02
95	Vegetables & veg. juices, canned	Dom Rep.			3		3	1	1	02	02	02
95	Vegetables & veg. juices, canned	Jamaica			8	9	3	1	1	02	02	02
95	Vegetables & veg. juices, canned	Lee-Wind Is			91	73	3	1	1	02	02	02
95	Vegetables & veg. juices, canned	Total	21	79	35806	30186	3	1	1	02	02	02
95	Vegetables & veg. juices, canned	Trinidad			141	80	3	1	1	02	02	02
99	Pickles, sauces & dressing	Atl Cda	59		1738	2043	0	1	1	12	12	NA
99	Pickles, sauces & dressing	Bahamas			55	34	0	1	1	12	12	02
99	Pickles, sauces & dressing	Barbados			134	140	0	1	1	12	12	02
99	Pickles, sauces & dressing	Dom Rep.				6	0	1	1	12	12	02
99	Pickles, sauces & dressing	Jamaica			11	9	0	1	1	12	12	02
99	Pickles, sauces & dressing	Lee-Wind Is			474	449	0	1	1	12	12	02
99	Pickles, sauces & dressing	Total	68	50	6677	8350	0	1	1	12	12	12
99	Pickles, sauces & dressing	Trinidad		30	97	90	0	1	1	12	12	322
101	Sugar, molasses & syrups	Atl Cda			8105	3818	NA	1	1	02	02	02
101	Sugar, molasses & syrups	Bahamas			618	414	NA	1	1	02	02	02
101	Sugar, molasses & syrups	Barbados			40	30	NA	1	1	02	02	02

CODE	PRODUCT NAME	COUNTRY	VALUE - AIR		VALUE - TOTAL		VALUE \$/KG 87			AIR SHARE US		COA
			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	
101	Sugar, molasses & syrups	Cuba			5		NA	1	1	02	02	02
101	Sugar, molasses & syrups	Jamaica			194	138	NA	1	1	02	02	02
101	Sugar, molasses & syrups	Lee-Wind Is		1	99	73	NA	1	1	02	02	12
101	Sugar, molasses & syrups	Total	279	123	190092	146566	NA	1	1	02	02	02
101	Sugar, molasses & syrups	Trinidad		2	10	17	NA	1	1	02	02	122
104	Sugar preparations, confectionery	Atl Cda		19	3460	2982	NA	0	0	02	02	12
104	Sugar preparations, confectionery	Bahamas	1		216	182	NA	0	0	02	02	02
104	Sugar preparations, confectionery	Barbados	9		439	270	NA	0	0	02	02	02
104	Sugar preparations, confectionery	Cuba	5	2	5	3	NA	0	0	02	02	672
104	Sugar preparations, confectionery	Dom Rep.				9	NA	0	0	02	02	02
104	Sugar preparations, confectionery	Jamaica			18	2	NA	0	0	02	02	02
104	Sugar preparations, confectionery	Lee-Wind Is	5		34	22	NA	0	0	02	02	02
104	Sugar preparations, confectionery	Total	197	202	66282	76145	NA	0	0	02	02	02
104	Sugar preparations, confectionery	Trinidad			40	25	NA	0	0	02	02	02
111	Cocoa and chocolate	Atl Cda	5		417	663	4	4	4	52	52	02
111	Cocoa and chocolate	Bahamas			1		4	4	4	52	52	02
111	Cocoa and chocolate	Barbados				33	4	4	4	52	52	02
111	Cocoa and chocolate	Cuba			372		4	4	4	52	52	02
111	Cocoa and chocolate	Jamaica			9		4	4	4	52	52	02
111	Cocoa and chocolate	Total	38		69739	69279	4	4	4	52	52	02
111	Cocoa and chocolate	Trinidad			45	17	4	4	4	52	52	02
112	Coffee	Atl Cda	41		322	94	8	7	7	42	32	02
112	Coffee	Bahamas			1		8	7	7	42	32	02
112	Coffee	Barbados			5	3	8	7	7	42	32	02
112	Coffee	Jamaica		1		1	8	7	7	42	32	1002
112	Coffee	Lee-Wind Is	4		5		8	7	7	42	32	02
112	Coffee	Total	54	121	59980	61132	8	7	7	42	32	02
112	Coffee	Trinidad			2		8	7	7	42	32	02
113	Tea	Atl Cda			86	64	NA	6	6	02	02	02
113	Tea	Bahamas				12	NA	6	6	02	02	02
113	Tea	Barbados			31	8	NA	6	6	02	02	02
113	Tea	Cuba		1		2	NA	6	6	02	02	502
113	Tea	Lee-Wind Is				6	NA	6	6	02	02	02
113	Tea	Total	2	6	22933	15644	NA	6	6	02	02	02
113	Tea	Trinidad			213	149	NA	6	6	02	02	02
114	Spices	Atl Cda	4		1749	1227	5	3	3	02	02	02
114	Spices	Bahamas			11		5	3	3	02	02	02
114	Spices	Barbados			254	280	5	3	3	02	02	02
114	Spices	Cuba			5	33	5	3	3	02	02	02
114	Spices	Jamaica			69	155	5	3	3	02	02	02
114	Spices	Lee-Wind Is			123	94	5	3	3	02	02	02
114	Spices	Total	97	125	9542	9207	5	3	3	02	02	12
114	Spices	Trinidad	1	7	197	231	5	3	3	02	02	32
117	Vinegar	Atl Cda			30	13	NA	0	0	02	02	02
117	Vinegar	Barbados			14	9	0	0	0	NA	NA	02
117	Vinegar	Lee-Wind Is			26	31	0	0	0	NA	NA	02
117	Vinegar	Total			168	243	NA	0	0	02	02	02
117	Vinegar	Trinidad			53		0	0	0	NA	NA	02
142	Infant & junior foods	Atl Cda	7		3073	1983	3	1	1	02	02	02
142	Infant & junior foods	Barbados			2	1	3	1	1	02	02	02
142	Infant & junior foods	Cuba	9		9		3	1	1	02	02	02
142	Infant & junior foods	Dom Rep.		23	23	104	3	1	1	02	02	222
142	Infant & junior foods	Jamaica			33	65	3	1	1	02	02	02

CODE	PRODUCT NAME	COUNTRY	VALUE - AIR		VALUE - TOTAL		VALUE \$/KG 87			AIR SHARE US		CDA
			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	
142	Infant & junior foods	Lee-Wind Is			8	18	3	1	1	02	02	02
142	Infant & junior foods	Total	28	34	9218	9875	3	1	1	02	02	02
142	Infant & junior foods	Trinidad			60	43	3	1	1	02	02	02
143	Pre-cook frozen food	Atl Cda	13		10053	12415	6	2	2	12	02	02
143	Pre-cook frozen food	Bahamas		1	27	42	6	2	2	12	02	22
143	Pre-cook frozen food	Barbados			2		6	2	2	12	02	02
143	Pre-cook frozen food	Jamaica			8	6	6	2	2	12	02	02
143	Pre-cook frozen food	Lee-Wind Is			35	24	6	2	2	12	02	02
143	Pre-cook frozen food	Total	71	55	24213	34247	6	2	2	12	02	02
143	Pre-cook frozen food	Trinidad			7	7	6	2	2	12	02	02
144	Materials for food preparations	Atl Cda	96	101	6870	4212	18	4	4	92	22	22
144	Materials for food preparations	Bahamas			72	1	18	4	4	NA	NA	02
144	Materials for food preparations	Barbados	14	19	174	281	18	4	4	NA	NA	72
144	Materials for food preparations	Cuba			932	2	18	4	4	NA	NA	02
144	Materials for food preparations	Dom Rep.	48	114	52	137	18	4	4	NA	NA	832
144	Materials for food preparations	Jamaica	1	2	98	59	18	4	4	NA	NA	32
144	Materials for food preparations	Lee-Wind Is			9	3	18	4	4	NA	NA	02
144	Materials for food preparations	Total	3985	4747	40235	53616	18	4	4	92	22	92
144	Materials for food preparations	Trinidad	14		458	475	18	4	4	NA	NA	02
146	Other foods	Atl Cda	9	18	2451	2847	3	1	1	22	12	12
146	Other foods	Bahamas			22	58	3	1	1	NA	NA	02
146	Other foods	Barbados	5	8	304	433	3	1	1	NA	NA	22
146	Other foods	Cuba	104		182	64	3	1	1	NA	NA	02
146	Other foods	Dom Rep.			19	91	3	1	1	NA	NA	02
146	Other foods	Jamaica	14	7	358	441	3	1	1	NA	NA	22
146	Other foods	Lee-Wind Is	11	3	374	413	3	1	1	12	NA	12
146	Other foods	Total	518	947	59711	56629	3	1	1	22	12	22
146	Other foods	Trinidad	29	55	1152	595	3	1	1	NA	NA	92
151	Hay, forage & straw	Atl Cda	8	1	942	293	0	0	0	02	02	02
151	Hay, forage & straw	Total	19	1	10519	7210	0	0	0	02	02	02
151	Hay, forage & straw	Trinidad	1	1	2	1	0	0	0	NA	NA	1002
152	Ground Cereals by-products	Atl Cda	15		20	21	4	1	1	02	02	NA
152	Ground Cereals by-products	Lee-Wind Is				2	4	1	1	02	02	02
152	Ground Cereals by-products	Total	15	11	29502	30569	4	1	1	02	02	02
152	Ground Cereals by-products	Trinidad				1	4	1	1	02	02	02
156	Feeds of animal origin	Atl Cda		57	4209	8329	4	0	0	02	02	12
156	Feeds of animal origin	Total		90	15117	18836	4	0	0	02	02	02
156	Feeds of animal origin	Trinidad			17		4	0	0	02	02	02
157	Complete feeds & feed concentrates	Atl Cda			1773	1562	1	0	0	02	02	02
157	Complete feeds & feed concentrates	Bahamas			24	27	1	0	0	NA	NA	02
157	Complete feeds & feed concentrates	Barbados			74	152	1	0	0	NA	NA	02
157	Complete feeds & feed concentrates	Dom Rep.			4	16	1	0	0	NA	NA	02
157	Complete feeds & feed concentrates	Jamaica			6	19	1	0	0	NA	NA	02
157	Complete feeds & feed concentrates	Lee-Wind Is			37	90	1	0	0	NA	NA	02
157	Complete feeds & feed concentrates	Total	15	27	89999	92834	1	0	0	02	02	02
157	Complete feeds & feed concentrates	Trinidad			311	127	1	0	0	NA	NA	02
171	Non-alcoholic beverages	Atl Cda			206	439	5	1	1	02	02	02
171	Non-alcoholic beverages	Bahamas			42	7	5	1	1	02	02	02
171	Non-alcoholic beverages	Barbados			18	22	5	1	1	02	02	02
171	Non-alcoholic beverages	Cuba	54	4	64	4	5	1	1	02	02	1002
171	Non-alcoholic beverages	Jamaica			1	8	5	1	1	02	02	02
171	Non-alcoholic beverages	Lee-Wind Is			66	22	5	1	1	02	02	02
171	Non-alcoholic beverages	Total	56	17	13171	11362	5	1	1	02	02	02

CODE	PRODUCT NAME	COUNTRY	VALUE - AIR		VALUE - TOTAL		VALUE #CD/KG 87			AIR SHARE US		COA
			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	VALUE
171	Non-alcoholic beverages	Trinidad			8	1	5	1	1	0%	0%	0%
172	Fermented alco. beverage	Atl Cda	176		40509	40478	11	1	1	0%	0%	0%
172	Fermented alco. beverage	Total	282	35	191757	187906	11	1	1	0%	0%	0%
173	Distilled alc. bev.	Atl Cda	6	201	8596	10959	4	2	2	0%	0%	2%
173	Distilled alc. bev.	Bahamas			216	262	4	2	2	0%	0%	0%
173	Distilled alc. bev.	Barbados			32	35	4	2	2	0%	0%	0%
173	Distilled alc. bev.	Cuba		2		2	4	2	2	0%	0%	100%
173	Distilled alc. bev.	Dom Rep.			7	13	4	2	2	0%	0%	0%
173	Distilled alc. bev.	Jamaica			43	63	4	2	2	0%	0%	0%
173	Distilled alc. bev.	Lee-Wind Is			145	50	4	2	2	0%	0%	0%
173	Distilled alc. bev.	Total	79	11374	337617	373162	4	2	2	0%	0%	3%
173	Distilled alc. bev.	Trinidad				6	4	2	2	0%	0%	0%
183	Tobacco, manufactured	Atl Cda		88	620	1988	29	15	15	12	0%	4%
183	Tobacco, manufactured	Bahamas			1182	2145	29	15	15	12	0%	0%
183	Tobacco, manufactured	Barbados	3	4	24	42	29	15	15	12	0%	10%
183	Tobacco, manufactured	Cuba	96	44	96	44	29	15	15	12	0%	100%
183	Tobacco, manufactured	Dom Rep.			75		29	15	15	12	0%	0%
183	Tobacco, manufactured	Jamaica	13	4	182	4	29	15	15	12	0%	100%
183	Tobacco, manufactured	Lee-Wind Is	2	5	5	13	29	15	15	12	0%	38%
183	Tobacco, manufactured	Total	238	536	24239	35707	29	15	15	12	0%	2%
183	Tobacco, manufactured	Trinidad	5	7	13	7	29	15	15	12	0%	100%
201	Rawhides & skins, exc.fur skins	Atl Cda	1	185	62574	62195	NA	1	1	0%	0%	0%
201	Rawhides & skins, exc.fur skins	Total	561	683	218870	239684	NA	1	1	0%	0%	0%
202	Furskins, undressed	Atl Cda	229	56	2601	5395	191	NA	191	100%	100%	1%
202	Furskins, undressed	Total	52964	100686	101427	185522	191	NA	191	100%	100%	54%
209	Other crude animal products	Atl Cda	1		1253	1668	13	1	1	21%	12	0%
209	Other crude animal products	Barbados	3	18	3	21	13	1	1	21%	12	86%
209	Other crude animal products	Cuba	12		12		13	1	1	21%	12	0%
209	Other crude animal products	Dom Rep.		5		5	13	1	1	21%	12	100%
209	Other crude animal products	Jamaica	1		1		13	1	1	21%	12	0%
209	Other crude animal products	Total	13939	21834	21352	33425	13	1	1	21%	12	65%
211	Seeds for sowing	Atl Cda	96	69	3851	3928	13	1	1	21%	12	2%
211	Seeds for sowing	Jamaica				19	13	1	1	21%	12	0%
211	Seeds for sowing	Total	815	787	55265	76087	NA	NA	NA	NA	NA	1%
212	Oil seeds, oil nuts & oil kernels	Trinidad				2	13	1	1	21%	12	0%
212	Oil seeds, oil nuts & oil kernels	Atl Cda			17852	16430	NA	1	1	0%	0%	0%
212	Oil seeds, oil nuts & oil kernels	Barbados			6		NA	1	1	0%	0%	0%
212	Oil seeds, oil nuts & oil kernels	Jamaica				2	NA	1	1	0%	0%	0%
212	Oil seeds, oil nuts & oil kernels	Lee-Wind Is				19	NA	1	1	0%	0%	0%
212	Oil seeds, oil nuts & oil kernels	Total	14	135	718821	737546	NA	1	1	0%	0%	0%
212	Oil seeds, oil nuts & oil kernels	Trinidad			1	60	NA	1	1	0%	0%	0%
213	Nursery & greenhouse stock	Atl Cda	8	1	3001	4849	6	1	1	12%	3%	0%
213	Nursery & greenhouse stock	Total	601	784	61727	70035	6	1	1	12%	3%	1%
214	Crude herb & plant for medicine	Atl Cda			55	24	7	6	6	15%	13%	88%
214	Crude herb & plant for medicine	Lee-Wind Is		14		16	7	6	6	15%	13%	88%
214	Crude herb & plant for medicine	Total	2874	5256	9198	12513	7	6	6	15%	13%	42%
217	Other natural gums & resins	Atl Cda			202	1809	17	5	6	6%	2%	0%
217	Other natural gums & resins	Cuba			5		17	5	6	6%	2%	0%
217	Other natural gums & resins	Jamaica			1	5	17	5	6	6%	2%	0%
217	Other natural gums & resins	Total	20	26	2722	2740	17	5	6	6%	2%	1%
219	Oth crude veg. material inedible	Trinidad			24	27	17	5	6	6%	2%	0%
219	Oth crude veg. material inedible	Atl Cda			20684	22294	3	0	0	0%	0%	0%
219	Oth crude veg. material inedible	Barbados			9	11	3	0	0	NA	NA	0%

CODE	PRODUCT NAME	COUNTRY	VALUE - AIR		VALUE - TOTAL		VALUE \$/KG BT			AIR SHARE US		CDA
			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	
219	0th crude veg. material inedible	Cuba			2		3	0	0	NA	NA	02
219	0th crude veg. material inedible	Dom Rep.			15	8	3	0	0	NA	NA	02
219	0th crude veg. material inedible	Lee-Wind Is			6	10	3	0	0	NA	NA	02
219	0th crude veg. material inedible	Total	18	201	116599	111153	3	0	0	02	02	02
219	0th crude veg. material inedible	Trinidad			15	46	3	0	0	NA	NA	02
231	Logs, round & roughly squared	Atl Cda		34	5345	6907	NA	0	0	02	02	02
231	Logs, round & roughly squared	Lee-Wind Is			12		NA	0	0	02	02	02
231	Logs, round & roughly squared	Total		119	192462	321083	NA	0	0	02	02	02
236	Pulp wood	Atl Cda			7900	17623	NA	0	0	02	02	02
236	Pulp wood	Cuba			130		NA	0	0	02	02	02
236	Pulp wood	Total		21	12390	21604	NA	0	0	02	02	02
239	Other crude wood materials	Atl Cda			12968	13181	NA	0	0	02	02	02
239	Other crude wood materials	Bahamas	1		50	61	NA	0	0	02	02	02
239	Other crude wood materials	Barbados			13	7	NA	0	0	02	02	02
239	Other crude wood materials	Dom Rep.			1		NA	0	0	02	02	02
239	Other crude wood materials	Lee-Wind Is	1		13	5	NA	0	0	02	02	02
239	Other crude wood materials	Total	2	9	24117	27470	NA	0	0	02	02	02
239	Other crude wood materials	Trinidad			14	9	NA	0	0	02	02	02
244	Cotton	Atl Cda		9	181	68	NA	2	2	02	02	132
244	Cotton	Total		9	316	335	NA	2	2	02	02	32
245	Other veget. textile fibres	Atl Cda		19	177	19	19	6	7	52	22	112
245	Other veget. textile fibres	Total		19	22694	27295	19	6	7	52	22	02
246	Other textile & related fibres	Atl Cda	50		11689	13518	2	2	2	12	12	02
246	Other textile & related fibres	Barbados	50		19		2	2	2	NA	NA	02
246	Other textile & related fibres	Jamaica			49		2	2	2	NA	NA	02
246	Other textile & related fibres	Lee-Wind Is			25		2	2	2	NA	NA	02
246	Other textile & related fibres	Total	282	891	98914	109269	2	2	2	12	12	12
246	Other textile & related fibres	Trinidad			2	2	2	2	2	NA	NA	02
251	Iron Ores	Atl Cda		13	12449	11575	0	0	0	02	02	02
251	Iron Ores	Total	231	45	1219209	1120770	0	0	0	02	02	02
252	Aluminum ore, concentrate, scrap	Atl Cda		28	9423	8964	5	0	0	02	02	02
252	Aluminum ore, concentrate, scrap	Dom Rep.			1	39	5	0	0	02	02	02
252	Aluminum ore, concentrate, scrap	Total	89	45	180459	213502	5	0	0	02	02	02
253	Copper ores, concentrates, scrap	Atl Cda		13	4516	6745	NA	1	1	02	02	02
253	Copper ores, concentrates, scrap	Total	13	20	595043	721303	NA	1	1	02	02	02
256	Precious metal ores, conc, scrap	Atl Cda	404		11147	18800	12216	642	878	282	22	02
256	Precious metal ores, conc, scrap	Jamaica			49	12216	642	878	NA	NA	02	
256	Precious metal ores, conc, scrap	Total	122216	127364	371751	449334	12216	642	878	282	22	282
256	Precious metal ores, conc, scrap	Trinidad	3		3	12216	642	878	NA	NA	02	
257	Zinc in ores, concentrates & scrap	Atl Cda		90	87355	103799	NA	1	1	02	02	02
257	Zinc in ores, concentrates & scrap	Total		141	242484	304065	NA	1	1	02	02	02
271	Asbestos, unmanuf	Atl Cda	78		112937	96721	NA	0	0	02	02	02
271	Asbestos, unmanuf	Cuba			2568	1312	NA	0	0	02	02	02
271	Asbestos, unmanuf	Dom Rep.			868	839	NA	0	0	02	02	02
271	Asbestos, unmanuf	Total	236	370	401089	363824	NA	0	0	02	02	02
271	Asbestos, unmanuf	Trinidad			6		NA	0	0	02	02	02
275	Sand & gravel	Atl Cda			53	698	1	0	0	02	02	02
275	Sand & gravel	Cuba			674		1	0	0	02	02	02
275	Sand & gravel	Jamaica			2		1	0	0	02	02	02
275	Sand & gravel	Total	43	49	1028	2484	1	0	0	02	02	22
276	Stone, crude	Atl Cda			3849	4831	NA	0	0	02	02	02
276	Stone, crude	Barbados			1008		NA	0	0	02	02	02
276	Stone, crude	Cuba				260	NA	0	0	02	02	02

CODE	PRODUCT NAME	COUNTRY	VALUE - AIR		VALUE - TOTAL		VALUE #CD/KG 87			AIR SHARE US		CDA
			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	
276	Stone, crude	Jamaica				195	NA	0	0	0%	0%	0%
276	Stone, crude	Lee-Wind Is				3	NA	0	0	0%	0%	0%
276	Stone, crude	Total		149	15286	23436	NA	0	0	0%	0%	1%
279	Other crude non-metallic minerals	Atl Cda		9	57601	63192	NA	1	1	0%	0%	0%
279	Other crude non-metallic minerals	Bahamas				11	NA	1	1	0%	0%	0%
279	Other crude non-metallic minerals	Barbados			94	104	NA	1	1	0%	0%	0%
279	Other crude non-metallic minerals	Cuba			11400	6122	NA	1	1	0%	0%	0%
279	Other crude non-metallic minerals	Dom Rep.			121	34	NA	1	1	0%	0%	0%
279	Other crude non-metallic minerals	Jamaica			4	91	NA	1	1	0%	0%	0%
279	Other crude non-metallic minerals	Lee-Wind Is			164	138	NA	1	1	0%	0%	0%
279	Other crude non-metallic minerals	Total	122	245	1454586	1219265	NA	1	1	0%	0%	0%
279	Other crude non-metallic minerals	Trinidad			13	3	NA	1	1	0%	0%	0%
291	Other waste & scrap materials	Atl Cda	15	3	5594	7316	0	0	0	0%	0%	0%
291	Other waste & scrap materials	Barbados			29	34	0	0	0	NA	NA	0%
291	Other waste & scrap materials	Dom Rep.			19	31	0	0	0	NA	NA	0%
291	Other waste & scrap materials	Jamaica			54	38	0	0	0	NA	NA	0%
291	Other waste & scrap materials	Lee-Wind Is			7	19	0	0	0	NA	NA	0%
291	Other waste & scrap materials	Total	34	220	106319	131419	0	0	0	0%	0%	0%
291	Other waste & scrap materials	Trinidad			4	6	0	0	0	NA	NA	0%
306	Other leather	Atl Cda	15	38	683	1883	14	2	3	18%	4%	2%
306	Other leather	Bahamas	1	13	1	13	14	2	3	18%	4%	100%
306	Other leather	Barbados		4		4	14	2	3	18%	4%	100%
306	Other leather	Total	868	1417	27394	25081	14	2	3	18%	4%	6%
306	Other leather	Trinidad	4		4	14	2	3	18%	4%	0%	
308	Leather fabricated materials nes	Atl Cda	1	58	1	180	13	5	6	27%	12%	32%
308	Leather fabricated materials nes	Total	23	242	552	1701	13	5	6	27%	12%	14%
321	Rubber belts & belting	Atl Cda			768	1360	14	5	5	1%	0%	0%
321	Rubber belts & belting	Cuba		11		1452	14	5	5	1%	NA	1%
321	Rubber belts & belting	Jamaica		1	7	1	14	5	5	NA	NA	100%
321	Rubber belts & belting	Total	92	120	11419	14238	14	5	5	1%	0%	1%
321	Rubber belts & belting	Trinidad	8	21	39	21	14	5	5	NA	NA	100%
323	Rubber sheeting	Atl Cda	16		226	276	NA	2	2	2%	0%	0%
323	Rubber sheeting	Total	24	92	6713	6168	NA	2	2	2%	0%	1%
323	Rubber sheeting	Trinidad		4		4	0	2	2	2%	0%	100%
325	Other rubber fabricated materials	Atl Cda		2	695	1855	24	5	5	6%	1%	0%
325	Other rubber fabricated materials	Cuba			1		24	5	5	NA	NA	0%
325	Other rubber fabricated materials	Dom Rep.			76	11	24	5	5	NA	NA	0%
325	Other rubber fabricated materials	Jamaica			1	1	24	5	5	NA	NA	0%
325	Other rubber fabricated materials	Lee-Wind Is			65	28	24	5	5	NA	NA	0%
325	Other rubber fabricated materials	Total	1138	1619	27775	26629	24	5	5	6%	1%	6%
325	Other rubber fabricated materials	Trinidad			65	15	24	5	5	NA	NA	0%
331	Lumber	Atl Cda		127	163793	190446	7	0	0	0%	0%	0%
331	Lumber	Bahamas			208		7	0	0	0%	0%	0%
331	Lumber	Barbados			602	657	7	0	0	0%	0%	0%
331	Lumber	Cuba			3084	22	7	0	0	0%	0%	0%
331	Lumber	Dom Rep.			18	12	7	0	0	0%	0%	0%
331	Lumber	Jamaica			11	159	7	0	0	0%	0%	0%
331	Lumber	Lee-Wind Is			815	739	7	0	0	0%	0%	0%
331	Lumber	Total	61	828	5032765	5937610	7	0	0	0%	0%	0%
331	Lumber	Trinidad			2314	2063	7	0	0	0%	0%	0%
333	Other sawmill products	Atl Cda		4	19595	16863	NA	1	1	0%	0%	0%
333	Other sawmill products	Bahamas		2	50	2	NA	1	1	0%	0%	100%
333	Other sawmill products	Barbados			47	58	NA	1	1	0%	0%	0%

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			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	
333	Other sawmill products	Cuba			96		NA	1	1	02	02	02
333	Other sawmill products	Dom Rep.			173		NA	1	1	02	02	02
333	Other sawmill products	Jamaica			22	631	NA	1	1	02	02	02
333	Other sawmill products	Lee-Wind Is			55	52	NA	1	1	02	02	02
333	Other sawmill products	Total	10	28	295421	252483	NA	1	1	02	02	02
333	Other sawmill products	Trinidad			28		NA	1	1	12	02	02
336	Millwork	Atl Cda		40	5597	8413	7	1	1	12	02	02
336	Millwork	Bahamas			109	54	7	1	1	12	02	02
336	Millwork	Barbados			14	54	7	1	1	12	02	02
336	Millwork	Jamaica			120		7	1	1	12	02	02
336	Millwork	Lee-Wind Is			67	33	7	1	1	12	02	02
336	Millwork	Total	229	255	213761	283459	7	1	1	12	02	02
336	Millwork	Trinidad			3	37	7	1	1	12	02	02
336	Millwork	Atl Cda			148	261	5	1	1	12	02	02
338	Plywood	Barbados				16	5	1	1	12	02	02
338	Plywood	Cuba				33	5	1	1	12	02	02
338	Plywood	Jamaica			10	3	5	1	1	12	02	02
338	Plywood	Lee-Wind Is			11	24	5	1	1	12	02	02
338	Plywood	Total			121294	131773	5	1	1	12	02	02
338	Plywood	Trinidad			23	30	5	1	1	12	02	02
340	Wood pulp & similar pulp	Atl Cda		200	653775	769718	NA	1	1	02	02	02
340	Wood pulp & similar pulp	Barbados			48	147	NA	1	1	02	02	02
340	Wood pulp & similar pulp	Jamaica			14	831	NA	1	1	02	02	02
340	Wood pulp & similar pulp	Lee-Wind Is			6		NA	1	1	02	02	02
340	Wood pulp & similar pulp	Total		564	4072494	5473852	NA	1	1	02	02	02
340	Wood pulp & similar pulp	Trinidad			5	16	NA	1	1	12	02	12
494	Tiling, flooring and wall covering	Atl Cda	1	35	5636	5911	3	1	1	12	02	02
494	Tiling, flooring and wall covering	Bahamas			56	75	3	1	1	12	02	02
494	Tiling, flooring and wall covering	Barbados			119	113	3	1	1	12	02	72
494	Tiling, flooring and wall covering	Cuba	374	7	374	100	3	1	1	12	02	02
494	Tiling, flooring and wall covering	Dom Rep.				24	3	1	1	12	02	02
494	Tiling, flooring and wall covering	Jamaica			10	4	3	1	1	12	02	02
494	Tiling, flooring and wall covering	Lee-Wind Is			394	245	3	1	1	12	02	12
494	Tiling, flooring and wall covering	Total	1069	742	89862	82328	3	1	1	12	02	02
494	Tiling, flooring and wall covering	Trinidad			145	160	3	1	1	12	02	02
495	Non-current carrying wiring mat	Atl Cda			515	410	22	3	3	82	12	02
495	Non-current carrying wiring mat	Bahamas			15	7	22	3	3	82	12	02
495	Non-current carrying wiring mat	Barbados			16	26	22	3	3	82	12	02
495	Non-current carrying wiring mat	Cuba			30		22	3	3	82	12	1002
495	Non-current carrying wiring mat	Jamaica		2	14	2	22	3	3	82	12	02
495	Non-current carrying wiring mat	Lee-Wind Is	2		14	189	22	3	3	82	12	42
495	Non-current carrying wiring mat	Total	394	880	17183	23026	22	3	3	82	12	02
495	Non-current carrying wiring mat	Trinidad			85	15	22	3	3	82	12	02
496	Other fabricated materials	Atl Cda	9	24	2410	1318	NA	0	0	02	NA	02
496	Other fabricated materials	Bahamas				44	NA	0	0	02	NA	1002
496	Other fabricated materials	Barbados		2		2	NA	NA	NA	NA	NA	02
496	Other fabricated materials	Cuba	9		9		NA	NA	NA	NA	NA	02
496	Other fabricated materials	Jamaica			5		NA	NA	NA	NA	NA	112
496	Other fabricated materials	Lee-Wind Is	2	1	2	9	NA	NA	NA	02	02	82
496	Other fabricated materials	Total	3314	2764	63982	34550	NA	0	0	NA	NA	02
496	Other fabricated materials	Trinidad	6	18	1		NA	NA	NA	302	52	62
501	Power boilers	Atl Cda	187	170	11082	2779	83	11	15	302	52	62
501	Power boilers	Barbados	5	5	58	82	83	11	15	302	52	62

