
THE

House of Assembly Debates

(OFFICIAL REPORT)

FIRST SESSION 1981 – 86

HOUSE OF ASSEMBLY

Tuesday 22nd, June, 1982

Pursuant to the adjournment the House of Assembly met at 12.20 p.m. o'clock on Tuesday June 22, 1982.

PRESENT

His Honour W. C. B. HINDS, J.P., (Speaker); Hon L. S. CRAIG, (Minister of Parliamentary Affairs and Leader of the House); Hon. Miss B. A. MILLER, (Minister of Education); Mr. J. G. ODLE, B.Sc., (Chairman of Committees); Hon. V. L. JOHNSON, M.A., (Minister of Labour and Social Security); Mr. B. M. TAITT, B.A., (Hons.), M.A., LL.B. (Hons.); Hon. L. R. TULL, Q.C., M.A., (Attorney General and Minister of Foreign Affairs); Hon. DeL. O. BRADSHAW, (Minister of Housing and Lands); Mr. L. L. SISNETT; Hon. Dr. D. G. BLACKMAN, (Minister of Transport and Works); and Mr. W. O. FRANKLIN, A.I.A.S., J.P.

Prayers were read by Archdeacon F. A. Cayless.

Hon. H. B. ST. JOHN and Mr. L. A. WEEKES entered the Chamber and took their seats.

MINUTES

Mr. SPEAKER: The Minutes of the meeting of Tuesday, June 15, 1982

Hon. L. S. CRAIG: Mr. Speaker, I beg to move that the Minutes of the meeting of Tuesday June 15, 1982, be taken as read.

Mr. SPEAKER: If there are no observations from Hon. Members let those Minutes stand confirmed.

ANNOUNCEMENTS

Mr. SPEAKER: I have before me a Message from the Other Place to the Honourable the House of Assembly re an amendment to the Agricultural Holdings (Option to Purchase) Act, 1982.

Hon. L. S. CRAIG: Mr. Speaker, I am respectfully submitting to you that this matter be dealt with, with the leave of the House, during today's sitting.

PAPERS LAID

Hon. L. S. CRAIG: Mr. Speaker, I am commanded to lay a Statement showing the sums advanced to the Postmaster General for the payment of Money Orders for the month of April, 1982.

GOVERNMENT NOTICES

Hon. L. S. CRAIG: Mr. Speaker, I beg to give notice of a Bill to amend the Mental Health Act.

BILLS READ A FIRST TIME

On motion of Hon. L. S. CRAIG, seconded by Hon. H. B. St. JOHN, a Bill to amend the Mental Health Act was read a first time.

ORDERS OF THE DAY

GOVERNMENT BUSINESS

Mr. SPEAKER: Government Business is the Instant Order of the Day.

Hon. L. S. CRAIG: Mr. Speaker, Order No. 1 under Government Business.

THE TRAVEL SERVICES ACT, 1982

Mr. SPEAKER: Order No. 1

Order No. 1 was called — To move the second reading of a Bill to provide for the registration and control of travel agents and for related matters.

Hon. H. B. ST. JOHN: Mr. Speaker in 1978, a Committee was set up to advise the Government on the need for, and the possible form of regulation with relation to travel services in Barbados. Exhaustive consultations and research were done with respect to the practice in other countries in the world in relation to this matter. Legislation from Australia, Canada, the United States, Jamaica and other Caribbean countries was looked at.

Cabinet approval, in principle, for the need and necessity for regulation, having been obtained, a draft Bill was prepared; and extensive consultation took place between the travel agents and other agencies in Barbados responsible for provision of facilitation, and ground services were set up.

Dr. R. C. HAYNES and Mr. P. M. GREAVES entered the Chamber and took their seats.

The object of this consultation was to ensure that the terms of the legislation would be workable and would embody principles which would be well known.

The basic position is that many countries in the world have found it necessary to ensure that certain ethical standards operate in the travel agency. We in Barbados, like some other countries in the world, also have to consider not only the protection of our own people, who make use of travel agencies and similar organisations for the purpose of travelling abroad, but we also have to take into consideration the services which are rendered to guests who come to Barbados by, or through, the instrumentality of tour operators and wholesalers.
12.30 p.m.

The first point of principle, Sir, that this legislation seeks to embody in this respect is that foreign tour operators will no longer be permitted to carry on the business of facilitation or other travel services in Barbados.

Honourable Members may ask, why is it that we find it necessary to do this? I will draw Hon. Member's attention to the fact that it is estimated that some 60 to 65 per cent of all business coming to Barbados, exclusive of cruise ship business, comes via the tour operator or wholesaler.

If these foreign entities are not properly policed in Barbados, Barbados, as a destination, can find itself involved in a bad name in the countries of origin of these

tour operators. Further, Barbadians, who perform services for these foreign tour operators, need an element of protection for payment for these services.

I think it is important for Hon. Members to recognise that the world travel industry is undergoing a tremendous amount of financial strain. One only has to have an examination of what has taken place in a number of market places, and, in particular, to examine the number of companies which have gone under in their countries of origin, to realise the reality of this situation.

The Ministry of Tourism and Civil Aviation, periodically, happen to receive complaints from local providers of services about non-payment by foreign tour operators in respect of services provided for them on credit. This matter also impacts upon the realisation in Barbados of the full foreign exchange which ought to be paid to Barbados for the travel services provided here in Barbados.

Now we have, as a Government, for a long time pledged that this is one area within the tourist industry, namely the provision of services in Barbados, where we feel Barbadians are competent, to a very large degree, in providing the totality of services.

There may be a few cases where, because of the lack of language capability in Barbados, it may be necessary to have some facilitation provided which is not available here.

It may be amusing to some Hon. Members; but we have had applications for people to come to Barbados as agents or facilitators of some tour operators from a country such as Scandinavia, and one of the points that they were putting forward to us was that they needed a work permit because they needed people who could speak the Scandinavian language. Of course, when they were asked what is the percentage of their visitors who only speak the Scandinavian language, they replied that English was, in fact, as well-known and widely used in Scandinavia as the native language. So we did not think that there was sufficient justification in that respect.

But, by and large, I am very please to note that a large number of young Barbadians have qualified themselves in language facility.

We, by way of a contract with the Barbados Board of Tourism, last winter introduced facilitation services at the airport in French, Spanish, Italian and German. And I am very pleased to say that we had no shortage of applications from people who had this competence. So, at the airport in Barbados, we have been able to provide a measure of facilitation which many other airports in the area do not provide.

We feel that the introduction of the provision in the Bill, whereby the services of facilitation and other travel services by foreign tour operators can only be undertaken through a registered company in Barbados, will go a long way towards plugging the gap, and in reducing the exposure of our provider of services in Barbados to default in payment.

With respect, Sir, to the provisions of the setting up of travel agencies in Barbados itself, a few people originally argued that there was no need for such legislation; because the airlines which provide seats are to a large extent monitors for ethical practices among travelling agents, through their common membership of IATA, the International Trade Union of Airlines, and also through the fact that they, themselves, are very vigilant in monitoring the activities of travel agents.

The Ministry does not accept that view. Our own view is that experience, has shown that travel agents in Barbados today play a much wider role in their normal day to day relationship with the public than was in the past. As a matter of fact, we do have in Barbados, now, a number of travel agents who provide the equivalent of tour operator services to the Barbadian public when the Barbadians wish to travel abroad.

Honourable Members will only have to scrutinise newspapers to see the number of tours out to Barbados which are being advertised now — organised and arranged by travel agents in Barbados. It is therefore necessary to ensure that the promises which the advertisements hold out to the public, by way of inducement to get the people to buy these tours, are in fact being fulfilled from day to day.

We also have a situation where, at least in the last two years, no less than two travel agencies have gone in the way of bankruptcy.

Rt. Hon. E. W. BARROW and Mr. SANDIFORD entered the Chamber and took their seats.
12.40 p.m.

It is therefore absolutely necessary for us to ensure that proper trust deposits are established in Barbados to protect our consumers in a similar manner to which consumers are protected abroad, in their countries of origin, when they come to us.

A significant feature of the Bill is that travel service is so defined as not to include an airline company which provides a total package. Hon. Members would ask why is that so.

Well, all of the travel agents Bills, in all of the countries we have researched, have dealt with the situation where a

person undertakes to sell a service and does not have the total means of fulfilling what he promises to sell. In other words, if a person has an airline to carry the people, and he has a hotel to put the people up in, and if he is providing transport from the airport to the other place, if he is providing all that, there is no need for protection.

So travel service is so defined as to embrace only where a person sells services of a particular nature which are to be carried out by a third party.

This also impacts upon people like taxi operators and others. They have no need to register under this Bill; because when a man comes to them and he agrees to take them on an Island tour, he is not selling the services on the basis that somebody else is going to provide it; he is selling the service upon the basis that he, himself, has the means and wherewithal to carry it out.

So this is the pattern all over the world, and, perhaps the secret to this can be easily pointed out by the fact that they are described in common parlance as travel agents and the use of "agent" means that they are providing the service by someone else.

Now, Sir, it would also be note worthy that the Bill does envisage that only citizens, permanent residents and during the course of the Committee state of the Bill, the Attorney-General's office has drawn to my attention that it would be necessary to include an amendment to cover immigrants. Nowadays, in our Bills, we not only cover citizens and permanent residents; but since the new Immigration Act there is a separate category of person known as an 'immigrant', so the trilogy of expression now in relation to localization is citizens, immigrants and permanent residents.

This has also occasioned some comment by some people. It is felt that it is wrong to localize the provision of these services. I do not hold that view. I do not hold that view. My own view is that we in this country have to recognize that people must feel that they are entitled to participate, to the maximum extent, in the economic expansion of the new opportunities occasioned by the provision of services in Barbados.

I have no doubt that some Hon. Members may feel that this is not the correct policy. But this matter has been debated, and debated in Barbados, and I am one of those who feel that Barbadians are competent and qualified to carry out this function. And it is an ideal type of activity for localization.

There are a number of other matters, that some Hon. Members may have already drawn to my attention, in respect to the stringency of the standards and to the provisions relating to eligibility to run a travel agency. I

am perfectly prepared, in the Committee stage, to consider this matter.

It has been drawn to my attention only today, Sir, that the Bill is particularly stringent in setting out who directors of the travel agencies can be in that it presupposes, as a matter of principle, that all of the directors, or the majority of directors, must have knowledge of the travel industry. I am prepared to listen to suggestions on that.

The Bill went to this special committee consisting of the Tour Operators Association, the travel agents in Barbados, the Tourist Board, the Airline Association and others. But we did not have any representation on that point. But now that we have had representation on that point, there is no defeat in the major principles embodied in the Bill if a suitable amendment is introduced which ensures that the people who are in charge of the day to day management of the Bill are those people who have the knowledge which is necessary. I have no quarrel with that.

It has also been drawn to my attention too, Sir, — and this is a matter that we will deal with in Committee — that we should have included the definition of tour operator and wholesaler.

