
THE

House of Assembly Debates

(OFFICIAL REPORT)

SECOND SESSION 1976 - 81

HOUSE OF ASSEMBLY

Tuesday, 4th December, 1979.

Pursuant to the adjournment, the House of Assembly met at 12.20 p.m. o'clock.

PRESENT

His Honour W. C. B. HINDS, J.P. (Speaker); Rt. Hon. J. M. G. M. ADAMS, M.A., (Prime Minister and Minister of Finance and Planning); Hon. C. L. BOLDEN, LL.B., (Minister of Communication and Works); Hon. H. deB. FORDE, S.C., M.A., LL.B., (Attorney General and Minister of External Affairs); Hon. Miss B. A. MILLER, (Minister of Health and National Insurance); Hon. L. B. BRATHWAITE, (Minister of Agriculture, Food and Consumer Affairs); Mr. J. G. ODLE, B.Sc., (Chairman of Committees); Mr. M. C. C. WARD; Hon. H. B. ST. JOHN, Q.C., LL.B., (Deputy Prime Minister, Minister of Trade, Tourism and Industry) (Leader of the House); Mr. L. L. SISNETT; Dr. R. L. CHELTENHAM, M.Sc. (Econ.); His Honour E. E. ALLEYNE, LL.M., (Deputy Speaker).

Prayers were read.

MINUTES

Mr. SPEAKER: The Minutes of Tuesday 20th November, 1979.

Hon. H. B. St. JOHN: Mr. Speaker, these Minutes have been circulated and subject to any observations by an hon. member as to their accuracy, I beg to move that the Minutes be now confirmed.

PAPERS LAID

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, I am commanded to lay the Civil Establishment (General) (Amendment) (No.5) Order, 1979.

GOVERNMENT NOTICES

Hon. H. B. St. JOHN: Mr. Speaker, on behalf of the Minister of Housing, I beg to give notice of a Resolution

to approve the compulsory acquisition of land at Bath Village, St. Lawrence, Christ Church, for the purpose of road improvement.

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, I beg to give notice of a Resolution to amend the note to Head 106, Item 1; and to grant the sum of \$350,306 from the Consolidated Fund and place it at the disposal of the Government to supplement the Estimates 1979-80, Part II - Capital, as shown in the Supplementary Estimates 1979-80, No. 18, which form the Schedule to the Resolution.

Mr. Speaker I also beg to give notice of a Bill to amend the Immigration Act.

Also, a Bill to amend the Judges Remuneration and Pensions Act.

Hon. H. B. St. JOHN: Mr. Speaker, I beg to give notice of a Bill to amend the Petroleum Winning Operations Act.

Hon. L. S. CRAIG, Dr. HAYNES and Dr. CADDLE entered the Chamber and took their seats.

BILLS READ A FIRST TIME

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, I beg to move that a Bill to amend the Immigration Act be now read a first time.

Hon. H. deB. FORDE: I beg to second that.

The question was put and resolved in the affirmative without division.

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, I beg to move that a Bill to amend the Judges Remuneration and Pensions Act, be now read a first time.

Hon. H. deB. FORDE: I beg to second that.

The question was put and resolved in the affirmative without division.

Hon. H. B. St. JOHN: Mr. Speaker, I beg to move that a Bill to amend the Petroleum Winning Operations Act be now read a first time.

Hon. H. deB. FORDE: I beg to second that.

The question was put and resolved in the affirmative without division.

GOVERNMENT BUSINESS

COMMITTEE OF SUPPLY

Hon. H. B. St. JOHN: Mr. Speaker, I beg to move that Your Honour do now leave the Chair and the House go into Committee of Supply to consider the grant of sums of money for the service of the Island.

Hon. H. deB. FORDE: I beg to second that.

The question was put and resolved in the affirmative without division.

SUPPLEMENTARY ESTIMATES 1979-80 No. 17

The first Order was called — To move the passing of the Resolution to grant the sum of \$3,702,481 from the Consolidated Fund and to place it at the disposal of the Government to supplement the Estimates 1979-80, Part I — Current, as shown in the Supplementary Estimates 1979-80, No. 17, which form the Schedule to the Resolution.
12.30 p.m.

Rt. Hon. J. M. G. M. ADAMS: Mr. Chairman, although this Resolution stands in the name of the Minister of Communications and Works, certain issues were raised as a result of it which make it necessary for the Government to state its policy and make certain announcements to cover the entire field of surface transportation in the country.

I therefore propose to do this in relation to this Supplement for the Transport Board and to indicate Government's general policy on transportation over the next three to five years.

As hon. members will be aware, the Government is currently engaged in the process of studying surface transportation in the country. A study has been financed by the Inter-American Development Bank for this purpose and it is going on at this moment.

Two months ago, many drivers in Barbados would have become aware of this Study as a result of the frequency with which drivers were stopped while driving towards Bridgetown and asked certain questions designed to elicit information as to the origin of their journey and their destination. In fact, over 10,000 drivers were stopped and I would like to thank them for the co-operation which they have given to the Government Agents carrying out the Study. Without the co-operation of the travelling public and the assistance of the Transport Board and officials of the Ministry of Communications and Works we would have been unable to get as far as we did with the Study.

The Study is incomplete and would not be completed until the end of next month when a formal report will be submitted to the Government. However, an Interim Report has been prepared for the assistance of the Planning and Priorities Committee of the Cabinet and yesterday afternoon this Report was considered.

There are a number of matters in it which I am going to outline as matters which would most probably receive the support of the Cabinet in due course and which will form a part of the Government's policy on transportation. Many of them indeed have been canvassed already and are embodying the Government's previous general thinking on the subject.

Broadly speaking, we want to tackle the problems of traffic congestion in Bridgetown before it is too late. Bridgetown is not a city of intense traffic congestion as things go at the moment. There are many reasons for this. Although Barbados has a very high density of motorcars per square kilometre and it has a very reasonable number of motorcars per capita for a developing country, we must be in the first half dozen of developing countries with motorcars per capita.

We do not have yet in Bridgetown the traffic conditions that you would expect from this motorcar density because we also have one of the densest road networks in the world, but this condition cannot continue forever. Already rush hours in and out of Bridgetown create very grave difficulties for drivers of motorcars. Conditions in the Fairchild Street busstand are well nigh intolerable at certain times for users of the Transport Board buses.

The bus service itself, apart from questions of density and traffic congestion is not proving to be entirely adequate to meet the reasonable demands of users of buses so the Government is tackling all its transportation problems as part of a single whole problem.

As far as Central Bridgetown is concerned, so many years ago there was a proposal to build a Spine Road to

carry through traffic from South to North and North to South and this Spine Road would pass through Bridgetown demolishing in the process, as I have heard the Leader of the Opposition say, and I have no reason to doubt him on this occasion, some \$17 million worth of property.

The Spine Road was rejected as far as its Bridgetown segment was concerned. It has not been adopted, in fact, for any of its other portions although part of the area which would have been served by the Spine Road North of Bridgetown, will now be served by the new Spring Garden Road which although it will not be duplicating the Spine Road or going over the Spine Road for the greater part of its length will indeed be dealing with the same area.

The traffic situation in Central Bridgetown was left in a vacuum after the abandonment of the Spine Road. The recommendations which we have received conform largely with our own ideas, Mr. Chairman, and I have no doubt that they will be fully endorsed very shortly and work will begin as soon as possible to implement them. These relate to the development of an inner central by-pass and outer central by-pass in Bridgetown.

For perhaps two generations, Mr. Chairman, motorists in Bridgetown have been using a certain series of roads effectively as an inner and outer by-pass from the central city itself.

I remember some years ago, I think it was in 1965, having an argument with the then Town Planner about the desirability of upgrading Martindales Road/Hall's Road and that series of roads for use as an inner central by-pass. At that time, he disagreed, he perhaps being the principal architect of the Spine Road crossing Bridgetown. All that was done was some rebuilding in Martindales Road. I remember coming under criticism by the then Minister of Communications and Works, Mr. Neville Boxhill, who likened the plan to that of the shape of a pregnant woman. He said he could not understand it why when they had all of that space they did not do more with Martindale's Road than that.

The recommendation is for the inner by-pass to consist of Westbury Road, Passage Road, Country Road, Roebuck Street, Hall's Road, Martindale's Road, Jemmott's Lane and traffic coming from the South will be encouraged to turn East to Jemmott's Lane rather than proceeding along Bay Street if it is seeking to enter one of the inner areas of Bridgetown but not an area to which Bay Street is absolutely necessary. In other words, perhaps areas to the South of the River.

The Outer Central by-pass, also used by all Barbadians, as such, will consist of Bank Hall Cross Road, Bridge Road, Welches Road, Pine Road, Culloden Road,

Dalkeith Road and the Garrison. Now it is not planned or suggested that these roads be entirely replaced.

Clearly, the acquisition costs of trying to do this would perhaps be as great as those of building the Spine Road. What is projected and what to some extent has already started to be implemented by Government is that the junctions will be upgraded, the traffic signals now in some cases I believe 20 years old, will be modernised, road markings will be improved, pedestrians will be kept out of the roadways by the provision of pavements where these do not now exist, and by these means it is hoped to improve the carrying capacity of the road by up to 40%.

12.40 p.m.

The improvement at the junctions of Halls Road, Martindales Road, Belmont Road and Constitution Road have taken the form of the provision of a roundabout. Work is already proceeding here. At Roebuck Street, of course, the junction of Halls Road and Roebuck Street, a roundabout was provided sometime ago. Passage Road: Substantial development is in any case planned for both sides of Passage Road. A new block of houses with a swimming pool has already been announced to be built in the St. Cecilia Barracks site in Passage Road. Government is engaged in negotiations for acquisition of other lands on the other side of Passage Road. Country Road will need upgrading. The junction of Country Road and Roebuck Street will undoubtedly present difficulties but these are matters of detailed planning. This is very closely related to the resolution, Sir because in due course in my speech, I will indicate that there will have to be substantial rebuilding at the Weymouth site of the Transport Board and an upgrading of the Roebuck Street and Country Road junction will be made all the more necessary. The implementation of the inner by-pass plan will undoubtedly increase traffic on that section of Roebuck Street between the roundabout and Weymouth and indeed Country Road.

Other junctions, the junction of Martindales Road and Jemmott's Lane, now controlled by traffic lights which seldom work efficiently will also be upgraded, as well as, the junction of Jemmott's Lane and Bay Street. This will be done, as well as, Bridge Road where I think anybody who drives in Barbados is fully aware of the difficulties that beset the traffic at that junction. The Honourable Member for St. Michael North Central is very relevant when he suggests that we need a new bridge at Bridge Road, although whether our finances at this stage will stretch to that, I cannot say. What I will say, is that we need canalisation of the canal from Bridge Road to Roebuck Street to relieve the difficulties that you get with insects and other noise and things that now enjoy themselves in the bush at the back of Hindsbury Road and at the Carrington Village pasture. Funds have been voted for this purpose. I think the Honourable Member may have to be satisfied, on behalf of his constituents, with those developments in the immediate future. But all

the other junctions, the Welches junction, the Pine Road junction with Belmont and Welches which is now the subject of a police traffic experiment and again I would like to thank all those who are co-operating with the experiment which the police assure me is very successful; that junction will need intense consideration. The junction between Culloden Road and Dalkeith will also require considerable consideration. The Honourable Member for St. Michael South is very familiar with the area and the facilities that are already offered there at the gasoline station. Perhaps, it might be necessary to have a direct connection between Culloden Road and Dalkeith Road to avoid a short right and left turn if you are trying to make the circular journey. But these are matters of detailed planning.

The entire operation is estimated to cost \$2½ million but the Government thinks that this will not be too high a price to pay for the relief of congestion that is extremely likely, if North to South traffic can be diverted along the outer by-pass and traffic which does not require to go along the Wharf or Broad Street to reach its objective can be diverted along the inner central by-pass. In addition to this, Sir, a traffic management plan will also be needed for central Bridgetown. There will be no point instituting these by-passes which will involve some restriction of the present facility where the public could use the Chamberlain Bridge and use Lower Bay Street, unless there were a traffic management plan for Bridgetown itself. I do not want to go into all the details. These are matters for the appropriate Ministry.

All of us are aware of the difficulties presented by unrestricted commuter parking on roads which should be through ways. The difficulties occasioned by persons who want to park for short times in Bridgetown to conduct business for less than 2 hours. We are aware of how difficult it can be to get down the wharf at present due to the loading and off-loading of vessels. That problem will be removed wholly, or in part within a very short time but the wharf itself will never be adequate to carry all the traffic, if it is to be the main South to North artery in the entire Island of Barbados. Broad Street is wide enough to carry 2 lanes of traffic. It is a waste of Broad Street to use it as the main North to South traffic artery as well. It will never be persuaded that Broad Street should be a pedestrian precinct, but strong, powerful indeed, and perhaps persuasive arguments are being presented on this occasion and the Planning and Priorities Committee of Government will give them their full weight in due course. The traffic management plan would involve minor roadway re-alignments, revised 1-way systems and new parking arrangements.

In addition to these general traffic matters, Sir, there are a number of associated transportation reforms that are needed more directly connected with the

resolution and the Transport Board, the provision of public transport for the Island. Primary among these, is probably a general upgrading of the Transport Board's physical facilities, as well as, the urgent provision of a number of new buses to replace in most cases rolling stock which is just not able, at the present time, to do the job that is required for it. These new locations, Mr. Chairman, have been identified as the Fairchild Street bus stand which should be rebuilt into a Bridgetown Transportation Centre. It needs an entire rebuilding, and it needs this, in addition to other reforms which will take some of the traffic out of Fairchild Street and put it into the running of through buses that will pass through Bridgetown, without having to stop in the bus stand. It is therefore intimately connected with a new routing system for the Transport Board. An estimate has been made of rebuilding Fairchild Street to a much higher standard at a cost of \$1.6 million. This will involve building bus bays, I think 13 in number. Building proper shelters of the sort that will have railings or queuing cubicles, if you call them that, Sir, which will allow the passengers to move in an orderly fashion between the railings to get to the bus and it will not, we hope, be so easy to rush for the buses. Indeed I would like to see that made impossible.

It is necessary to have proper rest room facilities in the Fairchild Street bus stand, both for bus crews and for the general public. It is necessary, we think, to have some facility in the Fairchild Street bus stand where mini buses can park and their passengers have access to public transport from the Transport Board as well as, the mini buses themselves. I think that I can say without any doubt that this will become part of the Government's policy very shortly.

In order to administer all these schemes, new organisation in Government will be needed and it is recommended that Government forms a new transportation division to administer the transport system as a whole, as opposed merely to the road system.
12.50 p.m.

A safety programme will also be a part of Government's approach to all these matters. We are advised that these matters together will cost over \$300,000, but again I think it would be money well spent. The current programme of road safety now being broadcast on C.B.C. and Rediffusion indicates that there have already been 37 deaths this year on the roads of Barbados. This is an unacceptably high figure and better education of the public is one of the essentials that will be needed to reduce it.

We also need, Mr. Chairman, an entirely new programme for highway maintenance. In response to a supplementary question asked by an hon. member opposite on the matter of highway maintenance — I think

It was the hon. member for St. Michael South West, I indicated that there had been a decision to reduce the quality of materials used in road repairing some time ago. We have been groping in the dark towards an efficient programme of highway rehabilitation and highway maintenance. For too long, Mr. Chairman, decisions on upgrading of subsidiary roads have been taken on purely political grounds. We had the spectacle during the last general election of several hundred thousand dollars being spent on a hill off My Lords Hill that leads to the Ivy within the constituency of the then Minister for Communications and Works. This work was hurried through in time to meet the general election date.

There are numerous examples of the fact that road repairs are a matter more of who can most efficiently catch the ear of the Minister of Communications whether his constituency or a colleague than of the real needs of the district. I remember taking a visitor from Trinidad into St. Andrew and he marvelled at some of the roads that were provided in the area of Belleplaine and Lakes, and he pointed out to me one road of quite considerable length that led to one house, and quite spontaneously he said "I bet that that man is a canvasser for the Minister", which was of course true. We will therefore be seeking, Mr. Chairman, technical assistance for a proper study of highway maintenance. This study will comprise an analysis of the best machinery, materials and methods to be used for highway maintenance in Barbados in the future. At the political level I can pledge on behalf of the Government that highway maintenance in future and highway rehabilitation will as far as humanly possible be carried out on the basis of a pre-arranged long term highway programme not subject to casual political whim and fancy.

In addition to the technical assistance study that is needed for highway maintenance, the Government will undoubtedly have to carry out further studies for new highways. Very few new highways have been built in the country for years, Mr. Chairman, I would not have to expand on previous comments that have been made in the House or in Committee on this subject in the past. The possibility of a Highway 7 — I cannot entirely call it a bypass, Sir, but a new look at the provision of roads between Rendezvous and Oistins, indeed between Rendezvous and the Airport has been canvassed in here previously. We are advised that a study of such new roads where necessary and a study of what use may be made of Highway 7 would cost in the region of \$300,000. It would analyse the feasibility of construction of a road running inland from the present Top Rock to Rendezvous Road and also of an Oistins bypass.

Hon. members will be aware that the Inter-American Development Bank has now approved a loan for the upgrading of the Wildey to Haggatt Hall Road as part of the access to the new polytechnic and

the new Government buildings that are likely to be built in the area. The Government regards this as part of an outer ring road which will start running to the east of the present Rendezvous Hill and running on eventually to Warrens. It is suggested that a feasibility study be carried out relating to the continuance of this road from Warrens to Black Rock. There are many difficulties at present being met by persons who have no interest at all in going to Bridgetown but who wish to travel from the South of the island to the north; in other words perhaps from the airport, certainly from points south of Rendezvous to the northern parishes, the parishes of St. James, St. Peter and St. Lucy. A Warrens/Black Road link may very well prove to be an essential part of this road, and a feasibility study of \$200,000 is recommended.

In addition, Mr. Chairman, a new project which is related to new projects that will arise out of the agreement entered into between the Government of Trinidad and Barbados relating to development at the Maycocks Bay in St. Lucy will be the upgrading of roads in the general area. The geological studies carried out for the cement plant some years ago now reveal that one of the principle problems involved in putting a cement plant at Maycocks Bay would have been the transport of clay necessary to be used in cement production from Greenland in St. Andrew to the site. Other agreements reached between the Government of Trinidad and Barbados relate to the export of limestone from the north of the island through a port facility to be built in the Maycocks Bay area, Mr. Chairman, and it is no secret that there have been new developments. A team has just returned from Trinidad after holding further consultations with the Trinidad Government on the feasibility of our two Governments setting up a cement plant at Maycocks Bay. For this purpose it will be necessary to consider the upgrading of all the roads from Greenland to Mile-and-a-Quarter in St. Peter and the construction of a roadway from Mile-and-a-Quarter to the area of the cement plant.

I recall when the decision was being taken to abandon the first plan for a cement plant that one of the difficulties was transportation and that I was most surprised when a transportation expert from an international agency indicated that the condition of the roads in St. Andrew and St. Peter was such that it might be easier to consider building a port at Belleplaine to carry the clay by barge around the north of the island than to consider the building of roads which could stand up to the continual weight of heavy truck traffic all through the day to feed the cement plant. I think that a port at Belleplaine has other drawbacks and we would prefer to have the feasibility study of upgrading the road system.

Now, Mr. Chairman, I have dealt with the general subject. Now to the specifics with the Transport Board

itself. All of us are agreed that while the situation is not as bad as it is in some countries that it is not good enough for Barbadians.

1.00 p.m.

We have prided ourselves on being able to run our public utilities in the widest sense, if not with complete efficiency, at least with greater efficiency than many of our neighbours and many comparable countries and cities in developing countries. Indeed, many of our utilities we like to compare with those which exist in the major urban centres in the world today.

Bad as the buses in New York are, bad as the buses in London are, I do not think that the public is going through the traumas in London and New York as it is going through in Barbados at the moment under the transportation system. The only relief we get it seems comes when the school children are on vacation. The school children at present — I forget how many of them travel every day, I think 23,000, it is a very large number — and over 70 buses have to be assigned during the periods when they could be assisting rush hour traffic to carry children to and from school. A part of this is a reflection of the fact that in this country we are so totally free and so determined in many cases to uphold individual rights that there is not any semblance of school zoning in the island. I do not know any other country in the world of which this is entirely true. Someone in St. Lucy is free to send his child to St. Bartholomew's Primary School which is over 30 miles away driving in Barbados.

Persons are not only free to send their children to Harrison College and Queen's College which can reasonably be regarded under all administrations of all political complexions of the Ministry of Education as elite schools, and it may very well be thought that if we take a competitive examination that some element of the rewards of success of that examination should continue by way of access to particularly good schools, but these are not the only schools to which you are completely free to send children. You are completely free to put your children on the bus if you live in St. Joseph and send them to Combermere instead of West St. Joseph. You might want to send them to Lodge School but you may find that you will send them to Coleridge Parry involving the taking of more than one bus or of making arrangements to transport them there by car.

I was suggesting to the Minister of Education that he at least start with some of the parishes that are sufficiently well provided with secondary school facilities so as to accommodate all the children who do not come to the very top of the examination. These parishes, I take it, will be St. Andrew, St. Joseph and St. John. I suggested that we try to re-introduce some sort of zoning for the school children in those parishes so that if they do not go

to Harrison College or Queen's College that they will have to go to the local secondary schools. But these are only the suggestions of one who is not an expert in education and who has to bow before the greater expertise of the hon. member for St. Michael South, the hon. member for St. George South and the Chief Education Officer.

Therefore, in the interim we are faced with the problem of transporting school children, a problem which must be as great in Barbados as it is in those American cities which for the purposes of racial integration have to transfer children from the inner city to the suburbs in order to maintain racial balance in schools. It is a burden that we have taken upon ourselves and we have to carry it in the short term, and the bus passengers who wish to get to work, who have to get to work and who must use transport for those purposes will just have to suffer during the years that this continues.

The Government, Cabinet, Ministry of Communications and Works have been trying to grasp this problem with the Transport Board for the last perhaps three months, Mr. Chairman. I cannot recall a Cabinet meeting within the last two months at which there has not been talk about the bus stand, the people rushing, the need for new buses — we discussed the bus fares of course — the need for a whole series of measures to alleviate the transport problem. But things cannot, Mr. Chairman, go on as they are going on at present. That is the one factor which informs everybody's discussions. We are therefore with overseas development assistance, with technical assistance from abroad, with the effort which all of us are able to make, trying to improve the situation.

The first efforts that are recommended to us for improving the situation relate to matters on which a great deal of money will not have to be spent but a great deal of thought will have to be put in. These relate to timetabling of the buses, improvement of the buses through rosters and improvement of the route structure, and I will leave an analysis of these to the Minister concerned. He certainly has passed on to the Cabinet over a number of weeks the necessity of making the Transport Board understand that it must upgrade its timetabling, its use of the no less than 1200 employees, much increased since 1976, down there, and improvement of the route structure.

The transportation study has mentioned a number of matters. They have suggested a number of short term solutions, they have suggested long term solutions. They have suggested, and a very imaginative suggestion it is and I am sure it will be considered sympathetically by the Ministry and by the Board, the identification of areas in the country as bus centres as part of an improved route structure. They suggest that bus centres, not necessarily physical structures, but areas where bus routes meet on

timetables, areas into which the St. John bus will run and reach at a certain time, and you can then catch the bus which will eventually take you to St. James or whatever on a timetable basis so that you know when you can expect to catch your bus and when you can expect to make a connection; that sort of thing. The areas which have been suggested are Welchman Hall, St. Thomas; Four Roads, St. John; The Glebe, St. George; Belleplaine, St. Andrew; Mangrove, St. Philip; and Speightstown, St. Peter.

They have suggested a much greater through run of buses. I myself have a lot of sympathy for the 1200 people today that have the long walk from Fairchild Street to Princess Alice Bus Stand. I have a lot sympathy for the seven or eight hundred people who have to make the walk from Fairchild Street to the Lower Green to catch another bus. These are the people that live in the inner suburbs of Christ Church in many cases but work along the west coast or on locations to the north of Bridgetown, and I think that some through running is necessary and in due course I will say that I support the concentration of bus stands in Bridgetown in combination with a Bridgetown traffic plan that will allow the buses to run through the city without disrupting other traffic. You could not have buses running up Broad Street now without disrupting other traffic, but I will support the closing down of the bus stands at Princess Alice and at the Lower Green as long as the buses can run through the city to Fairchild Street as part of an improved traffic plan and concentrate all the buses which have a terminus in Bridgetown in the Fairchild Street area itself.

1.10 p.m.

All of these are recommendations and the Government looks forward to their very early consideration and will be prepared to support financially the rebuilding operations that will be necessary to enforce them. But the first financial responsibility of the Government is this resolution for \$3,000,000 to meet the current losses at the transport board.

The second responsibility, as I see it is the purchase of new buses and very shortly a decision will be taken — I believe in next Estimates — to buy 50 new buses at a cost of \$6,000,000. You have to expect to pay money for buses. You cannot upgrade the facilities without money and this is a responsibility we all have to Barbados, but the tax payers alone cannot carry the burden. This is an implication which I think everyone understands.

