AgEcon SEARCH
RESEARCH IN AGRICULTURAL & APPLIED ECONOMICS

The World's Largest Open Access Agricultural & Applied Economics Digital Library

This document is discoverable and free to researchers across the globe due to the work of AgEcon Search.

Help ensure our sustainability.

Give to AgEcon Search

AgEcon Search
http://ageconsearch.umn.edu
aesearch@umn.edu

*Papers downloaded from **AgEcon Search** may be used for non-commercial purposes and personal study only. No other use, including posting to another Internet site, is permitted without permission from the copyright owner (not AgEcon Search), or as allowed under the provisions of Fair Use, U.S. Copyright Act, Title 17 U.S.C.*

DISCUSSION REPORT *(Paper by Prof. V.R. McDonald)*

After some brief comments on the need for transport to enable the Carifta Agricultural Marketing Protocol to operate effectively, the Chairman invited participants to make their comments.

Discussion was centred around three main points based on the proposals offered by the paper. These points were as follows:

1. Ownership of transport facilities in the Caribbean
2. Handling facilities at terminal points
3. Types of transport facilities requires.

1. Ownership of transport facilities in the Caribbean

It was questioned whether ownership would not be prepared to be in the hands of the private sector where the services required can be provided satisfactorily and competitively. Although the efficiency of the private sector is recognised vis-a-vis the public sector, the particular development needs of the Region may require the public sector to take an active part. For example, the private sector will only be willing to provide services where these are remunerative, that is, mainly where there are sufficient supplies of goods for transport. In fact, the private sector will not provide services where volume is low and inconsistent, and this is especially true of agricultural goods in the smaller territories. For this reason the public sector will have to some extent subsidise in order to provide services consistently even in low volume goods. Where this is done it may well serve as a development function -- an encouragement -- to increase production.

2. Handling facilities at terminal points

This point was not emphasised in the paper, but participants agreed that these are basic to the provision of adequate transportation in the Region. As a result it was thought that a study of the problems and needs of terminal points should be an integral part of all proposals for transport improvement in the Region.

3. Types of transport facilities required

It was noted that passenger transport needs was not an urgent need; the main problems of transport lie with perishable agricultural goods which need frequent and efficient services from time to time. Because of the special needs of these types of goods it was necessary to include in the transport proposals some studies on the quality of the services and how these can satisfy the needs of the export oriented farms.

Other general points raised in the discussion include the need to properly organise intra-country transport to form efficient supply lines for the regional transport system and the possibility of the regional services also taking part in the external trade of the Region. There was no doubt that these factors would add to the efficiency of the system and may in fact lead to savings in transport costs.