MONTHLY REPORT

TRAFFIC DATA

May 2023

Edited by the Economics Studies and Analysis Department

Summary

Monthly Data

Cumulated Data

Traffic Data Report

Monthly Flows

MONTHLY DATA

May 2023

CUMULATED DATA
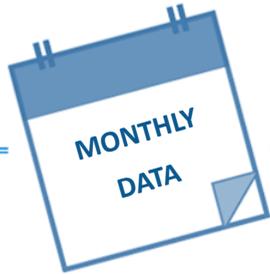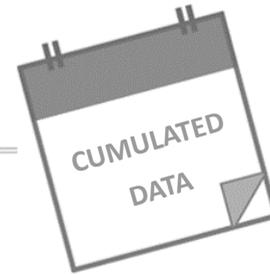
January - May 2023

Key data - May 2023

Passengers, cargo and flights

PASSENGERS

17.759.185	▲ 16% vs 2022	▲ 4% vs 2019

CARGO

92.698	▼ -4% vs 2022	≈ -1% vs 2019

FLIGHTS

124.184	▲ 8% vs 2022	▼ -4% vs 2019

Key data - May 2023

Passenger traffic by geographic scope and carrier type. Rank top-3 apt.

GEOGRAPHICAL SCOPE

NATIONAL	INT. UE	INT. EXTRA-UE
6.175.078	7.587.466	3.996.641
▲ 4% vs 2022	▲ 17% vs 2022	▲ 41% vs 2022

CARRIER TYPE

LEGACY	LOW-COST
7.813.239	9.945.946
▲ 60% vs 2022	▼ -4% vs 2022

TOP 3 AIRPORTS

PASSENGERS	CARGO	FLIGHTS
Roma Fiumicino	Milano Malpensa	Roma Fiumicino
3.536.217	58.649	22.614
Milano Malpensa	Roma Fiumicino	Milano Malpensa
2.186.670	15.880	16.686
Bergamo Orio al Serio	Venezia Tessera	Bergamo Orio al Serio
1.410.916	4.204	8.627

Key data - May 2023

Passenger share by geographic scope and carrier type. Rank top-3 apt.

GEOGRAPHICAL SCOPE

	NATIONAL	INT. UE	INT. EXTRA-UE
	35%	**43%**	**23%**
	▼ -4 pt. perc. vs 2022	≈ 0 pt. perc. vs 2022	▲ 4 pt. perc. vs 2022

CARRIER TYPE

	LEGACY	LOW-COST
	44%	**56%**
	▲ 12 pt. perc. vs 2022	▼ -12 pt. perc. vs 2022

TOP 3 AIRPORTS

PASSENGERS	CARGO	FLIGHTS
Roma Fiumicino	Milano Malpensa	Roma Fiumicino
20% ▲ 3 pt. perc.	**63%** ▼ -4 pt. perc.	**18%** ▲ 2 pt. perc.
Milano Malpensa	Roma Fiumicino	Milano Malpensa
12% ≈ 0 pt. perc.	**17%** ▲ 4 pt. perc.	**13%** ≈ -1 pt. perc.
Bergamo Orio al Serio	Venezia Tessera	Bergamo Orio al Serio
8% ≈ 0 pt. perc.	**5%** ≈ 0 pt. perc.	**7%** ≈ 0 pt. perc.

Key data - May 2023
Comparison to same period 2022 and 2019

The nationwide air traffic data related to May 2023 have been compared to the same month of the previous year (2022) and to 2019, as pre-Pandemic benchmark. Here following the **scheduled** and **charter** traffic data related to passengers, cargo and flights.

| Traffic category	2019	2022	2023	Δ% 2022	Δ% 2019	
Passengers (units)	17.042.829	15.267.288	17.759.185	▲ 16%	▲ 4%	
Cargo (tons)	93.286	96.264	92.698	▼ -4%	≈ -1%	
Flights (units)	128.715	115.497	124.184	▲ 8%	▼ -4%	

Traffic data related to **passengers** show as during **May 2023** about **17,8 M** of persons have been moved, recording an **increase** of **+16,3%** compared to the same month of last year. Assuming 2019 as benchmark, it results that the passengers sector **has recovered pre-Pandemic values**, with a positive trend of **+4,2%** compared to May 2019.

As far as **cargo** sector concerns, during **May 2023** air traffic reached about **92,7 K tons** , recording a **decrease** of **-3,7%** compared to the same period of the previous year. Assuming as benchmark 2019, cargo sector **has not recovered pre-Pandemic values** , with a negative trend of **-0,6%** compared to May 2019.

Passengers - May 2023
National Scope - Top-5 Airports

In May the **national passengers** air traffic recorded 6.175.078 units, corresponding to **35%** out of the total and an increase of +3,7% compared to the same period of the previous year. **Top five airports** reached a traffic of **2.803.789 units**, accounting for the **45%** out of total domestic passengers traffic, with an increase of **+3,3%** compared to May. **Roma Fiumicino** is the first airport in terms of national air traffic, with a market share of 12%, which matches to 743.395 passengers. Connections Catania Fontanarossa - Roma Fiumicino represent the main route.
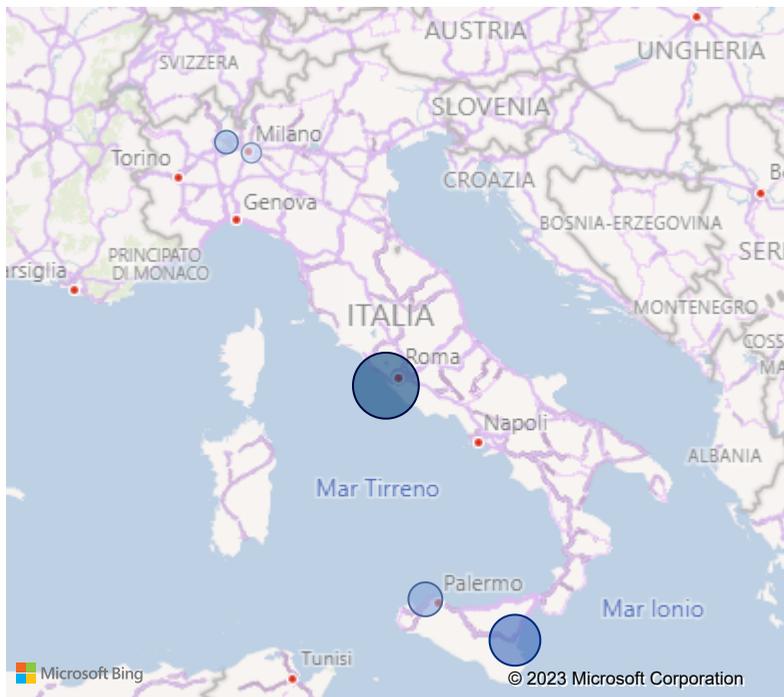
Airport	Share	Pax	Δ% vs Mag. 22
● Roma Fiumicino	12,0%	743.395	▲ 24%
● Catania Fontanarossa	10,4%	642.325	≈ -1%
● Palermo Punta Raisi	8,6%	528.738	▲ 6%
● Milano Malpensa	7,4%	455.411	▼ -20%
● Milano Linate	7,0%	433.920	▲ 25%