It is also necessary to upgrade work shop facilities. We have an old bus fleet and the new buses are being asked to run more miles than they should before routine maintenance. A bus should run a certain number of miles and then be service so as to prevent its crank shaft breaking long before the time it should, and it is possible even with the new Leyland buses that we have bought to

ensure that they get the maintenance needed to keep them in proper running order. One of the reasons for this is that the workshop facilities are barely adequate when the workshop was put at Weymouth 20 years ago; they are hopelessly inadequate today. The Government will build a new bus workshop properly at Mangrove at a cost estimated at \$4,000,000, but it is cost that will have to be borne if we are to have a proper transport service. No provision was made for upgrading these facilities when the arrangements were made to nationalise the private bus companies under the previous regime; all that was going to be done under the previous regime was to increase the responsibility of the Transport Board and increase the number of buses without increasing the repair facilities, and it is to this single fact more than any other that the present bad bus service is due. If proper facilities had been provided at the same time the buses were nationalized the people would find it easier to catch a bus today. You cannot choke up Weymouth with the entire fleet of green buses — the bus companies embrace under that head — and the Rocklyn buses and still expect them to be able to give the Public the same service as existed previously.

Mr. SANDIFORD: Mr. Chairman, I rise on a point of order. I do not mind the righteous indignation of the Prime Minister. He did pay tribute to my knowledge of educational matters and I will pay tribute now to his knowledge of the rules of this Chamber. As I understand it, an Hon. Member in Committee may speak for fifteen minutes and the person moving the resolution for thirty minutes. I am certain you will agree Mr. Chairman, that the Prime Minister has been going on for more than thirty minutes. Although what he is saying is most interesting I will ask you to rule on this point as to whether the Prime Minister is in breach of the rules of this Chamber or not.

Mr. CHAIRMAN: The rule permits half an hour but I believe hon. members will agree that this is a very important matter and that the House would wish to hear what the hon. Prime Minister has to say.

Mr. SANDIFORD: I believe Sir, that the House would be willing to listen to the Prime Minister but it must be within the rules of this Honourable House. In other words, if the House moves a Resolution to that effect we will be prepared to abide by that, but we cannot go on Tuesday after Tuesday ignoring the rules of the House in this way.

Mr. CHAIRMAN: The hon. member makes no room for the discretion of the Chair.

Hon. H. B. St. JOHN: Mr. Chairman, I am very grateful to the hon. member for suggesting that we move a motion and I move that the mover of this Resolution be heard until 1.45 p.m.

Hon. C. L. BOLDEN: I beg to second that.

The question was put and resolved in the affirmative without division.

Rt. Hon. J. M. G. M. ADAMS: I am obliged to the hon. member for his tribute to my knowledge of the rules of the House. I assure him that the knowledge of time was not similarly ample on this particular occasion, but I am obliged to the House for permitting me to continue. I wish to assure the House that the interruption will not in any way diminish the force with which I make the point that it is the absence of workshop facilities in running an enlarged Transport Board that is responsible for the bad service at this time.

In addition to a new central workshop which will probably be built away from the City at Mangrove, it will be necessary to upgrade the depot at Weymouth. We have an estimate of a cost of \$900,000 for upgrading the depot. There are all sorts of reasons — flooding, for example — why Weymouth is not entirely suitable for a central workshop, and I have no doubt that these reasons will in due course prevail, but Weymouth cannot be left as it is. There must be some way to get the buses that have to make the morning journey out of Bridgetown. We will not be building the Fairchild Street bus stand to a size that will allow it to hold all the buses; but to put it further out of Bridgetown, I am told, would involve a substantial wastage of time in the early hours of the morning; even if it is two or three kilometers out of Bridgetown would be a substantial waste of time if buses had to drive from there to Fairchild Street to start their journey on mornings and return there from their final point at night. So Weymouth will continue to be used.

Also planned is an Oistin inter-change facility. I regard this as a matter of some urgency. It may not be so urgent in terms of facilitating the running and the improvement of the bus service but it is urgent since the development plan for Oistin has now reached implementation stage and we will very shortly be starting work at Oistin, and I think it is fundamental that we build any bus facilities that we are going to build there now rather than in the future.

There is also a clear necessity for a bus depot at Speightstown. I know this will gladden the heart of the hon. member for St. Lucy who has put down a Resolution on behalf of his constituents for upgrading the transport facilities. This will cost in the region of \$2 million. The bus depot there is hardly worthy of the name of a depot. The facilities which were once offered — buses that would travel to Pie Corner and distant places, buses that would travel twenty two miles into Speightstown to pick up perhaps express buses going to Bridgetown — necessarily had to be curtailed in the recent past. We would like to restore these services. I have been

told that it cannot yet be said that there will be no through buses. I intend to leave these matters to a more detailed planning in due course, but I would like the hon. member for St. Lucy to address his mind to these problems — should a through bus service from St. Lucy to Bridgetown continue to be necessary, how far can St. Lucy be served with feeder service from Speightstown; and in due course when we come to debate on the Resolution the Government will be glad of his expert opinion on behalf of his own constituents and on this matter in general.

But there it is: \$900,000 for a new depot at Weymouth, \$2 million for Speightstown, \$600,000 for Oistin, \$4 million for a central workshop. And I would also mention the necessity for a depot at Haggatts to take the place of the old Rocklyn depot, and this would cost \$600,000. All in all I do not believe that the Government would get much change out of the \$20 million for its immediate plans to upgrade the transport service.

1.20 p.m.

A Programme Team is coming from the Inter-American Development Bank to visit Barbados. I know that the Leader of the Team is already here and I daresay some of the other members may have arrived by now. It is intended that the current Transportation Study will be formulated in such a style as would allow us to put several projects to the Inter-American Development Bank for developmental funding as part of the foregoing pipeline of international assistance from the Bank to Barbados.

I intend to raise the matter of funding for transportation when I meet the members of the Bank at the end of the week. In the meantime, of course, Mr. Chairman, we have the immediate problem of the Transport Board and linked also with that I would like also to make reference to the problems of mini-buses and to a lesser extent to the taxis in the Island.

The Transport Board's immediate problem is money. Petroleum price increases to Barbados have been of the same magnitude as the petroleum price increase in 1973/74. I think that is a fact that has been lost sight of by the public and particularly by a narrow-minded section of the public, members of the Opposition on the benches opposite.

I have heard more nonsense about how well Barbados weathered the economic storms of 1973 and 1974 coming from hon. members opposite and unfavourable comparisons with Barbados' economic position today than I ever thought. I would live to hear from ostensibly intelligent persons such as the hon. member for St. Michael South Central.

Faced with the same increase in the price of petroleum, I believe \$11.00 as opposed to \$10.00 per barrel, – I think it went from \$14.00 and it is now going from \$14.00 to \$25.00 – faced with the same increase we have not had inflation of the order of 1974. We are running in the region of 14% – 16% inflation this year whereas it was 40% in 1974.

We have not had anything of the hardship reflected in the diminution in the purchase of consumer goods, diminution in the purchase of services as we had in 1973–74 and 1979. Indeed, the Island has become more prosperous with an ILO study finding that wages are rising faster than prices.

There are certain areas where the impact has been very sharply and acutely felt and the Transport Board is one of them. The increases in petroleum prices, the increases in wages for staff of the Transport Board, increases which the hon. member for St. Lucy and Assistant General Secretary of the Barbados Workers' Union will readily concede were willingly granted and negotiated by the Government, faced with all this and with the continuance of an uneconomic single stage fare that whatever else is said about the desirability of the fare, there is no doubt, Mr. Chairman, that it is uneconomic. Faced with all this, Mr. Chairman, the Transport Board has fallen into a massive loss position.

I am not here to make any apologies for it. I am not the Minister of Communications and I do not think he has any apologies to make for it either. There are always factors behind the Government's control stemming from previous decisions taken by an earlier Government and decisions taken by the Sheiks in the Persian Gulf.

I never thought I would live to see as Minister of Finance to support a Supplement for \$3 million for the Transport Board. I never thought that I would see it but I have been persuaded in all of the circumstances by irresistible logic and the facts of the situation as supported here today.

The Transport Board under present conditions will lose no less than \$7 million a year unless something is not done about it and this is a completely unacceptable sum to the Government. Let me say that at an early stage. This supplementary represents what has to be done in the short term to deal with the situation but the long term and the medium term demand the measures which I have outlined.

It is also not realistic to think that the present fare can be maintained in the light of a loss of \$7 million. It is not realistic to think it. Representations have been made, assessments have been made that the fare would have to go at least to 60c to reduce the loss to an acceptable dimension. Other representations have been

made by experts that if you re-introduce the two-stage fare, perhaps raising one to 65c you would not have to raise the other fare to such a high degree.

The Government has rejected these representations. We are not prepared, at this stage – I should not even use the words "at this stage" – we are flatly not prepared to raise busfares to 60c. We are equally not prepared to see at this stage the two-stage fare re-introduced. The Cabinet has twice turned that down. Consideration will be given to a new fare structure but these representations are not accepted by the Cabinet.

The matter has already been discussed and we are not prepared to see busfares go up in Barbados to levels that can make the Transport Board pave its own way. There are good reasons for this. Everything has a cost. There is absolutely no way of anybody thinking that a subsidised busfare is going to be subsidised by printing money. Taxes have to be higher in order to maintain a subsidised busfare.

Seven million dollars at the Transport Board has to be paid for somehow. Seven million dollars represent the cost of a new Secondary School. Seven million dollars can build four factories which would between them employ 2,500 people. Seven million dollars can build a very large number of houses for the people. We cannot accept losses on this scale at the Transport Board. In perpetuity, I am not prepared to concede a subsidy of that size.

In the distant parts of the country it used to cost 60c to get to Bridgetown in 1972. It cost 45c today so nobody cannot tell me that the people who live in the extremities of the Island have not received a handsome subsidy in respect of transport.

The busfare will have to rise by a small amount. In due course an announcement can be expected that busfares will be increased from 45c to 50c. This is a modest amount. It has been calculated that this is sufficient to meet the increase in petroleum costs since the last increase in busfares. A number of ameliorary measures will be taken in regard to this. Some, I can anticipate only in outline.

The next Budget will contain measures for the relief of low income taxpayers which will have an effect on what is undoubtedly the great masses of bus users that will more than compensate for a 5c increase in the busfares.

1.30 p.m.

I am not anticipating the next budget. It is still four or five months away. Other measures will be introduced in the course of re-organisation of the route system which will also have the effect of ameliorating the increases.

There will be an actual reduction in the bus fares for a substantial number of passengers when the new route structures come into force, if present plans are fully worked out, since it is not intended in situations where people at present have to pay two bus fares, that they will have to pay say, \$1.00 or 90 cents. The effect of the through routes will be that there will be a reduction to all those who have to catch two buses, they will not have to pay two bus fares, there will be a saving. In due course, discussions will establish the fare structure for the new through routing and I cannot anticipate what form those discussions will take but I can pledge, beyond any shadow of a doubt, that there will be fare reduction for persons who have to catch two buses in cases where through routing is introduced.

I also want to touch Sir, on mini buses. This is a very essential feature in the entire transport equation. The lot of the mini buses has been very varied over the years. The mini buses provide, undoubtedly, a most important public service. The Transport Board buses carry 140,000 people a day and the mini buses carry 40,000. They are therefore, a very essential part of our present system. They provide a service of flexibility and personal attention that the Transport Board cannot give. There are many mini bus men that you can give a big parcel to and ask them to deliver it to your sister say, in Speightstown and they will carry it unaccompanied. That is not a facility at present enjoyed in the Transport Board buses nor, one which I think the Minister would wish to introduce. The mini buses at present give employment to 700 or 800 persons in self-employment or a connected basis and provide a means of livelihood for many owner operators.

Many of the mini buses are licensed. What has happened is that we lurched from prosecution to licensing, from amnesty to punishment. We go forward lurch by lurch without any coherent policy. It is a policy of which the last Government has been guilty and one of which this Government was nearly guilty. The Government intends to arrive at a maximum figure for mini buses. As far as we can estimate, the figure exceeds the current number of legal and illegal mini buses. Instructions have been given because this decision was given by Cabinet some months ago to issue new mini bus licenses and legalise new mini bus operations. It is only the details, routes to be followed, changes in Law, these are the matters which have been holding it up. It is intended to give first preference in mini bus operations to the existing illegal mini bus operators. They will be given new licences. There is a project which I do not say will attract favourable consideration of overseas funding agencies but it has been recommended to me and I am perfectly prepared, subject to the rules of the Barbados National Bank, to institutionalise the mini bus operators so as to make it possible for them to obtain loans from the Barbados Development Bank on concessional terms

for the replacement of mini buses when they become old or out of date. If there are 300 operating, this would involve, assuming that the reasonable running life of a mini bus be 5 or 6 years, replacing 50 or 60 per year. Of course, there are other problems. When you take a mini bus out of service, there is every chance that out of legal service, it then goes into illegal service. This is one of the difficulties that we have been getting. When we draft mini buses licenses to persons with tourist operations we discover that the old buses which they used then, find their way into illegal mini bus use.

In Bermuda, where there is restriction in the overall number of vehicles you cannot buy a new vehicle unless you can show that you have sold the old vehicle off the island, or that you have compacted it and sold it for old scrap. I do not know if we would have to be so drastic, but means would have to be found of ensuring that the old mini buses do not merely become a new generation of illegal mini buses. There are cities in the world, the project team mentioned to me Mombasa in Kenya and Jamaica where mini buses have succeeded in driving the national transport undertaking either entirely off the road, or almost entirely off the road. One might also imagine that the poor conditions of public transport in Trinidad is due to the extraordinary number of road taxes which apply and limited fares in areas that would normally be served by paid transport. A balance therefore has to be struck. You can restrict the time of day at which mini buses run. In other words, encourage them to run during the rush hours and discourage them from running during the off-peak hours. The more sensible mini bus drivers already do that. They recognise the need for rest and they recognise the fact that it is not going to be profitable for them to compete with the Transport Board buses between say 10 o'clock and 3.30 p.m. during the day, or even late at night. All of these are factors with which the Ministry of Communications and Works will have to grapple.

It is also recommended that we use, as far as possible, a standard vehicle for mini bus operation, involving the building of local bodies for mini buses, as well as, Transport Board buses. Assistance has been given, Mr. Chairman, to at least one local firm engaged in the bus body business. This seems to me a light engineering operation which Barbadian entrepreneurs are well able to carry out and subject to whatever is said, when the appropriate study is made, it certainly is an idea to which I would give my support.

One or two other matters relating to mini buses and matters which I raised earlier, Sir, relate to the general financing of the Transport Board and its inter-relationship, particularly with the Ministry of Education. It is pointed out, and I fully accept, that the Transport Board does not only have to carry the cost of an uneconomic bus fare, it also have to subsidise school

transportation to a much greater extent than an immediate look would reveal and it also has to subsidise carrying of old age pensioners and the police. I myself really do not put too much weight on the carrying of the police. I would not think that can be a great burden. I think it is a burden which we should be glad to carry. I similarly feel that old age pensioners carried outside peak hours do not represent too large a burden on the Transport Board. In passing, I would mention, Sir, that it has never been the intention of the Government that old age pensioners should have their travel restricted to Sundays or Saturday afternoons. I have much hope that instructions which have been given to the Transport Board to allow old age pensioners to travel at all times of the day on Sunday and Saturday have been carried out. 1.40 p.m.

I very much hope that instructions which have been given to the Transport Board to allow old age pensioners to travel at all times of day on Sundays and on Saturday afternoons have been carried out. But these are incidentals. I do not think they weigh too heavily on the finances of the Board.

The Ministry of Education, undoubtedly its necessities weigh heavily on the Board. In other countries the carrying of school children is the responsibility not of national or private transport systems but of the Ministry of Education. It should be so in Barbados as well. At the very least the budget of the Ministry of Education should carry the cost of school children's transportation and steps are being taken to effect this. In addition the Ministry of Education is currently carrying out a study to see whether by chartering mini-buses as well as effectively the chartering of Transport Board buses because the provision of school buses is a chartering operation by another name, but the Ministry is carrying out a study to see whether it can be done more efficiently than under the present system. Certainly it seems that with the remote schools there may be possibilities for the Ministry of Education to obtain a better deal and at the same time save the Transport Board the difficulty which it undergoes at present by chartering the mini-buses, making arrangements with mini buses or even just persuading the Ministry of Communications and Works to give a mini bus route which would lead to those distant schools.

I very much hope that apart from small increases of costs which I believe have already been instituted for school tickets that this can form part of the Ministry of Education's policy on transportation.

Mr. Chairman, there are a number of other points with which fortunately I do not have to deal before my time expires in three minutes. This includes the mechanics of the actual operation, the issue of season tickets, the improvement of staff morale, matters which will be dealt

with in greater detail in response to any questions that hon. members opposite or on this side may have by the appropriate Minister; but I have wanted to set out the Government's policy.

To summarize it very shortly, it involved the spending of \$20 million approximately on improving transport facilities, the purchase of new buses, the building of new facilities; it involves keeping increases in fares to the very low level of 50 cents, and it goes without saying, Mr. Chairman, that there will be no further increases until well I can't say until; there is no possibility of a further increase while the service remains as it is; no possibility whatsoever why people are complaining, while there are insufficient buses; while the facilities are as they are, you cannot ask, even if there are new petroleum increases and new wages increases, you cannot ask people to pay more this year, next year or the year after while the bus service is in its present state. I am not making any promise that they will pay more even the year after that. We hope that the economies will be sufficient to allow the fare with any necessary readjustment for through running to remain as it is, but there is no further question of fare increase under present conditions. I assure the public of that. But a small fare increase, licensing of minibuses. I have not touched on taxis, Sir. The Minister of Communications and Works will deal with that. They are a much smaller problem and this will be combined with developments in surface movement around Bridgetown which we hope can give the country and the public the type of transportation system they do deserve in this modern age.

I beg to move that this Resolution do now pass.

Hon. Miss B. A. MILLER: I beg to second that.

Dr. CADDLE: Mr. Chairman, the Resolution before us calls for a sum of \$3,702,481 for the purpose of meeting certain increases in the administration of the Transport Board, and as stated here, this has resulted from the rise in fuel prices, the payment of increased wages and salaries, increase in staff, maintenance of fleet and the payment of insurance premiums.

It is refreshing to hear the Hon. Prime Minister recognising that there is a lot of dissatisfaction in this country concerning the operation of the Transport Board, but it is at the same time disheartening to hear coming from the lips of the same person that they have lost as much as \$7 million already this year. Certainly the announcement that the bus fares will be increased from 45 cents to 50 cents can be nothing more than adding insult to the injury already experienced by the travelling public of this country.

Sir, I think this is an occasion today to take a rather critical look at the Transport Board and its

operations, and I should like to assure the Hon. Prime Minister that I share some of his views about the improvements that need to be done as regards transport generally in the country, but I would prefer him to have spent the time telling us what is wrong with the Transport Board, because a lot is wrong with the Transport Board and what we hear outside either from employees of the Transport Board or from other sources does not reflect or tell us all that is going on that is wrong with the Transport Board.

Let us look at the administration; there is a lot wrong with it. The general impression is that the administration is top heavy, and because it is top heavy you have a lot of people there drawing big salaries who are doing nothing or very little to improve the efficiency of administration at the Transport Board. There is concern about the appointment of a general manager of the Transport Board. There is one acting, and there has been rumours going around in this country that a Trinidadian has been brought in here expressly for the purpose of being appointed General Manager at the Transport Board and this has caused some concern among the ranks of employees at the Transport Board.

Sir, the fleet at the Transport Board needs a serious look at. I understand that there are 300 buses at the Transport Board but there is not a day when the Transport Board can have in operation more than 200 to meet the demands of the travelling public of this country. What are the reasons for this? As the Prime Minister has rightly stated, some of these buses are old and outdated. Some of them are as old as 22 years, and when one looks at the question of money being spent on constantly repairing these old buses, I agree with the Prime Minister that it is time to remove these old buses from the fleet of the Transport Board and to get proper buses to meet the demands of the travelling public.

You have another serious problem with the buses. Many of them go in there with parts defective or while they are there undergoing repairs a part is taken from a bus that has gone in there for repairs and fitted on to another bus and then when the time comes for that bus which has been in for repairs to be put back on the road, they cannot get the part to put back on the original bus. You have an interesting situation where you are cannibalizing the buses which are good and which can be put on the road if they are properly maintained.
1.50 p.m.

There is a problem in the Transport Board concerning the importation of parts into this country. That operation is inefficient in that not enough parts are imported at a particular time, or to give a very good example, if you say you want a carburetor for a bus you do not check to see how many other buses need

carburetors, you import one only to find out that as soon as that has arrived in the country there are other buses needing the same thing, and you get a long delay in the Transport Board yard of buses lying down there when they should be out on the roads. You have the problem of buses leaking, people in buses and the rain is falling, they have to put up umbrellas. If I can cite an example which I have seen up in Christ Church one morning, where the windows would not close and the rain was falling, and when the conductor telephone the office she was told to bring the people down.

You have an interesting problem here again with the manufacturing of bus bodies in this country, and this is something which should be looked into. There is concern among the employees of the Transport Board as regards the high incidence of accidents in this country. It has been reported by the Transport Board that they had as many as 1700 accidents already this year, which is twice as many as they had last year. What are the factors surrounding this heavy increase in accidents at the Transport Board? There can be human factors, there can be mechanical factors pertaining to the vehicle and there can be environmental factors pertaining to the roads and the areas in which the accidents take place. But let us look at the manufacturing side of the buses. This needs to be checked out, and I am inviting the Hon. Minister to check it out to see to what extent the buses overhang the chassis. Some people put it as high as five feet. I do not know if that is true, but that has been put forward as the reason why there is a lot of washing when you apply your brakes going around corners.

I would also like to draw to the attention of the Minister that the bodies of these buses are being made of fibre glass and if you are to give adequate protection to these buses from accidents it is worthwhile to have proper bumpers on the rear and the front of the buses. A simple mini moke runs into the back of the bus, big damage because of the fibre glass nature of the bus, no bumper behind to protect the bus from that type of exercise. There is also concern about some of the finishes inside the bus, because some of them are irregular, with sharp edges, and the travelling public, especially those who are standing and holding on to the handrails, very often when the bus stops suddenly and they slide they find that their hands get cut because of the roughness of the handrails. There is also a problem with safety valves inside the bus. They are located in such a position that if there is a fire it is difficult to get at them. When you look at the human factor, it is worthwhile for the Transport Board to look....

Hon. C. L. BOLDEN: Mr. Chairman, since I would have to reply to the hon. member, he said something about safety valves inside the buses. I would like to know exactly what he means, because I would not like to make a statement and then find that I did not reply to him, so

I would be very grateful if he would explain in great detail what he means by these safety valves.

Dr. CADDLE: Mr. Chairman, it is very nice to hear the Minister at this stage, I would have preferred him to have presented some discussion on this Resolution. He is the Minister responsible.....(Hon. C. L. BOLDEN: I do not deal with the financing, you know that as well as the world, you have been up there).

Mr. CHAIRMAN: So.

Dr. CADDLE: Sir, there are human factors involved in this expenditure and I think a serious look has to be taken at some of the drivers of the buses at the Transport Board. One has to look seriously at having them properly medically examined. I do not mean a cursory examination, the Transport Board will have to get proper advice as to the type of medical examinations the drivers should go through, because driving a bus is a heavy exercise and when you have a man driving a bus for a long period of time, sometimes as much as eight hours, and there have been occasions in this country where some fellows for the sake of getting more money in their pockets will do two shifts, you are putting this man under a lot of strain, and the longer he works the less efficient his reflexes become, they sag and then he is more prone to be involved in an accident.

Then, there are other factors, the man's sight will have to be looked at, and then there are diseases which are likely to weaken the man or play on the nervous responses to such an extent that in a particular situation which requires swift action he will be incapable of functioning, and I think it is advantageous to the Transport Board to get proper medical advice as to the type of medical examination which their drivers must undergo, and they should see also that this should take place at regular intervals from time to time, because this must be a factor why many of these accidents have been occurring.

When you look again at some of the drivers, one must be aware of the experience of some of these people in driving heavy duty vehicles. Some of them would have had previous experience. We do not know how they get these licences to drive buses, but then they are accorded as bus drivers and you find that because of the inexperience not only in handling the buses but in some of the routes that they have to travel, the unfamiliarity with those routes contributes to the cause of some of these accidents which have hounded the Transport Board during this year.

I am throwing it out to the Hon. Minister that many of the roads which these buses have to travel on are less than 14 feet wide, and if he checks the width of the buses he is going to find that some of the buses are 7 feet 4 inches wide and as high as 8 feet, and if two buses

travelling in opposite directions or a bus with another heavy duty vehicle travelling in opposite directions meet, even if they go off the road into the cane tracks it is difficult for them to avoid hitting each other, and one would have to look seriously at where some of these buses are sent, because while it is worthwhile making transport available to every village in this country, the question of the width of the roads and the general conditions attendant on those roads has to be taken into consideration. Otherwise, if you persist in pushing these buses along those narrow roads you must get accidents occurring over and over again.

Sir, this high amount of accidents has resulted in a lot of money being paid out by way of insurance to the Transport Board, and as a result of that one must expect that insurance premiums on these buses would go up. In fact, I am told that right now there is only one firm in this country that is interested in insuring the buses of the Transport Board, and I would like to hear the Hon. Minister on that. But whether that is so or whether he can get more than one agency to insure them, the problem is that as long as we continue to have this heavy number of accidents, insurance companies will always be seeking to protect themselves by increasing the premiums.

