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# THE

## House of Assembly Debates

### (OFFICIAL REPORT)

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SECOND SESSION 1976 – 81

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#### HOUSE OF ASSEMBLY

*Tuesday, 25th November, 1980.*

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. E. W. BARROW, Q.C., B.Sc., LL.D., (Leader of the Opposition); Mr. R. St. C. WEEKES, J.P.; Hon. L. S. CRAIG, (Minister of Housing, Lands and the Environment); Hon. C. L. BOLDEN, LL.B., (Minister of Communications and Works); Mr. L. E. SANDIFORD, M.A., (Econ.); Mr. E. E. GREAVES, B.A., Ed.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. DeL. O. BRADSHAW; and Mr. L. L. SISNETT.

*Prayers were read.*

*Hon. L. R. TULL, Mr. SIMMONS and His Honour E. E. ALLEYNE entered the Honourable Chamber and took their seats.*

#### MINUTES

Mr. SPEAKER: Order. The Minutes of the Meeting of Tuesday, 18th November, 1980.

Hon. H. B. St. JOHN: Mr. Speaker, Sir, these Minutes, I understand, have been circulated and subject to any observations, as to errors, by any Honourable Member, I beg to move, that they be now confirmed.

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

Mr. SPEAKER: If there are no observations by Honourable Members, let those Minutes stand confirmed. (PAUSE). Those Minutes are confirmed.

#### PAPERS LAID

Hon. H. B. St. JOHN: Mr. Speaker, Sir, I beg to lay the following documents:

The Eleventh Annual Report of the Barbados Development Bank for the year 1979-1980.

Statements showing Net Customs and Excise Receipts for six months ended 30th September, 1980.

The Customs (Amendment) Regulations, 1980.

The Report of the Commission of Enquiry into unsolved murders.

#### STATEMENTS BY MINISTERS

Hon. H. B. St. JOHN: Mr. Speaker, Sir, I desire to make the following Statement:

"In September, 1979, the Cabinet decided that a Commission of Enquiry should be appointed, under the Provisions of the Commission of Enquiry Act, Cap. 112 of the Laws of Barbados to:

- (a) enquire into and report on, the facts and circumstances surrounding crimes of murder which resulted in the death of four persons during the period April, 1970 to May, 1978; and
- (b) to make such recommendations as may be deemed practicable and helpful for assisting in the further investigation and solving of the said, or similar crimes and for strengthening the existing system of investigations, with

a view to lessening the incidences of such unsolved crimes.

The Commissioners, with Sir Dennis Malone retired Chief Justice of Belize as Chairman were duly appointed by His Excellency, the Governor-General on 11th December, 1979 and the enquiry was commenced by them on 14th January, 1980. The Enquiry ended on 10th March, 1980 and the Commissioners handed their Report to His Excellency, the Acting Governor-General on 23rd July, 1980.

On 24th July, 1980, the Rt. Hon. Prime Minister informed the Cabinet, that he had received from the Acting Governor-General, a very limited number of copies of the Report and that they were being passed to the Attorney-General for appropriate action to be taken. The Report, as received from the Commissioners has been laid on the table of this Honourable House today.

On 3rd March, 1980, the Commissioners recommended certain criminal prosecutions to the Director of Public Prosecutions, in whom alone, the Constitution of Barbados vests the power of initiating such prosecutions. These recommendations form part of the Report.

The Commissioners concluded firstly, that the death of George Aimey and Anthony Harris fall into the category of lovers' lane murders. Secondly, that the death of Jefferson Lloyd was caused by a jealous husband and thirdly, the death of Victor Parris was caused by his girlfriend Hyacinth Goring.

The Commission found, that the murder of Jefferson Lloyd was premeditated and was carried out by Mr. Roosevelt McCollin himself. The Commission recommended that investigations in the Lloyd case could now go no further and that the matter be considered as closed.

In the cases of George Aimey and Anthony Harris, the Commission came to the conclusion that it was not unlikely that the two crimes were committed by the same man. It said, that now that 10 years had passed, since the death of Aimey and 9 years since the death of Harris, no purpose would be served, by continuing investigation into these matters.

In the case of Victor Pele Parris, the Commission found, that there was no credible evidence to associate Mr. DeLisle Bradshaw, an Honourable Member of this Honourable House with the murder.

(2) That Mr. Egbert Parris' belief of Mr. Bradshaw's involvement was found upon bare rumour and malicious insinuations of Mrs. Bradshaw and Mr. Eric Sealy.

(3) That there was no credible evidence of political involvement, or interference in the case, or with the investigation of the case.

(4) That the 1978 Bye-Election in the constituency of St. Michael South Central and the consequent publicity given to the death of Victor Parris rapidly made Parris' death a matter of public concern.

The Commission also criticised the investigative methods of certain policemen assigned to the case and made recommendations for the improvement of general police investigative measures. The final words of the Commission's Report, on this matter are as follows:

"As regards that investigation, what we consider is most wanted now to excise from the body of the community, the abscess caused by the death of Victor Parris is a well conducted prosecution, by a prosecutor of ability, who has made it his business to absorb the multitude of facts in this case, or is willing to do so."

12.30 p.m.

12. The prosecutions recommended by the Commission were based on the following findings —

- (i) that the death of Victor Parris was caused by his girlfriend Hyacinth Goring;
- (ii) that Hyacinth Goring, Scofield Smith, Pauline Smith, Inspector Clarke, Sergeant Callender and P.C. Mason conspired together to defeat the course of justice.

13. On the 24th July, 1980 a copy of the Report was handed to the Director of Public Prosecutions by the Attorney General and in a letter of July 28, 1980 the Attorney General requested that in the public interest a quick decision be given on the matters raised in the report particularly in relation to the Victor Parris case.

14. The Commissioner of Police was also handed a copy of the Report on 24th July, 1980 and in a letter of 28th July, 1980 the Attorney General asked that he give his prompt attention to the Report.

15. By letter dated 9th September, 1980 the Director of Public Prosecutions advised the Attorney General that on the evidence available at this stage the recommended criminal proceedings would not be instituted. He stated:

"it is my opinion, that the evidence, of itself, is insufficient to justify the bringing of the charges referred to, as it is not of such a nature, quality and kind as will enable the prosecution to prove all the essential ingredients of those charges to the standard required by the criminal law".

16. On receipt of the Opinion of the Director of Public Prosecutions, the Attorney General again requested the Commissioner of Police to give early consideration to what disciplinary proceedings, if any, he proposed to take.

17. The Commissioner of Police with the advice of the Solicitor General has formulated charges which have been served on Inspector Clarke, Sergeant Callender and P.C. Mason. These officers have been interdicted and suspended from the Force.

18. The Commissioner of Police has already been directed by the Attorney General to implement at the earliest opportunity the recommendations for improving the investigative procedures of the Police Force.

19. The Director of Public Prosecutions has stated that the file on the Pele Case will be kept open and the Commissioner of Police has been working with him with a view to securing further evidence to assist in any further action which may become necessary on any further available evidence.

20. Now that the Director of Public Prosecutions and the Commissioner of Police have arrived at their determinations the laying of the Report before Parliament cannot affect any criminal or disciplinary proceedings.

Thank you, Sir.

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

The Twentieth Annual Report of the Transport Board for the year ended 30th September 1975.

The Twenty-first Annual Report of the Transport Board for the year ended 30th September 1976.

The Twenty-second Annual Report of the Transport Board for the year ended the 30th September 1977.

Statements showing Money Order Transactions through the Crown Agents for Overseas Governments and Administrations for the months of June and July 1980.

Statements showing sums advanced to the Postmaster General for the payment of Money Orders for the months of June and July 1980.

#### GOVERNMENT NOTICES

Hon. H. B. St. JOHN: Mr. Speaker, I beg to give notice of a Resolution to approve revised salaries and allowances applicable to the posts on the staff of Parliament with effect from 1st April, 1980.

Also a Resolution to approve the guarantee of the repayment of a Loan not exceeding 6,250,000 Units of Account to be made by the European Investment Bank to the Barbados Light and Power Company Limited.

Hon. L. S. CRAIG: Mr. Speaker, I beg to give notice of a Resolution to approve of the publication of a notice of abandonment of the acquisition of land at Clapham, St. Michael.

Hon. L. R. TULL: Mr. Speaker, I beg to give notice of a Resolution to grant the sum of \$209,770 from the Consolidated Fund and to place it at the disposal of the Government to supplement the Estimates 1980-81, Part I - Current, as shown in the supplementary Estimates 1980-81, No. 21, which form the Schedule to the Resolution.

#### PRIVATE MEMBERS' NOTICES

*Mr. SANDIFORD rose.*

Hon. H. B. St. JOHN: Mr. Speaker, if I can crave the indulgence of the hon. member, before we get on to Private Members' Notices, it has been drawn to my attention that it is the intention of Government to deal, with the approval of the Opposition of course, with the Resolution on the revised salaries for the posts on the staff of Parliament in all its stages today after circulation to hon. members so that they can have a look at it.

*Mr. SANDIFORD rose again.*

Mr. SANDIFORD: It is Private Members' Notices I am speaking under Mr. Speaker, it was called by the Clerk.

Mr. SPEAKER: The Clerk is within his rights to call the Order, but it is for the Chair to call on any hon. member, and until the Chair does so.....  
12.40 p.m.

Mr. SPEAKER: Orders of the Day.

#### SUSPENSION OF SITTING

Hon. L. S. CRAIG: Mr. Speaker, Sir, I observe that there is still a bit of equipment in here which was brought in by CBC for the purpose of the Deputy Prime Minister making a statement. I recall very well, Sir, that Parliament at this point in time is being conducted. I would like to suggest that until these contraptions have been removed which I have always observed as customary, I would like to move that the House be suspended for five minutes so that the Radio people would be able to remove what equipment they have to be removed so that we can conduct our

business without any interference. That is my motion, Sir, a suspension for five minutes.

Mr. SPEAKER: Can they completely remove it within five minutes?

Hon. L. S. CRAIG: Fifteen minutes, Sir. I am told that they can do it within 15 minutes. I do not wish to have any conflict so this is my motion, Sir.

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

*The question that the Sitting be suspended for 15 minutes to accommodate the Television men to remove their equipment was put and resolved in the affirmative without division and Mr. SPEAKER suspended the Sitting accordingly.*  
12.45 p.m.

*On Resumption —*

Mr. SPEAKER: This Sitting is now resumed. Government Business is the Instant Order of the Day.

#### GOVERNMENT BUSINESS

Hon. H. B. St. JOHN: Item No. 2 is the First Order.

#### RESOLUTION TO APPROVE THE COMPULSORY ACQUISITION OF LAND AT WHITE PARK, ST. MICHAEL FOR EDUCATIONAL PURPOSES IN CONNECTION WITH THE ROEBUCK SECONDARY SCHOOL

*Item No. 2 was called — To move the passing of a Resolution to approve the compulsory acquisition of land at White Park, St. Michael for educational purposes in connection with the Roebuck Secondary School.*

Hon. L. S. CRAIG: Mr. Speaker, the Resolution which I am introducing, this measure for the purpose of acquiring a portion of land for use of the Roebuck Secondary School, as you are quite aware the Addendum to the Resolution would clearly demonstrate the purpose of this acquisition.

It has been surveyed, Mr. Speaker. The plans for the piece of land to be acquired I have here with me which I can allow members on the other side to see if they so desire. As I have said before, the duty of the Ministry of Housing when these acquisitions come before Parliament is to just make sure that we carry out the actual acquisition. I am quite sure that the Minister of Education for whom we are acquiring this land, Mr. Speaker, may have something to say since it relates primarily for the purpose of a school.

I do not think, Mr. Speaker, that I can add much more to this Resolution and if there is anything that members on the other side may need to know anything more about it, I am prepared to give them whatever information they may need. The plans I have here. Mr. Clerk, you can make them available to the members on the other side since that is part and parcel of my introduction.

I beg to move, Sir, that this Resolution do now pass.

Hon. C. L. BOLDEN: Mr. Speaker, in seconding this Resolution I want to explain a situation with the road works in the area because quite recently there have been comments by both members and other persons about the situation of the road in White Park in relation to this junction at Country Road.

I believe members of Parliament would remember that some months ago the Prime Minister made a very long statement dealing with the road programme which this Government is seeking to implement over the next five years for the developmental period and we have carried out a ground transportation study and the final Report of the study has only recently been handed in but it has been recommended to Government that there should be two by-pass roads to circumvent the City of Bridgetown, an inner ring road and the outer ring road.

The inner ring road would involve widening the roads, re-structuring of the junctions between the Garrison until it connects with the present Spring Garden Road and Country Road, one of the major lines in that inner ring road so you have Country Road on the Roebuck Street side where it meets the White Park Road junction which is another area.

The Ministry of Communications and Works started certain road work developments at the Country Road junction in an effort to ease the traffic flow into White Park Road.  
1.10 p.m.

We have got the school in that area, which also necessitates the widening of the road to facilitate buses and vehicular traffic plying to and from the school.

