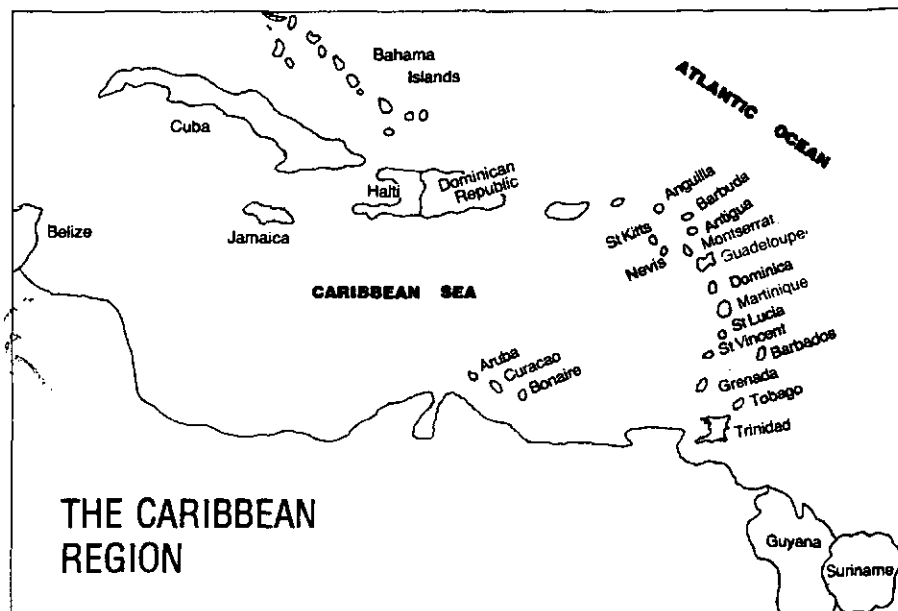


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DEVELOPMENT
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CARIBBEAN DEVELOPMENT AND CO-OPERATION COMMITTEE
Meeting on Trade Procedures in the Caribbean
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TRADE PROCEDURES AND TRADE FACILITATION



UNITED NATIONS

ECONOMIC COMMISSION FOR LATIN AMERICA Office for the Caribbean

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ANNEX

Trade Matrices for the OECS, CARICOM and CDCC

TRADE PROCEDURES AND TRADE FACILITATION

I. BACKGROUND MANDATES: ECLA AND CDCC ACTIVITIES

1. The Economic Commission for Latin America, as part of its ongoing efforts to remove or lessen the non-tariff burdens on the free flow of international trade and to serve the goals of economic co-operation and integration in the region adopted in 1979 a resolution^{1/} which requested the Executive Secretary to "convene in the principal geographical areas of the region", in consultation with Governments, subregional meetings of experts in facilitation matters from both national and regional organizations to identify the main facilitation problems encountered in each area, set priorities and suggest measures that may assist countries in overcoming these problems, and help the Secretariat to establish a more permanent and stable facilitation action programme".

2. In the Caribbean, the CDCC convened a Meeting of Experts on Facilitation Problems and the Strengthening of Transport Institutions^{2/}. At that meeting the experts made recommendations on specific actions for a programme of co-operation among Caribbean countries to strengthen transport institutions and facilitate trade flows that should contribute to the solution of the identified priority problems. The recommended actions covered four areas:

- i. the development of an intra-Caribbean transport system;
- ii. the simplification, harmonization and reduction of commercial documents, procedures and practices;
- iii. transport planning on a national as well as subregional basis; and
- iv. the utilization of new transport technologies.

3. The present meeting responds to recommendations in the second of these four areas. Previously, in an effort to achieve this goal, the CDCC Secretariat requested the Special Programme on Trade Facilitation (FALPRO) of the United

^{1/} Resolution 390(XVIII), adopted at the Eighteenth Session of ECLA held in La Paz, Bolivia, 8-26 April 1979.

^{2/} Held in Paramaribo, Suriname, 27-30 October 1981. See report document E/CEPAL/G.1192, 14 January 1982 (E/CEPAL/CDCC/79).

Nations Conference on Trade and Development (UNCTAD) to conduct several missions in order to:

- i. contact parties involved in international trade operations in the public as well as private sector with a view to gathering factual information on the situation of trade formalities, procedures and documentation in the Caribbean;
- ii. to collect samples of forms presently in use and obtain, to the extent possible, a comprehensive description of the procedures in force in the member countries of the CDCC;
- iii. to identify problems linked with the compliance of formalities, the operation of procedures, and the preparation, transmission and processing of the documentation required by international trade transactions; and
- iv. on the basis of these findings, prepare a draft project for trade facilitation in the Caribbean, taking into consideration the CDCC objectives which include the harmonization and simplification of external trade procedures with a view to developing trade between the countries of the subregion.

4. Missions were undertaken in February/March 1979, and March and June/July 1980 by a FALPRO Facilitation Adviser who visited Guyana, Suriname, Trinidad and Tobago, Haiti, and Cuba to assess the situation of these countries.

5. The recommendations of the Meeting of Experts in Paramaribo were accepted by the CDCC at its Sixth Session^{3/} where it was proposed that the Secretariat should be assisted in the development of this programme by a working group consisting of all CDCC member States who showed interest in it. Additionally, the programme of work approved for the area of international trade during the 1982-1983 biennium contemplated the convening of a meeting on import and export trade procedures in the Caribbean.

^{3/} St. George's, Grenada, 4-10 November 1981 and United Nations Headquarters, New York, 3-4 February 1982. See report document E/CEPAL/G.1202 or E/CEPAL/CDCC/91, 4 May 1982.

6. The present meeting, thus, responds to an ongoing pre-occupation and responds to clear mandates both from the CDCC and the meeting of experts held in Paramaribo. In order to permit a critical review of the national trade procedures, which is to be the basis for the meeting, the Secretariat undertook the preparation, in a standardized format, of individual national trade procedures and trade operation guides for each CDCC country. These have been circulated in advance to pertinent Government institutions to allow for national review, updating and correction of these draft guides.

7. The following objectives will be pursued at the meeting:

- i. to promote the simplification of trade procedures at the national level;
- ii. to promote rationalization and harmonization of trade procedures at the Caribbean level, bearing in mind the related common practices adopted at the CARICOM level; and
- iii. to promote the creation or strengthening at the national and subregional levels of trade facilitation bodies, in the overall context of increasing Caribbean trade.

8. Thus, topics for discussion will be, inter alia, the simplification of trade procedures at the national level; the harmonization and standardization at the subregional and regional levels; the current situation within the integration schemes; the needs for institutional strengthening; and the consideration of possible follow-up actions.

II. OPERATIVE DEFINITION OF TRADE FACILITATION

9. In order to provide the participation with common points of departure for their discussions, "trade facilitation" may be defined as: "the systematic rationalization of the activities, practices and formalities involved in the collection, presentation, communication and processing of data required for international trade".^{4/}

10. While trade facilitation may be applied to a broad range of areas of activity, which can include the strengthening of the existing infrastructure, it should be understood that the political and financial commitments required of governments will vary in each case.