Passengers - May 2023
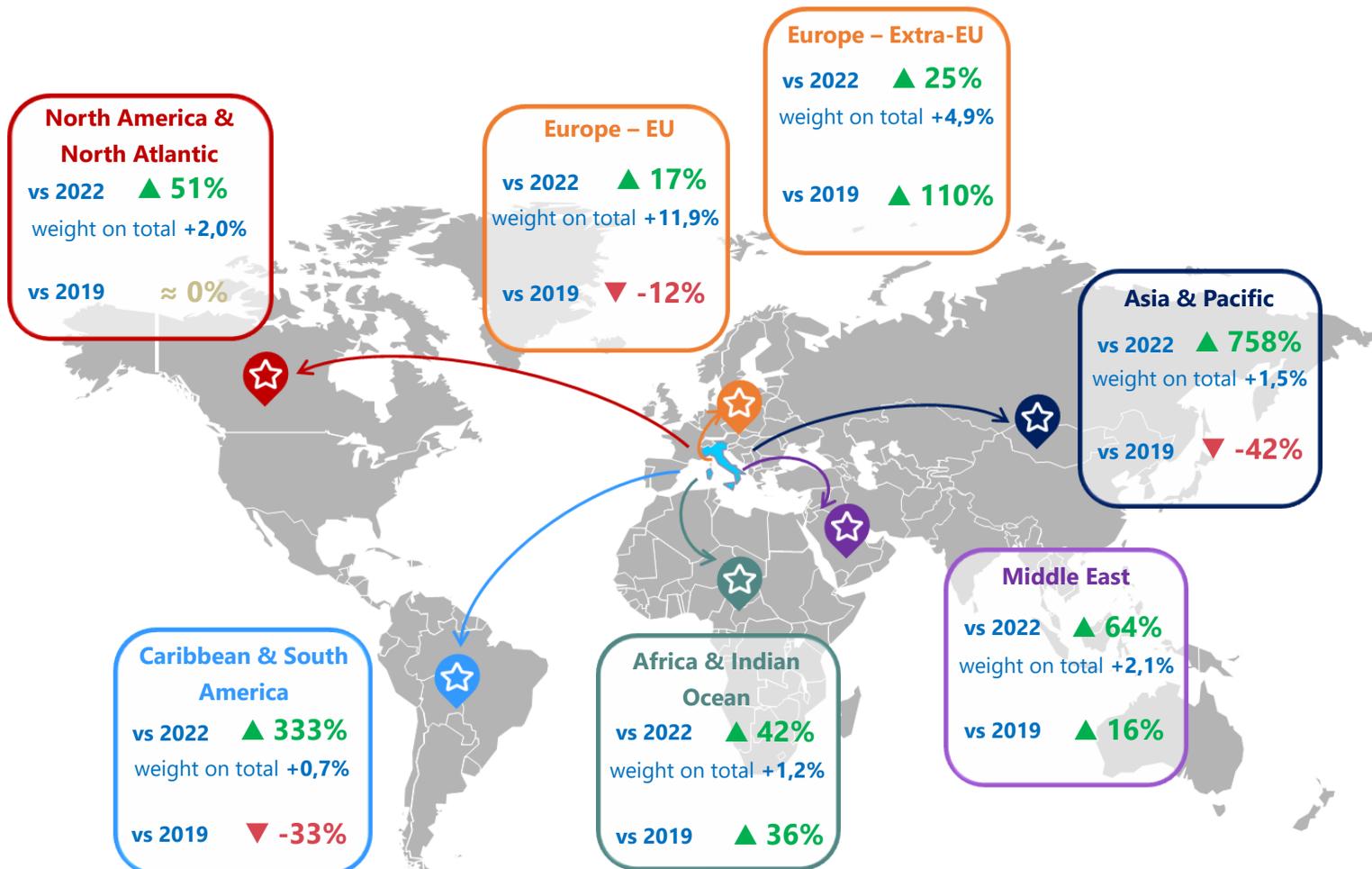
International Scope - Share by geographical area

In May the **international passengers** traffic recorded **11.584.107 units**, corresponding to **65%** out of total. As compared to the same month of the previous year, there is an **increase** of **+24,4%** . Data have been processed excluding national traffic, therefore the traffic share with European Union does not include domestic one (6.175.078 passengers). The **Europe - EU**, is the geographical area to which the most traffic is observed with **Spain** being the first country and **Roma Fiumicino - Madrid Barajas** the main route.

Europe – Extra-EU
20%

North America & North Atlantic
5%

Europe – EU
65%

Asia & Pacific
1%

Middle East
4%

Caribbean & South America
1%

Africa & Indian Ocean
3%
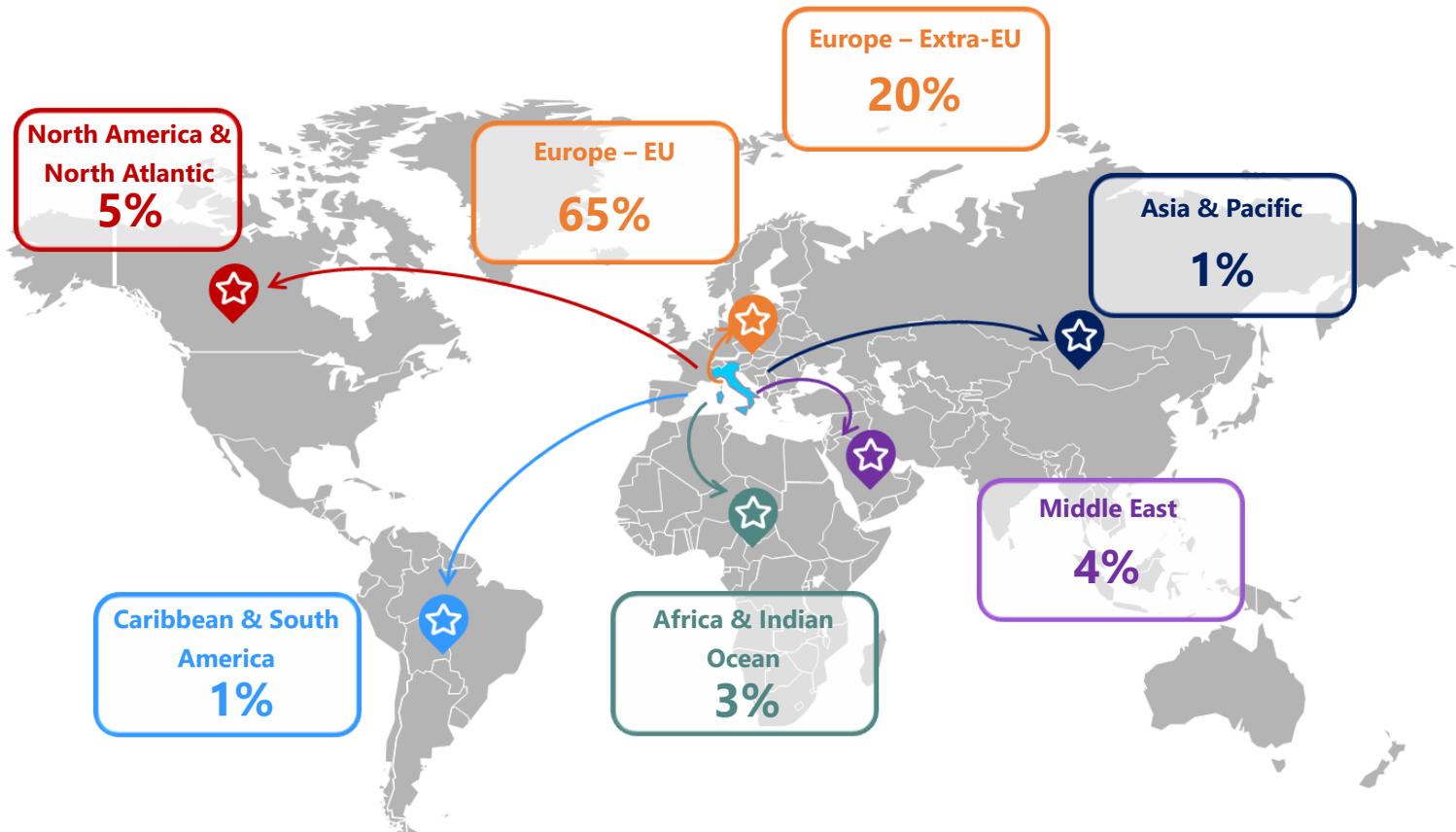
Passengers - May 2023

International Scope - Change in traffic by geographical area

Data elaborated by geographical area show how, in **absolute** terms, the highest growth rate has been recorded in **Asia & Pacific** area: **+758,3%** , corresponding to an increase of total international traffic by +1,5%, meaning **+142.425** passengers. In **relative** terms, instead, the **Europe - EU** has been the geographic area that had the greatest impact on total traffic: **+11,9%** , meaning **+1.110.967** passengers.