Sir, when you look at what is going on with the actual handling of money in this country, I am asking the Minister, is it a fact that only last week the combination of the safe at the Transport Board had to be changed three times in one week? I am asking the Minister if that is a fact, because that is the talk going around, and there is a report to the effect that there are people in the Transport Board who throw \$50 a day meeting turns. This is going around.

Mr. CHAIRMAN: I now draw your attention to the fact that it is 2 o'clock. You will have a chance to continue.

On the motion of Hon. L. S. CRAIG, seconded by Hon. C. L. BOLDEN, Mr. CHAIRMAN reported progress and asked for leave to sit again, and Mr. SPEAKER resumed the Chair and reported accordingly.

SUSPENSION OF SITTING

Mr. SPEAKER: The time is now 2 o'clock. This sitting stands suspended until 2.45 p.m. today.

On resumption:

Mr. SPEAKER: This Sitting is now resumed. It is now Question Time but I am advised that there are no replies to Questions ready so we will pass on to Private Members Business.

PRIVATE MEMBERS' BUSINESS

Mr. SPEAKER: Order No. 1 in the name of the hon. member for Christ Church East, to move the passing of the Resolution urging Government to sponsor a

revision of the Treaty of Chaguaramas to establish a Code of Human Rights and a Court to hear matters involving violations of the code.

I do not see the hon. member in his place.

Mr. SPEAKER: Order No. 2 in the name of the hon. member for St. Lucy, to move the passing of the Resolution calling upon Government to take steps to ensure that the bus service in St. Lucy is improved without delay.

I do not see the hon. member in his place. Government Business is now the instant order of the day.

GOVERNMENT BUSINESS

Mr. SPEAKER: When the suspension was taken this House was in Committee of Supply; to that it now reverts.

Mr. ODLE took the Chair.

Mr. CHAIRMAN: The hon. member for St. Michael North Central.

Dr. CADDLE: Mr. Chairman, there is general dissatisfaction with the operation of the Transport Board in this country and I believe that members of the Government are also dissatisfied with the way things are going and I do not think it necessary for me to harp on the reason. I would like to look more to the future and to what can be done to remove the cause of this dissatisfaction.

The Prime Minister has outlined Government's policy as regards transport in the coming years, but I thought he was a bit silent on the topic of other methods of transport suitable for Barbados. It seems to me that we are all hung up on buses — big buses, small buses, mini buses — and we seem to forget that we are an Island surrounded by water; and I would welcome an opportunity by the Prime Minister to tell us his thoughts on the Government's intention to make better use of the waterways of this country in order to try to improve transport or help ease the congestion in this country. This Island is surrounded by water, but as regards movement of people, except for a short period when you had schooners plying between Speightstown and Bridgetown, very little use has been made of the waterways of this country. But there are things like ferries and rafts for moving people from one point to another and I would like to hear some point from the Government and what attention they have paid to using the sea around us in moving people from Bridgetown, Speightstown and Oistin.

On the question of buses, I would like to say that the Transport Board needs more buses and better buses.

A lot of buses 22 years and older need to be thrown away. You are spending money repairing them and it is not worthwhile when you look at the cost efficiency of the operation. I would also like to draw to the attention of the Minister that each one of the buses at the Transport Board needs a performance record from the time it is bought and put into operation. We should be able to follow the buses on a day to day basis — the mileage done, the amount of gasoline consumed, diesel or oil used, breakdowns, cost of repairs — all that would give you some idea as to the point in time when that bus is no longer efficient and when you should get rid of it. I do not believe that has happened at any time in the history of bus operation in this country. And when I think of this matter I am reminded of a certain incident in the Sanitation Services when I was Minister of Health where they had a vehicle on which they had spent \$11,000 in one year on repairs when \$6,000 more at that time would have provided a new vehicle. So we need a performance record of the vehicles so that you will be able to assess the performance over the years and whether or not it is profitable.

It is also important that the Transport Board get some mini-buses. Everybody seems to think that the operation of mini-buses is somebody else's affair and not the Transport Board's and that the Transport Board must be laden with the operation of the heavy Leyland buses. I think that in light of the congestion of the roads of this country one must examine whether these buses are suitable. The time has come when the Transport Board must get mini-buses. From the point of view of passengers they are more desirable as they can go into small and narrow roads and can move easier. I also think that from the point of view of cost of the operation they would be less costly and I would like to know that Government has in their proposals for improving the Transport Board the consideration of mini-buses and will no longer continue to have the idea that mini-buses are solely for other people.

In talking about mini-buses, the operation of these vehicles need to be looked at. There is no doubt in my mind that they are constantly eroding the revenue of the Transport Board. They should be permitted to run. I see the need for them; they can go where the big buses cannot. But if they are to run, they must be some form of discipline attached. Give them a permit, lay down the route on which they are to operate and then observe carefully if they are somewhere else on their own. Mini-buses do not run when there are no passengers, so if the Transport Board had mini-buses in certain areas they need only run when there are passengers, and not like the big buses that run on a schedule whether they have passengers or not.

As regards bus stops, there must be bus stops for mini-bus operators. What you find is that since it is

pleasing to passengers they stop anywhere any time and create problems for other people on the road. I think that rather than having the present situation where somebody walks down their front step, pushes out a finger and the minibus comes to a sudden stop, there should be bus stops along the way for mini-buses.

3.00 p.m.

Going further, on the question of busfares, I wonder if it may not be a worthwhile point in the new policy to look at the question as to whether or not every bus should be made to stop at all the bus stops along its route. If you take a bus going from Bridgetown to Speightstown, I do not believe that it is absolutely necessary that for each one of the bus stops along that route that somebody should be able to go and stick out their hand and make the bus stop.

I think if a bus leaves Bridgetown or Speightstown, depending upon the direction it was going, there should be certain definite stops at which that bus would stop and no other. In so doing, if you could reduce the number of stoppages along the route, you would allow the bus to move more quickly between the various points, much to the satisfaction of those who are already sitting in the bus.

Also, one would have to look seriously at the question of having these buses moving very expressively along the route and if you pick up a lot of people in Speightstown, the bus should move directly along to Bridgetown. There is no need if you have picked up a load in Bridgetown unless somebody is going to get out for people to want to stop along the way. I think especially on some of these Express buses it would do a lot of good to move more quickly along the road than having crowds of people waiting for a very long time before they get a bus.

I know from my own observation driving in Black Rock on Sunday evenings you can see the children sitting along the road in Black Rock up to 7.00 p.m. and 7.30 p.m. unable to get a bus. This is something one should look at very carefully.

Sir, the administration of the Transport Board needs overhauling to suit present day demands. One has to look at the jobs that need to be done in the Transport Board, get a job description of each one of them and come up with a man specification to suit each one of these jobs. There is no point putting people into positions and they turn out to be square pegs in a round hole. If you are going to make the operation of the Transport Board an efficient and viable entity, you have to look seriously at the question of transport administration.

One has to look seriously into the question of financial control. Certainly the loss of \$7 million cannot solely be accounted for by rising oil prices, oil products

and other things which the Prime Minister has mentioned. There must be other cost which can be either reduced or eliminated completely that will allow you to reduce the substantial loss and I think in the area of financial control a lot needs to be done. I would like to hear the hon. Minister in reply coming out and telling us what are the problems in that area and how his Ministry is setting out to deal with them.

Now in the area of personnel management, you heard the Prime Minister say that there are about 1,200 people. Certainly, the old methods of dealing with people which might have been passable and allowed in previous times are certainly not suitable for present day times and you must have people who are well aware of personnel management and who are not only well aware of it but can put it into operation to ensure that we get total productivity among the employees of the Transport Board and more harmonious relations among the workers of the Transport Board.

In the area of purchases and storage of parts, a lot has to be done. That is an area which I believe has been neglected over the past and this is an area where a lot of money is spent to buy parts. You have them lying down and sometimes you do not know you have parts lying down there and worst still, you do not even know if they are being used properly or if they are being misused. We need someone who is well trained to look into that area and to be responsible for that area.

Then there is the actual area of operation, the actual buses moving in and out from the Transport Board to and from their various destinations. Certainly we need someone who is well trained to look into that aspect because right now, the way it is being done, it seems to be done in a haphazard way.

If you want to improve the efficiency of the Transport Board not only in the area of getting more money, but one has to be concerned with all the other areas. One of the things which I had thought to be worthwhile at one stage was whether or not we should not have a communication systems between the Transport buses and its Headquarters so that you would know where they are at a particular time and you will be able to get information on them as regards the number of people on the buses.

From my Office in Black Rock, sometimes I look out unto the street and you can see four of five buses in a tandem coming down, almost empty. If you took all the passengers out of those four buses and put them in one bus, they would not full a bus, yet you have four and five buses one after the other and nobody behind wishes to pass out the fellow in front. If one stops, the other waits behind and you have buses coming down the road with practically nobody and burning up oil, diesel or

gasolene when maybe, they could have been told to stop and wait until they get more passengers or be diverted somewhere else.

You can only do this if you have a proper system. I am not saying that solely a communications system is the answer to that but some other systems can be worked out where you would be able to use your buses better than to have this recurrence of having four and five buses at the same time travelling one behind the other and the total number of passengers in all the buses could not fill one.

I will come now, Sir, to the question of repairs. Again, you are having problems here. I have stepped upon some of these in my opening criticisms, but I think it is not enough just to criticize. I think one needs to look seriously at what needs to be done now in the area of repairs to buses.

One area I can think of offhand is the actual construction of the bodies of the buses. I feel that the bodies should be sectionalised. The reason for this is that if a particular area of a bus got damaged in an accident that rather than the bus being held up in the Transport yard with people in there trying to repair it or knock it out or so, and it is fibreglass in any case, you should be able to get the manufacturers to help in restoring that particular section of the bus.

If you send the bus out to the manufacturers, they would fit on the new section and send the bus back down to you and this is likely to turn out to be more efficient way of doing some of the repairs on the buses rather than having the buses tied up down in the Transport Board yard with some of the problems that you get.

When you look at the question of repairs in your shops down there, you might very well have to look at what some of the private garages do when it comes down to the question of repairing vehicles and you may be able to borrow some of the methods that they use to ensure that you get proper repairs and you get repairs in time to keep your costs down.

I think one of the problems we have to bear in mind is that when your buses are in the Transport Board yard lying down, you are not bringing in money and they should be out there bringing in money, but the longer they remain lying down in the Transport yard, the less money they are going to bring in.

There are other areas which I believe the hon. Minister is wise enough to look at without my having to draw them to his attention. We are going to have to go a lot more in trying to get an improved Transport Board. Not only from the point of view of how well the buses are running on the road but from the point of view of maintenance and when you are thinking of maintenance

you have to be aware of the fact that some of the travelling public go on the buses and destroy them. This has been going on for years because I knew it when I was Minister of Communications and Works and it is still going on.

We need educational programmes directed at that section of the public who would indulge in this type of activity. After all, if they destroy them the Transport Board has to repair them and a bus that may very well last a long time under the ordinary wear and tear you will suddenly find that the seats are cut up or torn by unthinking people using them. Something has to be done in that area.

Talking generally about accidents in this country, it is long overdue the new Traffic Act position. I think this has been going on now for years and I do not know when it will see the light of day.
3.10 p.m.

I think this has been going on for years and I do not know when it will see the light of day, but as I drive along the roads of this country I am disturbed by some of the things that motorists and pedestrians do. You see people now going through red lights and not stopping. You see fellows zooming along the roads at high speeds with a lot of distracting noise which they interpret to be music coming from the cars. You find all types of odd things. People parking their cars or vehicles in areas which they know will be an obstruction to other users of the roads. Up to this morning I saw that on Deacon's Road on my way to the House of Assembly. On the corner of Farm Road and Deacon's Road, a gentleman parked his car making it difficult for other vehicles to get in and out of the Farm. He refused to move the car. These are problems which are developing in this country because of peculiar attitudes adopted by certain members of the society.

While I say that education is needed, one also has to bear in mind that education is a long and tedious process. It is a long time before you see the fruits of your educational efforts and therefore one needs in the meantime to look seriously at legislation pertaining to traffic, and regulation of traffic in this country and see if something cannot be done to decrease or remove this type of activity which will contribute at some time, to accidents or causation of accidents in this country.

Sir, as I said, we are looking to the future and I am hoping that the present Minister of Communications and Works will have his ears open and will be able to take suggestions from other people as to what could be done to improve the Transport Board. I think that no politician ever had all the answers to any problems in this country, although usually, you find that as soon as politicians get elected, they tend to believe that everything flows from

them like manna falling from Heaven, and that they have the answers to everything. I do not believe that is so. They should be approachable and they should also be prepared to listen to suggestions coming from other people. In passing, I would like to say that as Minister of Communications and Works, a lot of the suggestions which I implemented during the short period of time that I was there did not start with me. They started with other people, members of the Transport Board staff who made suggestions to me and said why not do so and so and I know that by doing them you got an improvement. They were in a better position to make these suggestions because they were in constant contact with the operations of the Transport Board and by that constant contact, they got information about the operation of the Transport Board which I would never get, because usually when you hold a discussion with the staff and the management of the Transport Board, they tell you what they want you to hear or what you want to know. If you do not have other sources of obtaining the other information that they do not want you to know, you are not going to know the truth or the full picture of this. I am suggesting to the Hon. Minister that it pays to listen to other people. You may not like what they say, or you may not agree with what they say, but since the final decision is yours, you do not have to quarrel with them because if you do not like it, you do not have to implement it.

I would like to appeal to Government to do something urgently about improving the transport system of this country. They know, as well as I do, that there is a lot of dissatisfaction among the travelling public as regards what is going on in this country. I am going a step further, I am saying that by providing an efficient transport system in this country, you can very well deduce people to make less use of their cars on a day to day basis. If they are making less use of their cars, it follows that they would be burning less gasoline. I am saying that because the system is so inefficient everybody now feels that they must get a car. So there will be more congestion on the roads, more burning of gasoline and more importation of oil. If you can give the public of this country a good, reliable, efficient transport system with the Transport Board and other private operators, I think that the public would be deeply impressed and in the long run it would be renowned to the benefit of the country, especially in the area of economics. I would like to hear the Hon. Minister when he is replying, to re-assure me that remedial steps are being taken to improve what is now going on in this country. It is nice to tell us what will happen the next three years or so but right now the public of this country wants better service and we all agree that they should have it. I am here as a member representing the public to participate in the efforts to bring the people of this country a better transport service in the shortest possible time.

Hon. L. B. BRATHWAITE: Mr. Chairman, I rise to speak on this resolution mainly in my capacity as the representative of the Constituency of St. Andrew, not being able to diverse myself of my Ministerial responsibility, but I want to blend that along as well.

The Prime Minister in a well-documented and wide ranging introduction to this resolution, dealt with a number of matters including roads, cement plant and a number of things. The Constituency of St. Andrew which I have the honour to represent was much mentioned in the sense that if a cement plant is to be built, quite a lot of the aggregate for use in the production of cement will have to come from that constituency. I am not, by nature, a parish politician, but there comes a time when one must certainly see about one's own interest and I think that the time has come when I must divorce myself from all other considerations and see myself essentially, as a representative of the good people of St. Andrew.

The Prime Minister said that it may be a question of building new roads and strengthening the roads in St. Andrew or the possibility of building a new harbour. He does not know how feasible that would be. I want to put forward, as a very serious proposal on my part, and I speak with the conscience of my constituency that we cannot forever feel that we are to be hewers of wood and drawers of water. At the moment, a brick factory in St. Andrew is supplying the whole island. Bricks from the soil as distinct from bricks made from cement, which has a high element of import cost involved in foreign exchange. In the past we have been producing a considerable amount of the bricks used for building in this country thereby lessening the exportation of foreign exchange. I do not advocate as A. R. Robinson in Trinidad and Tobago, a question of succession, but rather, I believe that a discipline that will hold — I would want to see that consideration is fully given to the area that makes a worthwhile and significant contribution towards the national development and that if at all, a cement plant is to be built, that full consideration will be given to the fact that a tremendous amount of raw materials that will go into the finished products will be coming from the constituency of St. Andrew, and your humble servant, Mr. Chairman, will not be idle either in his endeavour to see that consideration is given to that area of this land.

3.20 p.m.

The hon. member who has just spoken, the hon. member who has the honour to represent St. Michael North Central, like myself a former Minister of Communications and Works, has dealt with a number of areas that I thought were very worthwhile. Of course to listen to his introduction to his final address and what he said at the end you would not believe that the same speaker was really speaking. Certainly he was very full and able in terms of the contribution which he made, and I hope the Hon. Minister, my colleague, would give full

consideration to the points he made with respect to strengthening of the administration within the Transport Board, the question of defining the areas of responsibility and giving job descriptions for the areas of responsibility. That is a very serious matter.

The hon. member also adverted to the fact that if the transport system was a very good one, and I take issue with him on that, that people might not want to buy the cars which they are now buying. Now the people in Barbados believe to a large extent in conspicuous consumption, and unless you can motivate them to think that they should move away from this situation, they will continue to believe that the be-all and the end-all in life is to have two and three motor cars in the home. This is a situation which we will have to seriously look at and try to get the people away from that thinking.

I want to put forward also as a serious proposal and we hope that while the finances of the country might not be able to bear this load at this point in time, that consideration be given seriously to it, because I have to travel, I have to commute like all of us have to every day in my life, and when I recognise the amount of waste of gasoline that is caused by the bottle-necks in town, I think that we have got to consider the question of fly-overs in Barbados. There are a number of people who probably would use fly-overs directly to get to Bridgetown probably from Government Hill going straight over to Queens Park, and probably from Bishop's Court landing somewhere by the Harbour or something of the kind. This is something which we have got to very seriously look at. We cannot ignore the fact that a considerable amount of money in Barbados is going towards the purchase of diesel and gasoline which is coming from outside, moneys that we can ill afford; and further when we recognise that we have got to depend on the whims and mercies of madmen like those in Iran we have got to give serious thought towards the question of the consumption of gasoline in this country, and these are areas which certainly we have got to look very seriously at.

Now as a former Minister of Communications and Works, I would like to say at this very early time that during my time I have had very bad experiences. I can imagine the experiences which my colleague at the moment is experiencing. People after a period of time come to feel that they have a right to do whatever they like. The last speaker, the hon. member for St. Michael North Central raised the question of people within the Transport Board being medically fit. That is a matter which I think, was discussed. I believe the Minister himself will deal with that, and I want to assure him that that is nothing new. That is a matter that came up during my time. I agree entirely that that is a very good point, but I will tell you that it is not a question of the physical

fitness of the people; it is a question of attitude and thinking, the minds of the people, and unless you have a system instituted, and I am sure that the hon. member for St. Lucy might be very useful in this exercise because when members are disciplined, I am sure he would not be very difficult in these matters. You have a situation where I believe a bus body, I do not know the actual cost, is going to be in the region of over \$100,000, and no insurance company in Bridgetown is going to accept the risk unless they have now agreed today to ensure the Transport Board's old buses. Therefore whenever one is struck or destroyed, it is a total loss to the Government and the people of Barbados. Therefore you have got to institute a type of discipline to ensure that people are not careless, that people are not unconcerned as to what is developing within the transport system.

The hon. member also mentioned the question of mini buses to operate within certain areas. You cannot at one time suggest that the Transport Board should have this type of service and at the same time think in terms or project as an argument the institutionalisation of the present mini buses which are now in operation. I would think rather that you should allow the mini buses to be properly regulated as they now are and to have a good system and to allow them to do the work which you suggested the Transport Board should do. For example when you are moving people out of St. Lucy, and you will agree with me that there has been no area that has been more widely canvassed that St. Lucy in this Honourable House, you cannot easily move them out in mini buses. When a mini bus can only take 15 or 20 people out and with difficulty 21, a bus can easily take out 80 or certainly more. Therefore it becomes necessary for the Government regardless of the cost involved to ensure that a certain amount of buses are present and adequate at all times to serve the people of the country.

I am going to say this and I am very serious about it. When I took the very giant step to nationalise and with the agreement of my colleagues the whole transportation system in this country, it was an extremely courageous step. I knew what I was doing. There were difficulties involved, but I was constantly bombarded by letters and petitions and the presence of people in my office asking me for assistance, because they were not well served by the concessionaires. They were not in the best way served even by the Government transportation system either, but it was a question of taking very determined steps in order to get things done, and a decision had to be taken at some time. I decided that the decision had to be taken, but we have to continue to be firm, and if we do not do that, you are going to fail because that is one area that is just like a monster. You have to manhandle everybody within the transport system; you have to manhandle the Board sometimes when needs be, the management that feels it can be a law

unto itself and the workers within the system. I took that step; I was not afraid to take it. I was criticised for taking it but I want to tell you this here now and I will give you an instance of something, Mr. Chairman. Recently in Rome a matter was drawn to my attention and it was this: that the only thing that was really done for Rome or Italy within the past 100 years was done by Mussolini. They said he did some wrong things by getting involved with other people, but in terms of production he was the only man who introduced the underground bus service, the only man who extended the City, the only man who really did good things, for Rome, and there are times when you have got to take decisions regardless of how it is done. (*Asides*).

3.30 p.m.

The hon. member for St. Lucy, as is his wont, is trying to interject into this debate that I am saying that I am Mussolini. If that is his conception, there is nothing wrong in saying that, because as a matter of fact, so long as something is done, no matter by whom it is done, the thing is done. As a matter of fact, the hon. member for St. Lucy is always quick and is always complaining. We like him to complain, it is useful to have complaints, but when he gets remedies he is not even thankful about the remedies which he gets. There must be goodwill on the part of all people in transport. Quite recently I read an article and I was surprised when I read it. It was the editorial and it said that this was not a time to apportion blame as far as transportation is concerned, let us get together, put our brains together and try to see what can be done in the interest of this country.

I want to congratulate it and I would hope I would be able to do so for every person on that side of the House and for the hon. member for St. Michael North Central for the contribution which he has made.

The Prime Minister dealt with the question of workshops. I heard him mention Weymouth, the extension of such. I think I heard him say \$900,000 to be spent there, \$2 million in Speightstown and \$600,000 at Haggatts. I have heard nothing of Mangrove and I wonder why Mangrove is left out, I consider Mangrove to be a very essential area. I have not seen any report and therefore I am not in a position to speak with any authority with respect to this matter, and I would like to know what is the position with respect to Mangrove. I would also like to know the reason for the differential between Speightstown, \$2 million, and the expansion of Weymouth which will certainly be the model workshop, \$900,000. It does not entirely seem correct to me.

A question was raised about the manufacturing

Mr. CHAIRMAN: Your time is getting up; another two minutes to wind up, please.

Hon. L. B. BRATHWAITE: Unfortunately, Mr. Chairman, in these debates you have only sufficient time to warm yourself up.

Mr. CHAIRMAN: You will be able to come back again.

Hon. L. B. BRATHWAITE: Thank you, Sir. As far as the question of the manufacturing is concerned, and the question of the fibre glass bodies, it is felt that repairs can be easier done to the fibre glass bodies than even to the metal bodies. That seems to be the general feeling throughout the world today in terms of the building of buses, and as far as the suggestion put forward that you may be able to keep parts to build them in sections, he has to bear in mind that there is no way that a company that is building buses is going to put money aside for that purpose. As a matter of fact, the Government will have to stock that type of replacement because the private person will not be able to do this.

At a later stage, Mr. Chairman, I would want to come back probably on this and make a further contribution, because I am just about a quarter way through in the points which I would like to make.

Dr. HAYNES: Mr. Chairman, this has been a most extraordinary debate so far in that the Rt. Hon. Prime Minister, having been given the luxury of speaking for one hour and fifteen minutes, elected to spend one hour on diversionary aspects of the finance of the transport system over the next 20 to 100 years and the last fifteen minutes apologising for the performance of his present Minister. The second speaker on the other side has followed the wise dictum that if you can say nothing in support of a colleague, then say nothing against him, and therefore he has followed that path of neutrality, but indeed, Mr. Chairman, I will have to deal with the Minister, the hon. member for St. Joseph, in respect of certain goings-on at the Transport Board at the time being, but my sympathies go out to him and all the other Ministers in the social services in this country who have been victims of the economic policies pursued by this Government in defence of the unfortunate situation in which by its own inactivity and by its own misinterpretation of the economic signs soon after assuming power had plunged this country into a serious economic crisis, but in mid 1977 and as a part of its economic recovery policy it has had to cut back very significantly on the growth of the social services in this country. These social services, Mr. Chairman, had already been subjected as a consequence of the increase in oil prices.....

Hon. C. L. BOLDEN: On a point of order. I want to find out if the hon. member is saying that the Transport Board should be a social service. I believe he should begin there by laying his groundwork, and then proceed, because I have to reply.

Dr. HAYNES: Mr. Chairman, I believe that one should make it perfectly clear that there are different strata of social services, and when you subsidise a transport service, then part of that subsidising concept is a recognition that there is a social service content in your transport service, so therefore just as I did not want particularly to deal with the disastrous affairs at Dodds, because I did not think that the member for St. George South would have wanted those boys to be living in that kind of situation. Similarly, as a general principle I would feel that if the hon. member for St. Joseph was capable of doing better — others on the other side have said he has been the worst Minister since the introduction of ministerial Government in this country — anyhow, Mr. Chairman, if he could have done better, nevertheless I think that even with the limited resources that were handed to him that we should not have been in this appalling state as far as public transport in this country is concerned with its consequences of discomfort, dissatisfaction, pain and considerable disruption of units of productivity in this country as far as the vast majority of the poor sector of our citizens is concerned.

