

ISSN 1727-9917

S E R I E S

**STUDIES AND
PERSPECTIVES**

**ECLAC SUBREGIONAL
HEADQUARTERS
FOR THE CARIBBEAN**

Towards a demand model for maritime passenger transportation in the Caribbean

A regional study of passenger ferry services

Omar Bello
Willard Phillips
Delena Indar



UNITED NATIONS

E C L A C

Towards a demand model for maritime passenger transportation in the Caribbean

A regional study of passenger ferry services

Omar Bello
Willard Phillips
Delena Indar



UNITED NATIONS



This document has been prepared by Omar Bello, Coordinator, Delena Indar, Individual Contractor, and Willard Phillips, Economic Affairs Officer, of the Sustainable Development and Disaster Unit, Economic Commission for Latin America and the Caribbean (ECLAC).

The views expressed in this document, which has been reproduced without formal editing, are those of the authors and do not necessarily reflect the views of the Organization. We thank Leda Peralta of ECLAC for her comments and suggestions.

The designations employed and the presentation of material on the included maps do not imply the expression of any opinion whatsoever on the part of the Secretariat of the United Nations concerning the legal status of any country, territory, city or area or of its authorities or concerning the delimitation of its frontiers or boundaries.

United Nations publication

ISSN 1727-9917

LC/L.4122

LC/CAR/L.477

ORIGINAL: ENGLISH

Copyright © United Nations, January 2016. All rights reserved.

Printed at United Nations, Santiago, Chile

S.15-01035

Member States and their governmental institutions may reproduce this work without prior authorization, but are requested to mention the source and inform the United Nations of such reproduction.

Contents

Abstract	5
Introduction	7
I. Review of maritime transportation literature	9
II. The database	11
III. Model and estimates	19
IV. Conclusion	25
Bibliography	27
Annex	29
Studies and Perspectives Series – The Caribbean: issues published	33

Tables

TABLE 1	KEY CHARACTERISTICS OF FERRY SERVICES ASSESSED IN THE STUDY	11
TABLE 2	OVERVIEW OF THE MARITIME PASSENGER OPERATIONS IN THE STUDY	14
TABLE 3	VARIABLES IN THE DEMAND MODEL	19
TABLE 4	CHARACTERISTICS OF KEY VARIABLES	20
TABLE 5	DEMAND FOR TRANSPORTATION: POOLING REGRESSION, CLUSTER ROBUST ERRORS	22
TABLE 6	DEMAND FOR TRANSPORTATION: FIRST DIFFERENCES, CLUSTER ROBUST ERRORS	23
TABLE 7	DEMAND FOR TRANSPORTATION: FIXED EFFECTS, CLUSTER ROBUST ERRORS	24

TABLE A.1	OVERVIEW OF SOME DOMESTIC MARITIME PASSENGER OPERATIONS	30
TABLE A.2	OVERVIEW OF SOME INTRA-REGIONAL MARITIME PASSENGER OPERATIONS	31
Figures		
FIGURE 1	FERRY PASSENGER DEPARTURES IN SELECT COUNTRIES SHOWING INCREASING TRENDS	15
FIGURE 2	FERRY PASSENGER DEPARTURES IN SELECT COUNTRIES SHOWING DECLINING TRENDS	17
Maps		
MAP 1	ROUTES OF CARIBBEAN FERRY SERVICES CONSIDERED IN THIS STUDY	12
MAP A.1	ROUTES OF CARIBBEAN FERRY SERVICES	32

Abstract

In this paper, the main factors that influence the demand for maritime passenger transportation in the Caribbean were studied. While maritime studies in the Caribbean have focused on infrastructural and operational systems for intensifying trade and movement of goods, there is little information on the movement of persons within the region and its potential to encourage further integration and sustainable development. Data to inform studies and policies in this area are particularly difficult to source. For this study, an unbalanced data set for the 2000-2014 period in 15 destinations with a focus on departing ferry passengers was compiled. Further a demand equation for maritime passenger transportation in the Caribbean using panel data methods was estimated. The results showed that this demand is related to the real fare of the service, international economic activity and the number of passengers arriving in the country by air.

Introduction

Caribbean countries face unique development challenges. As part of the global community of small island developing States (SIDS), these challenges have been analyzed in several studies (Grenade, 2007; Sanjay and others, 2005), and highlighted through global initiatives and international fora for SIDS development.¹ These analyses consistently point to the critical importance of stronger regional collaboration in order to overcome barriers which impede regional economic growth and development.

Over time, there have been on-going attempts to strengthen integration of Caribbean markets and economies through increased trade and freer movement of people. These efforts² notwithstanding, the promise of significant regional development premised on these initiatives has not been realized. Among the myriad causes has been the difficulty of forging full-fledged, efficient connectivity between Caribbean states in order to facilitate the free-flow of goods and persons across the region. Although served by a number of international air and sea carriers which enable the transfer of tourists and goods into the region, the movement of goods and people among Caribbean islands remains unreliable and costly, both in terms of money and time. Consequently, a major constraint to achieving regional integration continues to be limited intra-regional transportation services.

While the benefits of transportation are many, it consumes vast amounts of raw materials such as

预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/云报告?reportId=5_837