When we started the programme at the Country Road junction, it was discovered that in order to improve the traffic flow and movement, *et cetera*, we would have to go further South into Country Road if we wanted to make any proper improvement. The lands on the two sides of Country Road changed hands in the interim period. At one stage, we were offered land on the right hand side North on Country Road and then, after we had to start new negotiation with the present owners of the

land. Coming upon that was the Ground Transportation Study, which now recommends, that major road work development take place in the Country Road section, as I said on the Roebuck Street side and the White Park side. We have sought to acquire lands to widen the junction and we are still communicating with the property owners at White Park Road and in the vicinity.

We need, therefore, to pursue these arrangements, before we continue the road work at the junction at White Park Road. The Ministry has planned to do temporary work at White Park Road and I find, that temporary work becomes permanent work and therefore, we think, that it is necessary to have our road alignment in relation to the inner by-pass road all settled before we continue any further road work in the White Park, Country Road junction.

We know that with the development of the Spring Garden Road, that there will be a lot of traffic feeding off minor roads into the Spring Garden Road for easy exit from Bridgetown. We have sub-divided the Island into small sectors and for this reason, we are now taking a comprehensive look at all the roads which would link on to the Spring Garden Road, in order to determine which roads will become our main leader roads and which roads will need lesser attention.

The Ministry has, within the last year been able to acquire a new type of machinery, a vibrator, which we find is now producing better quality work, than had previously been done. I believe that we have said over and over again, in this Honourable Chamber, that the quality of road making material was such, that if you put it on in rainy season, it was not giving us a really effective method of repairing our roads. We have been fortunate this year, that we have not had the serious down pours of rain and secondly, we have been able to sink many more wells in the drainage section of the country, which have relieved us of these heavy flash flooding which we used to see.

We will continue to improve our roads and update the standard road building in this country. But, here again, Mr. Speaker, it is necessary to emphasise, that this Government on its own programme has found itself being criticised about our roads, by persons who really do not understand, or who have not taken the time to understand what is happening. We have major developments in this country. You have the Oistins re-development Scheme, you have the Spring Garden Scheme, you have major building works taking place all over this country and one must appreciate, that in order to do these works, you must have heavy machinery travelling on our roads. You have sand, all the building sand in this country comes from St. Andrew and it has to travel over every major road in this country, if you have to reach

the development areas. We have heavy equipment travelling on our roads and therefore, we cannot expect to have perfect roads at all time of the year, during the developmental period for which we are now going through.

The developmental period brings jobs, it brings opportunity, it brings better living, so something has got to give at some time. Take Bay Street, the roads were never built to carry the size of vehicles that we now have in Barbados and therefore, we will find some damage being done with the type of motor vehicles that are now plying over our roads and I want to make something absolutely clear. I hear and see a number of comments in the press about roads, particularly in Bridgetown. I have said before, wherever we are laying sewerage pipes in Bridgetown, the rehabilitation of those roads do not fall into the Ministry of Communications and Works.

The Agreement for rehabilitating those roads are part and parcel of the Sewerage Contract. It is unfortunate that the contractors have not been able to understand the soil condition in the area they are working. According to a Report I have seen, they have attempted to back fill the openings with the mud they took out. My Ministry has had a number of meetings with the contractors and I believe, that we have now agreed on a method of rebuilding these roads. I have said in this Honourable Chamber, that part of the plans of the Ministry of Communications and Works is to use barber green wherever possible, on roads that have been disturbed by sewerage works. We cannot move in with the barber green machines, until the roads have settled to a sufficient consistency, that it will not sink after the barber green has been applied.

Even in our own road working programme, we have imported a vibrator road roller with a hope of expediting the compaction of our roads to bring in the barber green machine. Again, we must understand the way our houses have been built. We must understand the sub-soil of the country, we must understand the problems that would be caused, if we rushed in too soon, in order to give properly paved roads. Every time we use the vibrator in areas where the houses have been built chuck up to the road, we are having claims for buildings being cracked, by the action of the roller.

I have been advised, that it is better to allow the roads to remain with a top coat and let the traffic do the work, which we will normally have to do, by a fast system roller. So, when you walk the roads and you find it is a top coat and you see cars going over it and then, you see a pot hole, it is part and parcel of a developmental system to give Barbados better roads in the future.

I want to say something now, the Democratic Labour Party had good roads because they had no

developmental programmes. They had good roads, despite the fact, that the Ministry of Communications and Works saw the deterioration in our roads and warned in 1973, that the quality of the road making material was such, that we would have problems in the future. They did nothing about it. (ASIDES).

We have the problem because we are producing work for people, we have not got an unemployment figure of about 26% and people are working. In any case, we have employed more people at MCW to work in our roads, than the Democratic Labour Party ever employed in their term of Government. They used to turn off people in November, December, they used to turn them off in 400, 500 lots. But, we have been fortunate, we have been able, Mr. Speaker, to structure our development in such a way, that instead of turning off people, we are employing more people at MCW. We would well do more road work in this country, if we could find the artisans to put out there to do the work. We have projects going now with one mason and one carpenter because in the period of the Democratic Labour Party, they never even trained people to be masons and carpenters. It was a dying trade, nobody wanted it because there was no work going.

At the minute, we have been employing people who have gone to the Skills Training Programme after six weeks. We have found ourselves having to employ them if we want to keep the work going, not only the main road development, we have tenantry road development and as you saw last week, Mr. Speaker, we have already spent \$1.5 million in subsidiary roads and we are spending another \$1.6 million before the end of the Financial Year, the largest amount of money that has ever been spent in road development in this country.  
1.20 p.m.

(Mr. TAITT: The smallest amount on roads). Mr. Speaker, he does not even know about the roads. Anyhow, Mr. Speaker, I wish it to be clearly understood that development in this country, roads in particular, is very dependent on the system of development which we are carrying on at the minute, and the Ministry is doing all within its power to provide a proper highway for the inhabitants of this country.

Mr. TAITT: Mr. Speaker, I had no intention of getting involved in this debate, but after the Minister introduced this Resolution which, as I understand it, is the acquisition of land, he managed somehow to include the road system, it seemed to me that I ought to raise some questions.

Do I understand the Minister to be saying that an indication of development in Barbados is the breaking up of the roads in Barbados? It seems as if that is what he is saying, that under the Democratic Labour Party

we had good roads because there was no development, but under the Barbados Labour Party we have bad roads because there is development? (Hon. C. L. BOLDEN: That is the point). He confirms this, Sir.

He said also that they have some projects with one carpenter and one mason. I can only say that it appears they have one carpenter, one mason and half of a Minister. The fact is, Mr. Speaker, that the question of roads is not one on which we ought to have, as I have said in the past, this kind of unnecessary political input. It is unnecessary to discuss the roads in Barbados in terms of the Barbados Labour Party and the Democratic Labour Party. That the Minister is bragging that he is spending \$1.6 million together with another large sum of money, which he claims he has spent, and when the people who live in the environs of the City, within one mile from the centre of the City, are unable to see any indication of the spending of this money by way of a decent road in a number of areas which I have already specified, and with which I do not wish to waste the time of this House, it shows that the Minister either does not understand what the priorities are or he is not paying attention to the manner in which he is spending this large amount of money.

Hon. C. L. BOLDEN: On a point of order, Mr. Speaker, the hon. member cannot be correct, because he knows as well as the world that the former Leader of the Opposition, Mr. F. G. Smith, paved every road in Halls Road. He knows one of his other members paved every road off Government Hill, so if he did not get any in his constituency he must not blame me. I have to share it out equitably, all around, but they were in power for 15 years and if they have roads within one mile of Bridgetown in bad condition, do not blame me for poor roads.

Mr. SPEAKER: I am still waiting to hear the point of order.

Mr. TAITT: Mr. Speaker, the point I was making, and I am really sorry the Hon. Minister allows himself to get up on these matters, how can he talk in terms of progress on the basis of how much money he is spending? It ought to be the results which he is getting for this money he is spending. On the one hand we have him and his Ministers talking about increases which they have given people in salaries. We have heard the Minister come down to this Hon. House and indicate that the cost of materials for road mending had increased by some fantastic amount, 200% on that occasion I heard the Minister say.

Hon. C. L. BOLDEN: On a point of order. I would like the hon. member to tell me when I made such a remark, and how much is 200% on what, equals what. Come on.

Mr. TAITT: Mr. Speaker, that he would tax my brain to remember the exact time and the exact place on which he made the infelicitous statement about 200%.....

Hon. C. L. BOLDEN: I object to that, Mr. Speaker.

Mr. SPEAKER: I too. The hon member will withdraw it.

Mr. TAITT: I withdraw the remark, Sir. When the hon. member made the statement about 200%... (ASIDE).... He obviously does not remember having made it now.

Hon. C. L. BOLDEN: Mr. Speaker, I am asking the hon. member to say when I made a statement about 200%; on what? What was the figure? 200% of what?

Mr. TAITT: We were discussing, Mr. Speaker, at the time.....

Mr. SPEAKER: Please let us have some order and get on with the debate and do not waste the time of this Hon. House.

Mr. TAITT: I am endeavouring to get on with the debate, Sir. The hon. member on an occasion when he was discussing the increased cost at the Ministry of Communications and Works gave a number of percentage increases. He brought down a list.

Hon. C. L. BOLDEN: Mr. Speaker, I have to say the hon. member is now a stranger to the truth. I brought a list of the roads we had done, the roads to be done, and I said I had spent \$1.5 million and I had exhausted that, and in order to carry the road programme through I needed more money. I said I had done 40 kilometers of road by the end of the year, I never said anything about 200% on anything. I do not trust the hon. member. He was at our meeting on Sunday night standing up listening, so if he heard 200% out there, he should be elsewhere. Come on.

Mr. TAITT: Now, Sir, the hon. member is not only a stranger to the truth, he is deliberately telling this Hon. House lies. He stated on the floor of this House that I was at their meeting on Sunday night, and an hon. member can confirm that I was not there.

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

Mr. SPEAKER: Let us have some order.

Mr. TAITT: Having been at my own meeting on Sunday night, Sir, I feel it is wrong for a Minister of Government to get up and tell this Hon. House a deli-

berate lie. I feel that is wrong, and I really am surprised that an hon. member who holds a portfolio of Minister would treat a matter like this in such a frivolous manner as to suggest something that is absolutely untrue.

Mr. Speaker, the point is that the hon. member has demonstrated that he is only able to think from week to week, because he has been a Minister for four years. I am talking about debate that occurred in this House over the past four years, and he gets up and talks about last week. I understand the hon. member if he can only go back as far as last week, I excuse him, Sir. The point is that he has come down here and he has talked about the increased cost of other bitumen, he has spoken about the increased cost of other items in the Ministry of Communications and Works. They have talked about the increase in wages, they have talked about a number of increases, and now he comes down and he begins to brag at the fact that he is spending \$1.6 million. I am saying, Sir, that the spending of \$1.6 million is wastage if the results which we see in our constituencies are any indication of the money he is spending, because in my constituency I contend, and he said a few minutes ago that he is distributing equitably, and I contend again that in my constituency the concept of equity has not manifested itself. I have seen no evidence of it. (Hon. C. L. BOLDEN: Thank God). I look forward to the Government treating the people of this country as if they are humans, no matter which constituencies they come from.

Imagine a Minister sitting down there saying thank God there is no equity regarding my constituency. I am embarrassed that he is able to say that with equanimity.

Mr. Speaker, the acquisition of this land is not something on which there is going to be any controversy, because wherever there is an acquisition for purposes of the development of the young people in this country, we on this side and they on that side as citizens of Barbados ought to applaud. That is why, Sir, after trying for such a long time and in spite of the position which had been taken by the Minister responsible for the environment I am very pleased to see that an announcement has been made that there will be recreational facilities not far from the area where this land is being acquired.

1.30 p.m.

I believe that it will be to the good of the community including the school children in the area that not far from where this Roebuck School is located, the money which is alleged to have been pledged by the Chinese will be used in the manner which has been recommended by the member who represents the constituency which is contiguous with the property of the Roebuck Secondary School.

Mr. Speaker, Sir, I have always contended and I will continue to contend that when it comes to recreational facilities for the citizens of Barbados that there can be no Democratic Labour Party or Barbados Labour Party way to provide recreational facilities. There is a proper way and an improper way. There is an implementation system which can be wasteful and there is an implementation system which can be useful.

I believe that the Roebuck Secondary School was a concept which was acceptable to all and sundry. I am disappointed, therefore, that the original provisions for this School have not always been stuck to and that the Primary School which it was proposed to replace continues to function not far away and that Primary School continues not to have the facilities which young people in this community by now ought to be able to anticipate and expect.

In that entire basin, just one mile from Bridgetown, we have a situation where the St. Leonard's Secondary School is in a position where it cannot properly accommodate the large number of children that have to be accommodated there. We have a situation where a number of children have had to be sent to the Farm and I contend that that is not in keeping with the kind of campus atmosphere which children ought to have in a school, the kind of Secondary School for their proper development.

In accepting the change which has been made by the present Government in removing the school from Fernihurst and turning it into a Housing Project, if that is their priority, I have no quarrel with that but I think that when they do that they ought to lay their minds to contemplate the difficulties which have not been alleviated when they allow a new school, Secondary or Primary, to be constructed in the area.