I will draw this to the attention of the draftsmen, because those terms do have a sort of precise signification in the tourist industry. He may have assumed, and all of the people involved in the consultation may have assumed, that everybody knew what a tour operator is — it is so well known in the industry. But, nevertheless, this is a matter of law and, in the event of a breach of the law, and the application of the sanction and in relation to the law, we should have as much precision as possible.

So, Sir, those are the general purposes of the Bill. I cannot tell Hon. Members that this Bill, by itself, will provide 100 per cent protection for all of the people in Barbados who provide services for foreign tour operators. I cannot tell Hon. Members that this will do that. It will go a long way towards providing some kind of protection. But I know that this is a matter of interest to the other side.

The Government of Barbados is very concerned about receivables in the tourist industry. We are very concerned, where a foreign tour operator goes broke in his country of origin, that there is no protection for the Barbadian hoteliers and the Barbadian provider of services to him other than by proof in the liquidation or receivership abroad; in which case he, or she, or the company finds itself being classified or ranked with the general creditors of that particular company or partnership which has gone under.

We have recently had four foreign tour operating companies, who did a tremendous amount of business in Barbados, and they have either gone into receivership or liquidation in their country of origin.
12.50 p.m.

It is estimated that somewhere in the vicinity of \$500 000 to \$1 million are owing to Barbadian hoteliers. The Ministry has been having elaborate discussions with the Hotel Association and others relating to the recovery of these receivables.

It appears quite clearly that no special protection is given under the domestic law of the country of origin of these people.

We in Barbados have raised this matter at all of the regional tourism associations and I know that the hotel associations, at their regional body, raised this question too. Discussions will be started very soon with the Central Bank of Barbados with a view to seeing whether the Export Credit Scheme cannot be expanded to cover not only the insurance against non payment by foreign purchasers of goods but also of services.

We have reason to believe, as a result of our research, that the Export Credit Guarantee Scheme of a number of countries have been extended to cover receipt of payment for services, but the services in those countries, very often, is the service of engineering, architectural — specialised advisory services. We know that the United Kingdom covers, for sure, architects, engineers, ship builders, consultants generally. But we have to tailor our Export Credit Guarantee Scheme to suit the services that we sell abroad. So, there should not be much difficulty on that. And that is another prong that we are trying to use on our attack in trying to protect people who supply services in Barbados.

We also feel that the administration of this Bill should be such that people have confidence in the objectivity of its administration.

Under the Bill, the scheme of administration will be that a public officer will be a Registrar.

It is envisaged that the officer in the Ministry of Civil Aviation and Tourism, who is also nominated to be Secretary of the Air Traffic Licencing Committee, would be the Registrar, and there would be a provision for an appeal from any adjudication made by that officer.

Until the Administrative Tribunal Bill has come into operation, that appeal would be to the Minister. In any event, if the decision is outside the scope of the limited

and qualified administrative criteria which are set out in the Bill, there will always be an administrative law provision to challenge them in the courts.

I am not going to deal, Mr. Speaker, with other aspects of the Bill in relation to the tourist industry generally, because we have a Bill before Parliament today which would amend the Board of Tourism Act, and I feel that that is the most appropriate place to deal with those matters. This Bill relates strictly to the licencing and regulation of travel agents and I would confine my remarks to that.

I would just conclude, Sir, by saying that this matter is a matter that the Government is not springing on anyone. We set it out very clearly in our Manifesto of 1981, that we felt that it was necessary to regulate the business of travel agents and tourism firms. So this Bill is also effectuating one of the pledges that we have set out in our Manifesto.

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

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

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

Mr. P. M. GREAVES: Mr. Speaker, first of all, let me begin by stating that I have interest in this matter inasmuch as I have some interest in a travel agency. So I have declared my interest at the outset.

I had a word with the Hon. Minister, who moved the Second Reading of this Bill only a few minutes ago, and I pointed out to him some aspects in which I thought that this Bill was a bit too stringent.

Now, when this Bill was first circulated and I read the Bill, I honestly, Mr. Speaker, could not understand the reason for this Bill.

Here we are dealing with a section of consumer protection in that we are setting out to protect in one aspect only, that is in the travel agency aspect. But they are not the only agents in Barbados and there are other agents in Barbados with which, in my opinion, Government could also do likewise there and protect the public.

I am referring, Sir, to commission agents, people who bring in food in Barbados, they are also agents, and they call themselves so. And I think, Sir, that the Government might do well to widen the scope, not of this Bill, but the principles generally set out in this Bill, and give wider protection to the public at large.

Sir, there are some aspects of this Bill that I should like to draw to the attention of the Government, I have already mentioned some, and I think that the Bill could be tidied up in some aspects.

In the first place, I do not believe that anyone can quarrel with the general principles of this Bill in the terms that it sets out to limit the operation and the provision of these services to Barbadians, whether they be citizens, permanent residents or just residents.

I think, Sir, in fact, that the Government should go even further, and that wherever services are provided, and wherever those services can be provided by Barbadian nationals — and in here again, Sir, I would have to include the permanent residents as defined by the Immigration Act — the Government should go and limit the operation of those services, the control of those services, to Barbadian nationals.

Some years ago, when we were the Government, we set up a Committee under a former Financial Secretary and that Financial Secretary had set out that there are certain services that should be provided by Barbadians. I fully supported that, and in this respect, Sir, I fully support that what the Government is setting out to do here, to limit not only travel services, as we understand it in the classical sense that you are vying for persons who sell a ticket to persons who are travelling, but also for tour operators, and particularly for tour operators — particularly for tour operators!

Lots of people, Mr. Speaker, do not understand how travel agencies operate and how they normally get their revenue. It is simple, Sir. As a matter of fact, when I first received this Bill, I felt that it might have been to protect the travel agents, because, quite often, travel agents find themselves in greater difficulty than the travelling public, vis-a-vis, Sir, some of these airlines which come and go out of business.

Travel agents have to pay the airlines within fifteen days. Within fifteen days of the person travelling, the travel agent has got to pay the airline, whose agents in fact they are. They are not just agents by themselves, they are really and truly agents of airlines. That is what in fact they are, and they have been so appointed by the airlines.

1.00 p.m.

Each airline appoints the travel agent as its agent and it can only do this — particularly those airlines which are members of IATA, the International Air Transport Association — if an agent has got IATA accreditation. So, every agent appointed by an airline has got to have IATA accreditation.

Here we are again providing additional responsibilities on people who offer these services by having themselves, first of all, here in Barbados, registered as travel agents; and then to be accredited by IATA at a later stage.

Whether the airlines collect the fares from the travelling public or not, that is unimportant to the airlines; but whether the travel agents collect the fares from the travelling public or not, they have still got to pay the airlines for the service which the airlines have provided, within 15 days of travel. So very often the travel agency has got to borrow the money from the bank in order to pay for the travel of a particular person or group of persons, as the case may be, and the travel agency then in turn gets a commission from the airline for the service it provided for that particular airline.

Sir, with that background, I think that this Act should be looked at generally in respect of what I have just said. Travel agents have been operating here for quite some time, some of them successfully and some of them not so successfully. This Bill requires even those travel agencies that have been operating in Barbados for years to register, and not only to register, but to register on an annual basis, and it sets out certain criteria for registration.

As I pointed out to the Honourable Minister, there are several travel agencies operating in Barbados that may not reach that eligibility.

As an example — and I am just giving an example, Sir, I am not going into it clause by clause, I am just dealing with the general aspects of it here — it requires that a majority of directors of a travel agency must have a working knowledge of the work and business of the travel agency.

Sir, if that requirement were to stand, most of the travel agencies in Barbados would have to go out of business, because they could not qualify, and I am very glad to hear the Hon. Minister say he is quite prepared to have a look at this aspect of it. It might very well be that the people who have the day to day running of the business must have a working knowledge of the travel business, and to that extent I think that the Bill could be amended.

One of the things I find fairly disturbing is the amount of discretion that it gives to what it calls the Registrar of Travel Services.

The Registrar has got to be satisfied about a number of things. For instance, he has got to be satisfied that the people in the business would have a working knowledge. How is he going to be satisfied? There are no rules, no regulations, we do not know how he is going to

satisfy himself. What are the criteria for satisfying himself that those persons have a working knowledge of the business?

He has a discretion, Sir, to register or not to register. I am not suggesting that this discretion can be exercised willy nilly, but if one does not know the criteria on which he is going to exercise that discretion, one then has got to proceed with caution.

He will have power to inspect the books and the business affairs and the records of the company.

The Registrar has a tremendous amount of responsibility, and, Sir, it is my view that an appeal from the Registrar should not end with the decision of the Minister, and that is precisely what this Bill provides for. This Bill provides that an appeal from the Registrar should be to the Minister, and the Minister's decision is final.

Here we have a Registrar who has in his hands, more or less, the livelihood of a number of persons, and if he makes a decision with which those persons are not satisfied and feel aggrieved, that decision can only be appealed to the Minister, and whatever that Minister says is final.

I believe that the court should be the final arbiter in matters of this nature, and I would invite the Government to review the Bill.

There are other aspects of the Bill to which I would like to draw attention at the Committee stage, but I should like to invite the Government to review this Bill along the points that I have made here, because as I said earlier, it is a Bill with which I think we can agree.

It is a Bill, too, which I understand the travel agents themselves want, and I believe that it can become a better Bill, and we on this side will give it our support.

Mr. B. M. TAITT: Mr. Speaker, my colleague has dealt with this Bill in sufficient terminology as not to require me to go much farther, but there is one point which I wish to draw to the Minister's attention.

In the Bill itself, for example, the determination as to who will be able to become a travel agent appears to me to be framed in fairly stringent terms on the one hand, and yet the determination is somewhat open-ended when it says that a person must have "sufficient resources"; but no attempt is made in the Bill itself to identify the parameters which would embrace sufficient resources.

Since this decision is going to be made by a Registrar who will therein have some discretionary power,

according to the Bill as it is now framed, I believe that it is desirable that the Government should attempt to establish the guidelines so that a person who is not now a travel agent, who is desirous of going into the business, will not come to feel that considerations other than regular considerations might come into play to determine who will get into the travel business or not.

Mr. Speaker, it is very difficult in Barbados to break into the business world. Part of it is tradition and part of it is in an unspoken arrangement whereby only certain professions and/or business are left available.

1.10 p.m.

For a relatively young community, comprising a number of young men who believe that they have a right to go into business, the travel agency business does provide, or has provided up to now, a relatively easy passage into the world of business, and my concern is based on my desire to see that that passage is not unnecessarily clogged.

I think, as my colleague has said, that the objectives of the Bill are reasonable, but I have to agree with him that I would prefer to see, as soon as possible, a total consumer protection package.

I know that such a Bill has been drafted, or had been drafted before, and I am sure that the Government can activate that draft — it should be somewhere in the Attorney-General's office — so that we can have a full range of consumer protection in Barbados.

But for the moment, and for this debate, I would like to ask the Minister to give consideration, also, to who is going to determine "sufficient resources."

The Registrar also needs some further consideration. Will the Registrar be an independent agent? Will the Registrar be separate and apart, functioning only for this purpose to regulate and inspect; or will the Registrar form part of the Ministry?