11. The simplification, harmonization and standardization of Caribbean trade procedures and documentation is considered the basic item for discussion at this gathering. While this would likewise require the provision of technical expertise it would involve a much smaller commitment for implementation than improvements to the physical infrastructure, while at the same time leading to a significant reduction in the cost of trade document preparation and processing. On the other hand the improvement of institutions dealing with trade procedures might require a separate set of activities, best covered in a regional project where the corresponding national work programmes would be related.

12. Procedural problems may be caused either by excessive requirements arising from unnecessary or outdated legal or commercial practices, or by the lack of harmonization between various national, regional, and international legal and commercial practices. In a document titled Guidelines for a Caribbean Work Programme on Trade Facilitation and Strengthening of Transport Institutions (E/CEPAL/L.246, 21 July 1981), it was pointed out that "to eliminate such problems, facilitation programmes focus upon the detailed study and critical review of trade procedures, formalities and documents. For example, a review of the information contained in trade documents will reveal whether each item of information is required, and for whom it is required.

^{4/} This definition is taken from the Inter-Organization Board for Information Systems, Broad Terms for United Nations Programmes and Activities, 1979.

Such a review normally includes the preparation of flow charts which illustrate the flow of information between the various parties involved and make it possible to detect bottlenecks in the procedures and to identify possibilities for rationalization of the data flow".

13. The international movement of goods is based on a grouping of separate national operations controlled successively by each country's legal and institutional régime. To all intents and purposes there is a separate customs transit policy for each country, resulting in as many documents and control systems. This multiplicity of national customs documents tends to create unnecessary obstacles for commercial movements, as was pointed out in the mentioned ECLA document and is currently the object of much debate in the regional and international fora: "As these obstacles increase the cost of transport services and the price of delivered goods, many countries both from developing and developed regions have facilitated the customs transit and transshipment of goods through their national territories by adopting the Customs Convention on the International Transport of Goods under cover of TIR Carnets (TIR Convention), 1975".^{5/}

14. The needs of the Caribbean in this respect are different and have been under study for some time. as will be pointed out in the third part of this note. The second part will briefly describe the situation of trade procedures in the Caribbean, on the basis of the research conducted by the ECLA Subregional Headquarters for the Caribbean, inter alia through the preparation of separate guides in a standardized format for the procedures followed by each member country of the Caribbean Development and Co-operation Committee (CDCC). Finally, the fourth part explores some tentative proposals for future action in these matters.

^{5/} E/CEPAL/L.246, 21 July 1981, p.4.

SITUATION OF TRADE PROCEDURES IN THE CARIBBEAN

A. Importance of Trade

15. The historically open economy of the majority of the Caribbean countries is argument enough to demonstrate that trade in goods is a vital element of the region's development.

16. The very high degree of openness of the Caribbean economies, as compared to a larger measure of internally self-sustained activities in other regions can be seen through the ratio of commodity trade as a part of the Gross Domestic Product (GDP). Such ratio, with regards to exports is 62 percent for the CDCC countries and in the case of the members of CARICOM it increases to 73 percent for the year 1980 (see table). But not only are Caribbean countries highly dependent on the external market as an outlet for their exports - more so than other regions - but they are also highly dependent on imports to satisfy their consumption needs, as is illustrated by the fact that imports represent 75 percent of the GDP for CDCC countries. This openness on the import trade is obviously most pronounced in the case of the smaller island states, members of the Eastern Caribbean Organization (OECS) which require 118 percent of their GDP in 1980 to cover their import needs.

17. In an era of increased world interdependency this openness can only increase - as can be observed for the different ratios in 1970 and 1980.

B. Incidence of procedures on trade costs and competitiveness

18. The formalities or administrative and commercial requirements of trade and the procedures or steps which importers or exporters have to go through in their commercial activities have a cost that is not easy to determine. Recent findings indicate that the cost of international trade documentation represents up to 10 percent of the total value of exports, according to figures provided by the UNCTAD Facilitation Programme (FALPRO). In some countries it has been reported that up to 360 copies of 46 different documents have been required for each shipment. Additionally, the late arrival of documents or needed information at destination delays the release of the goods and origin-

ates costs such as fines, demurrage, warehousing and possible loss of business which can be far more significant than the direct cost of document preparation. As both direct and indirect documentation costs are incorporated into selling prices, either importers pay higher prices for their purchases or exporters make smaller profits by absorbing these costs. Thus, the cost of documentation can seriously endanger exporters' ability to compete in world markets.

19. In the case of the Caribbean it is to be noted that, in general terms, it faces higher transport and handling costs, on a unitary basis, as compared with other areas of the world. This is aggravated by surcharges due to port congestion, a high rate of losses, etc., that make the cost of trading the goods even higher.

Table

CDCC: External Dependency, Openness
of the Caribbean Economies

	1970			
	GDP ('000 US)	Total Trade ('000 US)	Exports/ GDP (%)	Imports GDP (%)
CDCC (18 countries)	11.033.720	7.922.900	29.8	42.0
CARICOM (12 countries)	2.844.310	2.542.600	37.1	52.3
OECS (7 countries)	166.220	241.900	22.8	80.1
	1980			
	GDP ('000 US)	Total Trade ('000 US)	Exports/ GDP (%)	Imports GDP (%)
CDCC (18 countries)	30.262.040	41.354.400	61.4	75.3
CARICOM (12 countries)	8.247.290	11.851.700	72.6	71.1
OECS (7 countries)	369.910	576.600	37.0	118.8

Source: ECLA/CDCC Statistical Data Bank and national sources.

C. Special considerations for the Caribbean

20. The formalities, procedures and requirements for trade are not necessarily influenced by the institutional "model" of the foreign trade sector in each respective country. Whether it is undertaken by the private sector, through trading enterprises, or governmentally centralized, as is the case with import procurement for some commodities in most of the Caribbean countries, some basic requirements have to be complied with, in respect of exchange control, licensing, revenue collection, statistical information, sanitary and health regulations, etc. Only the modalities of execution may differ to some extent on account of the institutional "model".

21. Trade procedures, in general, are affected by three types of problems: substantive, structural and formal. Problems of "substance" impinge on national trade policies, the tariff structure, preferential arrangements, foreign exchange controls, etc. "Structural" problems arise from the physical and administrative procedures through which trade is conducted. "Formal" problems are mainly related to documentation requirements.

22. Caribbean foreign trade began, as is common knowledge, with the export of agricultural products and raw materials to the European metropolitan centres. As each island had colonial trade commitments with such centres, there was little development of inter-island trade. It is only in the very recent past that inter-island trade has shown some dynamism. The formation of the subregional economic integration arrangements such as, successively CARIFTA, ECCM and CARICOM have been instrumental in such inter-island growth, but the current world economic trends have strained the Caribbean countries capacity to trade with each other and have shown some limitations of the present trading schemes.

23. Policy decisions in respect of national development inevitably impinge on the trade policy to be followed and affect the actual trade flows and the procedures used to handle trade. Radically different procedures will apply if imports are seen as a supplement to a protected "infant" industrial development process or are subsidized as a matter of necessity to supply basic commodities unavailable on the local markets - be it foodstuffs or capital goods. Similarly, export of goods will be handled differently if these are controlled in order to maintain a national stock for local consumption or, in the case of

exports whose demand on the local market is satiated or negligible, these are promoted as important foreign earners.