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			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	
501	Power boilers	Cuba			8		83	11	15	30%	52	02
501	Power boilers	Dom Rep.			6	261	83	11	15	30%	52	02
501	Power boilers	Jamaica	23		37	221	83	11	15	30%	52	02
501	Power boilers	Total	1556	1739	68108	121301	83	11	15	30%	52	12
501	Power boilers	Trinidad			65	1	83	11	15	30%	52	02
502	Engines & turbines/general purpose	Atl Cda	132	136	21776	47685	353	28	145	87%	362	02
502	Engines & turbines/general purpose	Barbados	5	5	20		353	28	145	87%	362	02
502	Engines & turbines/general purpose	Cuba	1	1	159	58	353	28	145	87%	362	22
502	Engines & turbines/general purpose	Dom Rep.	1171	644	4814	1293	353	28	145	87%	362	50%
502	Engines & turbines/general purpose	Jamaica			569	2260	353	28	145	87%	362	02
502	Engines & turbines/general purpose	Lee-Wind Is			21	3	353	28	145	87%	362	02
502	Engines & turbines/general purpose	Total	49204	50004	364762	260233	353	28	145	87%	362	182
502	Engines & turbines/general purpose	Trinidad	4	10	4	48	353	28	145	87%	362	212
503	Elect. generators, motors, parts	Atl Cda	245	67	3397	6720	28	29	29	92%	92	12
503	Elect. generators, motors, parts	Bahamas		2		49	28	29	29	92%	92	42
503	Elect. generators, motors, parts	Barbados	2	4	54	7	28	29	29	92%	92	572
503	Elect. generators, motors, parts	Cuba		13	23	26	28	29	29	92%	92	502
503	Elect. generators, motors, parts	Dom Rep.				312	28	29	29	92%	92	02
503	Elect. generators, motors, parts	Jamaica	3	44	5	142	28	29	29	92%	92	312
503	Elect. generators, motors, parts	Lee-Wind Is	7		28	84	28	29	29	92%	92	02
503	Elect. generators, motors, parts	Total	5643	4900	142558	154160	28	29	29	92%	92	32
503	Elect. generators, motors, parts	Trinidad		13	23	26	28	29	29	92%	92	502
504	Mech power transn equip, bearings	Atl Cda	304	74	7893	5138	33	13	16	26%	132	12
504	Mech power transn equip, bearings	Bahamas	3	3	3	3	33	13	16	26%	132	1002
504	Mech power transn equip, bearings	Barbados	1	1	6	25	33	13	16	26%	132	42
504	Mech power transn equip, bearings	Cuba	1		4		33	13	16	26%	132	02
504	Mech power transn equip, bearings	Dom Rep.	9		24		33	13	16	26%	132	02
504	Mech power transn equip, bearings	Dom Rep.	9		24		33	13	16	26%	132	02
504	Mech power transn equip, bearings	Jamaica	5	17	18	51	33	13	16	26%	132	332
504	Mech power transn equip, bearings	Lee-Wind Is	6	2	15	2	33	13	16	26%	132	1002
504	Mech power transn equip, bearings	Total	5033	6015	140238	147461	33	13	16	26%	132	42
504	Mech power transn equip, bearings	Trinidad	17	6	29	9	33	13	16	26%	132	672
505	Industrial furnaces, kilns & ovens	Atl Cda		2	504	1064	40	10	11	16%	42	02
505	Industrial furnaces, kilns & ovens	Bahamas				8	40	10	11	16%	42	02
505	Industrial furnaces, kilns & ovens	Barbados			68		40	10	11	16%	42	02
505	Industrial furnaces, kilns & ovens	Cuba			12	18	40	10	11	16%	42	02
505	Industrial furnaces, kilns & ovens	Jamaica			38		40	10	11	16%	42	02
505	Industrial furnaces, kilns & ovens	Total	377	717	13300	18748	40	10	11	16%	42	42
505	Industrial furnaces, kilns & ovens	Trinidad	3	5	3	37	40	10	11	16%	42	142
507	Compressors, blowers, vac. pumps	Atl Cda	12	211	3597	1199	16	8	9	92%	52	182
507	Compressors, blowers, vac. pumps	Barbados			9	84	16	8	9	92%	52	02
507	Compressors, blowers, vac. pumps	Cuba	5		12		16	8	9	92%	52	02
507	Compressors, blowers, vac. pumps	Dom Rep.		6		6	16	8	9	92%	52	1002
507	Compressors, blowers, vac. pumps	Jamaica		7	56	21	16	8	9	92%	52	332
507	Compressors, blowers, vac. pumps	Lee-Wind Is	1		16	40	16	8	9	92%	52	02
507	Compressors, blowers, vac. pumps	Total	1412	2766	47327	49501	16	8	9	92%	52	62
507	Compressors, blowers, vac. pumps	Trinidad		8	48	15	16	8	9	92%	52	532
508	Pumps	Atl Cda	47	136	3162	2850	60	18	24	37%	152	52
508	Pumps	Bahamas		7	27	30	60	18	24	37%	152	232
508	Pumps	Barbados	20	26	25	52	60	18	24	37%	152	502
508	Pumps	Cuba	43	535	304	707	60	18	24	37%	152	762
508	Pumps	Dom Rep.	2	2	25	120	60	18	24	37%	152	22
508	Pumps	Jamaica	16	14	560	25	60	18	24	37%	152	562

CODE	PRODUCT NAME	COUNTRY	VALUE - AIR		VALUE - TOTAL		VALUE \$CD/KG 87			AIR SHARE US		COA
			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	
508	Pumps	Lee-Wind Is	18	6	51	42	60	18	24	37%	15%	14%
508	Pumps	Total	3369	5572	82649	78444	60	18	24	37%	15%	7%
508	Pumps	Trinidad	7	25	118	102	60	18	24	37%	15%	25%
509	Oth general indus. machine	Atl Cda	321	120	7788	14036	NA	NA	NA	0%	0%	1%
509	Oth general indus. machine	Bahamas	4	3	120	4	NA	NA	NA	NA	NA	75%
509	Oth general indus. machine	Barbados	9	18	128	73	NA	NA	NA	25%	NA	25%
509	Oth general indus. machine	Cuba		1	297	62	NA	NA	NA	2%	NA	2%
509	Oth general indus. machine	Dom Rep.	4	33	67	33	NA	NA	NA	NA	NA	100%
509	Oth general indus. machine	Jamaica	43	41	232	353	NA	NA	NA	NA	NA	12%
509	Oth general indus. machine	Lee-Wind Is	6	103	86	174	NA	NA	NA	NA	NA	59%
509	Oth general indus. machine	Total	8298	14360	227922	248698	NA	NA	NA	0%	0%	6%
509	Oth general indus. machine	Trinidad	42	10	286	161	NA	NA	NA	NA	NA	6%
511	Conveyors and conveying systems	Atl Cda	15	10	2066	2260	19	5	5	4%	1%	0%
511	Conveyors and conveying systems	Barbados	1		61	30	19	5	5	4%	1%	0%
511	Conveyors and conveying systems	Cuba	138		172		19	5	5	4%	1%	0%
511	Conveyors and conveying systems	Dom Rep.			5		19	5	5	4%	1%	0%
511	Conveyors and conveying systems	Jamaica		6	4	32	19	5	5	4%	1%	19%
511	Conveyors and conveying systems	Lee-Wind Is		8	13	68	19	5	5	4%	1%	9%
511	Conveyors and conveying systems	Total	716	696	66052	55646	19	5	5	4%	1%	1%
511	Conveyors and conveying systems	Trinidad			73		19	5	5	4%	1%	0%
512	Elevators and escalators	Atl Cda	62	6	839	664	19	5	5	4%	1%	1%
512	Elevators and escalators	Cuba	7		7		19	5	5	4%	1%	0%
512	Elevators and escalators	Jamaica				97	19	5	5	4%	1%	0%
512	Elevators and escalators	Total	1116	1440	44866	46346	19	5	5	4%	1%	3%
513	Hoisting machinery	Atl Cda	62	36	1945	860	19	5	5	4%	1%	4%
513	Hoisting machinery	Barbados			2	59	19	5	5	4%	1%	0%
513	Hoisting machinery	Cuba			2		19	5	5	4%	1%	0%
513	Hoisting machinery	Jamaica			85	794	19	5	5	4%	1%	0%
513	Hoisting machinery	Lee-Wind Is	3		569	118	19	5	5	4%	1%	0%
513	Hoisting machinery	Total	1026	1718	85712	92176	19	5	5	4%	1%	2%
513	Hoisting machinery	Trinidad	2		85	92	19	5	5	4%	1%	0%
514	Industrial trucks, tractors & pts.	Atl Cda	17	47	1053	2072	28	7	7	10%	3%	2%
514	Industrial trucks, tractors & pts.	Bahamas			18		28	7	7	10%	3%	0%
514	Industrial trucks, tractors & pts.	Barbados		5	5		28	7	7	10%	3%	100%
514	Industrial trucks, tractors & pts.	Dom Rep.			10		28	7	7	10%	3%	0%
514	Industrial trucks, tractors & pts.	Lee-Wind Is	6		654	323	28	7	7	10%	3%	2%
514	Industrial trucks, tractors & pts.	Total	230	475	93173	124576	28	7	7	10%	3%	0%
514	Industrial trucks, tractors & pts.	Trinidad			6		28	7	7	10%	3%	0%
519	Other materials handling equipment	Atl Cda	38	16	6801	10259	19	5	5	4%	1%	0%
519	Other materials handling equipment	Bahamas			1		19	5	5	4%	1%	0%
519	Other materials handling equipment	Barbados		9	8	17	19	5	5	4%	1%	53%
519	Other materials handling equipment	Dom Rep.	17		17		19	5	5	4%	1%	0%
519	Other materials handling equipment	Jamaica	4		12		19	5	5	4%	1%	0%
519	Other materials handling equipment	Lee-Wind Is	2		2	25	19	5	5	4%	1%	0%
519	Other materials handling equipment	Total	2529	2426	194778	229367	19	5	5	4%	1%	1%
519	Other materials handling equipment	Trinidad		2	5	5	19	5	5	4%	1%	40%
521	Drilling, mining, oil & gas machy.	Atl Cda	1146	1388	166777	45476	19	5	5	4%	1%	3%
521	Drilling, mining, oil & gas machy.	Barbados	42	18	2333	2815	19	5	5	4%	1%	1%
521	Drilling, mining, oil & gas machy.	Cuba			331	236	19	5	5	4%	1%	0%
521	Drilling, mining, oil & gas machy.	Dom Rep.	55	47	1495	3181	19	5	5	4%	1%	1%
521	Drilling, mining, oil & gas machy.	Jamaica	29	19	1167	2194	19	5	5	4%	1%	1%
521	Drilling, mining, oil & gas machy.	Lee-Wind Is	3	11	279	160	19	5	5	4%	1%	7%
521	Drilling, mining, oil & gas machy.	Total	22207	27202	706756	577973	19	5	5	4%	1%	5%

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			1986	1987	1986	1987	AIR	SURF	AVG VALUE	WEIGHT		
521	Drilling, mining, oil & gas machy.	Trinidad	105	84	282	201	19	5	5	42	12	422
522	Construction mtce mach, equip.	Atl Cda	215	55	11741	11647	38	6	8	352	82	02
522	Construction mtce mach, equip.	Bahamas			190	107	38	6	8	352	82	02
522	Construction mtce mach, equip.	Barbados	1	7	166	15	38	6	8	352	82	472
522	Construction mtce mach, equip.	Cuba	12	137	197	642	38	6	8	352	82	212
522	Construction mtce mach, equip.	Dom Rep.	4		7	188	38	6	8	352	82	02
522	Construction mtce mach, equip.	Jamaica		5	276	2553	38	6	8	352	82	02
522	Construction mtce mach, equip.	Lee-Wind Is	21	12	884	333	38	6	8	352	82	42
522	Construction mtce mach, equip.	Total	4848	4989	208727	212292	38	6	8	352	82	22
522	Construction mtce mach, equip.	Trinidad		5	21	5	38	6	8	352	82	1002
523	Metalworking machinery	Atl Cda	211	67	15556	9423	46	4	7	472	72	12
523	Metalworking machinery	Bahamas				3	46	4	7	472	72	02
523	Metalworking machinery	Barbados	2	23	9	125	46	4	7	472	72	182
523	Metalworking machinery	Cuba	5	4	254	135	46	4	7	472	72	32
523	Metalworking machinery	Dom Rep.	1		46	14	46	4	7	472	72	02
523	Metalworking machinery	Jamaica	16	60	59	73	46	4	7	472	72	822
523	Metalworking machinery	Lee-Wind Is	2		28	60	46	4	7	472	72	02
523	Metalworking machinery	Total	11933	13537	414967	31316	46	4	7	472	72	432
523	Metalworking machinery	Trinidad	10	32	138	281	46	4	7	472	72	112
524	Wood working machinery	Atl Cda	146	98	18283	20043	29	6	6	92	22	02
524	Wood working machinery	Bahamas			24		29	6	6	92	22	02
524	Wood working machinery	Barbados	3	54	7	58	29	6	6	92	22	932
524	Wood working machinery	Cuba			60	60	29	6	6	92	22	02
524	Wood working machinery	Dom Rep.	8	49	33	49	29	6	6	92	22	1002
524	Wood working machinery	Jamaica	4		38	116	29	6	6	92	22	02
524	Wood working machinery	Lee-Wind Is	8	12	37	34	29	6	6	92	22	352
524	Wood working machinery	Total	2530	4783	134190	157116	29	6	6	92	22	32
524	Wood working machinery	Trinidad		2		26	29	6	6	92	22	82
525	Pulp & paper industries machinery	Atl Cda	191	19	11832	9075	105	7	8	152	12	02
525	Pulp & paper industries machinery	Bahamas				3	105	7	8	152	12	02
525	Pulp & paper industries machinery	Cuba		15	299	15	105	7	8	152	12	1002
525	Pulp & paper industries machinery	Dom Rep.		16		16	105	7	8	152	12	1002
525	Pulp & paper industries machinery	Jamaica	2	6	2	16	105	7	8	152	12	382
525	Pulp & paper industries machinery	Total	6237	7377	132763	123850	105	7	8	152	12	62
525	Pulp & paper industries machinery	Trinidad		3	50	3	105	7	8	152	12	1002
526	Print bookbind machinery/equip	Atl Cda	40	68	1996	3315	64	15	19	252	72	22
526	Print bookbind machinery/equip	Bahamas	2		2		64	15	19	252	72	02
526	Print bookbind machinery/equip	Barbados	12	4	67	670	64	15	19	252	72	12
526	Print bookbind machinery/equip	Cuba			68		64	15	19	252	72	02
526	Print bookbind machinery/equip	Dom Rep.			63	42	64	15	19	252	72	02
526	Print bookbind machinery/equip	Jamaica		18		151	64	15	19	252	72	122
526	Print bookbind machinery/equip	Lee-Wind Is	2		46		64	15	19	252	72	02
526	Print bookbind machinery/equip	Total	3703	5683	62744	71013	64	15	19	252	72	82
526	Print bookbind machinery/equip	Trinidad	7	8	7	34	64	15	19	252	72	242
527	Textile industries machinery	Atl Cda	24	60	2883	3156	39	7	8	142	32	22
527	Textile industries machinery	Barbados		4	12	4	39	7	8	142	32	1002
527	Textile industries machinery	Cuba	4	8	39	8	39	7	8	142	32	1002
527	Textile industries machinery	Dom Rep.	16	67	46	440	39	7	8	142	32	152
527	Textile industries machinery	Jamaica			93	769	39	7	8	142	32	02
527	Textile industries machinery	Lee-Wind Is	4	47	11	66	39	7	8	142	32	712
527	Textile industries machinery	Total	10188	7347	41692	46851	39	7	8	142	32	162
527	Textile industries machinery	Trinidad			5	2	39	7	8	142	32	02
528	Food,bev.,tobac. ind. machine	Atl Cda	337	339	6642	5567	39	7	8	142	32	62

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			1986	1987	1986	1987	AIR	SURF	AVG VALUE	WEIGHT		VALUE
528	Food,bev.,tobac. ind. machine	Bahamas			49	70	39	7	8	142	32	02
528	Food,bev.,tobac. ind. machine	Barbados	12	26	88	144	39	7	8	142	32	162
528	Food,bev.,tobac. ind. machine	Cuba	10		35	33	39	7	8	142	32	02
528	Food,bev.,tobac. ind. machine	Dom Rep.			1	11	39	7	8	142	32	02
528	Food,bev.,tobac. ind. machine	Jamaica	6	24	10	123	39	7	8	142	32	202
528	Food,bev.,tobac. ind. machine	Lee-Wind Is	25	50	110	403	39	7	8	142	32	122
528	Food,bev.,tobac. ind. machine	Total	2846	3149	54172	50800	39	7	8	NA	NA	62
528	Food,bev.,tobac. ind. machine	Trinidad	17	16	177	190	39	7	8	142	32	82
529	Other special industry machinery	Atl Cda	1502	2064	21900	32269	39	7	8	142	32	62
529	Other special industry machinery	Bahamas	5		5		39	7	8	142	32	02
529	Other special industry machinery	Barbados	34	36	82	154	39	7	8	142	32	232
529	Other special industry machinery	Cuba	11	4	30	86	39	7	8	142	32	52
529	Other special industry machinery	Dom Rep.	6	41	36	480	39	7	8	142	32	92
529	Other special industry machinery	Jamaica	38	54	63	178	39	7	8	142	32	302
529	Other special industry machinery	Lee-Wind Is	51	42	106	93	39	7	8	142	32	452
529	Other special industry machinery	Total	41202	59242	569047	668644	39	7	8	142	32	92
529	Other special industry machinery	Trinidad	264	195	771	270	39	7	8	142	32	722
541	Soil prep. seeding machinery	Atl Cda	11		1453	511	19	5	5	62	22	02
541	Soil prep. seeding machinery	Dom Rep.			6		19	5	5	62	22	02
541	Soil prep. seeding machinery	Jamaica			3		19	5	5	62	22	02
541	Soil prep. seeding machinery	Total	182	680	85975	119676	19	5	5	62	22	12
541	Soil prep. seeding machinery	Trinidad	5		5		19	5	5	62	22	02
542	Cultiv, crop protect machine	Atl Cda	15		217	181	19	5	5	62	22	02
542	Cultiv, crop protect machine	Total	151	357	40531	44030	19	5	5	62	22	12
542	Cultiv, crop protect machine	Trinidad			1		19	5	5	62	22	02
543	Hay,harvest,related machine	Atl Cda	3		4919	10403	19	6	7	92	32	02
543	Hay,harvest,related machine	Cuba			135		19	6	7	92	32	02
543	Hay,harvest,related machine	Jamaica			8		19	6	7	92	32	02
543	Hay,harvest,related machine	Lee-Wind Is			6	11	19	6	7	92	32	02
543	Hay,harvest,related machine	Total	505	629	90713	100693	19	6	7	92	32	12
543	Hay,harvest,related machine	Trinidad			2	6	19	6	7	92	32	02
544	Machines prep. crops for market	Atl Cda	0	0	0	0	NA	NA	NA	NA	NA	NA
544	Machines prep. crops for market	Barbados			2		19	5	5	62	22	02
544	Machines prep. crops for market	Lee-Wind Is				51	19	5	5	62	22	02
544	Machines prep. crops for market	Total	11	142	5067	7878	19	5	5	62	22	22
545	Dairy,poultry,apiary machine	Atl Cda	48	4	1558	2166	38	8	9	62	12	02
545	Dairy,poultry,apiary machine	Bahamas			44	8	38	8	9	62	12	02
545	Dairy,poultry,apiary machine	Barbados	11		11		38	8	9	62	12	02
545	Dairy,poultry,apiary machine	Dom Rep.			82	284	38	8	9	62	12	02
545	Dairy,poultry,apiary machine	Jamaica			5	10	38	8	9	62	12	02
545	Dairy,poultry,apiary machine	Lee-Wind Is		3		3	38	8	9	62	12	1002
545	Dairy,poultry,apiary machine	Total	549	894	23002	27637	38	8	9	62	12	32
545	Dairy,poultry,apiary machine	Trinidad			82	40	38	8	9	62	12	02
546	Other agric machine, equipt	Atl Cda	262	255	2660	4362	24	5	5	72	22	62
546	Other agric machine, equipt	Barbados			3		24	5	5	72	22	02
546	Other agric machine, equipt	Cuba			32		24	5	5	72	22	02
546	Other agric machine, equipt	Dom Rep.				19	24	5	5	72	22	02
546	Other agric machine, equipt	Jamaica	2		9	51	24	5	5	72	22	02
546	Other agric machine, equipt	Lee-Wind Is			26	458	24	5	5	72	22	02
546	Other agric machine, equipt	Total	674	1996	151698	184750	24	5	5	72	22	12
546	Other agric machine, equipt	Trinidad			76		24	5	5	72	22	02
551	Tractors	Atl Cda	0	0	0	0	NA	NA	NA	NA	NA	NA
551	Tractors	Bahamas		5	74	5	9	6	6	02	02	1002

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			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	
551	Tractors	Barbados	5		5		9	6	6	02	02	02
551	Tractors	Cuba			270	2	9	6	6	02	02	02
551	Tractors	Dom Rep.			28	21	9	6	6	02	02	02
551	Tractors	Jamaica		1	242	418	9	6	6	02	02	02
551	Tractors	Lee-Wind Is			94	50	9	6	6	02	02	02
551	Tractors	Total	1131	1165	169387	166786	9	6	6	02	02	12
551	Tractors	Trinidad	5	1	5	20	9	6	6	02	02	52
570	Railway & street RR rolling stock	Atl Cda	288	204	39124	4773	NA	13	13	02	02	42
570	Railway & street RR rolling stock	Cuba	15		977	406	NA	13	13	02	02	02
570	Railway & street RR rolling stock	Dom Rep.	8			37	NA	13	13	02	02	02
570	Railway & street RR rolling stock	Total	2154	2883	520632	485412	NA	13	13	02	02	12
581	Passenger automobile & chassis	Atl Cda	163	193	101575	77523	10	6	6	02	02	02
581	Passenger automobile & chassis	Bahamas			41	311	10	6	6	02	02	02
581	Passenger automobile & chassis	Barbados				24	10	6	6	02	02	02
581	Passenger automobile & chassis	Cuba			1210		10	6	6	02	02	02
581	Passenger automobile & chassis	Dom Rep.			183	6	10	6	6	02	02	02
581	Passenger automobile & chassis	Jamaica			116	240	10	6	6	02	02	02
581	Passenger automobile & chassis	Lee-Wind Is			72	9	10	6	6	02	02	02
581	Passenger automobile & chassis	Total	560	5385	17874745	14261577	10	6	6	02	02	02
581	Passenger automobile & chassis	Trinidad			53	69	10	6	6	02	02	02
583	Trucks & trucks chassis	Atl Cda	123	292	16203	26783	3	5	5	02	12	12
583	Trucks & trucks chassis	Bahamas			90		3	5	5	02	12	02
583	Trucks & trucks chassis	Barbados			36	17	3	5	5	02	12	02
583	Trucks & trucks chassis	Dom Rep.				101	3	5	5	02	12	02
583	Trucks & trucks chassis	Jamaica			24	350	3	5	5	02	12	02
583	Trucks & trucks chassis	Lee-Wind Is			128	43	3	5	5	02	12	02
583	Trucks & trucks chassis	Total	246	588	5211069	6102036	3	5	5	02	12	02
584	Trailers & commercial semis	Atl Cda			2049	1408	4	3	3	12	12	02
584	Trailers & commercial semis	Barbados				8	4	3	3	12	12	02
584	Trailers & commercial semis	Dom Rep.			4	541	4	3	3	12	12	02
584	Trailers & commercial semis	Jamaica			4	160	4	3	3	12	12	02
584	Trailers & commercial semis	Lee-Wind Is				84	4	3	3	12	12	02
584	Trailers & commercial semis	Total	14	165	28204	35231	4	3	3	12	12	02
587	Other motor vehicles	Atl Cda	99	240	11356	24225	18	6	7	42	22	12
587	Other motor vehicles	Barbados			305		18	6	7	42	22	02
587	Other motor vehicles	Cuba			5		18	6	7	42	22	02
587	Other motor vehicles	Dom Rep.			6		18	6	7	42	22	02
587	Other motor vehicles	Jamaica		3		1210	18	6	7	42	22	02
587	Other motor vehicles	Lee-Wind Is			79	54	18	6	7	42	22	02
587	Other motor vehicles	Total	679	1817	420886	442748	18	6	7	42	22	02
587	Other motor vehicles	Trinidad		2		2	18	6	7	42	22	1002
588	Road motor vehicle engines & parts	Atl Cda	9	4	8208	2447	22	6	7	152	52	02
588	Road motor vehicle engines & parts	Barbados		1		1	22	6	7	152	52	1002
588	Road motor vehicle engines & parts	Cuba	1		1		22	6	7	152	52	02
588	Road motor vehicle engines & parts	Dom Rep.		19		19	22	6	7	152	52	1002
588	Road motor vehicle engines & parts	Lee-Wind Is			44		22	6	7	152	52	02
588	Road motor vehicle engines & parts	Total	1232	3860	1849119	1955649	22	6	7	152	52	02
588	Road motor vehicle engines & parts	Trinidad	5	1	5	1	22	6	7	152	52	1002
589	Other road motor veh. pts & access	Atl Cda	1712	610	105951	98621	22	6	7	152	52	12
589	Other road motor veh. pts & access	Bahamas	7	11	285	569	22	6	7	152	52	22
589	Other road motor veh. pts & access	Barbados	3	19	281	158	22	6	7	152	52	122
589	Other road motor veh. pts & access	Cuba	1	10	6	16	22	6	7	152	52	632
589	Other road motor veh. pts & access	Dom Rep.	13		76	79	22	6	7	152	52	02

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			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	
589	Other road motor veh. pts & access	Jamaica	10	111	135	323	22	6	7	152	52	342
589	Other road motor veh. pts & access	Lee-Wind Is	26	21	284	415	22	6	7	152	52	52
589	Other road motor veh. pts & access	Total	92212	82394	9578005	9871740	22	6	7	152	52	12
589	Other road motor veh. pts & access	Trinidad	21	9	214	134	22	6	7	152	52	72
591	Ships and boats	Atl Cda	201	115	3774	3469	31	11	11	12	02	32
591	Ships and boats	Bahamas			2		31	11	11	12	02	02
591	Ships and boats	Barbados			705		31	11	11	12	02	02
591	Ships and boats	Cuba	5		5	23	31	11	11	12	02	02
591	Ships and boats	Dom Rep.				7	31	11	11	12	02	02
591	Ships and boats	Jamaica			105		31	11	11	12	02	02
591	Ships and boats	Lee-Wind Is	12	6	184	675	31	11	11	12	02	12
591	Ships and boats	Total	402	335	76787	97132	31	11	11	12	02	02
591	Ships and boats	Trinidad				36	31	11	11	12	02	02
592	Marine engines & parts	Atl Cda	32	10	1990	1785	18	17	17	182	162	12
592	Marine engines & parts	Bahamas			1		18	17	17	182	162	02
592	Marine engines & parts	Barbados	19		19		18	17	17	182	162	02
592	Marine engines & parts	Dom Rep.			4		18	17	17	182	162	02
592	Marine engines & parts	Jamaica	3		30		18	17	17	182	162	02
592	Marine engines & parts	Lee-Wind Is	10	6	22	6	18	17	17	182	162	1002
592	Marine engines & parts	Total	2081	679	68330	42054	18	17	17	182	162	22
593	Sub-assembly pts, attach for ships	Atl Cda	390	4262	17635	11894	31	8	10	202	62	362
593	Sub-assembly pts, attach for ships	Bahamas			27		31	8	10	202	62	02
593	Sub-assembly pts, attach for ships	Barbados	7	42	61	49	31	8	10	202	62	862
593	Sub-assembly pts, attach for ships	Cuba	48	2	52	56	31	8	10	202	62	42
593	Sub-assembly pts, attach for ships	Dom Rep.	2		9		31	8	10	202	62	02
593	Sub-assembly pts, attach for ships	Jamaica	9	14	89	67	31	8	10	202	62	212
593	Sub-assembly pts, attach for ships	Lee-Wind Is	2	31	30	91	31	8	10	202	62	342
593	Sub-assembly pts, attach for ships	Total	5697	10092	128251	125322	31	8	10	202	62	82
593	Sub-assembly pts, attach for ships	Trinidad			26	28	31	8	10	202	62	932
601	Aircraft, complete with engines	Atl Cda	43329	44202	44284	45288	4579	11	4332	1002	952	982
601	Aircraft, complete with engines	Lee-Wind Is	29340		29340		4579	11	4332	1002	952	02
601	Aircraft, complete with engines	Total	820759	462486	826260	495334	4579	11	4332	1002	952	972
603	Aircraft engines & parts	Atl Cda	1012	356	6392	2007	149	13	68	882	402	182
603	Aircraft engines & parts	Bahamas	884		884		149	13	68	882	402	02
603	Aircraft engines & parts	Barbados		1		11	149	13	68	882	402	92
603	Aircraft engines & parts	Dom Rep.		80		121	149	13	68	882	402	662
603	Aircraft engines & parts	Jamaica	57	4	57	461	149	13	68	882	402	12
603	Aircraft engines & parts	Lee-Wind Is	54	24	71	27	149	13	68	882	402	892
603	Aircraft engines & parts	Total	460314	595790	898142	989534	149	13	68	882	402	602
603	Aircraft engines & parts	Trinidad	283	93	283	93	149	13	68	882	402	1002
605	Acft assemb, equip, parts	Atl Cda	9083	6721	11568	29535	190	36	158	952	792	232
605	Acft assemb, equip, parts	Bahamas	138	76	138	79	190	36	158	952	792	962
605	Acft assemb, equip, parts	Barbados	21	27	22	33	190	36	158	952	792	822
605	Acft assemb, equip, parts	Cuba	42	7	42	7	190	36	158	952	792	1002
605	Acft assemb, equip, parts	Dom Rep.	1	54	1	54	190	36	158	952	792	1002
605	Acft assemb, equip, parts	Jamaica	241	808	252	817	190	36	158	952	792	992
605	Acft assemb, equip, parts	Lee-Wind Is	1427	647	1963	1185	190	36	158	952	792	552
605	Acft assemb, equip, parts	Total	416850	527055	1447006	1559557	190	36	158	952	792	342
605	Acft assemb, equip, parts	Trinidad	1001	2804	1002	2834	190	36	158	952	792	992
611	Other vehicles	Atl Cda	2	43	704	3025	24	4	5	152	32	12
611	Other vehicles	Barbados	1		1	82	24	4	5	152	32	02
611	Other vehicles	Cuba	22		127		24	4	5	152	32	02
611	Other vehicles	Jamaica			2	13	24	4	5	152	32	02