However, Mr. Chairman, what have they achieved? They have virtually doubled the cost of bus fares since they have come into power — it has gone up from 25 cents to 45 cents — and we hear today it will be going up to 50 cents. This is what we have heard, we have heard today that it will be going up. They have restricted the period when our old age pensioners can travel on the buses in order to have more revenue generating seats available at peak time hours. They have given the concessionaires that have traditionally done a reasonable job in transportation in this country — and I submit that they did a better job than the present Government has been doing over the past year in particular in respect to transportation — they gave them a raw deal, and despite all the boasts, all the euphoria when the brand new fleet of Leyland motors was brought into Barbados, now we hear it is the policy today, now we hear the money has run out, now they come to this Hon. House for a supplementary in excess, Mr. Chairman, of the original vote in the Estimates under the particular Head.

3.40 p.m.

Now I am not allowed to refer to the Estimates, so if I am not entirely accurate you will know why. In 1976-77 under this particular Head \$3.7 million were spent. In 1977-78 \$4.6 million were spent; in 1978-79 there was an estimate of \$5 million — I do not know how much was spent. And as an indication of their social attitude towards transport in this country, when they knew that the cost of parts, maintenance and everything else would have gone up considerably they actually voted \$3.6 million. And what has happened? It has been a complete failure of Government's policy. They had anticipated that by putting up the bus fares they would

have been able to reduce the subsidies to transport; hence the apologetic situation taken by the hon. Prime Minister, taking forty five minutes and spending fifteen on the particular Resolution. I would like to deal with other aspects of his speech but I will stick to the Resolution.

There are certain other things that can be done even with our limited resources, and this is where the Minister must carry full responsibility. The buses have got dirtier and dirtier; even in the mornings you find that they have not been properly cleaned over night. This is even more so since the hon. member for St. Andrew has ceased to be responsible for them. There is a very faulty inspection system at the Transport Board and lots of the problems there relate to a high element of the introduction of what I must call yardfowlism and the introduction of politics to the extent that it interferes even with the functioning of relatively thin management. Let me give an example; I know of a certain case where a bus driver with a load of 67 people was driving down one of the steepest hills in this country when the brakes would not hold and the bus would not stop. It came down the hill and started to veer to the right when the driver applied brakes. He reported the matter; somebody drove the bus without any passengers in it and reported that the bus was all right. The driver was deemed to be malingering and the bus was sent back on the road and soon after was involved in an accident. Many of the problems of the buses relate to defective steering, and many of the senior drivers — and there would have been more senior drivers if those who had applied had been given jobs when the Transport Board took over the buses from the private concessionaires, because they would have brought a degree of discipline to driving and the experience of many years in human relationships in the Transport system; but they belong to the other side.

The matter of tyres is also a major problem and a major cause of accidents in this country. Then you get the ridiculous situation where buses are lying idle not because of any major mechanical defect but because the lights on the number plate were not burning or the windshield wipers were not working. Here again is where the Minister by his approach has created further problems for the Transport Board, and that is in the area of staff morale. The workers are still upset because they have not received the promised new uniforms; they are upset because of no recreational facilities, upset because of lousy toilet facilities, no sick bay; upset because drivers who refuse to drive buses for which road taxes are not paid are usually sent back home for a couple of days and they find somebody who will drive those buses for that particular day. They are upset because of the time table, not taking into consideration traffic conditions in Barbados. Some of the drivers, particularly on the long haul, are put under a considerable amount of pressure to get from point A to B and then back to A and that has

'been and can be a significant causative factor in the matter of accidents. They are upset, Mr. Chairman, because many of them are asked to work seven days a week on a stretch including Saturdays and Sundays. I would suggest that you look into the question of the rotor system, because when a driver is responsible for the lives of his charges you have to look very closely at what the hon. member for St. Michael North Central tried to get across in another area, namely, that there should be special consideration when you put someone in charge of the lives of other people, those inside the bus and those outside.

Now, Mr. Chairman, there is a man from St. Joseph — not to mention that two-thirds of the sixty people taken on recently came from St. Joseph, a direct reversal of the trend when they used to come from St. Andrew — anyhow, there was a particular driver taken on....

Hon. L. B. BRATHWAITE: On a point of explanation, Mr. Chairman, is the hon. member saying that people were sent home from St. Andrew?

Dr. HAYNES: I am not saying that. What I am saying is that in the last set of sixty workers taken on, two-thirds of them came from St. Joseph and that represents a reversal for fortune for the people of St. Andrew when the hon. member for St. Andrew had responsibility for that Ministry. Anyhow, Mr. Chairman, let me give an example of what can happen. A bus driver was taken on by the Transport Board. Within four weeks he smashed up a bus. He was fired by the management but on the instruction of the Ministry he was taken back on and within three or four weeks he knocked down a post in Bridgetown and did not even stop. I can call the man's name — Yank....

Hon. H. B. St. JOHN: Mr. Chairman, this is a very serious charge. If he is going to call a name he must call the real name. It is a serious charge being made by a supposedly responsible person in Parliament. If he is saying that there is a person unfit for this office we would like to know the person's name so that investigations can be made into the matter.
3.50 p.m.

Dr. HAYNES: To continue, Mr. Chairman.....

Mr. CHAIRMAN: Time is no longer on your side. You may please wind up and it does seem, if I may say so, that the time for debating this matter is fast running out on us unless we have from the Leader an extension.

Dr. HAYNES: One final example, Mr. Chairman. Three people from St. Joseph, a father a mother and a daughter....

Mr. CHAIRMAN: Order please. Please be seated.

Hon. H. B. St. JOHN: On a point of order. I am going to move an extension of time for the hon. member to have at least two minutes. I want him to name the person. Do not make wild allegations. Name him so that we can identify him.

Mr. CHAIRMAN: Is the hon. member prepared to name the person?

Dr. HAYNES: I am prepared to name the name that I know and the name is Yank — YANK. That is the name I know. Ask the hon. member for St. Joseph and he will be able to tell you more about Yank but I am not going to allow myself to be diverted.

Mr. CHAIRMAN: I have ruled that your time allotted has expired. Please be seated.

Order please. The hon. member for St. Philip North please.

Hon. H. B. St. JOHN: Before the hon. member speaks, it is fairly obvious that this debate is one which is of national interest and according to the Rules the time allotted to any specific order is three hours. We have obviously exhausted that.

I beg to move that the time for this Item be extended for an additional three hours.

Hon. L. B. BRATHWAITE: I beg to second that.

Mr. CHAIRMAN: The hon. member for St. Philip North.

Mr. SIMMONS: I came in I believe during the middle of the Prime Minister's presentation this morning and it seems to me that the Prime Minister was outlining a number of initiatives which the Government intends to take to deal with the crises there have been in the public transport system of this Island. Some of the initiatives because of their nature because there are long-termed could not immediately solve the problem.

The Transport Board, and I believe that within the last three weeks it is safe to say, Mr. Chairman, that there has been some improvement in the way in which the Transport Board has been functioning. It has not only to do with the general public disquiet which has presumably provoked more action on the part of the Management of the Transport Board, it does not only have to do with any Resolution which has been raised as Private Members' Business by the hon. member for St. Lucy but I believe it has to do substantially with the newness of the Board of Management for the Transport Board.

The new Chairman of the Transport Board has shown a welcomed dynamism and an interest in getting to the heart of the problem. Let us face it. This Chairman is not afraid and is not unwilling to listen to a cross-section of views expressed by persons not only at Governmental level but the average man in the street, the average commuter and the passengers and that is very important. It is the only thing with which I would agree despite what might have been said by the hon. member for St. Andrew in respect of the speech by the hon. member for St. Michael North Central.

I will agree that it is very essential, not only that the Minister or the Ministry and the Transport Board listen but also that they take note and act because very often where humble back-benchers and other people in the society are possessed of facts which do not reach them and have a better view perhaps of what is going on and indeed outside of the community than persons who are tied up in Cabinet.

I want to say that I believe, Sir, because it is to my knowledge that on several afternoons the Chairman of the Transport Board has himself gone into the Bus Stand to see how things are functioning to help make them work properly and this is indicative of the interest which the new Chairman has in the proper functioning of the Transport Board, but it should not be so.

It should not be that a Chairman should have on three or four evenings a week to find himself in a Bus Stand. There are people who are charged with various responsibilities who should be carrying out those duties and responsibilities, but let us face it, in the last two years and more particularly this year a number of persons lower down the line of Management in the Transport Board have been unconscious of their responsibilities to the travelling public. I am not going to say unwilling to do what is right. I believe they have been temporarily unconscious as to what they should do.

No one has mentioned it, Mr. Chairman, and I am known for not mixing matters therefore I would say that one of the greatest problems at the Transport Board since 1976 has been the politicalisation in the Transport Board and when I am being quoted by the other side on political platforms, I want them to quote what I am going to say now. There have been politicalisation because the Transport Board, formerly and still like so many other Statutory Corporations, contained a heavy proportion of supporters of the Democratic Labour Party in the top supervisory positions and they have seen to it — I have just been given the word I have been looking for, Sir, it is sabotage.

They have seen to it that within the last year they have done everything to try and frustrate the efforts of people at the Transport Board. That is what I mean by

politicalisation of the Transport Board. We all know of one called "Tom." You talked about Yank. I will call one Tom. We all know about him. He was the one who gave all the trouble, burglar Tom.
4.00 p.m.

It is not fair to the travelling public of this country that persons who hold supervisory positions should do their jobs so inefficiently as to cause the travelling public to blame the Government unnecessarily and then stand aside and laugh. That has been the biggest problem and I believe that I will find 90% of the workers at the Transport Board who will agree with what I have said here today.

I do know for some time, there has been a gang within the Transport Board, which has its contracts outside the Transport Board, that has been profiteering on diesel. That is being put to an end by the new Board. Certain measures are in train. There have also been, Mr. Chairman, thefts and massive stealing by workers of the Transport Board themselves. The Union has been meeting with the Transport Board in an effort to arrive at a procedure for dealing with those who are found guilty.

There has been callous behaviour on the part of drivers. About no more than three weeks ago, Sir, I had to call the General Manager of the Transport Board at about 11.30 in the morning to report to him that as I was driving down Barbarees Hill, there was a bus which I got the number of and reported heading to Connell Town, as we say in Barbados, making a mare going to Eagle Hall at at least 50 miles an hour. I have been driving for 23 years. They do not care.

Another problem Sir, in the Transport Board is the question of top heavy management as suggested by the Member for St. Michael North Central. I do not know what he means by top heavy management because when you look at the management structure of the Transport Board, it is not top heavy, it is thin. You have a General Manager. There is no Deputy General Manager and he is expected to run a Corporation of about 282 buses, probably 1500 or 1600 employees. When I was Chairman of the National Housing Corporation, they had a General Manager and Deputy General Manager. The Transport Board has no Personnel Officer, the General Manager has to double as Personnel Officer seeing people every day in his office, 40 or 50 workers with complaints. One was not properly dressed, he has to deal with that, one mash up a bus, he has to deal with that, firing or reprimanding or whatever. That is no part of the daily functions of a General Manager. It is not top heavy, it is under-staffed. You have to have a Deputy General Manager and a Personnel Manager as a separate and distinct entity in an organisation of that number of persons standing well in excess of 7 million dollars with this supplement now. You must have a properly qualified Financial Controller. I do

not believe that you can offer a Financial Controller in Barbados today any kind of money that has to be approved by the Minister under the Act. All those legal constraints in the legislation affecting the Transport Board and other Statutory Boards have got to be abolished to allow the management to find the best possible person and bring him in and pay him \$30,000 a year and see if you may not make an impact on the 7 million dollars that you are loosing, but if we voted for more than \$1,000, you have to refer to the Minister for approval. You cannot get any Financial Controller in Barbados for less than \$3,000 per month. Get that clear. They will have to raise that and get a proper person on instalment.

When you come to the physical facilities at Weymouth there are too cramped to allow for efficient working conditions, and that is something that is affecting not only the Transport Board but several of the Statutory bodies. Housing found its own and are building a new building. I will have something to say about CBC another time. Certainly, there needs to be expansion of the physical space at the Transport Board. These Mr. Chairman, are some of the problems that I have been able to identify as the immediate problem.

Let us face it, with the Government taking over the private concessionaires' buses, in 1977 or whenever it was, a number of new routes were opened up in Barbados but the fleet of the rolling stock of the Transport Board was not commensurately expanded. So you had buses travelling to areas which were never before serviced by buses, at hours never before enjoyed by persons in particular areas. In my constituency, for example, St. Philip North they never had a late bus, an 11 o'clock bus coming from Bridgetown, we have it now. That has been a boom to the people from St. Philip North, but at the same time as this expansion in routing was taking place, there was not a commensurate expansion in rolling stock. Of course if you did not expand the rolling stock and gradually you lost some of it through the obsolescence or through writing off by reason of collision or for whatever reason, it is further contracted and that has been one of the major problems with the Transport Board in the last year. In addition to expanding your routes and so, clearly, the type of bus that is being used by the Transport Board on our roads cannot adequately be accommodated on some of the narrow roads in Barbados and that perhaps, is one of the reason why there have been a number of accidents or perhaps excessive accidents this year.

4.10 p.m.

I remember on the last bankholiday it was in October I was present in East Point and I said this on the radio when there was a collision between two buses in a corner where two buses cannot physically go around, and I

pleaded on the radio that neither one of the drivers should lose his job because it was not the drivers' fault. It could not be because the point where the bus coming from Merricks collided with the one coming from Ragged Point was blind. Once he had come down Lyders Hill and started to turn, he could not see the other bus. He had a brake drag of ten to twelve feet but even if it took 29 feet, the man lost his job. I am saying it in here that I think that was inhumane because if anybody had been there at the time or had gone and seen what had happened, they could not possibly have apportioned blame to either one of those drivers. So be it. I am not saying there will not be hard cases, but I believe that before decisions are taken to dismiss, the Transport Board and those who have management to do should not only just act on paper information but sometimes a visual examination and inspection may reveal a lot more.

Now there is a problem with the roads. I said in here last year that I had to drive from Thicketts Corner behind a bus right down Parish Land past Summervale down to St. Philip Church before I could pass because that road was narrow. So at the same time that you are going to tell me today that we are going to bring in 50 new buses or whatever, you have also to announce to me a planned programme over a number of years of widening the main roads especially where the buses have to travel. There must be a coach and horse situation in this. The whole thing has to be integrated, planned and rationalised because you will bring in 50 to use on the same narrow roads and two years hence those 50 will be all destroyed; so I would be glad to hear from the Minister, if I am here, what plans they have for a systematic widening certainly of most of the major roads in this country.

That brings me to the question of roads. I want to show I am relevant. These buses have to travel on roads and roads must be in a reasonable state of repair. We all know, the Government, the Minister, everybody is aware of the deterioration of the roads, but I do not think anybody has stopped to ask certain questions. Have we been able to obtain regular and sufficient supplies of bitumen to do the necessary road repairs? I will ask some questions rather than make a speech. Secondly, has it occurred to anybody that this year we have had more rainfall perhaps than in the last six years, and therefore the roads are more susceptible to wearing away? You pass on a road this morning and see a hole and if you get a down pour for the balance of the day, when you pass tomorrow it is a manhole. It wears away from inside and gradually spreads. So it is all well and good for the travelling public to complain, but I think there are mitigating circumstances which can be urged in the disrepair of the roads.

Mr. Chairman, before I finish, I know some activity is planned for a central work shop for Mangrove and so

on, but I would like to hear generally about some other infrastructural planning for the east. I hear of Speightstown and even of St. Lucy. This Government is very charitable. I have heard of Maycocks Bay and all that. You are doing all that for the hon. member for St. Lucy, but I cannot hear about up by me. I want to know what physical plan, or shall I wait for the Development Plan? But something has got to be done. It is not a threat, but a warning. You had better include in your thoughts St. Philip North and South.

Hon. H. B. St. JOHN: Mr. Chairman, any debate on transport in Barbados is one that the Government should welcome, because this is a Government that has an honourable record of the recognition of the importance of transport in the economy, and of doing something about improving the conditions of transport in Barbados. It is necessary to remind many people that it was the previous Barbados Labour Party that took the first major decision in relation to transport in Barbados when in the 1950s it started the process of rationalising transport in Barbados by the acquisition from the concessionaires of certain essential routes. Ironically, and this is to the dying shame of the Opposition, it has been a lapse of fifteen years when we were out of administration, no further progress was made towards the total rationalisation of transport services in Barbados. We had to await in Barbados the re-introduction of the Barbados Labour Party as the governing party to continue in the vein that had started in the 1950s; so that today the Barbados Labour Party can truthfully say that it was the political party that had the courage, the wisdom and the foresight to understand that in a small country like Barbados, the totality of ownership and the provision of major transport services in Barbados had to come within public purview. It is therefore not surprising today that the Opposition in the spokesman of the hon. member for St. Michael South Central can rightly admit on the floor of the House that transport is a social service.

Now granted that it is a social service it means that periodically the taxpayers of Barbados will be called upon to grant subventions for the support of this social service. The situation that we find today about transport is that the cost inputs have increased greatly in the last year, — the cost inputs in relation to oil, in relation to wages and salaries, in relation to the cost of spares, all beyond the control of the Government of Barbados. The Transport Board is unionised; all of the members of the Transport Board are members of the Barbados Workers' Union. The hon. member for St. Lucy who is a high priest of the Barbados Workers' Union cannot deny the fact that they have been successful over the course of the last two years in obtaining wage increases for all of their members. I do not say that the hon. member is wrong. We know that the hon. member is a member of a trade union and that his salary in that capacity is dependent upon his success

of how many successful wage increases he can generate. I do not blame him for doing his job well. He is well paid to do a well done job, but the basic position is that as part of the expenditure of the Transport Board, wages now comprise 68% of the total cost.
4.20 p.m.

I cannot listen seriously to any talk on the other side where on the one hand they say it is necessary to support wage increases, and on the other hand they say that the bus fares must continue constant and say that we should not have a subsidy. If the wages go up, which are 68%, if the cost of fuel which is a very high component between October last year and now, and today has gone up by more than 80%, if the two essential components have gone up, nothing to do with the cost of depreciation which is not a cash item and the cost of spare parts, which themselves have gone up, if all of the inputs of cost have gone up, and if the bus fares remain constant, then they must come from somewhere, especially when we have a clear statement from the hon. member for St. Michael North Central that he is convinced that the Government does not get the full proportion of the revenue that they should get. In short, it just does not work out if you do not get the full revenue the fares should bring, and the hon. member for St. Michael North Central informed this House that he knows for a fact that the conductors and others have a \$50 a day sous-sous. Where does the \$50 a day come from? In short, the hon. member from the Opposition is telling this House that he knows that there are leakages in revenue collection.

Mr. Chairman, I want to say this, and I believe the hon. member for St. Lucy will agree with me too. There is a responsibility on management, there is a responsibility on the Union and their members to conduct themselves in the national interest. I call on the hon. member for St. Lucy, I call on the hon. member for St. Joseph to continue the consultations which have been taking place between the Union and management with a view to a reduction of the leakages. This is a matter of national interest beyond party controversy. Everybody knows that because of unemployment in Barbados that no Government would want to take the drastic step of introducing mechanical turnstiles in the transport system of Barbados where you would be sure of 100% collection. Everybody knows that, but there is a limit to what the taxpayers of Barbados are able to afford, so that this is not a party matter, and I am going to show why it is not a party matter a little later on.

I am very pleased because I have heard that very responsible meetings have taken place between the representative of the workers and the representative of the management, and I only hope that this responsibility will continue in the future. The Government has been very sympathetic towards wage claims in relation to the

transport industry and we have done everything in our power to see that just demands are met, but we demand just revenue from the passengers who come in there too. As Minister of Tourism and as Minister of Industry I want to say that this Government has been a victim of its own success, and I will show why. Within the last three years over 8,000 jobs have been created in Barbados; at least 8,000 jobs have been created in Barbados in the tourism sector, in the construction sector and in the industrial sector, and I can delineate them completely.

At Newton Industrial Estate in Christ Church when we came into power there were six factories. There are now ten factories there and three more have been opened. At the Grantley Adams airport next week another two factories will be opened. The whole of Grazzettes is completely full. In the Harbour Industrial area there has been expansion. As a matter of documentation the Industrial Development Corporation in the old Industrial Estates can demonstrate clearly. In 1977 over 1200 jobs were created, in 1978 900 odd jobs, and in 1979 we expect at least another 1200, and we have on the drawing board now for 1980 2,000 jobs which we are certain now will be created. In 1976 229,000 tourists came to Barbados, in 1979 we expect 360,000. They have to be transported. In addition to that they have to be housed in hotels, people have to work in hotels, and in addition to that we have the construction industry which is building now 800 beds in Barbados. We have a building programme in Barbados now of \$200 million between the public and private sectors which is going along now. (*ASIDES*). Look in the newspaper, do not go by me, look and you will see the advertisements for masons and carpenters taking up a whole column, so that we have had over 8,000 additional people in industry to move.

In addition to all that, because of the wisdom of the Ministry of Education in giving a greater degree of choice among 11 plus children, we have 8,000 school children per day to transport across Barbados, taking up 77 buses. I do not think that people recognise the enormity of the burden which falls upon the Transport Board as a result of our egalitarian concepts. Do the people realise that every day during the school term that 8,000 school children have to be moved between the hours of 7.00 and 9.00 and between the hours of 3.00 and 5.00, taking up 77 of the 250 units? These 77 units are devoted to school children alone. In other countries it is the responsibility of the educational authorities to undertake that burden. Outside of the National Bus fleet they do it by private contract, so that when the Prime Minister says that the Government feels that the whole transport system must be looked at now in a comprehensive and rational manner, and that we have understood and accepted the fact that there will be need for a supplementary service in Barbados that can be provided by the minibuses, one will understand why, because we have the school children to be transported, we have the

tourists to be transported, and on a very material point here, those of us who were born in Barbados and know Barbados will recall the days when you got on a bus in Barbados that you had to compete with hawkers, fish-mongers, sea egg people, people who wanted parcels moved, and things of that kind.

4.30 p.m.

What has happened today is that because of the quality of the buses the mini-buses are providing a particular service hitherto provided by the Transport Board. But for fifteen years they have been dithering about the routes for these mini-buses and we have taken a decision that the mini-bus is an essential part of the transport services in Barbados. Also to be taken into account is the fact that we have to engage in energy conservation, so therefore we must recognize that our supplementary fleet will be performing a role in relation to the movements of people in the tourist industry and otherwise which taxis provided in the past. This Government has an honourable record in that respect. It is this Government that increased the authorization from three coaches to thirty — offered first to the Taxi Association. The Development Bank assisted, the duty was removed. We also have to recognize that in order to increase our employment in Barbados we passed a law to permit shift operations in Barbados, and I am pleased to say that if you look at the industrial estates at Newton and Grazzettes the personnel managers will tell you that they have been able to make arrangements for the transport of their workers on the second shift — the shift which runs between 4 p.m. and 11 p.m. or 5 p.m. to midnight — enabling the workers to be carried home at night to their very doors by mini-buses. That is the importance of the mini-buses. There is also the fact that since the price of gasoline has risen there are many people who were in the car-using class who are now bus users. Obviously this needs an indepth study; that is why we commissioned a study on transportation. The other side does not understand our method; it is not *ad hocism*, it is planning. Talk as they like we have spent more money in bringing buses to Barbados to provide more transportation. But we have been the victims of our own success. But I am not afraid of this; I think the time will come when not only will we have to look at transportation in the context of an increased bus fleet or more mini-buses, more coaches, a separate system of school transportation, but we may have to look and see that just as a large part of the population of Barbados lives along the seacoast we will have to envisage wind-powered vessels transporting the people at Oistin and Speightstown by sea.

So Government's record in this field is a proud one and I am glad to see that the Opposition recognizes the linkages and that the hon. member for St. Lucy when he speaks will speak responsibly and speak of the contribution his union will make towards the solution of

this problem by proper encouragement of their members to do justice to their work. This is a national issue, not a partisan issue.

Dr. CHELTENHAM: Mr. Chairman, I myself welcome this debate on the national transportation system. It comes at a time when there is considerable public dissatisfaction and disquiet over the adequacy and quality of transportation. I particularly welcome too the statement by the hon. Prime Minister setting forth the goals in an attempt to remedy the situation. I think the only disappointed note so far in the debate has been the response of the Opposition, because while the Prime Minister has been concerned about setting forth plans to remedy the situation, we have heard from the Opposition nothing but exaggeration and distortions and trivia. The hon. member for St. Michael North Central was concerned with which buses had windows that were lacking and the hon. member for St. Michael South Central was concerned with which buses had become dirtier since the new Minister took over responsibility. These are matters which we must note, but there are not important in any big way and will not help to remedy the situation. But that has been the level of response that we have grown accustomed to from the Opposition on important matters.