24. When emphasis is placed on control, it is frequent for double sets of procedures to be put in force. In one country, for example, import control is carried out twice: first by import licensing - prior to the actual order to the supplier which entails an enquiry as to national availability and local production - and secondly by a customs clearance authorization required after the goods have arrived. Since licenses are granted on a case-by-case basis, the fact that shipments of one type of merchandise have received prior authorization is not a guarantee that they will be licensed every time; thus these two normally accepted standard procedures do not follow a sequential order. It can happen, for instance, that customs clearance is granted before licensing has been obtained.

25. Another substantive matter that affects procedures is the introduction of "temporary admission for inward processing" schemes by which importers are granted conditional relief from import duties and taxes in respect of goods that are to be re-exported after having undergone specific manufacturing or processing. These, in the Caribbean, are in most cases only embryonic. The main purpose of these schemes is to make it possible for national enterprises to offer their products on foreign markets at competitive prices and, thereby, providing employment opportunities for local labour. Two drawbacks have been experienced in the region. On the one hand, in many cases it is applied in such a limited way that it does not allow importers/manufacturers or exporters to draw full benefits. On the other, within the Common Market schemes - the ECCM and CARICOM - fears and suspicion amongst the member countries' traders have risen as to the degree of processing that allows a product to be treated as originating from the region. Due to these fears that some national importers/manufacturers are circumventing the established percentages set by the Rules of Origin that govern the application of tariffs, questions arise as to what is the effective value added in manufacturing of some goods, with high contents of imported "raw materials". This is especially the case when these commodities are promoted for intraregional trade and are considered by some to be merely "assembled", repackaged or re-labelled.

26. "Structural" problems in the Caribbean are linked on the one hand to the physical infrastructure: port facilities and transport links. Damages, congestion, pilferage, inadequate storage affecting unprotected cargo or perishable goods are some of these structural-physical problems encountered in subregional trade in varying degrees. The lack of regular scheduled services, especially in the case of smaller vessels is a constant pre-occupation in the smaller islands, which depend more heavily on these - both to carry their exports and bring basic imports. Delays in arrival of a ship can mean, especially in the case of perishable agricultural commodities, the loss of substantive amounts of products to be exported and/or shortage of basic commodities for the local market.

27. On the other hand, "structural" problems are also linked to the different administrative systems and traditions now present in the Caribbean. Many of the commercial practices were established during the colonial period to link the Caribbean shippers, bankers, port authorities and customs operators with their counterparts, as well as consignees and insurance companies in the metropolis (i.e. England, France, the Netherlands). These practices are in some cases still prevalent and, as advancing technology has produced high-speed ships with superior cargo handling features such as containerization, barges and roll-on/roll-off facilities, these antiquated practices now threaten the success of export promotion strategies and increase, unnecessarily, the cost of imports.

28. In addition to these problems, those of "form" also arise. There is a great variety and number of forms of all sizes and layout being used. Even when they date back to procedures and forms used prior to independence, when they were copied from those used in the metropolitan centres, they have since evolved in different directions. In some cases, even when the same names and references are used, the contents and layouts are different.

29. The question of language cannot be overlooked in a region where English, Dutch, French and Spanish are used, thus creating complications which affect intra-Caribbean trade. In some documents, the "domestic" part of an external trade transaction must be performed in the national language. This might imply the necessary preparation of separate documentation in the national language for that purpose and an "international" document to cover the actual exporting needs.

30. Problems of nomenclature for the classification of goods in customs and tariffs also arise. Even though the Customs Co-operation Council Nomenclature (CCCN) is widespread, the degree of updating varies from one country to another. To these discrepancies is added the lack of a specific nomenclature formally adopted by the integration schemes to cover those specific items that may be of importance to the region but are not covered in the more general world classifications.

31. In some instances excessive documentary requirements act as a negative factor countering what are intended to be measures promoting trade. Such is the case of the granting of preferential treatment for intra-CARICOM trade, which is unnecessarily complicated. The required certification of origin is combined with additional functions of value declaration and invoice, and the granting of the preferential treatment additionally requires obtention of a license from the importing country all of which is seen as detrimental by the subregional traders.

D. CARICOM activities in this field

32. Through its Customs and Tariff Committee the Caribbean Community monitors the implementation of the provisions regarding international trade contemplated by the CARICOM Agreement and the Annex governing the Caribbean Common Market. Thus, while at the level of the 13 countries grouped under the CARICOM Treaty some measure of harmonization is slowly taking place - and some measure of growth in trade has been experienced in the past ten years (See Annex Trade Matrices for the OECS, CARICOM and CDCC groups of countries for 1970 and 1980), it is still true that the Caribbean does not yet have a uniform institutional infrastructure for intraregional trade. Specially in the case of non-CARICOM trade, such exchanges are governed by a few bilateral agreements, under each country's commercial code, and by ad hoc agreements among sellers, buyers, freight forwarders, banks, carriers and other commercial interests. In all respects not specifically prohibited by their respective countries' legislation, these agreements reflect a multiplicity of procedures, formalities and requirements that, while serving their own particular needs in any manner they choose, generally place economic and financial burdens on trade flows.

33. With respect to imports the CARICOM Common Market establishes on the one hand a common market origin criterion for goods to be traded inside the Common Market subject to preferential treatment, and on the other a common external tariff (CET) that, in due course should be adopted by all member countries governing their trade with third countries. It is the application of these two that the CARICOM Secretariat is entrusted to monitor and is yearly reviewed by the Customs and Tariff Committee since 1972. Besides the formal adoption of a CARICOM tariff based on the CCCN which specifies the expected CET or duty for each commodity and the establishment of the criteria for a merchandise to be granted Common Market origin, a Common Market Invoice has been suggested for adoption by all countries and a common Certificate of Origin is in force.^{6/}

E. Need for facilitation

34. The situation described above in respect of the importance of trade for the Caribbean countries and the impact on competitiveness that the cost of cumbersome trade procedures have for Caribbean exports should be borne in mind in the context of the recognition given in recent years by Caribbean governments of the need to expand their export markets and the formation of subregional economic integration mechanisms like the ECCM and the CARICOM Common Market. As stated above, while the early low levels of inter-island trade did not place undue burdens on the existing Caribbean institutional infrastructures, growing trade levels have clearly demonstrated the weakness and inadequacies of the existing systems.

35. It is precisely in the context of the present unfavourable international economic situation that the importance of regional economic co-operation becomes more apparent, and the need to promote trade links beyond their present level is made more urgent.

^{6/} These aspects are covered in some detail in Annex I to the National Trade Operations and Procedure Guides (Doc. CDCC/TPC/83/19).

36. Experiences in other regions show that, by the introduction of simplified documents, cost reductions of up to 70 percent in the procedural costs of trade. The total time required for the preparation of a set of documents can be reduced to less than 15 minutes. Additional benefits may be derived from the simplification and standardization of documents if parallel efforts are made to reduce the formalities and streamline the procedures. In most countries, formalities and procedures have developed for decades in a disorganized way, each department or government agency involved defining its own requirements and the way to comply with them with little regard for other administrative sectors. This has resulted inevitably in duplication of efforts and superimposition of procedures.