If, in fact, he forms part of the Ministry, then the appeal from the Registrar to the Minister may not be sufficient by way of assisting a person who feels aggrieved; because if, for example, the Registrar is an officer in the Ministry responsible for Tourism, it is more than likely that that officer is also involved in advising the Minister in his decision-making in the Ministry of Tourism.

If, therefore, the appeal is from a person, who is an adviser to the Minister, to the Minister who is advised by that person, chances are that the information and advice coming up to the Minister would tend towards the professional bias held by the individual who is appointed Registrar.

I thought, when I first heard of this Bill, that the administration of it would have rested in the Board of Tourism; and when I saw that there was going to be an amendment to the Board of Tourism, to be able to deal with the ancillary tourist services, I thought the Board was going to have the jurisdiction.

I have not heard from the Minister, so it may be premature to raise a question, but it does say here "a public officer", and that tends to suggest that the Registrar is going to fall into the category of the Registrar of Cooperatives, etc.

I am advised that, in fact, the Registrar is likely to be coming from the Ministry of Tourism; and so I wish to reinforce the point I am drawing to the Minister's attention, that an appeal of an aggrieved person from the Registrar in the same Ministry as the Minister might not carry sufficient conviction in terms of the feeling of the person aggrieved.

I take the point which the Minister makes, that in the final analysis an appeal to the Law Courts is available, but, bearing in mind the cost of such movement, I think the Government might reconsider the appointment of a Registrar.

It also brings to focus the question of the Administrative Tribunals Act; that that Act has not been proclaimed ought to be a source of concern to all persons in Barbados, bearing in mind the fanfare with which it was introduced, and I think that the time has long passed since that Act should have been proclaimed.

I wish to raise one other question concerning the facilitators who come in representing the tour operators. Am I to understand then that the tour operators overseas will now be required, and I repeat "required", to appoint registered persons in Barbados to perform for them?

Failure to require that, Mr. Speaker, will result in something which we have become accustomed to in Barbados, where a number of foreigners come into Barbados as visitors and perform functions for which our laws require a work permit.

Now what is likely to happen, if we are not careful in our approach to the implementation of this Bill, is that the facilitators will cease to be residents of Barbados, but they would come by way of visitors spending short terms of two to three months on each occasion. But if you are in a travel business, moving from point A to point B as a group leader, it is not usually very difficult so far as the airlines are concerned, and I hope that the effort will not be lost by way of the tour operators finding a route around this piece of legislation.

Mr. Speaker, my experience with the tour operators suggests that they are not without capacity to find ways and means to do that which they wish to do, and the whole question of the retention of a significant part of the tourist dollar in Barbados is one that has been dogging the industry for some time.

The Hon. Member has indicated that we will be discussing this in some more detail when the other Bill concerning the Board of Tourism comes before us. We are assuming that he is going to do the logical thing and allow that Bill to follow this one so that the debate will continue, and in that context the other questions I have will await that Bill.

There are a few points which I will make to the Minister in Committee, but I think, generally, that I have to agree with my colleague, that the objectives of the Bill are not outside of easy acceptance.

Hon. H. B. St. JOHN: Mr. Speaker, I will just reply shortly to the three points. Dealing with the last point raised, the internationally accepted practice is that group tours with team leaders are allowed in all destinations. But to provide protection, it is necessary to ensure that the company, which is carrying on the business in the place where they tour, must be registered there.

If you look at Section 2, the object of Section 2 is to ensure that a tour operator who is not resident in Barbados, a foreign tour operator, can only provide facilitation in Barbados through a licensed travel agent in Barbados. That is the object of that.

But subsection (3) provides that if the foreign tour operator is a body corporate, and most of them will be, and if they are registered in Barbados under the Companies Act, they can provide the facilitation subject, of course, to the person providing the facilitation being eligible to have access to the airport.

The draughtsmen looked very carefully at this, because, obviously, all Hon. Members who are familiar with this trade would recognise that many countries in the world have tried their best to have as tight a legal regime as possible, but it is really a battle of wits between them and these travel tour operators; so we have a second limb. We say it is an offence to do it, but we have a second limb — that if a foreign tour operator wishes to provide facilitation in Barbados, their company has to be registered in Barbados. That only relates to facilitation.
1.20 p.m.

Under the Airports Act in Barbados, the lawyers drew to our attention that no person can provide any facilitation at the airport unless he does it pursuant to

permission granted by the General Manager of the Airport. And strict instructions have been given with respect to this area — that only Barbadian citizens and permanent residents can get that permission to go inside. Now, Sir, we believe that that will cure that.

Now, we are also, as I said in my speech, going to include a definition of 'tour operator'. We have checked the Canadian Acts and they have a specific definition and it was always intended that that should have been included.

On the question of security required, I think the Hon. Member has missed one point. The criterion is out. The criterion is within the context, this is modern drafting language, it says within the context of Section 16 of the Act; and Section 16 provides for the security. And the Minister has to make the Regulations in advance setting out what is the form of the security.

What we intend to do with that, quite honestly, is that having regard to the fact that most travel agents have to comply with IATA conditions, we do not want to make the security more difficult than what the generally acknowledged world-wide security is, but what we want to insure is that security is posted in Barbados and not posted to somebody abroad. Because with the same terms and conditions, whatever the monetary amount is — I cannot remember what it is — sometimes it is U.S. \$25 000, I believe, or whatever it is, we do not want to make it more difficult than what the IATA security is, but we want it embodied in our Regulations that the security is posted in Barbados. We do not want it posted abroad. So on the question of having to provide double security, we would take a bond similar to what is necessary for them to qualify now under IATA. We do not see the need for any greater security than that.

On the question of the appeal, the Minister has to prescribe, by the Regulations, the form of the security. Section 27 sets out that very clearly, so we will be dealing with that. With regard to the appeal mechanism, when this Act was drafted, the provisions of the administrative tribunals had not passed the House. I have absolutely no objection to the same formulation which is set out in the second Bill dealing with the Barbados Board of Tourism Act, which is that the appeal goes to the Administrative Appeals Tribunal, or to a special Appeals Committee which will be set up.

I do not want the appeal to be final by any Minister, I do not want that, but this was drafted before that modern form of drafting was done and I have already drawn this to the Attorney-General's attention. Let us have in both Acts the same form of appeal. I do not have any hang-up about that because, in my view, if they go outside of the criteria set out in the Act, you can challenge

them in the court in any event. But this was drawn previously.

Now the scheme of operation that was suggested by the Ministry was that the Board of Tourism should be the Registrar. But I can tell Hon. Members that the travel agents themselves objected to that very strenuously.

The travel agents said they did not want that. They want it in relation to the Air Traffic Licensing Authority. They want that, because they say that the airlines and the C.A.B., and the British Civil Aviation Authority — not the Tourist Board — is the one that deals with the question of the regulation of travel agents in other countries. They like it to be in relation to the well prescribed IATA ethical standards. They, themselves, asked for that — not us.

I would have like it, but they asked for it, and we said that once we have a Registrar who is dealing with matters in relation to the regulation of consumer protection with respect of airline travel — and things like that, it does not matter to us. So they took that point, not us. We are trying to comply with their wishes, but they were very hot and strong on this. *(Asides)*. But I do not want any appeal to be final to me. So taking those points into account, Sir, we have sent for the draftsman, Sir, and we will be able to embody in the Bill these matters that have been raised on all sides, because my aim is to have as tight an Act as possible to effectuate the objectives which have been set out in our Manifesto.

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

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

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

Hon. H. B. St. JOHN: I beg to move that further consideration of this Bill be postponed. I hope to continue with it. The draftsman is coming, Sir, and I hope to consider it later during the course of the day.

The question that further consideration of the Bill be postponed was put and resolved in the affirmative without division.

Hon. L. S. CRAIG: Mr. Speaker, I beg to move that Order No. 8 be the Instant Order of the Day.

Mr. SPEAKER: Order No. 8

BARBADOS BOARD OF TOURISM (AMENDMENT) ACT, 1982

Order No. 8 was called — To move the Second Reading of a Bill to amend the Barbados Board of Tourism Act, Cap. 342.

Hon. H. B. St. JOHN: Mr. Speaker, Sir, in the Manifesto of the Barbados Labour Party in 1981, we pledged that a Hotel Registration and Classification Scheme would be introduced in Barbados. For a considerable period of time, Sir, the question of product quality in Barbados has been the subject of much public dialogue.

I believe as long ago as 1956, a Dr. Beck from Cornell University came to Barbados and the then Board of Tourism was very interested in setting up a formal classification and registration of hotels. Dr. Beck came and he made a report but having seen the report by Dr. Beck, in common Barbadian parlance, all hell broke loose; because many people in Barbados do not like to hear the truth being told, particularly about themselves and their own establishment.

So unlike that Government, Sir, this Government is prepared to stand up and take its blows, and give too. So we feel that if we leave the question of product quality purely in the hands of hotels, that there would never be agreement among themselves as to as important a matter as registration and classification.

Some three years ago, because of our view in the Ministry that it was necessary for us to have specific legislative provision in this area, we requested technical assistance from the British Government and from other international agencies.

1.30 p.m.

The British was the first to respond and we had the services of a well-qualified person from Britain who came to Barbados and did a tremendous amount of work with the hotel industry and the Tourist Board in trying to explain the importance of this to the industry as a whole — such matters as the International acceptance of this type of activity, the necessity of ensuring that good value is given for the money that people spend.

One of the matters about human nature that is not well appreciated is that some people who have money will pay a lot of money but they must feel, they must honestly feel among themselves, that it is worth it. Mr. Speaker, one only has to observe a lady or gentleman shopping and you will see this truth about human nature.

The expert not only spent some period of time explaining this with the hotels, but draft legislation was prepared and discussed, item by item, with the Hotel Association, the restaurateurs, and the guest houses' people. So there has been in fact three years, three whole years, of the most elaborate consultation.

I am very pleased to say that I have had nothing but maximum co-operation from all sectors of the industry. All of the doubtful Thomases, — all of

them, have removed their objections. Perhaps it is because of the manner in which the explanation was given, and perhaps it is also because we have been able to bring in, periodically to Barbados, well-known organizations to work with the hotels; such as the A.A., the Automobile Association in England, people from other parts of the United States, I think it is Michelin Guide or somebody else, who are accustomed to doing this thing, and agencies which are well-recognized in the tourist industry.

I want to say, Sir, that we appointed, over two years ago — we changed the structure of the Tourist Board slightly by creating this new post — a Deputy Director, who is basically in charge of product quality. We created the post of Hotel Inspectors, and they have been working along with the consultant, and with these other special assignments people who have come — and the hotels have been co-operating with these people very well — and we have been trying to do this explanatory job.

It is the intention of the Government that some period of time will elapse before the first official classification will be published, because we wish to have a classification which is arrived at after the most objective examination. Not only will we continue to bring in experts from abroad, to check out the preliminary assessments of the evaluators here, we also intend to circulate the preliminary assessments which will contain reasons for the assessment, and will give the hotels and other types of accommodation an opportunity to put right, so that they, themselves, can improve their classification.