All that I can say, Mr. Chairman, is that we are fortunate that since the vintage year of 1976 the Government of this country is in the hands of able men who can make up even for the deficiencies of the Opposition. We will not be driven into any corner with respect to our performance since 1976. This is a theme which I have consistently preached whenever I have addressed political meetings. Our record is an outstanding one and I wish to restate what the Deputy Prime Minister has said in relation to the cause of the present crisis.

To begin with, it is a result of the fact that we have to a large extent reduced unemployment in this country, and there are many more thousands of people travelling now than prior to 1976. I want to illustrate that by referring to one or two situations in Christ Church alone. We have a situation in Christ Church where, putting aside those who work in the tourist industry on the south coast, you have 3,000 people working at the Grantley Adams Airport — 1,000 per eight hours shift; you have 500 people working at the Grantley Adams Industrial estate — and we are hoping to make that about 1,200 in another eighteen months; you have 1,000 children going to the Foundation Schools — boys and girls; in another year or two you will have another 500 people working in Oistin; you have 1,200 people working at Newton Industrial Park; you will have 1,500 people working at the new Intel plant at Vauxhall, and you will have a few hundred people working at the new agricultural station at Graeme Hall. I need go no further; I am only indicating the sort of resources that will be necessary to put people

in and out of Christ Church alone, and it is the result of the vigorous activity of this administration over the last three years. So when the Deputy Prime Minister says that we are the victims of our own success that is precisely what it is.

In terms of identifying some of the other factors responsible for the present crisis we have to remember that a large number of the buses taken over from the private concessionaires were old broken down buses and unserviceable units. We have to remember too that there is a 30% increase in the number of school children alone travelling between 1978 and 1979. We have also got to bear in mind that a large number of the people who are coming to this country as tourists are not able to hire taxis and as a result they are creating a pressure on our local services, including our transportation service.
4.40 p.m.

So that this Government has no reason to be apologetic over the present crisis in the Transport System. All that I am concerned to see is that we give careful thought as to how we are going to lick the crisis and to ensure that this is not one of the issues that is likely to be frustrating us as we approach the polls in another two years.

I have maintain that because of proper leadership in our economic Ministry that we have been able to check considerably the unemployment problem in this country. Unemployment is no longer an issue, certainly not among men, in this country today. The economy is buoyant and barring unforeseen circumstances it is likely to continue buoyant for some while.

What we have got to concern ourselves about are the roads, the transportation and prices. We have got to be very careful that we do not put people to work and turn around and frustrate them because they have to spend too many hours getting to work and from work and they are not able to attend to their children and their families and themselves.

It can also be borne in mind, Mr. Chairman, that this Government has been responsible for dramatic increases in the Transportation Service. Areas in Barbados that never saw a bus before are now seeing buses and that has obviously put a great strain on the Transport Service and we are now seeing the effects of that strain in part.

What I am concerned about in that regard, Sir, is that we might have been putting our resources in areas where the population is really small and we have neglected the areas where there is a heavy concentration of the population. If you travel from Bathsheba from time to time, Mr. Chairman, you get the impression that Bathsheba is a major centre in Barbados with buses going there every five and ten minutes with six and eight people

and desirable as that might be, that Bathsheba should have a frequent Bus Service, I do not think there should be buses going to Bathsheba with the frequency with which they are going when there are people in Christ Church where there is a large concentration of our population in Silver Sands, St. Patricks, Maxwell Hill, Silver Hill, and in Wotton who cannot get to town and from town and who cannot get to work and from work simply because there is an excessive concentration of the resources in the North and East of the Island to their detriment.

What I would like to say is that there should be a policy at the Transport Board whereby areas that have a great concentration of the population in this country would have a greater proportion of the Transport resources diverted to them. Transport is extremely important to industry and seeing the transportation problem from the chair of the IDC, Mr. Chairman, I have got to be concerned that we have a proper Transportation System less we inhibit our attempts to continue the vigorous industrial drive on which we have embarked.

We have done something recently which is another pressure on the Transportation System, the amending of the legislation providing for the three-shift operation. As you were aware, men and women could not work beyond 11 o'clock but because of legislation which this Government has introduced and intend to modernise the work environment where women can work, according to the Law, anytime of the day or anytime of the night and this in turn has created additional pressure on the Transportation Services of the country so that again it goes back to the theme which the Deputy Prime Minister enunciated that we are the victims of our own success.

I feel, Mr. Chairman, that the Mini-buses have a significant part to play in the future of Transportation in this country and I am a little disappointed that it has taken us three years and up to now we have not declared a fairly thoughtout policy in relation to integrating the Mini-buses into the National Transportation system. It seems to me that it is not so big a problem. We have long recognised that it was necessary. It seems to me that time is not on our side and that we should move to integrate Mini-bus operators into the National Transportation System.

The Transport Board has always been seen as a poor cousin in the family of Statutory Corporations, Mr. Chairman, and to that extent it has never been able to get the resources in staff which it should readily get. Imagine you have a staff of over 1,750 workers up there and you have a Manager but no Deputy. A Personnel Manager acting as Manager with no specific attention being paid to the Division of Traffic Operation, no specific attention being paid to Personnel, no specific attention being paid to Accounts and Financial Control.

I very much hope that as part of the new thinking that the new Chairman of the Board would be given every support by insuring that they are able to recruit a large number of bodies who will fill the necessary positions in the several divisions which I have mentioned. I think that the new Board is off to an energetic start and I very much hope that the Government can give the necessary support by bettering the financial resources which are necessary to their systems.

Mr. GREAVES: Mr. Chairman, it is fairly obvious that this debate could not have proceeded or indeed ended without my participation. Quite apart from the fact that I have over the years demonstrated a very keen interest in the whole question of public transportation in this country, numerous representations and attempts which were made by the members of the Government side to draw me into this debate obviously encouraged me to participate.

I could not resist participating in this debate. Mr. Chairman, as you are well aware, towards the end of October, I think it was, I filed a Resolution in this Honourable Chamber drawing the attention of the Government to the chaos which existed in the Transportation System in this country.

I would want to say that at some crucial date I will get the opportunity to deal with the contents of my specific Resolution but naturally I want to also make a contribution in this particular debate. There is absolutely no doubt, Mr. Chairman, certainly listening to the contribution from members of the Government side and from this side, there is no doubt in anybody's mind that there is chaos in the Transportation System in this country.
4.50 p.m.

Listening to the hon. member for St. Philip North one would have to ask oneself the question what has become of the so called great combination? You know Mr. Chairman, there was a lot of talk when the Barbados Labour Party Government took over the administration of this country about this great combination, but certainly the criticisms which have been coming, criticisms opened and veiled which have been heaped on the Government today on the way in which they have been handling the transport system in this country, one must wonder, what has become of the great combination. What is it for example, that the member for St. Philip North has said in criticism of the whole transportation system. He paid tribute to the new Chairman and certainly, I would like to do this myself. I believe that he will be a successful Chairman but in making a comparison between the present Chairman and pointed out in the interest of the new Chairman, by inference he was stating that the former Chairman and the former Board did nothing to alleviate the problems which the travelling public of this

country were encountering in terms of getting to work and getting from work and indeed in using the whole transportation system. This Board was a Board that was appointed by that administration so that to criticise the former Chairman and the former Board for doing nothing and for allowing the transportation system to deteriorate in a way that it has been deteriorating is, in my view, an open criticism of the Barbados Labour Party Administration and that is where the Opposition today, and on previous occasions and in the future when we criticise the Transport Board and how the public transportation system is organised in this country, that is what we are talking about.

It is obvious, Mr. Chairman, that there are very serious problems which the public of Barbados want to see some immediate remedy to and some solutions. I would think Mr. Chairman, that one of the major problems of the Transport Board has to do obviously with the number of buses which they have as part of their rolling stock. One hears a lot of talk about the complete take over of the transport system by the Government. This is something that the Democratic Labour Party was in agreement with, but to take over completely a system, it needs to be properly planned and what is obvious to us on this side is that there is still a total lack of planning in terms of how we are going to handle or how the Transport Board system is being handled in this country. This is the basis of our criticism. There is a shortage of buses. The Government has been in power for three years now and there is no point in the Prime Minister, as he said before the luncheon interval and other Members of the Government getting up and trying to place blame on the shoulders of the Democratic Labour Party. You have been running the Government for three years and during that period you could have built a completely new building for the Transport Board, and you could have supplied 500 new buses. You could have had whatever you wanted so there is no point in attempting to apportion blame on the shoulders of the Democratic Labour Party administration. You have had 2 Boards at the Transport Board. One which was appointed by the Member for St. Andrew, the former Minister of Communications and Works and one which was appointed by the new Minister of Communications and Works and Member for St. Joseph, so that there was ample time. What we are saying now is that you have the privilege and opportunity to completely re-organise the transport system in Barbados and to give the travelling public the kind of transportation which they are looking forward to, because after all, the Transport Board has a responsibility for providing transportation to the people in this country.

When we look at the second problem which we can see at the Transport Board, we would want to pinpoint, has to do with the peak hours. Basically, there are two peak hours in society. That is when people are travelling

to work in the morning and in the evening when people want to get back home. It would seem to me and to us in the Opposition that this is one of the major problems because people throughout Barbados and as I indicated in my Resolution, in my Constituency are complaining about the difficulties which they are experiencing in getting a bus to get to work. I know of some areas for example, in Pie Corner there is a bus which leaves at 6 o'clock and if you do not catch that bus then you are going to get to work late. People have got to walk sometimes 4 miles from down at Rockfield and right up to Ape Tree Hill in order to catch that bus when it leaves up there because if you went down to Pie Corner or Rockfield you will not get that bus. You will have to find some other means of getting to work, walking, bumming a lift or what have you. That is a major problem and I am satisfied that it is repeated in many part of Barbados. Secondly, on evenings when people are trying to get home from work. I believe, Mr. Chairman, that you probably pass through the bus stand from time to time. I understand that the Chairman of the Transport Board has taken it upon himself to go and see this particular problem. It is utter chaos in all of the bus stands, Fairchild Street, Lower Green, all of them, where people are rushing to get home because it is no mean sport after being out from home for any length of time and when you want to go home you find it difficult to get a bus and people are pushing and shoving. I know of people when they finish work at 4.00 or 4.30 p.m. they cannot get a bus until 6.00 p.m. or 6.30 p.m. or 7.00 p.m. Some nights, they have to wait in the bus stand during that period of time. I believe that the Government has a responsibility to these people and I am imploring the Government to do something to alleviate the suffering of these people who are experiencing these difficulties. That is where a lot of the problems in my view in the whole transportation system in Barbados lie.

At the peak hours: we have to be able to concentrate our efforts in trying to move people as quickly as possible to work and after work. The Honourable Member for Christ Church East made reference to the number of buses which are seen in St. Joseph and St. Andrew empty and half empty with 6, 5 or 4 passengers. I have been privileged to be on East Coast Road and see buses driving up and down East Coast Road with driver and conductor alone and almost every half hour you find these buses. I believe that this is as a result of bad planning. I do not want to deny the people of St. Joseph or St. Andrew access to buses but I believe that this is a matter which has got to be looked at. People of St. Andrew and St. Joseph pay taxes also but so do other people from other parts of Barbados. It seems to be a failing of the Minister of Communications and Works from the Barbados Labour Party administration they seem to think that their first responsibility is to make sure that their constituencies are more than adequately serviced and I do not think that that is fair to

the people of this country because after all this is a public transportation system, not a transportation system for St. Joseph or St. Andrew. That is just a point but anyway, Sir, I think that what we need to do therefore is to ensure that we are able to commission what rolling stock there is available and make maximum use of it so that people generally speaking can benefit from it.

Now, another major problem which has been highlighted is the financial situation at the Transport Board. The Prime Minister in his introduction said that the Transport Board is in and I quote "a massive deficit situation".

5.00 p.m.

I was immediately reminded when the Prime Minister made this statement to look back at the Budgetary Proposals for this year, the Financial Statement and Budgetary Proposals presented by the same Prime Minister and these were presented on the 25th April, 1979. You will recall, Mr. Chairman, that on that occasion the Prime Minister raised bus fares from 35 cents to 45 cents and he had the following words to say on page 22 of the Budget Speech.

"In addition to upgrading the fleet, the Board has been re-organising its route structure to provide regular and effective transportation for the travelling public."

We have not seen the effects of that yet because far from getting any better as he pointed out, and I think as everybody in here recognises, the situation has got worse. He goes on:

"Clearly, to maintain these improvements, the Board needs to generate adequate revenue. This is especially crucial in the light of increased operating costs which will be incurred in this current year as a result of higher fuel costs, and 25% higher wages following recent Union negotiations.

As a result of these rising costs, the total financing gap of the Transport Board would rise to over \$5 million in the current year if the present rate structure is maintained."

And he went on to indicate what the new bus fares would be. Now in the first place I would agree with the hon. member for St. Philip North that the Transport Board needs a top flight financial controller because when one looks at what is happening here, there are a number of questions which must be asked. This Resolution is asking for \$3.7 million and only in March when we were debating the Estimates we voted an amount of \$3.6 million for the Transport Board. Now I am saying that any Government Department or any statutory corporation which has to rely on subsidies or monies out of the Treasury must be able to make some projections about its

expenses. It must have some idea about what its expenses are going to be in a particular named period, and I am satisfied that this amount of \$3.6 million was a vast under-estimate. I do not know what the reason is. I would not say it was deliberately done so as to present a completely different picture from what then existed or what could have existed so as to ease the pressure which the Opposition would have put on the Government. I am not saying it was deliberately done, but the point is that for any statutory corporation or any Government Department to under-estimate its expenses by \$3 million, it shows that something is wrong, in spite of the fact that we take the point that increased fuel costs and increased wages and what not are given for the reasons. Certainly Mr. Chairman, the Transport Board would have known that 1979 would have been the negotiating year; they would have known that fuel costs were going to rise. Any idiot would know from here in 1979 that the cost of fuel must rise and will rise in 1980, so you will make projections. You might not be able to anticipate the extent to which this is going to be done, but certainly not to be able to under-estimate it to this extent. So when the Prime Minister therefore says that the Transport Board is in a massive deficit situation, I am satisfied that this is a very serious criticism of the administration of the Transport Board and generally speaking the members of the Transport Board.

Mr. Chairman, I understand they have a new Board now. I would hope that the new Board would be able to give the kind of leadership which is necessary to solve this very burning question. It is a very serious problem for the people of this country and I would like to see this matter settled as soon as possible. I will make this point: if a decision has to be taken where in order to assist in providing relief to this problem buses have got to be imported, then I would support that because it is an urgent problem, and if the manufacturer cannot supply the buses as quickly as are needed, then I am saying that the Government should take a decision to import some finished products so that we can get these buses on the road as soon as possible.

Mr. Chairman, the Deputy Prime Minister in his contribution which was not very much on transport mentioned that this Government has, I think he said, a \$200 million building programme going and that you will need so many carpenters, masons and what have you and that if you picked up any newspaper you would see a whole column of advertisements for masons and carpenters. Well I did a little investigation of today's Advocate. In the first place the vacancies are about one-quarter of a column.

Hon. C. L. BOLDEN: On a point of order.....

Mr. GREAVES: I can make it a document of the House.

Hon. C. L. BOLDEN: The Rules of the House do not provide for the hon. member to read from a newspaper.

Mr. GREAVES: There are 13 advertisements and four of them are for carpenters and masons, so I do not know about this whole column of vacancies for carpenters and masons. Anyhow, Mr. Chairman, I will wind up as you have indicated. I would hope that this matter will get the urgent attention that it deserves. As I have pointed out, I will have another opportunity when my Resolution comes up under Private Members' Business to deal with some other aspects of it, but I certainly would want to urge on the Government if it has to make that decision to improve the transport system, that it should go ahead and import some finished bodies and let us have some additional buses in St. Lucy to solve the very serious problems which I have outlined and also the serious problems in other parts of the country.

Mr. SANDIFORD: Mr. Chairman, on the 11th July, 1978, speaking in this Honourable Chamber, I made the following statement on page 1033. "There is no quarrel at all with the principle of the complete take-over of the service so long as justice is done to the private concessionaires and they are adequately compensated for their units, their spare parts and whatever. Henceforth we will be interested in efficiency in the Service." And I repeat the last statement, "henceforth we will be interested in efficiency in the Service."

5.10 p.m.

I think, Mr. Chairman, coming from a constituency, the members of which have to depend upon the transport system very heavily, you, together with the Speaker of this Hon. House, will agree that there is a large measure of inefficiency in the public transport system of this country and that the people as a whole, and the commuters in particular, are very dissatisfied with the type of service that they are getting from public transport in this country. There can be no doubt at all about that.

Last Friday there was some symbolic holding of hands of people around Barbados. (Mr. GREAVES: Children).

Rt. Hon. J. M. G. M. ADAMS: On a point of order. Is the hon. member unaware that the Good Book said a little child shall lead them?

Mr. SANDIFORD: Yes, a little child is leading us, we have child leadership in this country. The symbolic holding of hands may be all right for a couple of hours at independence, that may be all right in its place, but what we are asking the Government to do now is not merely to hold hands symbolically on Independence Day but to hold hands realistically with the people of this country and give the people of this country the services that they

require, indeed that they demand. This is a requirement here and now, and when I heard the Prime Minister saying that he was coming down probably in the next Estimates for a sum of money to buy buses, there is an immediate demand for an improvement in the service of this country.

A former Minister indicated that it takes about six months to get buses from England and if he is going to order buses after April 1 next year and there is a six month delay, assuming there are no strikes in the supplying agency, we can realise that we might be in for a very difficult time as far as public transport is concerned, and I regret that I cannot bring from this side of the House any comfort to those who use the bus system that there will be any immediate improvement in that system. I regret that I cannot say that, what I can tell them, and underline it, because I heard it from the front bench of the Government — and they are all honourable men — that the bus fares will as surely as the night follows the day again go up for an inferior service. That is the last we had.

I am not attacking any members of the former Transport Board or the present Transport Board, I believe that the members of the Transport Board within the resources that they are given try to do a good job. I have a great deal of respect for the former Chairman, I have respect for former members of the Transport Board, those who may be within earshot of what I am saying who may have been axed, and I know those are dedicated persons who have got axed, got the boot. Sir, I know they rendered efficient service, very efficient persons, who have got the axe like everybody else. I have a deal of respect also for the present Chairman of the Board, I do not know if he is still Chairman of Carib West, I assume.....

Mr. CHAIRMAN: Is that a private conversation or are you addressing the Chair?

Mr. SANDIFORD: I am addressing you, Mr. Chairman. I do not know if you know anything about Carib West, but I know the present Chairman, he was my colleague at school and he used to use the bus service. All the reports indicate that he is a very businesslike person and that he will bring to bear all his ministerial capabilities in coming to grips with this problem. But the problem is beyond that, it is the managers of our system, the political directorate where the blame must be put, and let me make it clear. The Minister is individually responsible for what happens in his department and for the agencies and Statutory Corporations which come under his control as far as policy may be concerned, and together in a Cabinet they are collectively responsible for the policies, and what we have heard today in this country is a total and complete admission that there is a breakdown in the transport service of this country and that the Government must collectively be blamed for that

breakdown and that the Minister individually must be blamed for it.

This particular Minister could not introduce this Resolution, he has to take a back seat, he has to speak when the Reporters are not writing, back seat. He used to blame his predecessor, calling him Minister of Tar Roads, Mr. Frederick Smith, Q.C., distinguished citizen of Barbados, and history plays such ironic tricks in that the same member who from this side used to give the then member for St. Michael South Central and call him Minister for Tar Roads, he is the Minister not only for Tar Roads, but as the Prime Minister has dubbed him now, Minister for Pot Holes as well, and that is the situation we are in.

Rt. Hon. J. M. G. M. ADAMS: On a point of order. No Prime Minister known to me has called the hon. member Minister of Pot Holes. I have never said any such thing.

Mr. SANDIFORD: I sat here and I listened carefully to the member for Christ Church East, very urbane, very polished, very balanced in his statements, and his speech was at such a level that apparently the front bench could not even understand what he was saying, because he was dropping some very warm lashes in the transport system in this country, and I heard the Minister himself there clapping. That is the irony of the situation, he does not even understand the subtlety of the speech of the member for Christ Church East. You would not find the Prime Minister clapping on anything he says because he knows the quality of his speech. There is no doubt about the importance of transport in this country, transport is an important and an essential service in this country for the movement of people for purposes of work, education, culture and recreation and other purposes.
5.20 p.m.

It is therefore a basic and fundamental service and there is no reason at all why this present Government should have included transport to the extent that there is hardly a person in this country who would say that we have a proper transport system, and there is no point blaming the past government. You have been for three years at the helm of the administration of this country, and as has been said that is time enough you could have built a completely new headquarters for the Transport Board; you could have ordered as many buses as you want; you could have done whatever you wanted as far as transport is concerned, but all that has happened so far is that you have succeeded in running down these services. I recall when the former Minister for agriculture — the present Minister always finds himself in this position — he was Minister of Agriculture and then he was promoted or demoted, I am not sure which one, to be Minister of Communications and Works, I do not know why but bad luck seems to follow him all around. I do not want to say

anything more, but whatever it is you have the problems on your hands and have not demonstrated the capacity to deal with the problem. I have heard all sorts of reasons for the poor state of transportation in this country today. In this international year of the child I heard the Prime Minister blaming the children for the state of transportation in this country today. We have to zone them.

Rt. Hon. J. M. G. M. ADAMS: On a point of order, Mr. Chairman. I never blamed the children; I blame him for continuing an educational system that put a burden on the children by being carried all over Barbados. It is not the children, it is the Minister of Education, if any blame is to be assigned.

Mr. SANDIFORD: Mr. Chairman, I did not hear him blaming me; he praised me and he blamed the children. But if he is annoyed I will withdraw the remark that he put the blame on the children. But we were told that it is the children who put the stress on transportation and now he wants mini-buses to transport children to school and the Minister of Education must take over that.

The next thing we heard was that the previous administration did nothing about the mechanical workshop. You have been in power for three years and now you want to lean on the shoulders of the Democratic Labour Party who did so much for the social services of this country. We are no longer children and it is time that you stand on your own two feet. There is no doubt about it that there is gross inefficiency in the transport system. We have a bus stand and I understand there is the suggestion to put all the buses in Fairchild Street and close down all the other bus stands.

Mr. CHAIRMAN: The hon. member has two minutes to wind up.

Mr. SANDIFORD: Very well, Sir. But we have a bus stand but the most thing standing in it is people. We should have buses, but it is people waiting for hours and hours. A lot of harm is being done to old people and children pushing, jumping, fighting in order to get into a bus. And that Government over there which came in on a promise to improve the services of this country and to erase the bad administration of a former Government are presiding over a greater degree of chaos than we have ever seen in the transportation system before. The physical condition of the equipment is very unsatisfactory. I was going down Barbarees Hill this morning and saw a bus going towards Eagle Hall and the whole steering column was doing the latest dance — the rock. I was fearful for the lives of the driver, conductor and passengers. These are the types of problems you have to deal with — breakdown, mechanical failures, leaking buses; so we have

a major problem. The hon. member for St. Lucy has spoken of the problem of long-distance buses coming from Pie Corner and Connell Town. There is also a problem with short distance commuters in the Brittons Hill area, Dayrells Road area and in the Belleville area by the time the buses reach these areas they are already filled and people waiting to get to work and whose livelihood depend on getting to work on time have to wait on later buses. So let us approach this matter from a national point of view. Do not blame the previous administration. The system is bad and is getting worse, and it seems to me it is going to get worse before it gets any better.

Mr. SISNETT: Mr. Chairman, the question of transport in Barbados is a matter of which hon. members of this House can perhaps make a political football and one on which every hon. member, I believe, can say something that is tangible. I do not want to be drawn into any further detail argument as much as I would like to see an improvement in the service. I do know that over the past recent years the Transport Board has not been able to keep pace with the rapid development of the country. We have found, for example, housing developments established throughout Barbados where as many as 2,000 people from one area have been relocated. We have found developments in St. James, Wanstead, Wanstead Heights, Wanstead Gardens. We have seen developments in Eden Lodge, Lodge Terrace and Friendship; we have seen housing developments at Oxnards in St. James, Husbands and now at Haynes Ville. 5.30 p.m.

All this goes to show that with the existing rolling stock at the Transport Board and the rapid pace of development which has been taking place, the Transport Board has not been able to keep abreast with the number of units to satisfy the number of people travelling.

We have seen new schools built. We have seen the Trent School in St. James which cater to children all over Barbados. We have seen the Community College move to Two Mile Hill. We have seen new students going to the University of the West Indies. We have seen the Roebuck Primary School as well as other schools as well as extensions to existing schools.

Sir, I do not want to be drawn into the details of what the Transport Board has failed to do or what the Transport Board can do. All I want to say is that there is a problem with the Transport system in Barbados and I would like to see this rectified. What really bothers me is the input which the people of this country has got from the Barbados Workers' Union in allaying the fears of the public.

As I understand it, there are some 1,600 workers at the Transport Board 98% of whom are fully unionised and we have heard of the crisis situation where there is stealing, where there is sabotaging of the units, where people refuse to work and refuse to obey orders of the administration, where the workers there, to put it plainly, are playing the fool yet in this House we have the workers' representative who happens to be a member of the administration of the Barbados Workers' Union and we have not as yet had any official response from the Barbados Workers' Union or its representative in this Honourable Chamber urging the workers of the Transport Board to play a more meaningful part in the existing Transportation System.