Europe – Extra-EU

vs 2022 ▲ 25%

weight on total +4,9%

vs 2019 ▲ 110%

North America & North Atlantic

vs 2022 ▲ 51%

weight on total +2,0%

vs 2019 ≈ 0%

Europe – EU

vs 2022 ▲ 17%

weight on total +11,9%

vs 2019 ▼ -12%

Asia & Pacific

vs 2022 ▲ 758%

weight on total +1,5%

vs 2019 ▼ -42%

Caribbean & South America

vs 2022 ▲ 333%

weight on total +0,7%

vs 2019 ▼ -33%

Africa & Indian Ocean

vs 2022 ▲ 42%

weight on total +1,2%

vs 2019 ▲ 36%

Middle East

vs 2022 ▲ 64%

weight on total +2,1%

vs 2019 ▲ 16%

Passengers - May 2023
Low-cost Carriers

In May the **low-cost** passengers air traffic recorded 9.945.946 units, corresponding to **56%** out of the total and a decrease of **-4,2%** compared to the same period of the previous year. Furthermore, the comparison between low-cost and legacy segments shows that the **share** of low-cost has decreased by 12 percentage points . **Top five airports** reached a traffic of **5.156.481 units**, accounting for the **52%** out of total low-cost passengers traffic, with a decrease of -4,5% compared to May. **Bergamo Orio al Serio** is the first airport in terms of low-cost air traffic, with a market share of 13%, which matches to 1.270.025 passengers. Connections Roma Fiumicino - Paris Orly represent the main route.
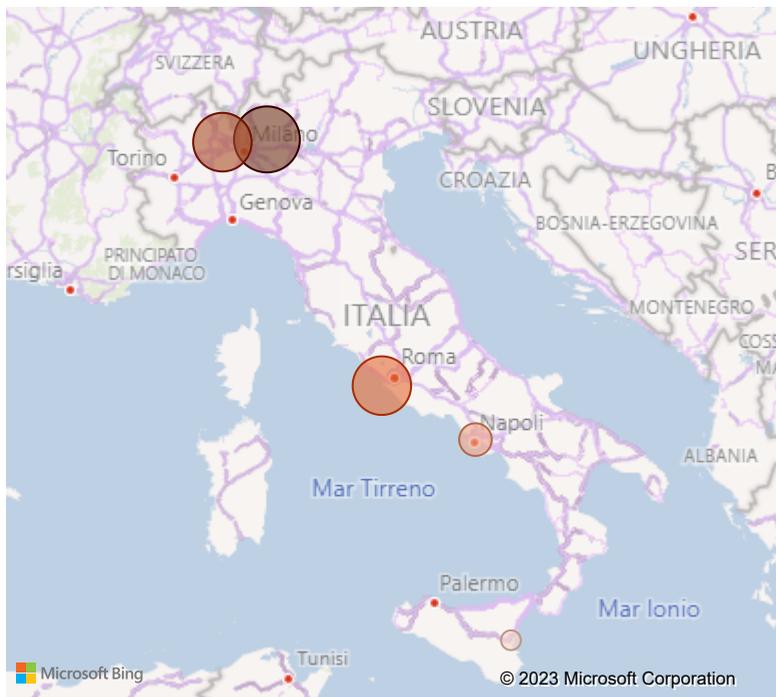
Airport	Share	Pax	Δ% vs Mag. 22
● Bergamo Orio al Serio	12,8%	1.270.025	▲ 8%
● Milano Malpensa	11,8%	1.177.029	▼ -9%
● Roma Fiumicino	11,8%	1.176.527	▼ -6%
● Napoli Capodichino	8,5%	847.866	▼ -3%
● Catania Fontanarossa	6,9%	685.034	▼ -16%

Passengers - May 2023
Legacy Carriers

In May the **legacy** passengers air traffic recorded 7.813.239 units, corresponding to **44%** out of the total and an increase of **+60,0%** compared to the same month of the previous year. Furthermore, the comparison between legacy and low-cost segments shows that the share of legacy has increased by 12 percentage points . **Top five airports** reached a traffic of **5.217.465 units**, accounting for the **67%** out of total legacy passengers traffic, with an increase of +55,1% compared to May 2022. **Roma Fiumicino** is the first airport in terms of legacy air traffic, with a market share of 30%, which matches to 2.359.690 passengers. Connections Roma Fiumicino - Madrid Barajas represent the main route.
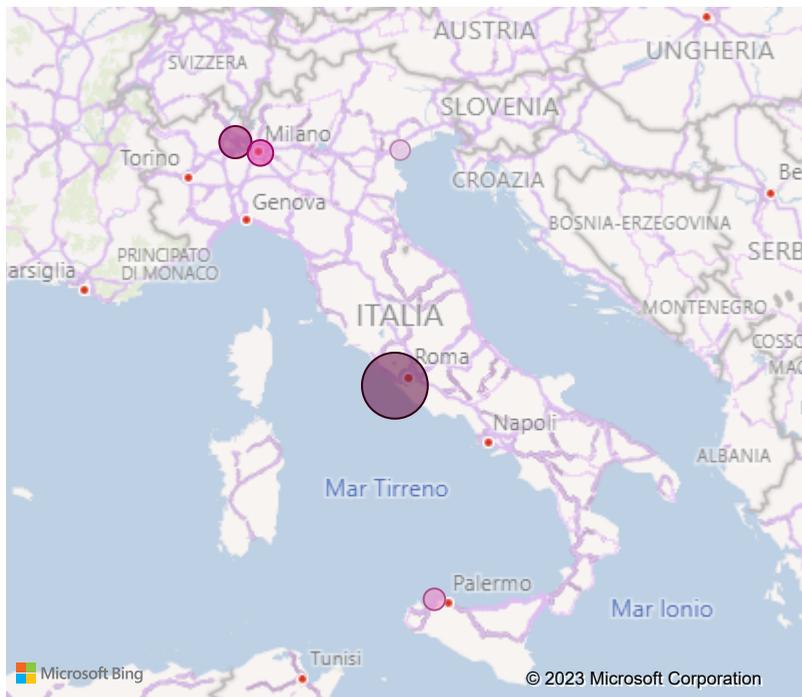

Airport	Share	Pax	Δ% vs Mag. 22
Roma Fiumicino	30,2%	2.359.690	▲ 72%
Milano Malpensa	12,9%	1.009.641	▲ 62%
Milano Linate	9,6%	747.585	▲ 43%
Palermo Punta Raisi	7,5%	585.902	▲ 18%
Venezia Tessera	6,6%	514.647	▲ 47%

Cargo - May 2023
National Scope - Top-5 Airports

In May the **national cargo** air traffic recorded 8.111 tons, corresponding to **9%** out of total and a decrease of -8,6% compared to the same period of the previous year. **Top five airports** reached a traffic of **5.573 tons**, accounting for the **69%** out of total domestic cargo traffic, with a decrease of **-7,7%** compared to May 2022. **Milano Malpensa** is the first airport in terms of national cargo air traffic, with a market share of 34%, which matches to 2.754 tons. Connections Napoli Capodichino - Milano Malpensa represent the main route.
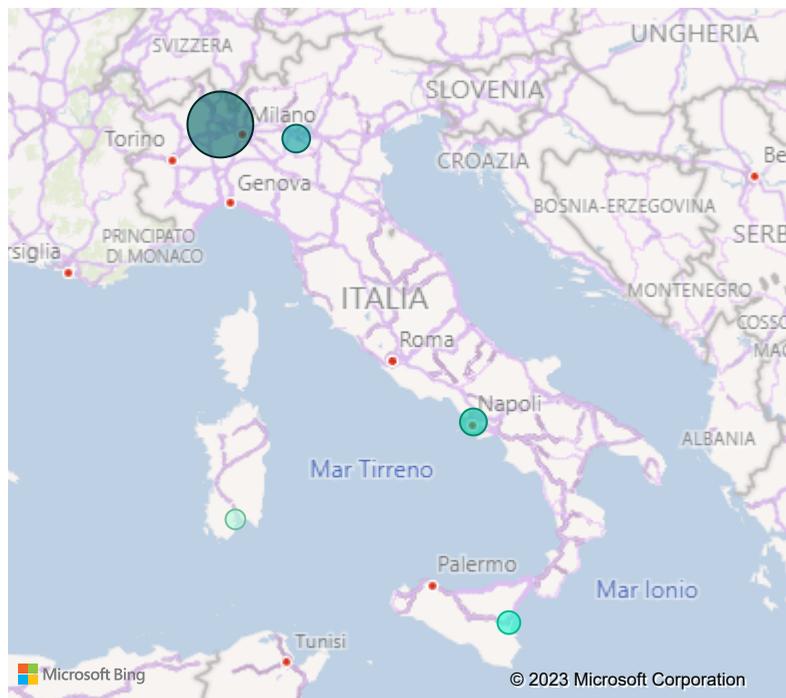
Airport	Share	Cargo	Δ% vs Mag. 22
● Milano Malpensa	34,0%	2.754	▲ 2%
● Brescia Montichiari	10,8%	874	▼ -15%
● Napoli Capodichino	10,3%	832	▼ -14%
● Catania Fontanarossa	7,7%	628	▼ -18%
● Cagliari Elmas	6,0%	485	▼ -14%

Cargo - May 2023

International Scope - Share by geographical area

In May the **international cargo** air traffic recorded **84.587 tons**, corresponding to **91%** out of total. As compared to the same month of the previous year, there is a **decrease** of **-3,2%** . Data are processed excluding national traffic, therefore the traffic share with European Union does not include domestic one (8.111 tons). The **Europe - EU** is the geographical area to which the most traffic is observed, with **Germany** being the first country and **Milano Malpensa - Leipzig-Halle** the main route.

