Economic Opportunities

Why Haiti. Why Now.

Haiti's economy has faced seven consecutive years of contraction. What is less understood is what remains intact beneath the crisis: a young and growing population, a geographic position at the crossroads of Caribbean trade routes, an agricultural base that is largely organic by default, and a private sector that has continued to operate through extraordinary adversity. The majority of Haiti's regions remain stable with the North and South emerging as the future pillars of economic recovery; a dynamic that, if supported by targeted investment, has the potential to progressively reintegrate the rest of the territory into a functioning national economy. A new security effort is underway, with the gradual deployment of a gang suppression force. The conditions for a turning point exist. The Global Gateway initiative provides the framework to act on that potential now.

The Global Gateway initiative provides European private sector companies with a structured entry point into Haiti's economy and the European Union is deploying the full weight of its financial architecture: the European Investment Bank, blended finance instruments, and technical assistance to co-invest alongside European and Haitian private sector partners in Haiti's most promising sectors. The conditions for a coordinated, multi-partner investment push are in place. This is a structured investment opportunity. What is needed now are European companies ready to bring their technology, expertise, and capital to the table. The June 29 National Investment Forum in Pétion-Ville is where that partnership begins.

Energy - An Entire Sector to Build

Haiti's energy deficit is one of the most significant in the Western Hemisphere. Less than 30% of the population has access to reliable electricity. Effective production capacity on urban networks stands at approximately 40 MW against an estimated national demand of 500 to 800 MW. The country remains almost entirely dependent on imported fossil fuels, a chronic vulnerability that drives up costs for households and businesses alike and makes sustained industrial investment structurally difficult.

These figures do not describe a saturated market in need of optimization. They describe a sector that is almost entirely open. Generation infrastructure is largely absent. The transmission network is insufficient and poorly maintained. Distribution is uneven and unable to serve the productive regions where agricultural and industrial potential is highest. Across the entire chain, from production to the end consumer, there is virtually no segment that does not require investment, modernization, or construction from the ground up.

For European energy companies and investors, this represents an exceptional green field opportunity. The entry points cover the full value chain: utility-scale renewable energy generation through solar and wind; decentralized micro-grid systems serving isolated communities, small businesses, and agricultural producers; renewable energy infrastructure powering industrial zones and free zone facilities; modernization of transmission and distribution networks; smart metering and commercialization systems; waste-to-energy solutions that simultaneously address Haiti's chronic solid waste crisis and its electricity deficit; and technical training programs building the local workforce that a functioning energy sector requires.

The Inter-American Development Bank is already active in Haiti with an existing portfolio of projects in the sector. The conditions for coordinated, multi-partner investment, combining EU instruments, IDB expertise, and European private sector technology are in place.

In a country where almost everything remains to be built, energy is where everything begins.

Ports, Free Zones and Logistics: Anchoring Haiti's Regional Economy

Haiti's productive capacity is structurally constrained by the concentration of economic activity in the Port-au-Prince metropolitan area. The country has multiple international ports along its coastline that lack basic infrastructure, have suffered from years of insufficient maintenance, and remain largely disconnected from the productive regions they could serve. The opportunity is to change that systematically, department by department.

A development model built around modernized ports and adjacent hybrid free zones, combining industrial, logistics, and warehousing functions, would redistribute economic activity away from the capital, reduce the country's structural vulnerability to security disruptions in one region, and create direct entry points for foreign investment across the territory simultaneously. Each port becomes an economic hub: a platform for manufacturing, agro-industrial transformation, export logistics, and regional trade.

The logistics dimension is equally significant and largely undeveloped. Cold chain infrastructure, warehousing, freight forwarding, customs clearance, local distribution networks, and connections between ports and productive regions are all sectors where demand exists and supply is almost entirely absent. Maritime transport between Haitian ports (coastal cabotage) offers a viable and largely unexploited alternative to insecure road networks, enabling goods to move between departments without exposure to the security constraints that have made road transport increasingly difficult.

Haiti already has full access to the European market for all its products. The obstacle has never been market access. It has been the absence of the infrastructure and logistics to respond to that access at scale. For European companies in port engineering, industrial zone development, logistics, customs technology, warehousing and trade facilitation, this is a market waiting to be built.

For Haiti, ports are not simply trade infrastructure. They are the foundation on which a decentralized, investment-driven economy can be built. One department, one hub at a time.