37. Thus, the need for facilitation goes beyond the alignment of documents - which is nevertheless an important part of the process. The use of aligned forms (i.e. formats where similar information is located in the same position, for example in the United Nations Layout Key developed by the Economic Commission for Europe) facilitates the completion of formalities within each country and expedites procedures since revision is made easier, language problems are diminished, and in general, procedural time is reduced, where each "slot" is standardized. There is a need also to simplify documentation used and streamline procedures that, in the several administrative traditions present in the region, are scattered in various laws, administrative instructions, statutory orders, decrees, etc. This is an important element since any attempt to abolish excessive requirements or simplify prevailing procedures will have to review present legislation affecting trade and, in many countries, will have to go through the States Legislative process, requiring parliamentary approval and, even the abolition of outdated laws.

38. The institutional and political environment of the Caribbean countries must be understood prior to instituting facilitation measures since most governments in the region have centralized decision-making powers in the Executive or Legislative branches of Government. Thus, changes in existing procedures are very rarely within the competence of heads of governmental departments such as customs, banking authorities or, even, individual ministries.

39. Additionally, changes in the way international trade is conducted must also take into account prevailing trading arrangements and the provisions of the existing integration schemes within the ECCM and CARICOM.

IV. PROPOSALS FOR FUTURE ACTION

A. Objectives

40. Future actions should have as their development objective to ease and increase international trade within the Caribbean region by the reduction and eventual elimination of administrative bottlenecks and the reduction of costs associated with documentation related to trade and transport operations.

41. The immediate objectives of such actions should be:

- i. to simplify and streamline national administrative procedures and commercial practices regarding trade and transport in the member countries of CDCC;
- ii. to harmonize at the subregional level the documentation and procedure related to international trade and transport within the subregion according to existing relevant international standards and recommendations;
- iii. to create at the national and subregional levels trade facilitation bodies in charge of the supervision and further implementation of simplification and harmonization measures related to trade procedures and documentation.

42. Within this general framework, two distinct phases of work are envisaged, during which the following specific outputs should be achieved:

1. At the national level

a) The establishment of a national trade facilitation committee gathering representatives of all the parties involved in international trade and transport; and the adoption of simplified trade documentation and procedures.

11. At the subregional level

a) the establishment of a subregional trade facilitation authority, in which the integration secretariats, such as CARICOM and OECS, should have substantive responsibilities;

b) the harmonization of subregional trade and transport procedures and documentation, bearing in mind work done in this respect as part of the implementation of the subregional common markets (ECCM and CARICOM);

c) the preparation of information materials for importers and exporters explaining how to comply with the new foreign trade formalities and procedures and to prepare the aligned documentation; and

d) the preparation of recommendations for further activities that could strengthen the transport and trade institutions in the Caribbean, bearing in mind the importance of external trade, especially with third countries, for the Caribbean nations.

B. A tentative Work Plan

43. A provisional or tentative work plan is outlined in the form of a list of activities to be carried out. Adjustments should be made to it in the light of progress made in individual countries or groups of countries within the framework of integration schemes.

1. Rationalization of national Trade Procedures

44. During the first phase, a close analysis of the national trade procedures should be undertaken. Work is already advanced in this respect by the preparation of the CDCC Secretariat of 18 national trade procedures guides which have been circulated for revision to the respective governments and of which a compendium should be published in the three official languages of the CDCC as a result of the present meeting. This analysis, which might require the assistance of trade facilitation and transport specialists should lead to an improvement of national procedures along accepted international standards.

45. This phase could comprise several components of "sub-projects" to service the specific needs of the different countries. Five such "sub-projects" can be identified, each adapted to the particular needs of the countries served:

- i. The Eastern Caribbean LDCs;
- ii. The CARICOM MDCs (Jamaica, Trinidad and Tobago and Barbados);
- iii. The "continental countries" of the Caribbean of Suriname and Guyana;
- iv. The non-English speaking islands, with special emphasis on the internal problems of the Netherlands Antilles and Haiti and stressing the harmonization of procedures for easier linkage among these countries, Cuba and the Dominican Republic which do not belong to any integration scheme, and the rest of the Caribbean region; and
- v. Belize and the Bahamas, giving special attention to the situation of these countries that have strong geographical and trade linkages both within the Caribbean (as members of CARICOM) and other countries to which they are geographically closer, as is the case of Central America for Belize and the United States for the Bahamas.

46. Each of these "sub-phases" may be undertaken at the same time, in an intensive effort requiring the simultaneous work in the countries concerned and the participation of as many experts as required (five at least), all following a co-ordinated work plan, having a precise time schedule to complete the required outputs. Alternatively, an "extensive" approach can be followed, giving to each group its adequate time frame in order to permit the maturity of the actions. In this second alternative, which is the recommended approach, one or two regional facilitation advisers could work in a sequential manner, covering the five sub-groupings, before initiating the "harmonization phase".

47. The specific activities to be undertaken in each "sub-phase" are summarized as follows:

- i. Analysis of trade formalities and documents at the national level, on the basis of the national guides already prepared;
- ii. Collection of relevant laws and regulations in the field of exchange control, foreign trade control, revenue collection, statistics, port procedure, customs procedure, quality or sanitary control, etc.;

- iii. Design a flow chart, indicating transit of imported goods from point of origin to final destination after customs clearance and, conversely, the transit of goods from the exporter's premises to loading on carriers. All documents used and formalities required should be critically reviewed, analyzing data elements shown on documents with respect to their use for control and/or recording purposes;
- iv. Establish national trade facilitation committees to determine the formalities that could be abolished, the data elements that could be dispensed with, the documents that could be combined or suppressed, and draft recommendations for the simplification of national procedures as well as concrete proposals for the amelioration of the flow of both documents and goods. Further assistance to national committees in the implementation of these recommendations once they are adopted at the relevant political and legal levels might be the object of technical assistance projects in the countries where such are deemed necessary.

ii. Subregional Harmonization

48. The aim of this phase is the implementation of harmonized trade procedures and the creation of a regional consultative mechanism for trade facilitation. This mechanism should comprise two types of activities: formal consultations and harmonization of procedures, with emphasis on technical co-operation among participating institutions. During this phase the involvement of the integration Secretariats and common markets is crucial. The specific activities to be undertaken in this phase comprise:

a) Analysis of similarities, overlapping, duplication and other characteristics of the national trade procedures and documents of each country vis-à-vis the others. This can be done on the basis of the national guides already prepared and the rationalization of efforts resulting from the implementation of phase I. In the case of CARICOM countries, work advanced by the scheme in terms

of a common CARICOM invoice, a common certificate of origin (both for intra-CARICOM trade and exports to the EEC under the Lomé Convention), and other measures devised under the Customs and Tariff Council, should guide further harmonization;

b) establishment of a subregional trade facilitation authority to be in charge of preparing suggestions for governments' approval on harmonized and/or aligned trade documents and procedures;

c) assistance to national facilitation committees in the preparation of legal texts and regulations required for the actual implementation of simplified formalities, procedures and documents;

d) assistance to the same national committees in the preparation of brochures describing the new formalities, procedures and documents, intended for importers and exporters; and

e) updating and publishing the compiled version of the national trade procedure guides, agreement to be reached on its periodicity.

C. Possible institutional arrangements

49. At the national level responsibility for its execution should be assumed by Governments, some of which might require foreign assistance for its execution. In this latter case, either the integration schemes' secretariats or specialized international agencies such as the Facilitation Programme of UNCTAD (or both in a joint project) could provide the necessary technical backstopping.