You hear daily of the number of units which are involved in accidents, the number of cases where people are reported to be stealing. I am calling now officially on the representative of the Barbados Workers' Union in Parliament to make some official comment about the number of incidents where accidents have been involved this year. It has been reported that over 1,000 accidents have been recorded in the Transport Board and yet he, the workers representative of the Barbados Workers' Union and inside of Parliament, we have not heard one comment from him. Yet he would come and say here that there is need for a better service in St. Lucy. He would say there is need for a better service throughout Barbados. What is he doing in the interest of getting some of the workers motivated to doing a better job for Barbados.

Mr. Chairman, I would only further want to say that a number of the problems at the Transport Board stem from the fact that almost 50% of the rolling stock of the Transport Board happens to be a kind of unit that is not suited for Barbados. That is the Seddan Bus. The Seddan, according to information received from the Transport Board and from the drivers is totally unsuitable for the hilly districts of Barbados.

The Seddan becomes unmanageable when it rains resulting in a high incident of accidents. The Seddan unfortunately is the bus which the former administration acquired during the years 1960-66 and after the 1970 flood. I am told, Sir, that the Leyland which is a better type of bus is more suited to Barbados and was acquired during the 1950's and incidentally, some 22% of the 1950 stock of the Leyland is still in very good condition in 1979 whereas the Seddan which was acquired during the flood of 1970, most of them are utterly unsuited for today's transport system.

Further, incidentally the Leyland which the former administration acquired in 1968, those same buses are doing a pretty good job for the Transport System in Barbados so I just want to say that the problems which

we have inherited are not utterly of the making of this administration and perhaps we have to blame the former administration in some way. The suitability of the buses which are acquired were not taken into account for the Barbados terrain. I am told that unfortunately as that kind of bus is fully loaded to the front the driver has to ask the passengers to go to the stern of the bus.

Those are the problems which the Government is aware of and I believe that the Government will get them sorted out. What I would like to see coming from the Opposition is full co-operation and not trying to mislead the people into thinking that we do not understand the problems of the Transport Board. We do understand them and as we have solved many other problems in the country I believe that similarly the transportation problem will be solved.

I want to support the Resolution for the sum of money to meet the anticipated expenditure on behalf of the Transport Board for the remainder of the Financial Year. I am calling on the representative of the Barbados Workers' Union to officially make some public comment as to the attitude of its workers, the union members inside the Barbados Transport Board and their total responsibility as to the sabotaging effort that is going on at the Transport Board.

I am calling on the representative of the House, the member for St. Lucy to publicly make a statement to the workers whom he is representing inside the Transport Board to be more concerned citizens, to be more concerned workers, to take the total good of Barbados into consideration as they continue to provide a public service.

Dr. HAYNES: Mr. Chairman.....

Mr. CHAIRMAN: Just a minute.

Dr. HAYNES: I can speak again. I can speak for a few more minutes.

Mr. CHAIRMAN: Before the hon. member speaks, is there any other hon. member who wishes to speak? Continue please.

Dr. HAYNES: Mr. Chairman, I am more than thoroughly shocked when I hear members on the other side get up and accuse workers of the Transport Board of stealing as a major cause....

Hon. H. B. St. JOHN: Mr. Chairman, Sir, no member on this side has done that. (*Asides*) I rise on a point of order. The hon. member is breaching the Rules of this House in imputing words to this side which no hon. member said. The only hon. member in this House who has said words to that effect is the hon. member

for St. Michael North Central who said that he knew as a fact that conductors and drivers had a \$50.00 a day sous-sous which led us to the conclusion that \$50.00 a day, since the totality of their wages dividing the days they work or the hours they work did not amount to that that they got it out of the Transport Board.

If the hon. member wishes to accuse his own member for saying that, let him do that but do not let him impute statements to this side of the House which this side of the House has never expressed.

Mr. CHAIRMAN: The point is taken.

Dr. HAYNES: Mr. Chairman, you will appreciate that I have hardly spoken for 30 seconds and the hon. member for Christ Church South Central has occupied most of the time during the speech and I hope that due consideration will be given to that.
5.40 p.m.

The point I was trying to make is that it has been suggested again and again that leakages, if I may use the term used on the other side, were a major factor in causing this House to be debating this particular resolution today for the supplement of some \$3.7 million. As far as I am concerned, leakages is just another way of saying that the workers at the Transport Board has been responsible for the leakage.

Mr. CHAIRMAN: I would like at this stage to remind the Honourable Member that it is very much out of order for him to repeat and canvass what has already been said and gone over so in your speech, I am expecting some new procedure.

Dr. HAYNES: Mr. Chairman, I am not repeating myself. The rule says that you cannot repeat yourself. It does not say that you cannot repeat something that has been said by somebody else.

Mr. CHAIRMAN: There is no argument on that.

Dr. HAYNES: I was mentioning certain — I do not like the word infelicitous because that has serious infelicitous connotations by the infelicitous, but I have been mentioning areas in which I think the Honourable Member for St. Joseph was responsible for the destruction of the morale among those workers at the Transport Board. There was one particular instance, Mr. Chairman, when 3 persons were employed at the Transport Board on a particular morning. A father, a mother and a daughter, from the parish of St. Joseph and the staff there went up in arms because the mother was being employed, I think as a sweeper and the person who had been doing that particular job for an entire year could achieve no more than 2 days of employment. You cannot talk about asking the Union or Her Majesty's Loyal Opposition to

regard this matter as a national issue when at the same time, you have political interventions of a kind which must be destructive to the morale and fabric of any organisation. I would like to submit to you, Mr. Chairman....

Mr. CHAIRMAN: Is the Honourable Member imputing improper motives on the Honourable Minister?

Dr. HAYNES: I am not, I am just saying who was employed, and who was not employed. Another problem that has been a major source....

Mr. CHAIRMAN: Order please.

Dr. HAYNES: The Transport Board is a highly people oriented operation, you do not just simply employ a conductor and because they pass some examination or something, you believe that they would necessarily have the kind of approach to function or the kind of personality to function effectively as a conductor. What has happened in the Transport system in Barbados over the years is that with any kind of structure, any kind of institution, over the years you would have a group of people who have survived in that particular industry, in that particular activity because they have particular aptitudes and they pass on those particular aptitudes to other persons who come into that industry.

Rt. Hon. E. W. BARROW: I would like to know whether this is a fish market or the House of Assembly. Members are not supposed to go behind the arras, as they call it in Hamlet, and carry on poker games, loud conversations or any disturbance which could interrupt the proceedings of this House. I am inviting you to ask members to contain themselves. I cannot hear the Honourable Member's speech.

Rt. Hon. J. M. G. M. ADAMS: I congratulate the Honourable Member for his good fortune in not being able to hear the speech, but if the Honourable Member has ever found a poker game within the precincts of the House of Assembly, I would be glad if he showed me where it is, Sir.

Dr. HAYNES: Mr. Chairman, Sir, wherever the Honourable Member for St. Thomas is, there inevitably will be a poker game. That is simple and straightforward.

Another bone of contention is the question of the distribution of the available services throughout the country. Now, one particular area that is particularly badly served, in this country is the parish of St. George. There has been a tremendous amount of complaints relating to the parish of St. George as a whole and St. George North, apart from St. Lucy and the other areas. There is another major problem which I must bring to the attention of this Honourable House. A grave error has

been made in the appointment of certain inspectors on the basis of their party loyalty and they have been harassing innocent conductors, male and female and that is a major source of the destruction of the morale within the Transport system in this country. I want to bring an example to this Honourable House. A young lady whose name I do not know on this occasion, was travelling as a conductress in a certain country parish of this country. The bus pulled up and two inspectors jumped on the bus and harassed her in such a manner that she became extremely embarrassed and all she said was "you do not have to treat me as though I am a thief. I am an honest person". A complaint was lodged against her and consistent with the existing policy at the Transport Board which I think is thoroughly iniquitous, when a complaint is lodged, I do not know whether members of this Government are aware of this, that when minor complaints are lodged, the staff, the poor people, the weekly paid workers of the Transport Board are suspended until their complaint is heard. This may be one week and in this particular instance it was one week. I understand that in some instances, it is more than one week. That cannot be fair. It goes contrary to principles of justice which we all subscribe to and that is something that needs to be looked into. I have heard of one or two complaints in this regard and I think that the inspectors must be more courteous, they must be aware that when they approach a bus, that they cannot give the passengers the impression that the conductor is stealing money because it undermines the authority of that particular conductor who is working on that particular route. I stress these instances, Mr. Chairman, because you will never, and you better get it into your heads, have a Transport Board that is functioning properly unless there is a proper level in morale among the staff.

There is little point in attributing this to the fact that the vast amount of people employed there were, or are, supporters of the Democratic Labour Party because I do not believe that to be a fact. The Honourable member for St. Andrew, I think it was on July 11 made a pledge to this Honourable House that the next day he would go down and have a chat with management and make sure that that particular situation no longer continued.
5.50 p.m.

I would doubt very much whether that situation existed today even if it existed before, but I doubt whether it ever existed at any point in time, because that has never been, the policy or the Democratic Labour Party.

There is one other important point I wish to make, Mr. Chairman. The hon. member for Christ Church South Central ought to be ashamed..... (Hon. H. B. St. JOHN: To do what?).....to do many things, but apart from those, to come into this House and try to put forward an argu-

ment that there is no social service content in a transport service in a modern developing society. He ought to be ashamed.

Hon. H. B. St. JOHN: Mr. Chairman, never have I witnessed such a lack of understanding. It is not dishonesty, it is the inability to understand. I specifically premised my argument upon the point that it is because it is a social service, it is because of oil increases, because of wage increases, because of the fact that the hon. member for St. Michael North Central explained to the House that in his opinion which some people share that we did not get all the revenue we should get, that we are here today asking for a subsidy and it is because of the fact that the Government recognise that transportation is necessary that we have brought forward the Resolution; so I do not know. This lack of ability to understand, not willfulness, lack of ability to understand which God is the one responsible for.

Dr. HAYNES: Mr. Chairman, that speech sums up the problem of the present administration. They believe that they been endowed with a special wisdom that nobody else in Barbados has been endowed with, and that is why the entire transport system in this country is today worse than it ever has been in the history of Barbados, even when it was substantially run by the private concessionaires. It is much worse today. The people of Barbados are having far more problems today in respect of moving from point A to point B whether it be for a social purpose, whether it be for purposes of work, whether it be for educational purpose or any other purpose, and I want to let the hon. member for Christ Church South Central understand, because he is responsible for this area in another capacity, that the industrial sector of this country is suffering because of the deficiency in the transport system. That is a fact. Many people cannot get to work on time in the morning. Many people are threatened with dismissal.....

Mr. CHAIRMAN: All that has been said.

Dr. HAYNES: Mr. Chairman, it might have been said before. I do not know who said it before. I did not say it before; I was not in here all day and as far as I know the Rules say you cannot repeat yourself; and the last person, Mr. Chairman, who should be speaking in this debate at all is the hon. member for St. Thomas, the Rt. Hon. Prime Minister, because as Minister of Finance he is the person who is totally responsible for the mess in which not only the transport system but all the social services in this country find themselves today. He was the man who in 1976 came.....

Rt. Hon. J. M. G. M. ADAMS: On a point of order, Standing Order No. 40(1) reads: "The Speaker, or the Chairman in Committee of the whole House, after having called the attention of the House or of the Committee to

the conduct of a Member who persists in irrelevance or in tedious repetition either of his own arguments or of the arguments used by other Members in debate, may direct him to discontinue his speech and resume his seat."

I submit the hon. member is persisting in irrelevance and in tedious repetition of the arguments used by other members in the debate. He has no arguments of his own to repeat; he is repeating other members' arguments.

Dr. HAYNES: Mr. Chairman, you may recall that a substantial part of this debate was taken up.....

Mr. CHAIRMAN: Anyway, just take your seat. I have already called the attention of the hon. member to the fact that he must not continue to repeat his own arguments or the arguments of others. Now the hon. member may continue, but please abide by the Rules of the House. I must warn you at this stage.

Dr. HAYNES: As far as I am aware, no one has dealt with the Minister who made a major speech in this Honourable House today on this subject, and I wish to draw to the attention of this House that he is the person who must carry the major blame. For example, he was the person who suggested when he increased the bus fares from I think 35 cents to 45 cents that this would result in reduced requirements for subsidies. Today you see the opposite position being taken here in this Honourable House. It means that his projections have been wrong and that there has been a very significant collapse of his policy, and there is another major factor involved, Mr. Chairman.

When I listened to the hon. member for Christ Church South Central when he outlined the increased cost in various areas of transport, not only public but also in other areas, when one recognises the contribution that transport must make to general inflation within the society, that also is an indication of a total failure by the Minister of Finance who has set as one of his major targets of his financial policy the control of inflation in this country that is now 300% higher than it was when he became Minister of Finance. You cannot stop me from talking; you can talk over there, but these are facts you have to face, and it represents a general failure and also failure in a specific area, and is also a reflection of what has been happening in all these service oriented exercises within Barbados and within the context of the Barbadian economy.

Mr. Chairman, I want to say this: I as a Barbadian and as a legislator would support any measure to improve the transport system within this country, because the vast majority of poor people in Barbados depend exclusively on public transport, and I will go further and say that the lack of attention, the fact that you have put your greatest

failure in Cabinet office, the one who has let you down miserably in agriculture into this particular Ministry, shows what a low priority you attach to the Ministry of Communications and Works; and I am going to tell you that unless you deal with the management problem down there from top to bottom including him, the Minister, the hon. member for St. Joseph, unless you face what the central issue is — every single one of you knows, the Prime Minister knows what the problem and the front bench knows what the problem is — unless you face up to that issue you will be back here next year in the same situation.

6.00 p.m.

Unless you face up to that issue you will be back here next year in the same situation. You had better believe it.

Hon. H. B. St. JOHN: The hon. member has spoken twice, ranting and roving. Never have I seen . . .

Rt. Hon. E. W. BARROW: On a point of order, Sir.

Mr. CHAIRMAN: It is not often I have it, but I have three hon. members on their feet. Please be seated.

Rt. Hon. E. W. BARROW: Mr. Chairman, on a point of order. I wish to draw Your Honour's attention to something. Just, I believe, one week ago I made a reference to a speech made by the Minister who talked about cigarettes. I cannot remember what Ministry he has but he makes the same speech regardless. The same hon. member who just made that reference to ranting and roving objected when I made a similar reference and I was asked to withdraw the reference to ranting and raving. He submitted that it was unparliamentary to say that a member was ranting and raving. We cannot have two standards on two sides of the House, and therefore the hon. member will have to withdraw it.

Hon. H. B. St. JOHN: I happily withdraw it. *(Asides).*

Rt. Hon. E. W. BARROW: If the Chair could, without the prompting but voluntarily.....

Mr. CHAIRMAN: The Chairman is always willing and ready to hear what any hon. member has to say and can be advised by any hon. member, especially the hon. member who has just taken his seat who is the most experienced member. I am willing to go by his advice at all times.

Hon. H. B. St. JOHN: Advice and the rules. The basic position is that the hon. member has spoken and never in a debate have I listened to a more roving criticism of a fellow member as I heard from the hon.

member for St. Lucy. Never! To suggest that members who are part of the working party are being victimised by an administration which has been acknowledged, proudly proclaimed as being 100% Union represented, yet the hon. member can say that there is victimisation within the context of the transport service. The hon. member for St. Lucy should go and apologise for his failure to represent his fellow members. Of course those are not the facts. As usual the hon. member for St. Michael South Central is speaking through his hat, he does not really know what he is talking about, because I know that the hon. member for St. Lucy and his organisation would never permit any administration in control of the Transport Board to have victimisation in their employment policies within that area without taking drastic industrial action of which they proclaim themselves to be experts. So that point has been effectively answered.

If the hon. member wants to say that he is criticising his fellow member, I do not accept that criticism, because I feel that the hon. member for St. Lucy does a good job and his organisation does a good job. They do a good job and they have been very successful in getting very good wage increases for their members. I will again say to the hon. member just accept the advice of another hon. member on the other side. Heed it, stop the sous-sous and pay the money to the Transport Board.

Dr. HAYNES: On a point of order, Mr. Chairman. I would like to draw to your attention that the hon. member for Christ Church South Central is repeating himself.

Mr. CHAIRMAN: The hon. member for St. Lucy.

Mr. GREAVES: Mr. Chairman, I indicated to you and I had indicated to the Hon. Minister that there was one point which I wanted to make in my first contribution which I omitted, and I would just like to refer to it now. In April 1979 when the Prime Minister presented his budgetary proposals one got the impression that the increase in bus fares from 35 cents to 45 cents was designed to as it were, and to use his words, reduce to a minimum the amount of money which the Government would have to subsidise the Transport Board with. A point I would like to find out, and I hope the Minister will be in a position to answer this question, what amount of money he projected for a year that would have been collected by an increase in bus fares from 35 cents to 45 cents? I think this is a very important point, because I believe that there has been some very serious under-estimation and I would like to think that in view of the fact that the Prime Minister has indicated that he will again have to resort to raising the bus fares, I believe in another couple of weeks' time, that

the poor people of this country will be saddled with additional bus fares, and I would want to know therefore what they have projected to collect from that provisional increase, because it is just about six months after we are hearing that bus fares will be going up again, so I would think that there should be some information coming to this House at least, and I would want therefore to get some kind of information either from the Prime Minister or the Minister of Communications and Works about (1) as I said, what was the projection for a year with the increase, and what really in truth and in fact they expect or they estimate the total subsidy to the Transport Board in the period of a year might be, and I think that this is a matter which we should get some clarification on.

Mr. CHAIRMAN: If no other hon. member wishes to speak, I will ask the Hon. Minister to reply. The hon. member for St. John.

Rt. Hon. E. W. BARROW: Mr. Chairman, the Resolution which we are being asked to support today, more than halfway through the financial year, is a Resolution to subsidise the Transport Board for the balance of the financial year to the tune of \$3.7 million in round figures.

The travelling public was asked to pay an additional burden and an additional increase in bus fares earlier this year, and it was the Government party which campaigned when one of the greatest acts of socialisation made by my administration in having a uniform fare structure in 1975-76, a common fare of 25 cents, and it was this present Government that went about campaigning telling the people that this was only a political gimmick and that the Government as it then was intended to increase the bus fares immediately after the election. Well, they thought it was a great political stand to try to distract the minds of the people, but the people have now seen who it was that intended to increase the bus fares after the election. They did not say whether they agreed with the 25 cents bus fare, they should have said they did not agree with the 25 cents bus fare, but I would like to say this categorically now that if it was any move contemplated as a result of the King Report which was the result of the work of a Committee which was set up by the Democratic Labour Party Government, a Committee comprising not only legal experts but economists and a former manager, Mr. Hunte, of the Transport Board, who had experience both in Barbados for a long number of years and in the United Kingdom. 6.10 p.m.

The Committee comprised not only the dean of expert economists but the former manager of the Transport Board who has had experience over a long number of years in the United Kingdom; and one of the senior economists at the University of the West Indies had at one time recommended the removal of bus fares altogether. I

myself would like to say that I did not see that the economy of Barbados at that particular time could support such a radical elimination of the cost of public transportation by the travelling public, but it certainly was never the intention of the Democratic Labour Party government to increase bus fares no matter what the cost in the interim period, and as a matter of fact there was a proposal that turnstiles should be introduced which would have made a single coin — the twenty five cent piece — the most suitable and easiest way of controlling the receipt of revenue which the Transport Board and the other concessionaires should have been collecting. So I just want to make the position clear that there was never any intention on the part of our government to increase any bus fares. I am not in any position, because I have not been advised by members of my party what our plans are. We will study the situation and in due course make a pronouncement in the fullness of time — and you know when that is.

But I am going to deal with some more serious matters here today which I regret I have to deal with. One of the first things that the former Minister of Communications and Works did when after many years of cursing people on all sides of the political spectrum, particularly the antecedents of the present Prime Minister, — to my dismay I don't know how the Leader of the Government today can sit within three miles of some one possessed of the virtuosity of curse words which the hon. member expressed on political platforms; I find it difficult to understand, but these are modern times and standards change. But one of the first things the hon. member for St. Andrew did was to go to the United Kingdom at a time when Leyland was under scrutiny. The hon. member for St. Michael North East mentioned about the Seddons buses not being able to climb mountains. He must have seen the "Man from La Mancha". The Seddons were the only buses to be able to come out of St. Andrew. It was the Leylands which were unsuitable for hill work, due to no fault of their own but that they were not designed for that work. But the Transport Board ordered Seddon buses because they had been used by the Rocklyn Bus Company. Now the first thing the former Minister of Communications and Works did was to go up to England at a time when it was broadcast all over the United Kingdom about the patronage being dispensed by Leyland. But he went up there and was entertained by Leyland and he insisted in paying in United States dollars when it was illegal for the Central Bank to give United States dollars; and when a quotation was given to the Minister he said it was not enough money to spend and he wanted £270 in United States dollars at a time when Leyland was being questioned in the Press about patronage.

Hon. L. B. BRATHWAITE: On a point of order, Mr. Chairman, I am going to reply to the hon. member and of course he expects that from me. But I am not

very clear on what he is saying; he said something about £270. I want to get it very clear as to what he said. He said he is willing to repeat what he said outside. Anyhow we will deal with him in the fullness of time. He will not get away as in the past, but I want him to articulate on what he is saying as I know his propensity for certain things.

Rt. Hon. E. W. BARROW: I would like to ask the hon. member what propensity I have. Fortunately for me I never had to defend him in the law courts because I chose my clients very carefully.

Mr. CHAIRMAN: Let us get ahead with this resolution dealing with Transport Board problems.
6.20 p.m.

Rt. Hon. E. W. BARROW: The hon. member for St. Andrew went up to England. I want to know what he went for. I want to know if he was entertained by Leyland. I want to know whether he entertained the Directors of Leyland, whether he paid in US dollars for that entertainment, whether he was given US dollars by the Barbados Cabinet so that he could entertain the Directors of Leyland at the time when Leyland was under scrutiny.

I want to know how the member for St. Michael North East can say Seddons are unsuitable for road-work when the Seddons were being used by the Rocklyn Bus Company in St. Andrew which is the most hilly part of Barbados for all of these years. I should like to know how many Leyland buses have been ordered during the past three years.

We were having buses manufactured here in Barbados on chassis from different countries, mostly the United Kingdom countries, Leylands, Seddons and you could go out there and inspect them. Buses were being manufactured here. One of the first things that that former Minister did was to say that it would be too long, or too slow or something and whereas we had Barbadian workers there, Acme and other people who were capable, that was put in abeyance and we were supposed to get these buses a lot more quickly when everybody knows that the lead time on Leyland buses was much longer than any other Bus Company in the world.

The way that the media operates in Barbados, the way that public expression, even inside the House of Assembly, is suppressed and because people are afraid of being cursed by certain people in public life, people are afraid to get up and ask questions and when they ask questions the questions are not allowed.

I want to tell the hon. member something that I have been very gentle with him. His own Prime Minister wrote me a letter and asked me to supply certain

information and I feel that the Prime Minister should do his own homework and his own investigation and I have not replied to that letter up to now but when I am ready I am going to give the Prime Minister the information because I have been very discourteous to the Prime Minister in that respect. I do not feel that I should get in between the Prime Minister and his Minister but I can show you the letter the Prime Minister has written to me. He has asked for information on you.

Mr. CHAIRMAN: That is a personal vendetta and we cannot permit it.

Rt. Hon. E. W. BARROW: No, Sir. This is a charge which relates to his function as a Minister, the discharge of his functions in relation to transport work in Barbados and his suitability but fortunately the Prime Minister shifted the whole thing over to the one expert they had in Agriculture and gave it to somebody whose only title to claim in Agriculture is the kitchen-garden. The man who has diversified his own farming in almost every parish in the Island. He was relieved of the Portfolio of Agriculture and given this Portfolio in what I now call a contaminated Portfolio, contaminated by the member for St. Andrew. This is an expression used in finance all the time. The BMC is a contaminated portfolio. The Housing Authority is a contaminated Portfolio. In other words, it is one of these unsolvable problems.

You know that anybody coming to start something they say I want to start with a clean slate and let me start from scratch and that is what they have given the present Minister to sort out. We understand that the debt is running something like \$7 million and now the travelling public is being called upon, the taxpayers who do not travel by buses and those who travel, have to pay out of their pockets and those who travel have to pay a little more according to what has been disclosed here today by the Hon. Minister of Finance.

Under normal circumstances, the Minister would be called upon to resign. The Minister is not responsible. It is his predecessor, a man who talks so vicariously and who wants to curse everybody in Barbados. His whole political career has been one of abuse and he has done a great disservice by abusing.....

Hon. H. deB. FORDE: On a point of order, Sir. I am suggesting to you, Sir, that to accuse a Minister that his political career has been one of abuse, is unparliamentary and insulting language and should be withdrawn.

Rt. Hon. E. W. BARROW: Long before the hon. member came into politics he was down in Crab Hill.....

Mr. CHAIRMAN: I asked the hon. member.....

Rt. Hon. E. W. BARROW: To say what — because he said so? I am saying his whole political career has been

one of abusing people in and out on political platforms and if he does not know he is fooling himself.