Europe – Extra-EU
11%

North America & North Atlantic
16%

Europe – EU
37%

Asia & Pacific
17%

Middle East
16%

Caribbean & South America
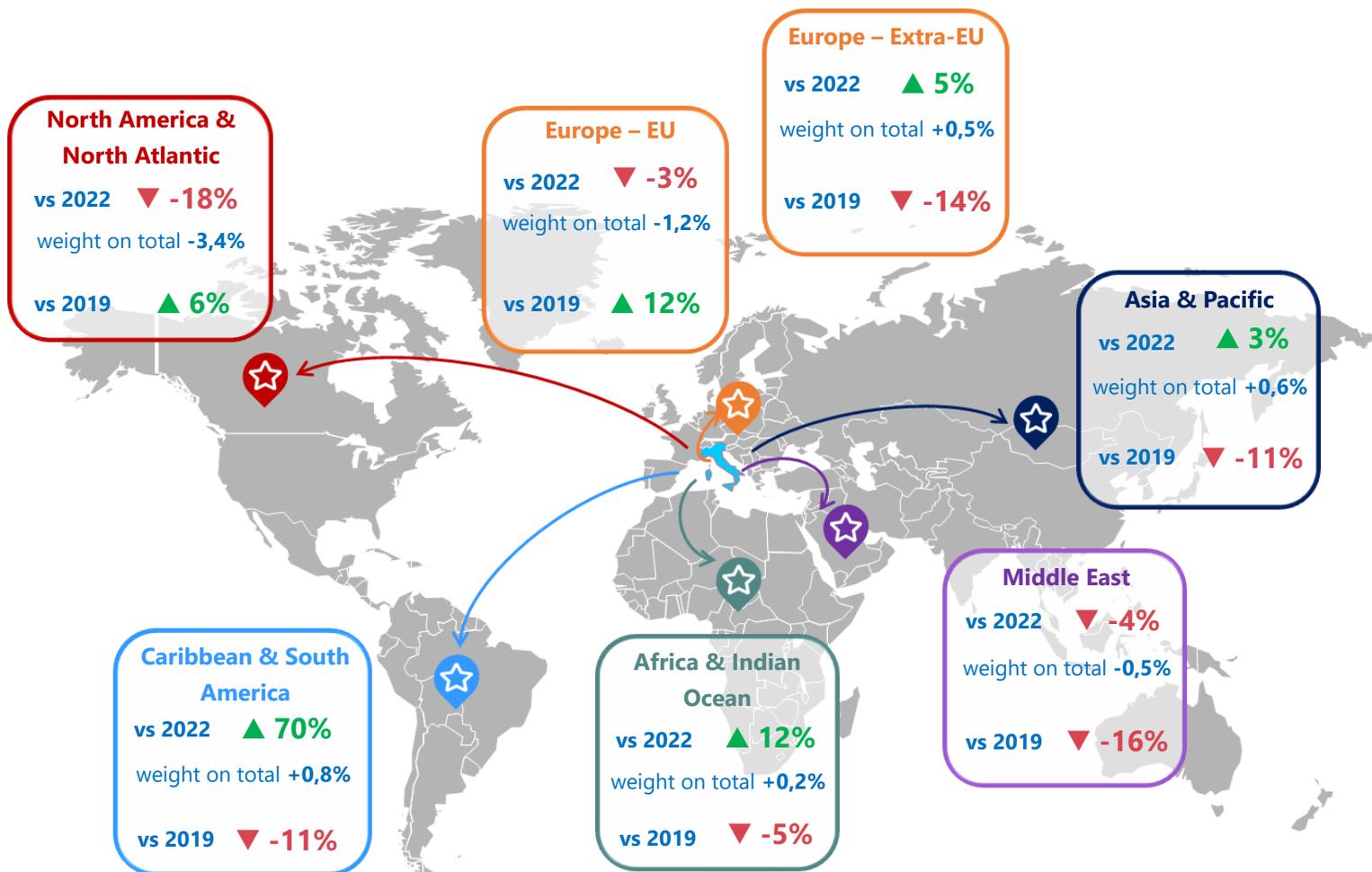**2%**

Africa & Indian Ocean
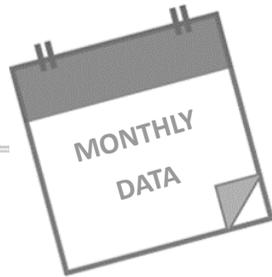**1%**
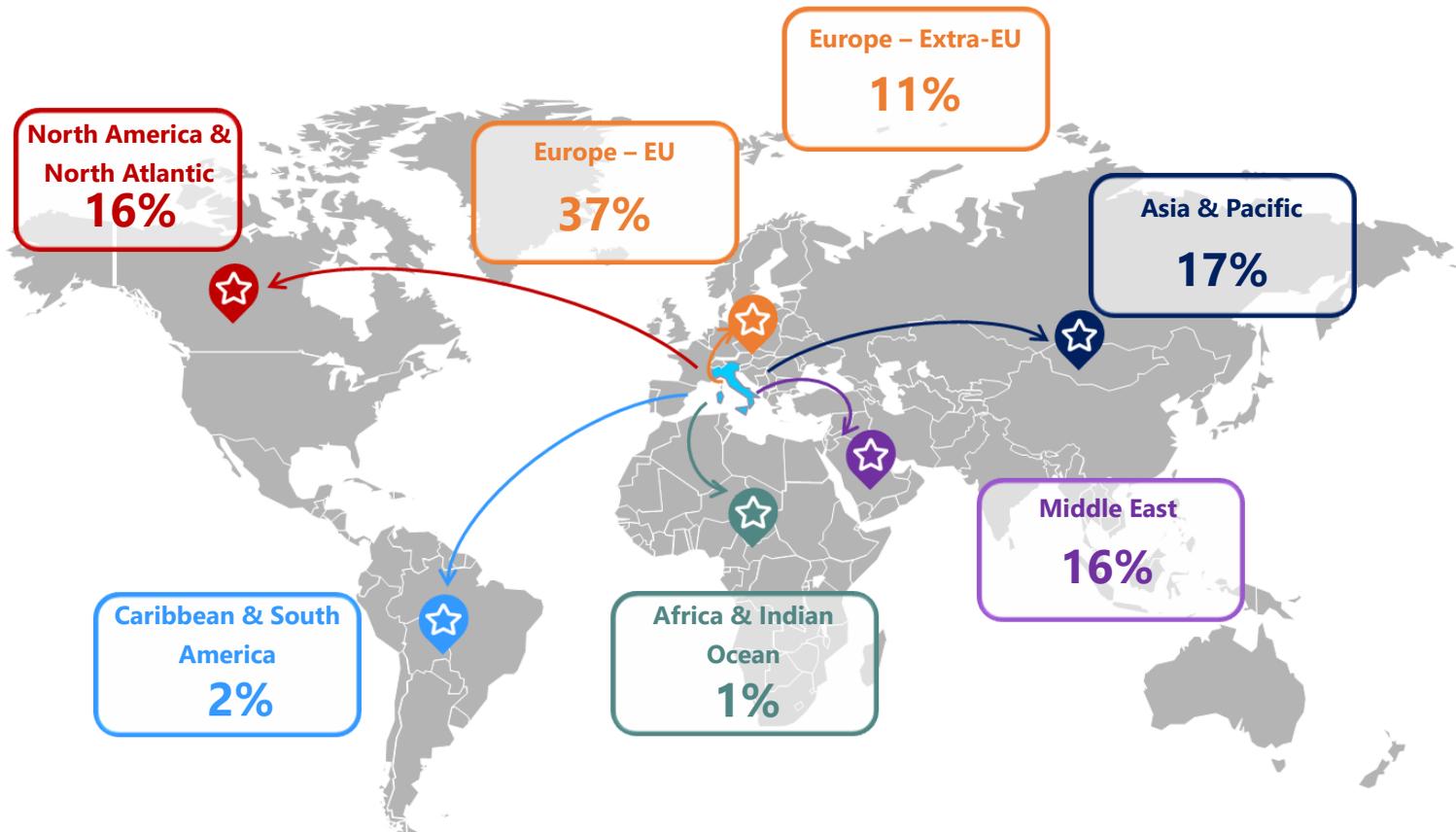
Cargo - May 2023

International Scope - Change in traffic by geographical area

Data elaborated by geographical area show how, in **absolute** terms, the highest growth rate has been recorded in **Caribbean & South America**: **+70,1%** area, corresponding to an increase of total international traffic by +0,8%, meaning **+686** tons. Also in **relative** terms the **Caribbean & South America** has been the geographic area that had the greates impact on total traffic: **+0,8%** .