50. At the subregional level the CARICOM Secretariat should be involved at a substantive level. In the alternative of a regional project designed to this effect, this Secretariat should assume responsibility for its execution.

1. At the national level

51. To carry out the proposed activities, the national trade facilitation committees should be defined as multi-disciplinary bodies with substantive participation of representatives from Central Banks, Ministries of Trade and Export Promotion Centres, Port Authorities, Statistical Services, and delegates from the productive and trading sectors (public and private).

52. For those countries where the need for external assistance is greater, specific national projects could be designed in order to strengthen and make viable the necessary institutional arrangements. Availability of resources through international financial agencies and/or the United Nations Development Programme should be ascertained.

ii. At the subregional level

53. In order to carry out the activities at this level and follow the phases outlined above, present activities and priorities of the integration scheme's Secretariat should be ascertained. Previous actions carried out in the region by international technical assistance bodies such as the UNCTAD Facilitation Programme (FALPRO) and others should also be borne in mind.

54. The suggested approach is a regional project which would adopt as its objectives and outputs the ones outlined above, to be executed at the sub-regional level by the CARICOM Secretariat with the backstopping of FALPRO and ECLA. FALPRO could provide regional advisers on facilitation to co-ordinate the activity within the CARICOM Secretariat with assistance from the substantive officers in trade and transportation in the ECLA Subregional Headquarters for the Caribbean.

INTRA-OECS TRADE MATRIX - 1980
U.S. Dollars Thousands

Origin \ Destination	ANTIGUA	DOMINICA	GRENADA	MONTserrat	ST. KITTS/NEVIS	ST. LUCIA	ST. VINCENT	OECS	WORLD
ANTIGUA<1>		496.0	60.4	37.1	798.7	919.5	1,288.2	3,599.9	102,830
DOMINICA	1,701.1		178.5	62.6	91.5	1,703.7	1,327.0	5,064.3	47,678
GRENADA	113.7	448.5		3.3	21.5	1,283.3	348.1	2,218.4	50,213
MONTserrat<1>	297.3	33.8	1.2		313.3	158.2	102.5	547.5	16,500
ST. KITTS/NEVIS<2>	549.1	155.7	1.0	14.4		147.9	1,256.6	2,119.7	46,080
ST. LUCIA	748.9	486.7	16.7	25.2	95.2		1,257.4	2,630.1	118,933
ST. VINCENT<2>	140.0	388.5	21.5	-	64.1	1,828.5		2,439.6	57,240
OECS	3,550.1	2,009.2	279.3	142.6	1,384.3	6,033.1	5,579.7	18,978.3	439,474
BARBADOS	1,078.1	721.5	313.3	29.6	303.0	1,948.9	1,304.8	5,699.2	524,553
BELIZE<1>	1.0	1.0	4.5	-	-	-	-	6.4	146,080
GUYANA<2>	11.1	156.0	65.5	-	0.5	631.4	3.7	868.2	396,100
JAMAICA	1,321.1	1,505.6	417.8	106.7	325.2	5,854.1	207.8	9,738.3	1,181,351
TRINIDAD AND TOBAGO	4,815.6	523.7	1,598.5	35.6	2,598.9	2,634.4	3,506.7	15,713.4	3,177,665
CARICOM	10,777.0	4,917.0	2,678.9	314.5	4,611.9	17,101.9	10,602.7	51,003.9	5,865,223
BAHAMAS	-	-	-	-	-	-	-	-	4,074,400
CUBA	-	-	-	-	-	-	-	-	6,000,000
DOMINICAN REPUBLIC	-	-	-	-	-	-	-	-	1,586,800
HAITI	-	-	-	-	-	-	-	-	600,510
NETHERLANDS ANTILLES	-	-	-	-	-	...	...	600.0	7,589,600
SURINAME	...	...	-	...	...	-	-	30.0	521,400
CDCC	...	...	2,678.9	...	...	...	...	51,633.9	26,237,933
OTHER CARIBBEAN	-	10.0	-	2,820.0	-	-	-	3,030.0	6,143,630
BERMUDA	-	10.0	-	-	-	-	-	10.0	389,800
FRENCH GUYANA	-	-	-	-	-	-	-	-	218,110
GUADELOUPE	-	-	-	980.0	-	-	-	980.0	702,300
MARTINIQUE	-	-	-	1,840.0	-	-	-	1,840.0	796,620
U.S. VIRGIN ISLANDS	...	...	...	...	...	...	...	200.0	4,037,200
WORLD	27,700.0	9,741.5	17,384.7	1,184.8	20,100.0	45,988.9	15,020.0	137,132.8	

SOURCE: Intra-CARICOM Trade: Digest of Trade Statistics 1970-1980, CARICOM (Georgetown, Guyana), based on reports from importing (destination) countries and for Inter-CDCC Trade: Direction of Trade Statistics, IMF (Washington) data for importing (destination) countries.

<1> 1978 data. <2> 1979 data.

INTRA-CARICOM TRADE MATRIX - 1980
U.S. Dollars Thousands

origin Destination	DECS	BARBADOS	BELIZE	GUYANA	JAMAICA	TRINIDAD AND TOBAGO	CARICOM	WORLD
ANTIGUA<1>	3,599.9	2,114.7	438.3	1,499.1	3,165.1	3,841.4	14,658.4	102,830.0
DOMINICA	5,064.3	1,934.8	22.2	958.9	833.3	3,953.3	12,777.4	47,678.0
GRENADA	2,218.4	1,908.5	7.0	1,258.1	1,115.9	9,976.7	16,495.2	50,213.0
MONTSERRAT<1>	547.5	544.4	-	85.9	318.1	1,560.1	3,414.8	16,500.0
ST. KITTS/NEVIS<2>	2,119.7	1,066.7	-	167.5	686.7	4,768.3	8,808.9	46,080.0
ST. LUCIA	2,630.1	3,991.9	109.3	2,530.7	2,298.5	15,194.4	26,744.8	118,933.0
ST. VINCENT<2>	2,439.6	2,625.4	-	1,569.2	1,178.8	7,998.1	15,811.1	57,240.0
DECS	18,978.3	14,186.4	576.8	8,079.4	9,586.4	47,292.3	98,699.6	439,474.0
BARBADOS	5,699.2	-	797.0	4,423.0	10,592.6	73,257.8	94,769.6	524,553.3
BELIZE<1>	6.4	22.9	-	12.2	2,415.0	386.4	2,842.9	146,080.0
GUYANA<2>	863.2	1,310.2	0.9	-	8,384.1	120,035.5	130,598.9	396,100.0
JAMAICA	9,733.3	6,534.8	01,382.2	24,495.9	-	43,497.8	85,649.3	1,181,351.0
TRINIDAD AND TOBAGO	15,713.4	25,957.4	7,660.7	23,921.5	38,215.2	-	111,468.2	3,177,665.0
CARICOM	51,903.9	48,011.7	10,417.6	60,932.0	69,193.3	294,469.8	524,028.3	5,865,223.0
BAHAMAS	-	500.0	-	-	4,000.0	38,000.0	42,500.0	4,074,400.0
CUBA	-	-	-	-	-	-	-	6,000,000.0
DOMINICAN REPUBLIC	-	100.0	-	-	1,800.0	17,900.0	19,800.0	1,586,800.0
HAITI	-	470.0	-	-	4,370.0	21,680.0	26,520.0	600,510.0
NETHERLANDS ANTILLES	600.0	900.0	-	500.0	3,000.0	52,000.0	57,000.0	7,589,600.0
SURINAME	30.0	1,600.0	10.0	-	2,380.0	154,600.0	158,620.0	521,400.0
CDCC	51,633.9	51,581.7	10,427.6	61,432.0	84,743.3	568,649.8	928,468.3	26,237,933.0
OTHER CARIBBEAN	3,030.0	1,870.0	-	180.0	3,090.0	53,080.0	61,250.0	6,143,630.0
BERMUDA	10.0	280.0	-	180.0	810.0	210.0	1,490.0	389,800.0
FRENCH GUYANA	-	330.0	-	-	-	30,730.0	31,060.0	218,110.0
GUADELOUPE	980.0	220.0	-	-	750.0	6,710.0	8,660.0	702,300.0
MARTINIQUE	1,840.0	8,400.0	-	-	1,030.0	10,830.0	14,540.0	796,620.0
U.S. VIRGIN ISLANDS	200.0	200.0	-	-	500.0	4,600.0	5,500.0	4,037,200.0
WORLD	137,123.8	305,658.0	109,950.0	389,300.0	967,451.1	4,076,984.4	5,986,447.0	-