I take note of the fact when the Minister says that a new Grace Hill School will be constructed but I wish him when he is discussing these new developments for Eden Lodge and Grace Hill to take into account the density of the population in the immediate area within one mile of the Roebuck Secondary School. That density of population is about to be increased even further with the Fernihurst Development.

I am not certain about the method which is going to be used for bringing those people into the Fernihurst Development but what is important is that there are going to be young people who are still capable of procreation and who will have young children who will have to have schools within their immediate neighbourhood.

I am satisfied that the facilities which ought to be provided for those children are still not being provided.

When one looks at the difficulties which have been surrounding the St. Leonard's School and one realises that most of the people who go to St. Leonard's School come from the neighbourhood around the St. Leonard's School, one has to raise the question as to whether there is one law for the Medes and another law for the Persians in so far as educational facilities are concerned.

We feel, Mr. Speaker, that the time has long passed when one ought to be able to show the sheer visual character of a school to recognise that there is a distinction in the class and character of one school as compared with another school. The Older Secondary Schools in this country have had it very well for many years. They are in a position where they have the best of everything continually. There is nothing wrong with that. What is wrong is that the schools like St. Leonard's have been promised for a very long time under the last Government and the present Government that they could look forward to these facilities. Now four years after the change was made, four years after promises have been made, we find ourselves in the St. Leonard's situation where there is retrogression, where they are going backwards, where in spite of the promises, the physical conditions are not commensurate with the kind of quality which I have heard the Minister of Education say that he looks forward to seeing in Barbados.

Mr. Speaker, it is axiomatic that the quality of teaching bears some relationship to the environment in which that teaching is carried on. It is axiomatic that the quality of students, that the quality of the results will bear some relationship to the environment in which those results have been obtained.

It is remarkable, Sir, that in spite of the difficulties and dangers which the people, both students and teachers, have to endure in the St. Leonard's Secondary School, the kind of results they had been able to get and I have always contended that a person who gets five 'O' Level subjects from the St. Leonard's School, Boys' or Girls' is superior to someone who has had the benefit of the Older Secondary Schools and comes out with seven 'O' Level subjects. I think this is a question which is now open to dispute. (ASIDES).

Mr. SPEAKER: Let us have some order, please.

Mr. TAITT: The indication which I can hear that the St. Leonard's Girls' may be laughing at me.....

Mr. SPEAKER: Let us have some order, please.

Mr. TAITT: There are Secondary school girls. The Secondary School girls in this country are able, thank God, to distinguish between bad behaviour and good behaviour. They are able to separate ignorance from commonsense. They are able, thank God, to distinguish

between representation and mis-representation. The St. Leonard's girls and all the other young girls in this country are able to make a distinction between a good Government and a wicked Government.

The people in Barbados buttressed by people like the St. Leonard's girls are also able to make a distinction between wickedness, deceit and honesty so that.....

Mr. SPEAKER: Alright. I have had enough of this ragging. I have had enough of this ragging. I have had enough of this ragging.  
1.40 p.m.

Mr. TAITT: I am not sure what is the problem, the Speaker has. The Speaker says, that he has had enough of the ragging and I can understand that. I hope that the Speaker is not suggesting, that my speech is ragging him.

Mr. SPEAKER: Let us have some order, please.

Mr. TAITT: I would think, that when young people come into the Chambers, when young people come here to see how the business of this country is conducted, that they ought to be able to leave here.....

Mr. SPEAKER: Please, please, I am going to invite the Honourable Member to discontinue his speech.

Mr. TAITT: I am not surprised.

Mr. SPEAKER: Please.

Mr. TAITT: I am not surprised, Sir.

Mr. SPEAKER: Do not get on by saying, that you are not surprised.

Mr. TAITT: I said, that I am not surprised, that is what I said.

Mr. SPEAKER: Listen to me.

Mr. TAITT: Do not tell me listen to you. You can rule, but you cannot tell me to listen to you. You are constantly treating people like if they are children. I am an Honourable Member of this Honourable House.

Mr. SPEAKER: The Honourable Member must withdraw.....

Mr. TAITT: Yes, I will withdraw.....

Mr. SPEAKER: The Honourable Member must withdraw for the rest of the day.

Mr. TAITT: .....but I will not be treated like a boy by you, or anybody else.

Mr. SPEAKER: The Honourable Member will withdraw for the rest of the day.

Mr. TAITT: You are constantly allowing yourself to participate in the debate in this Honourable House.

Mr. SPEAKER: I will ask for a Resolution to deal with the Honourable Member.

The Honourable Member must withdraw for the remainder of the day.

Mr. TAITT: I will withdraw for the remainder of the day, but I will never be treated like a boy by you, or anybody like you.

Mr. SPEAKER: "Nobody like you", and the Honourable Member must now apologise to the Chair and to the Honourable House and failing to do this, the Honourable Member will not return to this Honourable House until he so apologises.

Mr. TAITT: The Honourable Member will apologise to the Speaker any time. The Honourable Member has no difficulty apologising to an Honourable Speaker.

Mr. SPEAKER: We must have some order, please. We must have some order in this Honourable House.

*Mr. TAITT and Mr. GREAVES left the House.*

Hon. L. R. TULL: Mr. Speaker, Sir, it is necessary for me, Sir, to put into proper perspective many of the statements which have been made today, by the Honourable Member for St. Michael South West.

Now, if we deal with first things first. The Roebuck Secondary School was built between 1977 and 1978 with the express purpose of finding secondary school places in the area of Bridgetown because of the overcrowding of a number of schools such as, the St. Leonard's School, of Ellerslie School and the like. The whole purpose of the construction of that school was to alleviate the problem that was stated, by the Honourable Member for St. Michael South.

Now, when I went into the Ministry, I found that the two St. Leonard's Schools had on one compound at Richmond, something in excess of 2,700 children. Now, by no stretch of the imagination could anybody, who is acquainted with these things feel, that that was a satisfactory result. There was not adequate playing facilities, the buildings were in a terrible state of disrepair, facilities generally were unsatisfactory. As a result, the then Government, the Democratic Labour Party Government was forced to take some of the children from the St. Leonard's compound and put them down in the Farm. The Honourable Member made allusion to that, and he

made the reference in such a way, as to suggest, that it was this Government that set up the new campus down in the Farm, by taking children out of the St. Leonard's compound and putting them in that area.

What I did, in setting up the Roebuck Secondary School was to alleviate this problem and the numbers at the St. Leonard's Schools have been drastically reduced, over the period in which this Government was in power. But, what is far more important, than that, Sir is the fact, that this Government has now set aside approximately \$2,000,000.00 to do a rehabilitation programme at the St. Leonard's Schools to give some type of dignity in the facilities that it wanted for so long. It is common knowledge, Sir, that Government is aware and conscious of the importance of education both for the young people of this country and the community at large and is doing all in its power, in as quick a time as possible to improve the facilities in all schools in Barbados. Indeed, to provide better teacher training, better curriculum everything, Mr. Speaker.

This Government is spending over \$30,000,000.00 at the moment in capital rehabilitation of schools in Barbados. Before the Honourable Member made the type of statement which he made, to catch the ears of certain people, he should have a sense of responsibility, especially when he is dealing with the well-being of young people. I want to make a statement Mr. Speaker, in respect of the Secondary Schools for the umpteenth time in this Honourable Chamber this year The Government has contracted a Loan with the World Bank because the Government was concerned about the very deplorable circumstances in which children had to go to school in Barbados. We have contracted this Loan and we have started work on it. I made an announcement, in the Honourable House only about two, or three weeks ago, Sir, we were starting work in the school in Grace Hill Sir. We have already built the school at Eden Lodge and expect that it will be open in January. We are building ten new primary schools in Barbados because the old one room classroom with the outdated plumbing and facilities were totally unsuitable for the demands in 1980.

In respect of the Secondary Schools, there is hardly a Government Secondary School, in Barbados, that will benefit to a very great degree, from the programme now underway. As I said, Sir and I do not know why the Honourable Member had to play upon this one, but I will release tomorrow — if I had known Sir, that the debate was going to take this turn, I would have brought it with me — but, I am going to release tomorrow exactly to the last dollar, how much much money we are spending on the St. Leonard's compound, what classrooms are going to be repaired, how many toilet blocks. I have the plan in my mind, Sir, I have been looking at it only about 10 days ago and asking for

certain adjustments to be made, but a whole new block down there costing approximately \$2,000,000.00 will be built starting sometime early next year.

In addition to that, Sir, you are probably aware, that there is a Polytechnic compound of mechanical workshops and so on, down at the same compound at St. Leonard's, at Richmond. Now, we are building at Wildey, and we expect that that should be completed sometime in the next 12 months, less than that, Sir, and when that Polytechnic is completed at Wildey, we will then have vacated large numbers of buildings, good, solid, sound buildings down at Richmond, that will be turned over to the St. Leonard's Schools, so that they will be able to relieve some of the overcrowding, that has been prevalent in that school for the last 20 years. I must make the point again Sir, in parenthesis that, (the overcrowding now is far less than it used to be, when this Government came to power), but we are going to make available to the school down there, Sir, the whole of the compound, that is now being used, by the Polytechnic.

We are doing also, at the Parkinson Secondary School and I am really dealing with the newer Secondary Schools at this stage because the Honourable Member for St. Michael South West made a point that I think is unworthy of him, Sir. The point which he made, that the Grammar Schools in Barbados have enjoyed too much, for too long, the best of all, that is going and not the newer Secondary Schools. But, that is a policy, that was perpetuated, by the Democratic Labour Party. They brought an Education Act before Parliament in 1975, Sir. In 1975, the Education Act sought to perpetuate the iniquitous dichotomy between older and newer Secondary Schools. In short, Sir, they wanted the older Secondary Schools to have a major part of the cake and all of the icing and leave the newer schools to have a few crumbs.

Now, I propose, early in the new year to be bringing before Parliament, a new Education Act and I am scrapping the whole purpose and intent of that 1975 Education Act. It might also be useful for me to mention, Sir, that the 1975 Education Act passed both Honourable Houses of Parliament, but it was never promulgated. In other words, the effects of all that work and all that legislative activity resulted in nothing because the only Section that was ever promulgated was the Section dealing with scholarships and exhibitions. All the rest of the Act was never promulgated and therefore, whatever they intended was not achieved.

I, Sir, am as conscious as anyone else, and it is an abiding plank of my policy in the Ministry of Education and I articulate at every opportunity I get in public to say, that I intend if I do nothing else in the Ministry of Education, I intend to bring a certain parity, evenness between the older Secondary Schools and the newer Secondary Schools. The Honourable Member for St.

Michael South West was an Honourable Member of the Democratic Labour Party Government which put the official stamp on the good schools and the bad schools, that the Grammar schools are the privileged schools and the newer Secondary Schools are the schools without privilege.  
1.50 p.m.

They did that in the Act of Parliament of 1975, Sir. Now, I am doing everything in my power with maximum despatch to try to rectify this situation. Between August this year and yesterday, Sir, I have had no less than 25 meetings with the representatives of the teachers, the Barbados Union of Teachers, the Barbados Secondary Teachers Union and the Association of Head Teachers. Week after week I am spending long hours, Sir, working all day on Saturdays with the Teachers' Unions trying to work out a more equitable system, not only for the teachers but more importantly for the children, and then you get this type of tendentious statement that is being made by the hon. member for St. Michael South West.

We are upgrading the facilities at the Parkinson School by the tune of over \$1 million. The West St. Joseph School, another newer secondary school, we are spending approximately \$2 million starting next year to upgrade the facilities. I have gone on record and made public statements to the effect that I intend to push down the old plantation building up in St. Joseph that is now being used as a school, Sir, and I must say when I visited that school a year and a half ago and I saw the conditions in which those children were asked to learn and study, that I issued an immediate directive on the very grounds of West St. Joseph, I did not wait until I got back to the Ministry, there and then I said the children of Barbados must no longer be allowed to study and learn in these situations.

What am I talking about? Everybody knows the old house up there was an old plantation house, a Great House, Sir, and they had some paddocks out in the yard where they used to keep their horses, in the old days, and all that the Democratic Labour Party did was to put some whitewash on the inside of those paddocks and put children to sit down in them to study. I went through the old Blackman house, Sir, and I know when I am usually going out visiting building sites, getting up in those tractors and things, I usually ask for a hard hat, because things may drop on your head and cause a little bit of damage. I have never been on a building site in Barbados where I needed a hard hat more than I needed when I went into that old house at Blackmans where they have children going to school, because as I walked through the building pieces of plaster were falling off the roof and the walls, I was being asked repeatedly to watch my step because there were big holes in the floor, the wooden floor, all the walls were

swelling because of moisture and the like, and it really grieved me when I saw that and I said immediately that we must build a new school at Blackmans.