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			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	
611	Other vehicles	Lee-Wind Is		3	14	31	24	4	5	15%	3%	10%
611	Other vehicles	Total	267	823	15461	30968	24	4	5	15%	3%	3%
611	Other vehicles	Trinidad			8	17	24	4	5	15%	3%	0%
621	Pneumatic tires, new	Atl Cda	67	81	115497	128903	6	3	3	0%	0%	0%
621	Pneumatic tires, new	Bahamas			152	127	6	3	3	0%	0%	0%
621	Pneumatic tires, new	Barbados			85	53	6	3	3	0%	0%	0%
621	Pneumatic tires, new	Cuba			468	1	6	3	3	0%	0%	0%
621	Pneumatic tires, new	Dom Rep.			133	128	6	3	3	0%	0%	0%
621	Pneumatic tires, new	Jamaica			274	347	6	3	3	0%	0%	0%
621	Pneumatic tires, new	Lee-Wind Is	5	4	559	968	6	3	3	0%	0%	0%
621	Pneumatic tires, new	Total	477	255	798501	762095	6	3	3	0%	0%	0%
621	Pneumatic tires, new	Trinidad		11	437	372	6	3	3	0%	0%	3%
622	Non-elec equip to cook food	Atl Cda		51	1113	2409	6	3	3	0%	0%	2%
622	Non-elec equip to cook food	Barbados				15	6	3	3	0%	0%	0%
622	Non-elec equip to cook food	Cuba	53	196	93	196	6	3	3	0%	0%	100%
622	Non-elec equip to cook food	Dom Rep.				14	6	3	3	0%	0%	0%
622	Non-elec equip to cook food	Lee-Wind Is	1	11	7	16	6	3	3	0%	0%	6%
622	Non-elec equip to cook food	Total	219	469	18435	27092	6	3	3	0%	0%	2%
625	Tire tubes & other tires	Atl Cda	34		275	244	7	3	3	14%	6%	0%
625	Tire tubes & other tires	Bahamas			16	9	7	3	3	14%	6%	0%
625	Tire tubes & other tires	Barbados			9	2	7	3	3	14%	6%	0%
625	Tire tubes & other tires	Cuba			99		7	3	3	14%	6%	0%
625	Tire tubes & other tires	Cuba			99		7	3	3	14%	6%	0%
625	Tire tubes & other tires	Dom Rep.			22	4	7	3	3	14%	6%	0%
625	Tire tubes & other tires	Jamaica			22	2	7	3	3	14%	6%	0%
625	Tire tubes & other tires	Lee-Wind Is			41	61	7	3	3	14%	6%	0%
625	Tire tubes & other tires	Total	40	15	22946	20758	7	3	3	14%	6%	0%
625	Tire tubes & other tires	Trinidad			77	56	7	3	3	14%	6%	0%
634	Commercial telecomm. equip.	Atl Cda	3760	4381	63595	142480	103	19	38	61%	23%	3%
634	Commercial telecomm. equip.	Bahamas	1340	3971	2286	7124	103	19	38	61%	23%	5%
634	Commercial telecomm. equip.	Barbados	1697	1604	2206	2388	103	19	38	61%	23%	6%
634	Commercial telecomm. equip.	Cuba	3593	2018	4533	3162	103	19	38	61%	23%	6%
634	Commercial telecomm. equip.	Dom Rep.	351	177	2749	1362	103	19	38	61%	23%	1%
634	Commercial telecomm. equip.	Jamaica	958	1451	2138	6711	103	19	38	61%	23%	2%
634	Commercial telecomm. equip.	Lee-Wind Is	2325	3790	10133	10319	103	19	38	61%	23%	5%
634	Commercial telecomm. equip.	Total	447137	524988	1329960	1383653	103	19	38	61%	23%	3%
634	Commercial telecomm. equip.	Trinidad	2722	4048	11826	11113	103	19	38	61%	23%	3%
637	TV & radio sets & phonos, domestic	Atl Cda	5	17	475	592	14	13	13	19%	18%	3%
637	TV & radio sets & phonos, domestic	Bahamas		9		10	14	13	13	19%	18%	9%
637	TV & radio sets & phonos, domestic	Barbados			3		14	13	13	19%	18%	0%
637	TV & radio sets & phonos, domestic	Cuba	7		7		14	13	13	19%	18%	0%
637	TV & radio sets & phonos, domestic	Dom Rep.			41		14	13	13	19%	18%	0%
637	TV & radio sets & phonos, domestic	Jamaica		2	1	2	14	13	13	19%	18%	100%
637	TV & radio sets & phonos, domestic	Lee-Wind Is	1	8	4	8	14	13	13	19%	18%	100%
637	TV & radio sets & phonos, domestic	Total	5163	13624	200346	145129	14	13	13	19%	18%	9%
637	TV & radio sets & phonos, domestic	Trinidad	5		5		14	13	13	19%	18%	0%
638	Electronic tubes & semi-conductors	Atl Cda	60	134	1853	2714	106	10	18	50%	8%	5%
638	Electronic tubes & semi-conductors	Barbados	178	562	178	563	106	10	18	50%	8%	100%
638	Electronic tubes & semi-conductors	Cuba	17		20	97	106	10	18	50%	8%	0%
638	Electronic tubes & semi-conductors	Jamaica		4		4	106	10	18	50%	8%	100%
638	Electronic tubes & semi-conductors	Lee-Wind Is		2	4	6	106	10	18	50%	8%	3%
638	Electronic tubes & semi-conductors	Total	117298	123807	761506	888001	106	10	18	50%	8%	14%
638	Electronic tubes & semi-conductors	Trinidad	7	4	7	6	106	10	18	50%	8%	6%

CODE	PRODUCT NAME	COUNTRY	VALUE - AIR		VALUE - TOTAL		VALUE #CD/KG 87		AIR SHARE US		COA	VALUE
			1986	1987	1986	1987	AIR	SURF	AVG	VALUE		
639	Electronic,rel equip components	Atl Cda	1742	909	6273	4284	77	7	31	84%	33%	21%
639	Electronic,rel equip components	Bahamas	5	184	131	291	77	7	31	84%	33%	63%
639	Electronic,rel equip components	Barbados	92	655	92	720	77	7	31	84%	33%	91%
639	Electronic,rel equip components	Cuba	125	92	364	294	77	7	31	84%	33%	31%
639	Electronic,rel equip components	Dom Rep.	7	39	35	63	77	7	31	84%	33%	62%
639	Electronic,rel equip components	Jamaica	23	71	290	136	77	7	31	84%	33%	52%
639	Electronic,rel equip components	Lee-Wind Is	542	451	654	612	77	7	31	84%	33%	74%
639	Electronic,rel equip components	Total	115722	163108	402431	444046	77	7	31	84%	33%	37%
639	Electronic,rel equip components	Trinidad	167	203	273	327	77	7	31	84%	33%	62%
650	Heating equipment	Atl Cda	227	99	5056	2937	43	5	6	21%	3%	3%
650	Heating equipment	Bahamas			2	301	43	5	6	21%	3%	0%
650	Heating equipment	Barbados	2	5	43	51	43	5	6	21%	3%	10%
650	Heating equipment	Cuba	14		651	99	43	5	6	21%	3%	0%
650	Heating equipment	Dom Rep.			53		43	5	6	21%	3%	100%
650	Heating equipment	Jamaica		12	4	12	43	5	6	21%	3%	1%
650	Heating equipment	Lee-Wind Is	1	1	36	103	43	5	6	21%	3%	2%
650	Heating equipment	Total	2439	2195	109753	118933	43	5	6	21%	3%	100%
650	Heating equipment	Trinidad	1	3	21	3	43	5	6	21%	3%	4%
655	Air conditioning & refrig. equip.	Atl Cda	139	296	3620	7234	16	7	8	7%	3%	0%
655	Air conditioning & refrig. equip.	Bahamas			61	78	16	7	8	7%	3%	3%
655	Air conditioning & refrig. equip.	Barbados	10	10	261	342	16	7	8	7%	3%	66%
655	Air conditioning & refrig. equip.	Cuba	113	118	300	180	16	7	8	7%	3%	0%
655	Air conditioning & refrig. equip.	Dom Rep.		2	277	1077	16	7	8	7%	3%	2%
655	Air conditioning & refrig. equip.	Jamaica	4	4	213	185	16	7	8	7%	3%	1%
655	Air conditioning & refrig. equip.	Lee-Wind Is	8	4	311	421	16	7	8	7%	3%	1%
655	Air conditioning & refrig. equip.	Total	1510	2105	158732	177740	16	7	8	7%	3%	2%
655	Air conditioning & refrig. equip.	Trinidad	4	2	134	93	16	7	8	7%	3%	1%
661	Elec. appl. for cook food	Atl Cda	450	30	2388	2064	43	5	6	21%	3%	0%
661	Elec. appl. for cook food	Bahamas			14	4	43	5	6	21%	3%	44%
661	Elec. appl. for cook food	Barbados		12	12	27	43	5	6	21%	3%	0%
661	Elec. appl. for cook food	Cuba	70		288	28	43	5	6	21%	3%	0%
661	Elec. appl. for cook food	Dom Rep.			3	3	43	5	6	21%	3%	0%
661	Elec. appl. for cook food	Jamaica			46	46	43	5	6	21%	3%	17%
661	Elec. appl. for cook food	Lee-Wind Is	3	7	12	41	43	5	6	21%	3%	3%
661	Elec. appl. for cook food	Total	1369	983	59261	39240	43	5	6	21%	3%	100%
661	Elec. appl. for cook food	Trinidad	56	1	93	1	43	5	6	21%	3%	2%
671	Plumbing fixtures & sanitary ware	Atl Cda	78	23	1474	1311	27	3	3	2%	0%	0%
671	Plumbing fixtures & sanitary ware	Bahamas	7		16	51	27	3	3	2%	0%	0%
671	Plumbing fixtures & sanitary ware	Barbados	9		145	149	27	3	3	2%	0%	100%
671	Plumbing fixtures & sanitary ware	Cuba	5	7	5	7	27	3	3	2%	0%	0%
671	Plumbing fixtures & sanitary ware	Dom Rep.			32	71	27	3	3	2%	0%	10%
671	Plumbing fixtures & sanitary ware	Jamaica		2	2	20	27	3	3	2%	0%	13%
671	Plumbing fixtures & sanitary ware	Lee-Wind Is	14	3	72	24	27	3	3	2%	0%	1%
671	Plumbing fixtures & sanitary ware	Total	355	275	41246	44661	27	3	3	2%	0%	0%
671	Plumbing fixtures & sanitary ware	Trinidad	3		125	35	27	3	3	2%	0%	5%
672	Plumber brass enc. valve etc.	Atl Cda		4	103	77	29	11	12	17%	7%	0%
672	Plumber brass enc. valve etc.	Bahamas			7	2	29	11	12	17%	7%	0%
672	Plumber brass enc. valve etc.	Barbados	1		79	99	29	11	12	17%	7%	0%
672	Plumber brass enc. valve etc.	Cuba	40		40		29	11	12	17%	7%	0%
672	Plumber brass enc. valve etc.	Jamaica				110	29	11	12	17%	7%	0%
672	Plumber brass enc. valve etc.	Lee-Wind Is			24	61	29	11	12	17%	7%	1%
672	Plumber brass enc. valve etc.	Total	145	93	6941	10224	29	11	12	17%	7%	0%
672	Plumber brass enc. valve etc.	Trinidad	8		48	36	29	11	12	17%	7%	0%

CODE	PRODUCT NAME	COUNTRY	VALUE - AIR		VALUE - TOTAL		VALUE #CD/KG 87			AIR SHARE US		COA
			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	
681	Elec light fixt & portable lamps	Atl Cda	29	66	1032	1264	33	8	9	12%	3%	5%
681	Elec light fixt & portable lamps	Bahamas	5	2	184	129	33	8	9	12%	3%	2%
681	Elec light fixt & portable lamps	Barbados	40	19	73	75	33	8	9	12%	3%	25%
681	Elec light fixt & portable lamps	Cuba	94	42	456	223	33	8	9	12%	3%	19%
681	Elec light fixt & portable lamps	Jamaica	4		5	116	33	8	9	12%	3%	0%
681	Elec light fixt & portable lamps	Lee-Wind Is	16	19	54	93	33	8	9	12%	3%	20%
681	Elec light fixt & portable lamps	Total	1228	1882	41404	48398	33	8	9	12%	3%	4%
681	Elec light fixt & portable lamps	Trinidad	15	32	102	68	33	8	9	12%	3%	47%
682	Electric lamps, bulbs & tubes	Atl Cda	353	75	3353	4378	35	8	9	12%	3%	2%
682	Electric lamps, bulbs & tubes	Bahamas		2	21	36	35	8	9	12%	3%	6%
682	Electric lamps, bulbs & tubes	Barbados	16	9	111	24	35	8	9	12%	3%	38%
682	Electric lamps, bulbs & tubes	Cuba	133	77	681	101	35	8	9	12%	3%	76%
682	Electric lamps, bulbs & tubes	Dom Rep.			4	63	35	8	9	12%	3%	0%
682	Electric lamps, bulbs & tubes	Jamaica	5		29	8	35	8	9	12%	3%	0%
682	Electric lamps, bulbs & tubes	Lee-Wind Is	2	8	50	145	35	8	9	12%	3%	6%
682	Electric lamps, bulbs & tubes	Total	1862	896	77814	69581	35	8	9	12%	3%	1%
682	Electric lamps, bulbs & tubes	Trinidad	5	13	81	73	35	8	9	12%	3%	18%
683	Transformers	Atl Cda	549	175	6619	8115	48	6	7	16%	2%	2%
683	Transformers	Bahamas			25		48	6	7	16%	2%	0%
683	Transformers	Barbados		2	341	312	48	6	7	16%	2%	1%
683	Transformers	Cuba	9		266	13	48	6	7	16%	2%	0%
683	Transformers	Dom Rep.	18		152	57	48	6	7	16%	2%	0%
683	Transformers	Jamaica	5	4	1307	57	48	6	7	16%	2%	7%
683	Transformers	Lee-Wind Is	4	3	414	321	48	6	7	16%	2%	1%
683	Transformers	Total	2710	2483	130300	115699	48	6	7	16%	2%	2%
683	Transformers	Trinidad	19	6	259	53	48	6	7	16%	2%	11%
684	Switchgear, protective equipment	Atl Cda	333	176	1315	3125	55	7	9	28%	5%	6%
684	Switchgear, protective equipment	Bahamas	7	2	119	78	55	7	9	28%	5%	3%
684	Switchgear, protective equipment	Barbados	66	115	221	255	55	7	9	28%	5%	45%
684	Switchgear, protective equipment	Cuba	126	326	1496	1076	55	7	9	28%	5%	30%
684	Switchgear, protective equipment	Dom Rep.		3	33	3	55	7	9	28%	5%	100%
684	Switchgear, protective equipment	Jamaica	98	56	793	350	55	7	9	28%	5%	16%
684	Switchgear, protective equipment	Lee-Wind Is	5	7	488	307	55	7	9	28%	5%	2%
684	Switchgear, protective equipment	Total	5693	6586	68346	47872	55	7	9	28%	5%	14%
684	Switchgear, protective equipment	Trinidad	54	18	660	213	55	7	9	28%	5%	8%
688	Oth elect light dist. cont. equip.	Atl Cda	258	183	2184	3238	55	7	9	28%	5%	6%
688	Oth elect light dist. cont. equip.	Bahamas	22	40	118	125	55	7	9	28%	5%	32%
688	Oth elect light dist. cont. equip.	Barbados	45	10	96	86	55	7	9	28%	5%	12%
688	Oth elect light dist. cont. equip.	Cuba	47	2	789	272	55	7	9	28%	5%	1%
688	Oth elect light dist. cont. equip.	Dom Rep.	1		47	13	55	7	9	28%	5%	0%
688	Oth elect light dist. cont. equip.	Jamaica	19	21	99	70	55	7	9	28%	5%	30%
688	Oth elect light dist. cont. equip.	Lee-Wind Is	3	15	114	145	55	7	9	28%	5%	10%
688	Oth elect light dist. cont. equip.	Total	19399	27536	104583	126280	55	7	9	28%	5%	22%
688	Oth elect light dist. cont. equip.	Trinidad	92	52	272	165	55	7	9	28%	5%	32%
688	Oth elect light dist. cont. equip.	Trinidad	92	52	272	165	55	7	9	28%	5%	32%
689	Auxil equip for int comb eng	Atl Cda	12	16	1435	1250	31	11	14	37%	17%	1%
689	Auxil equip for int comb eng	Bahamas	6	7	49	25	31	11	14	37%	17%	28%
689	Auxil equip for int comb eng	Jamaica	3		57	92	31	11	14	37%	17%	0%
689	Auxil equip for int comb eng	Lee-Wind Is	2		2	11	31	11	14	37%	17%	0%
689	Auxil equip for int comb eng	Total	415	658	51931	54653	31	11	14	37%	17%	1%
689	Auxil equip for int comb eng	Trinidad	18		49		31	11	14	37%	17%	0%
693	Batteries & parts	Atl Cda	170	213	3165	4626	27	3	4	16%	2%	5%
693	Batteries & parts	Barbados	2		94	73	27	3	4	16%	2%	0%

CODE	PRODUCT NAME	COUNTRY	VALUE - AIR		VALUE - TOTAL		VALUE #CD/KG 87		AIR SHARE US		COA	
			1986	1987	1986	1987	AIR	SURF	AVG VALUE	WEIGHT		VALUE
693	Batteries & parts	Cuba	1	6	46	6	27	3	4	162	22	1002
693	Batteries & parts	Jamaica			28	32	27	3	4	162	22	02
693	Batteries & parts	Lee-Wind Is		3	62	33	27	3	4	162	22	92
693	Batteries & parts	Total	910	1029	36479	53152	27	3	4	162	22	22
693	Batteries & parts	Trinidad			6	6	27	3	4	162	22	02
697	Misc. elect eqpt, apparatus	Atl Cda	25	30	1234	1234	NA	NA	NA	02	02	22
697	Misc. elect eqpt, apparatus	Bahamas	2		12	3	NA	NA	NA	02	NA	02
697	Misc. elect eqpt, apparatus	Barbados	23	2	107	7	NA	NA	NA	NA	NA	292
697	Misc. elect eqpt, apparatus	Cuba	13	3	139	74	NA	NA	NA	NA	NA	42
697	Misc. elect eqpt, apparatus	Jamaica		4		4	NA	NA	NA	NA	NA	1002
697	Misc. elect eqpt, apparatus	Lee-Wind Is	11	2	25	19	NA	NA	NA	NA	NA	112
697	Misc. elect eqpt, apparatus	Total	1144	1609	51335	55558	NA	NA	NA	02	02	32
697	Misc. elect eqpt, apparatus	Trinidad	15	17	22	56	NA	NA	NA	NA	NA	302
698	Laundry equipment, domestic	Atl Cda	96	26	1998	3139	9	5	5	02	02	12
698	Laundry equipment, domestic	Bahamas	4		30		9	5	5	02	02	02
698	Laundry equipment, domestic	Barbados			5		9	5	5	02	02	02
698	Laundry equipment, domestic	Jamaica			29		9	5	5	02	02	02
698	Laundry equipment, domestic	Lee-Wind Is			2	10	9	5	5	02	02	02
698	Laundry equipment, domestic	Total	159	99	24898	34416	9	5	5	02	02	02
698	Laundry equipment, domestic	Trinidad			42		9	5	5	02	02	02
702	Elect. property measure inst.	Atl Cda	368	450	818	1551	44	18	19	112	52	292
702	Elect. property measure inst.	Bahamas	4	7	233	391	44	18	19	112	52	22
702	Elect. property measure inst.	Barbados	35	21	253	102	44	18	19	112	52	212
702	Elect. property measure inst.	Cuba		30	69	43	44	18	19	112	52	702
702	Elect. property measure inst.	Dom Rep.		26		54	44	18	19	112	52	482
702	Elect. property measure inst.	Jamaica	1	3	1	360	44	18	19	112	52	12
702	Elect. property measure inst.	Lee-Wind Is	7	39	67	193	44	18	19	112	52	202
702	Elect. property measure inst.	Total	17039	19466	54030	54547	44	18	19	112	52	362
702	Elect. property measure inst.	Trinidad	9	149	99	466	44	18	19	112	52	322
703	Misc measure & control inst	Atl Cda	1208	948	7646	6133	120	19	36	562	172	152
703	Misc measure & control inst	Bahamas	18	31	27	43	120	19	36	562	172	722
703	Misc measure & control inst	Barbados	151	35	197	221	120	19	36	562	172	162
703	Misc measure & control inst	Cuba		12	24	17	120	19	36	562	172	712
703	Misc measure & control inst	Dom Rep.	35	89	45	93	120	19	36	562	172	962
703	Misc measure & control inst	Jamaica	38	31	57	277	120	19	36	562	172	112
703	Misc measure & control inst	Lee-Wind Is	17	100	97	113	120	19	36	562	172	882
703	Misc measure & control inst	Total	31764	37140	158780	148252	120	19	36	562	172	252
703	Misc measure & control inst	Trinidad	33	59	230	165	120	19	36	562	172	362
706	Medical, related inst., equip.	Atl Cda	261	569	2894	3064	67	18	27	472	192	192
706	Medical, related inst., equip.	Bahamas	30	10	30	50	67	18	27	472	192	202
706	Medical, related inst., equip.	Barbados	11	4	11	151	67	18	27	472	192	32
706	Medical, related inst., equip.	Cuba	279	89	308	205	67	18	27	472	192	432
706	Medical, related inst., equip.	Dom Rep.	7	13	45	14	67	18	27	472	192	932
706	Medical, related inst., equip.	Jamaica	64	33	72	333	67	18	27	472	192	102
706	Medical, related inst., equip.	Lee-Wind Is	35	16	68	37	67	18	27	472	192	432
706	Medical, related inst., equip.	Total	28141	33110	80112	84478	67	18	27	472	192	392
706	Medical, related inst., equip.	Trinidad	29	25	133		67	18	27	472	192	1002
707	Optical apparatus & instruments	Atl Cda	1	26	200	186	82	14	35	712	302	142
707	Optical apparatus & instruments	Barbados		4		14	82	14	35	712	302	292
707	Optical apparatus & instruments	Jamaica	37	71	37	72	82	14	35	712	302	992
707	Optical apparatus & instruments	Lee-Wind Is	7	13	7	13	82	14	35	712	302	1002
707	Optical apparatus & instruments	Total	6492	11510	10266	16580	82	14	35	712	302	692
707	Optical apparatus & instruments	Trinidad	1		1		82	14	35	712	302	02
800	Toiletries, cleaning prep. etc.	Dom Rep.			33	34	22	4	4	112	22	02

CODE	PRODUCT NAME	COUNTRY	VALUE - AIR		VALUE - TOTAL		VALUE \$CD/KG 87			AIR SHARE US		CDR
			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	
709	0th measure/test instr, equip.	Atl Cda	3297	1882	16820	17715	79	5	6	21%	2%	11%
709	0th measure/test instr, equip.	Bahamas		15		76	79	5	6	21%	2%	20%
709	0th measure/test instr, equip.	Barbados	36	55	182	218	79	5	6	21%	2%	25%
709	0th measure/test instr, equip.	Cuba	75	99	209	144	79	5	6	21%	2%	69%
709	0th measure/test instr, equip.	Dom Rep.	23	100	35	120	79	5	6	21%	2%	83%
709	0th measure/test instr, equip.	Jamaica	49	152	73	375	79	5	6	21%	2%	41%
709	0th measure/test instr, equip.	Lee-Wind Is	20	87	104	835	79	5	6	21%	2%	10%
709	0th measure/test instr, equip.	Total	251387	266107	583275	608820	79	5	6	21%	2%	44%
709	0th measure/test instr, equip.	Trinidad	30	138	136	167	79	5	6	21%	2%	83%
720	Safety and sanitation equip.	Atl Cda	162	110	3814	4771	19	4	4	6%	1%	2%
720	Safety and sanitation equip.	Bahamas	13	122	57	185	19	4	4	6%	1%	66%
720	Safety and sanitation equip.	Barbados	3307	3554	3763	3650	19	4	4	6%	1%	97%
720	Safety and sanitation equip.	Cuba	2	11	185	125	19	4	4	6%	1%	9%
720	Safety and sanitation equip.	Dom Rep.			42	12	19	4	4	6%	1%	0%
720	Safety and sanitation equip.	Jamaica		67	570	137	19	4	4	6%	1%	49%
720	Safety and sanitation equip.	Lee-Wind Is	7	42	1225	353	19	4	4	6%	1%	12%
720	Safety and sanitation equip.	Total	10991	17217	159049	139740	19	4	4	6%	1%	12%
720	Safety and sanitation equip.	Trinidad	19	33	345	231	19	4	4	6%	1%	14%
730	Service industry equipment	Atl Cda	3	93	3149	4712	NA	0	0	0%	0%	2%
730	Service industry equipment	Bahamas	6		17	2	NA	0	0	0%	NA	0%
730	Service industry equipment	Barbados	7	6	19	9	NA	NA	NA	NA	NA	67%
730	Service industry equipment	Cuba	27	100	35	103	NA	NA	NA	NA	NA	97%
730	Service industry equipment	Dom Rep.				28	NA	0	0	0%	NA	0%
730	Service industry equipment	Jamaica				2	NA	0	0	0%	NA	0%
730	Service industry equipment	Lee-Wind Is		9	133	83	NA	NA	NA	NA	NA	11%
730	Service industry equipment	Total	1893	3429	78696	90008	NA	0	0	0%	0%	4%
730	Service industry equipment	Trinidad	12	15	15	23	NA	NA	NA	NA	NA	65%
740	Furniture and fixtures	Atl Cda	61	158	8976	18759	9	5	5	3%	2%	1%
740	Furniture and fixtures	Bahamas	11	4	407	566	9	5	5	3%	2%	1%
740	Furniture and fixtures	Barbados	1	23	315	322	9	5	5	3%	2%	7%
740	Furniture and fixtures	Cuba	162	15	200	129	9	5	5	3%	2%	12%
740	Furniture and fixtures	Dom Rep.			110	165	9	5	5	3%	2%	0%
740	Furniture and fixtures	Jamaica	5	6	92	491	9	5	5	3%	2%	1%
740	Furniture and fixtures	Lee-Wind Is	82	17	824	700	9	5	5	3%	2%	2%
740	Furniture and fixtures	Total	3073	3825	615601	881696	9	5	5	3%	2%	0%
740	Furniture and fixtures	Trinidad	4		637	412	9	5	5	3%	2%	0%
751	Power driven hand tools	Atl Cda		2	177	234	66	14	26	61%	25%	1%
751	Power driven hand tools	Bahamas				97	66	14	26	61%	25%	0%
751	Power driven hand tools	Barbados		1	1	1	66	14	26	61%	25%	100%
751	Power driven hand tools	Cuba	42		42	50	66	14	26	61%	25%	0%
751	Power driven hand tools	Lee-Wind Is		3	6	6	66	14	26	61%	25%	50%
751	Power driven hand tools	Total	300	551	21982	16585	66	14	26	61%	25%	3%
751	Power driven hand tools	Trinidad			1	66	14	26	61%	25%	0%	
752	Edge tools, hand	Atl Cda			974	1678	32	30	30	3%	3%	0%
752	Edge tools, hand	Bahamas				8	32	30	30	3%	3%	0%
752	Edge tools, hand	Barbados		1	42	36	32	30	30	3%	3%	3%
752	Edge tools, hand	Cuba			400		32	30	30	3%	3%	0%
752	Edge tools, hand	Dom Rep.	1		3	2	32	30	30	3%	3%	0%
752	Edge tools, hand	Jamaica	4		863	410	32	30	30	3%	3%	0%
752	Edge tools, hand	Lee-Wind Is	1		121	71	32	30	30	3%	3%	0%
752	Edge tools, hand	Total	74	269	15738	16691	32	30	30	3%	3%	2%
752	Edge tools, hand	Trinidad		2	320	193	32	30	30	3%	3%	1%
755	Other hand tools	Atl Cda	6	25	1830	2850	14	6	6	2%	1%	1%