Airports: Restoring Haiti's Gateway to the World

Haiti is an island. Air connectivity is the physical condition for doing business with the rest of the world and for every investment opportunity described in this document to be viable. No investor conducts due diligence without being able to fly in. No European partner deploys a technical team without direct access. No export chain reaches its potential without reliable air cargo logistics. No tourism sector develops without international flights.

The regional data puts this in perspective. Across Latin America and the Caribbean, aviation supports approximately 8.3 million jobs and generates more than $240 billion in economic activity — 3.6% of regional GDP. In the Caribbean alone, the sector contributes $2.5 billion to GDP and supports approximately 1.6 million jobs directly and indirectly. Globally, air transport carries over one third of world trade by value. Haiti sits within this regional economic system but is currently unable to participate in it fully due to the degradation of its air infrastructure.

Tourism, which generated approximately $450 million in revenues in 2019 and represented nearly 3% of GDP at its peak, is entirely dependent on international air and maritime access. Foreign direct investment fell by 53% between 2021 and 2023, a trend that will only deepen without restored air access.

Haiti has two international airports. The principal gateway in Port-au-Prince has been non-operational for commercial carriers since November 2024 due to security restrictions. The northern airport remains operational and serves regional routes to the United States and the Caribbean, but was never designed to absorb the volume and strategic role of the capital's airport.

A third opportunity is emerging in the South. Antoine-Simon Airport in Les Cayes, has recently been modernized and officially inaugurated to receive international and commercial flights. Its location in the South department -one of Haiti's most stable regions, with significant agricultural potential - makes it a natural logistics hub for export-oriented agro-industrial activity. Developing the logistics infrastructure around this airport, including cold storage, cargo handling, freight forwarding, and connectivity to regional port facilities, would create a southern economic pole capable of serving Caribbean and international markets directly.

For European companies in airport engineering, security infrastructure, ground handling, cargo logistics, and aviation services, Haiti's three airport gateways represent a significant and largely untapped investment opportunity.

Without functioning airports, Haiti remains physically inaccessible to the partners this forum is designed to attract.

Agriculture & Agribusiness: A market gap Haiti is ready to fill

European and Caribbean markets are actively seeking organic, traceable, high-value agricultural products. Supply is constrained. Haiti's Caribbean neighbors face contaminated soils, limited production capacity, and shrinking agricultural bases. The gap is real, growing, and largely unmet.

Haiti is the answer most people haven't considered yet.

The country's agricultural base is largely organic by default because the absence of industrial agriculture has preserved traditional growing practices and soil quality over generations. Cacao, coffee, vetiver, mango, avocado, moringa, hot peppers and other commodities are cultivated across the country and exported today, under difficult conditions and without the tools that would allow producers to scale. Agriculture accounts for 25% of GDP. The potential is not theoretical; it is already producing, already exporting, already there.

Haiti already has full access to the European market for all its products. What has been missing is the infrastructure, financing, and logistics to respond to that access at scale.

The investment opportunity covers the full agricultural value chain: aggregation platforms consolidating dispersed smallholder production into exportable volumes; cold storage and conditioning facilities reducing post-harvest losses and meeting international quality standards; processing and packaging capacity increasing the value of exports before they leave the country; financing mechanisms allowing producers to store and sell at the right moment rather than under pressure; and integrated logistics connecting production zones to port and airport export points.

The cacao and coffee sectors alone present a significant consolidation opportunity. Dozens of small and medium enterprises operate independently across the territory without shared infrastructure, unified quality standards, or coordinated market access. Structured into nationally coordinated value chains, they would generate the volume and consistency that international buyers require and that Haiti's organic advantage makes uniquely compelling.

In a world where organic certification has become a premium market requirement, Haiti's agricultural base is already there by default. The investment opportunity is not to create that advantage but to finally put it to work.

Conclusion

Haiti has everything a serious investor looks for, except the infrastructure to make it visible.

The land produces without chemical inputs. The ports handle trade but have never anchored the regional economies around them. The airports stand ready. The energy potential is vast but almost entirely untapped. The agricultural base is organic by default, in a world that is paying a premium for exactly that. The private sector has survived a decade of crisis and is still standing, still operating, and carrying a vision that can only be realized through genuine public-private partnerships.

This is not a country starting from zero. It is a country whose assets have been waiting for the right framework, the right partners, and the right moment.

The framework is the EU Global Gateway. The partners are in this room on June 29. The moment is now.

Registration & Contact

For more information or to register, please contact us:

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