Europe – Extra-EU

vs 2022 ▲ **5%**

weight on total **+0,5%**

vs 2019 ▼ **-14%**

North America & North Atlantic

vs 2022 ▼ **-18%**

weight on total **-3,4%**

vs 2019 ▲ **6%**

Europe – EU

vs 2022 ▼ **-3%**

weight on total **-1,2%**

vs 2019 ▲ **12%**

Asia & Pacific

vs 2022 ▲ **3%**

weight on total **+0,6%**

vs 2019 ▼ **-11%**

Caribbean & South America

vs 2022 ▲ **70%**

weight on total **+0,8%**

vs 2019 ▼ **-11%**

Africa & Indian Ocean

vs 2022 ▲ **12%**

weight on total **+0,2%**

vs 2019 ▼ **-5%**

Middle East

vs 2022 ▼ **-4%**

weight on total **-0,5%**

vs 2019 ▼ **-16%**

Traffic Data Report

Cumulative traffic since the beginning of the year

MONTHLY DATA

May 2023

CUMULATED DATA

January - May 2023

Key data – January - May 2023

Passengers, cargo and flights

PASSENGERS

69.839.417   ▲ 35%   vs 2022   ≈ -1%   vs 2019

CARGO

415.912   ▼ -7%   vs 2022   ▼ -2%   vs 2019

FLIGHTS

503.458   ▲ 15%   vs 2022   ▼ -8%   vs 2019

Key data – January - May 2023

Passenger traffic by geographic scope and carrier type. Rank top-3 apt.

GEOGRAPHICAL SCOPE

NATIONAL	INT. UE	INT. EXTRA-UE
25.042.531	28.891.151	15.905.735
▲ 15% vs 2022	▲ 39% vs 2022	▲ 75% vs 2022

CARRIER TYPE

LEGACY	LOW-COST
27.833.462	42.005.955
▲ 80% vs 2022	▲ 16% vs 2022

TOP 3 AIRPORTS

PASSENGERS	CARGO	FLIGHTS
Roma Fiumicino	Milano Malpensa	Roma Fiumicino
13.946.095	269.663	94.285
Milano Malpensa	Roma Fiumicino	Milano Malpensa
9.384.739	62.250	73.017
Bergamo Orio al Serio	Venezia Tessera	Bergamo Orio al Serio
6.208.020	17.692	37.953

Key data – January - May 2023

Passenger share by geographic scope and carrier type. Rank top-3 apt.

GEOGRAPHICAL SCOPE

NATIONAL	INT. UE	INT. EXTRA-UE
36%	**41%**	**23%**
▼ -6 pt. perc. vs 2022	▲ 1 pt. perc. vs 2022	▲ 5 pt. perc. vs 2022

CARRIER TYPE

LEGACY	LOW-COST
40%	**60%**
▲ 10 pt. perc. vs 2022	▼ -10 pt. perc. vs 2022

TOP 3 AIRPORTS

PASSENGERS	CARGO	FLIGHTS
Roma Fiumicino	Milano Malpensa	Roma Fiumicino
20% ▲ 3 pt. perc.	**65%** ▼ -5 pt. perc.	**19%** ▲ 3 pt. perc.
Milano Malpensa	Roma Fiumicino	Milano Malpensa
13% ≈ 0 pt. perc.	**15%** ▲ 4 pt. perc.	**15%** ≈ -1 pt. perc.
Bergamo Orio al Serio	Venezia Tessera	Bergamo Orio al Serio
9% ≈ 0 pt. perc.	**4%** ≈ 0 pt. perc.	**8%** ≈ 0 pt. perc.

Key data – January - May 2023
Comparison to same period 2022 and 2019

The nationwide air traffic data related to the period January - May have been compared to the same month of the previous year (2022) and to 2019, as pre-Pandemic benchmark. Here following the **scheduled** and **charter** traffic data related to passengers, cargo and flights.

Traffic category	2019	2022	2023	Δ% 2022	Δ% 2019	
Passengers (units)	70.339.138	51.711.424	69.839.417	▲ 35%	≈ -1%	
Cargo (tons)	424.145	445.054	415.912	▼ -7%	▼ -2%	
Flights (units)	547.076	437.560	503.458	▲ 15%	▼ -8%	

Traffic data related to **passengers** show as during the period **January - May** about **69,8 M** of persons have been moved, recording an **increase** of **+35,1%** compared to the same period of last year. Assuming 2019 as benchmark, it results that the passenger sector **has not recovered pre-Pandemic values**, with a negative trend of **-0,7%** compared to the period January - May 2019.

As far as **cargo** sector concerns, during the period **January - May** air traffic reached about **415,9 K tons** , recording a **decrease** of **-6,5%** compared to the previous period of last year. Assuming 2019 as benchmark, cargo sector **has not recovered pre-Pandemic values**, with a negative trend of **-1,9%** compared to January - May 2019.

Passengers – January - May 2023
National Scope - Top-5 Airports

During the period January - May, **domestic passengers** air traffic recorded 25.042.531 units, corresponding to **36%** out of the total and an increase of +14,8% compared to the same period of last year. **Top five airports** reached a traffic of **11.661.894 units**, accounting for the **47%** out of total domestic passengers traffic, with an increase of **+16,0%** compared to January - May 2022. **Roma Fiumicino** is the first airport in terms of national air traffic, with a market share of 12%, witch matches to 3.076.040 passengers. Connections Roma Fiumicino - Catania Fontanarossa represent the main route.
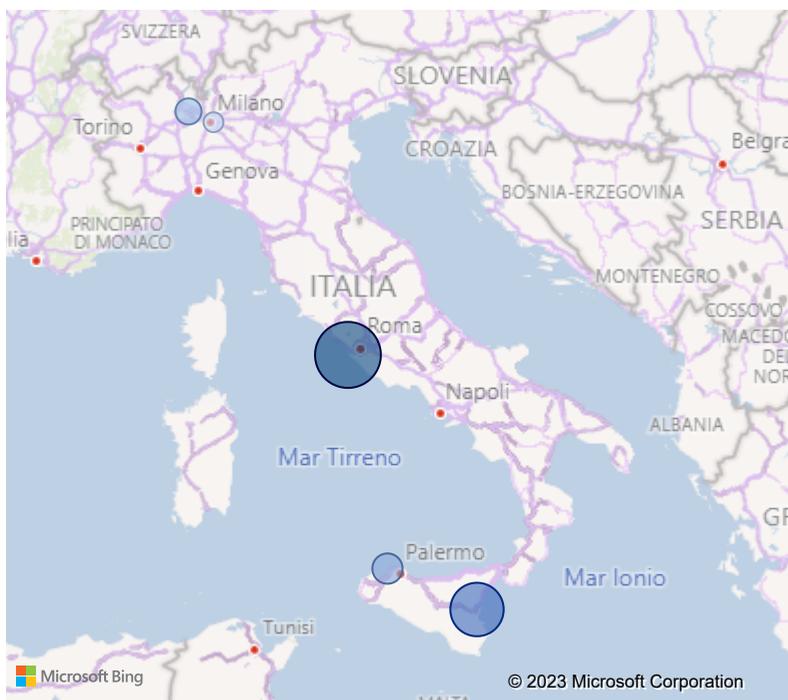
Airport	Share	Pax	Δ% vs Gen-Mag 22
● Roma Fiumicino	12,3%	3.076.040	▲ 39%
● Catania Fontanarossa	10,9%	2.729.473	▲ 14%
● Palermo Punta Raisi	8,3%	2.087.324	▲ 11%
● Milano Malpensa	7,9%	1.972.131	▼ -5%
● Milano Linate	7,2%	1.796.926	▲ 40%