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			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	
755	Other hand tools	Bahamas	3	1	54	51	14	6	6	22	12	22
755	Other hand tools	Barbados	8	13	89	71	14	6	6	22	12	182
755	Other hand tools	Cuba	8	6	259	61	14	6	6	22	12	102
755	Other hand tools	Dom Rep.	1		10	3	14	6	6	22	12	02
755	Other hand tools	Jamaica	5	4	70	111	14	6	6	22	12	42
755	Other hand tools	Lee-Wind Is	19		170	41	14	6	6	22	12	02
755	Other hand tools	Total	1255	1739	33709	36124	14	6	6	22	12	52
755	Other hand tools	Trinidad		2	37	11	14	6	6	22	12	182
758	Other cutlery	Atl Cda			280	53	23	19	20	222	192	02
758	Other cutlery	Cuba			9	12	23	19	20	222	192	02
758	Other cutlery	Total	204	146	3172	2484	23	19	20	222	192	62
761	Brooms, brushes and mops	Atl Cda	3	15	190	197	14	6	6	142	62	82
761	Brooms, brushes and mops	Bahamas	3	14	54	38	14	6	6	142	62	372
761	Brooms, brushes and mops	Barbados			3		14	6	6	142	62	02
761	Brooms, brushes and mops	Cuba	11		11		14	6	6	142	62	02
761	Brooms, brushes and mops	Jamaica			63		14	6	6	142	62	02
761	Brooms, brushes and mops	Lee-Wind Is			1	1	14	6	6	142	62	02
761	Brooms, brushes and mops	Total	28	61	6449	3313	14	6	6	142	62	22
761	Brooms, brushes and mops	Trinidad			8		14	6	6	142	62	02
763	Other equipment and parts nes.	Atl Cda	5	166	7484	19363	NA	0	0	02	02	12
763	Other equipment and parts nes.	Bahamas			6		NA	NA	NA	NA	NA	02
763	Other equipment and parts nes.	Barbados			6	2	NA	0	0	02	NA	02
763	Other equipment and parts nes.	Cuba	10		10		NA	NA	NA	NA	NA	02
763	Other equipment and parts nes.	Jamaica			5	7	NA	0	0	02	NA	02
763	Other equipment and parts nes.	Lee-Wind Is		1	37	38	NA	NA	NA	NA	NA	32
763	Other equipment and parts nes.	Total	310	960	67631	81742	NA	0	0	02	02	12
763	Other equipment and parts nes.	Trinidad			4		NA	NA	NA	NA	NA	02
771	Office machines and equipment	Atl Cda	11377	10537	23953	20606	88	25	49	682	372	512
771	Office machines and equipment	Bahamas	1631	1495	1709	1654	88	25	49	682	372	902
771	Office machines and equipment	Barbados	1126	880	1167	916	88	25	49	682	372	962
771	Office machines and equipment	Cuba	78	140	100	342	88	25	49	682	372	412
771	Office machines and equipment	Dom Rep.	254	366	280	442	88	25	49	682	372	832
771	Office machines and equipment	Jamaica	1966	1979	2468	2376	88	25	49	682	372	832
771	Office machines and equipment	Lee-Wind Is	153	388	172	406	88	25	49	682	372	962
771	Office machines and equipment	Total	451684	649257	1867391	2492258	88	25	49	682	372	262
771	Office machines and equipment	Trinidad	2199	2314	2314	2347	88	25	49	682	372	992
781	Underwear and sleepwear	Atl Cda	6	7	223	1248	NA	7	9	132	02	12
781	Underwear and sleepwear	Bahamas	77	92	97	118	NA	7	9	132	02	782
781	Underwear and sleepwear	Barbados				4	NA	7	9	132	02	02
781	Underwear and sleepwear	Jamaica	7	2	8	2	NA	7	9	132	02	1002
781	Underwear and sleepwear	Lee-Wind Is	2	3	2	3	NA	7	9	132	02	1002
781	Underwear and sleepwear	Total	372	885	1805	6411	NA	7	9	132	02	142
783	Outerwear, except knitted	Atl Cda	23	20	613	1474	24	8	12	442	212	12
783	Outerwear, except knitted	Bahamas	1163	1033	1267	1111	24	8	12	442	212	932
783	Outerwear, except knitted	Barbados	78	80	107	81	24	8	12	442	212	992
783	Outerwear, except knitted	Jamaica	1	16	2	16	24	8	12	442	212	1002
783	Outerwear, except knitted	Lee-Wind Is	4	1	9	1	24	8	12	442	212	1002
783	Outerwear, except knitted	Total	1680	3120	15795	31896	24	8	12	442	212	102
783	Outerwear, except knitted	Trinidad		6		28	24	8	12	442	212	212
785	Hosiery	Atl Cda	2	3	181	343	26	13	13	22	12	12
785	Hosiery	Bahamas	30	43	34	50	26	13	13	22	12	862
785	Hosiery	Barbados	69	52	88	63	26	13	13	22	12	832
785	Hosiery	Cuba		3		3	26	13	13	22	12	1002

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			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	
785	Hosiery	Jamaica		7		8	26	13	13	22	12	682
785	Hosiery	Lee-Wind Is	4	6	4	10	26	13	13	22	12	602
785	Hosiery	Total	622	456	7258	4820	26	13	13	22	12	92
785	Hosiery	Trinidad	13		13		26	13	13	22	12	02
786	Handwear, gloves and mittens	Atl Cda	6	21	489	320	20	11	11	142	62	72
786	Handwear, gloves and mittens	Bahamas	19	4	21	41	20	11	11	142	62	102
786	Handwear, gloves and mittens	Barbados	1	2	1	2	20	11	11	142	62	1002
786	Handwear, gloves and mittens	Cuba			3		20	11	11	142	62	02
786	Handwear, gloves and mittens	Jamaica	5	10	35	10	20	11	11	142	62	1002
786	Handwear, gloves and mittens	Lee-Wind Is		1		3	20	11	11	142	62	332
786	Handwear, gloves and mittens	Total	711	605	6982	8688	20	11	11	142	62	72
786	Handwear, gloves and mittens	Trinidad	9	5	9	7	20	11	11	142	62	712
788	Miscellaneous apparel	Atl Cda	36	53	506	1141	28	15	24	812	692	52
788	Miscellaneous apparel	Bahamas	11	28	13	75	28	15	24	812	692	372
788	Miscellaneous apparel	Barbados	13	2	13	4	28	15	24	812	692	502
788	Miscellaneous apparel	Cuba	5		37	31	28	15	24	812	692	02
788	Miscellaneous apparel	Dom Rep.		21		21	28	15	24	812	692	1002
788	Miscellaneous apparel	Jamaica	2	7	120	11	28	15	24	812	692	642
788	Miscellaneous apparel	Lee-Wind Is	6	39	34	40	28	15	24	812	692	982
788	Miscellaneous apparel	Total	81399	93481	231002	256276	28	15	24	812	692	362
788	Miscellaneous apparel	Trinidad	1		38	5	28	15	24	812	692	02
789	Apparel accessories	Atl Cda	18	16	401	318	36	11	17	562	272	52
789	Apparel accessories	Bahamas	95	98	131	149	36	11	17	562	272	662
789	Apparel accessories	Barbados	35	47	41	66	36	11	17	562	272	712
789	Apparel accessories	Cuba	4	1	4	5	36	11	17	562	272	202
789	Apparel accessories	Dom Rep.		5		21	36	11	17	562	272	242
789	Apparel accessories	Jamaica	18	3	18	11	36	11	17	562	272	272
789	Apparel accessories	Lee-Wind Is	4	5	27	14	36	11	17	562	272	362
789	Apparel accessories	Total	3447	4693	24212	23056	36	11	17	562	272	202
789	Apparel accessories	Trinidad		9	95	26	36	11	17	562	272	352
791	Boots and shoes	Atl Cda	33	10	456	898	19	13	15	332	252	12
791	Boots and shoes	Bahamas	12	8	12	8	19	13	15	332	252	1002
791	Boots and shoes	Barbados		1		1	19	13	15	332	252	02
791	Boots and shoes	Dom Rep.			3		19	13	15	332	252	02
791	Boots and shoes	Jamaica		2		8	19	13	15	332	252	252
791	Boots and shoes	Lee-Wind Is	38	6	53	6	19	13	15	332	252	1002
791	Boots and shoes	Total	690	771	28645	28747	19	13	15	332	252	32
791	Boots and shoes	Trinidad	25	2	25	2	19	13	15	332	252	1002
793	Slippers and house footwear	Atl Cda			8	54	19	13	15	332	252	02
793	Slippers and house footwear	Total	8	10	2039	3511	19	13	15	332	252	02
793	Slippers and house footwear	Trinidad			3		19	13	15	332	252	02
794	Rubber and plastic footwear	Atl Cda			309	544	19	13	15	332	252	02
794	Rubber and plastic footwear	Jamaica				6	19	13	15	332	252	02
794	Rubber and plastic footwear	Total	215	213	16524	15784	19	13	15	332	252	12
798	Other footwear	Atl Cda	7	3	212	639	19	13	15	332	252	02
798	Other footwear	Barbados		4		5	19	13	15	332	252	602
798	Other footwear	Cuba			6	2	19	13	15	332	252	02
798	Other footwear	Lee-Wind Is	3		9		19	13	15	332	252	02
798	Other footwear	Total	177	311	8646	7170	19	13	15	332	252	42
800	Toiletries, cleaning prep. etc.	Atl Cda		79	4148	7661	22	4	4	112	22	12
800	Toiletries, cleaning prep. etc.	Bahamas	26	22	158	341	22	4	4	112	22	62
800	Toiletries, cleaning prep. etc.	Barbados	22	11	198	258	22	4	4	112	22	42
800	Toiletries, cleaning prep. etc.	Cuba	29	3	235	403	22	4	4	112	22	12

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			1986	1987	1986	1987	AIR	SURF			AVG VALUE	WEIGHT
800	Toiletries, cleaning prep. etc.	Dom Rep.			33	34	22	4	4	11%	2%	82
800	Toiletries, cleaning prep. etc.	Jamaica	8	61	67	126	22	4	4	11%	2%	48%
800	Toiletries, cleaning prep. etc.	Lee-Wind Is	5	4	147	89	22	4	4	11%	2%	4%
800	Toiletries, cleaning prep. etc.	Total	1279	2190	120188	114342	22	4	4	11%	2%	2%
800	Toiletries, cleaning prep. etc.	Trinidad	63	17	256	110	22	4	4	11%	2%	15%
810	Jewellery and silverware	Atl Cda	1	28	498	584	233	252	244	43%	44%	5%
810	Jewellery and silverware	Bahamas	506	413	921	485	233	252	244	43%	44%	85%
810	Jewellery and silverware	Barbados	122	119	216	142	233	252	244	43%	44%	84%
810	Jewellery and silverware	Dom Rep.		5		5	233	252	244	43%	44%	100%
810	Jewellery and silverware	Jamaica	21	108	90	172	233	252	244	43%	44%	63%
810	Jewellery and silverware	Lee-Wind Is	125	123	149	157	233	252	244	43%	44%	78%
810	Jewellery and silverware	Total	18273	30425	28881	46082	233	252	244	43%	44%	66%
810	Jewellery and silverware	Trinidad	424	355	425	414	233	252	244	43%	44%	86%
820	Matches and clocks	Atl Cda	8	11	169	115	215	440	342	28%	44%	10%
820	Matches and clocks	Bahamas	345	18	383	18	215	440	342	28%	44%	100%
820	Matches and clocks	Barbados	19	6	19	6	215	440	342	28%	44%	100%
820	Matches and clocks	Jamaica	45	74	48	74	215	440	342	28%	44%	100%
820	Matches and clocks	Lee-Wind Is	240	104	240	104	215	440	342	28%	44%	100%
820	Matches and clocks	Total	16586	5017	20624	8259	215	440	342	28%	44%	61%
820	Matches and clocks	Trinidad	72	37	74	37	215	440	342	28%	44%	100%
832	Sporting and recreation equipment	Atl Cda	119	227	6595	11665	15	6	6	13%	5%	2%
832	Sporting and recreation equipment	Bahamas	2	7	178	69	15	6	6	13%	5%	10%
832	Sporting and recreation equipment	Barbados		19	53	74	15	6	6	13%	5%	26%
832	Sporting and recreation equipment	Cuba	41	12	91	214	15	6	6	13%	5%	6%
832	Sporting and recreation equipment	Dom Rep.		4		50	15	6	6	13%	5%	8%
832	Sporting and recreation equipment	Lee-Wind Is	8	14	192	119	15	6	6	13%	5%	12%
832	Sporting and recreation equipment	Total	3701	8205	128018	140238	15	6	6	13%	5%	6%
832	Sporting and recreation equipment	Trinidad		2	418	183	15	6	6	13%	5%	1%
837	Games, toys, children's vehicles	Atl Cda	17	71	4141	1534	25	9	10	20%	8%	5%
837	Games, toys, children's vehicles	Bahamas	2	1	80	59	25	9	10	20%	8%	2%
837	Games, toys, children's vehicles	Barbados	4	7	27	52	25	9	10	20%	8%	13%
837	Games, toys, children's vehicles	Dom Rep.			7		25	9	10	20%	8%	0%
837	Games, toys, children's vehicles	Jamaica			24	19	25	9	10	20%	8%	0%
837	Games, toys, children's vehicles	Lee-Wind Is		6	82	63	25	9	10	20%	8%	10%
837	Games, toys, children's vehicles	Total	1050	1274	86274	71102	25	9	10	20%	8%	2%
837	Games, toys, children's vehicles	Trinidad	18	27	204	179	25	9	10	20%	8%	15%
844	Carpets, mats, floor cover	Atl Cda	81	487	9858	13804	12	3	4	6%	2%	4%
844	Carpets, mats, floor cover	Bahamas	90		98	16	12	3	4	6%	2%	0%
844	Carpets, mats, floor cover	Barbados	18	29	52	85	12	3	4	6%	2%	34%
844	Carpets, mats, floor cover	Cuba	25		25		12	3	4	6%	2%	0%
844	Carpets, mats, floor cover	Dom Rep.	11	6	103	19	12	3	4	6%	2%	32%
844	Carpets, mats, floor cover	Jamaica		36	140	85	12	3	4	6%	2%	42%
844	Carpets, mats, floor cover	Lee-Wind Is	46	4	409	144	12	3	4	6%	2%	3%
844	Carpets, mats, floor cover	Total	1594	2458	60473	72712	12	3	4	6%	2%	3%
844	Carpets, mats, floor cover	Trinidad	2		18	12	12	3	4	6%	2%	0%
846	Bedding	Atl Cda	4	49	86	238	17	10	11	19%	12%	21%
846	Bedding	Bahamas		1		7	17	10	11	19%	12%	14%
846	Bedding	Barbados	4		11	1	17	10	11	19%	12%	0%
846	Bedding	Cuba	4	18	9	18	17	10	11	19%	12%	100%
846	Bedding	Dom Rep.			1		17	10	11	19%	12%	0%
846	Bedding	Jamaica	6	30	8	32	17	10	11	19%	12%	94%
846	Bedding	Lee-Wind Is	12	13	23	32	17	10	11	19%	12%	41%
846	Bedding	Total	183	436	5492	9975	17	10	11	19%	12%	4%

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			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	
846	Bedding	Trinidad				24	17	10	11	192	122	02
847	Tablecloths, napkins etc.	Atl Cda	4	49	86	238	17	10	11	192	122	212
847	Tablecloths, napkins etc.	Bahamas		1		7	17	10	11	192	122	142
847	Tablecloths, napkins etc.	Barbados	4		11	1	17	10	11	192	122	02
847	Tablecloths, napkins etc.	Cuba	4	18	9	18	17	10	11	192	122	1002
847	Tablecloths, napkins etc.	Dom Rep.			1		17	10	11	192	122	02
847	Tablecloths, napkins etc.	Jamaica	6	30	8	32	17	10	11	192	122	942
847	Tablecloths, napkins etc.	Lee-Wind Is	12	13	23	32	17	10	11	192	122	412
847	Tablecloths, napkins etc.	Total	183	436	5492	9975	17	10	11	192	122	42
847	Tablecloths, napkins etc.	Trinidad				24	17	10	11	192	122	02
848	Towels, washclothes and bath mats	Atl Cda		1	149	325	16	7	8	132	72	02
848	Towels, washclothes and bath mats	Bahamas	6	3	13	6	16	7	8	132	72	502
848	Towels, washclothes and bath mats	Barbados			19	57	16	7	8	132	72	02
848	Towels, washclothes and bath mats	Cuba				5	16	7	8	132	72	02
848	Towels, washclothes and bath mats	Dom Rep.			2	31	16	7	8	132	72	02
848	Towels, washclothes and bath mats	Jamaica			1		16	7	8	132	72	02
848	Towels, washclothes and bath mats	Lee-Wind Is			11	4	16	7	8	132	72	502
848	Misc. household, personal equip.	Total	71	83	4754	3693	16	7	8	132	72	22
848	Towels, washclothes and bath mats	Trinidad	1		8		16	7	8	132	72	02
849	Oth home furnishing, supplies	Atl Cda	1	1	204	349	NA	NA	NA	NA	NA	02
849	Oth home furnishing, supplies	Bahamas		1	13	3	NA	NA	NA	NA	NA	332
849	Oth home furnishing, supplies	Barbados			28	41	NA	NA	NA	02	NA	02
849	Oth home furnishing, supplies	Cuba	2		4	5	NA	NA	NA	02	NA	02
849	Oth home furnishing, supplies	Dom Rep.				68	NA	NA	NA	02	NA	02
849	Oth home furnishing, supplies	Lee-Wind Is	12		54	5	NA	NA	NA	02	NA	02
849	Oth home furnishing, supplies	Total	182	195	16396	15609	NA	NA	NA	NA	NA	12
849	Oth home furnishing, supplies	Trinidad	2	6	75	15	NA	NA	NA	NA	NA	402
850	Kitchen utensil, cutlery, tableware	Atl Cda	9	73	2158	1494	7	3	3	132	62	52
850	Kitchen utensil, cutlery, tableware	Bahamas	8	3	64	41	7	3	3	132	62	72
850	Kitchen utensil, cutlery, tableware	Barbados	1		177	243	7	3	3	132	62	02
850	Kitchen utensil, cutlery, tableware	Cuba	124	85	329	180	7	3	3	132	62	472
850	Kitchen utensil, cutlery, tableware	Dom Rep.			36	5	7	3	3	132	62	02
850	Kitchen utensil, cutlery, tableware	Jamaica		1	95	10	7	3	3	132	62	102
850	Kitchen utensil, cutlery, tableware	Lee-Wind Is	14	3	107	40	7	3	3	132	62	82
850	Kitchen utensil, cutlery, tableware	Total	873	875	38020	42262	7	3	3	132	62	22
850	Kitchen utensil, cutlery, tableware	Trinidad	69	5	211	120	7	3	3	132	62	42
860	Misc house, personal eqpt	Atl Cda	141	205	2157	3054	9	3	4	52	22	72
860	Misc house, personal eqpt	Bahamas	30	53	85	102	9	3	4	52	22	522
860	Misc house, personal eqpt	Barbados	6	6	116	122	9	3	4	52	22	52
860	Misc house, personal eqpt	Cuba	26	9	38	9	9	3	4	52	22	1002
860	Misc house, personal eqpt	Dom Rep.		67	13	123	9	3	4	52	22	542
860	Misc house, personal eqpt	Jamaica	43	6	52	319	9	3	4	52	22	22
860	Misc house, personal eqpt	Lee-Wind Is	13	6	140	111	9	3	4	52	22	52
860	Misc house, personal eqpt	Total	1229	1647	86165	86325	9	3	4	52	22	22
860	Misc house, personal eqpt	Trinidad	3	1	105	133	9	3	4	52	22	12
871	Biological products	Atl Cda	237	302	4005	3666	NA	NA	NA	NA	NA	82
871	Biological products	Bahamas	14	25	22	30	NA	NA	NA	NA	NA	832
871	Biological products	Barbados	38	16	4033		NA	NA	NA	NA	NA	02
871	Biological products	Cuba	64	42	64	42	NA	NA	NA	NA	NA	1002
871	Biological products	Dom Rep.	86	77	86	77	NA	NA	NA	NA	NA	1002
871	Biological products	Jamaica	95	160	95	194	NA	NA	NA	NA	NA	822
871	Biological products	Lee-Wind Is	10	11	11	13	NA	NA	NA	NA	NA	852
871	Biological products	Total	41017	45934	59424	62519	NA	NA	NA	NA	NA	732

CODE	PRODUCT NAME	COUNTRY	VALUE - AIR		VALUE - TOTAL		VALUE \$CD/KG 87			AIR SHARE US		CDA
			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	
871	Biological products	Trinidad	75	68	88	76	NA	NA	NA	NA	NA	89%
872	Antibiotics and preparations	Atl Cda		39	1452	252	44	7	9	32%	7%	15%
872	Antibiotics and preparations	Bahamas	22	84	32	89	44	7	9	32%	7%	94%
872	Antibiotics and preparations	Barbados	42	8	140	76	44	7	9	32%	7%	11%
872	Antibiotics and preparations	Barbados	42	8	140	76	44	7	9	32%	7%	11%
872	Antibiotics and preparations	Jamaica	125	75	209	176	44	7	9	32%	7%	43%
872	Antibiotics and preparations	Jamaica	125	75	209	176	44	7	9	32%	7%	43%
872	Antibiotics and preparations	Lee-Wind Is	117	12	210	31	44	7	9	32%	7%	39%
872	Antibiotics and preparations	Lee-Wind Is	117	12	210	31	44	7	9	32%	7%	39%
872	Antibiotics and preparations	Total	3252	4660	8477	17303	44	7	9	32%	7%	27%
872	Antibiotics and preparations	Trinidad	42	39	80	71	44	7	9	32%	7%	55%
872	Antibiotics and preparations	Trinidad	42	39	80	71	44	7	9	32%	7%	55%
874	Vitamins	Atl Cda	171		2295	2804	55	9	10	13%	2%	0%
874	Vitamins	Bahamas	4	4	21	15	55	9	10	13%	2%	27%
874	Vitamins	Barbados	1	2	363	267	55	9	10	13%	2%	1%
874	Vitamins	Dom Rep.		50	134	122	55	9	10	13%	2%	41%
874	Vitamins	Jamaica	95	15	335	366	55	9	10	13%	2%	4%
874	Vitamins	Lee-Wind Is	9	6	42	21	55	9	10	13%	2%	29%
874	Vitamins	Total	1209	3035	20920	19593	55	9	10	13%	2%	15%
874	Vitamins	Trinidad	7	5	1028	664	55	9	10	13%	2%	1%
878	Veterinary medicines	Atl Cda	115	34	2574	1537	68	8	12	38%	7%	2%
878	Veterinary medicines	Bahamas	2	19	2	19	68	8	12	38%	7%	100%
878	Veterinary medicines	Barbados	11	9	99	58	68	8	12	38%	7%	16%
878	Veterinary medicines	Cuba	163	406	274	560	68	8	12	38%	7%	73%
878	Veterinary medicines	Dom Rep.	9		30		68	8	12	38%	7%	0%
878	Veterinary medicines	Jamaica	7	37	148	114	68	8	12	38%	7%	32%
878	Veterinary medicines	Lee-Wind Is		8	27	14	68	8	12	38%	7%	57%
878	Veterinary medicines	Total	2847	4151	12361	12271	68	8	12	38%	7%	34%
878	Veterinary medicines	Trinidad	20	34	130	209	68	8	12	38%	7%	16%
879	Other medicinal, pharm. products	Atl Cda	101	135	5246	7263	68	8	12	39%	7%	2%
879	Other medicinal, pharm. products	Bahamas	653	754	1229	1353	68	8	12	39%	7%	56%
879	Other medicinal, pharm. products	Barbados	320	155	3171	2892	68	8	12	39%	7%	5%
879	Other medicinal, pharm. products	Cuba	168	293	168	293	68	8	12	39%	7%	100%
879	Other medicinal, pharm. products	Dom Rep.	425	136	578	199	68	8	12	39%	7%	68%
879	Other medicinal, pharm. products	Jamaica	730	752	1290	1278	68	8	12	39%	7%	59%
879	Other medicinal, pharm. products	Lee-Wind Is	216	543	597	1032	68	8	12	39%	7%	53%
879	Other medicinal, pharm. products	Total	16727	25453	64969	69962	68	8	12	39%	7%	36%
879	Other medicinal, pharm. products	Trinidad	410	988	3138	2587	68	8	12	39%	7%	38%
881	Surgical and medical supplies	Atl Cda	322	328	6211	6102	67	18	27	47%	19%	5%
881	Surgical and medical supplies	Bahamas	7	2	11	2	67	18	27	47%	19%	100%
881	Surgical and medical supplies	Barbados	3	14	77	25	67	18	27	47%	19%	56%
881	Surgical and medical supplies	Cuba	72	143	693	143	67	18	27	47%	19%	100%
881	Surgical and medical supplies	Dom Rep.	11	21	11	158	67	18	27	47%	19%	13%
881	Surgical and medical supplies	Jamaica	12	6	36	42	67	18	27	47%	19%	14%
881	Surgical and medical supplies	Lee-Wind Is	10	23	43	96	67	18	27	47%	19%	24%
881	Surgical and medical supplies	Total	16913	33720	65138	94732	67	18	27	47%	19%	36%
881	Surgical and medical supplies	Trinidad	35	28	112	253	67	18	27	47%	19%	11%
882	Dental supplies	Atl Cda	1	30	357	331	67	18	27	47%	19%	9%
882	Dental supplies	Bahamas	3		3		67	18	27	47%	19%	0%
882	Dental supplies	Cuba	1		1		67	18	27	47%	19%	0%
882	Dental supplies	Jamaica		3		3	67	18	27	47%	19%	100%
882	Dental supplies	Lee-Wind Is	6	16	6	16	67	18	27	47%	19%	100%
882	Dental supplies	Total	1325	1180	7339	8288	67	18	27	47%	19%	14%

CODE	PRODUCT NAME	COUNTRY	VALUE - AIR		VALUE - TOTAL		VALUE \$/KG 87			AIR SHARE US		CDR
			1986	1987	1986	1987	AIR	SURF	AVG	VALUE	WEIGHT	
882	Dental supplies	Trinidad	35		50	12	67	18	27	47%	19%	0%
883	Ophthalmic goods	Atl Cda	1480	669	5441	3941	126	65	92	60%	44%	17%
883	Ophthalmic goods	Bahamas	1	17	1	19	126	65	92	60%	44%	89%
883	Ophthalmic goods	Barbados	23	54	29	54	126	65	92	60%	44%	100%
883	Ophthalmic goods	Dom Rep.	2	14	2	14	126	65	92	60%	44%	100%
883	Ophthalmic goods	Jamaica	476	583	478	659	126	65	92	60%	44%	88%
883	Ophthalmic goods	Lee-Wind Is	21	46	21	46	126	65	92	60%	44%	100%
883	Ophthalmic goods	Total	11079	14364	37948	40775	126	65	92	60%	44%	35%
883	Ophthalmic goods	Trinidad	43	13	78	139	126	65	92	60%	44%	9%
885	Hearings aids,orthopaedic appl.	Atl Cda		1	86	90	85	18	41	70%	33%	1%
885	Hearings aids and orthopaedic	Bahamas	16	27	16	35	85	18	41	70%	33%	77%
885	Hearings aids,orthopaedic appl.	Jamaica	2		2		85	18	41	70%	33%	0%
885	Hearings aids,orthopaedic appl.	Lee-Wind Is	13		18	78	85	18	41	70%	33%	0%
885	Hearings aids,orthopaedic appl.	Total	5311	11357	11714	20451	85	18	41	70%	33%	56%
885	Hearings aids,orthopaedic appl.	Trinidad		38		38	85	18	41	70%	33%	100%
891	Newspaper, magazine, periodical	Atl Cda	1	44	88	5600	5	6	5	68%	72%	1%
891	Newspaper, magazine, periodical	Barbados	9	14	11	15	5	6	5	68%	72%	93%
891	Newspaper, magazine, periodical	Cuba			1		5	6	5	68%	72%	0%
891	Newspaper, magazine, periodical	Jamaica	16	31	21	36	5	6	5	68%	72%	86%
891	Newspaper, magazine, periodical	Lee-Wind Is	4	4	4	4	5	6	5	68%	72%	100%
891	Newspaper, magazine, periodical	Total	1001	1007	299659	288827	5	6	5	68%	72%	0%
891	Newspaper, magazine, periodical	Trinidad	13	18	20	18	5	6	5	68%	72%	100%
893	Books and pamphlets	Atl Cda	110	131	4348	4972	21	6	7	17%	6%	3%
893	Books and pamphlets	Bahamas	1	11	98	42	21	6	7	17%	6%	26%
893	Books and pamphlets	Barbados	23	24	42	52	21	6	7	17%	6%	46%
893	Books and pamphlets	Cuba	2		2		21	6	7	17%	6%	0%
893	Books and pamphlets	Dom Rep.	2		2		21	6	7	17%	6%	0%
893	Books and pamphlets	Jamaica	10	10	72	52	21	6	7	17%	6%	19%
893	Books and pamphlets	Lee-Wind Is	9	7	93	90	21	6	7	17%	6%	8%
893	Books and pamphlets	Total	4862	4519	145085	134583	21	6	7	17%	6%	3%
893	Books and pamphlets	Trinidad	8	12	380	426	21	6	7	17%	6%	3%
894	Map,picture,greeting card, music	Atl Cda	2	44	98	160	21	6	7	17%	6%	28%
894	Map,picture,greeting card, music	Bahamas		5	44	7	21	6	7	17%	6%	71%
894	Map,picture,greeting card, music	Barbados	5		8		21	6	7	17%	6%	0%
894	Map,picture,greeting card, music	Cuba	1	1	1	1	21	6	7	17%	6%	100%
894	Map,picture,greeting card, music	Jamaica			5		21	6	7	17%	6%	0%
894	Map,picture,greeting card, music	Lee-Wind Is	3	11	6	12	21	6	7	17%	6%	92%
894	Map,picture,greeting card, music	Total	1511	2514	22907	26523	21	6	7	17%	6%	9%
894	Map,picture,greeting card, music	Trinidad	6	26	11	26	21	6	7	17%	6%	100%
895	Other printed matter	Atl Cda	81	103	2209	2701	20	4	5	30%	8%	4%
895	Other printed matter	Bahamas	107	174	289	486	20	4	5	30%	8%	36%
895	Other printed matter	Barbados	109	40	281	185	20	4	5	30%	8%	22%
895	Other printed matter	Cuba	41	63	42	91	20	4	5	30%	8%	69%
895	Other printed matter	Dom Rep.	64	271	269	730	20	4	5	30%	8%	37%
895	Other printed matter	Jamaica	103	211	203	418	20	4	5	30%	8%	50%
895	Other printed matter	Lee-Wind Is	107	262	427	718	20	4	5	30%	8%	36%
895	Other printed matter	Total	19346	27094	165719	183514	20	4	5	30%	8%	15%
895	Other printed matter	Trinidad	135	334	700	381	20	4	5	30%	8%	88%
901	Stationery, paper office supp.	Atl Cda		12	4885	7627	4	4	4	7%	7%	0%
901	Stationery, paper office supp.	Bahamas	6	38	409	427	4	4	4	7%	7%	9%
901	Stationery, paper office supp.	Barbados	13	11	306	302	4	4	4	7%	7%	4%
901	Stationery, paper office supp.	Cuba	16	8	183	17	4	4	4	7%	7%	47%
901	Stationery, paper office supp.	Dom Rep.		2	4453	1324	4	4	4	7%	7%	0%