The money is allocated, the plans and drawings are completed now, Sir, and we expect construction to start some time in the next four months. One other school, Sir. Since this Government has come into power it spent over a million dollars down at the St. Lucy Secondary School, another newer secondary school. At the moment, Princess Margaret School in St. Philip, another newer secondary school neglected by the Democratic Labour Party, we have now designed a new building for about 15 class rooms and specialist rooms and so on which is going to cost us again over one million dollars. This is what we are doing to all the newer secondary schools in Barbados because we believe that for all the time the Democratic Labour Party was in power they made it quite clear that they had good schools, the old grammar schools, and bad schools, and I consider it an injustice to the children of this country who have to go to school in the newer secondary schools that the Democratic Labour Party could have treated them with such contempt over the last 15 years of power, and then have the hon. member for St. Michael South West, who was in the Senate when I was in the last Chamber and piloted the Education Act through that Chamber. He himself piloted that Education Act in 1975 that relegated the children of the newer secondary schools to second class status, and I got on the floor of that Chamber and challenged the then Government on it and told them that if they had any decency they would not come and ask anybody for a vote for an Act such as that. All they said was that was what they were doing, take it or leave it, and now some years later he comes back in here because he thinks he has a gallery of young school children to show off and make the kind of statement so unworthy of any hon. member of this Chamber, Sir.

Now, Mr. Speaker, if I need to give a preview to put the record straight on this new Education Act, I will do it, Sir. The older secondary schools are governed by Schemes of Government over a hundred years ago. They were set up, Mr. Speaker, when the people who ran this country, the plantation owners and the businessmen were all the same people, and they used to get in their Great Houses across Barbados and decide what would happen in the schools. It was an extension of their social circumstance. I find that hard to live with, Sir, it goes against every grain in me, it does not accord with my philosophy, and I intend, although the Democratic Labour Party played around with it and did not have the courage to change it, I intend within the next few months to repeal all the Schemes of Government of the 1890's and to set up a uniform system for the management of all the schools in Barbados. That is why I feel particularly

grieved to hear the hon. member make such an absolutely useless and facile statement in here today.

What I am doing in terms of bringing a uniform system, not only a uniform system of management, Sir, but a uniform teaching service in Barbados. Do you know what the Democratic Labour Party has been doing all these years, Sir? If you work in an older secondary school you have better leave conditions than if you work in a newer secondary school. Your term was shorter, you were not subject to transfer, you were not an employee of Government even though the taxpayers had to pay your salary. The Governing Bodies had no power, nor the Minister in some cases, Sir, and I will put that one right. The people of Barbados voted for me and they made me Minister of Education and I will run the school system in Barbados. I am not prepared any longer to be hamstrung by any Governing Body, where a bunch of people who are seeking glory for themselves are prepared at every turn to try to book every policy that I try to carry out in the Ministry of Education. I will no longer be condoning that, Sir, and when the time is right I will be calling names and I will be putting the whole picture in perspective.

When people's children are turned out of school, expelled, suspended and all that, they expect me as Minister to be able to have some say in it, and some strange laws that I cannot understand are trying to stand in my way along with other people whom I thought should have been committed to my cause, and I will deal with that, Sir. I will deal with that and change it, or resign. If my party refuses to allow me to bring uniformity and justice in the education system in Barbados, they can take my Ministry. And if I come into Parliament and I do not get the Parliament of this country to go along with me in bringing about a sense of equity, decency and justice in the education system, I am equally prepared to pass up the job. I did not hear anybody in the Democratic Labour Party, none of their Ministers — the hon. member for St. Michael South when he was Minister, nor the hon. member for St. Michael South Central at the time, not the now member, the previous member for St. Michael South Central when he was Minister, I did not hear him not only make these statements but do something about them, Sir.

I have, Mr. Speaker, a good relationship with the Teachers' Unions. For over ten years, before we took over the Government, there was a great deal of hostility between the Government and the teachers. Common sense will tell anyone, Sir, that if you want an education system that will deliver a good education to the children of Barbados, the teachers have to be contented. If teachers are not contented they are not going to do their best. Lost of morale in the class rooms shows in the results which are produced, Sir. In 1974 they could not even get a single Barbados Scholar in this country, not one, and it is not because the children of Barbados are any less bright than they used to be, the children in

Barbados are very intelligent, perhaps even more so than they have ever been, but something was wrong in the class room because of the antipathy, enmity and the hostility between the then Government and the Teachers' Union.

2.00 p.m.

I have sought to heal the breach and to bring the Teachers into some form of reasonable arrangement with the Ministry and I can report with confidence today, Sir, that the teachers are now happy in the classroom. They are happy with the relationship with the Government and as a result we are seeing what is being turned out in the schools, Sir.

This year, Sir, we had 30 Exhibitions and Scholarships or 29, I think the figure was. Never in the history of Barbados, Sir, has there been such an outstanding showing in the Scholarship Examinations in this country, Sir. It is the first time that we have had anything like those results and I believe that it is a tribute to the teachers in this country and to the children who, despite all of the difficulties in which they have had to learn in the past, have applied themselves and done credit not only to themselves and the school but also to the people of Barbados.

Now I want also, Mr. Speaker, as I said I do not know why they had to work me up because all this Resolution is about is to get a small piece of land to make the facilities of the Roebuck Secondary School a little better for the children but when they play this type of politics, when the hon. members on the other side seek to pick up the facts and bend them to whatever purpose they want, Sir, then it is necessary for me to set the records straight, right down the line, Sir.

I have got in here, Sir, and I have spoken repeatedly on the subjects under my Portfolio and the Democratic Labour Party Opposition have never, and I say never, Sir, on the floor of Parliament lodged any criticisms of the educational policy of this Government. Now this is passing strange. I consider that passing strange. What happens is that they have adopted a philosophy of "me tooism". Everything I get up and say, they say "me too", Sir. They want to be in it. There is no question at all, Sir, that the educational policy of this Government has been meeting wide spread appreciation of the people in this country and therefore the Democratic Labour Party considers it injudicious to tread in those areas.

I do not want, Mr. Speaker, to go on any further in this whole area of the Education policy. We are going to have a major debate on Education coming up but I just wish to make one comment in passing, Sir. The hon. member for St. Michael South was blowing hot and cold at the same time. He said on the one hand that the school at Roebuck Street was intended

for a Primary School and we went and built a Secondary School on it and on the other hand he said that we have over-crowding down at St. Leonard's and we have a campus down at the Farm and we should do something about alleviating the over-crowding in the St. Leonard's schools so when we go and build a new school to alleviate the overcrowding he criticises that.

In respect of the Primary School, Sir, let me get this straight. The old Primary School at Roebuck, the plan has been to retire that school. It is an old Church building. It is wooded in many parts. It is totally inadequate. There is no playing area and when the children stand in the classroom upstairs they see some very lurid scenes in the houses down below and I feel that that school should be closed.

What I will try to do, Sir, is to bring on the perimeter of the central City a number of new schools that would make it possible for any numbers to be absorbed. As I said, there is the Eden Lodge School. There is one that we are building at Cave Hill and there is one at Grace Hill, three schools in the St. Michael's area and we are building one up in Wildey, a new Primary School, so that we will be able to prevent these large numbers of children moving into the City. They will be able to find their accommodation right in their district, Sir.

Mr. Speaker, I believe that I have sought to answer some of the insinuations that were left hanging by the hon. member for St. Michael South West Sir, and I support this Resolution to bring further facilities to the children of the Roebuck Secondary School.

Mr. SPEAKER: Before I put the motion I want to make a very brief announcement. Persons admitted to the Galleries in this Honourable House are admitted to observe the procedures and to follow the debates as they take place in this Honourable House. They can take no part in the proceedings. In other words, according to our Standing Orders, they are strangers according to the terms of our Standing Orders.

No hon. member, and I want to repeat, no hon. member has any right whatsoever in addressing the Chair to seek to involve any member in the Visitors' Gallery in his debate. The only reference that a member should make to any person in the Visitors' Gallery should arise if the member observes that someone or some persons are doing anything that interferes or affects the dignity of this Honourable House. He might move that strangers do withdraw. Upon such a motion being made and being seconded, the Speaker in the Chair or the Chairman if the House is in Committee must put the motion forthwith, no debate whatsoever being allowed and the strangers, whoever they might be, from any part of the Gallery must withdraw.

I say this because I do not want any hon. member in this House attempting to use his or her debate to give any incitement whatsoever to persons in the Gallery to offend the dignity of this Honourable House in any measure. I wish to say no more on this occasion.  
2.10 p.m.

Mr. SPEAKER: The question is that this Resolution.....

Hon. L. S. CRAIG: I just would like to support..... I am well aware of the fact, Sir that I am just closing off the debate. I know that Standing Orders have not been suspended and I would like to support everything that you said about the gallery. However, Sir, if you had taken my advice earlier and put a notice there, I believe that we would not have this problem, Sir.

I beg to move, that this Resolution do now pass.

People in the gallery do not know the Standing Orders, therefore, they must be told exactly what is the position.

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

#### SUSPENSION

Mr. SPEAKER: This Sitting now stands suspended until 2.45 p.m. today.  
2.12 p.m.

*On Resumption:*

Mr. SPEAKER: This Sitting is now resumed.

#### QUESTION TIME

Mr. SPEAKER: It is now Question Time. I am advised, that there are no replies ready to questions that were tabled.

#### PRIVATE MEMBERS' BUSINESS

Mr. SPEAKER: So, we go into Private Members' Business. I am also advised, that there is no Private Members' Business on the Order Paper. So, that brings us to the end of Private Members' Business.

#### GOVERNMENT BUSINESS

So, we automatically go back to Government Business. It is time for Government Business. Item No. 3.

*Order No. 3 was called – To move the Second Reading of a Bill respecting ships, crews and safety at sea and for matters consequential, related or incidental thereto.*

Hon. C. L. BOLDEN: Mr. Speaker, let me say, at the opening, that we intend to do the Second Reading of this Bill, which is a Bill basically to repatriate the old United Kingdom Merchant Shipping Act, which has been used in Barbados for quite some time and which had been passed in Britain some 82 years ago. In doing the Second Reading of this Bill, we are hoping to draw attention to the development of shipping, not only in Barbados, but in the region. After the Second Reading, we will ask further consideration be postponed because reading it a first time, I gave an undertaking, that the Bill would be circulated to interested parties in this country for their comments. Already, we have had a few comments on the Bill, which would appear, that the consensus of opinion in Barbados is that the Bill is much too restrictive in our shipping practices, now that we come to look at the Shipping Bill which is something of our own and not imported from the United Kingdom.

The Bill, if I may say, will follow the English Merchant Shipping Act to a limited extent, but in the end, we shall have to rely on the Statutory Instruments of the British Merchant Shipping Act for our Rules and Regulations and this will be so for sometime until we develop our Rules and Regulations. It is a Bill basically to allow registration of ships in Barbados, provided that they comply with international standards, safety of crew and follow International Conventions, which Barbados has agreed, under various United Nations Treaties.

The first part of the Bill, Mr. Speaker, will deal with those ships, that can be registered in Barbados and also I should say, ships which can be registered because it is really divided into foreign going ships of 600 gross tons and home trade ships of 1,600 gross registered tons. These two definitions have already drawn comments from persons in the shipping business and as I say, there may be certain amendments to the Bill, when we come to the Committee stage because of the comments of interested persons in the country.

Shipping, in the Caribbean has been neglected over all the years. If we take shipping, in Barbados, for instance, there are cartels which control the trade, the routes and therefore, the rates of cargo for goods coming into the Caribbean even within the Caribbean routes. The Caribbean countries have never developed the shipping industry that today, now that we have CARICOM and a Shipping Line WISCO, we find that WISCO has been losing money, over all the years, Caribbean Governments have been called upon, year after year to plough more money into WISCO and even at the last meeting of Ministers responsible for transportation in CARICOM, it has been revealed, that the projections of shipping in the region for 1980, WISCO went ahead and chartered extra boats to satisfy the demands of the region. Because of the failure of the rice crops in Guyana because of the economic difficulties in Guyana, WISCO ships have not

been able to carry the tonnage projected for 1980, with the result, that there was excess cargo space and ships in WISCO's operation. WISCO could not even find trade within the CARICOM territories and I am talking about a shipping line, owned by West Indian Governments, plying in West Indian waters, with a West Indian crew and a West Indian management, that WISCO had to put one of its ships on the Miami and West Coast of the United States to find cargo, to offset some of its losses because the shipping industry of the region has been monopolised, by the large cartels called Shipping Conferences.

The time has come, when every Caribbean country will have to pass a Shipping Bill. Barbados, as a member of CARICOM is involved in the preparation of a Shipping Bill. CARICOM is preparing a Shipping Bill, which it is hoped will meet the satisfaction of CARICOM members. As a result, Barbados has offered expert, legal advice in the preparation of this Bill, but it is absolutely necessary, at this time, that we go ahead with our own Shipping Bill, but I must make it clear, when the CARICOM Shipping Bill has been formulated, that if there are any differences between the Barbados Bill and the CARICOM Bill, we will necessarily amend our Bill, so that we are in conformity with a CARICOM Shipping Bill.  
3.00 p.m.

The Bill we are about to read a second time today, Mr. Speaker, will cause certain consequential amendments in some of our legislation. The Bill we operated under was the Merchant Shipping Act of 1894 which was the British Merchant Shipping Act adopted in Barbados. The Bill has been passed 82 years ago, and with the development of shipping, new technology and the demand for more employment within the region, it is necessary that we begin to look at our own shipping Bill.