SOURCE: Intra-CARICOM Trade, Digest of Trade Statistics 1970-1980, CARICOM (Georgetown, Guyana); based on reports from importing (destination) country and for Intra-CDCC Trade, Direction of Trade Statistics, IMF (Washington) data for importing (destination) country.

<1> 1978 data. <2> 1979 data.

INTRA-CARIBBEAN TRADE MATRIX - 1980
U.S. Dollars Thousands

origin Destination	CARICOM	BAHAMAS	CUBA	DOMINICAN REPUBLIC	HAITI	NETHERLANDS ANTILLES	SURINAME	CDCC
ANTIGUA<1>	14,658.4	38.1	-	-	-	316.7	16.8	15,039
DOMINICA	12,777.4	101.1	61.1	-	-	131.1	98.5	13,169
GRENADA	16,485.2	1.5	1,015.6	780.0	-	58.9	54.4	18,390
MONTSERAT<1>	3,414.8	-	71.2	-	-	4.3	41.0	3,531
ST. KITTS/NEVIS<2>	8,808.9	-	248.3	-	-	280.1	389.1	9,726
ST. LUCIA	26,744.8	0.4	159.6	1,610.0	-	579.6	124.8	29,219
ST. VINCENT<2>	15,811.1	1.4	226.1	1,552.9	-	9.6	85.1	17,686
OECS	98,699.6	142.5	1,781.9	3,942.8	-	1,380.3	809.7	106,758
BARBADOS	94,769.6	45.2	3,286.7	-	-	4,149.6	224.1	102,675
BELIZE<1>	2,842.9	10.2	-	-	-	13,130.4	-	15,983
GUYANA<2>	130,598.9	647.9	2,640.8	-	-	2,805.0	246.8	136,939
JAMAICA	85,649.3	4.1	913.3	858.5	-	224,743.7	108.5	312,277
TRINIDAD AND TOBAGO	111,460.2	955.2	5.2	-	-	2,363.4	846.1	115,638
CARICOM	524,028.3	1,805.1	8,627.9	4,801.3	-	248,572.4	2,235.2	790,070
BAHAMAS	42,500.0	-	200.0	-	800.0	46,500.0	-	90,000
CUBA	-	-	-	-	-	6,800.0	1,300.0	8,100
DOMINICAN REPUBLIC	19,800.0	-	-	-	1,300.1	117,000.0	300.0	138,400
HAITI	26,520.0	170.0	-	4,880.0	-	40,930.0	-	72,500
NETHERLANDS ANTILLES	57,000.0	53,600.0	4,200.0	1,800.0	700.0	-	5,300.0	122,600
SURINAME	158,620.0	-	1,720.0	880.0	-	850.0	-	162,070
CDCC	828,468.3	55,575.1	14,747.9	12,361.3	2,900.0	460,652.4	9,135.2	1,383,740
OTHER CARIBBEAN	61,250.0	87,500.0	380.0	3,090.0	1,910.0	57,780.0	14,870.0	226,610
BERMUDA	1,490.0	1,100.0	-	-	30.0	50,630.0	90.0	53,170
FRENCH GUYANA	31,060.0	-	380.0	60.0	220.0	630.0	3,430.0	35,780
GUADELOUPE	8,660.0	-	-	1,030.0	520.0	3,800.0	7,730.0	21,740
MARTINIQUE	14,540.0	-	-	1,300.0	7,400.0	2,120.0	3,620.0	22,320
U.S. VIRGIN ISLANDS	5,500.0	86,400.0	-	700.0	400.0	600.0	-	93,600
WORLD	5,986,447.0	2,531,400.0	5,800,000.0	971,600.0	345,780.0	5,354,300.0	593,240.0	21,415,247

SOURCE: Intra-CARICOM Trade, Digest of Trade Statistics 1970-1980, CARICOM, (Georgetown, Guyana), based on reports from importing (destination) country and for Intra-CDCC Trade, Direction of Trade Statistics, IMF (Washington) data for importing (destination) country.

<1> 1978 data. <2> 1979 data.

NON-CDCC CARIBBEAN EXPORTS (AS REPORTED BY EXPORTER) - 1980

origin Destination	BERMUDA	FRENCH GUYANA	GUADELOUPE	MARTINIQUE	U.S. VIRGIN ISLANDS	OTHER CARIBBEAN	WORLD
ANTIGUA	-	-	-	-	-	-	102,030.0
DOMINICA	-	-	-	-	-	-	47,670.0
GRENADE	-	-	220.0	150.0	-	370.0	50,213.0
MONTserrat	-	-	530.0	1,210.0	-	1,740.0	16,500.0
ST. KITTS/NEVIS	-	-	-	-	-	-	46,000.0
ST. LUCIA	-	-	-	-	-	-	118,733.0
ST. VINCENT	-	-	-	-	-	-	57,240.0
OECS	-	-	750.0	1,360.0	-	2,110.0	439,474.0
BARBADOS	-	-	10.0	80.0	10.0	100.0	524,553.3
BELIZE	-	-	-	-	-	-	146,080.0
GUYANA	-	20.0	-	-	-	20.0	396,100.0
JAMAICA	210.0	-	20.0	-	400.0	630.0	1,181,351.0
TRINIDAD AND TOBAGO	40.0	-	-	550.0	-	590.0	3,177,665.0
CARICOM	250.0	20.0	780.0	1,990.0	4,100.0	7,140.0	5,865,223.0
BAHAMAS	50.0	-	-	50.0	-	100.0	4,074,400.0
CUBA	-	-	-	-	-	-	6,000,000.0
DOMINICAN REPUBLIC	10.0	-	-	40.0	-	50.0	1,586,800.0
HAITI	-	80.0	180.0	180.0	-	440.0	600,510.0
NETHERLANDS ANTILLES	1,970.0	-	240.0	20.0	1,500.0	3,730.0	7,589,600.0
SURINAME	-	330.0	10.0	-	-	340.0	521,400.0
CDCC	2,280.0	430.0	1,210.0	2,280.0	1,910.0	8,110.0	26,237,933.0
OTHER CARIBBEAN	-	2,400.0	22,010.0	47,810.0	7,600.0	79,820.0	6,143,630.0
BERMUDA	-	-	-	-	-	-	389,800.0
FRENCH GUYANA	-	-	1,730.0	-	-	1,730.0	218,110.0
GUADELOUPE	-	710.0	-	47,810.0	-	49,120.0	702,300.0
MARTINIQUE	-	1,690.0	20,280.0	-	-	21,970.0	796,420.0
U.S. VIRGIN ISLANDS	-	-	-	-	-	-	4,037,200.0
WORLD	45,950.0	35,820.0	124,780.0	128,280.0	78,400.0	413,230.0	-

SOURCE: Intra-CARICOM Trade, Digest of Trade Statistics 1970-1980, CARICOM, (Georgetown, Guyana), based on reports from importing (destination) country and for Intra-CDCC Trade, Direction of Trade Statistics, IMF (Washington) data for importing (destination) country.