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			1986	1987	1986	1987	AIR	SURF	AVG	VALUE		WEIGHT
901	Stationery, paper office supp.	Jamaica	18	5	1694	1633	4	4	4	7%	7%	0%
901	Stationery, paper office supp.	Lee-Wind Is	4	31	843	800	4	4	4	7%	7%	4%
901	Stationery, paper office supp.	Total	305	724	38525	39629	4	4	4	7%	7%	2%
901	Stationery, paper office supp.	Trinidad	4	3	709	986	4	4	4	7%	7%	0%
902	Writing and drawing instructions	Atl Cda			132	47	44	7	13	58%	18%	0%
902	Writing and drawing instructions	Barbados			17	12	44	7	13	58%	18%	0%
902	Writing and drawing instructions	Cuba	4		4	16	44	7	13	58%	18%	0%
902	Writing and drawing instructions	Jamaica			7	7	44	7	13	58%	18%	0%
902	Writing and drawing instructions	Lee-Wind Is	1	11	12	25	44	7	13	58%	18%	44%
902	Writing and drawing instructions	Total	704	1024	5760	5659	44	7	13	58%	18%	18%
902	Writing and drawing instructions	Trinidad			2	2	44	7	13	58%	18%	100%
905	Other stationer, office supp.	Atl Cda	59	226	4296	6017	32	5	9	46%	12%	4%
905	Other stationer, office supp.	Bahamas	92	27	247	142	32	5	9	46%	12%	19%
905	Other stationer, office supp.	Barbados	16	19	173	50	32	5	9	46%	12%	38%
905	Other stationer, office supp.	Cuba	23	19	92	79	32	5	9	46%	12%	24%
905	Other stationer, office supp.	Dom Rep.	4	40	10	64	32	5	9	46%	12%	63%
905	Other stationer, office supp.	Jamaica	9	26	50	68	32	5	9	46%	12%	38%
905	Other stationer, office supp.	Lee-Wind Is	14	63	77	283	32	5	9	46%	12%	22%
905	Other stationer, office supp.	Total	1553	3722	47522	61730	32	5	9	46%	12%	5%
905	Other stationer, office supp.	Trinidad	20	77	70	289	32	5	9	46%	12%	27%
911	Photographic cameras	Atl Cda	2	17	95	17	130	25	44	53%	18%	100%
911	Photographic cameras	Barbados			2	2	130	25	44	53%	18%	100%
911	Photographic cameras	Cuba			85	85	130	25	44	53%	18%	0%
911	Photographic cameras	Total	2615	2366	13281	10909	130	25	44	53%	18%	22%
918	Exposed photographic film	Atl Cda			22	211	42	18	33	80%	63%	0%
918	Exposed photographic film	Barbados				1	42	18	33	80%	63%	0%
918	Exposed photographic film	Jamaica		1	21	86	42	18	33	80%	63%	1%
918	Exposed photographic film	Total	5607	10436	20747	29765	42	18	33	80%	63%	35%
918	Exposed photographic film	Trinidad		16		59	42	18	33	80%	63%	27%
919	Oth. photo equipment, supplies	Atl Cda	450	541	18919	26804	38	28	32	48%	40%	2%
919	Oth. photo equipment, supplies	Bahamas	6	55	6	65	38	28	32	48%	40%	85%
919	Oth. photo equipment, supplies	Barbados	4	106	7	112	38	28	32	48%	40%	95%
919	Oth. photo equipment, supplies	Cuba	55	7	66	46	38	28	32	48%	40%	15%
919	Oth. photo equipment, supplies	Dom Rep.		24	8	24	38	28	32	48%	40%	100%
919	Oth. photo equipment, supplies	Jamaica	10	20	11	29	38	28	32	48%	40%	69%
919	Oth. photo equipment, supplies	Lee-Wind Is	7		21	25	38	28	32	48%	40%	0%
919	Oth. photo equipment, supplies	Total	27033	40989	367038	476257	38	28	32	48%	40%	9%
919	Oth. photo equipment, supplies	Trinidad	14	26	30	82	38	28	32	48%	40%	32%
921	Musical instruments	Atl Cda	14	63	2845	3319	42	14	21	52%	27%	2%
921	Musical instruments	Barbados		19		49	42	14	21	52%	27%	39%
921	Musical instruments	Jamaica				12	42	14	21	52%	27%	0%
921	Musical instruments	Lee-Wind Is		7		14	42	14	21	52%	27%	50%
921	Musical instruments	Total	735	1962	20813	23935	42	14	21	52%	27%	8%
921	Musical instruments	Trinidad	8		12		42	14	21	52%	27%	0%
930	Firearms, ammunition and ordnance	Atl Cda	174	259	4409	7745	39	6	9	47%	11%	3%
930	Firearms, ammunition and ordnance	Cuba				18	39	6	9	47%	11%	0%
930	Firearms, ammunition and ordnance	Lee-Wind Is			94	3	39	6	9	47%	11%	0%
930	Firearms, ammunition and ordnance	Total	15691	20741	202955	138298	39	6	9	47%	11%	15%
930	Firearms, ammunition and ordnance	Trinidad	1		18		39	6	9	47%	11%	0%
941	Pre-fab. bldg. and structures	Atl Cda	232	41	21836	23720	7	1	1	1%	0%	0%
941	Pre-fab. bldg. and structures	Bahamas		1	28	248	7	1	1	1%	0%	0%
941	Pre-fab. bldg. and structures	Barbados		2		113	7	1	1	1%	0%	2%
941	Pre-fab. bldg. and structures	Cuba	71	5	3937	196	7	1	1	1%	0%	3%

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			1986	1987	1986	1987	AIR	SURF	AVG VALUE	WEIGHT		
941	Pre-fab. bldg. and structures	Dom Rep.			190		7	1	1	12	02	02
941	Pre-fab. bldg. and structures	Jamaica		51	102	1218	7	1	1	12	02	42
941	Pre-fab. bldg. and structures	Lee-Wind Is	1	32	3236	273	7	1	1	12	02	122
941	Pre-fab. bldg. and structures	Total	1408	2082	242839	245993	7	1	1	12	02	12
941	Pre-fab. bldg. and structures	Trinidad			26		7	1	1	12	02	02
944	Buttons, needles, pins etc.	Atl Cda	6	8	106	282	15	9	10	242	162	32
944	Buttons, needles, pins etc.	Bahamas		11	10	20	15	9	10	242	162	552
944	Buttons, needles, pins etc.	Barbados			6	12	15	9	10	242	162	02
944	Buttons, needles, pins etc.	Cuba	48	12	48	12	15	9	10	242	162	1002
944	Buttons, needles, pins etc.	Dom Rep.		1	91	15	9	10	10	242	162	12
944	Buttons, needles, pins etc.	Jamaica		10	47	66	15	9	10	242	162	152
944	Buttons, needles, pins etc.	Total	4023	5699	8665	11469	15	9	10	242	162	502
944	Buttons, needles, pins etc.	Trinidad			2	1	15	9	10	242	162	02
946	Works of art and collectors items	Atl Cda	483	146	1228	936	192	9	25	662	92	162
946	Works of art and collector items	Bahamas	11	20	11	20	192	9	25	662	92	1002
946	Works of art and collector items	Barbados	2	3	2	3	192	9	25	662	92	1002
946	Works of art and collectors items	Dom Rep.	27		27		192	9	25	662	92	02
946	Works of art and collectors items	Jamaica	5	31	8	36	192	9	25	662	92	862
946	Works of art and collectors items	Lee-Wind Is	35	6	114	6	192	9	25	662	92	1002
946	Works of art and collectors items	Total	46201	55297	95482	106949	192	9	25	662	92	522
946	Works of art and collectors items	Trinidad	1		1		192	9	25	662	92	02
949	Miscellaneous end products	Atl Cda	172	231	3441	5448	14	3	3	112	32	42
949	Miscellaneous end products	Bahamas	12	16	62	41	14	3	3	112	32	392
949	Miscellaneous end products	Barbados	21	17	99	113	14	3	3	112	32	152
949	Miscellaneous end products	Cuba	49	4	53	4	14	3	3	112	32	1002
949	Miscellaneous end products	Dom Rep.	8		14	45	14	3	3	112	32	02
949	Miscellaneous end products	Jamaica		3	47	30	14	3	3	112	32	102
949	Miscellaneous end products	Lee-Wind Is	20	10	86	76	14	3	3	112	32	132
949	Miscellaneous end products	Total	5552	10334	76006	101496	14	3	3	112	32	102
949	Miscellaneous end products	Trinidad	21	9	47	51	14	3	3	112	32	182
950	Containers and closures	Atl Cda	191	157	20056	21285	28	3	3	12	02	12
950	Containers and closures	Bahamas	12	37	839	1197	28	3	3	12	02	32
950	Containers and closures	Barbados	4	30	1183	1142	28	3	3	12	02	32
950	Containers and closures	Cuba	59	70	154	689	28	3	3	12	02	102
950	Containers and closures	Dom Rep.	1	6	52	110	28	3	3	12	02	52
950	Containers and closures	Jamaica	9	26	1634	2232	28	3	3	12	02	12
950	Containers and closures	Lee-Wind Is	13	19	1279	759	28	3	3	12	02	32
950	Containers and closures	Total	4315	3485	421598	453874	28	3	3	12	02	12
950	Containers and closures	Trinidad	8	15	1698	994	28	3	3	12	02	22
961	Other end prod, classified by mat.	Atl Cda	101	138	6582	4241	NA	NA	NA	NA	NA	32
961	Other end prod, classified by mat.	Total	618869	683953	748588	773226	NA	NA	NA	NA	NA	882
970	Special transactions, trade	Atl Cda	17450	3555	33843	27344	26	4	4	112	22	132
970	Special transactions, trade	Bahamas	38	39	44	289	26	4	4	112	22	132
970	Special transactions, trade	Barbados	203	209	298	284	26	4	4	112	22	742
970	Special transactions, trade	Cuba	25		379	2	26	4	4	112	22	02
970	Special transactions, trade	Dom Rep.	27	1	27	13	26	4	4	112	22	82
970	Special transactions, trade	Jamaica	31	107	34	1130	26	4	4	112	22	92
970	Special transactions, trade	Lee-Wind Is	43	32	1038	659	26	4	4	112	22	52
970	Special transactions, trade	Total	60217	48626	343253	369516	26	4	4	112	22	132
970	Special transactions, trade	Trinidad	118	140	132	164	26	4	4	112	22	852



APPENDIX H

**Summary of Principal Air Exports From Canada
By Commodity and Destination Country**

SUMMARY OF PRINCIPAL AIR EXPORTS FROM CANADA

BY COMMODITY AND DESTINATION COUNTRY

<u>CODE</u>	<u>PRODUCT NAME</u>	<u>AIR EXPORTS</u>		<u>TTL EXPORTS</u>		<u>VOLUMES BY AIR</u>		<u>UNIT VALUE</u>			<u>USA</u>		<u>CDA</u>
		<u>1986</u>	<u>1987</u>	<u>1986</u>	<u>1987</u>	<u>1986</u>	<u>1987</u>	<u>AIR</u>	<u>SUR</u>	<u>AVG</u>	<u>VAL</u>	<u>WT</u>	<u>VAL</u>
		<u>\$000</u>	<u>\$000</u>	<u>\$000</u>	<u>\$000</u>	<u>KGS.</u>	<u>KGS.</u>	<u>1987</u>	<u>CD\$/KG.</u>		<u>%</u>	<u>%</u>	<u>%</u>
<u>BAHAMAS</u>													
634	Commercial telecomm equip.	1,340	3,971	2,286	7,124	13,613	38,649	103	19	38	61	23	56
771	Office machines, equipment	1,631	1,495	1,709	1,654	19,302	16,950	88	25	49	68	37	90
783	Outerwear, except knit.	1,163	1,033	1,267	1,111	49,631	42,233	24	8	12	44	21	93
879	Other medicinal, pharm. prod.	653	754	1,229	1,353	10,027	11,092	68	8	12	39	7	56
810	Jewellery and silverware	506	413	921	485	2,267	1,773	233	252	244	43	44	85
639	Electronic & rel. equip. comp.	5	184	131	291	68	2,382	77	7	31	84	33	63
895	Other printed matter	107	174	289	486	5,644	8,792	20	4	5	30	8	36
720	Safety and sanitation equip.	13	122	57	185	713	6,414	19	4	4	6	1	66
<u>BARBADOS</u>													
750	Safety and sanitation equip.	3,307	3,554	3,763	3,650	181,464	186,833	19	4	4	6	1	97
634	Commercial telecomm. equip.	1,697	1,604	2,206	2,388	17,240	15,611	103	19	38	61	23	67
771	Office machines and equipment	1,126	880	1,167	916	13,326	9,977	88	25	49	68	37	96
639	Electronic & rel. equip. comp.	92	655	92	720	1,243	8,481	77	7	31	84	33	91
638	Electronic tubes & semi-conduct.	78	562	178	563	1,757	5,314	106	10	18	50	8	100
53	Eggs	58	324	58	324	20,102	107,582	3	1	3	94	89	100
970	Special transactions, trade	203	209	298	284	8,277	8,164	26	4	4	11	2	74
1	Cattle		109		109	0	33,278	3	4	4	13	16	100
919	Other photographic equip. and supp.	4	106	7	112	111	2,808	38	28	32	48	40	95

CODE	PRODUCT NAME	AIR EXPORTS		TTL EXPORTS		VOLUMES BY AIR		UNIT VALUE			USA		CDA
		1986	1987	1986	1987	1986	1987	AIR	SUR	AVG	VAL	WT	VAL
		\$000	\$000	\$000	\$000	KGS.	KGS.	1987	CDS/KG.	%	%	%	
<u>CUBA</u>													
634	Commercial telecomm. equip.	3,593	2,018	4,533	3,162	36,502	19,641	103	19	38	61	23	64
508	Pumps	43	535	304	707	746	8,887	60	18	24	37	15	76
878	Veterinary medicines	163	406	274	560	2,519	6,011	68	8	12	38	7	73
684	Switchgear and protective equip.	126	326	1,496	1,076	2,382	5,905	55	7	9	28	5	30
879	Other medicinal and pharm. prod.	168	293	168	293	2,580	4,310	68	8	12	39	7	100
622	Non-elec. equip. for cook&warm fd.	53	196	93	196	9,484	33,602	6	3	3	0	0	100
522	Constr. maintenance mach. equip.	12	137	197	642	328	3,590	38	6	8	35	8	21
655	Air conditioning & refrig. equip.	113	118	300	180	7,160	7,163	16	7	8	7	3	66

DOMINICAN REPUBLIC

502	Engines & turbines/gen. purpose	1,171	644	4,814	1,293	3,467	1,827	353	28	145	87	36	50
771	Office machines and equipment	254	366	280	442	3,006	4,150	88	25	49	68	37	83
895	Other printed matter	64	271	269	730	3,376	13,694	20	4	5	30	8	37
634	Commercial telecomm. equip.	351	177	2,749	1,362	3,566	1,723	103	19	38	61	23	13
879	Other medicinal and pharm. prod.	425	136	578	199	6,526	2,001	68	8	12	39	7	68
144	Materials for good preparations	48	114	52	137	2,797	6,364	18	4	4	83	NA	83
709	Other meas. testing instru. & equip	23	100	35	120	303	1,262	79	5	6	21	2	83

JAMAICA

771	Office machines and equipment	1,966	1,979	2,468	2,376	23,267	22,438	88	25	49	68	37	83
634	Commercial telecomm. equip.	958	1,451	2,138	6,711	9,733	14,122	103	19	38	61	23	22
605	Aircraft assemblies, equip.&parts	241	808	252	817	1,322	4,248	190	36	158	95	79	99
879	Other medicinal and pharm. prod.	730	752	1,290	1,278	11,210	11,063	68	8	12	39	7	59
883	Ophthalmic goods	476	583	478	659	3,955	4,641	126	65	92	60	44	88
895	Other printed matter	103	211	203	418	5,433	10,662	20	4	5	30	8	50
589	Other road motor veh. pts & access	10	111	135	323	473	5,028	22	6	7	15	5	34
970	Special transactions, trade	31	107	34	1,130	1,264	4,180	26	4	4	11	2	9

CODE	PRODUCT NAME	AIR EXPORTS		TTL EXPORTS		VOLUMES BY AIR		UNIT VALUE			USA		CDA
		1986	1987	1986	1987	1986	1987	AIR	SUR	AVG	VAL	WT	VAL
		\$000	\$000	\$000	\$000	KGS.	KGS.	1987	CD\$	/KG.	%	%	%

LEEWARD - WINDWARD ISLANDS

634 Commercial telecomm. equip.	2,325	3,790	10,133	10,319	23,620	36,887	103	19	38	61	23	37
605 Aircraft assembl., equip. & parts	1,427	647	1,963	1,185	7,830	3,401	190	36	158	95	79	55
879 Other medicinal and phar. prod.	216	543	597	1,032	3,317	7,988	68	8	12	39	7	53
639 Electronic & rel. equip. comp.	542	451	654	612	7,325	5,839	77	7	31	84	33	74
771 Office machines and equipment	153	388	172	406	1,811	4,399	88	25	49	68	37	96
895 Other printed matter	107	262	427	718	5,644	13,239	20	4	5	30	8	36
810 Jewellery and silverware	125	63	77	283	451	1,945	32	5	9	46	12	22

TRINIDAD

634 Commercial telecommun. equip.	2,722	4,048	11,826	11,113	27,653	39,399	103	19	38	61	23	36
605 Aircraft assembl., equip. & parts	1,001	2,804	1,002	2,834	5,493	14,741	190	36	158	95	79	99
771 Office machines and equipment	2,199	2,314	2,314	2,347	26,024	26,236	88	25	49	68	37	99
879 Other medicinal and pharm. prod.	410	988	3,138	2,587	6,296	14,535	68	8	12	39	7	38
810 Other printed matter	135	334	700	381	7,120	16,877	20	4	5	30	8	88
91 Vegetables, fresh or chilled	113	211	6,804	5,528	87,270	156,116	1	1	1	3	2	4
529 Other special industry machinery	264	195	771	270	7,113	5,033	39	7	8	14	3	72
970 Special transactions, trade	118	140	132	164	4,811	5,469	26	4	4	11	2	85



APPENDIX I

**Major Caribbean Airborne Imports to Canada By
Commodity and Country of Origin**

MAJOR CARIBBEAN AIRBORNE IMPORTS TO CANADA BY COMMODITY AND COUNTRY OF ORIGIN

<u>CODE</u>	<u>COMMODITY</u>	<u>QUANTITY</u>			<u>VALUE</u>			<u>AIR CGO</u>		<u>UNIT VALUE/KG</u>			
		(kgs) 1985	(kgs) 1986	(kgs) 1987	(\$000) 1985	(\$000) 1986	(\$000) 1987	<u>SHARE %</u>		<u>\$CD 87/KG</u>			
							<u>VAL</u>	<u>WT</u>	<u>SUR</u>	<u>AIR</u>	<u>AVG</u>	<u>CDA</u>	
<u>BAHAMAS</u>													
413-20	Hormones, adrenal	0	0	0	1758	1509	1970	100	100	NA	9241	9241	NA
413-29	Hormones	0	0	0	1609	1658	1176	100	100	NA	9241	9241	NA
509-91	Industrial staplers, stitchers	0	0	0	0	375	1301	66	22	10	67	23	NA
961-61	Gold coin	0	0	0	0	0	749	100	100	NA	6830	6831	NA
755-89	Hand tools	0	0	0	257	1748	1488	17	1	3	46	4	NA
589-99	Pts, access. for motor veh.	0	0	0	77	336	937	24	5	3	20	4	NA
412-79	Heterocyclic compounds	796000	19000	5000	13158	10954	2990	7	5	260	336	264	598
904-99	Stationer's supplies	0	0	0	39	73	96	100	100	NA	13	13	NA
771-22	Electronic computers and parts	0	0	0	578	61	53	100	100	NA	307	307	NA
946-40	Collector's items	0	0	0	0	0	99	45	46	232	225	229	NA
<u>BARBADOS</u>													
639-55	Printed circuit boards	0	0	0	205	10583	4097	100	100	NA	113	113	NA
605-99	Aircraft assemblies and parts	0	0	0	758	1546	1891	98	50	12	567	290	NA
638-39	Semiconductors	0	0	0	5	107	462	100	100	NA	6	6	NA
638-33	Semiconductors and transistors	0	0	0	5	107	462	100	100	NA	6	6	NA
009-99	Animals, live	0	0	0	109	199	109	100	100	NA	11	11	NA
634-19	Telephone Apparatus	0	0	0	5	6	83	100	0	NA	NA	NA	NA
771-22	Electronic computers and parts	0	0	0	97	72	54	100	100	NA	307	307	NA
638-31	Integrated circuits	0	0	0	284	350	37	100	100	NA	540	540	NA
030-69	Sea Fish, fresh, frozen	4000	8000	14000	25	63	63	49	35	2	4	3	5
099-70	Sauces	8184	17050	10900	18	39	27	91	84	1	1	1	2

MAJOR CARIBBEAN AIRBORNE IMPORTS TO CANADA BY COMMODITY AND COUNTRY OF ORIGIN
(Cont')

CODE	COMMODITY	QUANTITY			VALUE			AIR CGO		UNIT VALUE/KG			
		(kgs) 1985	(kgs) 1986	(kgs) 1987	(\$000) 1985	(\$000) 1986	(\$000) 1987	SHARE % VAL	WT	SUR	AIR	AVG	CDA
<u>CUBA</u>													
046-29	Lobsters, fresh	664000	542000	708000	14803	12887	20090	13	13	15	15	15	28
783-44	Shirts, polyester exc knitted	0	0	0	346	1353	1726	32	22	12	20	14	NA
046-49	Shrimp & Prawn	453000	120000	275000	4193	1257	2917	13	13	15	15	15	11
183-30	Cigars	734	799	2598	300	93	722	29	28	33	36	34	278
783-73	Pants, mens and boys cotton	0	0	0	0	23	556	28	27	16	17	16	NA
946-30	Antiques	0	0	0	75	0	333	45	46	232	225	229	NA
894-90	Childrens picture books	0	0	0	0	124	166	38	27	9	15	10	NA
783-12	Blouses, cotton	0	0	0	23	0	73	85	77	15	28	25	NA
783-14	Blouses, except knitted	0	0	0	23	0	73	85	77	15	28	25	NA
783-21	Overcoats, women and girls	0	0	0	0	0	142	40	25	12	24	15	NA
<u>DOMINICAN REPUBLIC</u>													
112-10	Coffee, green	2673183	3630557	2132471	11016	21449	7842	44	24	5	13	7	4
783-69	Suits, fine slacks	0	0	0	0	0	934	100	0	NA	NA	NA	NA
091-98	Vegetables fresh	782052	932785	956763	390	341	355	66	47	1	1	1	0
783-28	Sport Coats	0	0	0	0	0	278	81	79	10	11	11	NA
071-30	Cantaloups	670006	932725	366816	626	718	372	54	38	1	1	1	1
372-08	Woolen Fabrics	0	0	7768	0	0	183	100	100	NA	36	36	24
095-99	Veg. Juices, canned	56518	80020	145696	68	95	171	91	84	1	1	1	1
091-10	Beans, Greens and wax	199067	213836	207245	101	107	166	66	47	1	1	1	1
071-48	Pineapples	353820	337963	332745	245	256	184	54	38	1	1	1	1
071-35	Melons	266080	346723	388840	90	90	141	54	38	1	1	1	0

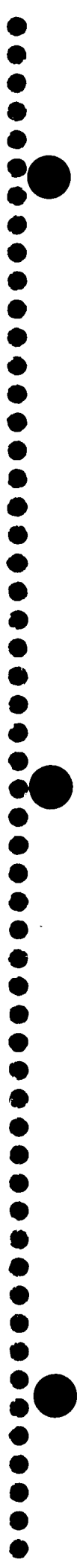
MAJOR CARIBBEAN AIRBORNE IMPORTS TO CANADA BY COMMODITY AND COUNTRY OF ORIGIN
(Cont'd)

<u>CODE</u>	<u>COMMODITY</u>	<u>QUANTITY</u>			<u>VALUE</u>			<u>AIR CGO</u>		<u>UNIT VALUE/KG</u>			
		(kgs) 1985	(kgs) 1986	(kgs) 1987	(\$000) 1985	(\$000) 1986	(\$000) 1987	<u>SHARE %</u>		<u>\$CD 87/KG</u>			
							<u>VAL</u>	<u>WT</u>	<u>SUR</u>	<u>AIR</u>	<u>AVG</u>	<u>CDA</u>	
<u>JAMAICA</u>													
091-81	Potatoes, Sweet	2245735	1926316	2036539	1990	2060	2105	66	47	1	1	1	
213-99	Cut Flowers	0	0	0	454	854	1192	95	93	6	7	7	
832-62	Balls for sports	0	0	0	0	8	1110	83	37	15	120	54	
783-14	Blouses, except knitted	0	0	0	0	221	996	85	77	15	28	25	
605-99	Aircraft assemblies and parts	0	0	0	479	544	622	98	50	12	567	290	
091-98	Vegetables fresh	605431	556716	760447	379	486	687	66	47	1	1	1	
783-75	Pants, mens and boys polyester	0	0	0	91	282	790	28	27	16	17	16	
783-12	Blouses, cotton	0	0	0	0	0	185	85	77	15	28	25	
099-70	Sauces	41407	82895	83100	83	136	167	91	84	1	1	1	
071-59	Fruits	268498	240708	198653	400	308	261	54	38	1	1	1	
<u>LEEWARD - WINDWARD ISLANDS</u>													
112-10	Coffee, green	134499	310068	384725	570	2065	1571	44	24	5	13	7	
114-50	Nutmegs	121968	157689	200539	365	1122	1763	27	25	5	6	5	
639-99	Electronic eqpt computers	0	0	0	36	345	339	100	100	NA	307	307	
071-59	Fruits	317820	431247	335433	632	742	625	54	38	1	1	1	
091-81	Potatoes, Sweet	8981	61552	67041	15	85	82	66	47	1	1	1	
961-59	Textile end products	0	0	0	0	0	32	89	83	11	19	17	
091-78	Peppers, Fresh	1259	6299	57060	4	16	33	66	47	1	1	1	
091-98	Vegetables fresh	32325	67687	144872	46	86	29	66	47	1	1	1	
030-99	Freshwater Fish	0	0	2000	0	0	11	49	35	2	4	3	
970-90	Unclassified	0	0	0	5	8	9	56	2	4	209	8	

MAJOR CARIBBEAN AIRBORNE IMPORTS TO CANADA BY COMMODITY AND COUNTRY OF ORIGIN
(Cont'd)

<u>CODE</u>	<u>COMMODITY</u>	<u>QUANTITY</u>			<u>VALUE</u>			<u>AIR CGO</u>		<u>UNIT VALUE/KG</u>			
		(kgs) 1985	(kgs) 1986	(kgs) 1987	(\$000) 1985	(\$000) 1986	(\$000) 1987	<u>SHARE %</u>		<u>\$CD 87/KG</u>		<u>AVG</u>	<u>CDA</u>
							<u>VAL</u>	<u>WT</u>	<u>SUR</u>	<u>AIR</u>			
<u>TRINIDAD</u>													
256-99	Precious Met.	3921	516	1016	1482	1979	1400	100	100	NA	3773	3773	1378
605-99	Aircraft assemblies and parts	0	0	0	182	473	1156	98	50	12	567	290	NA
099-70	Sauces	8336	22502	75434	21	68	172	91	84	1	1	1	2
882-04	Artificial teeth and dentures	0	0	0	236	222	154	100	100	NA	347	347	NA
634-19	Telephone Apparatus	0	0	0	9	77	86	100	0	NA	NA	NA	NA
046-49	Shrimp & Prawn	0	4000	50000	0	63	526	13	13	15	15	15	10.5
091-98	Vegetables fresh	19819	124983	65004	24	96	59	66	47	1	1	1	1
882-99	Dental supplies	0	0	0	0	0	33	100	100	NA	318	318	NA
030-69	Sea Fish, fresh, frozen	2000	4000	6000	15	26	65	49	35	2	4	3	11

Note : Zero commodity quantities appear above when volumes are not provided by Report 65-203.