The United Nations has also begun to look at Third World Countries and shipping in the region. Last week in this House a Resolution was passed for a certain sum of money, because Barbados has joined with other CARICOM countries in setting up a programme which will be based in St. Lucia for the investigation, the training and other matters incidental for the development of shipping in the region. We have to look at the small vessels in this region, this is, the schooners. The schooners, numbering some 170, moving approximately 230 000 tons of cargo in the region, are an essential part of shipping in CARICOM. They need to be refurbished. It is necessary that we look at the safety factor of persons, crew and cargo in the region, therefore every country would obviously have to look at what they intend to do, particularly in the Caribbean, when we look at merchant shipping in the region.

A report has been prepared for CARICOM and it shows that unless either we form a CARICOM Association or individual Governments seek to participate in the

shipping conferences, we will always be at the mercies of the cartels. They can decide unilaterally what the cost of freight would be from the United Kingdom to Barbados, from any country to the Caribbean, and the receiving country can do nothing whatsoever. Let me show how trade in the Caribbean has been in the hands of non-West Indian persons or non-Caribbean Shipping Associations. They are called Shipping Conferences. In other words, what you would call an Association, or a firm, or a company, they call them Shipping Conferences.

There is the Association of West Indian Trans-Atlantic Shipment Lines – WITAS. That covers trade between the Caribbean, Central America, the United Kingdom and continental countries. There is U.S. Atlantic and Gulf Jamaica Conference, and U.S. Atlantic and Gulf Jamaica Trade Company. Incidentally, Jamaica has recently entered into an arrangement with one of the Shipping Conferences, and I think Guyana, another country in the region, entered into an arrangement with another Shipping Conference, and these are the only two Caribbean countries that are in association with Shipping Conferences because of the bauxite trade in the two countries, but all of the general cargo is still controlled by these Conferences which are of non-Caribbean origin.

The U.S. Atlantic Leeward and Windward Islands and Guyana Conferences, Japan and Latin American Conferences which cover trade between Japan and Latin America through the Caribbean; Brazil Caribbean Trade Conference, between Brazil and the Caribbean; Conference Espana Caribbean Central America, which is trade between Spain, the Caribbean and Central America; Overseas Ship Owners Committee, which is New Zealand, and that covers trade between New Zealand and the Caribbean; Conference Central America, that covers trade between Italy and Central America; Saguenay Shipping Company, trade between Canada and the Caribbean countries.

If you note, Mr. Speaker, all of these Shipping Conferences are dominated by the developed maritime countries, and not one of them is a conference in the West Indian or Caribbean sense of the word. The major one is WITAS, which covers some 33 shipping lines, 5 associated lines and 21 different nationalities. Their ships call at over 100 ports in Europe and 120 in the Caribbean and Latin America. There has recently been a conference, the U.N. Convention on Code of Conduct for Liner Conferences. In looking at this report one can see that Third World Countries could never get into the shipping business, because ships cost money and it is difficult to break into established shipping conferences, and in order to give a leeway or create an opening for Third World Countries, the Convention on Code of Conduct for Liner Conferences has proposed a formula which would help developing countries to break into these Conferences and therefore have a voice when it comes to determining freight rates and to determining

the economic viability of any shipping arrangement with a Third World Country. The provision of that Convention is that the sending country can control 40% of the freight, the receiving country 40% and the third world country flag 20%.

Now, I know that somebody will get up and say that we are now trying to make Barbados a flag of convenience, but the Code of Conduct of Liner Conferences will remove that accusation, because if we have an Act which provides for the registration of ships in our country, we can control 40% of the freight arriving and leaving this country, and therefore you cannot now be called a country or flag of convenience. Mr. Speaker, Barbados has passed off-shore banking laws. It will show quite clearly that if we intend to develop as a financial and industrial centre we cannot then allow other interests to come into Barbados and take the necessary profits which should accrue to Barbados and Barbadians.

3.10 p.m.

You have in St. Lucia a big refinery being established. It is known that our communications system is the best in the West. It is known then, therefore, that if you have a Financial Centre that there will be persons knocking at your door to come to Barbados and I go further. There are funds available in certain Institutions today, Mr. Speaker, for ship owners and countries to be able to build ships provided that they may operate out of Third World Developing Countries.

We have got at this minute Companies asking this Government to hurry up with our Shipping Legislation because they recognise the stability of Barbados. They recognise the competence of the Government of Barbados. They recognise the ability and the dependability of Barbadians, not only as seamen but as business persons and they want to make Barbados their headquarters.

I can disclose today that a Company called Cast Ship Service Limited, a limited liability Company, was registered in Barbados in March of this year (ASIDES). Cast Ship Service Limited – CAST – It is currently building three ships in Yugoslavia of 84 ft. dead weight ton capacity, container bulk vessels which are to be registered in Barbados as soon as this Bill has been given the green light of Parliament.

At the moment the Company only employs 18 Barbadian seamen but this ship will fly the Barbadian flag and it will provide for Barbadian officers, radio and crew, engineers, to work on those three ships. Their headquarters will be in Barbados and it is necessary that Barbados move forward in progression for the development of this country and its people and it is possible that two other ships will be able to be registered in Barbados.

Now the construction of ships involved, inspection, etc. Those who have perused the Act will notice that the Act provides for certification. It provides for inspection. It provides for training, everything that follows international rules and regulations of merchants ships. We will not have at the minute all the expertise that is necessary but there are general Agreements that Barbados can delegate those duties to other Institutions that have long been in this business, who can work, perform and issue certificates for and on behalf of whichever Institution in Barbados where they have shipping.

The Act provides for the appointment of a Director of Marine Services. It provides for Registration officers in other ports and therefore, Mr. Speaker, I see no difficulty in the provision of services which are necessary for us to comply with international standards and regulations.

I go further. For sometime now, there has been some uncertainty in Barbados about who is the Receiver of Wrecks. If you go down the Princess Alice Highway, down behind BMC, you will see the remnants of a boat which I understand used to be called the Carantiles that has been sitting there for nearly two years. If you go up Bay Street you will see another wreck sitting on the surf in Bay Street.

Now, I want to make it absolutely clear that this Act now provides for ways and means of clearing up the shores of Barbados and any expenditure spent in so doing can be charged against owners of those wrecks. It is time that you have a little law and order and I can say that the Port Authority has been specifically charged in this Act with keeping the sea lanes of Barbados opened any portion of the foreshore which they consider is likely the cause of any sort of problems to navigation and the Minister will have the authority to appoint a Commissioner of Wrecks whose duty it will be to make sure that we no longer find ourselves with boats lying on the beaches and the owners abandoning them and then leaving it to the expense of Barbados, if we want to keep our foreshores clean.

I believe, Mr. Speaker, that this Bill should be welcomed by all members of Parliament. Again, another thing that we have to look at is under our present, the Act under which we operate, I remember earlier this year I had a call from the Port Manager. A ship came into the Port in Bridgetown. The ship was unmanned. Nobody knew where it was registered. There were certain defects in its machinery and on top of that, the Captain was discharging cement in this country and I was told he had no lawful authority to do so but how could we stop this man from selling and I must confess that as a Minister I do not intend to give any legal advice but I know that Port Authority found themselves in difficulty because they could not immo-

bilise that ship although, as I understand it, there were several claims against the ship and the Captain threatened to sink it in our harbour and when steps were being taken to safeguard our shipping interest, in the middle of the night he cut loose and went. Now this Bill will stop this sort of thing happening.  
3.20 p.m.

I do not want anybody to believe, that by bringing a new Shipping Bill into Barbados, that we will condone the sort of high seas robberies that are going on today because jurisdiction has been given in the Bill to the courts of Barbados, to deal with a number of problems, that are current around the world. We have been able to look at legislation, from several countries and in putting together this Bill, we seek therefore to bring the best that is possible at the given time to shipping Laws in Barbados.

Mr. Speaker, there is very little more I have to say in introducing this Bill. I commend it to the Honourable House, as I said, there may be several amendments, those of you who have looked at the Bill will note, that we have provided, that only those ships constructed within the last five years can be registered in Barbados, as foreign going trade ships and those 10 years old, as a home grade ship. Already, I have had comments from people in the shipping industry, who have indicated, that their principals are interested in registering ships in Barbados and that a ship 10 years old is a relatively young ship and can be suitable for registration in Barbados. We have given until the last week in December for comments on this Bill. The Government is prepared to listen to representations being made by the shipping interest in this country and even CARICOM, for any further amendments to this Bill, before it finally becomes Law.

There are several suggestions, which have been put forward, which I do not want at this stage to divulge, but I am sure that when the time comes Mr. Speaker, everybody in Parliament will have a chance to look at the Bill, make their comments and I hope, that when we have completed the Bill, it would be a Bill worthy of the Barbadian Parliament.

Let me draw your attention to pleasure yachts on page 12. Although we provide for registration, we have left out the pleasure yachts that provide services for:

"lodgers at any institution, hotel, boarding house or other establishment."

In other words, we will not apply the stringent regulations to the Jolly Roger and the Captain Patch because, as I said the Law has been drawn to a very high standard to provide for the safety of crew.

I hope, that any ship registered in Barbados, or any institution connected to a ship registered in Barbados will not be a victim of statements made when the Cunard Princess, I believe which was held up in our Port, that they will be registered under the Flag of Convenience and paying substandard wages. If you look at the crew division, you will note that they have been rather specific because you want not only ship owners, or ship agents, but you want those who are seeking employment on our ships to be aware of the Law.

We have looked at the Apprenticeship methods, which we will apply and we have specifically spelt them out in the Act. The Act is unique because several of the things which are spelt out in this large document could have been left to regulations, or rules, or agreement between employer and employee but, because we want to maintain the high standard, the integrity of the Barbados Government, we have gone so far as, to spell out what we mean in this Act.

I do not believe at this point in time, Mr. Speaker, that there are any pertinent points which I can bring to the attention of the Honourable Chamber, but if any other Honourable Member wants to raise any specific points, I will certainly give him the answer, as far as possible, from the files dealing with this.

Mr. Speaker, I beg to move, that this Bill be now read a second time.

Hon. L. S. CRAIG: Mr. Speaker, I beg to second that and reserve my right to speak.

His Honour E. E. ALLEYNE: Mr. Speaker, I want to make a contribution on this extremely important piece of legislation. The record will show, that for some time now, I have been asking for a new Shipping Bill. I am happy, that the present Honourable Minister has seen fit to get together what appears to be a piece of legislation, which is designed to attract shipping to Barbados and to give Barbados a name, as an elite shipping port of registration.

The most cursory examination of the legislation will show, that the safety standards attaching to ships registered in Barbados are extremely high. The Honourable Minister himself has drawn to our attention, an area where, in some respects, the standards may be perhaps a bit too high, in respect of those ships which are five years old, or less. My understanding is that about 88% of the bulk carriers are between one year old and 15 years old. So, to that extent, he is on extremely good ground.

But, what is more important, is this, Mr. Speaker, the Government has already passed legislation which will seek to make Barbados a financial centre. It is very important for this Honourable Chamber to recognise, that

this Bill is but part of that legislation. Once we get this Bill on the Statute Book, we will have set in place the necessarily high standards, which will cause international shipping companies to consider Barbados as a place, where they can legitimately register good, safe and profitable ships.

I anticipate, Mr. Speaker, that at some time in the future, another Bill will come before this Honourable Chamber, perhaps dealing with the question of the taxation of ships. If and when that time comes, we will then have in place, all the legislation necessary to make Barbados a profitable and attractive international shipping centre.

Now, having said that, Mr. Speaker, I want to say this, that there are certain advantages for Barbadians in this piece of legislation. New employment opportunities will be provided. It will now be possible for young men with three "A" Levels in the appropriate sciences to consider a career as officers of ships. It is now possible, I think for young men to consider doing degrees in naval sciences because the Bill, through its attracting of ships to Barbados will cause these young men to see their futures in shipping terms.

I know, that already, a number of shipping companies are looking very seriously at Barbados. They are eagerly awaiting the passing of this particular piece of legislation, so that their advisers can peruse the legislation and can see the high standards, which are set and can advise them to come to Barbados. If one looks at what is happening on the world scene, so far as shipping is concerned, one will see, that the Liberian Coup within the past year has rendered the port of Liberia a very nervous and unstable port for the registration of ships and that is a matter of importance, in the context of this Bill because a large percentage of the ship owners and advisers to ship companies are now looking for a third major port of registration, the other major port being Panama and I am confident, that once we can get the infra structure in place, then we will succeed in attracting a significant proportion of that international shipping business. I speak about the infra structure Mr. Speaker because it is necessary, as the Honourable Minister hinted to do certain things, in order to accommodate this business.

The Bill speaks about a Director of Maritime Affairs. It also speak about certain shipping registrars. It will be necessary, as far as, I can see, to have registrars not only in Barbados, but overseas in London, perhaps in New York and maybe one or two other important ports in the world and so, it will also be necessary to the appropriate registries to be as efficiently manned and operated as possible, so that, when a particular lender wishes to know the status of a particular ship, he can get in touch with one of the appropriate registries in New York, London, or wherever the place is and find out what

the state of the register is in respect of a particular Barbadian ship.  
3.30 p.m.

