



CARIBBEAN COMMUNITY

THE MULTILATERAL AIR SERVICES AGREEMENT - A SINGLE MARKET FOR AIR TRANSPORTS SERVICES WITHIN THE CARIBBEAN COMMUNITY

PRESENTED TO

ICAO/LACAC NAM/CAR/SAM Capacity Building Workshop on Economic Regulation and Oversight

PANAMA CITY, PANAMA, 21 – 23 MAY 2024, (VIRTUAL)

Presented by:


DR. PAULINE D. YEARWOOD

Deputy Programme Manager, Transportation

Directorate of Economic Integration, Innovation and Development(EIID)

CARIBBEAN COMMUNITY SECRETARIAT

OUTLINE OF PRESENTATION

- ❑ DEFINING THE CARIBBEAN COMMUNITY (CARICOM)
 - ❑ TOWARDS A REVISED MULTILATERAL AIR SERVICES AGREEMENT (MASA)
 - ❑ OBJECTIVE OF THE NEW CARICOM MASAs
 - ❑ ECONOMIC AND TECHNICAL ELEMENTS OF THE REVISED MASAs
 - ❑ THE STATUS OF THE NEW CARICOM MASAs
 - ❑ MAIN ELEMENT OF THE REVISED CARICOM MASAs
 - ❑ OPERATIONALISATION OF THE MASAs & POLICY DEVELOPMENT CONSIDERATIONS
 - ❑ EXPECTED OPPORTUNITIES
- 

DEFINING THE CARIBBEAN COMMUNITY (CARICOM)

- Fifteen (15) Member States and five (5) Associate Members.
- Apart from Suriname and Guyana which share a common riverain border, Member States are separated by vast expanses of water.
- Smaller States depend on a complementary network of small vessels or commuter aircraft operations to link them to their principal markets via regional hubs.
- Geographical spread and the operational limitations at ports present logistical challenges in establishing a comprehensive, seamless transport system in the Community.
- Transportation is vital for providing access to the Community's tourism markets both within the region and abroad, movement of goods, and the means of social integration.

NO TRANSPORTATION NO TRADE

TOWARDS A REVISED MASA

The revised MASA replaces that which was opened for signature in 1996, entered into force in November 1998 and, at the time, ratified by Antigua and Barbuda; Barbados; Belize; Dominica; Grenada; Guyana; St. Kitts and Nevis; St. Lucia; Trinidad and Tobago and St. Vincent and the Grenadines

As the original MASA preceded the entry into force of the Revised Treaty of Chaguaramas of Chaguaramas (RTC) it became necessary to amend same to ensure its consistency with the Revised Treaty.

OBJECTIVE OF THE NEW CARICOM MASA

1. The Agreement seeks, within the framework of the Revised Treaty, to establish:
 - (a) A single market for air transport within the Community.
 - (b) Measures to:
 - (i) Promote the adoption of uniform standards and recommended practices for the provision of air transport services within the Community.
 - (ii) Ensure uniformity in licensing and certification of aviation personnel within the Community.
 - (iii) Ensure that the provision of international air transport services in the Community is undertaken by financially viable and technical qualified air carriers.
2. The Agreement confers rights and obligations on Member States in furtherance of the objectives set out in paragraph 1 above.


ECONOMIC AND TECHNICAL ELEMENTS OF THE REVISED MASA

- ▶ The key ECONOMIC elements are – *Article 5* – Grant of Rights; *Article 6* – Designation of Air Carriers; *Article 14* – Commercial Opportunities; *Article 17* – Capacity and *Article 18* – Pricing.
- ▶ The key TECHNICAL elements are – *Article 3* – Licensing Requirements; *Article 7* – Grant of Operating Authorizations and Permissions to Air Carriers; *Article 11* – Recognition of Certificates; *Article 12* – Safety and *Article 13* – Aviation Security.

THE STATUS OF THE NEW CARICOM MASA

- Twelve (12) Member States have signed the MASA;
- Currently in force among eleven (11) Member States – **Antigua and Barbuda**(12 January 2021); **Barbados** (4 December 2018); **Belize** (29 July 2019); **Dominica** (17 August 2020); **Guyana** (24 July 2019); **Trinidad and Tobago** (3 July 2019); **Saint Lucia** (27 March 2020) and **St Vincent and the Grenadines** (17 July 2020); **St. Kitts and Nevis** (25 September 2020); **Grenada** (2 June 2021) **Jamaica** (March 2022); **Suriname** (10 August 2023)
- **Designation of National carriers in pursuant to Article 6(1) of the Agreement – Five (5) Member States and a total of seven (7) carriers and one (1) helicopter: The Republic of Trinidad and Tobago – Caribbean Airlines Limited (CAL) and National Helicopter Services Limited; Saint Vincent and the Grenadines – Mustique Airways Ltd; and SVG Air 1990 Ltd; The Republic of Guyana – Trans Guyana Airways; Antigua and Barbuda – LIAT(1974) Ltd. Under Administration and Belize – Maya Island Air Limited and Tropic Air Limited; Suriname – Fly Always and Suriname Airways.**
- The MASA is registered with ICAO.

MAIN ELEMENT OF THE REVISED CARICOM MASA

- ▶ The Agreement concerns the operation only of CARICOM air carriers.
 - ▶ Allows all types of air services to be performed by those carriers designated by contracting States.
 - ▶ Grant of traffic rights –First, Second, Fifth, Seventh Freedoms Rights and rights of cabotage.
- 


OPERATIONALISATION OF THE MASA AND POLICY DEVELOPMENT CONSIDERATIONS



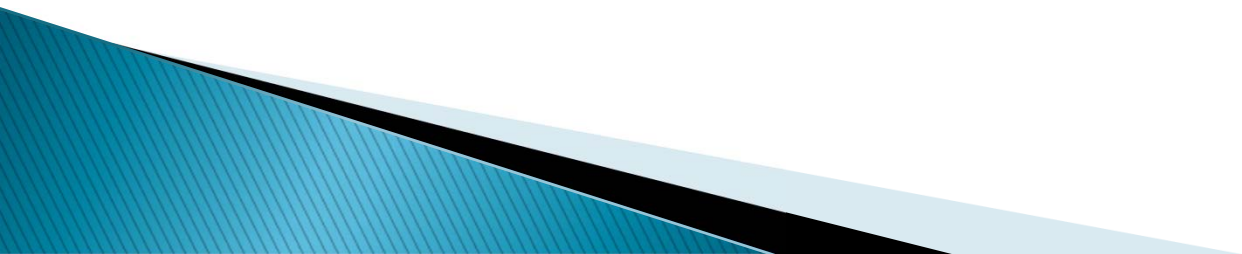
POLICY DEVELOPMENT CONSIDERATIONS

- **Article 5 - Grant of Rights;**
- **Article 6 - Designation of Air Carriers;**
- **Harmonisation and enhancement of the Community aviation system**
- **Article 10 - Direct Transit of Passengers;**
- **The establishment of a technical monitoring body; provide oversight of effective operationalization.**

EXPECTED OPPORTUNITIES

- ▶ The revised MASA promotes multilateralism for air transport which therefore eliminate the need for separate bilateral air service agreement between individual Member States.
 - ▶ Increased and improved transport services; flexibility in routing and flight scheduling which will benefit businesses and passengers whilst supporting jobs and economic growth.
 - ▶ Development and utilization of the third-tier commuter/feeder carriers, new air route development and lower airfares to passengers.
 - ▶ Provision of more cargo air lift options for exporters and importers and cost savings for airline operators.
- 

QUESTIONS



Thank You

