

recursos naturales e infraestructura

Trade between Caribbean Community (CARICOM) and Central American Common Market (CACM) countries: the role to play for ports and shipping services

Alan Harding

Jan Hoffmann



Natural Resources and Infrastructure Division
Transport Unit

Santiago, Chile, May 2003

This document was prepared by Mr. Alan Harding and Mr. Jan Hoffmann, from the Transport Unit, Natural Resources and Infrastructure Division.
The opinions expressed in this document, which has not undergone editorial revision, are those of the authors and may not coincide with those of the Organization.

United Nations Publication

LC/L.1899-P

ISBN: 92-1-121403-3

ISSN Printed version: 1680-9017

IISSN online version: 1680-9025

Copyright © United Nations, May 2003. All rights reserved.

Sales N° :E.03.II.G.58

Printed in United Nations, Santiago, Chile

Applications for the right to reproduce this work are welcomed and should be sent to the Secretary of the Publications Board, United Nations Headquarters, New York, N.Y. 10017, U.S.A. Member States and their governmental institutions may reproduce this work without prior authoirziation, but are requested to mention the source and inform the United Nations of such reproduction.

Contents

Abstract	7
Introducción	9
I.Trade Flows	13
A. Trade with the World.....	13
B. Containerized trade.....	15
C. Intra-block trade	16
D. Trade between the blocks.....	17
II.Shipping Services	19
A. Types of shipping services	19
B. Tariffs	21
C. Itineraries	24
D. Ship types	25
III.Ports	27
A. Common user ports.....	27
B. Port reform.....	28
C. Transshipment ports	29
IV. Issues, conclusions and recommendations	31
A. The political agenda.....	31
B. The increasing role of transshipment.....	32
C. Supply might follow demand	33
D. Improving transport services	33
References	35
Annexes	37
Serie Recursos naturales e infraestructura: Issues published	77

Tables

Table 1 Basic economic information about CACM and CARICOM countries, 2000	39
Table 2 Foreign trade in goods of CARICOM countries, 1000 US\$, 2000	39
Table 3 Foreign trade in goods CACM countries, 1000 US\$, 2000	40
Table 4 Intra-CARICOM trade, million US\$	40
Table 5 Intra-CACM trade, millions US\$	40
Table 6 Trade between CACM and CARICOM, 2000	41
Table 7 Trade of CARICOM countries with CACM, 2000	42
Table 8 Trade of CACM countries with CARICOM, 2000	42
Table 9 CACM imports of mineral products from CARICOM	42
Table 10 CACM imports from CARICOM countries, 1994-2000, US\$	43
Table 11 CACM imports from CARICOM countries, 1994-2000, Metric Tones	45
Table 12 CACM exports to CARICOM countries, 1994-2000, US\$	47
Table 13 CACM exports to CARICOM countries, 1994-2000, Metric Tones ¹	49
Table 14 Intra-regional trade, metric ton, 1998	51
Table 15 Bilateral trade statistics sample, Guatemala and Trinidad and Tobago, 2000	52
Table 16 CACM and CARICOM shipping services	53
Table 17 Inter-regional liner shipping services in the Caribbean, June 2000	55
Table 18 Fleet deployment, CACM and Panama	56
Table 19 Fleet deployment, Caribbean Islands	63
Table 20 Sample freight rates provided by Panalpina, October 2002, US\$	71
Table 21 Partial correlation coefficients between freight rates and possible explanatory variables	73
Table 22 Regression results on intra-Caribbean freight rates	73
Table 23 Sample freight rates from Sto. Tomás, Guatemala, US\$ Mid 2002	73
Table 24 Sample freight rates between Sto. Tomás and Port Everglades, US\$, 1996	73
Table 25 Sample freight rates from US ports, US\$ 2000	74
Table 26 Sample freight rates from El Salvador, US\$ mid 2002	74
Table 27 Caribbean containerized trade, TEU	74
Table 28 Central American containerized trade, TEU	74
Table 29 Central American and Caribbean countries' Ports, TEU, 2001	75

Figures

Figure 1 Economic comparison of CACM and CARICOM	10
Figure 2 Intra regional trade patterns	11
Figure 3 CACM and CARICOM total foreign trade in goods, 1000 US\$, 2000	14
Figure 4 Caribbean basin countries'foreign trade in goods (imports plus exports) as a percentage of GDP, estimate, 2000	15
Figure 5 Containerized trade of Central America and the Caribbean	16
Figure 6 Intra-block exports of goods, US\$, 1998	16
Figure 7 CACM imports from CARICOM, US\$ 1994-2000	17
Figure 8 Approximate share of trade between CACM and CARICOM, million of US\$	18
Figure 9 Liner shipping services of CACM and CARICOM countries, mid 2002	20
Figure 10 Scatter plot between freight rate and travel time	22
Figure 11 Scatter plot between freight rate and distance	22
Figure 12 Scatter plot between freight rate and number of liner services	23
Figure 13 Sample route map and itinerary of Maersk Sealand Caribbean	

¹ In the text, in general, when the word "ton" is used, it refers to metric ton, of 1.000 kgs, or 2.205 lbs.

feeder service	24
Figure 14 Routes of Maersk-Sealand in the Caribbean basin	25
Figure 15 Top 10 Central American and Caribbean ports, 2001, TEU	28
Figure 16 Port productivity in Central American ports	29

Abstract

Trade between the Central American Common Market (CACM) and the Caribbean Community (CARICOM) is very low. Only 0.2% of the two groups' trade is between them. A possible explanation for this might be a supposed lack of adequate transport services. This report analyzes if there exists a potential to promote inter-subregional trade by improving transport services.

It is found that in fact there does not exist a lack of direct services. 17% of services that call in one of the subregions also call in the other. In addition, due to the increase in transshipment services, almost all countries in the Wider Caribbean have different options to trade with each other. The main explanation of low trade levels is to be found in production patterns, history and language barriers.

Transport services between the two groups are, however, more costly and far less frequent than those from and to North America. This

预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_2879