Now, I stress this infrastructure because my understanding is that international shipping is a very swift business. Financiers, lenders and owners do not wait, once they make decisions they wish to have these decisions executed promptly, and I think this is one of the advantages which Barbados has to offer, because if you are engaging in international shipping and international finance of ships, in Panama, for example, your documents have to be in Spanish, each document has to be translated into Spanish, whereas in Barbados we can have the documents executed in English straight away and save the problem of translation. We have in effect, Mr. Speaker, most of the requirements, the only requirement we do not have is this Act which is now going into place. My understanding is that we have competition already in the field. The Bahamas, for example, is feverishly trying to get in on the aspect of shipping. We have a unique Bill, it is a Bill which carries with it certain novel features, and I am happy to see that the Minister is inviting comments, because there may be a number of comments which could be made. One I can think of straight away relates to the question of mortgages. One wonders what the position is if shipping companies already carrying mortgages on their ships are taxed in Barbados, the question of whether they can bring their priorities registered elsewhere into Barbados.

That is not intended as a criticism of the Bill, it is intended to draw to the Minister's attention a particular problem. I want to support the Bill, Mr. Speaker, and as I said, I see it as half of a package. I look forward to seeing the other half of the package and I also hope we can find some technique for advertising to the world in the appropriate areas that this Bill is about to find its way on the Statute Book, so that as the investors, lenders and owners of ships look around they will now begin to recognise that Barbados has many things to offer. It has a modern port of registry and we think it will also have the ancillary techniques and procedures which they will wish to make use of when they register their ships in Barbados.

I say once again that this Bill has my wholehearted support, and I hope that it will uplift the laws in this country.

Mr. SANDIFORD: Mr. Speaker, today the Minister has taken us out to sea. He has left the roads in Barbados and he has taken us out to sea. What I wish

to comment on as far as this Bill is concerned is to note that shipping plays an important part in the life of any country and it should play an important part in the life of Barbados which is surrounded by water. If we look at the developments that have been taking place in shipping, and particularly in respect of merchant shipping, we would see that for instance in 1939 the Russian merchant fleet totalled some 1,154,000 gross tons. By 1969 that gross tonnage had increased to 12,000,000 tons and today it is estimated that the Russian Merchant fleet would be about 20,000,000 gross tons. I draw these figures to this Hon. House, Mr. Speaker, to point out that developed countries are placing very great emphasis on the development of their merchant fleet not only in terms of the cargo and in terms of the passengers that that fleet may carry between the country and foreign countries, but in terms of the security that it gives and the economic advantages and benefits that it may bring.

If you want to take a look at the developed countries and at the developing countries, one broad criterium you could use to distinguish them is the amount of tonnage in their merchant fleet, and again you will find that the developed countries have a gross tonnage as far as their merchant fleet is concerned and the developing countries have a low tonnage.

I think that this particular Bill that is before us, a very thick one, Sir, the Minister says it is to repatriate the British Merchant Shipping Act which we have followed. I think myself that it is a step in the right direction and I have no quarrel with it. I do not know why the Minister had to get a haircut to come in here to bring this matter before us today, but I would say this much ..... (Hon. C. L. BOLDEN: Have you ever heard about Beauty and the Beast?) I do not know, Mr. Speaker, I thought there were all hon. members in here, I do not know if he is calling himself the Beast, I do not know what this is all about.

Mr. SPEAKER: That may be the new name of a ship.

Mr. SANDIFORD: Maybe, Mr. Speaker, but from my perusal of this Bill, and I am not making this as a criticism, I am just saying that from my reading of this Bill it seems to me that it is written from the point of view of the owners of ships rather than from the point of view of those who work on ships. I hope I am wrong in the impression that I have formed, but it appears to me that more attention has been given to the rights and duties of the Captain. (Hon. C. L. BOLDEN: The Captain is an employee). I am willing to

give way to the hon. member if he has a word of explanation or elucidation to give, but I am just referring to the impression that I have formed, and it seems to me that in terms of the balance of this Act that not sufficient attention has been given to the welfare of ships' crews, to the seamen who work on the ships, but much more consideration has been given to the interest of the ship owners and so on. I will be glad if in his rebuttal the Minister could address himself to this, because I want to indicate that the seamen of this country have made and are making a significant contribution towards the economic life of this country. I do not know how many members are registered at the Joint Supply Office or however the particular organisation may be called in terms of the recruitment of Barbadian seamen. I believe the member for St. Michael North East may have some information. I know he has some expertise in this particular area, but I do not know the figure might be around 1200.

3.40 p.m.

Maybe about 1,200, I do not know what is the amount but let us say the figure is around 1,200. I believe that Barbados is capable of providing a larger home of seamen for work on the merchants ships, especially when it is taken into account that we are largely an importing nation and that a lot of our goods come into this country by means of the sea. It is true that carriage by air has increased but the capacity there, especially in terms of heavy cargo, cannot be carried all by the Airlines and there will be a continuing and growing place for cargo by sea and I am making a call for greater concern and greater facilities to be provided for Barbadian seamen who go down to the sea by ships and work with these shipping companies.

I think in terms of the returns that are made to the economy of this country that the seamen deserve a better deal than they are getting at the moment. I cannot say how much money maybe remitted by the seamen in terms of the allotments that are made or in terms of the funds that they actually bring back into the country either with themselves or when they have completed their tour of duty.

This figure, I am hazarding an estimate, must be somewhere between \$1 million and \$6 million. I believe it may fall somewhere within that particular region and I believe it should be near the latter figure than the former. Whatever the figure maybe and I do not think that in this House we have ever had that figure given. Whatever it is, I am submitting that the Barbadian seamen make a significant contribution to this economy and that when we are dealing with a measure styled the Shipping Act, 1980, that much greater concern should be shown for the seamen of this country.

They have a number of complaints. I believe that there is a very big hassle that seamen encounter when they are signing up to go on ships. There is a lot of toing and froing. They have to report to this particular office, then report to point two, then to report back to that particular office, then report to point three, then to report back to another office and there is a lot of hassle, a great part of which I believe can be rationalised and again I would like to hear the Minister address himself to that particular area because by the time they reach the Doctors it maybe that the pressures are already up. They may find themselves being told that they cannot be taken on because the blood pressure count or whatever it may be, the blood pressure maybe above normal. Part of it, perhaps, brought on by all of this running around from point A to point B to C, back to point A and so on and I am calling upon those who are responsible in these areas to try to bring about a rationalisation of this particular area to stop that unnecessary hassling that seamen may have to undergo just at that point of the recruiting.

I would say also, Mr. Speaker, that sometimes prospective seamen encounter great difficulty in actually making it on a ship. They encounter great difficulty. Sometimes even after they have obtained the necessary certificates and the necessary experience they still get problems in making it on a ship and again this matter of recruitment of prospective seamen. Those who have not yet had experience, it is a matter, I believe, of which we should be aware of and to which some attention should be paid.

What I am effectively calling for, Mr. Speaker, is not merely the establishment of the office of the Director of Maritime Affairs that this particular Bill speaks about, and there is reference to a surveyor of ships and other matters, I am calling for the establishment of a full-fledged Department of Government adequately staffed to look after the interest of Barbadian seamen and others connected with shipping matters in this country.

I believe that the Government has an opportunity now to do it and I am calling upon them to establish such a full-fledged Department, not only in terms of a person who is going to take down details relating to shipping. As I do not go down to the sea in ships so these matters maybe deep waters for me, but I am not only concerned with matters relating to load line and whether the ship is divided into 64 parts or whatever it maybe which seems to be traditional or conventional as far as ownership of ships is concerned, I am not only concerned with these details. These are necessary because safety depends upon these matters or upon whether the name of the ship is Extin or Burntin or however it maybe put on the stern or whatever part of the ship it has to go into. These are important matters, very important matters for safety at sea but I believe that a full-fledged Depart-

ment with the necessary expertise and with the necessary staff should be established in this country to assist Barbadian seamen in the many areas, in the many problems and in the many matters that come up as far as this Bill is concerned.

Now there is one aspect relating to the welfare of the crew at sea which I would like to refer to. I preface my remarks by saying that I am not critical of this measure so I hope the Minister does not get the wrong impression but from my perusal of this Bill, it seems to me that as far as allotments are concerned that there is a limited number of persons who can be set down as persons to receive the allotments which are paid periodically to dependants of seamen.

3.50 p.m.

I believe, that it is wives and near relatives. (ASIDE: Hon. C. L. BOLDEN: Section 112). Section 112. Thank you very much. Section 112, the allotment will be made to a near relative which means the spouse, father, mother, grand-father, grand-mother, child, grandchild, brother, or sister of the seaman for whom an allotment note is made. (ASIDE). I take the point and spouse..... I thought, that I may have had the Honourable Minister on a point there because spouse has the meaning described, under the Succession Act, which in fact, means that the friends....

Mr. SPEAKER: Which in fact means, that it might well be described in Committee. In the Committee stage. It is a matter, which might well be dealt with in the Committee stage.

Mr. SANDIFORD: Mr. Speaker, if that is the specific point.....

Hon. C. L. BOLDEN: Mr. Speaker, on a point of elucidation, I think, that the Honourable Member is particularly worried about our social situation in Barbados, where basically, a man has cohabited with a woman and might have begotten children. But, that is why I draw to his attention section (b) of that particular paragraph:

"spouse" has the meaning ascribed thereto under Section 2 of the Succession Act."

Mr. SPEAKER: But, I cannot stop the Honourable Member from the Opposition from debating it and allow the Honourable Minister to debate it. It is a matter, which can adequately be dealt with when we go into Committee. It is a detail of the Bill.

Mr. SANDIFORD: It is a matter not of detail, it is a matter of substance, it is a substantial part of the Bill and we are talking about a matter of principle. This is the point that we were talking about, a matter of principle. But, I take the explanation that has been given, by the Honourable Minister.

Now, I would like to refer now to the question of the difficulties which seamen encounter, as far as, disciplinary matters may be concerned. Now, we are proposing to put on the Statute Book, this Bill relating to shipping and it is my understanding, that under the British Merchant Shipping Act, under the legislation referring to merchant shipping in Britain, that if a seaman faces disciplinary charges, that there is an appeal to an Unfair Dismissals Tribunal. I would like to know what provisions are being made, or contemplated in this country, as far as, disciplinary matters are concerned?

Under the British legislation, I repeat, under the British legislation, my understanding is that there is a procedure, through an Unfair Dismissals Tribunal for charges, or complaints to be heard and processed. It is known, that from time to time, for a variety of reasons, seamen may get into trouble, as far as, the interpretation of rules and regulations and shipping practices may be concerned at sea and it seems, that at the moment, the dice is loaded against the seamen because it may be a tendency to accept the report of the Captain, or those who may be in control, or own the ship, as opposed to those who work on the ship. It is therefore important, that there should be established some especial procedure, whereby complaints and other matters relating to discipline may not only provide the machinery, but it may be seen, that that machinery is fair and impartial.

It is one situation if you have the National Union of Seamen, which operates out there, if you continue under those circumstances, but when once you are putting a major piece of legislation on the Statute Book and I accept, that this is a major piece of legislation, all of these are matters, which must form the concern in the interest of our Barbadian seamen and we must make the necessary provisions. From my perusal, I did not find sufficient reference, or any reference at all, to this particular matter. Again, I would like to hear the Honourable Minister on this matter and if I am wrong, in that particular regard, I will certainly hear from him, on this matter.

Now, I found a little difficulty in following the Honourable Minister, when he said that Barbados was not being made a Flag of Convenience, but that if you followed some Convention, then the term Flag of Convenience would be no more. I am not certain if I got the point that he was making. I am not certain if I got that point correctly.

Hon. C. L. BOLDEN: What I said then, was that because of the difficulty of third world countries becoming involved in shipping, that under the UN Convention on a code of conduct for Liner Conference it is being agreed, that the sending country can command 40% freight, the receiving country 40% of the freight and the third country Flag 20% of the freight. Barbados has taken action to adhere to the Convention. We have subscribed to the Con-

vention and therefore, by creating a shipping environment of this nature, we are now able to register ships in this country which participate in shipping conferences and therefore, we cannot be accused of only providing for the registration for ships with no control over them whatever, by providing this type of legislation.

If you had gone through the legislation, right through, and as I said earlier, by giving the Director of Maritime Service the legal authority to establish registrars in other countries, any ship registered in Barbados, and may I take you up on the point you raised just now about the question of unfair dismissal of seamen, that under the provision which the Director of Maritime Service can appoint registrars in other ports, there is a provision in the Act, it is a big Act, I do not exactly remember the particular paragraph, where any seaman can indicate to the captain of the vessel, that he needs to make a complaint to a registrar in the next port and on landing the captain is obliged to make it possible for that seaman to report to the registrar in that country.

4.00 p.m.

Also, we have provided that the courts of Barbados have jurisdiction over any ship within our territorial water and any ship registered in Barbados, and so long as we have the Severance Payment laws any seaman who considers himself unfairly dismissed has recourse to the courts of Barbados or to a registrar in any port where we have appointed registrars, and it will be necessary, if we really want to come under international registration, to appoint these Registrars around the world, based on the ships that we register in Barbados and knowing where they ply.