Passengers – January - May 2023

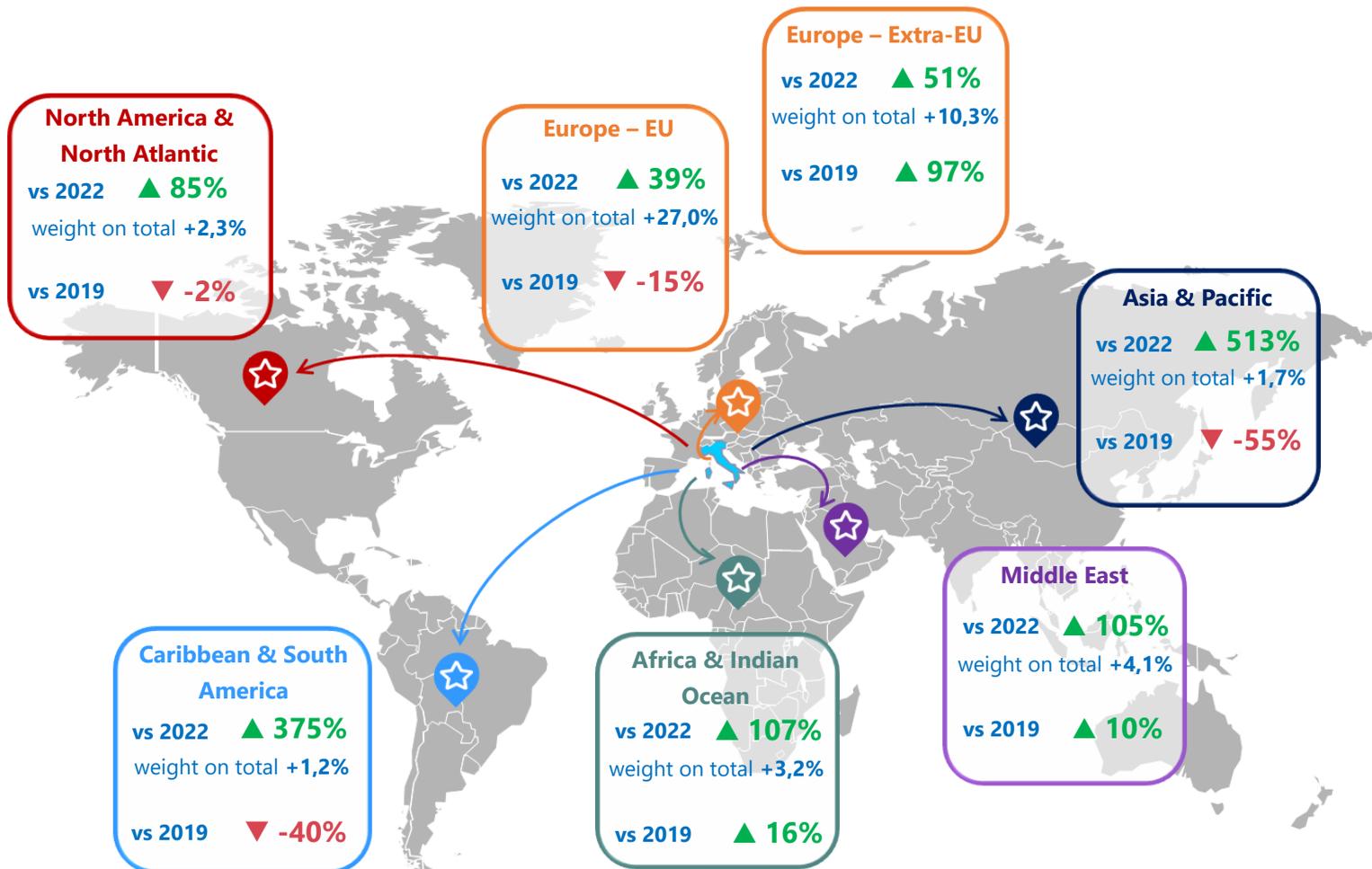## International Scope - Share by geographical area

During the period January - May the **international passengers** traffic recorded **44.796.886 units**, corresponding to **64%** out of total. As compared to the same period of the previous year, there is an **increase** of **+49,8%** . Data are processed excluding national traffic, therefore the traffic share with European Union does not include domestic one (25.042.531 passengers). The **Europe - EU**, is the geographical area to which the most traffic is observed with **Spain** being the first country and **Roma Fiumicino - Madrid Barajas** the main route.

Europe – Extra-EU
20%

North America & North Atlantic
3%

Europe – EU
64%

Asia & Pacific
1%

Middle East
5%

Caribbean & South America
1%

Africa & Indian Ocean
4%
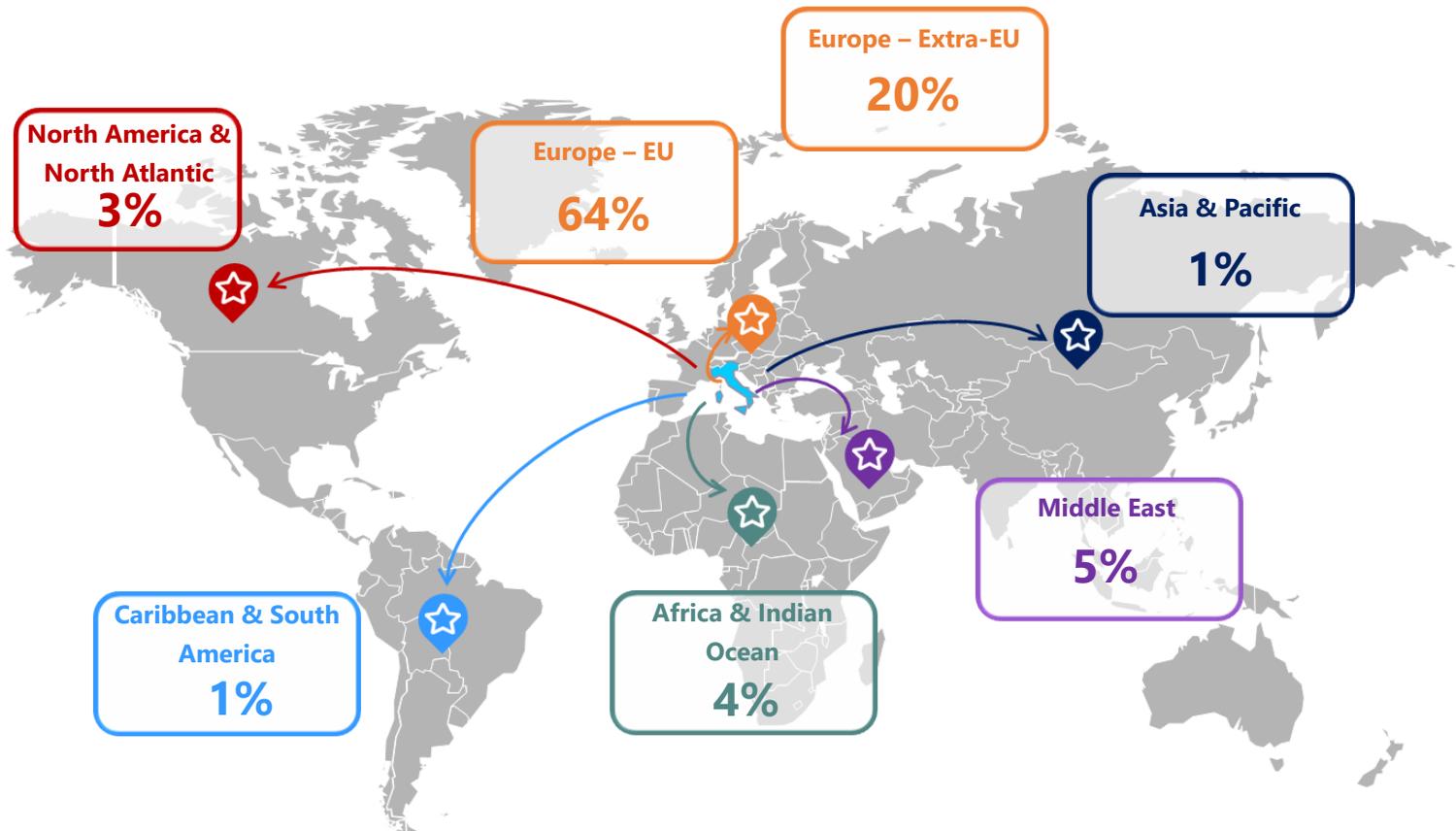
Passengers – January - May 2023

International Scope - Change in traffic by geographical area

Data elaborated by geographical area show how, in **absolute** terms, the highest growth rate has been recorded in **Asia & Pacific**: **+512,8%** area, corresponding to an increase of total international traffic by +1,7%, meaning **+505.204** passengers. In **relative** terms, instead, the **Europe - EU** has been the geographic area that had the gratest impact on total traffic: **+27,0%** , meaning **+8.079.349** passengers.