INTRA-OECS TRADE MATRIX - 1970
U.S. Dollars Thousands

origin Destination	ANTIGUA	DOMINICA	GRENADA	MONTserrat	ST.KITTS/NEVIS	ST.LUCIA	ST.VINCENT	OECS	WORLD
ANTIGUA		107.0	2.5	17.5	64.0	40.5	17.5	249.0	36,324.5
DOMINICA	65.5		44.0	9.5	11.0	9.0	14.0	153.0	15,757.0
GRENADA	23.6	2.5		-	28.0	5.0	7.0	66.1	22,316.0
MONTserrat	24.5	3.5	-		35.0	1.0	2.0	66.0	4,400.0
ST. KITTS/NEVIS	182.0	21.5	2.5	7.0		2.5	13.0	228.5	11,713.5
ST. LUCIA	28.5	27.5	15.0	3.0	3.0		14.0	91.0	27,292.5
ST. VINCENT	19.5	14.0	26.0	1.5	49.5	34.0		144.5	15,256.0
OECS	343.6	176.0	90.0	38.5	190.5	92.0	67.5	997.6	133,059.5
BARBADOS	96.0	175.5	15.0	8.5	4	94.0	219.0	612.0	117,502.5
BELIZE	2.0	-	-	-	-	-	-	2.0	33,366.5
GUYANA	22.0	85.5	26.0	0.5	1.0	173.5	48.0	356.5	134,119.5
JAMAICA	41.0	17.0	5.5	3.0	-	-	2.0	68.5	525,406.5
TRINIDAD AND TOBAGO	64.5	60.0	114.0	3.5	59.0	856.0	677.0	1,834.0	543,510.0
CARICOM	586.5	513.5	250.5	54.5	254.5	1,216.0	1,013.5	3,871.0	1,486,964.5
BAHAMAS	...	...	-	-	-	-	-	200.0	336,800.0
CUBA	-	-	-	-	-	-	-	-	1,310,968.0
DOMINICAN REPUBLIC	-	-	-	-	-	-	-	-	279,500.0
HAITI	-	-	-	-	-	-	-	-	51,950.0
NETHERLANDS ANTILLES	...	...	-	...	...	-	-	300.0	870,600.0
SURINAME	-	-	-	-	-	...	...	140.0	115,410.0
CDCC	...	...	250.5	...	...	...	...	4,511.0	4,452,192.5
OTHER CARIBBEAN	-	-	-	-	-	-	-	400.0	724,046.0
BERMUDA	-	-	-	-	-	-	-	-	115,500.0
FRENCH GUYANA	-	-	-	-	-	-	-	-	45,360.0
GUADELOUPE	-	-	-	-	-	-	-	-	148,134.0
MARTINIQUE	-	-	-	-	-	-	-	-	172,909.0
U.S. VIRGIN ISLANDS	...	...	...	...	...	...	...	400.0	242,143.0
WORLD	13,632.0	5,905.0	6,037.5	225.5	4,147.0	4,362.5	3,534.5	37,844.0	-

SOURCE: Intra-CARICOM Trade, A Digest of Trade Statistics 1970-1980, CARICOM (Georgetown, Guyana), based on reports from importing country; and Intra-CDCC Trade, Direction of Trade Statistics, IMF (Washington) data for importing (destination) country; for CARICOM, based on reporting country's imports.

INTRA-CARICOM TRADE MATRIX - 1970
U.S. Dollars Thousands

origin Destination	OECS	BARBADOS	BELIZE	GUYANA	JAMAICA	TRINIDAD AND TOBAGO	CARICOM	WORLD
ANTIGUA	249.0	622.0	325.5	375.0	386.0	2,421.5	4,379.0	36,324.5
DOMINICA	153.0	548.0	2.0	241.0	351.5	1,693.5	2,988.0	15,757.0
GRENADA	66.1	657.0	5.0	435.0	298.5	3,467.0	4,929.0	22,316.0
MONTserrat	66.0	193.5	2.5	24.0	119.0	534.5	939.0	4,400.0
ST. KITTS/NEVIS	228.5	304.0	14.5	271.0	222.0	1,008.0	2,048.5	11,713.5
ST. LUCIA	91.0	1,032.5	7.5	500.0	327.0	3,152.0	5,110.0	27,292.5
ST. VINCENT	144.5	668.5	30.5	389.5	242.5	2,421.5	3,897.0	15,256.0
OECS	997.6	4,425.5	387.5	2,235.5	1,946.5	14,698.0	24,290.5	133,059.5
BARBADOS	612.0	-	49.5	2,154.5	1,999.0	8,460.0	13,275.0	117,502.5
BELIZE	2.0	1.5	-	3.5	2,410.5	33.0	2,450.5	33,366.5
GUYANA	356.5	463.5	-	-	1,914.0	16,155.0	18,888.5	134,119.5
JAMAICA	68.5	310.0	740.0	2,837.5	-	5,577.5	9,536.0	525,406.5
TRINIDAD AND TOBAGO	1,834.0	1,325.0	-	5,780.5	4,550.0	-	13,439.5	543,510.0
CARICOM	3,871.0	6,125.5	1,176.5	12,961.5	12,820.0	44,926.0	81,880.0	1,486,964.5
BAHAMAS	200.0	100.0	-	-	2,800.0	1,400.0	4,500.0	336,800.0
CUBA	-	-	-	-	-	-	-	1,310,968.0
DOMINICAN REPUBLIC	-	-	400.0	-	1,000.0	700.0	2,100.0	279,500.0
HAITI	-	-	-	-	200.0	60.0	260.0	51,950.0
NETHERLANDS ANTILLES	300.0	100.0	-	100.0	200.0	7,800.0	8,500.0	870,600.0
SURINAME	190.0	-	-	380.0	470.0	11,730.0	12,720.0	115,410.0
CDCC	4,511.0	6,325.5	1,576.5	13,441.5	17,490.0	66,616.0	109,960.5	4,452,192.5
OTHER CARIBBEAN	400.0	310.0	-	40.0	1,710.0	16,000.0	18,460.0	724,046.0
BERMUDA	-	210.0	-	40.0	1,310.0	-	1,560.0	115,500.0
FRENCH GUYANA	-	-	-	-	-	-	-	45,360.0
GUADELOUPE	-	-	-	-	-	-	-	148,134.0
MARTINIQUE	-	-	-	-	-	-	-	172,909.0
U.S. VIRGIN ISLANDS	400.0	100.0	-	-	400.0	16,000.0	16,900.0	242,143.0
WORLD	37,844.0	39,573.0	18,800.0	135,921.5	341,799.0	481,642.0	1,055,580.5	-

SOURCE: Intra-CARICOM Trade, A Digest of Trade Statistics 1970-1980, CARICOM (Georgetown, Guyana), based on reports from importing country, and Intra-CDCC Trade, Direction of Trade Statistics, IMF (Washington), data for importing (destination) country, for CARICOM, based reporting country's imports.