It is different from the situation in Liberia where ships only register and never return to those ports, so far as I am told, and there are no registrars in other places that would see that the laws pertaining to the registration of that ship are being carried out.

Mr. SANDIFORD: I am grateful to the Minister, Mr. Speaker, for that explanation, and the general point of course that I make is that this whole question of the welfare of the seamen was not spelt out in very great detail, and I hope that when we come to look at the Bill in detail we may be able to devote more attention to this.

The general point I am making is that it is absolutely necessary that in our scrutiny of this Bill that the rights of the seamen must be given much greater protection than then seem right now to get under the measure. I am not going to deal at length with current practices, because if in fact the Government heeds my call for the establishment of a full fledged shipping or maritime department or however it may be styled, I

assume that certain matters relating to the welfare of seamen will be looked after.

As I understand it, seamen are now provided with their taxi fare to the airport or point of departure when they are being recruited, but when they are returning they do not get any such.....

Mr. SPEAKER: Will the hon. member agree that these are details for Committee stage and not Second Reading? Would you appreciate this?

Mr. SANDIFORD: Mr. Speaker, I appreciate everything. I do not understand why you want to stop me from speaking.

Mr. SPEAKER: Now listen to me.

Mr. SANDIFORD: I am always listening to you. If you want to send me out you can send me out. I am one of the most well behaved members in here, I am not offending any Standing Order, and I am prepared to go out.

Mr. SPEAKER: I maintain that for the greater part of your speech you have been discussing the details which concern the Committee stage of this Bill, and you will desist from discussing the details.

Mr. SANDIFORD: And I am maintaining that I am speaking about the principle of the welfare of seamen in this country who make a contribution to the economy of this country. You already today stopped me from speaking about Grenada.

Mr. SPEAKER: The hon. member will kindly withdraw forthwith any remark that today I already prevented him from speaking about Grenada. The hon. member will withdraw forthwith any remark that I today prevented him from speaking about Grenada. The hon. member, for the last time, will withdraw forthwith. He does not withdraw, he must leave the Chamber and he will not be heard until he apologises to the Chair and to this House for his ill behaviour.

*(Mr. SANDIFORD left the Chamber at this juncture)*

Mr. SPEAKER: Is there any other hon. member who wants to make a contribution?

Mr. SISNETT: Mr. Speaker, I want to make a brief contribution to this Bill which is before the House, in as much as I have spent a few of my years working aboard ships. What the Bill is trying to implement in Barbados in my estimation is a very good Merchant Shipping Act. I want to speak in respect of crews.

The last speaker made some reference to the welfare of seamen, he made reference also to wages, allotments, he made reference to the problems which prospective seamen encounter in trying to go to sea without any experience, and he has called for a full fledged department of Government, among other things, to look after the welfare of seamen. I want to say at the outset that the seamen in Barbados who number about 3 000 are today better represented than they have ever been in the history of seafaring in this country, and their representation started in the years 1967, 1968, when I myself was still then at sea and I saw a need for greater representation for seafarers.

I remember when I was approached by certain seamen to assist them in forming a Union whereby they could have some kind of representation to stop the type of exploitation that was rather rampant throughout the war years when Barbadians and West Indians served British interests. You will remember, Sir, that throughout the war British companies sought the labour of people from developing countries, and Barbadians themselves were to a large extent involved in British shipping. Many a Barbadian has worked for companies such as the Elders and Fyffe Company, the Booth Steamship Company, the Holt Line and the Harrison Line Steamship Company.

Barbadians gave of their best to those companies in what was known as the coal burner days, when ships were powered by coal. Barbadians worked, as they always, to their best for the British ship owner, and it is unfortunate that little recompense has been given to those West Indian seamen, not Barbadians necessarily, but West Indians who served those companies throughout the dark hours of 1939 through to 1945 during the War.

My involvement in the seafarers' cause came in 1968. After I realised that despite many efforts to unionise within the ambit of the Barbados Workers' Union that all the Barbados Workers' Union did for them was to take their weekly subscriptions. They never quarrelled about paying subscriptions, but what they wanted was some kind of representation.

4.10 p.m.

They were being exploited by the ship owners and they felt that they had made a significant contribution. They felt they needed recognition right there in the Port. They felt that like the British seamen when they got to their home ports that they should have some kind of representation, that their wrongs could have been heard and right within their own country and the Barbados Workers' Union failed to offer any kind of representation and I repeat this, Mr. Speaker. That Division was only interested in amassing large fortunes out of the seamen. They did not even give them an audience to hear their grievances and I decided that I would try to help.

I set up a union within the Division of the Workers' Union with over 2,000 men. The seamen at that time felt that it was a good gesture. It was the first time that an effort was made to really have someone to listen to their cause but over the years, after I had to leave this country, my dreams of having a Seaman's Union within the Barbados Workers' Union never came to fruition, never came to any good strength and that Division lacked the representation in my absence. The seamen paid their monies but the Workers' Union never supported their cause.

In 1974 I was again approached by the members of the seafaring class who again approached me to see if I could salvage their situation and I made another attempt by forming what is known as the Barbados Seafaring Association. It was a social group where we got together and discussed the plight of all those who go to sea and had a friendly chat where most seafarers in the war years would have got together and recaptured some of the war events such as when they were torpedoed. At least, Mr. Speaker, it was a social club which gave them the opportunity to come together in their homes to discuss problems of mutual interest and out of the Barbados Association of seafarers I am happy to say has evolved what is known today as the National Union of Seamen and that, in brief, is my contribution to the seafarers of this country.

Most significantly, Mr. Speaker, it shows me and it shows the seamen of this country where their true allegiance should lie because the National Union of Seamen in London had approached the Barbados Workers' Union to do something about the exploitation of Barbadians on board British ships. The British in England were concerned about our men that our men were being exploited in wages, that they were not getting any kind of representation here in Barbados and they asked the General Secretary of the Barbados Workers' Union to mediate, to form some Union from which they would be given assistance from London.

It was so obvious, Mr. Speaker, that the Barbados Workers' Union never had the interest of these seafarers at heart that London had promised to buy a building here in Barbados for the seamen and all it was asking the General Secretary of the Barbados Workers' Union was to give the seamen some kind of representation. They never had to negotiate wages for seamen. It was explained that this would have been done in London by the Board of Trade and the wages would have to be of International standards and that all the Workers' Union would have to do was to listen to the grievances of the seafarers when they came to Barbados.

It surprised me today to hear the hon. member for St. Michael South inquiring into the welfare of the

seamen of Barbados. I believe that it is known to everyone that the Barbados Workers' Union is just another arm of the Opposition in this country, the Democratic Labour Party, and the General Secretary of the Barbados Workers' Union at that point in time was a member of this Chamber and it boggles the mind as to really try to find out whether the hon. member for St. Michael South is serious in asking for a full-fledged Department of Government to look after the affairs of seamen.

I am happy to say that I have had some involvement with the seamen of the National Union of Seamen. I was asked to run that Department by the General Secretary of the National Union of Seamen in London, Mr. Jim Slinger and along with one of the Assistant Secretaries, Sam McClusky, who came here to Barbados invited me to take early charge of the Union but at that point in time I was working for the Government concerned and I really was not prepared to leave that post to take on another post. My main concern at that time was to remove from within the Barbados Workers' Union that division of seamen which I established in 1967/68. Today, there are on register 3,000 seamen in Barbados, perhaps many of the younger men who go to sea would not know that I was intimately involved and concerned about their welfare but I am not blowing my own trumpet but had it not been for my effort made in the 1960's and again in the mid 1970's. If I had not seen the exploitation that was going on in vicious circles; if I had not seen how the workers in Barbados were helpless against the big shipping magnates, who were interested only in their labour; if I had not seen that the Barbados Workers' Union was taking from the seamen their weekly contributions to the Union without having anything to do for it; then, perhaps, I might not have been willing to be involved in restructuring a Union for the Seamen.

Attempts to form a successful Division within the Barbados Workers' Union were made as early as 1940. Of the few Divisions that ever were mentioned in the history of this country in relation to the Barbados Workers' Union, you will always see mentioned the Seamen's Division but nothing really substantial, nothing complete was ever done for them and I am happy to be associated with the effort that today prevails in this country where seamen have got their own division, a National Union of Seamen and their rights are being protected.

The last speaker spoke about complaints and hassling when signing up. There is a lot of hassling.  
4.20 p.m.

I do not know of any hassling in relation to joining vessels in Barbados. There is a systematic order for joining a ship today. Gone are the days when seamen would come home and spend eight and nine months without knowing when again, they will be back to sea. Gone are the days when seamen could come home this

week and find that they are ready to go again next week. There is a system today, Mr. Speaker, and all those who go to sea have to be registered with what is known as the Joint Supply Office. It is a division, which has been set up by the Shipping Agents here in Barbados along with the National Union of Seamen in London and their affiliate office right here. They maintain a rota or register of seamen and there is a Tribunal which sits to listen to complaints and the problems of seamen.

In relation to allotments, there has been a problem with the number of people to whom an allotment can be made, despite what the old Bill says. You can make an allotment to anyone, as far as, I know in shipping circles. You can make one for your mother, one for your four girlfriends, there is never a problem with that. I would prefer hearing the Honourable Member for St. Michael South talk about things, which he is more familiar than things which he is less familiar, he should not try to really get into it just for the sake of talking.

Seamen today are truly having a better deal. Every seaman has to report to the Joint Supply Office when he returns to Barbados and upon his reporting to the office, he immediately goes to the bottom of that register and after a number of weeks here, he is entitled to \$50.00 per week, a thing which was not known of, a thing which was unheard of in circles in Barbados, where seamen are concerned. He is entitled to \$50.00 a week, until he catches another vessel. That is one of the positive things, which the National Union of Seamen has done for its members here.

In relation to the contribution which seamen make to the economy of this country, Mr. Speaker, seamen contribute approximately \$16 million annually to the economy of Barbados. The seamen contribute \$16 million to the economy of Barbados, by way of allotments and balance of wages. When you consider, that seamen take nothing from Barbados, no more than work clothes and they can leave and return to this country a figure of \$16 million, you will understand, that the seafaring industry is one which needs recognition, is one that needs representation. Seamen were exploited, in addition to the companies, by the officers aboard vessels by captains and engineers and so on and because a seaman, or a few of them might not want to follow certain rules, which were not part of their duty, they were victimised.

I remember personally I was victimised because I did not consent to take for one of the officers, a carton of cigarettes into London, which was against the Customs Regulations then. He felt, that I should have taken 200 cigarettes into London for him because I do not smoke and he would have had....

**Mr. SPEAKER:** Now, we have been hearing from the Honourable Member quite a lot about details of the Bill. We would like to hear something about the principle of the Bill now. We are in the Second Reading.

**Mr. SISNETT:** Thank you, Mr. Speaker. The inspection of vessels, in relation to the Bill is one which Government would have to be very concerned with, inspection of vessels in Barbados. It has proven to be a problem in more developed countries, which have a team of Inspectors for the inspection of vessels, when ships are allowed to operate under Flags of Convenience. In Panama, there are over 3,000 vessels registered there and it has become necessary to police this system because the Panamanian Government does not adhere to a rigid inspection of the international standards which are required in relation to manning of crew, in relation to the reliability of vessels, in relation to wages and even though Barbados might be considered, as one of the countries where shipping owners might want to register their vessels, I would want to caution the Government in the interest of safety of lives at sea, that it would be a good thing, if we can get a knowledgeable team of qualified engineers and people with a maritime background to offer their services to the Government, as inspectors of these vessels.

Flags of Convenience offer a good opportunity for nationals of developing countries to have the chance to work aboard ships. As I said, it is a good source for foreign exchange inasmuch as you take nothing from your country and in the case of Barbados, the seamen return \$16 million a year. But the problem is compounded, when there are mixed crews, in order for the owners to cut back on their expenses and when you have mixed crews, of various nationalities, who do not understand perhaps, the common terminology of ships, that in itself is another danger to the safety of life at sea.

In relation still, Mr. Speaker, to wages, I believe that the Government will insist or try to insist that ships registered in Barbados, the crews thereof should be paid on par with international standards. I would like to refer to an example we had here just a few weeks ago, the Cunard Countess, while it was in Barbados and how those seafarers from London, Britain stuck to their guns, that they wanted that ship to remain British. They should be commended for their effort because one of the sister ships in that company the Cunard Princess, which carries a Flag of Convenience, I am told reliably by the National Union of Seamen, whereas one of their staff members a basic wage would be about BDS\$1,200.00 a month and someone who is making a first trip, the sister ship of the same company under a Flag of Convenience was paying US\$40.00 per month and there is a great differential between US\$40.00 a month and BDS\$1,200.00 and the Government should be very careful in setting up Barbados, or allowing Barbados to be used as a Flag of

Convenience. I see there are good points about that and bad points, but it needs to be monitored.

The Department of Shipping in Barbados has always played the role for which it has been established and whether a full fledged governmental department is to be set up under this Act, or not, I still think, that the department will continue to administer its function quite creditably. It maintains, that the ships be adequately manned, that the crews receive their due wages according to board of trade standards and they make sure, that no vessel contravenes the international regulations, as far as, safety at sea is concerned.  
4.30 p.m.

