
THE

House of Assembly Debates

(OFFICIAL REPORT)

SECOND SESSION 1976 – 81

HOUSE OF ASSEMBLY

Tuesday, 27th May, 1980.

Pursuant to the adjournment, the House of Assembly met at 10.20 a.m. o'clock.

PRESENT

His Honour W. C. B. HINDS, J.P., (Speaker); Rt. Hon. E. W. BARROW, LL.D., (Leader of the Opposition); Mr. R. St.C. WEEKES, J.P.; Hon. L. S. CRAIG, (Minister of Housing, Lands and the Environment); 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 Communications and Works); Hon. H. deB. FORDE, S.C., M.A., LL.B., (Attorney General and Minister of External Affairs); Mr. D. A. C. SIMMONS, LL.M.; 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. V. L. JOHNSON, M.A.; Hon. L. R. TULL, M.A., (Minister of Education and Culture); Mr. DeL. O. BRADSHAW; 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 the Meeting of Tuesday, 20th May, 1980.

Hon. H. B. St. JOHN: Mr. Speaker, these Minutes have been circulated and subject to any observations as to

error by any hon. member, I beg to move that they be confirmed.

Hon. L. S. CRAIG: I beg to second that.

Mr. SPEAKER: If there are no observations by hon. members, let these Minutes stand confirmed.

PAPERS LAID

Hon. C. L. BOLDEN: Mr. Speaker, I am commanded to lay the following:—

Loan Contract between Barbados and the Inter-American Development Bank relating to the Spring Garden and St. Barnabas Road Projects.

GOVERNMENT NOTICES

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, I beg to give notice of the following:—

Resolution to approve the use of the sum of U.S. \$1.5 million from the OPEC Special Fund for assistance in the provision of local cost funding for the Integrated Rural Development Programme.

Hon. L. S. CRAIG: Mr. Speaker, I beg to give notice of the following:—

Resolution to approve the compulsory acquisition of lands at Coleridge Street, James Street and Synagogue Lane in the parish of St. Michael, for the purpose of providing a new Supreme Court and Registration Department.

RESOLUTION TO ACQUIRE LAND AT CHARNOCKS, CHRIST CHURCH

Hon. H. B. St. JOHN: Order No. 5.

Mr. SPEAKER: Order No. 5 stands in the name of the Hon. Minister of Housing, Lands and the Environment to move the passing of a Resolution to approve the compulsory acquisition of land at Charnocks, Christ Church, for the purpose of road improvement.

Hon. L. S. CRAIG: Mr. Speaker, this item before the House is for the purpose of acquiring a portion of land at Charnocks in Christ Church for road improvement. As I understand it, Sir, it is felt that the roundabout at the Airport is a bit too sharp and for this reason the Ministry responsible for Highways has requested the Ministry of Housing to acquire this portion of land. It is supposed to be 3,352 square metres and abuts on lands of Spencers and on lands of Myrtle Walters and on the public road leading from St. Martins.

I can assure you, Mr. Speaker and this Honourable House that all the appropriate notices have been published in the papers, the persons involved have been notified of this acquisition and therefore there is not very much for me to say unless my colleague who is responsible for Civil Aviation would like to make any comments.

I beg to move that this Resolution do now pass.

Hon. H. B. St. JOHN: I beg to second the Resolution. This matter is proceeding in a very amicable way. There is a small parcel of land which is a bit of an enclave between the land owned by Government and Spencers Plantation which is also owned by Government. Originally when the roundabout was designed there it was thought that this particular piece of land would not be needed. However, subsequent to the erection of the roundabout it became clear that the roundabout was a bit sharp coming from the St. Philip side going towards St. Bartholomew. In addition coming from the St. Bartholomew side going to St. Philip, hon. members will notice that there is also a degree of sharpness. What is decided therefore is that temporarily with the permission of the lady, and she is a Miss Barrow who lives in Canada, she voluntarily allowed for the opening of the airport the Ministry of Communications and Works to reduce the sharpness of the round-about by making use of a small parcel of her land. That was done so as not to hold up the airport development.
10.30 a.m.

It has been agreed that the balance of the land would be acquired and I am informed that the lady is quite willing to have an exchange if necessary of another piece of Government land on another side of Charnocks. There is only an old lady living in the house, and all arrangements will be made for the smooth transfer of an equivalent piece of land to this lady.

The acquisition of this piece of land will also allow the Government to have a security fence in this area from the road side to the airport. At the present moment,

because of this house, it is not possible to do this. I would also state for the information of hon. members that it is the intention of the Government to straighten the road going towards Rock Hall. The road from the roundabout to Rock Hall will be straightened. Honourable members know that you have to go round a bend, and this matter is now in the hands of the Ministry of Communications and Works. As soon as they have the available designs ready, my Ministry has requested and Cabinet has approved that the road be straightened in order to take out that terrible bend around Spencers that one has to meet when you leave the airport. And if you are going to Gemswick you have to go around a very sharp V-turn. That will be removed and it is only a question of time. We would like to have this portion of land so that the road will be integrated completely with the new straightening exercises.

I want to inform hon. members that the Project Manager, Mr. Matthews, visited Canada and saw the lady concerned and she has voluntarily given up, pending the acquisition, 3,000 odd square feet, so that for the opening of the Airport the turn to the left could have been widened and visibility improved. It is purely a question of improving visibility on that side of the road.

Rt. Hon. E. W. BARROW: Mr. Speaker, I am very glad to hear that the Project Manager went to Canada and that the lady agreed with the improvement taking place. It is a pity that when the Project Manager was up there he did not straighten out the spelling of the lady's name. In the same way that since the enumeration we get very unusual spellings of the name Victor, so now we find the name "Phyllis" spelt "Phylis". However, that is only a little aside.