APPENDIX J

**Exports with Potential for Additional Air Penetration
By Commodity and Country**

EXPORTS WITH POTENTIAL FOR ADDITIONAL AIR PENETRATION
BY COMMODITY AND COUNTRY

<u>CODE</u>	<u>PRODUCT NAME</u>	<u>POTENTIAL</u>	<u>1987</u>	<u>ACTUAL</u>	<u>TTL 1987 CD</u>		<u>UNIT VALUE</u>			<u>AIR SHARE</u>				
					<u>AIR</u>	<u>TOTAL</u>	<u>TRADE,</u>	<u>WORLD</u>	<u>AIR</u>	<u>SUR</u>	<u>AVG</u>	<u>US</u>	<u>CDN</u>	<u>VAL</u>
		(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	\$/KG	87CD	%	%	%			
<u>BAHAMAS</u>														
634	Commercial telecommunications equip.	361	3,971	7,124	524,988	1,383,653	103	19	38	61	23	56		
702	Electrical property measuring instr.	133	7	391	19,466	54,547	44	18	19	11	5	2		
589	Other road motor veh. pts & access	74	11	569	82,394	9,871,740	22	6	7	15	5	2		
650	Heating equipment	63		301	2,195	118,933	43	5	6	21	3	0		
639	Electronic & rel. equip. components	60	184	291	163,108	444,046	77	7	31	84	33	63		
751	Power driven hand tools	59		97	551	16,585	66	14	26	61	25	0		
44	Fish, canned	49		834	41	227,768	37	9	9	6	1	0		
15	Ready-cooked meat & prep. not canned	41		553	1,695	22,771	4	3	3	1	1	0		
905	Other stationers and office supplies	38	27	142	3,722	81,730	32	5	9	46	12	19		
522	Construction maintenance mach. equip.	37		107	4,989	212,292	38	6	8	35	8	0		
788	Miscellaneous apparel	33	28	75	93,481	256,276	28	15	24	81	69	37		
684	Switchgear and protective equipment	20	2	78	6,586	47,872	55	7	9	28	5	3		
13	Meat, cured	19		623	450	46,037	0	3	1	3	49	0		
709	Other measuring testing instru., equip.	18	15	76	266,107	608,820	79	5	6	21	2	20		
11	Meat, fresh, chilled or frozen	15		308	43,039	1,006,342	6	2	2	5	1	0		
800	Toiletries, cleaning prep. etc.	15	22	341	2,190	114,342	22	4	4	11	2	6		
740	Furniture and fixtures	14	4	566	3,825	881,696	9	5	5	3	2	1		
681	Elec. lighting fixt. & portable lamps	14	2	129	1,882	48,398	33	8	9	12	3	2		
706	Medical and related inst. and equip.	13	10	50	33,110	84,478	67	18	27	47	19	20		
837	Games, toys and children's vehicles	11	1	59	1,274	71,102	25	9	10	20	8	2		

CODE	PRODUCT NAME	POTENTIAL (\$000)	1987 AIR (\$000)	ACTUAL TOTAL (\$000)	TTL 1987 CD			AIR SHARE				
					TRADE, AIR (\$000)	WORLD SURFACE (\$000)	UNIT VALUE AIR SUR AVG (\$/KG 87CD)	US VAL %	CDN WT. %	VAL %		
<u>BARBADOS</u>												
879	Other medicinal and pharm. products	960	155	2,892	25,453	69,962	68	8	12	39	7	5
526	Printing, bookbinding machinery & equip	166	4	670	5,683	71,013	64	15	19	25	7	1
521	Drilling, mining, oil & gas machy.	114	18	2,815	27,202	577,973	19	5	5	4	1	1
703	Misc. measuring & meas.-control instr.	90	35	221	37,140	148,252	120	19	36	56	17	16
91	Vegetables, fresh or chilled	77	45	1,990	8,683	141,357	1	1	1	3	2	2
44	Fish, canned	69		1,182	41	227,768	37	9	9	6	1	0
706	Medical and related inst. and equip.	67	4	151	33,110	84,478	67	18	27	47	19	3
11	Meat, fresh, chilled or frozen	58	21	1,576	43,039	1,006,342	6	2	2	5	1	1
683	Transformers	49	2	312	2,483	115,699	48	6	7	16	2	1
709	Other measuring testing instru., equip.	40	55	218	266,107	608,820	79	5	6	21	2	25
874	Vitamins	39	2	267	3,035	19,593	55	9	10	13	2	1
523	Metalworking machinery	36	23	125	13,537	31,316	46	4	7	47	7	18
42	Fish, salted & or dried	33		569	172	176,378	37	9	9	6	1	0
13	Meat, cured	32		1,065	450	46,037	0	3	1	3	49	0
850	Kitchen utensils, cutlery tableware	31		243	875	42,262	7	3	3	13	6	0
501	Power boilers	20	5	82	1,739	121,301	83	11	15	30	5	6
672	Plumbers, brass exc. valve pipe etc.	17		99	93	10,224	29	11	12	17	7	0
800	Toiletries, cleaning prep. etc.	17	11	258	2,190	114,342	22	4	4	11	2	4
872	Antibiotics and preparations	17	8	76	4,660	17,303	44	7	9	32	7	11
872	Antibiotics and preparations	17	8	76	4,660	17,303	44	7	9	32	7	11
895	Other printed matter	16	40	185	27,094	183,514	20	4	5	30	8	22
6	Poultry	16	1	25	5,355	19,150	7	2	4	66	40	4
702	Electrical property measuring instr.	15	21	102	19,466	54,547	44	18	19	11	5	21
688	Other electric lighting distr cont equip	14	10	86	27,536	126,280	55	7	9	28	5	12
655	Air conditioning & refrig. equip.	13	10	342	2,105	177,740	16	7	8	7	3	3
878	Veterinary medicines	13	9	58	4,151	12,271	68	8	12	38	7	16
611	Other vehicles	12		82	823	30,968	24	4	5	15	3	0
693	Batteries & parts	12		73	1,029	53,152	27	3	4	16	2	0

CODE	PRODUCT NAME	POTENTIAL (\$000)	1987 AIR (\$000)	ACTUAL TOTAL (\$000)	TTL 1987 CD			AIR SHARE				
					TRADE, AIR (\$000)	WORLD SURFACE (\$000)	UNIT VALUE AIR SUR AVG (\$/KG 87CD)	US VAL %	CDN VAL %			
<u>CUBA</u>												
91	Vegetables, fresh or chilled	227		3,697	8,683	141,357	1	1	1	3	2	0
11	Meat, fresh, chilled or frozen	180		3,583	43,039	1,006,342	6	2	2	5	1	0
639	Electronic & rel. equip. components	155	92	294	163,108	444,046	77	7	31	84	33	31
51	Dairy produce	101		5,799	361	144,401	3	1	1	2	1	0
771	Office machines and equipment	91	140	342	649,257	2,492,258	88	25	49	68	37	41
522	Construction maintenance mach. equip.	85	137	642	4,989	212,292	38	6	8	35	8	21
688	Other electric lighting distr cont equip	74	2	272	27,536	126,280	55	7	9	28	5	1
523	Metalworking machinery	60	4	135	13,537	31,316	46	4	7	47	7	3
42	Fish, salted & or dried	53		916	172	176,378	37	9	9	6	1	0
502	Engines & turbines/general purpose	50	1	58	50,004	280,233	353	28	145	87	36	2
638	Electronic tubes & semi-conductors	48		97	123,807	888,001	106	10	18	50	8	0
911	Photographic cameras	45		85	2,366	10,909	130	25	44	53	18	0
37	Fish, filleted, frozen	42		255	1,601	484,540	6	3	3	17	10	0
800	Toiletries, cleaning prep. etc.	40	3	403	2,190	114,342	22	4	4	11	2	1
39	Fish blocks etc. fresh or frozen nes.	40		240	224	265,481	6	3	3	17	10	0
751	Power driven hand tools	31		50	551	16,585	66	14	26	61	25	0
788	Miscellaneous apparel	25		31	93,481	256,276	28	15	24	81	69	0
650	Heating equipment	21		99	2,195	118,933	43	5	6	21	3	0
905	Other stationers and office supplies	17	19	79	3,722	81,730	32	5	9	46	12	24
43	Fish, pickled	16		271		20,771	37	9	9	6	1	0
832	Sporting and recreation equipment	15	12	214	8,205	140,238	15	6	6	13	5	6
919	Other photographic equipment and supplies	15	7	46	40,989	476,257	38	28	32	48	40	15
521	Drilling, mining, oil & gas machy.	11		236	27,202	577,973	19	5	5	4	1	0

<u>CODE</u>	<u>PRODUCT NAME</u>	<u>POTENTIAL</u>	<u>1987</u>	<u>ACTUAL</u>	<u>TTL 1987 CD</u>			<u>AIR SHARE</u>				
					<u>AIR</u>	<u>TOTAL</u>	<u>TRADE,</u>	<u>WORLD</u>	<u>UNIT VALUE</u>	<u>US</u>	<u>CDN</u>	
		(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	\$/KG	87CD	%	%	%	
<u>DOMINICAN REPUBLIC</u>												
634	Commercial telecommunications equip.	651	177	1,362	524,988	1,383,653	103	19	38	61	23	13
502	Engines & turbines/general purpose	487	644	1,293	50,004	280,233	353	28	145	87	36	50
41	Fish, smoked or salted & smoked	455	1	5,170	1,927	21,843	37	9	9	6	1	0
42	Fish, salted & or dried	311		5,339	172	176,378	37	9	9	6	1	0
521	Drilling, mining, oil & gas machy.	103	47	3,181	27,202	577,973	19	5	5	4	1	1
901	Stationery and paper office supplies	89	2	1,324	724	39,629	4	4	4	7	7	0
501	Power boilers	78		261	1,739	121,301	83	11	15	30	5	0
655	Air conditioning & refrig. equip.	72	2	1,077	2,105	177,740	16	7	8	7	3	0
522	Construction maintenance mach. equip.	65		188	4,989	212,292	38	6	8	35	8	0
881	Surgical and medical supplies	53	21	158	33,720	94,732	67	18	27	47	19	13
44	Fish, canned	53		907	41	227,768	37	9	9	6	1	0
944	Buttons, needles, pins misc. notions	44	1	91	5,699	11,469	15	9	10	24	16	1
508	Pumps	43	2	120	5,572	78,444	60	18	24	37	15	2
91	Vegetables, fresh or chilled	37	4	667	8,683	141,357	1	1	1	3	2	1
33	Fish, whole or dressed, frozen	34		207	2,989	307,054	6	3	3	17	10	0
503	Electric generators, motors and parts	29		312	4,900	154,180	28	29	29	9	9	0
603	Aircraft engines & parts	27	80	121	595,790	989,534	149	13	68	88	40	66
529	Other special industry machinery	24	41	480	59,242	668,644	39	7	8	14	3	9
545	Dairy & poultry farm & apiary machinery	18		284	894	27,637	38	8	9	6	1	0
51	Dairy produce	15		854	361	144,401	3	1	1	2	1	0
639	Electronic & rel. equip. components	14	39	63	163,108	444,046	77	7	31	84	33	62
589	Other road motor veh. pts & access	12		79	82,394	9,871,740	22	6	7	15	5	0
526	Printing, bookbinding machinery & equip.	11		42	5,683	71,013	64	15	19	25	7	0
43	Fish, pickled	11		182		20,771	37	9	9	6	1	0

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CODE	PRODUCT NAME	POTENTIAL (\$000)	1987 AIR (\$000)	ACTUAL TOTAL (\$000)	TTL 1987 CD		UNIT VALUE			AIR SHARE		
					TRADE, AIR (\$000)	WORLD SURFACE (\$000)	AIR	SUR	AVG	VAL	US WT. %	CDN VAL %
<u>JAMAICA</u>												
634	Commercial telecommunications equip.	2630	1,451	6,711	524,988	1,383,653	103	19	38	61	23	22
502	Engines & turbines/general purpose	1977		2,260	50,004	280,233	353	28	145	87	36	0
522	Construction maintenance mach. equip.	880	5	2,553	4,989	212,292	38	6	8	35	8	0
603	Aircraft engines & parts	404	4	461	595,790	989,534	149	13	68	88	40	1
42	Fish, salted & or dried	379	6	6,622	172	176,378	37	9	9	6	1	0
44	Fish, canned	295		5,062	41	227,768	37	9	9	6	1	0
702	Electrical property measuring instr.	133	3	380	19,466	54,547	44	18	19	11	5	1
33	Fish, whole or dressed, frozen	127		763	2,989	307,054	6	3	3	17	10	0
703	Misc. measuring & meas.-control instr.	125	31	277	37,140	148,252	120	19	36	56	17	11
706	Medical and related inst. and equip.	123	33	333	33,110	84,478	67	18	27	47	19	10
527	Textile industries machinery	121		769	7,347	46,851	39	7	8	14	3	0
901	Stationery and paper office supplies	107	5	1,633	724	39,629	4	4	4	7	7	0
41	Fish, smoked or salted & smoked	91		1,037	1,927	21,843	37	9	9	6	1	0
521	Drilling, mining, oil & gas machy.	84	19	2,194	27,202	577,973	19	5	5	4	1	1
918	Exposed photographic film	68	1	86	10,486	29,765	42	18	33	80	63	1
501	Power boilers	66		221	1,739	121,301	83	11	15	30	5	0
43	Fish, pickled	55		939		20,771	37	9	9	6	1	0
587	Other motor vehicles	47	3	1,210	1,817	442,748	18	6	7	4	2	0
639	Electronic & rel. equip. components	43	71	136	163,108	444,046	77	7	31	84	33	52
684	Switchgear and protective equipment	42	56	350	6,586	47,872	55	7	9	28	5	16
970	Special transactions, trade	42	107	1,130	48,626	369,516	26	4	4	11	2	9
874	Vitamins	42	15	366	3,035	19,593	55	9	10	13	2	4
689	Auxiliary equip. for int. comb. eng.	34		92	658	54,653	31	11	14	37	17	0
53	Eggs	29		31	2,151	25,712	3	1	3	94	89	0

<u>CODE</u>	<u>PRODUCT NAME</u>	<u>POTENTIAL</u>	<u>1987</u>	<u>ACTUAL</u>	<u>TTL 1987 CD</u>		<u>UNIT VALUE</u>			<u>AIR SHARE</u>				
					<u>AIR</u>	<u>TOTAL</u>	<u>TRADE,</u>	<u>WORLD</u>	<u>AIR</u>	<u>SUR</u>	<u>AVG</u>	<u>US</u>	<u>CDN</u>	<u>VAL</u>
		(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	\$/KG	87CD	%	%	%			
513	Hoisting machinery	29		794	1,718	92,176	19	5	5	4	1	0		
944	Buttons, needles, pins misc. notions	23	10	66	5,699	11,469	15	9	10	24	16	15		
11	Meat, fresh, chilled or frozen	22		437	43,039	1,006,342	6	2	2	5	1	0		
526	Printing, bookbinding machinery & equip	20	18	151	5,683	71,013	64	15	19	25	7	12		
672	Plumbers, brass exc. valve pipe etc.	19		110	93	10,224	29	11	12	17	7	0		
91	Vegetables, fresh or chilled	16		261	8,683	141,357	1	1	1	3	2	0		
681	Elec. lighting fixt. & portable lamps	14		116	1,882	48,398	33	8	9	12	3	0		
752	Edge tools, hand	14		410	269	16,691	32	30	30	3	3	0		
881	Surgical and medical supplies	14	6	42	33,720	94,732	67	18	27	47	19	14		
709	Other measuring testing instru., equip.	12	152	375	266,107	608,820	79	5	6	21	2	41		
524	Wood working machinery	10		116	4,783	157,116	29	6	6	9	2	0		

CODE	PRODUCT NAME	POTENTIAL	1987	ACTUAL	TTL 1987	CD	UNIT VALUE			AIR SHARE		
		(\$000)	AIR	TOTAL	TRADE,	WORLD	AIR	SUR	AVG	VAL	WT.	VAL
			(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	\$/KG	87CD	%	%	%
<u>LEEWARD - WINDWARD ISLANDS</u>												
634	Commercial telecommunications equip.	2485	3,790	10,319	524,988	1,383,653	103	19	38	61	23	37
605	Aircraft assemblies, equip. and parts	482	647	1,185	527,055	1,559,557	190	36	158	95	79	55
709	Other measuring testing instru., equip.	278	87	835	266,107	608,820	79	5	6	21	2	10
44	Fish, canned	120		2,057	41	227,768	37	9	9	6	1	0
522	Construction maintenance mach. equip.	103	12	333	4,989	212,292	38	6	8	35	8	4
684	Switchgear and protective equipment	79	7	307	6,586	47,872	55	7	9	28	5	2
905	Other stationers and office supplies	67	63	283	3,722	81,730	32	5	9	46	12	22
639	Electronic & rel. equip. components	62	451	612	163,108	444,046	77	7	31	84	33	74
970	Special transactions, trade	55	32	659	48,626	369,516	26	4	4	11	2	5
885	Hearings aids and orthopaedic appl.	54		78	11,357	20,451	85	18	41	70	33	0
683	Transformers	49	3	321	2,483	115,699	48	6	7	16	2	1
589	Other road motor veh. pts & access	41	21	415	82,394	9,871,740	22	6	7	15	5	5
546	Other agricultural machinery, equipment	32		458	1,996	184,750	24	5	5	7	2	0
702	Electrical property measuring instr.	30	39	193	19,466	54,547	44	18	19	11	5	20
523	Metalworking machinery	28		60	13,537	31,316	46	4	7	47	7	0
514	Industrial trucks, tractors & pts.	28	6	323	475	124,576	28	7	7	10	3	2
42	Fish, salted & or dried	28		473	172	176,378	37	9	9	6	1	0
688	Other electric lighting distr cont equip	26	15	145	27,536	126,280	55	7	9	28	5	10
655	Air conditioning & refrig. equip.	25	4	421	2,105	177,740	16	7	8	7	3	1
881	Surgical and medical supplies	22	23	96	33,720	94,732	67	18	27	47	19	24
650	Heating equipment	21	1	103	2,195	118,933	43	5	6	21	3	1
13	Meat, cured	14	6	679	450	46,037	0	3	1	3	49	1
495	Non-current carrying wiring mat	14		189	880	23,028	22	3	3	8	1	0
51	Dairy produce	12		690	361	144,401	3	1	1	2	1	0
919	Other photographic equipment, supplies	12		25	40,989	476,257	38	28	32	48	40	0
672	Plumbers, brass exc. valve pipe etc.	10		61	93	10,224	29	11	12	17	7	0

CODE	PRODUCT NAME	POTENTIAL (\$000)	1987 AIR (\$000)	ACTUAL TOTAL (\$000)	TTL 1987 CD			AIR SHARE				
					TRADE, AIR (\$000)	WORLD SURFACE (\$000)	UNIT VALUE AIR SUR AVG (\$/KG 87CD)	US VAL %	CDN VAL %			
<u>TRINIDAD</u>												
634	Commercial telecommunications equip.	2,710	4,048	11,113	524,988	1,383,653	103	19	38	61	23	36
42	Fish, salted & or dried	260		4,461	172	176,378	37	9	9	6	1	0
44	Fish, canned	178		3,065	41	227,768	37	9	9	6	1	0
91	Vegetables, fresh or chilled	129	211	5,528	8,683	141,357	1	1	1	3	2	4
523	Metalworking machinery	101	32	281	13,537	31,316	46	4	7	47	7	11
874	Vitamins	98	5	664	3,035	19,593	55	9	10	13	2	1
881	Surgical and medical supplies	91	28	253	33,720	94,732	67	18	27	47	19	11
639	Electronic & rel. equip. components	71	203	327	163,108	444,046	77	7	31	84	33	62
883	Ophthalmic goods	71	13	139	14,364	40,775	126	65	92	60	44	9
901	Stationery and paper office supplies	65	3	986	724	39,629	4	4	4	7	7	0
893	Books and pamphlets	61	12	426	4,519	134,583	21	6	7	17	6	3
905	Other stationers and office supplies	56	77	289	3,722	81,730	32	5	9	46	12	27
41	Fish, smoked or salted & smoked	47	16	714	1,927	21,843	37	9	9	6	1	2
878	Veterinary medicines	46	34	209	4,151	12,271	68	8	12	38	7	16
684	Switchgear and protective equipment	42	18	213	6,586	47,872	55	7	9	28	5	8
13	Meat, cured	40		1,328	450	46,037	0	3	1	3	49	0
703	Misc. measuring & meas.-control instr.	34	59	165	37,140	148,252	120	19	36	56	17	36
502	Engines & turbines/general purpose	32	10	48	50,004	280,233	353	28	145	87	36	21
918	Exposed photographic film	31	16	59	10,486	29,765	42	18	33	80	63	27
51	Dairy produce	22		1,277	361	144,401	3	1	1	2	1	0
832	Sporting and recreation equipment	21	2	183	8,205	140,238	15	6	6	13	5	1
702	Electrical property measuring instr.	17	149	466	19,466	54,547	44	18	19	11	5	32
919	Other photographic equipment, supplies	13	26	82	40,989	476,257	38	28	32	48	40	32
508	Pumps	13	25	102	5,572	78,444	60	18	24	37	15	25
740	Furniture and fixtures	13		412	3,825	881,696	9	5	5	3	2	0
589	Other road motor veh. pts & access	11	9	134	82,394	9,871,740	22	6	7	15	5	7
850	Kitchen utensils, cutlery tableware	10	5	120	875	42,262	7	3	3	13	6	4



APPENDIX K

**Countries and Goods for Which Canadian
Air Exports in 1987 Were Zero**

COUNTRIES AND GOODS FOR WHICH CANADIAN
AIR EXPORTS IN 1987 WERE ZERO

RANKED BY POTENTIAL EXPORT VALUE

<u>CODE</u>	<u>PRODUCT NAME</u>	<u>1986</u>		<u>ACTUAL TOTAL</u> (\$000)	<u>TTL 1987 CDN TRADE,</u>		<u>PRODUCT VALUE</u>		
		<u>POTENTIAL</u> (\$000)	<u>AIR</u>		<u>AIR</u> (\$000)	<u>WORLD SURFACE</u> (\$000)	<u>AIR</u> \$/KG	<u>SFCE</u> 87CD	<u>AVG</u>
<u>BAHAMAS</u>									
603	Aircraft engines & parts	884	884	884	595,790	989,534	149	13	68
593	Sub-assembl. pts., attach. for ships	5		27	10,092	125,322	31	8	10
529	Other special industry machinery	5	5	5	59,242	668,644	39	7	8
683	Transformers	4		25	2,483	115,699	48	6	7
698	Laundry equipment, domestic	4	4	30	99	34,416	9	5	5
882	Dental supplies	3	3	3	1,180	8,288	67	18	27
524	Wood working machinery	2		24	4,783	157,116	29	6	6
526	Printing, bookbinding machinery & equip	2	2	2	5,683	71,013	64	15	19
<u>BARBADOS</u>									
246	Other textile & related fibres	50	50	19	891	109,269	2	2	2
871	Biological products	38	38	4,033	45,934	62,519	NA	NA	NA
592	Marine engines & parts	19	19	19	679	42,054	18	17	17
502	Engines & turbines/general purpose	17	5	20	50,004	280,233	353	28	145
587	Other motor vehicles	13		305	1,817	442,748	18	6	7
545	Dairy & poultry farm & apiary machinery	11	11	11	894	27,637	38	8	9
505	Industrial furnaces, kilns & ovens	11		68	717	18,748	40	10	11
591	Ships and boats	7		705	335	97,132	31	11	11
551	Tractors	5	5	5	1,165	168,786	9	6	6
894	Maps, pictures, greeting cards, music	5	5	8	2,514	26,523	21	6	7
31	Fish, whole or dressed, fresh	1		8	3,172	171,714	6	3	3
637	TV & radio sets & phonos, domestic	1		3	13,624	145,129	14	13	13

<u>CODE</u>	<u>PRODUCT NAME</u>	<u>TTL 1987 CDN</u>							
		<u>POTENTIAL</u>	<u>1986</u>	<u>ACTUAL</u>	<u>TRADE,</u>	<u>WORLD</u>	<u>PRODUCT VALUE</u>		
		<u>(\$000)</u>	<u>AIR</u>	<u>TOTAL</u>	<u>AIR</u>	<u>SURFACE</u>	<u>AIR</u>	<u>SFCE</u>	<u>AVG</u>
				<u>(\$000)</u>	<u>(\$000)</u>	<u>(\$000)</u>	<u>\$/KG</u>	<u>87CD</u>	
<u>CUBA</u>									
511	Conveyors and conveying systems	138	138	172	696	55,646	19	5	5
672	Plumbers, brass exc. valve pipe etc.	40	40	40	93	10,224	29	11	12
844	Carpets, mats and other floor covering	25	25	25	2,458	72,712	12	3	4
611	Other vehicles	22	22	127	823	30,968	24	4	5
111	Cocoa and chocolate	18		372	0	69,279	4	4	4
526	Printing, bookbinding machinery & equip	17		68	5,683	71,013	64	15	19
625	Tire tubes & other tires	14		99	15	20,758	7	3	3
625	Tire tubes & other tires	14		99	15	20,758	7	3	3
752	Edge tools, hand	13		400	269	16,691	32	30	30
543	Haying, harvesting & related machinery	13		135	629	100,693	19	6	7
209	Other crude animal products	12	12	12	21,834	33,425	13	1	1
761	Brooms, brushes and mops	11	11	11	61	3,313	14	6	6
763	Other equipment and parts nes.	10	10	10	960	81,742	0	0	0
142	Infant & junior foods	9	9	9	34	9,875	3	1	1
496	Other fabricated materials	9	9	9	2,764	34,550	0	0	0
637	TV & radio sets & phonos, domestic	7	7	7	13,624	145,129	14	13	13
512	Elevators and escalators	7	7	7	1,440	46,346	19	5	5
507	Compressors, blowers & vacuum pumps	5	5	12	2,766	49,501	16	8	9
581	Passenger automobile & chassis	4		1,210	5,385	14261577	10	6	6
501	Power boilers	2		8	1,739	121,301	83	11	15
495	Non-current carrying wiring mat	2		30	880	23,028	22	3	3
546	Other agricultural machinery, equipment	2		32	1,996	184,750	24	5	5
893	Books and pamphlets	2	2	2	4,519	134,583	21	6	7
504	Mech. power transm. equip. & bearings	1	1	4	6,015	147,461	33	13	16
588	Road motor vehicle engines & parts	1	1	1	3,860	14261577	22	6	7
882	Dental supplies	1	1	1	1,180	8,288	68	18	27
891	Newspapers, magazines and periodicals	1		1	1,007	288,827	5	6	5

<u>CODE</u>	<u>PRODUCT NAME</u>	<u>1986</u>		<u>ACTUAL</u>	<u>TTL 1987 CDN</u>		<u>PRODUCT VALUE</u>			
		<u>POTENTIAL</u>	<u>AIR</u>	<u>TOTAL</u>	<u>TRADE,</u>	<u>WORLD</u>	<u>AIR</u>	<u>SURFACE</u>	<u>AIR SFCE</u>	<u>AVG</u>
		(\$000)		(\$000)	(\$000)	(\$000)	(\$000)	\$/KG	87CD	
<u>DOMINICAN REPUBLIC</u>										
946	Works of art and collectors items	27	27	27	55,297	106,949	192	9	25	
37	Fish, filleted, frozen	25		153	1,601	484,540	6	3	3	
519	Other materials handling equipment	17	17	17	2,426	229,367	19	5	5	
878	Veterinary medicines	12	9	30	4,151	12,271	68	8	12	
650	Heating equipment	11		53	2,195	118,933	43	5	6	
504	Mech. power transm. equip. & bearings	9	9	24	6,015	147,461	33	13	16	
504	Mech. power transm. equip. & bearings	9	9	24	6,015	147,461	32	13	16	
637	TV & radio sets & phonos, domestic	8		41	13,624	145,129	14	13	13	
893	Books and pamphlets	2	2	2	4,519	134,583	21	6	7	
593	Sub-assembl. pts., attach. for ships	2	2	9	10,092	125,322	31	8	10	
837	Games, toys and children's vehicles	1		7	1,274	71,102	25	9	10	
514	Industrial trucks, tractors & pts.	1		10	475	124,576	28	7	7	
791	Boots and shoes	1		3	771	28,747	19	13	15	
941	Pre-fabricated bldg. and structures	1		190	2,082	245,993	7	1	1	
592	Marine engines & parts	1		4	679	42,054	18	17	17	
183	Tobacco, manufactured	1		75	536	35,707	29	15	15	
<u>JAMAICA</u>										
761	Brooms, brushes and mops	9		63	61	3,313	14	6	6	
505	Industrial furnaces, kilns & ovens	6		38	717	18,748	40	10	11	
592	Marine engines & parts	5	3	30	679	42,054	18	17	17	
519	Other materials handling equipment	4	4	12	2,426	229,367	19	5	5	
31	Fish, whole or dressed, fresh	3		20	3,172	171,714	6	3	3	
885	Hearings aids and orthopaedic appl.	2	2	2	11,357	20,451	85	18	41	
336	Millwork	2		120	255	283,459	7	1	1	
591	Ships and boats	1		105	335	97,132	31	11	11	
209	Other crude animal products	1	1	1	21,834	33,425	13	1	1	

<u>CODE</u>	<u>PRODUCT NAME</u>	<u>TTL 1987 CDN</u>							
		<u>POTENTIAL</u>	<u>1986</u>	<u>ACTUAL</u>	<u>TRADE,</u>	<u>WORLD</u>	<u>PRODUCT VALUE</u>		
		<u>(\$000)</u>	<u>AIR</u>	<u>TOTAL</u>	<u>AIR</u>	<u>SURFACE</u>	<u>AIR</u>	<u>SECE</u>	<u>AVG</u>
				<u>(\$000)</u>	<u>(\$000)</u>	<u>(\$000)</u>	<u>\$/KG</u>	<u>87CD</u>	

LEEWARD - WINDWARD ISLANDS

526	Printing, bookbinding machinery & equip	12	2	46	5,683	71,013	64	15	19
588	Road motor vehicle engine & parts	7		44	3,860	14261577	22	6	6
46	Shellfish	5	5	5	54,549	650,156	12	10	10
112	Coffee	4	4	5	121	61,132	8	7	7
798	Other footwear	3	3	9	311	7,170	19	13	15
31	Fish, whole or dressed, fresh	2		12	3,172	171,714	6	3	3
94	Vegetables/preserved, not canned	1	1	1	0	419	2	1	1