My understanding is that this manner of operation has really convinced all of the hotels in Barbados that, bearing in mind this pattern of operation, there cannot be any possible objection to it. So if I may say so, Sir, I think an excellent public relations job has been done in selling this idea.

But, Sir, when we came to the legal structure, it was found that the original Tourist Board Act of 1958 was not wide enough, in the opinion of the Attorney-General's office, to clearly empower the Board to carry out this function; and certain amendments were suggested as being necessary.

We also had the development, since 1958, of the apartment type operation. And we thought it necessary, from the point of view of accommodation establishments, to clearly separate hotels, apartments, and guest houses. This also received the concurrence of the Hotel Association in Barbados.

While the hotel registration and apartment and guest house registration would be mandatory, we have been advised that the classification of restaurants should be on

a voluntary basis — that is — that the Board should invite people who wish to be classified to state so, and then they will be classified. I am pleased to say that work in the last four or five months has been mostly in this area and a large number of them, already, have indicated that they wish to take advantage of the voluntary registration scheme.

Obviously, the appointment of the Deputy Director and chief of the Committee together with the Hotel Inspectors is going to cost money. We have had a discussion with the Tourist Board and with the Hotel Association on the Draft Regulations and the cost of this. The Tourist Board will not recover the full cost of this scheme. Part of the general funds of the Board of Tourism will have to go into this. The amount that you will charge for the registration will not pay the full cost. But I feel that Government has a contribution to make in this respect, too, and I think we are near to arriving at a reasonable scale.

We also feel, Sir, that there are other areas in the tourist industry, other than accommodation and food services, that need to be improved. I will be shortly considering a paper that we will be sending to the Ministry of Transport and Works in relation to transport services. I know that the Ministry of Transport and Works, whose responsibility that aspect is under the law, has always been very conscious to consult with the Ministry of Tourism whenever there is any legislation impacting on the provision of transport services to the tourist industry. And I know that they are reviewing and attempting to upgrade the quality of the equipment.

The Government, itself, has made quite a contribution in this respect. It does not seem to be well known, but few people can fail to recognize the great benefit which is conferred when the Government, in respect to the tour coaches in Barbados, allows taxi co-operatives, taxi companies, small companies in particular, trade unions, who operate in the taxi business, and people who have been operating prior to 1974, to import coaches duty free.

And I am very pleased to say that if there is one area in Barbados that we are building up a very excellent industry, that is in the area of vehicle body building. One only has to look around and see some of the coaches and other twenty-four (24) seater passenger vehicles, the bodies of which are being manufactured.

1.40 p.m.

We, in the Ministry of Tourism, together with the Ministry of Communication and Works will be looking at the Regulations that the Ministry of Transport and Works have in relation to product quality.

I think it should also be recognised that the provision in the law which allows taxis to be renewed, the duty free vehicle taxis, is also a very generous provision by the Ministry of Finance and by the Government. I am told that there are some thirty (30) or forty (40) of them who qualify for the entry of duty free taxis, and you can see them around — they are either Datsuns or Toyotas, I understand.

Representations have been made to the Ministry of Tourism, and, no doubt, to the Ministry of Transport and Works, that the criteria of ten years may perhaps be a little bit too long. But Ministries of Finance do not like to forego revenue, except after very great persuasion; and we are making our submission on that, too.

But I think that the effort of Government is not well enough accepted in the community, not well enough known in the community, the effort that Government is making to ensure that the transportation by way of coaches, by way of improved taxis, is improved. Those duty free concessions are of great benefit.

I may say, Sir, that whatever anyone may say about Barbados, it is one of the only destinations in the whole of the Caribbean where a substantial number of tourists who come to Barbados make use of the public transportation system in some way or another. In many of the countries there are none.

You only have to travel from Oistins to Bridgetown around 9.30 a.m. to 10.00 o'clock in the morning and see the large number of people at every bus stop who use the bus service. You only have to go on the East Coast Road or Bathsheba and see the number of people who get out of the buses....(ASIDE: Thousands.)...and go to Bathsheba as part of their tour of Barbados. I think that is something that we should be proud of.

The Minister of Tourism in Jamaica, Mr. Errol Abrahams, when he was working with CTRC in Barbados, told me that was one of the things that shocked him when he came here; that it was possible for tourists to travel on buses.

He said it could not happen in Jamaica — that they would not get any kind of reception at all if they dared line up in the queue. They would not get any reception at all. It would be made known to them early that the buses are not their concern.

I went to the Bahamas, particularly on Freeport Island, and there is no proper transportation. The hotels themselves have to go into the transport business.

So, these are matters which we should take into account when we are looking at the totality of the tourist product.

I think that Hon. Members should also be aware of the specific provisions in this Bill which provide for an appeal, because I know Hon. Members are anxious to ensure that there is a maximum amount of objectivity in this.

I do not want to get involved in this in the slightest way. I believe it is a matter for judgment case and professional competence, and you will see that the appeal provisions are very clear. There is to be a committee and then they have, too, a Tribunal established by law to hear appeals against administrative decisions. This is the new form of appeal that they have. So, it is very, very clear.

When Dr. Beck gave his report, when it was published, I was a young practitioner in Barbados, and I was consulted as to whether you could not sue the gentleman for libel in relation as to how he classified one or two properties. People feel very strongly as to how others see them.

Now, Sir, I think that it would be wise to also make a few comments on other aspects of product development in Barbados.

There has been a tremendous amount of dialogue of costs in Barbados. I myself, the Prime Minister and others, listening to this dialogue about the cost of accommodation and otherwise in Barbados, have carefully done some comparative work.

I would say that in winter before last in Barbados rates increased in Barbados by a very large percent. I would say that — winter before last, not last winter. And certainly in the draft one that I have seen circulated they certainly, in my opinion, cannot be classified as anywhere near unreasonable.

We have to remember something, Sir, that Barbados has a very diversified accommodation pattern. But the tour operators, who are responsible for some sixty-odd per cent of our marketers, are honestly interested only in marketing a particular category of property.

I have tried for over three years, for six years, as a matter of fact, to promote the concept of a tour operating company owned by BWIA, Caribbean Airways, the Board of Tourism and the Hotel Association. I have tried to promote that.

We got agreement with Trinidad. We have tried to interest the airlines. There was no hope, of course, within Caribbean Airways once Laker Travel and Allan Smith was alive. But the Board of Tourism and the Ministry were prepared to put money behind a tour operating company.

But in these countries, the private sector that one has to deal with has peculiar attitudes.
1.50 p.m.

Whenever Government tries to take the initiative they are the first to shout and say that Government has no business in that. But when you say that this is an area that we feel is a matter ideally suited for the private sector, they then say the private sector has no money to do it, so the Government must start it; so one is always in a dilemma.

Mr. Speaker, we in the Ministry of Tourism feel very strongly about this and we have been pushing the Hotel Association to start a computerised reservation service. We even persuaded the Ministry of Finance to allow them to bring in, duty free, a computer to hook up to the international reservation system of the airline. The Ministry of Finance has agreed to waive it, but they are still doing their feasibility studies.

Mr. Speaker, no one can say that the Ministry of Tourism or the Government of Barbados has not done everything possible to persuade the private sector interest in Barbados, namely the Hotel Association, to start its own reservation system or its own tour operating company.

What has happened is that there is a division of opinion between some of the larger hotels and some of the locally-owned hotels, because some of the larger hotels have international connections, and some of the larger Barbadian owned hotels have connections with particular tour operators.

Would you believe, Mr. Speaker — and I do not think Hon. Members are aware of this fact — that there is a Barbados reservation service which is run by one of the officers of the Hotel Association in London, in Canada and in the United States, and 77 of the members, I understand, of the Hotel Association participate in that because they recognise the value of it? But the big dilemma now is whether the Hotel Association should take over this pioneering effort or start their own, in competition.

We do not have any time to waste in this respect. We in the Ministry of Tourism will be writing the Hotel Association again and asking them what have they done subsequent to the Ministry of Finance approving duty free importation of the computer in Barbados. And we have already instructed the Board to have consultations with them, after they have received their feasibility study, to see how they can help.

You see, it is not as easy as some people think to say that the Board of Tourism should have a reserva-

tion service. The Board of Tourism, as soon as it goes in for this type of activity abroad, is confronted by the legislation in the United States, which is known as the Foreign Agents Registration Act, and they have already said that any evidence that the Board provides functions other than ordinary facilitation and information will be classified as trading and they will have to cease getting the particular type of visa that they get now for their officers, and they would have to go and register under the Foreign Agents Registration Act.

So you have the domestic laws of the foreign countries which prohibit trading basically by Government semi-diplomatic agencies, and we have to take that into consideration. None of them can stop us, however, because we have been advised that what the Board can do is to provide accommodation for rental, and the terms of the rental can easily be worked out between the private sector Hotel Association so that they can have a reservation service in close proximity to the Board's office.

We are willing to do that, but the Hotel Association, the hotels themselves, have to solve their own internal problem as to whether they wish to have it or not. We have removed all the barriers, but many of them are afraid of the foreign tour operators, because some of the foreign tour operators have threatened them that if Barbados has a registration, even a hotel registration booking service, a computerised system, that they will stop doing business with Barbados. I have told them that many of them stopped doing business in Barbados when the directors carried away the money, like Colgi and others in Canada with Sun Tours. When they carried away the people's money they stopped doing business and went bankrupt owing Barbadian hotels money.

Now, I have no fear for them, because I am quite willing to say what I say here in Canada or anywhere, because I have seen the evidence that an enquiry is taking place into the circumstances under which two of the largest tour operators have gone bankrupt in Canada, particularly when one was bought out — and when it was bought out it had \$6 million in cash. Skylark had \$6 million in cash when it was bought over by Sun Tours, but the next week it went broke. Where did the \$6 million go?

They have no special virtues, no special class of honesty. Some of that is Barbadian hotel money they did not pay back. The guests came down here and used the hotel facilities in Barbados and they did not pay them, but they could siphon it off into computer companies and other things.

As Third World countries, we have to recognise that we sometimes have to have enough courage to tell some

of the other people that, notwithstanding these threats and bullying, we feel that there are certain areas of activity that we have competence in, too. The time is very right for the Hotel Association to have at least a reservation service.

And I would like to say this: The employees of the Tourist Board of the Government of Barbados, in some instances, are so scared of some of these tour operators, that whenever the Government suggests it they write back and say that we are upsetting the market place. They are so afraid they write back and say, "do not do it". They advise very strongly against it, because they say we are upsetting the market place.

That is what we have to face, these are the facts, these are the practical realities of a Government that is trying to move people forward, and we get all this obstruction sometimes from our own people, who are supposed to give advice, telling us about upsetting the market place.

I feel the reservation system will come. In modern telecommunications, computers' ability to combine the telephone with a hotel here in Barbados through a Telex, through a reservation system, is something we have to face up to. There is no reason why every day of the year people should not know in all the destinations in the world exactly how many hotel beds are vacant in Barbados.

SUSPENSION OF SITTING

Mr. SPEAKER: This sitting now stands suspended until 2.45 p.m. today.
2.00 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 to Questions ready, so we go into Private Members' Business.