What I wish to draw to the Minister's attention is something that has been adverted to by the hon. Minister of Trade. It was always my view that the road from St. Bartholomew's should have gone straight out to Oldbury corner because the road that goes around through Spencers is not only tortuous to say the least, but is in a disreputable state of repair and the surface is very uneven and the road is always slipping. I am not suggesting this is anybody's fault; this was so from time immemorial. But since that part of the Island has become highly developed and we have shifted the airport further to the east, it is desirable that we get a more rapid and a safer means of transit from Bridgetown to the Sam Lords Castle area, and that particular stretch of road is one of the worst stretches, and I wonder if there is an existing road from Charnocks Village that goes out right by the shop owned by Mr. Webster by Oldbury corner. Now when you have straightened that road you still have another problem because a series of quarries have been interposed between Oldbury Woods and the St. Martins Corner and that is another area in which I think some planning should be done. We do not have a lot of land in Barbados and we

are getting more and more vehicular traffic every year. We are getting larger vehicles — Ready Mix Concrete trucks, big load loaders that move tractors and that kind of thing, and if we continue with these narrow roads we are going to have more and more accidents. So I hope some attention is going to be paid to straightening out these dangerous corners in that vicinity. We will support the Resolution because this matter should have been done a long time ago.

Hon. C. L. BOLDEN: Mr. Speaker, I must say that the Ministry of Communications and Works has actually prepared plans which have been approved by the Cabinet for the straightening of the road from the airport to the Rock Hall junction. We have been looking at this from the time of the development of the airport and we recognize the difficulty which motorists meet at the junction between Sam Lords Castle and the airport. The corner going into Spencers has presented us with numerous problems. It has been repaired over and over again, but this is a low lying area and the slightest bit of rain results in flooding around the corner. We must appreciate, however, that with the numerous road programmes in existence at the moment and the problems we have in getting workmen to complete these projects, it is a push on the Ministry to get the work done on that construction. This is going to be a major construction, and I would not like to start another road programme with the limited workmen we have. We also have the problem getting the amount of material needed for the road improvement programme. I fully appreciate the views of the Leader of the Opposition and wish that he would convey his own thoughts to his colleague who likes to talk about the dust at the Halls Road junction, etc. I would like to know how we can avoid the dust if we are bringing major road improvement to the country.

We have also been upgrading the road between the Rock Hall junction and Sam Lords Castle. We have barber-greened from the junction of what people refer to as the Farmer Bim junction. We are also paying special attention to that junction because I have been told that within the last ten years we have had eight fatal accidents there. Motorists complain that on whichever stretch of road they are in it appears to be the main highway. We have added four more warning stops in that area within the last year and we have had only one serious accident since then. The Ministry has looked at this situation and also at the possibility of overhead lights to see what we can do about it. I know that when I moved to St. Philip in 1968 the Ministry of Communications and Works was working on that very junction, I believe for over a year. It appears to me that we must have a roundabout in that area if we want to avoid the catastrophes that have occurred in the past, but we have been running into problems because a house has been erected on the left side going from east to west. However, the Leader of the Opposition can be

assured that the Ministry has been looking at the roads in that area. Some are in low lying lands but they will be improved as we go along.

What is happening in that area is nothing new. The roads in St. Philip have been in that state for over twenty years and I do not think that the Ministry of Communications and Works can completely remedy the situation in five years. We have a shortage of engineering staff at the moment, we are five engineers short but that has not prevented us from working full speed. Our engineers are working overtime and I am very happy that we have been able to produce plans which have been approved for development.

My colleague has drawn to my attention the situation at Gemswick and Oldbury woods. We have started improvements at Gemswick, and as the Leader of the Opposition has said, I too am particularly worried by the number of heavy lorries coming out from two quarries that have been opened within the last four or five years in that area. As soon as we mend the road it is broken again. I was told at one stage that one of the quarries was supplying material for the airport. Now that the airport is finished I would hope that we can repair these roads to a suitable standard that can carry some of the heavy lorries. And while I am on this I have already said that I think it is time that before importers bring vehicles into Barbados they should have them cleared with the Ministry of Communications and Works.

10.40 a.m.

We are working on a classification of our roads at the moment. We hope to classify them according to the construction as we know them because there are no records in the Ministry to tell us the sort of construction that we have on our roads in Barbados.

I notice within recent months heavy lorries are going through the Farm, vehicles bearing SL plates. They should not be going through the Farm. Drivers are taking short cuts and not keeping to the roads that they should keep to with the result that they are causing damage to roads that are incapable of carrying the weight of the lorries upon them.

We are doing a classification of our roads and we are looking at the classification of vehicles as well because we have certain roads by which we will allow these heavy vehicles to travel on but there are other roads we cannot allow these vehicles to travel on.

Take Bay Street, for instance. I believe you, Mr. Speaker, have noticed that opposite the Gas Station, I think it is the Shell Gas Station, there has been a constant hole in that area. We have dugged it out. We have resurfaced it and we recognise we will have to do some major work on Bay Street but at the sametime

when I hear people criticising, they should look around and see that we have permanent proof of repairing the roads like at Bay Street but as soon as you repair them the heavy lorries come and they are broken up again.

As I have said before, we are playing every attention to the roads between the Airport, Sam Lords Castle and the Crane, all that area. In our Ministry we believe that the East is being developed and therefore we should develop the right system.

We have gone so far as to remove a mystery, as far as I am concerned. Highway 7 run from Bridgetown to the junction before you came to Rock Hall and it suddenly went into Highway "End". Nobody could tell me why it was like that and we have even removed that so that any new map printed in Barbados would have Highway 7 running from Bridgetown to Sam Lord's Castle so that shows that we have been looking at the roads and we are taking all action to make them as best as we possibly could under the circumstances but until the artisan position is improved in Barbados and we can have more masons and more carpenters, we cannot go any faster than we are going.