TRINIDAD

33	Fish, whole or dressed, frozen	31		184	2,989	307,054	6	3	3
37	Fish, filleted, frozen	26	5	154	1,601	484,540	6	3	3
31	Fish, whole or dressed, fresh	18		111	3,172	171,714	6	3	3
689	Auxiliary equip. for int. comb. eng.	18	18	49	658	54,653	31	11	14
785	Hosiery	13	13	13	456	4,820	26	13	13
1	Cattle	9	9	9	12,310	244,198	3	4	4
930	Firearms, ammunition and ordnance	9	1	18	20,741	138,298	39	6	9
921	Musical instruments	8	8	12	1,962	23,935	42	14	21
496	Other fabricated materials	6	6	1	2,764	34,550	0	0	0
541	Soil prep. seeding and fet. machinery	5	5	5	680	119,676	19	5	5
637	TV & radio sets & phonos, domestic	5	5	5	13,624	145,129	14	13	13
306	Other leather	4	4	4	1,417	25,081	14	2	3
256	Precious metals in ores, conc. scrap	3	3	3	127,364	449334	12216	642	878
511	Conveyors and conveying systems	3		73	696	55,646	18	4	5
46	Shellfish	1		8	54,549	650,156	12	10	10
761	Brooms, brushes and mops	1		8	61	3,313	14	6	6
848	Towels, washclothes and bath mats	1	1	8	83	3,693	16	7	8
946	Works of art and collectors items	1	1	1	55,297	106,949	192	9	25
707	Optical apparatus & instruments	1	1	1	11,510	16,580	82	14	35
793	Slippers and house footwear	1		3	10	3,511	19	13	15
514	Industrial trucks, tractors & pts.	1		6	475	124,576	28	7	7



APPENDIX L

**Atlantic Canada Total World Air Cargo
Export Potential by Product**

ATLANTIC CANADA TOTAL WORLD AIR CARGO EXPORT POTENTIAL BY PRODUCT

CODE	PRODUCT NAME	POTENTIAL (\$000)	ATL CDA. EXP.		TTL 1987 CDN		PRODUCT VALUE			AIR SHARE		
			1987 AIR (\$000)	ACTUAL TOTAL (\$000)	TRADE, AIR (\$000)	WORLD TOTAL (\$000)	AIR SUR \$/kg 87	AVG CD	USA VAL %	CDA WT %	CDA VAL %	
634	Commercial telecomm equip	77,877	4,381	142,480	524,988	1,383,653	103	19	38	61	23	3
37	Fish, filleted, frozen	69,048	575	421,453	1,601	484,540	6	3	3	17	10	0
39	Fish blocks etc fresh, frozen	41,804	37	251,428	224	265,481	6	3	3	17	10	0
502	Engines,turbines/general prp	41,448	136	47,685	50,004	280,233	353	28	145	87	36	0
46	Shellfish	31,010	27,344	539,014	54,549	650,156	12	10	10	16	13	5
35	Fish:filleted,fresh, chilled	16,358	1,244	113,144	3,098	158,427	6	3	3	17	10	1
605	Aircraft assemblies,eqpt prts	14,699	6,721	29,535	527,055	1,559,557	190	36	158	95	79	23
31	Fish: whole, dressed, fresh	13,902	1,342	99,576	3,172	171,714	6	3	3	17	10	1
589	Other road motor veh pts acc.	13,529	610	98,621	82,394	9,871,740	22	6	7	15	5	1
919	Other photographic equipment	11,703	541	26,804	40,989	476,257	38	28	32	48	40	2
42	Fish, salted & or dried	9,943	160	176,378	172	176,378	37	9	9	6	1	0
202	Furskins, undressed	5,283	56	5,395	100,686	185,522	191	NA	191	100	100	1
49	Other fishery foods & feeds	4,599	2	91,088	6,012	285,444	4	3	3	5	4	0
523	Metalworking machinery	4,321	67	9,423	13,537	31,316	46	4	7	47	7	1
522	Construction maintenance mach	3,926	55	11,647	4,989	212,292	38	6	8	35	8	0
891	Newspapers, magazines, period	3,702	44	5,600	1,007	288,827	5	6	5	68	72	1
930	Firearms, ammunition, ordnance	3,153	259	7,745	20,741	138,298	39	6	9	47	11	3
879	Other medicinal, pharm. prod.	2,530	135	7,263	25,453	69,962	68	8	11	39	7	2
905	Other stationers, office supp.	2,319	226	6,017	3,722	81,730	32	5	9	46	12	4
881	Surgical and medical supplies	2,206	328	6,102	33,720	94,732	67	18	27	47	19	5
639	Electronic & rel. equip. comp	1,776	909	4,284	163,108	444,046	77	7	31	84	33	21
921	Musical instruments	1,616	63	3,319	1,962	23,935	42	14	21	52	27	2
703	Misc meas. & meas.cont. inst	1,566	948	6,133	37,140	148,252	120	19	36	56	17	15
524	Wood working machinery	1,562	98	20,043	4,783	157,116	29	6	6	9	2	0
91	Vegetables, fresh or chilled	1,407	273	73,983	8,683	141,357	1	1	1	3	2	0
11	Meat, fresh, chilled, frozen	1,377	107	31,619	43,039	1,006,342	6	2	2	5	1	0
525	Pulp & paper indstry machinery	1,281	19	9,075	7,377	123,850	105	7	8	15	1	0
504	Mech. transm. equip. bearings	1,205	74	5,138	6,015	147,461	33	13	16	26	13	1
601	Aircraft, with engines	1,080	44,202	45,288	482,486	495,334	4579	11	4332	100	95	98
638	Electronic tubes, semi-cond.	1,076	134	2,714	123,807	888,001	106	10	18	50	8	5
603	Aircraft engines & parts	1,063	356	2,007	595,790	989,534	149	13	68	88	40	18

CODE	PRODUCT NAME	POTENTIAL (\$000)	ATL CDA. EXP.		TTL 1987 CDN			PRODUCT VALUE			AIR SHARE		
			1987 ACTUAL		TRADE,	WORLD	VALUE		USA	CDA			
			AIR	TOTAL	AIR	TOTAL	AIR	SUR	AVG	VAL	WT	VAL	
			(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	\$/kg	87	CD	%	%	%
883	Ophthalmic goods	1,045	669	3,941	14,364	40,775	126	65	92	60	44	17	
832	Sporting, recreation equipment	1,036	227	11,665	8,205	140,238	15	6	6	13	5	2	
543	Haying, harvesting, machinery	981	0	10,403	629	100,693	19	6	7	9	3	0	
683	Transformers	972	175	8,115	2,483	115,699	48	6	7	16	2	2	
41	Fish, smoked or salted & smoked	878	26	15,985	1,927	21,843	37	9	9	6	1	0	
788	Miscellaneous apparel	818	53	1,141	93,481	256,276	28	15	24	81	69	5	
508	Pumps	791	136	2,850	5,572	78,444	60	18	24	37	15	5	
43	Fish, pickled	775		13,325		20,771	37	9	9	6	1	NA	
526	Printing, bookbinding machinery,	706	68	3,315	5,683	71,013	64	15	19	25	7	2	
211	Seeds for sowing	676	69	3,928	21,834	33,425	13	1	1	21	1	2	
800	Toiletries, cleaning prep. etc.	663	79	7,661	2,190	114,342	22	4	4	11	2	1	
895	Other printed matter	612	103	2,701	27,094	183,514	20	4	5	30	8	4	
783	Outerwear, except knitted	605	20	1,474	3,120	31,896	24	8	12	44	21	1	
213	Nursery & greenhouse stock	598	1	4,849	784	70,035	6	1	1	12	3	0	
893	Books and pamphlets	585	131	4,972	4,519	134,583	21	6	7	17	6	3	
688	Other elect lighting distr equip	540	183	3,238	6,586	47,872	55	7	9	28	5	6	
684	Switchgear, protective equipment	523	176	3,125	6,586	47,872	55	7	9	28	5	6	
878	Veterinary medicines	522	34	1,537	4,151	12,271	68	8	12	38	7	2	
587	Other motor vehicles	516	240	24,225	1,817	442,748	18	6	7	4	2	1	
901	Stationery, paper office supp.	499	12	7,627	724	39,629	4	4	4	7	7	0	
501	Power boilers	494	170	2,779	1,739	121,301	83	11	15	30	5	6	
503	Elect. generators, motors, parts	487	67	6,720	4,900	154,180	28	29	29	9	9	1	
689	Auxil. equip. for int. comb. eng	435	16	1,250	658	54,653	31	11	14	37	17	1	
650	Heating equipment	417	99	2,937	2,195	118,933	43	5	6	21	3	3	
661	Elec. appl. for cooking food	372	30	2,064	983	39,240	43	5	6	21	3	1	
611	Other vehicles	364	43	3,025	823	30,968	24	4	5	15	3	1	
1	Cattle	364	0	1,159	12,310	244,198	3	4	4	13	16	0	
588	Road motor veh. engines & parts	358	4	2,447	3,860	1,955,649	22	6	7	15	5	0	
682	Electric lamps bulbs & tubes	356	75	4,378	896	69,581	35	8	9	12	3	2	
519	Other materials handlg eqpt.	338	16	10,259	2,426	229,367	19	5	5	4	1	0	
946	Works of art, collectors items	329	146	936	55,297	106,949	192	9	25	66	9	16	
693	Batteries & parts	309	213	4,626	1,029	53,152	27	3	4	16	2	5	
527	Textile industries machinery	306	60	3,156	7,347	46,851	39	7	8	14	3	2	

CODE	PRODUCT NAME	POTENTIAL (\$000)	ATL CDA. EXP.		TTL 1987 CDN				AIR SHARE			
			1987 ACTUAL		TRADE, AIR	WORLD TOTAL	PRODUCT VALUE			USA	CDA	
			AIR	TOTAL			AIR	SUR	AVG	VAL	WT	VAL
			(\$000)	(\$000)	(\$000)	(\$000)	\$/kg	87	CD	%	%	%
706	Medical & related inst., equip	299	569	3,064	33,110	84,478	67	18	27	47	19	19
592	Marine engines & parts	294	10	1,785	679	42,054	18	17	17	18	16	1
791	Boots and shoes	275	10	898	771	28,747	19	13	15	33	25	1
306	Other leather	271	38	1,883	1,417	25,081	14	2	3	18	4	2
61	Cereals, unmilled	271	6	102,703	3,063	3,781,699	1	0	0	0	0	0
740	Furniture and fixtures	270	158	18,759	3,825	881,696	9	5	5	3	2	1
529	Other special industry machine	231	2,064	32,269	59,242	668,644	39	7	8	14	3	6
51	Dairy produce	228	16	14,894	361	144,401	3	1	1	2	1	0
798	Other footwear	204	3	639	311	7,170	19	13	15	33	25	0
810	Jewellery and silverware	192	28	584	30,425	46,082	233	252	244	43	44	5
172	Fermented alco. beverage	176	0	40,478	35	187,908	11	1	1	0	0	0
144	Materials for food preparations	171	101	4,212	4,747	53,616	18	4	4	9	2	2
505	Industrial furnaces, kilns, ovens	166	2	1,064	717	18,748	40	10	11	16	4	0
837	Games, toys, children's vehicles	165	71	1,534	1,274	71,102	25	9	10	20	8	5
781	Underwear and sleepwear	150	7	1,248	885	6,411	NA	7	10	13	0	1
789	Apparel accessories	146	16	318	4,693	23,056	36	11	17	56	27	5
621	Pneumatic tires, new	145	81	128,903	255	762,095	6	3	3	0	0	0
751	Power driven hand tools	139	2	234	551	16,585	66	14	26	61	25	1
949	Miscellaneous end products	137	231	5,448	10,334	101,496	14	3	3	11	3	4
545	Dairy & poultry farm machinery	126	4	2,166	894	27,637	38	8	9	6	1	0
514	Industrial trucks, tractors, pts.	122	47	2,072	475	124,576	28	7	7	10	3	2
755	Other hand tools	112	25	2,850	1,739	36,124	14	6	6	2	1	1
325	Other rubber fabric. materials	109	2	1,855	1,619	26,629	24	5	5	6	1	0
217	Other natural gums & resins	102	0	1,809	26	2,740	17	5	6	6	2	0



APPENDIX M

Import Potentials by Nation and Commodity

IMPORT POTENTIALS BY NATION AND COMMODITY

<u>CODE</u>	<u>COMMODITY</u>	<u>POTENTIAL</u> (\$000)	<u>TOTAL</u> <u>CDA 87</u> (\$000)	<u>QUANTITY OF IMPORTS</u>			<u>VALUE OF IMPORTS</u>			<u>AIR USE</u>				
				<u>1985</u> (kgs)	<u>1986</u> (kgs)	<u>1987</u> (kgs)	<u>1985</u> (\$000)	<u>1986</u> (\$000)	<u>1987</u> (\$000)	<u>VAL</u> %	<u>WT</u> %	<u>VAL/KG</u> SUR	<u>\$CD87</u> AIR	<u>AVG</u> AVG
<u>BAHAMAS</u>														
412-79	Heterocyclic cmpnds	7964	225983	796000	19000	5000	13158	10954	2990	7	5	260	336	26
509-91	Industrial staplers	860	10541	0	0	0	0	375	1301	66	22	10	67	2
755-89	Hand tools	260	100959	0	0	0	257	1748	1488	17	1	3	46	
589-99	Parts, motor vehic.	227	13718202	0	0	0	77	336	937	24	5	3	20	
046-29	Lobsters, fresh	57	57154	7000	3000	0	151	57	0	13	13	15	15	1
946-40	Collector's items	45	12646	0	0	0	0	0	99	45	46	232	225	22
046-59	Shellfish fresh/frozen	36	44046	0	3000	0	0	36	0	13	13	15	15	1
970-90	Unclassified	15	281646	0	0	0	1	2	26	56	2	4	209	
850-62	Tableware, ceramic	12	115658	0	0	0	0	0	143	8	7	28	31	2
879-99	Medicines, pharmaceut.	8	258335	0	0	0	10	26	25	32	6	5	37	
895-99	Printed matter	5	166001	0	0	0	25	0	9	54	22	7	27	1
529-99	Special indust. mach.	3	473566	0	0	0	0	3	0	73	28	8	52	2
800-49	Toilet preparations	0	136833	0	0	0	23	0	2	22	8	7	24	
946-08	Paintings, pastels	0	53226	0	0	0	2	0	0	45	46	232	225	22
<u>BARBADOS</u>														
893-49	Books and pamphlets	14	357974	0	0	0	0	14	0	38	27	9	15	1
895-81	Tourist literature	9	4136	0	0	0	22	22	13	54	22	7	27	1
970-90	Unclassified	8	281646	0	0	0	4	1	14	56	2	4	209	
755-89	Hand tools	6	100959	0	0	0	0	0	33	17	1	3	46	
946-30	Antiques	2	53101	0	0	0	3	0	4	45	46	232	225	22
894-09	Charts and maps	1	3254	0	0	0	0	0	2	54	22	7	27	1
637-90	Phonograph recs, blanks	1	36951	0	0	0	0	1	0	73	59	12	24	1
850-07	Cooking utensils	0	16742	0	0	0	10	0	0	68	50	38	80	5

M-1

CODE	COMMODITY	POTENTIAL (\$000)	TOTAL	QUANTITY OF IMPORTS			VALUE OF IMPORTS AIR USE					SCD87		
			CDA 87 (\$000)	1985 (kgs)	1986 (kgs)	1987 (kgs)	1985 (\$000)	1986 (\$000)	1987 (\$000)	VAL %	WT %	VAL/KG SUR	AIR	AVG
<u>CUBA</u>														
046-29	Lobsters, fresh	2535	57154	664000	542000	708000	14803	12887	20090	13	13	15	15	15
783-44	Shirts, polyester	550	72414	0	0	0	346	1353	1726	32	22	12	20	14
046-49	Shrimp & Prawn	368	162960	453000	120000	275000	4193	1257	2917	13	13	15	15	15
946-40	Collector's items	247	12646	0	0	0	0	283	36	45	46	232	225	229
183-30	Cigars	213	1875	734	799	2598	300	93	722	29	28	33	36	34
783-41	Shirts,cotton ex knit	203	59964	0	0	0	0	212	9	32	22	12	20	14
783-72	Pants:men's, boys	176	14029	0	0	0	60	176	0	28	27	16	17	16
783-73	Pants:male	157	82411	0	0	0	0	23	556	28	27	16	17	16
946-30	Antiques	150	53101	0	0	0	75	0	333	45	46	232	225	229
894-90	Childrens pict. books	63	15782	0	0	0	0	124	166	38	27	9	15	10
783-56	Pants,women,exc. knit	60	56909	0	0	0	0	60	0	28	27	16	17	16
783-21	Overcoats, fem.	56	38203	0	0	0	0	0	142	40	25	12	24	15
337-73	Polyester Woven fabric	36	136624	0	0	21172	0	0	78	46	40	20	26	22
783-51	Shorts, outerwear	22	25990	0	0	0	95	24	79	28	27	16	17	16
783-75	Pants:male, polyester	19	15885	0	0	0	66	0	68	28	27	16	17	16
783-79	Pants, mens and boys	12	12914	0	0	0	0	12	0	28	27	16	17	16
783-95	Outerwear sets, womens	12	36074	0	0	0	0	12	0	43	41	20	21	20
893-25	Books-govt, NATO,etc	11	1053	0	0	0	0	0	28	38	27	9	15	10
781-49	Underwear	5	19074	0	0	0	0	5	0	29	14	11	28	13
970-90	Unclassified	2	281646	0	0	0	1	1	4	56	2	4	209	8
637-90	Phonograph recs,blanks	1	36951	0	0	0	4	1	0	73	59	12	24	19
850-07	Cooking utensils	0	16742	0	0	0	11	0	0	68	50	38	80	59
783-77	Pants:male artif fib.	0	3675	0	0	0	32	0	0	28	27	16	17	16
783-58	Pants, slacks, women	0	22641	0	0	0	49	0	0	28	27	16	17	16
893-49	Books and pamphlets	0	357974	0	0	0	41	0	0	38	27	9	15	10
112-10	Coffee, green	0	360751	67979	0	0	263	0	0	44	24	5	13	7

CODE	COMMODITY	POTENTIAL (\$000)	TOTAL	QUANTITY OF IMPORTS			VALUE OF IMPORTS			AIR USE				
			CDA 87 (\$000)	1985 (kgs)	1986 (kgs)	1987 (kgs)	1985 (\$000)	1986 (\$000)	1987 (\$000)	VAL %	WT %	VAL/KG SUR	SCD87 AIR AVG	
<u>DOMINICAN REPUBLIC</u>														
789-52	Handbags and purses	51	59340	0	0	0	0	0	76	67	26	7	44	17
046-29	Lobsters, fresh	26	57154	0	1000	0	0	26	0	13	13	15	15	15
783-56	Pants,women, exc knit	25	56909	0	0	0	167	25	0	28	27	16	17	16
970-90	Unclassified	21	281646	0	0	0	25	26	38	56	2	4	209	8
783-72	Pants, males	12	14029	0	0	0	0	0	41	28	27	16	17	16
112-20	Coffee, roasted, ground	8	41906	0	0	4536	0	0	19	44	24	5	13	7
784-85	Shirts, sweatshirts	8	21557	0	0	0	148	4	39	21	17	17	22	18
784-49	Sweaters, knitted	8	114285	0	0	0	0	8	0	22	18	18	23	18
783-49	Skirts, except knitted	7	54504	0	0	0	0	13	57	50	14	18	16	16
183-30	Cigars	7	1875	52	55	97	12	15	25	29	28	33	36	34
781-49	Underwear	5	19074	0	0	0	0	5	0	29	14	11	28	13
046-49	Shrimp & Prawn	5	162960	0	0	0	0	5	0	13	13	15	15	15
783-51	Shorts, outerwear	0	25990	0	0	0	22	0	0	28	27	16	17	16
784-89	Shirts,sweatshrts, knit	0	80482	0	0	0	84	0	0	21	17	17	22	18
783-75	Pants:males polyester	0	15885	0	0	0	270	0	0	28	27	16	17	16
<u>JAMAICA</u>														
783-75	Pants:male polyester	224	15885	0	0	0	91	282	790	28	27	16	17	16
112-20	Coffee, roasted, grnd	62	41906	9673	9044	16805	77	84	139	44	24	5	13	7
970-90	Unclassified	61	281646	0	0	0	59	44	108	56	2	4	209	8
784-89	Shirts,sweatshrt, knit	44	80482	0	0	0	101	0	214	21	17	17	22	18
783-54	Pants,slacks, childs	32	8838	0	0	0	0	32	0	28	27	16	17	16
783-58	Pants,slacks, women	29	22641	0	0	0	0	0	104	28	27	16	17	16
784-43	Sweaters, mens, boys	24	38860	0	0	0	0	0	108	22	18	18	23	18
046-29	Lobsters, fresh	13	57154	4000	0	0	91	13	0	13	13	15	15	15
895-99	Printed matter	12	166001	0	0	0	41	12	0	54	22	7	27	11
112-30	Inst. Coffee	9	51086	939	0	1679	13	0	21	44	24	5	13	7
183-30	Cigars	9	1875	295	63	99	10	6	29	29	28	33	36	34

CODE	COMMODITY	POTENTIAL (\$000)	TOTAL CDA 87 (\$000)	QUANTITY OF IMPORTS			VALUE OF IMPORTS			AIR USE				
				1985 (kgs)	1986 (kgs)	1987 (kgs)	1985 (\$000)	1986 (\$000)	1987 (\$000)	VAL %	WT %	VAL/KG SUR	\$CD87 AIR	AVG
784-44	Sweaters, womens, girls	8	107868	0	0	0	0	0	36	22	18	18	23	18
112-10	Coffee, green	8	360751	889	2737	3458	11	13	17	44	24	5	13	7
637-90	Phonograph recs, blanks	6	36951	0	0	0	16	6	8	73	59	12	24	19
046-59	Shellfish, Fresh/frozen	5	44046	0	1000	0	0	5	0	13	13	15	15	15
783-44	Shirt, polyest. exc knit	4	72414	0	0	0	0	0	14	32	22	12	20	14
783-99	Outerwear, exc knitted	4	53679	0	0	0	0	0	10	43	41	20	21	20
783-73	Pants:mens,boys cotton	4	82411	0	0	0	18	0	15	28	27	16	17	16
893-49	Books and pamphlets	1	357974	0	0	0	0	1	0	38	27	9	15	10
850-62	Tableware, ceramic	0	115658	0	0	0	6	0	1	8	7	28	31	28
879-99	Medicines, pharmctls	0	258335	0	0	0	1	0	0	45	46	232	225	22
946-04	Drawings, etchings	0	6963	0	0	0	13	0	0	32	6	5	37	7
800-49	Toilet preparations	0	136833	0	0	0	0	0	0	22	8	7	24	8
783-20	Overcoats, mens, boys	0	19526	0	0	0	26	0	0	25	13	7	16	8
783-51	Shorts, outerwear	0	25990	0	0	0	42	0	0	28	27	16	17	16

LEEWARD - WINDWARD ISLANDS

112-10	Coffee, green	697	360751	134499	310068	384725	570	2065	1571	44	24	5	13	
337-73	Polyester Woven fabric	4	136624	0	0	580	0	0	8	46	40	20	26	2
783-54	Pants, slacks childrens	67	8838	0	0	0	0	67	0	28	27	16	17	1
781-49	Underwear	6	19074	0	0	0	0	6	0	29	14	11	28	1
970-90	Unclassified	5	281646	0	0	0	5	8	9	56	2	4	209	
784-82	T-shirts	2	47269	0	0	0	0	0	13	19	14	16	21	1

M-4

CODE	COMMODITY	POTENTIAL (\$000)	TOTAL CDA 87 (\$000)	QUANTITY OF IMPORTS			VALUE OF IMPORTS			AIR USE				
				1985 (kgs)	1986 (kgs)	1987 (kgs)	1985 (\$000)	1986 (\$000)	1987 (\$000)	VAL %	WT %	VAL/KG SUR	SCD87 AIR	AVG
<u>TRINIDAD</u>														
112-10	Coffee, green	466	360751	17690	80626	0	71	466	0	44	24	5	13	7
521-32	Scrapers ;dig, carry	124	21474	0	0	0	0	124	0	53	11	2	15	3
046-49	Shrimp & Prawn	63	162960	0	4000	50000	0	63	0	13	13	15	15	15
521-36	Front end loaders	32	377271	0	0	0	55	0	60	53	11	2	15	3
521-28	Excavators - crane	27	285865	0	0	0	221	27	0	53	11	2	15	3
850-62	Tableware, ceramic	22	115658	0	0	0	0	22	0	8	7	28	31	28
521-39	Excavating/dredge mach	17	77233	0	0	0	0	0	33	53	11	2	15	3
.895-99	Printed matter	13	166001	0	0	0	22	17	4	54	22	7	27	11
521-19	Earth drilling mach.	8	29499	0	0	0	2	3	15	53	11	2	15	3
970-90	Unclassified	5	281646	0	0	0	6	11	8	56	2	4	209	8
112-20	Coffee, roasted, ground	0	41906	510	0	0	2	0	0	44	24	5	13	7
521-33	Bulldozers	0	55658	0	0	0	3	0	0	53	11	2	15	3

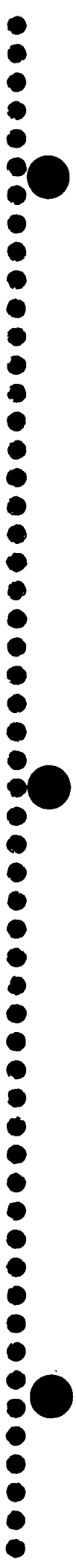


APPENDIX N

United States and Canada Foreign Trade Modal Splits

UNITED STATES AND CANADA FOREIGN TRADE MODAL SPLITS

<u>EXPORTS TO</u>	<u>BY VALUE OF GOODS</u>		<u>BY WEIGHT</u>	
	<u>USA</u>	<u>CDA</u>	<u>USA</u>	<u>CDA</u>
Jamaica	18.97%	13.92%	0.25%	1.72%
Bahamas	8.47%	54.03%	0.01%	6.72%
Turks/Caicos	92.12%	-	39.87%	-
Cayman Islands	4.05%	-	6.60%	-
Dominican Republic	36.35%	10.44%	1.77%	0.71%
Leeward-Windward Islands	57.21%	24.98%	1.27%	1.86%
Barbados	71.15%	39.38%	2.67%	3.91%
Trinidad	0.63%	30.18%	0.00%	2.19%
Canada	3.41%	-	0.06%	-
 <u>IMPORTS FROM</u>				
Jamaica	11.11%	6.43%	0.27%	0.19%
Bahamas	5.87%	43.29%	0.17%	0.16%
Turks/Caicos	4.92%	-	0.52%	-
Cayman Islands	6.58%	-	0.69%	-
Dominican Republic	17.27%	31.71%	0.76%	8.62%
Leeward-Windward Islands	14.77%	41.60%	0.86%	11.68%
Barbados	23.60%	42.83%	1.45%	0.33%
Trinidad	19.73%	24.36%	0.82%	1.78%
Canada	5.71%	-	0.12%	-



APPENDIX O

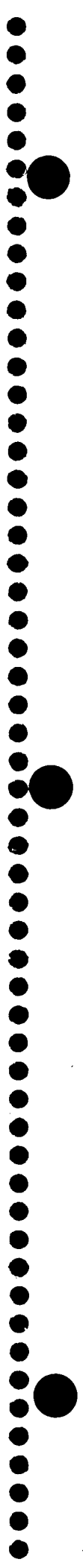
Exports to Caribbean Nations By Principal Exporter

EXPORTS TO CARIBBEAN NATIONS BY PRINCIPAL EXPORTER

(000 USD 1985)

<u>EXPORT NATION</u>	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOMIN. REPUB.</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEEWARD/WINDWARD</u>	<u>STUDY AREA</u>	<u>CAYMAN ISL</u>	<u>TURKS/CAICOS</u>	<u>ALL NATIONS</u>
USA	768,365	168,977	1,090	726,530	395,983	496,301	192,583	2,749,829	72,855	11,292	206,520,719
Japan	86,047	20,989	300,899	99,032	59,283	115,131	33,677	715,058	7,754	434	175,901,307
UK	95,658	47,664	76,754	18,943	56,488	121,187	95,116	511,810	8,278	1,373	101,231,861
Canada	20,623	25,026	241,780	26,357	38,988	73,653	31,595	458,032	-	-	87,478,520
Spain	2,948	1,313	290,606	36,020	1,488	5,178	964	338,517	-	-	24,326,434
Germany	25,962	10,984	105,225	42,773	14,045	28,801	5,864	233,654	1,185	183	183,832,705
France	13,680	3,546	107,746	13,620	14,144	9,935	28,980	191,651	1,144	-	97,664,175
Norway	116,584	1,880	1,159	5,375	3,322	4,220	-	132,540	-	-	18,666,175
Italy	6,433	2,537	62,867	18,417	9,243	8,443	4,998	112,938	3,137	328	78,956,631
Holland	7,426	5,782	30,710	10,156	9,453	20,335	7,867	91,729	775	-	68,282,452
Switz.	23,401	1,414	27,125	6,365	3,574	4,217	1,598	67,694	-	-	27,446,823
Belgium	662	2,555	27,036	6,386	4,768	8,876	9,199	59,482	145	-	53,612,482
Sweden	2,589	689	31,187	2,597	2,708	4,425	420	44,615	-	-	30,467,138
Denmark	5,957	1,300	7,985	1,362	976	10,807	3,914	32,301	-	-	16,476,005
Austria	1,068	708	16,330	2,091	333	1,636	139	22,305	74	-	17,107,713
Finland	10,851	1,390	2,840	663	1,278	1,507	94	18,623	-	-	13,530,951
Ireland	7,510	2,439	-	1,082	1,166	4,703	1,544	18,444	282	-	10,400,946
Portugal	62	183	7,078	736	159	1,014	203	9,435	-	-	5,685,431
Greece	1,274	-	-	322	92	220	685	2,593	-	-	4,536,448
Canadian Share	1.7%	8.4%	18.1%	2.6%	6.3%	8.0%	7.5%	7.9%	-	-	7.2%

Source: United Nations "World Trade Annual", 1988.