PRIVATE MEMBERS' BUSINESS

Mr. SPEAKER: Item No. 1 stands in the name of the Hon. Member for St. Michael South Central who I do not now see in his place.

Item No. 2 stands in the name of the said Hon. Member whom I do not now see in his place.

There are two private Bills.

THE BARBADOS CHAMBER OF COMMERCE AND INDUSTRY ACT, 1982

Mr. SPEAKER: Item No. 1 stands in the name of the Hon. Member for Christ Church West.

Item No. 1 was called — To move the Second Reading of a Bill to repeal and replace the Barbados Chamber of Commerce (Incorporation) Act, 1868.

Hon. H. deB. FORDE: Mr. Speaker, when the present Barbados Chamber of Commerce was incorporated, well over 140 years ago, I believe in 1868 — although a private sector organisation existed before that time — the primary purpose for such an organisation was the distribution of commercial goods and, to a lesser extent, to deal with the manufacture and sale of sugar. Since then, however, the economy of Barbados has, down through the years, been transformed into an economy in which, today, economic activity is becoming more and more centred on manufacturing business.

Despite this, some people have got the impression that the existing Barbados Chamber of Commerce is concerned still primarily with importing and distribution of goods. But it is not.

It numbers among its members persons involved in manufacture locally, and indeed some of the existing members of the Chamber are also associated in distributing part of the products which they and others manufacture locally. This, I believe, is a very healthy development for economic activity in this country.

The Chamber has therefore, for some year, been involved in the exercise of trying to alter its constitution in such a way as to reflect the activity in which it is involved, and the future activities in which it hopes to expand.

The existing legislation, Mr. Speaker, gives the Chamber the power only to perform four objectives:

The promotion of measures calculated to benefit and protect the trading interest of its members in relation to the general trade of the Island;

Undertaking by arbitration or otherwise of the settlement of disputes arising out of trade, commerce and industry;

The promoting, supporting or lawfully opposing of legislation or other measures affecting the afore-said interest; and

The doing of all such other things as may be conducive to the extension of trade, commerce or industry or incidental to the attainment of the above objects.

The Bill being introduced seeks to extend these objectives considerably beyond the four objectives mentioned. As a result, the Chamber will become more and more involved in:

Promoting and encouraging adherence by manufacturers in Barbados to proper standards and grades of quality in the manufacture of goods;

Promoting and encouraging the use by consumers, by advertising, trade fairs or howsoever, of products manufactured in Barbados;

Securing markets for both raw materials and finished products; and

Encouraging the development in Barbados of manufacturing operations suitable to the community and which are capable of making a contribution to the economic welfare and development of the country.

These are some of the objectives set out in the Bill which I choose to highlight; but they are not the total objectives and purpose of this Bill. The Chamber is gearing itself to embrace not only the other major sectors of economic activity in this Island, but to cooperate very closely with particular organisations that may represent those sectors in a special way so that the private sector, as a whole, can make the best use of the limited resources, managerial, technical and financial and the limited expertise which are available to the different sectors of the economy, be it in tourism or manufacturing.

During the past few years, the Chamber has become more active in the overall economic life of the country. Mr. Speaker, I do not want to give a chronicle of events in which the Chamber was involved in 1981 except to say that members of the Chamber have participated with Government as part of the Government delegation, for instance, in bi-lateral trade talks with Martinique, with the French Overseas Department of Martinique and Guadeloupe, with a view to expanding our trade in those areas. They have participated on various other trade missions overseas, as far away as in Stockholm, and they have also participated in conferences sponsored by the European Development Community, and in various seminars on trade and investment in Latin America.

For some years, they have participated, and, indeed, I think have exchanged ideas with the Government from the inception of the Lome Convention, on the matters pertaining to the development of the Convention between the European Economic Community and the African, Caribbean and Pacific countries.

The Chamber, at the national level, has been consulted, and it has had benefits from participating in various activities with international organisations such as the World Bank.

There is, particularly at this time, Mr. Speaker, one project in which this Chamber is involved which I think would be particularly beneficial to the island as a whole.

That project involves a joint venture with the Industrial Development Corporation for the expansion of embroidery products in Barbados. A loan of \$500 000 has been secured from the Inter-American Development Bank together with a non-reimbursable technical grant of \$110 000 for the provision of consultants and training for the project. The project is particularly geared to help people in the lower socio-economic sector of our island.

I believe that in entering into an area such as cottage industries the Chamber has begun to focus its attention, not only on the profit-making motive, which, obviously, is one of the compelling goals of private sector activity, but on the role of contributing directly to assisting in employment and assisting in the uplifting of the standard of living of the several workers on whom private sector activity depends.

3.05 p.m.

Mr. Speaker, I believe that on both sides of this House there is non-partisan support for an economy that is mixed; one in which Government will have a vital role to play, but one in which as well the private sector will have an important and, of course, a very significant role to play.

Let me say that my experience has been that in many respects private sector is particularly organised for quick results. It does not have to go through the myriad of considerations which confront a Government, and it does not have to contend with the myriad of interests which must be considered before a project is decided upon in the public sector. As a result, it is generally probably quicker in delivering the goods, so to speak, than the Governmental sector. To this extent the private sector is making a tremendous contribution to generating employment in this country, as well, of course, as contributing to the revenue of the country.

When I speak of the private sector, I speak not only of one or two major public firms. It is not often recognised in Barbados that there are very few public sector companies in Barbados, and that the majority of companies in Barbados are private companies, and the majority are small businessmen and small business companies and I am therefore including them, because they are making a tremendous contribution to the development of the island as a whole. The same goes for those individuals who may be rendering services or indeed are, themselves, in manufacturing.

The Chamber would wish to expand its membership to embrace these sectors and these persons as well. This

Bill in many respects updates the Chamber's constitution. The Chamber will be able to update their rules which at the same time, would not prohibit them from collaborating more closely with the Barbados Manufacturers' Association, and the Barbados Hotel Association and other private sectors organisations.

Mr. Speaker, although this Bill came before the last Parliament and was at that time piloted by my friend, the present Minister of Agriculture, the Hon. Member for Christ Church East, I have been associated with this Bill from its inception, since at the time it was first mooted I was on the Opposition benches, and assisted in the drafting of the Bill as it stood at that time.

There have been no real changes to the Bill as provided then. But by the time it came into this House I, myself, as a Minister, could not have piloted it through the House without the specific sanction of Cabinet.

And in a way I feel very happy about this, particularly when I look at the Constitution of the Barbados Manufacturers' Association; Mr. Peter Johnson of Yearwood and Boyce and I were the drafters of that Constitution. And I must say it was one of my charitable acts, another of the charitable acts for which I have never expected pay. I have never charged the BMA, as such, for doing their Constitution. (*Asides*). My friend says it is charitable. I did not expect to be paid for it. I think that it is important that organisations such as these must be assisted. Therefore it is a pleasure for me to have helped, not only the BMA in the formulation of its own Constitution, but to help the Barbados Chamber of Commerce in the redrafting, revision, remodelling and updating of its own constitution as provided by this Bill.

I am sure this Bill will get the support of both sides of the House. It need not engender a good deal of debate because, as I said, I think that both of the major and great political parties of this country accept that there is a role for private sector activity to play in Barbados, and that this will continue so for a long time.

From time to time, Mr. Speaker, we are apt, in the heat of a political battle, one party or the other, to accuse one another of either being under the influence of businessmen or the Chamber or something of the sort. That is inevitable in the battle. But both parties, having tasted Government, have always been co-operative in assisting business in the legitimate pursuit of their private sector activity, always, however, with the proviso that the interest of the public sector, must, of course, embrace not only the private sector, but the other sectors of the economy as a whole.

In fact I should like to say Mr. Speaker, that in Barbados the other estates — and I see my friend, the Honourable Member for St. Michael South with his hands really poised to hear a redefinition of the Burkian term,

"estates" — no longer simply involve the Press as a major "estate"; although the Press is still significant.

I think that activity in our country has changed so much that the major estates involved in the making, adapting and influencing of national policy and the development of the country must now of necessity include the trade unions and the private sector organisations. The Press, as a force to be reckoned with, is only one part of that totality and no longer exists in the Burkian sense or at the time of the French Revolution — that it was then powerful.

I think today the power of Unions, be they Unions of Employers or Employees, I think the power of Chambers of Commerce should more and more be felt, and will be more and more felt, and the powers of Manufacturers as well will more and more be felt in the formulation of policy and the development of the country as a whole. It is therefore important that modern Chambers of Commerce re-adapt not only in legalistic terms, their own Constitution, but their attitudes to recognising new roles which have been carved out for them to play in the development of their countries.

This is particularly so in Third World States such as ours wedded, as we are, to the principle of democracy. I think Governments have to recognise, in formulating policies, that at early stages these Organisations, be they Trade Unions or be they Chambers of Commerce, must be taken into their confidence, their views seriously considered and, of course, acted upon where their suggestions are for the public good as a whole.

I believe that the Barbados Chamber of Commerce has a history of which it can be rightly proud. All history, of course, to some effect besmirched by some aspect which one would at times like to forget. Our own history as a nation, no doubt, is coloured by some events which we would not often like to recall, except as a warning that they should not be repeated.

Therefore, I do not believe that there is any organisation in which one would not find some cause for criticism. But, by and large, the Chamber, in defending its own interest and the interest of its members, and also in making a vibrant contribution to the development of Barbados, can feel justly proud of what it has done. It is particularly for this reason that I have much pleasure in moving that this Bill be now read a second time.

Mr. J. G. ODLE: I beg to second that.

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

3.15 p.m.

Hon. H. deB. FORDE: Mr. Speaker, Sir, I would like to move that this Bill be referred, as it must be, under the Rules, to a Select Committee.

Mr. SPEAKER: The Rules so require that it be sent to a Select Committee.

Hon. H. deB. FORDE: Mr. Speaker, I would like to move that it be composed of five persons — Mr. Speaker, Sir, I would hope that on this matter the Opposition would wish to serve — with Your Honour, Mr. Speaker as Chairman of the Committee, the Leader of the House, the Hon. Minister, the Chairman of Committees, and myself, and at least two members from the Opposition, Sir. I do not know which member shadows Commerce, and has responsibility for Commerce on the side of the Opposition, Sir, but perhaps the Deputy Leader of the Opposition would like to name the two members. (*Asides*)

Mr. Speaker, I would like to suggest that the members be the Leader of the House, the Chairman of Committees, myself and the Hon. Member for St. Michael South and the Hon. Member for Christ Church West.

The question that those Members be members of the Select Committee was put and resolved in the affirmative without division.

AGRICULTURAL SOCIETY'S (AMENDMENT) ACT, 1982

Mr. SPEAKER: Item No. 2.

Order No. 2 was called — To move the Second Reading of a Bill to amend the Agricultural Society's Act, 1890.

Hon. H. deB. FORDE: Mr. Speaker, in 1890, two organizations, the General Agricultural Society and the Reid School of Practical Chemistry, petitioned the Legislature to incorporate the Agricultural Society and we had, therefore, the Agricultural Society Act of 1890 being passed by the Legislature, setting out the functions which that body may perform.