We have a total shortage now at M.C.W. we can employ probably 8 to 10 labourers for every mason and carpenter once we can find them but despite the fact that we advertise on the Radio and we advertise in the Newspapers, we are getting applications coming from Jamaica, applications coming from Grenada and applications coming from Trinidad for masons and carpenters. Guyanese are writing and saying they would like to come to Barbados to work as masons and carpenters but we cannot get any Barbadians to come in because it would appear that they are all fully employed at the moment.

It is useless, as far as I am concerned, to bring artisans from other countries to Barbados to help us with the road work at this time. I believe that even if we do not produce everything that everybody wants one year, if we spread it out a bit longer, we will provide work for all Barbadians in time to come.

Mr. WEEKES: Mr. Speaker, I am indeed very happy to hear that the road near the Farm that something is being done to remedy that situation there. It is a major problem and it has contributed to the deaths of many people. It is a Four Cross Road and it is used daily by the tourists from the Castle and the Crane Hotels.

Now the Ministry of Communications and Works from time to time has erected several signs so that the drivers can read them and use their discretion when they reach that boundary point, but somehow, Sir, in many cases, when they are travelling this precipice, they forget to reduce the speed limit and consequently you get fatal accidents on several occasions.

It is a fact, Sir, that most recently, I would say for the past few weeks, that the accidents which have occurred there have increased from time to time and therefore this is a matter of paramount importance. Mr. Speaker, it is in the constituency which I have the honour to represent and therefore while I am expressing my feelings here to the House of Assembly, I am giving them the facts.

While the Minister has stated that there are several roads in St. Philip which have been in bad condition for several years, I would like to state this, Sir, that no Government in power can repair all the roads in one term and I will go as far to say perhaps in 100 terms. It is a colossal task and we can only allocate a reasonable amount of funds to roads annually and therefore it is a long-term policy.

When my Government was in power it did its utmost with the roads but now you are in power, you too must play your part with the repairs of the roads throughout the Island. I do hope that the Ministry will do everything possible to see that the roads which I have already referred to be given top priority.

I do not think it is a very costly exercise. It will take money and therefore I hope that he will do his best to expedite matters so as to reduce the number of accidents on that road.

Mr. SIMMONS: Mr. Speaker, Sir, it is with some regret that I rise after the Minister of Communications and Works has spoken because some of the comments that I intended to make would necessarily invoke a response from the Minister but I am grateful to the hon. member for St. Philip South who has just spoken for pointing out for the public's benefit and information and I hope that it gets the necessary publicity that no Government can be expected to repair all of the roads in Barbados to the satisfaction of all the inhabitants of Barbados in five years.

10.50 a.m.

The criticisms which this Government and the Ministry of Communications and Works attracted towards the end of last year, would not, in the light of the statement made by the Hon. Member for St. Philip South, who, himself, had been a Parliamentary Secretary, responsible for roads in the Ministry of Communications and Works — the statement made by him should go a long way to satisfying the public's mind that they cannot expect a Government to do all the roads in a five year period, but even though I recognise the truth in the submission of the Hon. Member for St. Philip South, he, of course, would have little to complain about in his constituency since this Government has been in power.

I recognise, Mr. Speaker, that the Ministry of Communications and Works in its planning policy for road improvement would have to bear in mind that Sam Lord's Castle is a developmental area in St. Philip but that at the same time, Sam Lord's Castle — I saw in the week-end Press I think — is developing its hotel occupancy by a number of additional rooms and the basic road from the airport through Oldbury, Mangrove, St. Martin's, Rices, Foul Bay to Sam Lord's Castle has been in need of great repair. The constituents of St. Philip South have been the greater beneficiaries of road improvement, than the constituents in St. Philip North.

I know that the extension of the road from Oldbury going to Mangrove, has been Barber Greened. I know that and it is in my constituency, I pass there from time to time. I know that around the Four Roads area, there has been road improvement; widening of the road in particular. I know that across from Rices, there has been road improvement in junction with Sandy Hill, I know that Foul Bay, that road which skirts the coast going pass Foul Bay and Crane Hotel, that that has attracted road improvement; these are main roads. I know that in St. John there have been many road improvements, but in St. Philip North, Mr. Speaker, I do not see the same kind of activity because looking at St. Philip South, the road from Union, or what is known as Union Road which abuts and abounds on my constituency and the Duncan's area, that road has been beautifully Barber Greened within the last few weeks. Yet, apart from the widening of the road, Mr. Speaker, from Summerville to Church Village, I can think of no major road works in St. Philip North.

Some road work was done in the first two or three years of this Party's existence in power. These were in main roads, these were subsidiary roads and I am grateful to the Government for having attended to the needs of my constituents in these areas. In particular, the road which runs through Church Village itself, below Chapel, starting from the Halton junction and going up to St. Philip's Church, is in need of repair and serious widening. The road above Ruby going through Long Bay is in need of repair, that is a main road, it wants Barber Greening, that is all it needs Sir. The road above Well House going through Merricks into Lyders Hill, that needs resurfacing and seeing that the equipment was on the border of these roads two weeks ago, I would hope that the Ministry of Communications and Works would move that equipment into some of the roads in St. Philip North for the improvement of those roads and for the benefit of the constituents of that area.

There are two matters which are of even more pressing moment which I wish to draw to the Hon. Minister's attention. Mr. Speaker, just as there is this dangerous bend at Charnocks which has always been causing problems, there is a dangerous bend in the East Point area, at what is known as Mullins Corner which was

surveyed by, I think it was, Mr. Massiah of the Ministry of Communications and Works when he was on the staff. I am not sure that he is still on the staff Sir, he may have been on a scholarship, but this was done in November 1978, pursuant to many letters which I wrote to the Ministry Sir and despite the fact that land owners on either side of the road, that is to say, the Sealys and the Mullins are willing, not to sell, but to give the Government the necessary square footage to allow for road expansion and to eliminate the danger that presents itself with the present state of the road. I have seen no attempt.