APPENDIX P

Imports From Caribbean Nations By Principal Importer

IMPORTS FROM CARIBBEAN NATIONS BY PRINCIPAL IMPORTER

(000 USD 1985)

<u>IMPORT NATION</u>	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOMIN. REPUB.</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEEWARD/WINDWARD</u>	<u>STUDY AREA</u>	<u>CAYMAN ISLANDS</u>	<u>TURKS/CAICOS</u>	<u>ALL NATIONS</u>
USA	652,353	205,399		1,030,973	292,439	1,303,922	98,239	3,583,325	11,179	3,854	361,395,692
UK	91,193	22,807	9,372	10,180	115,570	107,817	127,784	484,723	1,064	-	109,556,753
Canada	28,466	5,121	32,602	13,369	113,620	21,643	1,791	216,612	-	-	76,337,481
Japan	60,844	468	92,294	15,969	113,620	21,643	1,791	216,612	92	84	129,538,747
Spain	10,467	62	124,078	23,868	1,114	12,886	401	172,876	165	-	30,236,920
Holland	34,096	140	64,702	1,611	14,590	22,827	1,080	139,046	-	-	65,212,299
France	35,955	1,970	38,176	7,381	295	32,715	2,988	119,480	-	-	107,781,895
Italy	14,515	249	38,209	6,819	487	48,182	515	108,976	-	-	90,961,474
Germany	9,426	1,331	20,252	21,322	9,087	8,692	3,071	73,181	-	70	158,360,786
Belgium	4,946	54	2,008	24,064	2,677	16,281	280	50,310	-	-	56,154,082
Sweden	14,087	161	6,616	4,863	5,262	404	-	31,393	-	-	28,547,682
Denmark	738	326	2,209	820	385	17,524	3,012	25,014	-	-	17,992,962
Finland	-	-	14,979	8,798	345	-	-	24,122	-	-	13,233,422
Norway	9,681	-	1,251	-	9,381	3,516	-	23,829	-	-	14,522,979
Ireland	2,838	-	847	-	294	16,098	-	20,077	166	-	10,055,036
Switz.	9,556	620	5,967	1,137	473	544	1,221	19,518	-	-	30,728,579
Portugal	739	-	4,208	147	-	1,277	-	6,371	-	-	7,652,275
Austria	118	339	2,061	906	325	1,184	79	5,012	-	-	20,829,609
Greece	1,471	336	-	-	80	2,342	-	4,229	-	-	10,163,644
Canadian Share	2.9%	2.1%	7.1%	1.1%	19.8%	1.3%	.7%	4.1%			5.7%

Source: United Nations "World Trade Annual", 1988.



APPENDIX Q

**Trade Flows Between Caribbean and
Western Industrialized Nations**

FOOD AND LIVE ANIMALS
GOODS FLOWS FROM THE CARIBBEAN

(\$000 US 1985)

	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOM REP</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEE/WIND</u>	<u>TOTAL</u>	<u>%ALL IMP</u>
Japan		91	90,109	1,071	6,702	345	148	98,466	9.83%
Belgium			981	128	2,610		280	3,999	4.00%
Denmark			1,753	233	80	146		2,212	2.21%
France	3,130			399	159	3,661	600	7,949	0.79%
Germany			4,032	1,103	2,513	97	2,758	10,503	1.05%
Greece			329					329	0.03%
Ireland			587		72			659	0.06%
Italy			19,949	2,789	61		74	22,873	2.28%
Netherlands			7,987	197	963	84	984	10,215	1.02%
United Kingdom		20,786	3,165	947	65,299	16,062	122,427	228,686	22.83%
Austria			1,332		97		76	1,505	0.15%
Finland			14,916		312			15,228	1.52%
Norway	192		1,183		125			1,500	0.15%
Portugal			4,128					4,128	0.41%
Sweden			1,366		480			1,846	0.18%
Switzerland			1,508	672	289	272	1,221	3,962	0.40%
Spain			33,423	767			201	34,391	3.43%
Canada	112	3,115	27,875	10,769	5,179	555	1,456	49,061	4.90%
USA	23,776	11,451		416,417	36,749	9,499	6,421	504,313	50.33%
Total	27,210	35,443	214,623	435,492	121,690	30,721	136,646	1,001,825	100.00%
Canadian %	0.41%	8.79%	12.99%	2.47%	4.26%	1.81%	1.06%	4.90	

FOOD AND LIVE ANIMALS
GOODS FLOWS TO THE CARIBBEAN

(\$000 US 1985)

	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOM REP</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEE/WIND</u>	<u>TOTAL</u>	<u>%ALL IMP</u>
Japan		589		3,945	2,224	1,118	389	8,265	0.98%
Belgium	171	182	11,343	892	659	1,438	367	15,052	1.78%
Denmark	659	248	131	358	501	8,149	1,783	11,829	1.40%
France	413		25,510	1,223	1,173	1,246	3,224	32,789	3.88%
Germany	569	166	17,451	675	1,214	6,944	447	27,466	3.25%
Greece					92	173	99	364	0.04%
Ireland	600	1,858		952	410	3,247	972	8,039	0.95%
Italy		65	890	150	1,814	373	158	3,450	0.41%
Netherlands	4,216	2,029	10,359	1,765	2,329	10,968	3,255	34,921	4.13%
Great Brit.	3,287	3,916	256	437	3,410	9,594	10,778	31,678	3.75%
Norway	628	78		4,965	2,149	107		7,927	0.94%
Portugal						528		528	0.06%
Sweden	282			196	370			848	0.10%
Switzerland	335			144		202		681	0.08%
Spain	72		1,656	3,470	279	1,542	203	7,222	0.85%
Canada	5,184	6,948	166,939	5,418	14,861	22,377	5,171	226,898	26.86%
USA	81,818	25,724		94,095	88,129	93,414	43,704	426,884	50.53%
Total	98,234	41,803	234,535	118,685	119,614	161,420	70,550	844,841	100.00%
Canadian % of	5.28%	16.62%	71.18%	4.57%	12.42%	13.86%	7.33%	26.86%	

BEVERAGES AND TOBACCO
GOODS FLOWS FROM THE CARIBBEAN

(\$000 US 1985)

	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOM REP</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEE/WIND</u>	<u>TOTAL</u>	<u>%ALL IMP</u>
Japan			117		988			1,105	0.62%
Belgium	1,131		851	1,284				3,266	1.83%
Denmark	632		260	540	242	65	72	1,811	0.97%
France			6,425	771				7,196	4.03%
Germany	1,974		2,748	586	2,351			7,659	4.29%
Ireland	987		257		220			1,464	0.82%
Italy			108		165			273	0.15%
Netherlands	2,350		2,197	1,142	885			6,574	3.68%
Great Brit.	8,087	337	4,334		5,771	16,105		34,634	19.38%
Norway					89			89	0.05%
Sweden			242		159			401	0.22%
Switzerland			4,408	282	141			4,831	2.70%
Spain			37,672	1,011				38,683	21.65%
Canada	2,975	572	793		4,664	2,142		11,146	6.24%
USA	1,403	1,240		29,106	26,984	871		59,604	33.36%
Total	19,539	2,149	60,412	34,722	42,659	19,183	72	178,736	100.00%
Canadian %	15.23%	26.62%	1.31%	0.00%	10.93%	11.17%	00.00%	6.24%	

BEVERAGES AND TOBACCO
GOODS FLOWS TO THE CARIBBEAN

(\$000 US 1985)

	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOM REP</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEE/WIND</u>	<u>TOTAL</u>	<u>%ALL IMP</u>
Belgium			88					88	.12%
Denmark	1,475						795	2,270	3.04%
France	2,514	1,044	193	489	381	938	1,293	6,852	9.17%
Germany	4,329	92	182	62	268	283	55	5,271	7.01%
Ireland	181	162			87	268	92	790	1.06%
Italy	480	59	330	175		80		1,124	1.50%
Netherlands			221	346		55	619	1,124	1.50%
Great Brit.	2,992	1,215	511	1,569	458	2,527	4,228	13,500	18.07%
Spain	95	93	433	971	63			1,655	2.22%
Canada	900	160	220	72		842	160	2,354	3.15%
USA	8,859	978		25,685	2,422	1,601		39,545	52.95%
Total	21,825	3,803	2,178	29,369	3,679	6,594	7,242	74,690	100.00%
Canadian %	4.12%	4.21%	10.10%	0.25%	0.00%	12.77%	.02%	3.15%	

CRUDE MATERIALS EXCEPT FUELS
GOODS FLOWS FROM THE CARIBBEAN

(\$000 US 1985)

	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOM REP</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEE/WIND</u>	<u>TOTAL</u>	<u>%ALL IMP</u>
Japan		258	1,534	63		3,274		5,129	1.33%
Belgium				56				56	0.01%
Denmark								0	0.00%
France			403					403	0.00%
Germany			614	83	3,993	2,883		7,573	1.97%
Greece								0	0.00%
Ireland								0	0.00%
Italy	963		6,687	445	251		65	8,511	2.21%
Netherlands			23,960	123	12,700			36,783	9.55%
United Kingdom		60			42,457	1,712	390	44,619	11.58%
Austria			509			1,011		1,520	0.39%
Sweden			185		4,621	143		4,949	1.28%
Switzerland				183		265		448	0.12%
Spain			10,576	53	65			10,694	2.78%
Canada	606		2,360	56	101,062	1,099		105,183	27.29%
USA	24,405	325		5,938	128,618	184		159,470	41.38%
Total	25,974	643	46,828	7,000	293,767	10,571	555	385,338	100.00%
Canadian %	2.33%	0.00%	5.04%	0.80%	34.40%	10.40%	27.34%	27.29%	

CRUDE MATERIALS EXCEPT FUELS
GOODS FLOWS TO THE CARIBBEAN

(\$000 US 1985)

	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOM REP</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEE/WIND</u>	<u>TOTAL</u>	<u>%ALL IMP</u>
Japan			2,497	50	174	88		2,809	2.25%
Belgium				54				54	0.04%
France			391			120		511	0.41%
Germany			665	298	101	115		1,179	.95%
Italy			59	299	122			480	0.39%
Netherlands			351	116	94	232		793	0.64%
Great Brit.	101	125	991		478	896	191	2,591	2.08%
Austria						83		83	0.07%
Portugal			80					80	0.07%
Sweden	129		146					275	0.22%
Spain			573					573	0.46%
Canada	110	461	22,073	1,054	518	3,438	995	27,654	22.19%
USA	8,940	3,740		30,915	23,454	14,225	5,172	81,274	65.22%
Total	9,280	4,326	27,826	32,786	24,941	19,197	6,358	124,614	100.00%
Canadian %	1.19%	10.66%	79.33%	3.21%	2.08%	17.91%	15.65%	22.19%	

ANIMAL, VEGETABLE, OIL, FAT
GOODS FLOWS FROM THE CARIBBEAN

(\$000 US 1985)

	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOM REP</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEE/WIND</u>	<u>TOTAL</u>	<u>%ALL IMP</u>
United Kingdom			195					195	9.97%
Canada								0	0.00%
USA				1,760				1,760	90.03%
Total	0	0	195	1,760	0	0		1,955	100.00%
Canadian % of	0	0	0.00%	0.00%	0	0		0	0.00%

ANIMAL, VEGETABLE, OIL, FAT
GOODS FLOWS TO THE CARIBBEAN

(\$000 US 1985)

	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOM REP</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEE/WIND</u>	<u>TOTAL</u>	<u>%ALL IMP</u>
France						269		269	0.32%
Germany			227	52	238	262		779	0.93%
Netherlands		244	852	140	164	185	61	1,585	1.89%
Great Brit.			59			70		129	0.15%
Norway	815	1,724	115			2,465		5,119	6.10%
Spain				411				411	0.49%
Canada		113	3,831	394		1,839		6,177	7.36%
USA	622	1,631		42,277	13,430	11,462		69,422	82.75%
Total	1,437	3,712	5,084	43,274	13,832	16,552	61	83,891	100.00%
Canadian %	0.00%	3.04%	75.35%	0.91%	0.00%	11.11%	0.00%	7.36%	

MINERAL FUELS, ETC.
GOODS FLOWS FROM THE CARIBBEAN

(\$000 US 1985)

	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOM REP</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEE/WIND</u>	<u>TOTAL</u>	<u>%ALL IMP</u>
Belgium						5,688		5,688	0.29%
Denmark						8,744	2,877	11,621	0.58%
France	27,570							27,570	1.38%
Germany	3,241		9,820			987		14,048	0.70%
Italy			5,473			45,847	56	51,376	2.58%
Netherlands	30436		29,382			15,222		75,040	3.76%
Great Brit	78,007				148	61,353	807	140,315	7.00%
Norway	1,523							1,523	0.08%
Sweden	12,948							12,948	0.65%
Spain	6,550							6,550	0.33%
Canada	7,046					7,065		14,111	0.71%
USA	483,192				6,588	1,147,410	22,400	1,659,590	83.22%
Total	650,513	0	44,675	0	6,736	1,292,316	26,160	1,994,240	100.00%
Canadian %	1.08%	0	0.00%	0	0.00%	0.55%	0.00%	0.71%	

MINERAL FUELS, ETC.
GOODS FLOWS TO THE CARIBBEAN

(\$000 S 1985)

	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOM REP</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEE/WIND</u>	<u>TOTAL</u>	<u>%ALL IMP</u>
Japan			1,719	1,448	79			3,246	0.75%
Belgium		450		195		367		1,012	0.23%
France			738					738	0.17%
Germany			3,895	817	210	90		5,012	1.16%
Italy			2,829					2,829	0.66%
Netherlands			4,933		662	79		5,674	1.32%
Great Brit	63,317	229	3,611	1,053	318	1,046	270	69,844	16.23%
Spain			16,614					16,614	3.86%
Canada	702		7,472		65	180		8,419	1.96%
USA	255,593	869		13,847	23,438	19,270	3,970	316,987	73.65%
Total	319,612	1,548	41,811	17,360	24,772	21,032	4,240	430,375	100.00%
Canadian %	0.22%	0.00%	17.87%	0.00%	0.26%	0.86%	0.00%	1.96%	

CHEMICALS AND RELATED PRODUCTS
GOODS FLOWS FROM THE CARIBBEAN

(\$000 US 1985)

	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOM REP</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEE/WIND</u>	<u>TOTAL</u>	<u>%ALL IMP</u>
Japan	60,272				55	592		60,919	14.15%
Belgium	3,815							3,815	0.89%
Denmark						8,539		8,539	1.98%
France	5,248		834	105		28,531	565	35,283	8.19%
Germany	3,729		181	69		4,553		8,532	1.99%
Greece	1,434					2,332		3,766	0.87%
Ireland	1,850							1,850	0.43%
Italy	2,076		3,041			2,058		7,175	1.67%
Netherlands	1,248		22	110		7,430		8,810	2.05%
Great Brit.	1,367		119		152	9,581	358	11,577	2.69%
Portugal	739		80			1,274		2,093	0.49%
Sweden	754							754	0.18%
Switzerland	231							231	0.05%
Spain	3,874					12,446	84	16,404	3.81%
Canada	16,421				291	2,861		19,573	4.55%
USA	92,118	137		9,298	19,332	119,050	1,370	241,305	56.04%
Total	195,176	137	4,277	9,582	19,830	199,247	2,377	430,626	100.00%
Canadian %	8.41%	0.00%	0.00%	0.00%	1.47%	1.44%	0.00%	4.55%	

CHEMICALS AND RELATED PRODUCTS
GOODS FLOWS TO THE CARIBBEAN

(\$000 US 1985)

	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOM REP</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEE/WIND</u>	<u>TOTAL</u>	<u>%ALL IMP</u>
Japan		300	29,052	767	329	589		31,037	4.89%
Belgium	112	128	1,906	1,994	442	1,275	64	5,921	0.93%
Denmark	141		3,075		199	358	67	3,840	0.60%
France	5,841	558	20,174	2,691	989	1,508	2,070	33,831	5.33%
Germany	5,500	1,533	31,264	12,375	2,412	4,187	639	57,910	9.12%
Italy	3,409	116	8,916	2,384	80	664	168	15,737	2.48%
Netherlands	133	2,060	6,211	3,819	2,265	3,043	1,889	19,420	3.03%
Great Brit.	3,016	8,229	23,323	6,098	9,239	24,765	7,088	81,758	12.88%
Austria	150	185	5,985	644		400		7,364	1.16%
Finland		115	277	389	80			861	0.14%
Norway	73		378		85	817		1,353	0.21%
Portugal				581		379	54	2,014	0.32%
Sweden			879	207	59	63		1,208	0.19%
Switzerland	2,075	339	22,042	3,219	873	784	517	29,849	4.70%
Spain	77		15,039	10,468	343	397	127	26,451	4.17%
Canada	1,455	2,860	6,999	1,799	7,426	5,717	1,379	27,635	4.35%
USA	70,112	11,658	656	74,623	49,274	43,720	12,857	262,900	41.40%
Total	92,094	28,081	176,176	122,058	74,095	88,666	26,919	635,008	100.00%
Canadian %	1.58%	10.18%	3.97%	1.47%	10.02%	6.45%	5.12%	4.35%	

BASIC MANUFACTURES
GOODS FLOWS FROM THE CARIBBEAN

(\$000 US 1985)

	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOM REP</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEE/WIND</u>	<u>TOTAL</u>	<u>%ALL IMP</u>
Japan			250	14,584			2,215	19,264	8.66%
Belgium				2,475				2,475	1.11%
Denmark	106		173					279	0.13%
France			71	6,039			958	8,026	3.61%
Germany			494	19,418				19,912	8.64%
Italy			3,210	3,569			53	6,885	3.10%
Netherlands			792					792	0.36%
Great Brit.	131	91	334	2,851		62	121	3,711	1.67%
Sweden				4,816				4,816	2.17%
Spain			857	4,621				5,478	2.46%
Canada	334		421	1,480	103			2,338	1.05%
USA	3,495	2,172		122,374	765	19,033	3,971	151,810	68.25%
Total	4,066	2,263	6,602	182,227	868	19,095	7,318	222,439	100.00%
Canadian %	8.21%	0.00%	6.38%	0.81%	11.87%	0.00%	0.00%	1.05%	1.09%

BASIC MANUFACTURES
GOODS FLOWS TO THE CARIBBEAN

(\$000 US 1985)

	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOM REP</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEE/WIND</u>	<u>TOTAL</u>	<u>%ALL IMP</u>
Japan	603	1,034	94,847	19,063	8,147	14,716	1,568	139,978	14.13%
Belgium		1,191	6,454	1,899	1,709	4,819	7,786	23,858	2.41%
Denmark	94	100	935	133	77	387		1,726	0.17%
France	915	535	12,250	5,482	1,072	2,690	3,408	26,352	2.66%
Germany	809	1,343	14,742	6,139	2,251	6,918	1,879	34,081	3.44%
Greece	1,109			261				1,370	0.14%
Ireland	518	351			108	341	138	1,456	0.15%
Italy	493	770	7,339	3,734	4,186	1,779	927	19,228	1.94%
Netherlands	386	446	1,862	1,695	2,330	2,995	305	10,019	1.01%
Great Brit	4,140	10,182	16,768	3,657	15,302	30,406	13,398	93,853	9.48%
Austria	800	317	5,375	853	217	638	82	8,282	0.84%
Finland	225	1,253	115	242	60	365		2,260	0.23%
Norway	177		122	324	658	723		2,004	0.20%
Portugal			5,943	80				6,023	0.61%
Sweden	1,779	268	7,984	397	1,248	3,069		14,745	1.49%
Switzerland	129	58	476	1,443	619	420		3,145	0.32%
Spain	1,841	817	99,132	9,652	305	1,933	128	113,808	11.49%
Canada	2,215	4,630	21,562	10,169	6,882	13,984	4,596	64,038	6.47%
USA	84,553	28,405		135,629	58,631	81,771	35,232	388,989	39.27%
Total	100,786	51,700	295,906	200,852	103,802	167,954	69,447	990,447	100.00%
Canadian %	2.20%	8.96%	7.29%	5.06%	6.63%	8.33%	6.62	6.47%	

MISCELLANEOUS MANUFACTURED GOODS
GOODS FLOWS FROM THE CARIBBEAN

(\$000 US 1985)

	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOM REP</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEE/WIND</u>	<u>TOTAL</u>	<u>%ALL IMP</u>
Japan				113	64			177	0.04%
Belgium			151					151	0.03%
Denmark					63			63	0.01%
France		1,500	182		53	141	653	2,529	0.58%
Germany		658	1,238		78		142	2,116	0.48%
Italy						107		107	0.03%
Great Brit.	306	518	1,013	211	1,114	535	776	4,473	1.02%
Austria						162		162	0.03%
Norway					127			127	0.03%
Sweden		160	91			216		467	0.11%
Switzerland								9,307	2.12%
Spain			136				50	186	0.04%
Canada		104	942	518	1,093	202		2,859	0.65%
USA	575	34,538		286,349	61,172	1,301	31,809	415,744	94.82%
Total	10,188	37,478	3,753	287,191	63,764	2,664	33,430	438,468	100.00%
Canadian %	0.00%	0.28%	25.10%	0.18%	1.71%	7.58%	0.00%	0.65%	

MISCELLANEOUS MANUFACTURED GOODS
GOODS FLOWS TO THE CARIBBEAN

(\$000 US 1985)

	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOM REP</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEE/WIND</u>	<u>TOTAL</u>	<u>%ALL IMP</u>
Japan	1,524	584	22,173	1,403	354	2,888	204	29,130	5.65%
Belgium	234	96	3,103		323	123		3,879	0.75%
Denmark	95	139	1,365			86		1,685	0.33%
France	3,294	228	4,124	465	487	954	894	10,446	2.03%
Germany	2,167	1,321	11,110	1,457	1,037	2,152	633	19,877	3.86%
Greece	154							154	0.03%
Ireland	114					80	113	307	0.06%
Italy	1,632	430	3,664	1,872	866	2,026	1,394	11,884	2.30%
Netherlands	93	149	1,453	90	97	943	54	2,879	0.56%
Great Brit	5,130	6,556	7,668	1,803	6,716	15,872	6,151	49,896	9.68%
Austria	117	115	1,947			52		2,231	0.43%
Finland			131					131	0.03%
Norway	307		62		330			699	0.14%
Portugal			1,034					1,034	0.20%
Sweden	121		1,775			103	53	2,052	0.40%
Switzerland	20470	917	1,541	260	1,838	730	514	26,270	5.09%
Spain	660	238	17,368	2,449	106	717	54	21,592	4.19%
Canada	3,836	2,972	2,872	455	2,504	4,640	2,274	19,553	3.79%
USA	47,815	19,417		137,253	42,120	39,838	25,467	311,910	60.49%
Total	87,763	33,162	81,390	147,507	56,778	71,204	37,805	515,609	100.00%
Canadian %	4.37%	8.96%	3.53%	0.31%	4.41%	6.52%	4.09%	3.79	

MACHINES, TRANSPORTATION EQUIPMENT
GOODS FLOWS FROM THE CARIBBEAN

(\$000 US 1985)

	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOM REP</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEE/WIND</u>	<u>TOTAL</u>	<u>%ALL IMP</u>
Japan	538	115					61	714	2.95%
Denmark		191						191	0.08%
France		453				312	71	836	0.35%
Germany	363	463						826	0.34%
Italy	11,477	193	152				65	11,887	4.92%
Netherlands		104	113					217	0.09%
Great Brit	2,911	822	178	169	192	2,217	2,450	8,939	3.70%
Austria		320						320	0.13%
Norway	7,883				1,261			9,144	3.78%
Sweden	369							369	0.15%
Switzerland		585						585	0.24%
Spain			133			505	63	568	0.29%
Canada	672	695			606	6,468	0	8,441	3.49%
USA	672	152,020		25,827	899	744	18,314	198,476	82.14%
Total	24,885	155,961	576	25,996	2,958	10,246	21,024	241,646	100.00%
Canadian %	2.70%	0.45%	0.00%	0.00%	20.49%	63.13%	0.00%	3.49%	

MACHINES, TRANSPORTATION EQUIPMENT
GOODS FLOWS TO THE CARIBBEAN

(\$000 US 1985)

	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOM REP</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEE/WIND</u>	<u>TOTAL</u>	<u>%ALL IMP</u>
Japan	83,176	18,450	149,430	72,238	47,943	95,714	31,296	498,247	29.22%
Belgium	94	422	1,805	377	1,390	640	366	5,094	0.30%
Denmark	3,485	468	2,351	80	139	1,794	269	8,586	0.50%
France	667	1,065	43,954	3,138	10,000	2,103	11,786	72,713	4.26%
Germany	12,474	6,420	25,426	20,815	6,273	7,802	1,821	81,031	4.75%
Ireland	806					642	79	1,527	0.09%
Italy	377	1,073	38,827	9,801	2,135	3,502	2,046	57,761	3.39%
Netherlands	945	772	4,431	2,166	1,461	1,560	566	11,901	0.70%
Great Brit	12,184	13,991	23,403	4,156	16,881	33,434	46,969	151,018	8.86%
Austria		90	2,907	540		368		3,905	0.23%
Finland	10,615		2,317		1,124		82	14,138	0.83%
Norway	115,469		451		79	77		116,076	6.81%
Sweden	229	368	20,367	1,751	1,006	1,156	134	25,011	1.47%
Switzerland	388	81	2,940	1,295	221	2,080	327	7,332	0.43%
Spain	150	137	128,487	5,513	393	565	177	135,422	7.94%
Canada	5,731	6,431	9,681	6,951	5,463	19,318	16,386	69,961	4.10%
USA	101,270	65,250		142,655	75,882	172,610	33,830	591,497	34.69%
Total	348,060	115,018	456,777	271,476	170,390	343,365	146,134	1,705,086	100.00%
Canadian %	1.65%	5.59%	2.12%	2.56%	3.21%	5.63%	11.21%	4.10%	

GOODS NOT CLASSIFIED BY KIND
GOODS FLOWS FROM THE CARIBBEAN

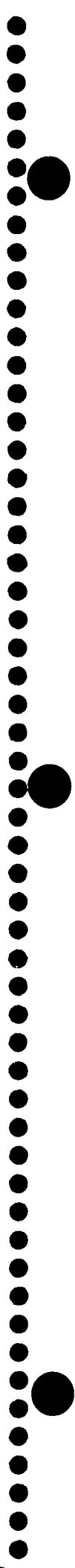
(\$000 US 1985)

	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOM REP</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEE/WIND</u>	<u>TOTAL</u>	<u>%ALL IMP</u>
Japan			270	130		195	117	712	0.32%
Belgium				20,121		10,545		30,666	13.60%
France		117						117	0.05%
Germany			1,122		126	69		1,317	0.58%
Great Brit	331	185			425	191	55	1,187	0.53%
Canada	253	601	211	513	623	1,251	189	3,641	1.61%
USA	22,718	3,515		133,859	11,286	5,830	10,757	187,965	83.32%
Total	23,302	4,418	1,603	154,623	12,460	18,081	11,118	225,605	100.00%
Canadian %	1.09%	13.60%	13.16%	0.33%	5.00%	6.92%	1.70%	1.61%	

GOODS NOT CLASSIFIED BY KIND
GOODS FLOWS TO THE CARIBBEAN

(\$000 US 1985)

	<u>BAHAMAS</u>	<u>BARBADOS</u>	<u>CUBA</u>	<u>DOM REP</u>	<u>JAMAICA</u>	<u>TRINIDAD</u>	<u>LEE/WIND</u>	<u>TOTAL</u>	<u>%ALL IMP</u>
Japan	698		1,168	119				1,985	0.78%
Belgium		80	2,331	904	199	206		3,720	1.46%
France		79	370	118		74		641	0.25%
Germany	69		263	83				415	0.16%
Netherlands	55					273	76	404	0.16%
Great Brit	1,491	3,179	165	124	3,658	2,577	5,796	16,990	6.66%
Norway		64						64	0.03%
Spain			11,283	3,061				14,344	5.62%
Canada	486	441	131		1,226	1,319	349	3,952	1.55%
USA	108,783	11,304	420		19,204	18,389	54,523	212,623	83.33%
Total	111,582	15,147	16,131	4,409	24,287	22,838	60,744	255,138	100.00%
Canadian %	0.44%	2.91%	0.81%	0.00%	5.05%	5.78%	.57%	1.55%	




APPENDIX R

List of Persons Interviewed

LIST OF PERSONS INTERVIEWED

Mr. L. Bishop, Transport Canada, Barbados
Ms. J. Callendar, Attache, High Commission for the Republic of Trinidad and Tobago,
Ottawa
Ms. S. Carey, Consul, High Commission for the Commonwealth of the Bahamas, Ottawa
Mr. D. Chaplin, Canadian International Development Agency, Hull
Ms. M. Delisle, National Transportation Agency, Hull PQ.
Mr. Dial, Carricargo, New York
Mr. J. Durante, International Air Transport Association, Montreal
Ms. S.I Farnum, High Commission for Barbados, Ottawa
Mr. D. Francis, Trinidad and Tobago Consulate, Toronto
Mr. A. Galy, British West Indian Airlines Intl., Port of Spain
Mr. P. Gordon, Thriftcargo Ltd., Toronto
Mr. Tyrone A. Holder, Barbados Department of Transportation
Mr. S. Khan, Trinidad and Tobago-Canada Chamber of Commerce, Toronto
Mr. D. Linden, A.D Burford Co., Totonto
Mr. Massae, Air Canada, Montreal
Mr. C. Mills, International Air Transport Association, Geneva
Mr. C. Morin, Air Canada, Montreal
Mr. L. Nanton, Air Canada, Antigua
Mr. Nenedovich, International Air Transport Association, Montreal
Mr. N. Nicholson, British West Indian Airlines, Toronto
Mr. R.J. O'Donnell, Airline Tariff Publishing Company, Dulles International Airport
Ms. Owen-Williams, Cousellor, Consulate of Jamaica, Toronto
Mr. Palanco, Cubana, Montreal
Mr. Gilles Parent, National Transportation Agency, Hull PQ
Mr. Poissant, Air Canada, Montreal
Ms. C. Rougerie, Export Development Corporation, Ottawa
Mr. M. Sheahan, United States Customs, Miami
Mr. W. Shufflebothams, Air Charter Systems, Granby
Mr. Smithies, International Civil Aviation Organization
Mr. D. Taylor, Air Canada, Montreal
Mr. V. Tourangeau, Canadex, Toronto
Mr. J. Troncale, Air Canada, Miami
Mr. D. Wirsing, Air Canada, Toronto
Mr. H. Wedemire, Air Jamaica, Toronto

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