North America & North Atlantic
vs 2022 ▲ 85%
weight on total +2,3%
vs 2019 ▼ -2%

Europe – EU
vs 2022 ▲ 39%
weight on total +27,0%
vs 2019 ▼ -15%

Europe – Extra-EU
vs 2022 ▲ 51%
weight on total +10,3%
vs 2019 ▲ 97%

Asia & Pacific
vs 2022 ▲ 513%
weight on total +1,7%
vs 2019 ▼ -55%

Caribbean & South America
vs 2022 ▲ 375%
weight on total +1,2%
vs 2019 ▼ -40%

Africa & Indian Ocean
vs 2022 ▲ 107%
weight on total +3,2%
vs 2019 ▲ 16%

Middle East
vs 2022 ▲ 105%
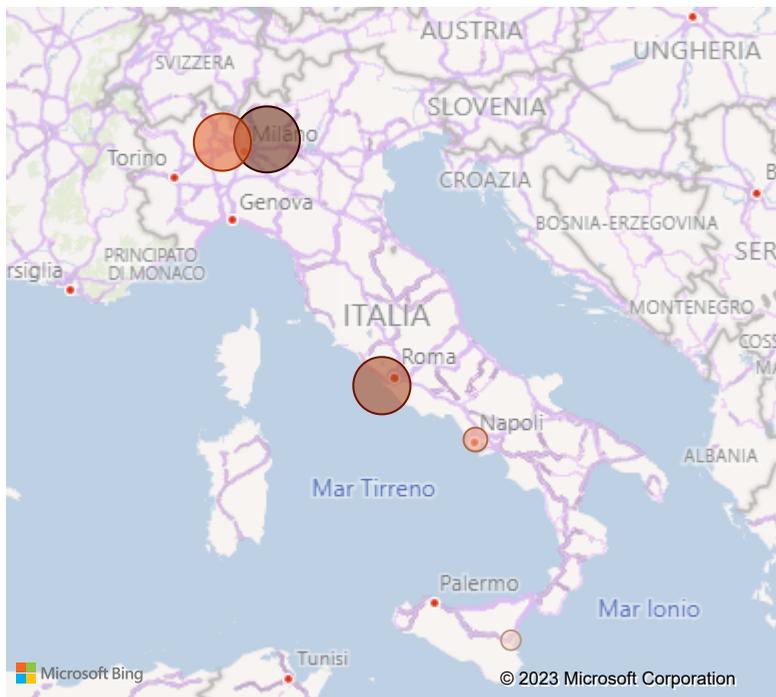weight on total +4,1%
vs 2019 ▲ 10%

Passengers – January - May 2023
Low-cost Carriers

During the period January - May the **low-cost** passengers air traffic recorded 42.005.955 units, corresponding to **60%** out of the total and an increase of **+15,8%** compared to the same period of the previous year. Furthermore, the comparision between low-cost and legacy segments shows that the **share** of low-cost has decreased by 10 percentage points . **Top five airports** reached a traffic of **23.095.958 units**, accounting for the **55%** out of total low-cost passengers traffic, with an increase of +21,5% compared to January - May 2022. **Bergamo Orio al Serio** is the first airport in terms of national air traffic, with a market share of 14%, which matches to 5.919.042 passengers. Connections Milano Malpensa - Catania Fontanarossa represent the main route.

Airport	Share	Pax	Δ% vs Mag. 22
Bergamo Orio al Serio	14,1%	5.919.042	▲ 32%
Roma Fiumicino	12,8%	5.387.083	▲ 29%
Milano Malpensa	12,8%	5.384.395	▲ 17%
Napoli Capodichino	7,9%	3.326.769	▲ 14%
Catania Fontanarossa	7,3%	3.078.669	▲ 9%

Passengers – January - May 2023
Legacy Carriers

During the period January - May the **legacy** passengers air traffic recorded 27.833.462 units, corresponding to **40%** out of the total and an increase of **+80,3%** compared to the same period of the previous year. Furthermore, the comparison between legacy and low-cost segments shows that the share of legacy has increased by 10 percentage points . **Top five airports** reached a traffic of **19.461.869 units**, accounting for the **70%** out of total legacy passengers traffic, with an increase of +78,3% compared to January - May 2022. **Roma Fiumicino** is the first airport in terms of legacy air traffic, with a market share of 31%, which matches to 8.559.012 passengers. Connections Roma Fiumicino - Madrid Barajas represent the main route.
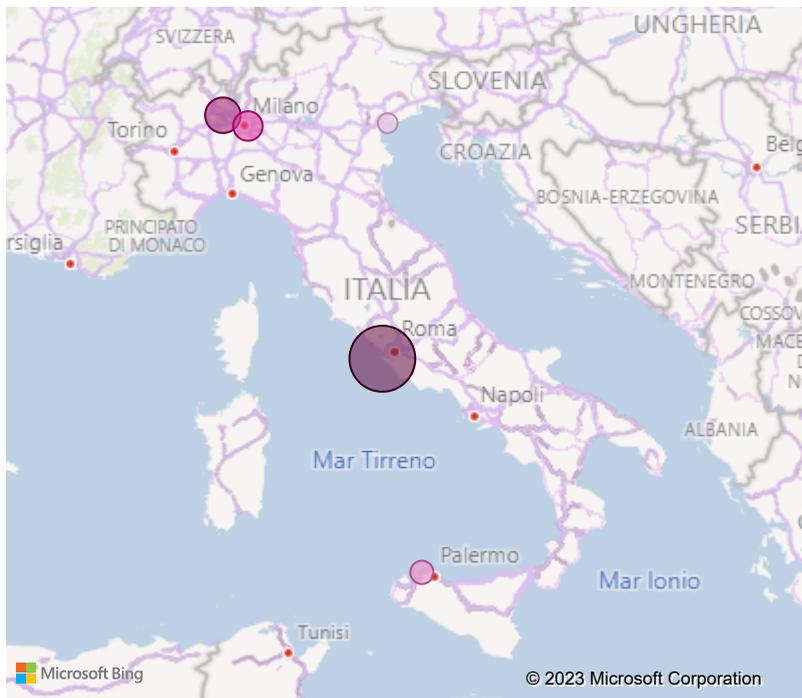
Airport	Share	Pax	Δ% vs Mag. 22
● Roma Fiumicino	30,8%	8.559.012	▲ 96%
● Milano Malpensa	14,4%	4.000.344	▲ 83%
● Milano Linate	11,1%	3.100.440	▲ 76%
● Palermo Punta Raisi	7,8%	2.160.115	▲ 43%
● Venezia Tessera	5,9%	1.641.958	▲ 52%

Cargo – January - May 2023
National Scope - Top-5 Airports

During the period January - May, **domestic cargo** air traffic recorded 38.898 tons, corresponding to **9%** out of the total and a decrease of -4,6% compared to the same period of last year. **Top five airports** reached a traffic of **26.961 tons**, accounting for the **69%** out of total domestic cargo traffic, with a decrease of **-2,3%** compared to January - May 2022. **Milano Malpensa** is the first airport in terms of domestic air traffic, with a market share of 33%, witch matches to 12.803 tons. Connections Napoli Capodichino - Milano Malpensa represent the main route.
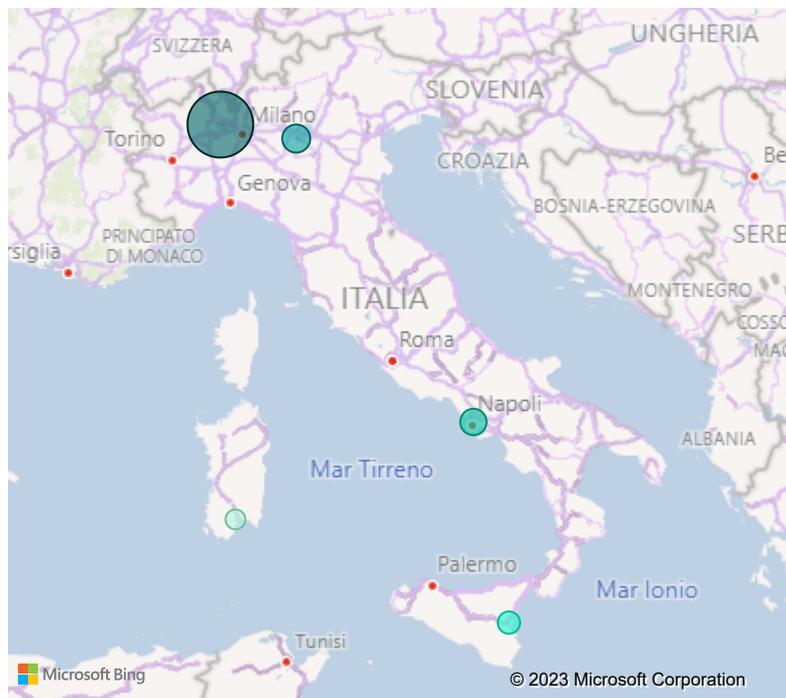
Airport	Share	Cargo	Δ% vs Gen-Mag 22
● Milano Malpensa	32,9%	12.803	▲ 3%
● Brescia Montichiari	11,4%	4.418	▼ -8%
● Napoli Capodichino	10,4%	4.029	▼ -7%
● Catania Fontanarossa	8,1%	3.132	▼ -9%
● Cagliari Elmas	6,6%	2.579	≈ 0%