It caused me great pain Mr. Speaker, September last year to witness a collision in the corner, by two Transport Board buses which could only be repaired at great cost to the Transport Board. It is impossible Mr. Speaker for two buses to pass each other successfully in that bend and it caused me pain to have to go on the radio and say, that perhaps nothing would be done until lives were lost; in fact, some people suffered injury.
11.00 a.m.

It is not the fault of this Government as the hon. member for St. Philip South says; all cannot be done in five years; but it is a corner which monthly is the scene of accidents. I nearly lost my car there one day, Sir; the Transport Board lost two buses last year. This must be a priority for the Ministry and I hope that this year, not next year or the year after, this year I can see some positive action taken towards the elimination of the danger in Mullins Corner. Presently there are roadworks being carried out in the Well House area. We have a kind of "S" bend there. The Ministry of Communications and Works has in fact widened the first bend coming from Well House, what is known as the Shamrock bend, but that is only half the problem because the other part of the "S" needs also to be widened. That requires acquisition too of a portion of the land of Mr. Cyril Payne. I hope that the Ministry is not going to make the mistake to widen just one bend of the "S" and leave the other untouched, because since they have started to widen it, there have been accidents because people take that bend because the bend is now more gentle and wider and all of a sudden find themselves in this other bend on the road which is too sharp; so what you have to do is to cut off a piece of that on the right-hand side and make the bend more gradual. There is a slow down sign as you approach the bend which is not yet acquired, but I hope that the Ministry since they are working less than thirty yards away on one bend will complete the job by acquiring the necessary piece of land on the other bend to make that area safe in future.

There is time in which they can do it. That is why I am sorry the Minister spoke before, because I think this is a matter of urgency. There is no point just doing one bend and sending off the workmen somewhere else. Do

the lot and complete it in one fell swoop. I am appealing to the Minister and his officials to ensure that that second half of the road is acquired and the bend is straightened out once and for all, especially with the upcoming rainy season, because in there floods and it has to be properly drained. An attempt was made to clear the drains last year with some success. Now that they are widening the road, I think we may overcome the problem of flooding, but we would not overcome it 100 percent unless MCW continues its work and takes off a piece of the other bend opposite Dr. Edghill's Surgery and opposite the entrance to Harry Smith.

Hon. C. L. BOLDEN: If Your Honour would give me the right at the House's pleasure to make one or two comments on what the hon. member has said. I know that I have lost my right already, but I should just like to....

Mr. SPEAKER: The Hon. Minister has already spoken to the Resolution. I believe that the Mover is entitled to wind up and make any points that the Minister intended.

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

THE EXPATRIATE PENSIONS ACT, 1980

Hon. L. S. CRAIG: Mr. Speaker, Item No. 3.

Mr. SPEAKER: Item No. 3 is the instant order of the Day, and stands in the name of the Rt. Hon. Prime Minister to move the second reading of a Bill to alter the Constitution to enable payment of certain expatriate public officers' pensions to be assumed by the Government of the United Kingdom pursuant to an agreement between the Government of the United Kingdom and the Government of Barbados.

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, the process of decolonisation is a long one and this Bill represents another stage in the completion of the separation of the political and governmental ties between the Government of Barbados and the Government of the United Kingdom. As you will recall, Mr. Speaker, and many of the older citizens and residents of Barbados, there was a time when the higher ranks of the Barbados Civil Service was filled by persons whom although many of them may have been Barbadians were treated as members of a general colonial civil service liable to service in any one of the former British colonies. The best known of these officials were Governors and Colonial Secretaries and although in our life time, Mr. Speaker, there were never a great number of Englishmen actually in service in Barbados, the Governor, the Colonial Secretary, the Commissioner of Police, off-hand I cannot remember any other post that was invariably filled by an

Englishman, yet the rationale of the existence of a colonial public service of a colonial service was the imperial power structure, and extraordinary steps used to be taken to preserve the pension rights of all non-Barbadian public officers who had been recruited to the colonial service whether legal, police or civil. These steps found expression in Sections 103 and 104 of our Constitution as they did in the Constitutions of virtually all ex-colonies.

Section 103 is entitled "Protection of Pension Rights", and under that Section no public officer of any category whether Barbadian in the public service or one of the other commissions or British under former provisions can have any less favourable a pension that was in existence on Independence Day. And under Section 104 the mistrust of politicians that informed virtually all the independence constitutions of ex-colonies removed from us in Parliament the right to deal with pensions, to change pensions, and it gives to the Governor-General on the recommendation of a Service Commission the right to grant and withhold a pension; so we now find ourselves as politicians in a situation where we carry on our books, I make it in all — some may have died — but at the beginning of last year we carried on our books 81 civil servants who have served in Barbados but who either are not resident here, are not citizens of Barbados or opted under the previous provisions to take a pension as an expatriate officer and not as a local officer. There are a number of days to consider. The first significant day is 16th October, 1961.
11.10 a.m.

Until that day the system of appointing civil servants and promoting them was *de facto* a colonial system. That was the date in fact, though it was not generally recognized, when we attained full internal self-government under the Premiership of Dr. Cummins. It was only six weeks before the elections in 1961, so that little period has been overlooked. But as from that date the Services Commissions — the Public Service Commission, the Police Service Commission and the Judicial and Legal Services Commission took over the responsibility for appointing and promoting public servants.