Hon. H. deB. FORDE: On a point of order, Sir.

Mr. CHAIRMAN: Please be seated.

Hon. H. deB. FORDE: I repeat myself, Sir. I say it is unparliamentary language.

Rt. Hon. E. W. BARROW: If the hon. member can show me one passage in May's Parliamentary Procedure which says that to say that somebody's political career has been one of abuse is unparliamentary, I will withdraw.

Hon. L. B. BRATHWAITE: Mr. Chairman, on a point of order.

Mr. CHAIRMAN: Just a minute please. I call in reply to the point of order made by the Hon. Attorney General, I do agree that the remarks made by the hon. member for St. John are out of order. Will you please withdraw them.

Rt. Hon. E. W. BARROW: That his career has been one of abuse?

Mr. CHAIRMAN: That his whole political career has been one of abuse. The hon. member must withdraw, please.

Rt. Hon. E. W. BARROW: If you want me to withdraw, I will withdraw.

Mr. CHAIRMAN: The hon. member has withdrawn.

Rt. Hon. E. W. BARROW: But I believe it and I have experienced it.

Mr. CHAIRMAN: There must be no addition. It is very much out of order.

Rt. Hon. E. W. BARROW: He has never said a pleasant word yet in his life.

Hon. L. B. BRATHWAITE: Mr. Chairman....

Mr. CHAIRMAN: I cannot have two hon. members on their feet. Please be seated. We need no clarifications when you have withdrawn.

Rt. Hon. E. W. BARROW: I am qualified, Sir.

Mr. CHAIRMAN: You may continue now.

Rt. Hon. E. W. BARROW: With the interruptions, Sir, I have a little while.

Mr. CHAIRMAN: There were interruptions but also the main speech was already made.

Rt. Hon. E. W. BARROW: I am saying that the Minister and everybody knows how I feel about the present Minister of Communications.

Mr. CHAIRMAN: You have two minutes to wind up.

Rt. Hon. E. W. BARROW: No, Sir, not with all those interruptions. That could never be.

Mr. CHAIRMAN: With the extension, it is two minutes.

Rt. Hon. E. W. BARROW: I hardly spoke. When I say how I feel about the present Minister of Communications — well we have a healthy respect for one another. That is at a distance but when it comes to discussing agricultural matters he has been much maligned. I want to say that he does have some knowledge but he is not really geared, if I may use the expression, for the Ministry of Communications.

He should be back in Agriculture and the present Minister of Agriculture should be out all together. The present Minister of Communications is not the one to be blamed. It is the former Minister of Communications who has put a blight on this whole thing and the present.....

Hon. L. B. BRATHWAITE: Mr. Chairman, on a point of order.

Mr. CHAIRMAN: I have heard the hon. member. I will entertain the hon. member.

Hon. L. B. BRATHWAITE: Mr. Chairman, I will like you to draw to the hon. member's attention that it is not his province to be Prime Minister of the country any more, never will be anymore and if he were, I would not want to serve under him.

Mr. CHAIRMAN: I think he knows that. That is no point of order.
6.30 p.m.

Rt. Hon. E. W. BARROW: He did not want to serve under me because when he had an opportunity to be a member of my Party when it was founded, he said he was not joining a Party that had white people in it so he could not serve under me, because we are a non-racial organisation. I will deal with him later on.

Mr. CHAIRMAN: Order please.

Rt. Hon. J. M. G. M. ADAMS: I am sure that at some stage we will ask for a further extension to the closing time to this debate. I would like to reply unfortunately, to what for want of a better word has to be called a speech of the Honourable Member who has

just sat down. I really can think of few less caseless contributions to a debate of a reasonably high standard that I have ever heard. Anyway, I shall not deal with that.

The Honourable Member for St. Lucy asked an extremely cogent and important question and it is arising out of this question that the whole Genesis of the resolution comes before the House. He has gone straight to the point in a few words, the increase in the bus fares in April, 1979 which took effect in June 1979 and should have brought in an amount of \$465,000 in June and July of this year. The revenue based on the number of journeys which are made monthly should have brought in roughly speaking \$2.3 million. It should have gone up by that amount, but it only rose by \$170,000. I hear from my right that the Honourable Member for St. Michael North has the answer, but whatever the answer and whatever the distaste of the Honourable Member for St. Michael South Central for the use of the word "leakage" – leakage is the most tactful word that can be applied. There was a 28.6% increase in the bus fares, but there was in fact, only an 8.13% increase in the revenue. This is exactly what happened in a full year and the 10 cents increase would have brought in approximately \$2³/₄ million. At the rate that collections were being made in June and July, it would have brought in only a little more than \$1 million.

There was an inspection on one of the routes, the Speightstown route. I think that has already been referred to. It is revealed that superior inspection services can improve revenue. I am very sorry for the young lady referred to in the speech by the Honourable Member for St. Michael South Central. I could not quite understand the speech because when the Honourable Member begins to move himself into a frenzy I am unable to hear what he is saying far less comprehend it. I could not gather whether she was a passenger or a conductress. I do assure the Honourable Member that we take it as a compliment on this side that none of us would know about these things that are being done to passengers or conductors. We do not send inspectors. . . .

Dr. HAYNES: On a point of elucidation. It was a conductress and I am sorry that you should take it as a compliment that a conductress was being harassed in that manner.

Rt. Hon. J. M. G. M. ADAMS: A compliment that we know nothing about the harassment if harassment is the right word or checking, if checking is the right word. Ministers do not sent out bus inspectors, nor do Ministers in the Government ask to have reports on every conductor who has been caught, or who perhaps has not been caught with less money in the fare box than the number of passengers in the bus would suggest. We really do not deal with these matters, but I think that the

figures which are the bus figures that I have to hand should assist the Honourable Member. I really do not want to be in the slightest long, Sir, but since the highly tasteless speech of the Leader of the Opposition related to the Honourable Member for St. Andrew, to the Prime Minister, to Leylands, to United States dollars and various other matters, I had better set the situation absolutely clear.

Let me take a leaf out of the book of the Honourable Member for St. Michael South Central and I say without any fear of contradiction and I want to make it absolutely clear, beyond any shadow of a doubt what the situation is. I hope that having repeated those 3 phrases I will not then be like the Honourable Leader of the Opposition and forget what it is I wish to clarify. The Leader of the Opposition has made a number of errors in his speech. As far as the Leylands matter is concerned I am not aware that any questions were asked and disallowed in the House about it. It is untrue that there is any illegality in travelling to the United Kingdom with United States dollars. I do not know if it were done, I do not even care if it were done. It is certainly not illegal to do so. The Honourable Member has a propensity of skill.

Rt. Hon. E. W. BARROW: I am on a point of order Sir. I never said that the Honourable Member travelled to the United Kingdom with United States dollars. I cannot prove that he travelled with United States dollars. I know that he paid for a Barbados Government party up there with United States dollars. You would have to question him on how that came about.

Rt. Hon. J. M. G. M. ADAMS: I congratulate the Honourable Member if he were able to persuade somebody in the United Kingdom to accept United States dollars because if there is one country in the world where I have never seen United States dollars passing for services rendered it is the United Kingdom of Great Britain and Northern Ireland and I lived in that country for 13 years. There is absolutely nothing wrong, or illegal with paying for a party if you cared, with United States dollars and I assure the Honourable Member that members of this Government (*Asides*) I see that the Honourable Member for St. Lucy is admitting that he too spent United States money in England. You are doing a very wrong thing according to the Leader of the Opposition but according to the Law of the Land and the Government, you are doing absolutely nothing that is reprehensible or in any way to be criticised. I cannot even understand the basis for the criticism. It is open to any Honourable Member to take any currency he wishes, subject to the Central Bank limits to any country in the world. You can take Lira to Timbuctoo if you can buy them in Bridgetown and if you think it is worthwhile.

The Leylands' matter: The Honourable Member is particularly misinformed in describing the visit to Leylands as being reflected or contaminated even in the

sense that Carib West and International Seafoods are contaminated. The investigations into Leylands as it happens, went very carefully into Leylands' dealings with countries all over the world. I believe there is a country in the Caribbean where there is an indication that subsequent to the Minister's visit Leylands had perhaps greased a palm or two or permitted some impropriety but I was assured and it was published, I have said it in here that the investigations revealed absolutely no hint of impropriety in any of Leylands' dealings with Barbados at any time, not even when hon. members opposite were in office.

6.40 p.m.

As far as the letter which I wrote to the Leader of the Opposition and which he rightly said has never been afforded the courtesy of an answer is concerned, I cannot even remember what it was now. I recall that the hon. member made some abusive statement on a political platform.....

Rt. Hon. E. W. BARROW: On a point of order, I have not quoted the letter and I would not provoke the hon. member to quote it. I deliberately did not quote it because it is correspondence between the hon. member and myself. If the hon. member wants me to quote everything, I can quote it or set up a commission, but if the hon. member pushes this matter very far... I invite him not to go into the matter at this stage. (*Asides*) All right, well go into it then and I will reply to the letter on the floor of the House and you are not going to like it.

Mr. CHAIRMAN: This cross-talk must cease; and please listen to the Chair.

Rt. Hon. E. W. BARROW: I am suggesting to the hon. member that it is not in the public interest at this stage.

Mr. CHAIRMAN: Please take your seat.

Rt. Hon. E. W. BARROW: He gave way. I am suggesting to him that I did not quote the letter.

Mr. CHAIRMAN: This is no longer a point of order.

Rt. Hon. E. W. BARROW: I did not quote it.

Rt. Hon. J. M. G. M. ADAMS: I am not quoting the letter because there are so many of the things which the hon. member has said on political platforms that it has gone out of my mind as soon as I read or heard or have been told what was said. I do know that the hon. member said on a political platform that he had a letter from a third person who showed the hon. member for St. Andrew in a bad light. I made an investigation, I asked the third person personally and he contradicted the hon. member. I wrote to the hon. member to ask him to

support his allegations and he has ignored it, and as far as I am concerned the matter is closed.

Rt. Hon. E. W. BARROW: On a point of order, the hon. member could not have spoken to him because it was not a male and secondly the person has not been to Barbados to the best of my knowledge and belief since he wrote me that letter, and that letter was received by me from a foreign country. I warn him not to push the matter any further, and if he does I will disclose it in public where nobody is going to like it.

Hon. H. B. St. JOHN: The hon. member does not know that Barbados has the best telephonic communication overseas that is possible; so hush your mouth that you cannot speak to people of third countries.

Rt. Hon. E. W. BARROW: And the lady disguised her voice as a male. (*Asides*)

Mr. CHAIRMAN: I must have order, please. I just wish to communicate with the Clerk on the question of time. (*Pause*) You do not need time now. The hon. member for St. Andrew.

Hon. L. B. BRATHWAITE: Mr. Chairman, I have sat and listened in pain but certainly not with surprise to the behaviour of the hon. member for St. John. That he is capable of making the speech he made just now is not surprising to me. Those people in this Honourable House and the people in the country at large will not forget his venom in 1974 when he spat oil and fire on the leaders of the Churches in this country, the judiciary, the service organisations, the leaders of commercial life, the planter classes that he is now defending, all people in this society. If I could consider myself as a curser of his like, I would bow my head in shame and depart from public life. He is in my opinion a schoolmaster in the house of such action.

Mr. CHAIRMAN: Let me just remind the hon. member that I have had on a prior occasion this afternoon to call hon. members' attention to the fact....Order please! Will the members of the Opposition please be a bit less noisy? I have had to draw to the attention of the House and to hon. members that we will not permit personal vendettas. You will now please continue.

Hon. L. B. BRATHWAITE: I will bow to your ruling, but I hope that your ruling will contain some suggestion to strike from the record the abuse which was dumped on me by the hon. member for St. John. I must put the records clear. The records are here and I am going to deal with these matters. There are a number of things which the hon. member said, and I know his propensity, as I told you, I know his capacity, and I know what he is

capable of doing. (*Rt. Hon. E. W. BARROW rose.*) I am not giving way.

Rt. Hon. E. W. BARROW: On a point of order, I want to draw to your attention...

Mr. CHAIRMAN: On what does the hon. member rise?

Rt. Hon. E. W. BARROW: I am on a point of order, and I want to draw to your attention that at the top of his voice the Leader of the House is telling the hon. member for St. Andrew "curse him, curse him"! And the Attorney General is laughing and interrupting the proceedings with their highly improper behaviour.

Mr. CHAIRMAN: Will the hon. member please sit? I take note of your point. Order, please!

Hon. L. B. BRATHWAITE: Mr. Chairman, in my own honour I am sure you will be happy to think that I put the records clear. I should like to cite a number of things here this afternoon, and as far as my position is concerned, my position would never be due to that member there. I can tell you I left his party because I did not feel happy serving with him. He is nobody to serve with. I would never in my whole life want to serve under him and I will tell you that I am sorry for the people who have got to work with him. He is the most difficult and the most cantankerous person that could be met. It is not surprising that the person who enquired into his administration said all roads led to him; they had to lead to him because that is the nature of the man, and I can tell him I have absolutely no uses for him. If he has none for me, I have none for him either. I leave him to people like Pirate, to people like Sidney Burnett Alleyne whom he has advised and whom he continues to advise I believe and who paid him in counterfeit 25 cent pieces or shillings. He himself of his own volition said that. It therefore is not surprising what he says.

Now he talked about a letter which he said the Prime Minister wrote to him. The Prime Minister took me into his confidence and discussed this matter with me. It is a letter which, unless he is telling a lie.....and certainly he must be an honourable man, because he is in this Honourable Chamber and one would expect the honour at least to draw upon him since he is an honourable member. He said to the Prime Minister that the person who told him so was Captain Grant. Captain Grant is not a woman unless he has changed overnight. I have not heard that he underwent surgery. I discussed the matter with the Prime Minister and I myself told the Prime Minister to write him. I challenge the hon. member today on the floor of this Honourable House to make any documentation he has public because I want to tell you further...

Hon. H. B. St. JOHN: As a matter of fact, on a point of order, let him make it public now or let the public know what he is, an unabashed....

Mr. CHAIRMAN: Please be seated! Order, please!

Hon. L. B. BRATHWAITE: Mr. Chairman, anything in Barbados which is known to the hon. member for St. John is not anything that is private.
6.50 p.m.

He is incapable of keeping anything, he is not a fridge, therefore I would not want him to have a secret for me. I know him, therefore he could not keep a secret for me.

Mr. Chairman, the hon. member talked about the Seddons. I am very sorry that the hon. member for St. Michael North Central is here today, and I am sorry that he was the Minister responsible for transportation at some time or other; and that the former Leader of the Opposition and member for St. Michael South Central was also the Minister responsible, but I can tell you the reason why the Seddons came to Barbados. It was not because the Rocklyn was using them but because the Deputy Chairman of the Transport Board went to Bermuda, got in company with the agents there and made an arrangement with the agents, and the agents in Barbados for the Leyland were Rocklyn Bus Company Limited, and when I came into office it was reported to me that the Leylands were giving trouble and I undertook to carry out an investigation. I asked them what types of vehicles they had there and the number of the different types of vehicles.

It was felt that it was best to standardise the units and to have one type of unit. I think it was the hon. member for St. Michael North Central who mentioned earlier in the day that some buses were being cannibalised, but I thought you should have the right type of units where you could keep spare parts and service the whole fleet, but we discovered we were getting trouble from the Seddon Company.

The hon. member for St. Michael North East said they could not go down into St. Andrew, they could not get into certain places, but I asked why the Transport Board had stopped importing Leyland buses and I was told from the management that Leyland buses were not in production. At the same time I had discussions with the Chairman of the Transport Board who told me that that was not true, that he had had discussions with the representative of Leyland who was then in Jamaica and that he had asked him to come over, and I can tell you this, Mr. Chairman, at this point in time there are still other units of Leyland over 19 years old still rendering service to the Transport Board. With the Seddon units, as soon as you put on tyres on them in three months' time

they are eaten off. We could not allow a situation like that to continue. It is all right for the hon. member for St. John to say what he said because it suits his purpose to say so, but I know he was wrapped up in it. As a legal man you should know you should come with clean hands, and in this instance yours are not clean.

Rt. Hon. E. W. BARROW: Now, I have listened to the hon. member saying what would serve my purpose and all that, but I am objecting to the hon. member saying that my hands are not clean. I rise on a point of order and therefore he must withdraw it.

Mr. CHAIRMAN: The hon. member for St. Andrew, I call on you to withdraw those remarks.

Hon. L. B. BRATHWAITE: That the hon. member's hands are not clean in this matter? I withdraw that. I was not responsible for the introduction of Seddons, the Leylands were here before my time and if I came in and I carried out an enquiry and it was discovered that the Leylands — and I tell you this investigation and this recommendation did not come from myself, it came from all the technical people at the Transport Board and from the Ministry of Communications and Works. They thought that the best unit to have was the Leyland unit. The Government committed on my recommendation — and I was well advised that the Leyland bus was the best bus for the purpose — and the Cabinet agreed with that recommendation that Leylands should be purchased. At the time we were in a crisis position and we were putting pressure on Leyland to have the units stocked. They said they were not sure they would have been able to fulfill a promise which they made, they did not think they could have got the units for us in less than a year, and it was suggested that it would be in our interest if I took a trip to London in order to expedite matters, and as a result of my going to London I was able to cut the time in less than half for the delivery of the vehicles here. *(Asides)*.

I do not know what the member is talking about when he talked about having a party in London and paying for the party in American currency. When I went to England the Cabinet gave me funds to take me right through my period with Leyland, I did not go to Leyland begging. In addition to that, the Cabinet gave me the equivalent of £100 as an entertainment vote if I wanted to entertain. I told my Permanent Secretary to take care of the entertainment vote and he had it in his possession right through. I told him I did not know what he could get arranged for that, but if he could get something arranged and it was even going to cost a little more I would make up the vote. He told me he could get it done and the entertainment was arranged with the Barbados High Commission in London and the entertainment took place there, and the drinks came from there. The people who were working at the High Commission made

the fish cakes and whatever else they wanted to serve and the people who attended enjoyed them as well.

When people start to talk and people who like to get into the gutter, many people have had to suffer in the pathway of a lot of people in this country and were afraid of them and did not have the courage to stand up and fight back, but I am sure the hon. member for St. John knows me well enough, and if at his particular age and in his decrepit condition he can fight, I can fight him better, because sometimes when I see him coming up the stairs I attempt to hold his hand and bring him up here.

Mr. CHAIRMAN: It is now 7 o'clock.

Mr. CHAIRMAN left the Chair and Mr. SPEAKER resumed the Chair.

SUSPENSION OF SITTING

Mr. SPEAKER: The time is now 7 o'clock. This sitting now stands suspended until 8 o'clock this evening.

On resumption:

Mr. SPEAKER: This Sitting is now resumed. When the suspension was taken the House was in Committee of Supply, to that it now reverts.

Mr. SPEAKER left the Chair, Mr. ODLE took the Chair.

Rt. Hon. J. M. G. M. ADAMS: Mr. Chairman, I beg to move that the time for the completion of this debate be extended by one hour. This is to give the Minister a chance to wind up without prejudice to the member who is speaking.

The question was put and resolved in the affirmative without division.

Hon. L. B. BRATHWAITE: Mr. Chairman, the guilty fleeth were no man pursueth, and this is the situation as it now stands in this Honourable House. I was making a number of points when the time for interruption came and there was one point that I dealt with to some extent that was not adequately followed through — the question of Seddons coming to Barbados and the agency involved. I should like to put the record straight and say that at no time while the Government of the day was dealing with that agency's stock parts, did they give service to the Seddons equipment which they sold to Barbados. All the agents were concerned with was a quick rip-off by way of sales of their units and no other services. I had tremendous problems when I came to the Ministry in order to put the rolling stock in shape. The

crisis we are now faced with is the result of years of indifference on the part of the former administration. I was surprised to hear the hon. member for St. John in his usual manner — and one would have thought that by this time he would seek to elevate himself to the status of a statesman and not remain in the wallow of the normal day to day cheap politics. I thought he would have seen his way to do like Pierre Trudeau of Canada and decide to remove himself from the political arena which has no place for people like him. One would hope that with the fullness of time — and he knows when this is — he will see the wisdom and justification for removing himself and allow politics to operate in the way it should.

He said his Government had no intention of increasing bus fares from the price of twenty five cents. I would ask him — and I am sorry that he is not in his place — on what basis did his government arrive at the figure of twenty five cents for bus fares, and if they were not held at the point of a pistol by the hon. member for St. Michael North Central to decide such a fare or he would resign. It was no wish on the part of the hon. member for St. John to have cheap bus fares in this country. You cannot tell me that the bus fares under him would not have gone to sixty five cents. When fuel was comparatively reasonable, wages comparatively reasonable, parts fairly reasonable, during the time that parts and fuel went up in price and you are going to lower the bus fares? I cannot understand the economics in that; no normal person would do that. A government that did that would be electioneering or doing it under duress; and I suggest to this House that it was done with the election in mind and at the point of a pistol. And therefore when the hon. member said they would not move — we know them and their ability to stick to their words and the facility with which they are able to move away from their promises. Therefore to come and say that the fare would remain the same is not surprising to anybody.

In his attack on me he talked about my dealing with the planters. My dealing with planters is like dealing with the people of the country generally. If I do something that is wrong, I did it because I believed what I was doing was in the best interest of the country, and if I fail in the exercise I plead guilty to failure. But I have done nothing up to now that I consider wrong. As a matter of fact, I remain so unrepentant of anything that I would do the same things again, the rantings of the hon. member notwithstanding. It is very significant that he stands out as the only person — the odd man out — on his side who failed to say something good for me in this exercise. One must therefore infer that he came in here with a heart full of malice and wanted to have an opportunity to attack me. But I want to say that he is at the point where he cannot easily fight with me and there is no point in trying; he is wasting his time. I made a challenge to him before the moment of interruption comes to publicly produce anywhere in this country or on the floor

of this House any documentation he may have relevant to anything to do with me. I want him to produce it; I challenge him to produce it. He tried to back off this afternoon after he made a point, because he knows he has no case but he has an amazing ability to say things; he is known to the country for what he is.

But there is one thing I want to say before I conclude. I am a member of a Government whose exercises have been put to the test and found to be in order. I would like him to say whether the same thing can be said for his administration or whether there is still remaining on the books a number of question marks that the auditors have raised about the accounts of his administration. I am not aware that this Government has even set up a Cabinet sub-Committee to deal with the cutting up of land in this country and the Prime Minister of the day found it convenient to leave the country every time the lands were cut up.

8.10 p.m.

I would like to ask him what interest he has in Neil's Plantation, Frere Pilgrim and in my constituency at Turner Hall. These are matters that the country would like to know.

About my own position, I know very well that I can stand up to any criticism as far as my public life is concerned. The people in my constituency despite who is keeping noise, despite who is paying whom to keep meetings down there, decisions will be made by the people of St. Andrew in the fullness of time and I have no doubt whatever in my mind that the decision will be one favourable to myself.

The hon. member for St. John has done absolutely no credit to his party, to his life in Parliament nor his status as a former Prime Minister. I can easily equate him with the Fly that is moving night after night polluting the atmosphere in this country. It is this place, from this Honourable House, the highest Court of the land, the highest forum of the country in which he has been disgraceful. I personally would never like to see it again when I see such behaviour exhibited.

The debate throughout this whole afternoon was one of dignity and correctness right through until the hon. member for St. John came. It took a downward trend like a heavily loaded jet in the air, suddenly running into problems.

The hon. member is outside listening. I want him to come in here. I challenge him to come in here and produce the evidence that he says he has. I do not want him to go out and keep noise. Come in here and produce the evidence. You claim to be a powerful magaffy. You claim to have all the answers. You claim to know everybody's business in the country. You claim to be the greatest hurricane that the country has ever produced and

always has been. You have destroyed it and you are still trying to destroy people as you see them going along in a quiet way.

We in the Government and in this Party are conscious of our responsibility and we are not going to shrink from this responsibility. I am satisfied that everything has been done in the interest of bringing about a good transportation system in this country and no charge on any of us on this side will hinder us from pursuing that course and I am sure, Mr. Chairman, that all hon. members will agree that any failure on the part of the hon. member for St. John to produce his evidence in here or in the country will cause him to stay inflicted by the whole nation as a man who is not willing to back up his words with evidence.

Mr. CHAIRMAN: If there is no other hon. member who wishes to speak, I will ask the hon. Minister to wind up the debate.

Hon. C. L. BOLDEN: Mr. Chairman, this debate started about 12.20 p.m. It has continued until nearly 8.20 p.m. which shows that every member of Parliament has a deep interest in the Transportation System in this country. The debate brought forth speeches of high quality. It brought forth speeches of fact. It brought forth speeches of non-facts. It has left the realms of reality and it has gone into the personal business of persons and I am happy to say that the only thing that can be shown in the debate today is that the people of Barbados, after today, should look forward to a transport system that is second to none in the Caribbean. It is at this moment better than anybody has ever dared to say in this country.

Mr. Chairman, let me lay the ground work first because I am going through all the notes and I am going to deal with practically every speaker who has spoken today.

In the first place, the members of the Opposition, and forgive me if I use words that are unparliamentary, the members of the Opposition and particularly the hon. member for St. Michael South Central, his record of Parliamentary behaviour as far as I am concerned has always been one of personal abuse and dealing with personal characters.