INTRA-CARIBBEAN TRADE MATRIX - 1970
U.S. Dollars Thousands

origin Destination	CARICOM	BAHAMAS	CUBA	DOMINICAN REPUBLIC	HAITI	NETHERLANDS ANTILLES	SURINAME	CDCC	WORLD
ANTIGUA	4,379.0	41.5	0.5	-	-	86.5	88.5	4,596.0	36,324.0
DOMINICA	2,988.0	2.0	-	-	-	39.0	22.0	3,051.0	15,757.0
GRENADA	4,929.0	1.5	-	-	-	32.0	50.0	5,012.5	22,316.0
MONTserrat	939.0	16.5	-	-	-	9.5	5.5	970.5	4,400.0
ST. KITTS/NEVIS	2,048.5	0.5	-	-	-	5.0	17.5	2,071.5	11,713.0
ST. LUCIA	5,110.0	0.5	-	93.0	-	45.0	49.0	5,297.5	27,292.0
ST. VINCENT	3,897.0	2.5	-	142.5	-	18.5	12.5	5,073.0	15,256.0
OECS	24,290.5	65.0	0.5	235.5	-	235.5	245.0	25,072.0	133,059.0
BARBADOS	13,275.0	28.0	4.0	-	-	1,428.5	319.0	15,054.5	117,502.0
BELIZE	2,150.5	8.5	-	-	-	227.5	8.0	2,694.0	33,366.0
GUYANA	18,888.5	0.5	-	-	-	48.0	183.5	19,120.5	134,119.0
JAMAICA	9,536.0	46.5	-	116.5	-	8,957.5	278.5	18,935.0	525,406.0
TRINIDAD AND TOBAGO	13,439.5	12.5	0.5	-	-	552.0	301.5	14,306.0	543,510.0
CARICOM	81,880.0	161.0	5.0	351.5	-	11,449.0	1,335.5	95,182.0	1,486,964.0
BAHAMAS	4,500.0	-	100.0	-	100.0	3,000.0	-	7,700.0	336,800.0
CUBA	-	-	-	-	-	7,000.0	-	7,000.0	1,310,968.0
DOMINICAN REPUBLIC	2,100.0	100.0	-	-	300.0	13,100.0	100.0	15,700.0	279,500.0
HAITI	260.0	50.0	-	20.0	-	1,960.0	20.0	2,310.0	51,950.0
NETHERLANDS ANTILLES	8,500.0	2,000.0	-	200.0	-	-	1,700.0	12,400.0	870,600.0
SURINAME	12,720.0	-	-	-	-	470.0	-	13,190.0	115,410.0
CDCC	109,960.5	2,311.0	105.0	571.5	400.0	36,979.0	3,155.5	153,482.5	4,452,192.0
OTHER CARIBBEAN	18,460.0	770.0	-	200.0	150.0	10,834.0	100.0	30,514.0	724,046.0
BERMUDA	1,560.0	670.0	-	-	50.0	2,450.0	-	4,730.0	115,500.0
FRENCH GUYANA	-	-	-	-	-	724.0	-	724.0	45,360.0
GUADELOUPE	-	-	-	-	-	3,090.0	-	3,090.0	148,134.0
MARTINIQUE	-	-	-	-	-	4,270.0	-	4,270.0	172,909.0
U.S. VIRGIN ISLANDS	16,900.0	100.0	-	200.0	100.0	300.0	100.0	17,700.0	242,143.0
WORLD	1,055,580.5	86,700.0	1,046,300.0	249,100.0	40,520.0	675,600.0	133,931.0	3,287,731.5	-

SOURCE: Intra-CARICOM Trade, A Digest of Trade Statistics 1970-1980, CARICOM (Georgetown, Guyana), based on reports from importing country; and Intra-CDCC Trade, Direction of Trade Statistics, IMF, (Washington), data for importing (destination) country; for CARICOM, based on reporting country's imports.

NON-CDCC CARIBBEAN EXPORTS (AS REPORTED BY EXPORTER) - 1970

origin Destination	BERMUDA	FRENCH GUYANA	GUADELOUPE	MARTINIQUE	U.S. VIRGIN ISLANDS	OTHER CARIBBEAN	WORLD
ANTIGUA	-	-	-	-	...	-	36,324.5
DOMINICA	-	-	-	-	...	-	15,757.0
GRENADA	-	-	-	-	...	-	22,316.0
MONTserrat	-	-	-	-	...	-	4,400.0
ST. KITTS/NEVIS	-	-	-	-	...	-	11,713.5
ST. LUCIA	-	-	-	-	...	-	27,292.5
ST. VINCENT	-	-	-	-	...	-	15,256.0
OECS	-	-	-	-	...	-	133,059.5
BARBADOS	10.0	-	-	-	...	10.0	117,502.5
BELIZE	-	-	-	-	...	-	33,366.5
GUYANA	-	-	-	-	...	-	134,119.5
JAMAICA	40.0	-	-	-	...	40.0	525,406.5
TRINIDAD AND TOBAGO	-	-	-	-	...	-	543,510.0
CARICOM	50.0	-	-	-	...	50.0	1,486,964.5
BAHAMAS	80.0	-	-	-	...	80.0	336,800.0
CUBA	-	-	-	-	...	-	1,310,968.0
DOMINICAN REPUBLIC	-	-	-	-	...	-	279,500.0
HAITI	-	-	-	50.0	...	50.0	51,950.0
NETHERLANDS ANTILLES	-	620.0	-	-	...	620.0	870,600.0
SURINAME	-	-	-	-	...	-	115,410.0
CDCC	130.0	620.0	-	50.0	...	800.0	4,452,192.5
OTHER CARIBBEAN	-	469.0	720.0	1,640.0	...	2,829.0	724,046.0
BERMUDA	-	50.1<1>	10.0<1>	90.0<1>	...	105.0<1>	115,500.0
FRENCH GUYANA	-	-	170.0	290.0	...	460.0	45,360.0
GUADELOUPE	-	189.0	-	1,260.0	...	1,449.0	148,134.0
MARTINIQUE	-	275.0	540.0	-	...	815.0	172,909.0
U.S. VIRGIN ISLANDS	-	-	-	-	...	-	242,143.0
WORLD	80,600.0	4,287.0	37,620.0	45,301.0	262.0	168,070.0	-

SOURCE: Intra-CARICOM Trade, Digest of Trade Statistics 1970-1980, CARICOM (Georgetown, Guyana), based on reports from importing (destination) country and for Intra-CDCC Trade, Direction of Trade Statistics, IMF (Washington), data for importing (destination) country.

<1> British West Indies