The next important date in November, 30, 1966 when the country became independent. I have already indicated that, notwithstanding Independence, the political institutions of the country do not have power over this particular area, so we now have a situation where it has become inconvenient for one reason or another to continue paying these pensions in the old manner.

I think that even as recently as 1966 when we became independent it was considered that sterling and the Barbados dollar were immutably tied together, that

the only direction the Barbados dollar would move in relation to sterling would be down, and that public officers would always be glad to have their pensions in sterling. But as a file before me reveals, when this Government first took up the cudgels of this matter, far from being \$4.80 to the pound the Barbados dollar was \$3.20 to the pound; so persons living in Barbados who had their pensions denominated in sterling were getting very much less than before, and for persons living in England it cost that much less to pay their pensions in Barbados dollars than it did when the pound was \$4.80, and this is still the case.

But there is also another factor. Although it was virtually made a condition of independence in all of the ex-colonies that the pensions of former British public servants be guaranteed, a number of the African ex-colonies refused to pay the pensions of those whom they regarded as their former colonial oppressors and the British Government therefore found itself with a large number — because there were always many more English civil servants in the non-West Indian colonies than we have ever had out here — we never had the system of district commissioners and district collectors and so on — but a large number of civil servants found themselves without pensions. The British Government paid those pensions but the colonies like Barbados continued to pay the pension and have continued to give the ex-British Civil Servants cost of living allowances on the same basis as was given ex-Barbadian civil servants. This is something for which there was no requirement in law or by the Constitution, and these ex-colonies found it unfair that the British Government should pay the pensions of some civil servants who had served in Africa but not to pay those who had served locally. This was drawn to the attention of the Government headed by the Democratic Labour Party — which has apparently decided to walk out of the House of Assembly on this issue — despite the financial advantage which would accrued to Barbados to enter into an agreement with the British Government to pay the pensions thereby putting all the colonies on the same basis. The former Government was hesitant to enter into Phase 1 of the agreement offered by the British Government to pay its own civil servants but it would not proceed to Phase 2 of the agreement which is the subject of the Bill before the House.

This Bill will transfer from the Government of Barbados entirely to the Government of the United Kingdom the responsibility for paying the pensions of British civil servants who served in Barbados before 16th October, 1961. For persons who have served since that date the Government of Barbados will still refund to the British Government very small amounts of money to represent that portion of service which an officer may have had in Barbados.

The agreement is of great financial advantage to the Government of Barbados, but its implementation contradicts the provisions of Section 104 of the Constitution which says that only the Governor General can grant or withhold pensions. In effect what we are doing is withholding the pensions of former British Civil Servants, and that is in breach of Section 104 of the Constitution. Now they will get the money, but from the British government, not from us.

It is therefore necessary to bring this Bill to Parliament in this form. Section 104 will not be altered despite the wording of section 3 of the Bill. We are advised by the Attorney General that is the Constitutional form required to give effect to the purpose of the Bill. The important section is Section 4 which says that notwithstanding Sections 103 and 104 of the Constitution, pensions payable to expatriates public officer ceased to be charged on the Consolidated Fund upon the assumption of the payment of pension from the Government of Barbados in pursuance of the agreement.

I have a list of the officers involved. Many of them are persons who have been of great service to Barbados and some of them are persons who have been of little service, and in one case one of them was in fact removed from Barbados in disgrace; but despite that we have been paying a pension of \$27 a month to him from the date of his retirement. There are a number of persons who, I suspect, many of us will be surprised to find still alive — like former Captain Holmes-a-Court of the Police Force, former Police Commissioner Michelin, Mr. Howard Hayden — a former Director of Education — these are household names of our childhood, Mr. Speaker, but not so well known to the present generation. I even observe Sir John Saint's name on the list and really didn't realize he was still alive. People who know some of these pensioners will be glad to hear that they are not going to suffer. They are living in Britain or elsewhere, they will now be pensioned in some cases on more favourable terms because they will now benefit from specialized legislation in Britain which indexes pension on the basis of the very great increase in the cost of living in Britain, whereas our indexing in Barbados has to be *ad hoc* and carried out every two years instead of every two months as in Britain.

But I think that the purpose of the Bill will be well understood by members of this House and by the public. The Bill confers an unmitigated blessing on Barbados. We are relieved of a financial burden; the officers concerned are not in any way going to suffer — perhaps they will be better treated now than by Barbados. The section of the Constitution is not going to be altered in any way that will adversely affect local civil servants.
11.20 a.m.

I think on the whole, Sir, that the only people who are against this Bill and whose attitude towards this Bill

has shown how little they have the true interest of Barbados at heart would have to be the members of the Opposition who by letter from their Leader dated April, 10th, 1978, refused to support the passage of this Bill in a constitutional manner and who, on more recent occasions, have by one means of sophistry or another avoided giving any support to this Bill and who in one case have walked out of the House of Assembly leaving a brief case and a pair of spectacles behind to indicate unwillingness to participate in this very essential piece of public business.

By their deeds shall ye judge them, Mr. Speaker, and in the fullness of time the irresponsibility of some of the persons who man the Opposition benches in this year of 1980 will be judged by those to whom a responsibility has been placed in their hands.

Mr. Speaker, Sir, I beg to move that this Bill be now read a second time in the manner provided by the Constitution which is for the specific and affirmative votes of two thirds of the membership of the House of Assembly, Mr. Speaker. I do not think it is necessary to call for a division but I think what has to be done is that the votes have to be taken. In other words, our presence in the House in the number of 16 will have to be recorded by the Clerk, Sir.

I beg to move that this Bill be now read a second time in the manner provided by the Constitution.

Hon. H. B. St. JOHN: I beg to second that.

Mr. SIMMONS: Mr. Speaker, Sir, I just want to ask the Prime Minister a number of questions arising out of this Bill. It may have escaped my ears but I do not believe he gave the number of persons involved and the amount of money that will not in future will be a burden to the Consolidated Fund.