The Barbados Agricultural Society today has been expanded. And I think every one will agree, just as the Chamber of Commerce, in its particular sphere, is providing a vital function in commerce and manufacturing, that the Agricultural Society, or the BAS as it has become to be known, is performing an equally vital function in the sector of agriculture.

It is true that there still exists the Barbados Sugar Factories Limited and the Barbados Sugar Association but, particularly among the smaller members of the agriculture community, the Agricultural Society is the main sector organization to which they belong.

I do not know how many Members recognize that this organization has made an outstanding contribution to the development of the 4-H Movement in Barbados, to the development and research of the Black Belly sheep and, more recently, to the promotion of the marketing overseas of Barbados, agricultural produce.

Like its counterpart, the Chamber of Commerce, it is involved in various activities to train its members, to upgrade agricultural methods and marketing, and techniques in Barbados, and to ensure that we are not only better able to feed ourselves, but we are, at the same time, able to become a major agricultural exporting country.

I believe, Mr. Speaker, that the future of agriculture for Barbados will more and more lie in export agriculture. I believe, with sugar being constantly under pressure from low prices on the world economic market, that Barbados will have to learn to produce food crops, in particular, at prices that will allow us to be competitive on the world market, and eventually provide for our own canning of our own food stuff. And in this role, the Barbados, Agriculture Society has an outstanding role to perform.

The purpose of this Bill is first, to effect a name change in the Society from "the Agricultural Society" to that of "the Barbados Agricultural Society," and, secondly, to remove the limitations on the value of real estate which the Society is capable of holding, so that the Society can have its own premises and extend its activities as it sees fit.

The Society is at present receiving assistance from CIDA, the Canadian International Development Agency, as well as from the USAID, and some other international organisations, who have seen, and can testify to, the buoyancy of the organization.

Mr. Speaker, it is not recognised today that Barbados is almost self-sufficient in certain areas of agricultural produce, like, for instance, in poultry production in eggs, except of course, for hatching eggs — although there is a hatching eggs project on the drawing board.

It is not often recognised today that there are times of the year when we have a glut in vegetable production to the extent that we should be able, at that stage, to can our own vegetables. And the Chamber and the Society is looking at this area.

It is not recognised today that we have developed and are producing much more of our own mutton than we did in past years.

It is not recognised that agriculture is earning more foreign exchange — and I am talking about the

non-traditional areas of agriculture — for us sugar is the traditional area of agriculture — than we did several years ago.

Governments, on both sides of the House, are asked to take the praise, just as we take the calumny when, of course, there is a slump in the agricultural sector. If sugar is down, and the foreign exchange is down by fifty million dollars, (\$50 million dollars), we take the blows for it in the government. When it is up, and it is performing well, it is the government that is commended.
3.25 p.m.

But very few people remember that it is the farmer out there who is subject to the seasonal change, and whose income is ultimately determined, not only by the seasons, but by his ability to perform. And many of us who eat his produce forget that it is his hard work that brings to us the daily food on which we depend for our livelihood and our survival.

Small agricultural producers are subjected to a lot of problems; among these would be praedial larceny. The Government has already taken steps to upgrade the legislation, but I think we need a little bit more than that. We need a community effort by people to recognise that private property has a meaning and that we will do something to ensure that larceny is reduced to a minimum.

The BAS, the Barbados Agricultural Society, is playing its part to assist in upgrading agriculture. And I trust therefore that Hon. Members will consider it as worthy of this House's time to assist them by amending this Bill in the manner requested in the petition which was filed.

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

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

The question that the Bill be now read a second time was put and resolved in the affirmative without division.

Hon. H. deB. FORDE: Mr. Speaker, I beg to move that the Select Committee on this Bill be composed of the Hon. Member for St. Philip South who is shadow Minister for Agriculture, the Hon. Member for St. George North, the Hon. Leader of the House, the Hon. Member for St. Michael South and the Hon. Member for Christ Church West.

Mr. SPEAKER: For the benefit of the Clerks at the table, please repeat those names.

Hon. H. deB. FORDE: The Hon. Member for St. Philip South, Sir, the Hon. Member for St. George North, the Hon. Member for St. James North, the Leader of the

House, the Hon. Member for St. Michael South and the Hon. Member for Christ Church West. The Chairman will, of course, be the Chairman of Committees, Sir and we will report to you, Mr. Speaker.

The question that those Hon. Members be the members of the Select Committee on the Bill was put and resolved in the affirmative without division.

Mr. SPEAKER: This brings us to the end of Private Members' Business.

GOVERNMENT BUSINESS

Mr. SPEAKER: Government Business is the Instant Order of the day.

When the luncheon interval was taken the Hon. Member for Christ Church East Central was addressing the Chair.

Hon. H. B. St. JOHN: Mr. Speaker, continuing the rationale for the amendment to the Board, and a few observations on the matters which have come before us in the highly competitive conditions of the tourist industry, I was dealing with the point of the observations on the role of the tour operator.

I recognise, and the Ministry recognises, that it is a fact of life today that in the tourist industry tour operators play an important part in generating business for destination.

Two studies have been done for the whole Caribbean — one was financed by the European Economic Community under LOME I and it is called, "The Demand Study For the Caribbean From Europe", and the second one, in relation to North America including Canada, was financed by the Inter-American Development Bank — and both of them came up with the statistics that travel agents and tour operators play an important role in guiding people towards destination. We do not deny this.

But the gap, and I must emphasise this, the gap which exists in the marketing strategy of all the Caribbean relates to those tourism establishments, whether hotels or apartments, which are small in the context of the word and which are not of great interest to the tour operators. For us in Barbados, this is a very important point; because the majority of the apartments under fifty rooms, and the small hotels, are owned by Barbadians.

Now, given the importance of the tour operator and the travel agent in getting people and encouraging people to come to Barbados, and given the fact that the tour operators and travel agents are not interested in

promoting this area of accommodation, one would readily recognise the reason why it is absolutely necessary for us to have some agency which would specifically devote a marketing strategy to these particular areas.

In some countries, these small hotels and apartments would form a co-operative marketing company; but we know that co-operatives are very difficult to sell in Barbados.

The Tourist Boards, I explained already, are constrained by the domestic laws of the countries abroad from playing a very active role in this. So, it is only the Hotel Association that can really plug this gap. One of the significant things, Mr. Speaker, that we have in the tourist industry today is that some airlines are now beginning to manifest an interest in helping to market this type of accommodation and many people would have recognised from advertisements, by British Airways in particular — "Bargain Britain", we have some of these advertisements, here in Barbados — "Bargain Britain" — where they are promoting a number of small hotels, particularly along Cromwell Road and in other areas.

3.35 p.m.

Now, we are trying to have a co-operative programme with British Airways and with others to do the same thing for these small Barbadian hotels in Europe — Bargain Barbados. The Best of Barbados package is a package which was designed to sell all aspects of Barbados, but the thing is that it is sold through the traditional wholesalers.

This is a very complex matter, and I want to say this. It is all right to say that we need to do this or we need to do that, but the problem arises, Mr. Speaker, from the inability of the private sector to agree on a co-operative effort, or on an effort in conjunction with the airlines, or an effort in conjunction with Government.

I have not given up in this respect, because I believe that it has now been well-realised by the majority of them that their only hope for survival is if they can get, through their Association, in conjunction with the Tourist Board, some sort of organisation which will devote its effort towards helping them to market overseas.

There is a ray of hope, there is definitely a ray of hope, and the Government will continue to press upon them the need to recognise the importance of not being totally dependent on tour operators.

I must emphasise that I am not saying that the tour operators do not perform an important role, but what I have been noticing is that the tour operators themselves have the tendency to merge, to get larger, and when they get larger they tend to concentrate on the larger hotels and leave out these establishments in Barbados.

The most significant thing, also in relation to Barbados, is that it is these smaller establishments that have the most reasonable rates. That is the big thing. It is these small establishments that have the most reasonable rates, but they are not being projected abroad. The big ones, the expensive ones are being projected abroad; but these apartment hotels, these small hotels that have the most reasonable rates, are not being projected.

What is even more important is, because these small establishments are very often family owned establishments, that they have an intimacy of service with the guests that is superior to the larger hotels, which tend to be more formalised and so on.

But how can we get these people to indulge in co-operative effort? Meeting after meeting you tell them the importance of it, they come in and they agree and then they go outside — and believe you me, once there is a promise made to them by a tour operator to give them business, they forget what they agreed to inside.

I hope the airlines will have an important role to play in this respect. Because, today, the world airlines are losing large quantities of money, and the airlines in the world have recognised that they too have to try and improve what they call "their yields." And in order to do that they have to try and provide a service to the traveller in relation to information as to the point where the traveller has to go, particularly in relation to hotel accommodation.

So there is some hope that a combined effort of airlines, the Hotel Association, particularly the small hotel section of that Association, and modern computer technology will help us to provide an alternative to the traditional tour operator so that they will have their sphere of operation but the total destination will have a much wider exposure. And we hope, Mr. Speaker, that our product quality improvement, implicit in the passage of this legislation, will help even further to ensure that in these days, in these days when money is tight all over the world, that people's disposable income will be spent in relation to what they want, and that they get the satisfaction that when they spend a dollar they feel they are getting value for it.

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

Hon. DeL. O. BRADSHAW: I beg to second that.

Mr. B. M. TAITT: Mr. Speaker, I listened with attention to the Hon. Minister as he introduced this measure, and I note that he spent some considerable time dealing with the difficulties being experienced by the tour operators, or the tour operators' attitude to tourism in Barbados.

Mr. Speaker, during the consideration of the Annual Estimates, the Head under which tourism is dealt with fell victim to the guillotine. So it is fair to say that tourism as a subject has not been examined in this Honourable Chamber recently in any great detail.

This Bill before us seeks to change the construction of the Board of Tourism, to the extent that it expands the power or the role of the Board of Tourism, and the major object of the Board of Tourism, as I remember the Act, is to promote tourism as an industry; primarily through the wooing of large numbers of visitors to Barbados.

I should like, therefore, to deal with this matter primarily in the area of the number of visitors coming to Barbados. It has been suggested, time and time again, especially in the last two years, that the world recession is primarily responsible for the failure of the Barbados tourism industry to improve.

The fact is that 1981 was probably, in the total circumstances of development in Barbados, the worst ever year for tourism development. The story is told very vividly in the Report of the Central Bank of Barbados, 1981, and, Mr. Speaker, I am going to quote from this report to give some indication of what is happening.

At page 10, Sir, it says:

"After growing for five years at an average rate of 13.7%, real output in the tourism sector declined by almost 7%. Progressive weakness in the Canadian and U.S. markets more than offset increases in the United Kingdom and CARICOM markets.

The 359, 591 visitors to the island were 4.7% fewer than in 1980, while the length of stay is estimated to have fallen from 9.8 days to 9.6 days."

And later on it goes on to say:

"The average occupancy rate fell to 58% compared with 64% for 1980."

3.45 p.m.