Let me first set out the present position of the Transport Board. Everybody is talking about the chaotic position and I will deal with it from facts and figures not produced by anybody in the present Government, not produced by the Management of the Transport Board but produced by the consultants who are carrying out a Transportation Study in Barbados, and have only come in here in the last four months. They have submitted a

Preliminary Report to Government and this is what they say.

In 1969, and remember the Barbados Labour Party was not in power in 1969, the Transport Board was carrying about 30 million passengers per year. In 1970 the Transport Board dropped to about 18 million passengers per year. It fluctuated between 18 million and 19 million passengers until the end of 1975. By the end of 1976 the Transport Board, and one must remember that the Election took place in this country on September 2, 1976 and at the end of September, 1976, the Transport Board was then carrying 24 million passengers per year.

In 1977 the Transport Board was carrying 35 million passengers per year and in 1978, the Transport Board carried 35 million and by September/October, 1979, the Transport Board is now carrying 41 million passengers, and that is between January and September, 1979. So far this year we have carried in excess of 6 million passengers over and above what we carried last year for the whole year of 1978.
8.20 p.m.

When I hear people talk about the Transport Board being in chaos, as the Leader of the House has said that we are victims of our own progress. Mr. Chairman, there is no transportation authority in the world that has ever been able to cope with peak hour traffic. None. Let me show you why. In 1972, the then Government of the Democratic Labour Party commissioned a study called the King Report. The Honourable Member for St. Michael South Central comes into this House and the only thing that I can say about him is that he deals with the personal lives of the people in Parliament. His mentality is such that he can only deal with the personal lives of people. He forgets that he is a member of the Democratic Labour Party and I believe the Leader of the Opposition is ashamed of the gentleman because he comes in here and he says that he operated within the framework of the Democratic Labour Party before he became a member of Parliament. If that is so, Mr. Chairman, he should be aware of what went on during the regime of the Democratic Labour Party. I will come to him in due course.

If you look at the King Report, it was never published. I remember when I was in Parliament, I heard about the King Report and we tried to get copies of it. After the Honourable Member for St. Lucy tabled a resolution dealing with the transportation system I asked the Ministry of Communications and Works to dig up the King Report. The King Report reported in 1973, it was set up in 1972. I am going to deal with the fare structure. I am going to show you how members of the Opposition have completely forgotten what they did during their

regime. I am reminded that the Leader of the Opposition on May Day 1976 said there was going to be a two stage fare. Listen to the King Report. I heard the Member for St. Michael South Central saying that the Transport Board must now be regarded as a social service. The King Report was set up on 3rd October, 1972 and reported in 1973. This is what the King Report said at Paragraph 4: "In its approach to the problem the Committee operated on the basis that its main consideration should be the public interest and that it should aim at recommending a system which would satisfy the needs and requirements of the travelling public, taking into consideration the concept that transport is a public utility with commercial aspects and that it is important that the economic viability of the enterprise should not be ignored" on page 3. I show you, Mr. Chairman, how for political reasons today, you are going to hear that the Government is providing a worse service than the private concessionaires. You are going to hear that today from the Opposition, but in 1972, four years before the Barbados Labour Party came to power, Mr. J. C. King, a member of the Democratic Labour Party signed a report that said: "the failure of the concessionaires to fulfill their obligation to maintain an adequate number of serviceable units or to speed up their turn around sufficiently to compensate for the deficiency, provided a favourable environment for the affluence and growth of mini bus operations over the scheduled route by operators other than the concessionaires". Today, you hear the opposite.

The Honourable Member for St. Andrew and the Ministry files will show that the concessionaires were writing the Ministry of Communications and Works asking us to take over their routes because they could not service them any more. One of the paragraphs in this Report says that the Government has to take over the buses because the Government of the day was providing sophisticated buses for the tourists in the built up areas and the rural areas of this country were being left to the whims and fancies of the private concessionaires. The Rocklyn Bus Company ceased operations unknown to Government and the Government had to move in and take over the buses and the routes. Today, you are going to hear that the private concessionaires were providing a better service than the Government. In this year alone, up to September, we have carried 6 million more passengers than last year. The Honourable Member would not come in here. I want him in here before I am finished because I have some disclosures to make tonight. I want him in here because when I am finished with him he can sue me in any court. I am going to tell him about 1969. I want one of you to send and call him. I was hoping not to be mad. I will get to him in due course.

Mr. Chairman, let us look at the King Report again. The Leader of the Opposition said that bus fares have gone up and the Member for St. Michael South Central said the fares had doubled. They are forgetting the King

Report. On page 12, paragraph 18 the King Report said, I did not make it up, I am reading it and it dealt with a single stage fare of 40cents in 1973: "It is important too to reiterate that the stated fare structure could only support the operation of the transport system from 1974, providing operations commenced without the accumulative liabilities of the Transport Board and the cost of acquiring the assets of the Elite and Rocklyn Bus Companies". 40cents and it was forecast that by 1979 the fare structure on a single stage fare should be 60cents and that was without the 43% in salaries given to the Transport Board in 1976, a 25% increase given to the Transport Board in 1978 and a 39% cost in fuel cost to the Transport Board. They never told you that. They will not come in here now to listen, they will stay outside. That was in 1974 Mr. Chairman, gas in that year was about 80cents per gallon and it forecast a \$1.9 million profit a year for the Transport Board. That is the situation you face in here today.

Let us look at what the Transport Board is going through today. I am going to refer to the report that I believe the consultants who are working now have not seen. A report called the Richardson Report that was submitted to the Transport Board in 1973 as well.
8.30 p.m.

The Barbados Government at the time applied to ODM for a survey of the Transport Board because of public outcry at the time about the transportation system in this country. There was not at the time the industrial development that there is today. When the Barbados Labour Party came into power there was between 25% and 26% unemployment in this country, which I term to be about 25,000 persons out of jobs. The Prime Minister has said it is about 9% now which means there are about 14,000 people more travelling. In 1973 they brought Mr. Richardson down here, and listen to the terms of reference for Mr. Richardson. Mr. Richardson was to look at the existing passenger traffic pattern and likely future growth; extent to which existing traffic is being served by the undertaking and by competitive and complementary means of travelling; frequency, speed and general convenience of existing bus services and the extent to which these are influenced by such factors as traffic congestion, road traffic regulations and mandatory routing of buses; operational efficiency including fleet utilisation, bus operating schedules, crew duty schedules and rosters, outside control of vehicle and staff operations; existing fare structures and present level of fares in relation to the economic viability of the undertaking and social needs; fare collection methods and the accountability of operating staff for revenue collected. Now you hear what it said: accountability of operating staff for revenue collected. Ticket system and ticket inspection; arrangements for the convenience of passengers at bus stations, terminal points and

intermediate bus stop places, including control and supervision, queueing etc.; suitability of existing rolling stock and equipment from the traffic aspect.

Under engineering, arrangements for the daily servicing of the fleet including fuel, water, washing and interior cleaning; report of defects by drivers and subsequent arrangements for attention, running adjustments; arrangements for routine mechanical inspection etc., engineering staff strength and supervision among the others. Accountancy — too long for me to read. Personnel.

Mr. Chairman, let me tell you something that was submitted to Government at the end of 1973-74. In 1976 when the Barbados Labour Party came to power, Mr. Chairman, there was not a Personnel Officer at the Transport Board and they were then operating 176 buses. The Richardson report said that 60% of the buses in the country at the time were unserviceable and should be replaced immediately. Mr. Chairman, this Government in less than three years has spent \$9 million in new buses and \$8 million in subsidies, and that was at a time when the finances in this country in 1976-77 were at their lowest. You heard the same member talk about restriction of purchasing of refrigerators, the restriction of purchasing of motor cars, but he still said we had three years to buy buses. The Hon. Prime Minister said that \$6 million will be included in the next Estimates for new buses and an order will be placed as soon as possible for fifty new buses, and the remainder will come after the Estimates. But that is not the end of it. We took office, Mr. Chairman, without a personnel officer recommended by the Richardson Report; we took office without a chief engineer highlighted by the Richardson Report; we took office without a workshop manager highlighted by the Richardson Report; we took office without a traffic manager brought to light by the Richardson Report; we took office without a financial controller set out in the Richardson Report of 1973. What did they do for three years on the transport system? I have inherited a bad system, but they will seek to put the blame on me; but the hon. member will stay outside. I will tell you why they put the blame on me, and I am sorry he is not in here now.

Mr. Chairman, in 1969 I was a practising lawyer. I used to do a lot of criminal cases; I used to take breakfast in my house at 7 o'clock and I used to be in the Courts all day and eat dinner at 8 o'clock at night. I used to suffer with a pain in my chest, and the hon. member told me in 1969 that I had bad heart and I had ulcers and must not get on a political platform when Elliot Mottley was running. (*Asides*) You have not heard the balance yet. Don't say anything yet; wait for the balance. He told me that I should stop practising law; he told me I should not get on the political platform in the by-election in the City because I might drop dead. Every

time he sees me I will be a pain in his side, but Dr. Ashby now deceased, cured my ailment by gin and pot soda. (*Laughter*) But that is not all; that is just the beginning. When the hon. member for St. Andrew went to London to buy buses, he went into the office of ODM. He pointed out that the Government of the day wanted to provide the best bus service possible for the country of Barbados. He said we were hamstrung because we did not have a traffic manager to regulate the proper utilisation of rolling stock and the efficiency of the capital stock. ODM sent a man down here called Mr. Rostrum. The man started to regularise the transport system.

Mr. Chairman, I took office in September when I was in Canada. I was on a CPA tour. When I came back the then Chairman wrote me and I wrote a letter about four days after I went into the Office of MCW. I said that my view for the development of the transport system was that we should look at the bus stands and I still maintain that the Fairchild Street bus stand should be completely redeveloped. I have said before that we should have a type of structure that would accommodate about 20 to 25 bus bays; we should have a massive building there with shops at the bottom, apartments which would provide shops for the existing hawkers who are out there in the sun, we should have rest rooms for the crew, we should have rest rooms for the inspectors and an inspector's office, and I said we should even have a cinema, because I believe that the Fire Department could utilise the area of the Plaza Cinema and move the cinema into the building with a low concessionary rate so that people who are waiting on buses if they want could go into the cinema and walk out into a covered area to catch the buses.

8.40 p.m.

I said the first floor should accommodate the whole of the administrative staff of the Transport Board, and I said two other floors should be provided because this Government gets requests every day from international agencies for office accommodation and it could be a commercial venture, and I still stick by that. I said you first had to look at the bus stands, then fare collections. I said we should try to remove the actual cash from the hands of the conductors and I suggested to the then Board to investigate the use of turnstiles and tokens.

Mr. Chairman, the last Government brought turnstiles into this country for the Transport Board, but they can only be worked as meters; money down the drain, whether they like it or not. I said that the conductor should remain on the bus to aid the passengers, old people and children, to keep good behaviour. That is my policy for the Transport Board. I said we should update the Inspectorate because I heard that there were certain problems in the Transport Board and I thought the Board should look at this. I wrote in that letter to look at the type of buses we were using and consider it in the light

of short term travel you do, the travel when the rush is off, and come up with a suggestion.

I also said that we should look at the frequency of buses, because I do not believe that buses have any right standing on any portion of land for more than five minutes at any time of the day, and I will go down saying that I do not believe in it.

I also said they should look at rosters for crews. The Richardson Report said they had to look at rosters of crews. Mr. Chairman, when I took office at the Transport Board, do you know up to now — that is why I will come back to that hon. member — that crews in the Transport Board are categorised under Staff? About 250; casuals and peepers. The peepers are people who either have to travel down to the Transport Board and look up to see if they have a job any day, and sometimes they do not get a job, because the Transport Board now has a long list of absenteeism, people who work for four days, or they have enough money in their pockets and do not come out for their schedules.

Now we have started to work on the rosters, but I will come back to that. I also said in the letter we have to look at rest rooms for the crews, because I do not believe you can employ those people and ask them to go into the Transport Board, a particular bus stand or anywhere and then not give them a room. I believe that the ladies want to get off the buses and powder up their faces and so on. The Richardson Report talked about that and I saw this report for the first time on Monday and my letter of October 1978 will tell you what I wrote to the then Chairman of the Transport Board.

Management personnel and training: Mr. Chairman, these are the things my letter of the 9th September, 1978 highlighted to the then Chairman as policy. We had a Mr. Fennell who came down here from ODM in January 1979 who identified leakages in the Transport Board. The financial report said that the Transport Board is losing about 20% of its revenue in leakages. That is why we need to strengthen the Inspectorate of the Transport Board. Mr. Fennell started the roster system which the Richardson Report talked about.

I made a public statement on my first visit to the Transport Board that I wanted to omit a time bus. We had another man, Mr. Rostrum who was doing a good job and I will disclose now that as a result of the roster on one bus where the crews knew six months in advance how they were working that things started to look up. We were able to monitor the carriage of passengers on that bus. We worked out that we were saving \$50,000 a year on one route of the Transport Board. Mr. Rostrum was a retired man from England. He told me personally that it was a challenge which he accepted but he would have

preferred it when he was a younger man. Mr. Rostrum fell sick a Saturday and he went to a Dr. Rich, and do you know what he told the man? You have a blockage in an artery to your brain, and if you continue working you will drop dead; go back home. I asked the man if he told him what job he was doing and he told me yes. He is responsible for Mr. Rostrum going back home. I told the management of the Transport Board to get a letter from Mr. Rostrum saying what was his ailment, who advised him, and also to get a second report from a doctor in England on his return. We have not had a reply as yet. The same way I was to die in 1969, Mr. Rostrum was removed from Barbados when he sought to set the Transport Board in proper working order. That is his attitude, to tell people about having heart trouble, and his politics is of the lowest nature. I told him so in the corridor one day, that he is not interested in the development of this country, he has a personal interest in his position and the people who follow him. If they follow him they will find themselves in a situation that one day he will be the victim of their violence. That is what will happen.

Mr. Chairman, do you know what is wrong in Barbados? Everybody seeks to go to work at 8.00 and everybody leaves work at 4.00, and everybody hopes to get home or get in a bus at 4.05. It is impossible to do it, and I am saying here and now it is time that the commercial sector in Bridgetown and the industries in this country seek to look at a staggering of working hours, because all the minibuses are not going to carry home the passengers within the hour and the Transport Board buses are not going to carry home the passengers in an hour. Even now, Mr. Chairman, you hear about chaos. The new Chairman of the Board and the Board have taken up responsibility, we have had to give out buses to private enterprise to get them on the road, and by half past five or a quarter to six the bus stands are empty, and if you want a proper bus service, if you do not want to inject more than \$10 million into a transport service, the industries and the commercial sector of this country must look at staggering hours.

8.50 p.m.

I have said that if you talk about a tourist economy you must work out a situation where stores open at different times and open for twenty four hours a day. You cannot bring tourists to your country and shut down Bridgetown at 4.30 in the evening and 12 o'clock on Saturday and not open at all on Sunday. I have said that staggering the opening time for shops by one or two hours would relieve much of the problem we have with our transport system.

The hon. member for St. Michael North Central talked about increasing the bus fares. Under them the projection was that by 1979 bus fares would rise to 60

cents a journey. There was no fuel crisis at the time, but that is how they planned to run the Transport Board.

Mr. Chairman, let me get into some of the points raised by hon. members. From 1973 it was recommended that 60% of the rolling stock of the Transport Board had to be changed. In our efforts to move people about the country we have bought some 90 buses already within the past two years. A bus is now costing the Government \$90,000 for chassis and body.

One hon. member spoke about investigating the size of the buses. When I went to MCW, as a practising lawyer I had heard about a new motor Vehicles and Road Traffic Act. I have held meetings and have been able to finalise the Ministry's views on a new Motor Vehicle and Road Traffic Act. The Opposition will not tell you they have had two successive Ministers at MCW. I remember Mr. Frederick Smith saying in this House that he had given an officer one year from any other duties to bring in a new Traffic Act to this Parliament. It did not come. He has left Parliament and it still has not come. Well, I have sent such a Bill to the Attorney General Chambers and only one matter is holding up the new Motor Vehicles and Road Traffic Act. The Act contains new provisions for traffic wardens, traffic tickets and breathalyzer tests for drunken drivers. I believe that we have to take a different capacity of absorption of alcohol in this climate as against what is recommended in Canada and the United Kingdom and I have asked my officers to inquire from the medical officers what capacity they would recommend. That is the only thing holding up a new Motor Vehicle and Road Traffic Act coming to this House. The Act also includes new provisions for the inspection of vehicles and the construction of vehicles. So the Opposition is late, very late, when they ask what is happening in the Ministry of Communications and Works.

Now let us look at the workshop at the Transport Board. The workshop was set up to accommodate no more than nine buses at any one time. I heard one hon. member ask what is happening in St. Philip. I visited the Transport Board and I am going to deal with the question raised by the hon. member for St. Michael North Central. He talked about the general administration of the Transport Board. He said a Trinidadian was brought in as General Manager. No Trinidadian has ever been brought in to be General Manager of the Transport Board — I want to make that absolutely clear. We advertised for a General Manager and we advertised for a Financial Comptroller; we had three applicants for General Manager, and none came from Trinidad. But if members of the Opposition want to find out about Trinidad, a Trinidadian came up here in 1975 or 1976 and the then administration signed an agreement with the man for a tyre recapping tool — to recap tyres. *(Asides)*

Mr. CHAIRMAN: Order please. It is 9 o'clock, the moment of interruption.

Mr. CHAIRMAN left the Chair and Mr. SPEAKER resumed the Chair.

Mr. SPEAKER: It is now the hour of interruption and I must inquire if the matter under discussion is of a controversial nature.

Rt. Hon. E. W. BARROW: Mr. Speaker, as I understand the relevant Standing Order, at the moment of interruption — according to Rule 6(4) if the House is in Committee at that time the Chairman shall interrupt the debate and leave the Chair forthwith to report progress and ask for leave to sit again. Any other business unopposed will then be disposed of. Any other business — the business was interrupted and that business cannot be proceeded with as it was a matter in Committee. So I take it what Your Honour was inquiring was whether on the Order Paper are unopposed matters or opposed matters. My information is that all the other matters on the Order Paper, except those in Select Committee, are matters which are opposed on this side.

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, can I be permitted to ask the hon. Leader of the Opposition if the Visiting Forces Act is a controversial matter?

Rt. Hon. E. W. BARROW: The words used in the Standing Order are not whether the matter is controversial but whether it can be passed without debate and therefore it has to go through all the stages of the Bill. It is very simple; I don't see you can quibble about that.

Rt. Hon. J. M. G. M. ADAMS: The Order says "without opposition."

Rt. Hon. E. W. BARROW: You don't know whether there will be opposition to a word or a clause or anything.

Hon. H. B. ST. JOHN: Mr. Speaker, I am in your hands.
9.00 p.m.

Rt. Hon. E. W. BARROW: As far as Order No. 4 is concerned, Sir, my information is that we have no opposition as such to Order No. 4. *(Laughter)*. I wish the hon. member for Christ Church South Central will conduct himself a little more orderly.

Mr. SPEAKER: I wish to inform the hon. member that Item No. 4 is not under discussion and is not before this House. Item No. 4 is not properly before this House. This House is presently concerned with whether or not the last item which was under discussion is of a controversial nature.

I do not so find for this reason. No hon. member who has made a contribution so far has indicated that he would be voting against the measure. No hon. member and all hon. members of this House who have taken part in the debate so far never indicated that they would be voting against the measure. Consequently, the appropriate Minister is winding up.

Rt. Hon. E. W. BARROW: My understanding is. . .

Mr. SPEAKER: The Chair is restraining itself with. . .

Rt. Hon. E. W. BARROW: I do not know why he is laughing. With all respect to you, on a point of order.

Mr. SPEAKER: I wish that the hon. member for St. John realises that when the Chair rises, he should take his seat. I have ruled already that the item under discussion cannot be considered to be controversial.

Hon. H. B. ST. JOHN: Mr. Speaker, your Honour having proceeded in accordance with the Rules, I beg to move that the House go back into Committee to resume consideration of a non-controversial matter which is the subject matter of this House.

Rt. Hon. E. W. BARROW: On a point of order, Sir. I think as a member of this House and Leader of the Opposition in a parliamentary democracy, I am entitled to a little clarification on certain matters.

Under Order No. 6, Rule 4, and I am not questioning Your Honour's ruling. I just want clarification. The moment of interruption arrived. The Chairman of Committees left the Chair and reported progress and asked for leave to sit again. The Rules goes on to say "Any other business". At that junction the hon. Prime Minister asked for an indication as to what other business we should indicate. I said all the other matters are on the way and on reflection I said maybe Order No. 4 may not be.

Order No. 6 Rule 5 goes on to say "Any business which, when called during the time of unopposed business, is objected to by a member shall not be proceeded with, but shall stand over until the next meeting of the House." Now it is very clear to me that we came out of Committee in the middle of a matter which was still being discussed. We did not go back into it because anyone of us feels that somebody may not vote against the matter. We do not know which way people will vote. It may go backwards and forwards in the course of the day.

Rt. Hon. J. M. G. M. ADAMS: I have a further point to say on the matter. First of all there is nothing preventing us from going back into Committee because there are other items which will be dealt with in Committee.

There is another thing that can be discussed in Committee. That is point one, so that other business will

not be left out but the Chairman, if consulted, will tell Your Honour that the time for discussing the Resolution in Committee has expired and the Rule says when the time expires the Chairman shall put the question so there would not be any question of debate, opposition or anything. All that could really happen in my respectful submission is the uncontroversial matter of putting the question because the only matter is the question on the whole Resolution and both Heads standing part.

If the Rule says something about putting all questions necessary to decide the matter without further debate you will not return to Committee for the debate, you will return to Committee to put the question and from the question there can be no matter of controversy or opposition because nobody can oppose the Chairman putting the question if the Rule of the House says he is to put it. The matter will not be further debated. The matter will be the question.

I am submitting that it is in order to return to Committee and when we return to Committee all that can be done is the question being put on both Heads. It is up to the Leader of the House.

Hon. H. B. ST. JOHN: I am just awaiting Your Honour's final rule.

Mr. SPEAKER: My ruling is this. My attention has been drawn to Rule 6(4) and the Hon. Leader of the Opposition also referred to it. It says "At 9.00 p.m. hereinafter referred to as the moment of interruption, the Speaker shall interrupt the business under discussion." The purpose of the Speaker's interruption must be to enquire whether or not the item that is under discussion is of a controversial nature.

It is not when an hon. member might remain in his Chair to say "yes" or "no". The hon. member who is now attempting to say "yes" was sitting in his chair and has already made a contribution to this debate and at no time did he indicate that he would not be voting in favour of the matter. At no time. Likewise, the Hon. Leader of the Opposition also made a contribution. He did not indicate at no time. I rule that the matter under discussion is not controversial.

Hon. H. B. ST. JOHN: Mr. Speaker, I beg to move, in view of Your Honour's ruling that the House resume Committee.

Hon. L. B. BRATHWAITE: I beg to second that.

The question was put and resolved in the affirmative without division.

Mr. SPEAKER: Please, please. I will take this opportunity to explain. I did hear "no" by two hon. members.

A division has also been called for but I am satisfied that the division has been called for only to cause obstruction.

Mr. SPEAKER stands.

The Hon. Leader of the Opposition must withdraw the remarks that the Chair cannot say this. The Hon. Leader of the Opposition must withdraw that remark.

Rt. Hon. E. W. BARROW: I will withdraw it but I am not...

Mr. SPEAKER: Take your seat. Not in here. Take your seat.
9.10 p.m.

It is for the Chair to decide whether or not the call should remain in full. Both Government and Opposition must understand this quite clearly. A division may be called for but it is for the Chair to decide whether or not the call can be made in full. This Honourable House will now resume Committee of Supply.

Mr. SPEAKER left the Chair and the House went into Committee of Supply, Mr. ODLE in the Chair.

Mr. CHAIRMAN: The House is in Committee.

The question that Head 14 (1) stand part was put and resolved in the affirmative without division.

SUPPLEMENTARY ESTIMATES 1979-80, No. 14 HEAD 10 - MINISTRY OF THE ATTORNEY-GENERAL

Head 10 was called. To move the passing of a Resolution to grant the sum of \$86,482 out of the Consolidated Fund and to place it at the disposal of the Government to supplement the Estimates 1979-80 Part I - Current, as shown in the Supplementary Estimates 1979-80, No. 14.

On the motion of Hon. H. B. ST. JOHN seconded by Hon. H. deB. FORDE, Mr. CHAIRMAN reported the passing of one resolution in Committee and Mr. SPEAKER resumed the Chair and reported accordingly.

The question that the Resolution do now pass was put and resolved in the affirmative without division.

ADJOURNMENT

Hon. H. B. ST. JOHN: Mr. Speaker, Sir, I beg to move that this House be now adjourned until Tuesday, 11th December, 1979 at 12 o'clock noon. I want to intimate that it will be necessary to meet also on Tuesday, 18th December, 1979 in order to finalise the Government's programme for this Calendar Year.

Rt. Hon. J. M. G. M. ADAMS: I beg to second that.

The question was put and resolved in the affirmative without division, and Mr. SPEAKER adjourned the House accordingly at 9.20 p.m.
9.20 p.m.