As I understand it, this alteration of the Constitution in fact is going to save Barbados some money in the future and clearly it is the result of an Agreement, if I understood the Prime Minister correctly. Part I as it were of the Agreement was entered into by those members who are now absent or at least the Party to which they belong and they obviously do not have the courage of their conviction to carry through the finalisation of the Agreement.

This alteration to the Constitution, Mr. Speaker, in my submission, does not in anyway derogate from the primacy of the Constitution. It does not infringe at all on any of the fundamental rights and freedoms which we should jealously guard in this country. Therefore, it is a little difficult to understand the Opposition's unwillingness to participate in today's debate except that the hon. member for St. Philip South seems

constructively or perhaps symbolically present by leaving his briefcase and glasses in the House opposite where he sits and to that extent there may be some quiet support coming from him even though it may be the policy of his Party to stay away.

Mr. Speaker, there are other fundamental questions relating to the Constitution on which I would want an answer. In 1974 in a very fundamental matter, the then Government, now the Opposition, sought to alter the Constitution as a matter of principle and belief and the membership of this Party and the membership of the Party in this Honourable Chamber then opposed a number of those amendments.

We must be consistent, Mr. Speaker, if we felt so strongly about the amendments then, I think sooner or later it is going to be incumbent on us to put our opposition of principle into practical effect by amending the Constitution to reflect what we thought then and still believe is right for Barbados. Otherwise, you leave yourselves open to the charge that you are only blowing hot air when in Opposition but when you had a chance by having the requisite number to do something about it, in another way, to put your money where your mouth was, you did nothing about it and I do not believe that the Constitution of a country, the written Constitution as we have, should be tampered with from time to time.

If a need is there for serious constructive amendments to the Constitution, then I think there must be a tidier procedure to bring all of the necessary amendments which have shown themselves as being expedient over a period of time, bringing them all in one package and hacking the thing out once and for all. This is as I understand it.

As I said, this is a matter that is of no great importance in terms of its infringing on people's rights and so on and it is only that the Constitution has made provision under Section 49 I think it is, and to that extent in order for these people to be paid by the British Government you would have to make the necessary amendments but this is almost as we would say in Law *de minimis*, of little importance.

I would hope that the opportunity would be taken for the Government to state what is its position in respect of the implementation of the various recommendations of the Cox Commission of the Constitution so that not only backbenchers but the public alike would have some idea as to what is the likelihood of the Government for giving vent to some of the recommendations to the Cox Commission which are worthy of implementation.

Rt. Hon. J. M. G. M. ADAMS: The information which the hon. member require, Sir — I do know that there are one or two obvious persons who by their nature

are not young, Sir. One has died since my list was completed but in the middle of 1978 there were 81 people in all.
11.30 a.m.

Sir, I cannot say how many because I have not got today's list. There is a certain number of widows still Sir, but including the widows of former public officers, it would appear to me that there are over 70. They were 81, two years ago, but it would have to be over 70 now Sir. I think really that is all Sir that I can help the Hon. Member with.

The amount of money Sir, is a little more difficult to calculate because at present, we are having reimbursements agreed. There is a Suspense Account which the British Government is holding back for when we determine the amount of pensions for the people after 16th October 1961. There is also another point Sir, the longer we delay doing this, the more money it costs the Government of Barbados.

The previous Government delayed and delayed. It wasted time amending the Constitution to allow the Rt. Hon. Prime Minister to appoint the judges rather than have the Judicial and Legal Service Commission appoint them. It wasted time with that and it was not carried out to useful measure to be of benefit to the revenue of Barbados like this, so it cannot really give the whole amount without a calculation that can only be done after this Bill is passed and the British Government and the Government of Barbados set a date for the final cut off. If the Hon. Member will remind me, I think he will have to remind me next year Sir, when all this has been worked out, I will give him the information privately. I expect that he and I will still be in here and I will give the Hon. Member the information required.

I beg to move that this Bill be now read a second time and in a manner required by the Constitution.

Hon. L. S. CRAIG: I beg to second that.

The question that the Bill be read a second time and in a manner required by the Constitution was put and resolved in the affirmative without division, the House voting as follows:

AYES: Rt. Hon. J. M. G. M. ADAMS; Hon. H. B. St. JOHN; Hon. L. S. CRAIG; Hon. H. deB. FORDE; Hon. C. L. BOLDEN; Hon. L. B. BRATHWAITE; Hon. L. R. TULL; Hon. B. A. MILLER; Dr. CHELTENHAM; Mr. WARD; Mr. SISNETT; Mr. JOHNSON; Mr. SIMMONS; Mr. E. E. ALLEYNE; Mr. BRADSHAW and Mr. ODLE — 16.

On the motion of Rt. Hon. J. M. G. M. ADAMS, seconded by Hon. H. deB. FORDE, Mr. SPEAKER left the Chair and the House went into Committee on the Bill, Mr. ODLE in the Chair.

Clauses 1 to 5 inclusive were called and passed.

The Schedule was called and passed.

On the motion of Rt. Hon. J. M. G. M. ADAMS, seconded by Hon. H. deB. FORDE, Mr. CHAIRMAN reported the passing of one Bill in Committee and Mr. SPEAKER resumed the Chair and reported accordingly.
11.40 a.m.

Rt. Hon. J. M. G. M. ADAMS: I beg to move that this Bill be now read a third time in a manner provided for by the Constitution of Barbados.

Hon. L. S. CRAIG: I beg to second that.

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

Mr. SPEAKER: Let the "Ayes" be recorded.