And a little later:

"Arrivals from Canada and United States were 17.7 percent and 13.5 per cent lower respectively as recession continued and real incomes fell."

Now, Mr. Speaker, a similar examination of the Central Bank Report of Jamaica will indicate that in the year 1981 no such thing occurred. In Aruba, in the Cayman Islands, in the Turks and Caicos, in the Dominican Republic, in St. Kitts, in St. Maarten and a number of other destinations that are small like Barbados, they show an increase in tourism in 1981.

So, if we have, basically, the same Caribbean Market, if we have a situation where Jamaica which has fallen into almost chaos seven to eight years ago, and which has had to spend a colossal amount of money to bring its industry back to a point it had been three years before, when a place like Jamaica which is under the thumb of the IMF, a country which is deemed to have the most difficult economic times of all the countries in the Caribbean, when that country is able to demonstrate an increase in tourist arrivals in 1981 and Barbados is demonstrating a decline, we need to ask ourselves whether the reasons we are giving, and whether the solutions we are proposing, are necessarily correct.

Mr. Speaker, I lay claim to having some expertise in this field, having, for a considerable amount of my public life, worked in the areas of promotion of Barbados generally, and industrial promotion, more specifically, and having an overview, for some time, of the promotion efforts of the Barbados Board of Tourism, the Tourist Board as it then was, in North America. So, Sir, when I speak about a change that is necessary, I say that, not only from the point of view of the published material, but also from the point of view of having participated in some of the decision-making.

I believe that if one could point to a single issue that is important in this problem with tourism, one could point to the type of promotion which we continue to do, as a country.

Mr. Speaker, those persons who are familiar with sailing — as I know the Hon. Member, the Minister responsible for Tourism is — are aware that when a ship is coming to rough seas, it becomes necessary to increase the steam; it becomes necessary to increase the amount of energy that would be required to take it along at the same speed it was travelling while on smooth waters.

I wish to say that I do not believe that we have been spending enough money in the promotion of tourism for Barbados, and that the money which we have been spending has not necessarily been spent in the most effective way.

Mr. Speaker, it is now some three or four years since those countries that compete, both from our region and from other regions, have discovered the necessity to appeal directly to the consumer. We send out — bonanzas, they used to be called — they are given a number of names, but essentially it is a large group of hoteliers, members of the Hotel Association, and promotion-type people along with some officials from the Tourist Board, and we hit a number of cities. It is like an old road show. They do four or five to six cities in a day. I am hearing from the Minister that they do as many as nine.

Mr. Speaker, that kind of promotion was probably useful back in the Sixties and, perhaps, the early Seventies. But so soon as we had had the energy crisis, all of those engaged in the promotion of almost anything — salesmanship, especially in the United States and Canada — came to realise that there has to be a more specific message; there has to be a different approach of sending the message of promotion, and that the third man in the communication link, between he who is sending the message and he who is receiving it, has to be eliminated to the extent that is possible.

The Jamaicans discovered this back in 1972, 1973, and 1975. The Anguillians, believe it or not, have discovered this. In other words, a large number of people have discovered this. And that is why, if you go to the United States today and land in almost any city from which they are attempting to attract visitors, and you turn on the television to almost any channel, you can see a message from the people of Jamaica to the tourists, or the potential tourists, in the United States.

Dollar for dollar, I believe they are getting more for their advertising and promotion effort than we are getting with our techniques.

And what is important, Mr. Speaker, is that the people who are responsible for designing the message, the advertising and promotion people in North America, have as far as I understand, made recommendations for a change in the approach to the authorities in Barbados. But for a number of reasons the authorities seem unable to cope with, or unwilling to accept, the necessity for change and the desirability of putting more resources into the quality of the promotion which we have.

Mr. Speaker, there was a time when the number of visitors who would come to the Caribbean was shared by a relatively few states. Today every single Caribbean Island is involved in tourist promotion. The Canadian provinces are involved in tourist promotion. In fact, Mr. Speaker, New York State itself is probably the largest spender of advertising money to promote tourism to New York. And it is remarkable that Barbadians can see on the television in Barbados a number of advertisements inviting Barbadians to go to New York, but New Yorkers in New York see no advertisements inviting them to come to Barbados.

New York needs tourism, but it certainly is not as vital to New York as it is to Barbados. So if the airlines consider it desirable to appeal directly to the individual in a Third World country, like Barbados, to fly through the gateways to the various parts of the United States and North America and beyond, you can see, Mr. Speaker, that it must be, at least on the basis of logic, desirable that we should be saying to those whom we wish to come

to Barbados in the same way that they should come to see Barbados.

3.55 p.m.

The Hon. Member said that the tour operators are only interested in certain destinations and that they are only interested in certain properties. That is as it should be, so far as the tour operators are concerned, because the tour operator will have a more profitable exercise if they are benefiting from the economies of scale. It is precisely because that is recognised, that we, as a community to whom tourism is so vital, must bring a level of planning to our tourism development that perhaps supersedes anything else.

Mr. Speaker, it is very interesting, that if you examine the structure of the public sector of our plant in Barbados, you will find, for example, that a Ministry of Finance has a plethora of expertise in all sectors of its operations. But a Ministry of Tourism in Barbados is usually staffed sparingly, one or two persons, after some considerable difficulty, established here and there, who are called upon to do specific things from time to time. But as to the question of a fundamental high level planning effort for tourism in Barbados, it is a thing that, to a large extent, is still unknown in this country.

What we have, Sir, is a number of people, who, engaged in some aspect of the tourist industry, appoint themselves experts — and from then, until forever, they are the voices that are heard on tourism. And the kind of high intellectual inputs, which one can find in other aspects of life in this community, is atrociously missing from the development of the tourism industry.

Mr. Speaker, on another occasion, I had to say in this Honourable House that the sugar industry was suffering from a paucity of high-level planning; and I recall the Hon. Minister of Agriculture subsequently attempting to defend that position.

Now I see that one of the important sectors in Barbados has now pronounced that there is need for proper planning in the sugar industry — and, suddenly, there are editorials and there are great statements that there is need for proper planning in the sugar industry.

So, maybe, what I had better do is to get the same gentleman to make a pronouncement on planning in the tourist industry and, perhaps, soon, people will begin to recognise that we have a serious problem and that there is need for effective planning.

Mr. Speaker, the information in this Central Bank Report is only the tip of the iceberg. The facts concerning tourism in Barbados are even more grim. The hotels on the South Coast.....

Mr. SPEAKER: It will be better if you identify the Central Bank Report.

Mr. B. M. TAITT: The one I had referred to, the Central Bank Annual Report 1981. I am sorry, Mr. Speaker, I had referred to it before. The 1981 Report is, as I said, only the tip of the iceberg.

The facts concerning the industry in Barbados are even more grim. The South Coast hotels have begun the "one week on — one week off" situation. A number of hotels, on both the West Coast and South Coast, have closed for a long summer. And I am told from reliable sources that one or two are unlikely to re-open.

I am not saying that, Sir, as a point that we can be pleased about, or that we can be proud about. I am saying it to enhance the point I am trying to make; that we have reached crisis level in the tourist industry and, therefore, we have got to start paying the kind of meticulous attention to the planning of the industry, which a crisis will require.

Mr. Speaker, the cost of providing the kind of promotion I am discussing, and the approach which I am going to recommend to the Minister, is an attempt to offer assistance that would be beneficial to all of us.

Mr. Speaker, we have overseas offices. The Hon. Minister said, and he is correct, that, especially in the United States, if they should attempt to perform certain activities, the persons engaged there would lose their diplomatic or consular status.

But I wish to suggest that apart from a common registration system via the computer and I would make the point that the Government in giving the computer to the Hotel Association duty free will make no difference to the Hotel Association. The Hotel Association has been functioning the same way now for the last 15 years.

What the Government will have to do is to give them a computer or give them computer time. If the Government really wishes them to move, do not expect them to even reach an agreement on who is to pay how much towards the purchase of a computer. It has never worked.

It will not work because there is a certain fundamental jealousy, engendered by the basic misconception of what is private enterprise, which does not allow them to co-operate, except they are co-operating against the public sector, and which forces them, time and time again, to have useless competition — and they keep bits of information from one another.

I am not here dealing with the officials in the Hotel Association. They are usually young people or people of integrity. I am dealing with the conglomerate of ownership in the Hotel Association who are concerned, primarily and sometimes only, with their specific property. They are not concerned with the development of tourism *per se*, Mr. Speaker. They do not even recognise, sometimes, that the total industry will have to develop for their individual properties to develop. They become concerned with their specific properties; and there their interest lies and rests.

Mr. Speaker, if you look at a property, like Marriotts Sam Lord's Castle, if you took a property like Sam Lords, that property has been designed to deal with its sister properties or brother properties in other places. Its promotion is specifically towards the hotel — and not the country — and its promotion is done in conjunction with all of the other properties that are owned by the same people.

As a matter of fact, during the time when I had the honour to serve in the Government, we had a tremendous amount of difficulty with the Hilton chain for precisely the same thing.

The Hilton people were concerned primarily with selling the Hilton Hotels. They claimed that there were economies of scale in having a broad-based promotion. And whenever you saw advertising, the advertising was primarily about the Hilton and the Hilton chain — and coming to Barbados was incidental.

As a matter of fact, Mr. Speaker, they spent four times as much promoting Puerto Rico as they did promoting Barbados, for reasons which this debate does not need to be burdened with. When we examined, with the Hilton people, we were able to demonstrate to them that what they were doing was taking Barbados money and advertising the Mexican Hilton and the Puerto Rican Hilton.
4.05 p.m.

I am saying, Sir, that so long as you have those chain properties — Sandy Lane is tied to a chain, Paradise is tied to a chain, Sam Lord's is tied to a chain you can expect those chain properties to be promoted in that particular way.

What Barbados has to do, therefore, is to identify the core of the tourist industry insofar as it applies to the Barbados economy. Because, Mr. Speaker, it does not matter what legislation we pass in this Honourable Chamber, when the chain groups decide that they are going to pick up 50 per cent of the money which the tourist would normally pay for accommodation, there is no way a Government, in a small country, is able to detect it.

There are many arrangements made through credit cards, through other systems similar to credit cards, where people are able to deposit their funds in the United States, come to Barbados, enjoy themselves for a week; and go back to the United States, leaving a minimum of foreign exchange in Barbados.

There are systems, and I do not pretend that Barbados will be able to find ways and means to deal with all of those systems. But so long as we are aware of those systems, we should be concentrating on promotion.....When I talk about spending more money, I go that length, Mr. Speaker, to emphasise that I am not discussing that the Barbados Government should take up taxpayers money and promote the Barbados Hilton Hotel, when that is going to mean promoting the Mexican Hilton or the Puerto Rican Hilton; that is not what I mean.

I am saying that we should take the core hotels in Barbados that are essentially, indeed quintessentially, Barbadian — we should take those hotels and we should not await the hoteliers at this point. If you await the hoteliers, Mr. Speaker, nothing is ever going to happen because it is their nature. We have got to take the lead in promoting those hotels, promoting this destination, in the context of a new approach to the visitor, and I am stating that we have to go directly to the consumer concerned.