Cargo – January - May 2023

International Scope - Share by geographical area

During the period January - May the **international cargo** air traffic recorded **377.014 tons**, corresponding to **91%** out of total. As compared to the same period of the previous year, there is a **decrease** of **-6,7%** . Data are processed excluding national traffic, therefore the traffic share with European Union does not include domestic one (38.898 tons). The **Europe - EU** is the geographical area to which the most traffic is observed, with **Germany** being the first country and **Milano Malpensa - Leipzig-Halle** the main route.

Europe – Extra-EU
11%

North America & North Atlantic
14%

Europe – EU
40%

Asia & Pacific
15%

Middle East
17%

Caribbean & South America
2%

Africa & Indian Ocean
1%
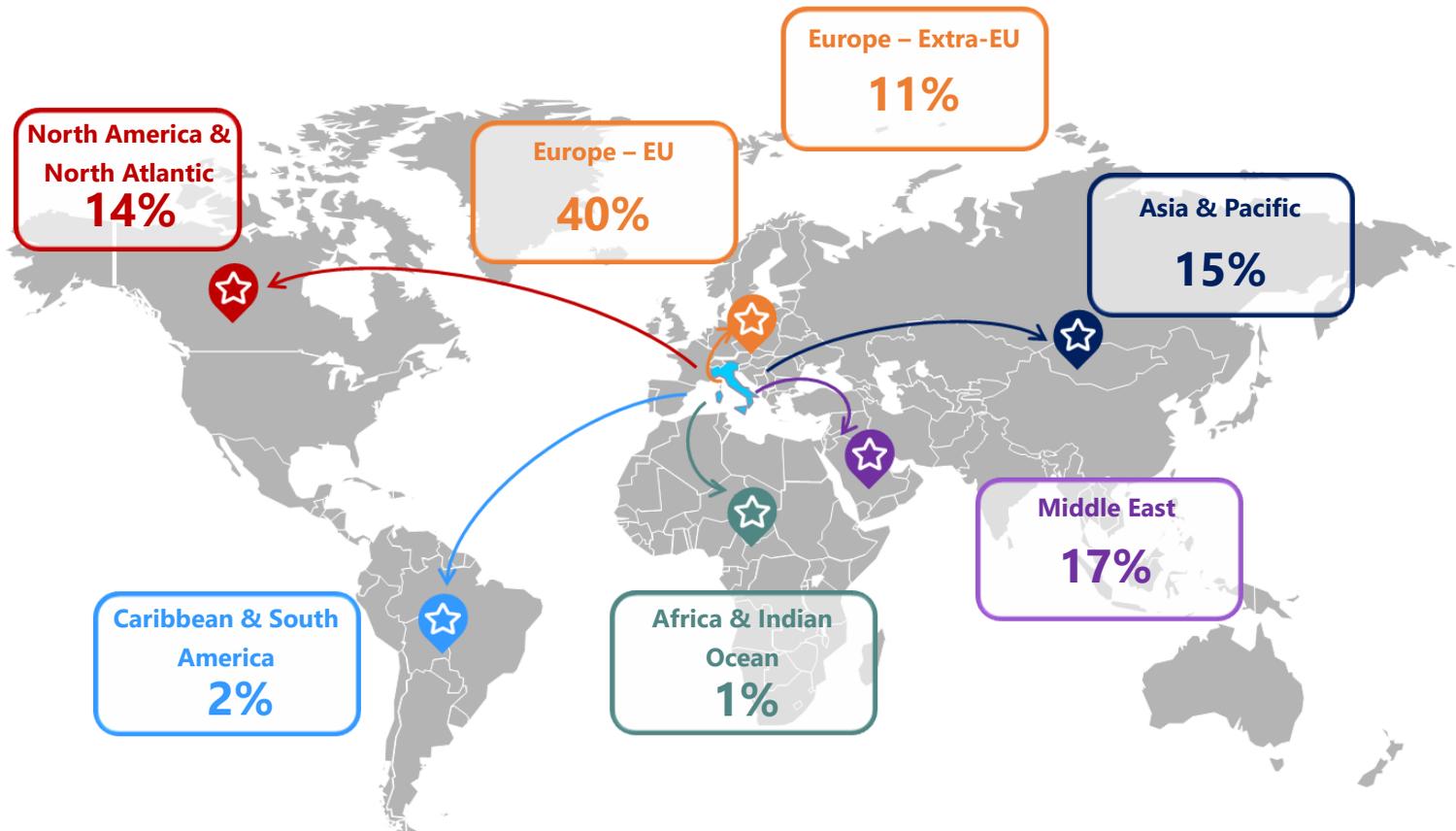
Cargo – January - May 2023

International Scope - Change in traffic by geographical area

Data elaborated by geographical area show how, in **absolute** terms, the highest growth rate has been recorded in **Caribbean & South America**: **+55,6%** area, corresponding to an increase of total international traffic by +0,6%, meaning **+2.589** tons. Also in **relative** terms, **Caribbean & South America** has been the geographic area that had the greatest impact on total traffic: **+0,6%** .

North America & North Atlantic
vs 2022 ▼ -12%
weight on total -1,7%
vs 2019 ▲ 12%

Europe – EU
vs 2022 ▼ -3%
weight on total -1,2%
vs 2019 ▲ 16%

Europe – Extra-EU
vs 2022 ▼ -6%
weight on total -0,7%
vs 2019 ▼ -15%

Asia & Pacific
vs 2022 ▼ -14%
weight on total -2,2%
vs 2019 ▼ -22%

Caribbean & South America
vs 2022 ▲ 56%
weight on total +0,6%
vs 2019 ▼ -16%

Africa & Indian Ocean
vs 2022 ▼ -13%
weight on total -0,2%
vs 2019 ▼ -17%

Middle East
vs 2022 ▼ -8%
weight on total -1,4%
vs 2019 ▼ -19%

Geographical Area

Index of countries covered by the elaborations

Europe – EU
Austria
Belgium
Bulgaria
Croatia
Cyprus
Czech Republic
Denmark
Estonia
Finland
France
Germany
Greece
Hungary
Ireland
Italy
Latvia
Lithuania
Luxembourg
Malta
Netherlands
Poland
Portugal
Romania
Slovakia
Slovenia
Spain
Sweden

Europe – Extra-EU
Albania
Armenia
Azerbaijan
Bosnia and Herzegovina
Georgia
Iceland
Kosovo
Macedonia
Moldova
Montenegro
Norway
Serbia
Switzerland
Turkey
United Kingdom

Middle East
Bahrain
Iran
Israel
Jordan
Kuwait
Lebanon
Oman
Qatar
Saudi Arabia
United Arab Emirates

Asia & Pacific
Australia
China
Hong Kong
India
Japan
Kazakhstan
Malaysia
Maldives
Singapore
South Korea
Taiwan
Turkmenistan
Uzbekistan

Africa & Indian Ocean
Algeria
Cabo Verde
Chad
Egypt
Ethiopia
Kenya
Madagascar
Mauritius
Morocco
Niger
Nigeria
Senegal
South Africa
Tunisia

North America & North Atlantic
Canada
United States of America

Caribbean & South America
Argentina
Brazil
Cuba
Dominican Republic
Jamaica
Mexico
Puerto Rico

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