AYES: Rt. Hon. J. M. G. M. ADAMS; Hon. H. B. St. JOHN; Hon. L. S. CRAIG; Hon. C. L. BOLDEN; Hon. H. deB. FORDE; Hon. L. B. BRATHWAITE; Hon. L. R. TULL; Hon. Miss B. A. MILLER; Dr. CHELTENHAM; Mr. WARD; Mr. SISNETT; Mr. JOHNSON; Mr. SIMMONS; Mr. ALLEYNE; Mr. BRADSHAW and Mr. ODLE — 16.

Rt. Hon. J. M. G. M. ADAMS: I beg to move that this Bill do now pass.

Hon. L. S. CRAIG: I beg to second that.

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

AYES: Rt. Hon. J. M. G. M. ADAMS; Hon. H. B. St. JOHN; Hon. L. S. CRAIG; Hon. C. L. BOLDEN; Hon. H. deB. FORDE; Hon. L. B. BRATHWAITE; Hon. L. R. TULL; Hon. Miss B. A. MILLER; Dr. CHELTENHAM; Mr. WARD; Mr. SISNETT; Mr. JOHNSON; Mr. SIMMONS; Mr. ALLEYNE; Mr. BRADSHAW and Mr. ODLE — 16.

Mr. SPEAKER: Sixteen hon. members having voted "Aye" I declare the "Ayes" have it, and accordingly this Bill has been passed as provided for by the Constitution of Barbados for an amendment to an entrenched section thereof.

THE CIVIL ESTABLISHMENT (GENERAL)
(AMENDMENT) (NO. 3) ORDER, 1980

Hon. H. B. St. JOHN: Mr. Speaker, Item No. 6.

Mr. SPEAKER: Item No. 6 is the instant order of the day and stands in the name of the Rt. Hon. Prime Minister to move the passing of a Resolution to approve the Civil Establishment (General) (Amendment) (No. 3) Order, 1980.

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, this is a Civil Establishment Order which has collected together a number of posts that have been provided on a temporary basis for some time. It also provides for redesignation of various posts and the creation of the post of Registrar of Titles in respect of the new land registry which is being set up.

One of the greatest disincentives of efficiency in the public service, Sir, occurs when Governments cannot make up their minds how many civil servants they need, and therefore they keep people in temporary positions for long periods of time. This is only part of the wider business of acting which was so vividly described by a witness before the Duffus Commission who designated the Port Department as Hollywood, everybody down there was acting all the time. Well I do not want any Hollywood in the Ministry of Finance and Planning. I would like my officers to know that their posts are secure and established, and I would like to see as far as possible this throughout all the Ministries.

In the Ministry of Finance I propose to establish a post of Chief Budget Analyst and two further Budget Analysts, the post of Senior Economist and two further posts of Economist and also two posts of Clerical Officers which have been temporary for some time. We get qualified people very cheap in Barbados. Inside my Ministry I would not like to tell you how many degrees exists in the Ministry of Finance and Planning. I am put to shame when I realise that we probably have as many people with second degrees at the top of the Ministry of Finance and Planning as they have in the British Treasury; perhaps more. I believe Mr. Emtage is probably better qualified than the Permanent Secretary to the Treasurer of the United Kingdom, and we yet insist on paying these people petty amounts of money.

I suppose I should not be talking in the middle of salaries negotiations, Sir. Maybe the Unions will accuse me of wanting to give the economists too much, but I think we should be very grateful in Barbados that we can hire qualified economists from the University with a few years' experience at a maximum salary of only \$1550 or \$1562, I think it is, a month, and if there is one thing that I can say, and I really hope that the Unions will not object to this, the Government does not intend any

longer to perpetuate a situation where its professional, managerial and top administrative staff is grossly underpaid in relation to salaries that prevail in the private sector. The Permanent Secretaries, Sir, have only had a 25% raise since 1974 and since then the cost of living has gone up something like 113%.

I would warn my colleagues in the Cabinet that I am not going to support necessarily the same percentage margin over any increased emoluments which Permanent Secretaries may get in relation to ministerial salaries in due course, although clearly since we have already established the principle that ministerial salaries and those of members of Parliament will go up at the same time as public officers, there may have to be some increase; so I would not want my colleagues both on the ministerial and back benches and the Leader of the Opposition who has had over 100% raise over the time that civil servants have only got 25%, top civil servants — we have not heard any objection from the Leader of the Opposition who has had the biggest percentage increase of any Parliamentarian. The Leader of the Opposition now gets more as Leader of the Opposition than his Ministers got when they sat in his Cabinet. We have not heard any complaint about that. We only hear about ministerial salaries, not a word about that. But anyhow, the fact is that at the level at which we are speaking, I do not any longer intend to tell the people who have to run the civil service that they must continue to be underpaid. Certain offers have been made, they have been made public, so I think that it is understood that there will be a salary increase at this level more considerable than the last two increases. But certainly, Sir, even if you cannot give all the money, you can make sure that people have security of tenure while they are waiting to know what the new salaries are.

The second area in the Ministry of Finance and Planning is the Public Investment Unit. This is a unit which I had manned not very long after taking office, and it has proved its worth abundantly in the three years.
11.50 a.m.

I will like to pay tribute to the Manager and the Chief Project Analyst who has been of great assistance to a number of Ministers and has given excellent advice. The Manager of the Public Investment Unit has made himself available for transfer to specific units to lend of his expertise. He is a very well qualified person with two degrees, and I think that the unit whose purpose is to ensure that the resources of the country are used in the best possible manner has seen its cost already many times over. It is to the investment unit that we turn for an analysis of the feasibility of the schemes and development, both private and public, when we are seeking to make our decision. It effectively forms the secretariat of the Planning and Priorities Committee which is an inter-Ministerial Committee on which a number of

Ministries are represented by their Permanent Secretaries or Ministers, and it is this committee which decides on projects in the widest possible sense before they come to the public and are fully voted. It is this Committee which has dealt with the National Health Service, for example, and has dealt with the building of the Central Bank Headquarters which will be the largest and most expensive building ever to be put up in Barbados. We deal with all these things — we deal with the day nursery at Sayers Court; we deal with the new fishing harbour just north of the Careenage, and we think that the effective secretariat of such an important Committee should be placed on a permanent basis and therefore I have decided to establish to posts of Manager, Chief Project Analyst, Senior Project Analyst, Senior Analyst, Administrative Assistant and a Stenographer. A Senior Technical Officer is also going to be redesignated as Senior Project Analyst and the former post of Chief Economist will be called Project Manager.