The member for St. Michael South has nothing to fear in looking after the welfare of the seamen. That department has functioned well in the past, and under this Act it will continue to function. The total welfare of the seamen today in Barbados is being taken care of by the National Union of Seamen and the Joint Supply Office.

I would only want, in closing, Mr. Speaker, to say that it will take some time before the full benefits of this Bill can be seen in Barbados. As you know, Sir, ship building is like construction, big business, and we cannot expect to see the merits of this Bill in the first year. As long as Barbados continues to be as stable as it is today, as long as the country retains an intelligent labour force, as long as the country retains a good telecommunications system, and as long as our workers remain as able and as capable as they have demonstrated throughout the years, I am sure that Barbados as a centre for off-shore banking and a centre for the registration of ships as a flag of convenience, we will find a place in the international market.

The Bill, I believe, has a lot of good points, Mr. Speaker, and I would want to commend the Minister for bringing the Bill to the Chamber and would hope that Barbadians continue to understand that seafaring has a lot to offer, and that once the jobs have been contracted for Barbadians, Barbadians should try to maintain that high standard of efficiency at all levels in the shipping trade.

**Mr. SPEAKER:** Is there any other hon. member who wishes to make a contribution? The Hon. Minister may wind up if he so desires.

**Hon. C. L. BOLDEN:** Mr. Speaker, I would like to take this opportunity to answer some of the questions which have been posed by hon. members in their contributions to this Bill.

The first question which was posed by a member on this side was the question of taxation of ships. Taxation of ships is basically a financial matter, and though

the Government is contemplating the taxation regime, we do not want to incorporate the taxation into the general Bill which deals with the regulation of registration of ships and crews, etc. I know that, as I said earlier in introducing the Bill, that we have been under pressure within the last few days to reduce the tonnage which we have already set out in the Bill as the gross registered tons to be registered in this port, and also the age

. It has been pointed out that a very international organisation has done what we in CARICOM have done already.

In the CARICOM trade, the CARICOM Secretariat has carried out investigations into the trade which is conducted by the schooners between the CARICOM countries. It has been established that some 30% of the cargo, particularly soft fruit cargo — vegetables, fruit, etc. — which is moved through the Caribbean by schooners is lost to spoilage because of the particular condition of the boats, and it is seen that there is a need for the updating, rebuilding, training, etc. on schooners in the region. This international company has looked at the region and their interest is, as I am told, in putting a very modern ship in the region in order to move fruit and vegetables, which it is hoped would reduce the cost of fruit from the neighbouring islands by increasing the best part of cargo which is landed here. It would therefore reduce the spoilage rate, because as I understand it, it is estimated that this particular ship could move from port to port within a day. But the weight which we have set out in the Act seems to be above what it is estimated the weight of such a ship should be.

It looks as if when all the representations have been made we would therefore have to look at amending these figures. I know also, based on what the hon. members have said, that a number of countries are interested in transferring their registration from the Liberian port into Barbados, but as I said, that is a policy decision which would have to be taken after we have analysed the representations by the respective agents operating in Barbados.

Coming on to the question of what we should do in relation to the Act, I must admit that the Act is a very bulky Act, I believe I know it because I have had to peruse it on several occasions in order to get it to the Chamber, and members looking at it for the first time might not be very familiar with what is contained within this number of pages.

When the hon. member speaks about registration of documents, I would just like to refer him to — and we can do this more fully in the Committee stage — section 92 of the Bill which says that all documents for registration of ships in Barbados must be in English, although foreign language translation can be attached to the English translation of a document.

On the question of the mortgages, if the ship is mortgaged in another port and the owners want to transfer it to the ship registration in Barbados, that is also provided in paragraph 47(2) and (3), because whichever mortgage document is presented to the Registrar of Ships in Barbados first, that is the one he will enter into the register, and as the mortgage comes to an end it will be removed from the Register as well, so there should be no problem on that.

It is rather unfortunate that the hon. member for St. Michael South has not been able to remain in the Chamber until the debate is finished. He raised a number of questions about the welfare of seamen as it is in Barbados today. I would like to draw to the attention of this Chamber that Barbados has no ships, and the seamen in Barbados are employed on foreign ships, therefore it is extremely difficult for the Barbados Government to interfere in the contractual arrangements between the foreign employer and the Barbadian employee if he himself accepts the terms and conditions of his employment. We can ask our representatives abroad, we can look at the situation when they are in Barbados and make representation to the various shipping companies, etc. for better conditions for Barbadian seamen when they are employed on their ships, but it is a contractual arrangement which we seek to spell out in this document.

As long as a ship is registered in Barbados it is subject to the jurisdiction of the Barbados courts and Barbados laws, and this is where we will have a better grasp of the situation, as long as we have the ships registered in Barbados, and in our Bill we have provided for the conditions of employment for the seamen. The hon. member said it looked to him as if the Bill was more written from the point of view of the ship owner than from the point of view of the employee. I would like to draw to his attention that from section 94, probably down nearly three-quarters of this document which runs down into section 339, I want to draw it to his attention that the bulk of the Act deals specifically with the conditions of employment, the rights and the liabilities of the employee.

4.40 p.m.

We turn to Section 94, when we look at the Apprenticeship. For instance, Section 96 deals with the Engagement of Seamen and if you look at Section 96, you will see a series of matters set out which must be adhered to and both parties must sign agreements.

We look at the wages. I only want to draw to the attention of the Chamber Section 117, for instance, and this, I believe, is a very important section. I do not want to go into Committee stage but only to explain that we have taken into consideration the right of the seamen. It says:

"Every seaman who would be entitled to demand and recover any wages if the vessel in which he has served had earned freight, is, subject to all other rules of law and conditions applicable to the case, entitled to demand and recover his wages, notwithstanding that freight has not been earned."

In other words, if a seaman went aboard a ship and the ship owner did not earn any freight, he would still have to pay the seaman. He could not tell the seaman I have earned nothing so you get nothing. We have looked at the whole provision of shipping and we are seeking to provide a Bill of the highest international standard. I can assure hon. members that there is nothing that they should be afraid of in this Bill.

Section 132 deals with the provision of Health and Accommodation and I believe every seaman would be aware of what it is when he looks at the Act. Load Line Certificates — we have been a party to the Convention on load line and we have had instances in this country where ships have come into Barbados and they have been prevented from entering the Port because they were loaded below the recognized load line. They are ships that come into Barbados that seek to put more cargo on board than the load line indicates and the Port Authority, in the exercise of good management and bearing in mind the welfare of the seamen, have prevented those ships leaving this port and have caused them to off-load some of the cargo.

This Act now gives them statutory authority to deal with all of these conditions when it comes to the provision of safety at sea. Barbados has subscribed to all of the necessary international Conventions for safety at sea and they have been incorporated into the Act.

Therefore, Mr. Speaker, I beg to move that this Bill be read a second time.

Mr. SISNETT: I beg to second that.

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

Hon. C. L. BOLDEN: Mr. Speaker, I beg to move that further consideration of this Bill be now postponed.

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

Mr. SPEAKER: Moved and seconded that further consideration of this Bill be postponed. There being no objection, further consideration is postponed.

Hon. H. B. ST. JOHN: Mr. Speaker, Sir, I beg to move that you do now leave the Chair and the House go into Committee of Supply to consider a number of Re-

solutions. Earlier today, notice was given of a Resolution to deal with the question of Salaries and Allowances for the Staff of Parliament and I beg to move, Sir, that you will instruct the House in Committee to consider that Resolution in addition to the Resolution which is on the Order Paper.

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

Mr. SPEAKER: There will be instructions in Committee to deal with the Resolution in respect of the Emoluments and Increases in Salaries for members of the Staff of Parliament, notice of which was given earlier today.

*The question that Mr. SPEAKER do now leave the Chair and the House go into Committee of Supply was put and resolved in the affirmative without division and Mr. SPEAKER left the Chair and the House went into Committee of Supply, Mr. ODLE in the Chair.*

#### COMMITTEE OF SUPPLY SUPPLEMENTARY ESTIMATES 1980-81 No. 17

*Order No. 1 was called — To move the passing of a Resolution to grant the sum of \$29,721 from the Consolidated Fund and to place it at the disposal of the Government to supplement the Estimates 1980-81, Part I — Current, as shown in the Supplementary Estimates 1980-81, No. 17, which form the Schedule to this Resolution.*

#### HEAD 14 — ESTABLISHMENTS

Hon. H. B. ST. JOHN: Mr. Chairman, Sir, the Addendum sets out clearly the necessity for this Resolution. It is to supplement the Estimates under this Head for the purpose of paying the increased cost of public utilities.

I beg to move that this Resolution do now pass.

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

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

#### RESOLUTION TO APPROVE THE RATES OF SALARIES AND ALLOWANCES APPLICABLE TO THE POSTS OF THE STAFF OF PARLIA- MENT FROM APRIL 1, 1980 AS SET OUT IN THE SCHEDULE TO THIS RESOLUTION

Hon. H. B. ST. JOHN: Mr. Chairman, Sir, this Resolution seeks to implement another part of the legislative provision arising out of the revision of salaries for

officers who have to be paid from the Public Treasury of Barbados.

As you know, Sir, the posts of officers of Parliament are under the control of the Debates Committee. They are represented by a Trade Union. The Trade Union negotiations have been long. Representations have been made for a regrading of certain of the posts within the Parliamentary Establishment but the Government's policy has always been that salary revisions and regrading are different and distinct matters. This Government will not allow the confusion to arise with respect to the question of salary revision and regrading.

We have always made it abundantly clear that the Government is opened through its Establishment Division during the course of any period of time to consider applications for regrading.

4.50 p.m.

We have tried to explain to Unions, that when we are dealing with salary revision, we are dealing with the appropriate salaries to be paid to different posts, without prejudice to the question as to whether those posts are to be regraded, or not. I am pleased to state, that the staff of the House of Assembly understand this position clearly and that, in order to ensure, that they benefit, from the revision of salaries in the existing scales, which are appropriate to their comparable scales, this Resolution is necessary.

There is to be an amendment, under the post of Senior Executive Officer and Secretary of Parliament because there is another increment and the Clerk has the appropriate amount. It is \$21,264.00 as being the other area.

In view of the confusion which has arisen, in some people's mind, I want to make it clear, that we have now passed, with the exception of certain part-time posts, in Barbados, all the necessary money to allow everyone whose salary comes from the public Treasury and whose agreements expired on the 31st March, a significant amount of money, whether they work in Statutory Boards, or otherwise provided their Agreement expired on 31st March, to receive the general level of salary increases without prejudice to any questions of regrading. All of the money has been passed. There is nothing other than cussiveness, obstructionate tactics, on the part of anybody to prevent any employee of Government, or Statutory Boards, from receiving their increase in salaries. I want to repeat that. Sufficient money has been passed for everyone, whether they are employed with central Government, or Statutory Boards, with the exception of a few specific part-time posts, where we will come down with the Resolutions at the next Sitting of the Honourable House, to get increases in salary.

Those who feel, that they are entitled to a regrading, and they are prepared to wait on the regrading, that will only affect their back pay. But the current existing increase in salary will be paid to them. So, there is no excuse for anyone to say, that they are employed by a Statutory Board, or this Body, provided their contract expired on 31st March, the Cabinet and the Honourable House has approved sufficient money for everyone to draw the increase in the salary scales. I also want to point out, that this question of regrading, is a matter that has exercised the minds, not only of this Government, and of the previous Government, as a matter of fact, Honourable Members of the Honourable House will recall it is only recently, that general determination was made with the Teachers' Union for the regrading of certain elements of training, despite the fact, that that was a long outstanding matter. This Government stands committed to honouring its proposals with respect to a reclassification, or regrading of any officer with the Trade Unions, after negotiation with the Civil Establishments Division, so, I hope that this misleading of innocent people will cease.

I beg to move, Sir, that these Resolutions as amended, be now passed.

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

*The question that the Resolutions as amended be now passed was put and resolved in the affirmative without division.*

*On the motion of Hon. H. B. St. JOHN, seconded by Hon. Miss B. A. MILLER, Mr. CHAIRMAN reported the passing of the Resolutions as amended in Committee and Mr. SPEAKER resumed the Chair and reported accordingly.*

*On the motion of Hon. H. B. St. JOHN, seconded by Hon. L. R. TULL, the Resolutions were read a first time.*

*On the motion of Hon. H. B. St. JOHN, seconded by Hon. L. R. TULL, the Resolutions were read a second time.*

*On the motion of Hon. H. B. St. JOHN, seconded by Hon. L. R. TULL, the Resolutions were agreed to.*

#### ADJOURNMENT

Hon. H. B. St. JOHN: Mr. Speaker, Sir, I beg to move, that the House stand adjourned until Tuesday, 2nd December, 1980, at 12.00 o'clock.

Hon. L. R. TULL: I beg to second that.

*The question was put and resolved in the affirmative without division and Mr. SPEAKER adjourned the House accordingly at 5.00 p.m.*

5.00 p.m.