I think that is all for the Ministry of Finance, but the Prime Minister's office as such requires a post relating to the Central Emergency Relief Organization. We had a full scale emergency alarm last year — I do not mean an exercise, I mean an alarm — with the threat of a highly destructive hurricane, perhaps the most destructive since 1780, and the Emergency Relief Organization was tested to its fullest at that time. The Organisation in the preliminary stages showed that its machinery was well oiled, but upon examination of what was required arising out of the hurricane warning it was decided that we should establish this post of Supervisor of Emergency Services. We think that there is need for some ongoing permanent provision for overseeing the central emergency activities generally. The Central Emergency Relief Organization is currently engaged in a stock piling exercise to see how well provided with food and other essential commodities the Island is. There is a great deal of work going which occupies the attention of the head of the organization as well as other officers, and the workload is such as to justify the establishment of this post. At the same time we are abolishing another post which was a little undergraded for the work involved, that is, the post of Administrative Assistant.

In Defence and Security it is necessary to have a new accountant because we have very substantial accounts to be dealt with in the Defence Force and the new Immigration Section, and we are asking for one Accountant in that Ministry. The other posts contained in this Order are under other Ministries and I imagine that the Ministers responsible may wish to say something about the other positions suggested.

I beg to move that the Resolution do now pass.

Dr. CHELTENHAM: Mr. Speaker, I want to take this opportunity to comment on the Public Investment Unit, the Planning and Priorities Committee and my own

private view as to the position of these organizations in the structure of government.

I have for a long time held the view that the time is right in Barbados for us to have an independent Ministry of Planning and Development. There is always an area in which serious students of Government can disagree but I myself think that there is perhaps something contradictory between the two functions of Planning and Finance. Most Ministers of Planning have always behaved like inverted Micawbers, turning down for the most part things that come before them. Planning is by definition expansionist development oriented in nature and I wonder if at times the Prime Minister himself does not feel an unbearable tension in having to house, as it were, within one person these two conflicting at times responsibilities of Minister of Planning and Minister of Finance. I think we have reached the stage where we are involved in so many major development projects in Barbados, cutting across several Ministries and involving large finance, much of it coming from several sources overseas, that there needs to be one body working full time looking after these matters, and therefore my suggestion for a Ministry of Planning and Development. The Oistins Project is a good example of what I mean. You have an input there from the Ministry of Communications and Works with regard to the roads and the reclamation necessary; you have need for cold storage and abattoir facilities involving the Ministry of Agriculture; the Ministry of Education is involved in the resiting of the Public Library; the Ministry of Health is involved with the new Polyclinic; the Ministry of the Attorney General is involved in relation to the new Police Station. So there are several Ministries involved in that one project and I wonder myself if there is any one Ministry that is coordinating the work. It seems to me that one of the reasons why it perhaps has been blown off course for a year is because there is no one Ministry that is charged with the authority of co-ordinating all the responsibilities of those Ministries and attend to the problem from day to day — the problem of resiting residents, the problems of compensation, the problems of seeing that tenders are going out on time, the problem of cost overruns and so on; I think myself that is the responsibility of a separate Ministry of Planning and Development.

12.00 noon.

I can well say that it will be extremely difficult for the Ministry to find the right persons to the extent that the Ministry would be cutting across several other Ministries. The person who is in charge would have to have earned the respect of his colleagues and the one possessed with such authority as to carry the Ministry but I do not think that that is insurmountable, certainly within our ranks, to the creation of that sort of condition which I think is becoming more and more urgent and necessary.

I would see such a Ministry, Mr. Speaker, concerning itself not only with the overall physical economic planning development of the country. I would see it concerned with negotiating finance from Agencies overseas, looking at the question of cost overruns, concerning itself very intimately with manpower planning and manpower studies and generally, doing all that is necessary to ensure that we can look ahead both in the short term and in the long term and plan effectively and as efficiently as we can to so organise our resources as to make the place as liveable and as profitable for all of us.

There is just one other aspect of this matter that I would like to comment on and it relates to the relationship between the Public Investment Unit and the Industrial Development Corporation. Every now and again, Mr. Speaker, there seems to be some confusion and some duplication of efforts with respect to who is to carry out feasibility studies in relation to large projects that come before us and sometimes come at the same time before officials of the Ministry of Finance.

I get the impression, Sir, that the relationship in the boundaries between the Industrial Development Corporation and the Public Investment Unit that those boundaries are not as clear as they ought to be and some-

times projects are delayed because we are never sure who is doing what and at times we find a duplication of the efforts.

With those thoughts, Mr. Speaker, I wish to support the passage of this Resolution.

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, that concludes Government Business for today. I beg to move, Sir, that this House do now adjourn until Tuesday, June 10th. It is hoped that during the adjournment that the two Bills which are in Committee, Sir, would come out of the Select Committee. We expect to have the Select Committee Report so I ask you, as Chairman of these Committees to make the necessary arrangements. The legal documentation is now ready, Sir.

The question that the House adjourn until Tuesday, 10th of June, 1980 at 12.00 o'clock noon was put and resolved in the affirmative without division.
12.07 p.m.