I believe that the Government ought to be in a position to find out from its public relations and advertising people what is the cost of doing a direct television programme. The programme can be produced in Barbados to reduce the cost, and the question of placing it on television can be a matter of both public relations and advertising. Because if the commercials are made in Barbados, as for example, they are made in Jamaica, then the cost of placing them is considerably reduced, since the cost of a television commercial is bound up with, first, the production cost and, secondly, the cost of air time.

Mr. Speaker, there are many commercial operations in Britain, in Europe generally, and in the United States that come to Barbados to make promotion films and to make advertising sequences for other destinations. It is, perhaps, not well known, that scenery in Barbados has been used to promote other destinations because their particular advertising people, or their particular producers, have the capacity, and, shall we say, the audacity, to come into Barbados and use Barbados as the place and the base for creating their own product.

Mr. Speaker, I have in my hand, Sir, a news-letter — I shall make it a document of this House, Sir — it is the news-letter of the Democratic Labour Party, "Horizon", and in Horizon, Sir, there is an article written by Peter Morgan.

I will not detain this Honourable Chamber by reading the article which is lengthy; but here is a man who has spent twenty years in the field, here is a man who has functioned as both a Chairman of the Tourist Board and as a Minister of Tourism, and he has put at the disposal of the people of Barbados, through this publication — and I am told that it has been reproduced in the Nation of today's date — some ideas. It may very well be that there is nothing in any of them, but, then again, as he says in the article, it is time that everybody gets together and put an idea forward.

I wish to suggest — I make this a document of the House, Sir — that it is required reading for all those who are involved in the business of tourism. I wish to suggest that there has been too much blaming of other people for the difficulties which we are having in the industry. And I wish to suggest that there is a chain link between the attitude of the workers and the attitudes of the management.

Too often, it is said that service in Barbados has gone down, and that the workers are more surly now. That may very well be true, but I have always contended that the quality of service in a service oriented industry is a function of the management in that sector. That is a truth which cannot be gainsaid. And I believe that the hotel management in Barbados needs to get itself together to find out how it may train itself, if necessary, to induce the people who work in the industry to produce more, and, even more important, to produce at a better quality.

Mr. Speaker, there is no inherent difference between a Barbadian male or a Barbadian female, and a European male or a European female, or a New York male or a New York female. So if service is available in Europe, or in New York, or in Toronto, at a high level; if service is available at a high level, it must be that those persons, in spite of the societal differences between the countries, in spite of the environmental differences, are exposed to a different kind of orientation in their work place.

It seems to me, Mr. Speaker, that there is a reluctance on the part of people in this country to recognize that the old time tourism of the West Coast, where Barbadians were considered to be just short of things to observe by the people who come, is over. It must be recognized that if the country is growing, if the society is growing, that attitudes would be changing as well.

There are a number of people who mix up service and servitude. But, having said that, Mr. Speaker, no one can deny that there are a number of people who demand servitude and call it service.

I am suggesting, Mr. Speaker, that a fundamental, if you will, revolutionary change in our approach to tourism development has become necessary at this time.

I am suggesting that it is precisely because we are in hard times, that it is precisely because we are in the midst of a recession, that this hard look, and this tough approach, to training, this tough approach to retraining and this tough approach to promotion is efficacious at this time.

We cannot continue, Mr. Speaker, to spend the same proportion of money that we have spent in the past, and utter the same proportion of words that we have uttered in the past. It seems to me that we have got to recognize that we are in a dilemma and proceed to extricate ourselves from that dilemma.
4.15 p.m.

Mr. Speaker, the Hon. Member made reference to Barbados as being the only destination where tourists make use of popular transport. I was not quite sure if he saw that as a plus or whether he saw it as a minus. But it would seem to me, Sir, that if the kind of planning, which I have been speaking about, is engaged in; that we would know — should know — by now what percentage of the tourists who come to Barbados are using public transport. We ought to be able to tell, as we were able in 1970, when it was suggested that only 24 percent of the tourists who came to this country used the public transport.

According to the Minister's observation, he seems to have done an empirical study based on his driving down to work on morning. That, too, has its place in intellectual exercise — observation — (If the Hon. Prime Minister, for example, would use his observatory powers, rather than depend on his own statistics, he would know that the unemployment rate is rising.) (Rt. Hon. J. M. G. M. ADAMS: I said so.) You cannot depend only on the word. So, if the Hon. Member, the Minister.... (Rt. Hon. J. M. G. M. ADAMS: I said so.)...He said so? He said so? I did not know you had said so. I am sorry I did not know the Hon. Member said that he had said so, Sir.

Rt. Hon. J. M. G. M. ADAMS: If the Hon. Member would give way on a point of.....

Mr. B. M. TAITT: What, Sir?

Rt. Hon. J. M. G. M. ADAMS: He is giving way. If the Hon. Member kept up to date with the same statistics, which are available to him as a Member of the House he would be able to see that the unemployment rate is rising. I specifically predicted that we must expect an increase in unemployment this year. You cannot go on working miracles forever.

Mr. B. M. TAITT: Mr. Speaker, I am glad that I am able to give the Hon. Member an opportunity to recognise himself as a miracle worker, Sir. Let him bask in that, Sir. But if he would observe.....

If the Hon. Member, the Hon. Minister of Tourism, is able to observe tourists waiting at the bus stop, that itself ought to guide the Minister and his Parliamentary Secretary to examine the phenomenon. Because if, in truth, the figure has moved from 24 per cent according to Professor Doxey in 1970, to some figure that is now in excess of that — say, 35 per cent or 40 per cent of the tourists who come to Barbados are using public transport — it would mean that the entire planning concerning public transport would have to have a new input; it would have to have some variation. (*Aside*)

The Hon. Member *sotto voce*, the Minister responsible for Transport, tells me it is having it. I do not know if I can accept what he is saying to me, Sir, because from observation, my observation, he does not even know what they are doing, or when they are going to do it, according to him, in his Ministry. So take his point. (Hon. Dr. D. G. BLACKMAN: Not public transport, the mini buses.) Oh, I see. He contends it is the mini buses; he does not know what they are doing with.....

Mr. SPEAKER: I would wish that

Mr. B. M. TAITT: I apologise, Mr. Speaker.

Mr. SPEAKER: no invitation to cross talking is engaged in.

Mr. B. M. TAITT: Mr. Speaker, I apologise. I really do.

I am making the point, Sir, that there is a need, there would be need, for a change in the approach in planning for transportation, and I am saying that we cannot wait until something happens. Any input which is made into the planning of tourism now will not bear fruit until 1984 — late 1983 at the earliest — but it is more likely to be 1984, 1985, 1986 that we will see the benefits.

But if, Mr. Speaker, we do not change the approach now, we are bound to be at the mercies of the recession in North America, which we seem to wish to be. If we do not change the approach, if we do not recognise the necessity to make a greater input into our promotion at this point, then we are going to be doubly worst off, if that is possible, come 1984, 1985, because this is a cyclical industry. It is something where the planning has to go in, almost like the sugar cane industry, eighteen months to two years before the expected result.

I would like to ask the Minister whether he has a Government Task Force — not one recommended by the Opposition — whether there has been an attempt to bring the forces in the governmental sector and those from the private sector — not the ones who talk about tourism, the ones who know about tourism — whether an attempt has been made to bring them together in a barn-storming, brain storming session in which they look at the hard, raw data and make new decisions, or decisions about new things, concerning tourism.

I really believe that there are enough people in the United States, notwithstanding the recession, who are interested in getting to a destination like Barbados. And I believe that the people who function for us in the overseas offices have got to be told that they must change their approach; they must get out into the highways and by-ways.

I have had occasion in this Honourable Chamber before, Mr. Speaker, to refer to a former Chairman of the Tourist Board, the late Mr. Burrowes. At a time similar to this, when we were in trouble, because the summer was looking bleak, he, by himself, went into Brooklyn, and New Jersey, and Pennsylvania — he went to all of the churches who had conventions coming up; he went to all of the masonic lodges. And he talked to the people, and he told them, "if you come to Barbados....."

Mr. Speaker, you know what he did? He gave them concessions that we did not even know existed. He made arrangements in terms of their ground transportation. He threw in a little bit here and a little bit there from the Tourist Board. He used some of the Tourist Board's entertainment — I believe, arising out of that, that the concept of having a party at Culloiden Farm was rooted.

But here was a man who was sufficiently dedicated that he would go out and walk the streets, literally. And, as a result of that, we had the largest influx of black tourists into Barbados during the year, I think it was 1969. I do not remember the exact year, Sir.

But the point I am making is that if we need to have ten temporary sales people in the offices in New York, or wherever, whose jobs it would be to go directly to the travel agents, rather than depend on the tour operators, to go directly to the institutions where many people are gathered.....

The Honourable Member for St. Michael East is aware that when one is acting in a representational position for a small country that one is called upon to exert a lot more energy than when one is functioning for the larger, very rich countries. The result of that is that you have to go where the people are.

It is not unknown in our time, Mr. Speaker, and I am saying this just to make the point, it was not unknown for me, Sir, to preach sermons in churches in the United States, to go and deliver speeches to organisations with a view to bringing them face to face with the reality of Barbados. And as a result of that, Mr. Speaker, the whole concept of going to Barbados for the summer took on a different connotation.

I am suggesting that enough energy has not been put into the promotion of tourism; or if it has been, it has been kept a secret from the rest of us. I am suggesting that the Hotel Association and the Ministry of Tourism, and all the authorities concerned, and the Minister, need to sit down seriously, forget the palaver about whose fault it is, and deal with the planning — the serious, hard planning — that is required if Barbados is going to pull itself out of this particular dilemma.

Mr. Speaker, it is not only a dilemma for the Tourist Board, it is not a dilemma only for people who own hotels. When they do not succeed, Sir, this country does not succeed.

We only have the tourist industry and the sugar industry. We are aware that the sugar industry is not doing well this year. There is nothing anybody in the Government or the Opposition or anywhere can do to get more sugar out of the ground this year. But there is something we can do to get more tourists in Barbados.
4.25 p.m.

It seems to me, Mr. Speaker, that something must be done, has to be done, and that the Government should treat this as a situation in crisis proportion and respond accordingly.

I have a few things to raise with the Minister, but I think, in fairness to him, I should wait until we go into Committee to raise those questions, so I am going to stop at this point.

I should not wish anyone to feel that because I did not "share lashes" that I am unaware of some of the difficulties in the tourist industry which have not been spoken about.

I do not believe that I wish to come into this Honourable Chamber and deal with specific properties, but there are — I think the Minister must be aware — some goings on in some of the hotels in Barbados which need some very serious examination, because, as a result of those 'goings-on', Barbados has been getting a bad reputation in some quarters.

There are people who have been using Barbados in ways which it is not desirable for me to make

public, but I will have a word with the Minister and explain what I am talking about.

More specifically, when we come to discuss the Narcotics Act I will have a few more things to say, because our country, in the final analysis, Mr. Speaker, does not belong to the Barbados Labour Party and it does not belong to the Democratic Labour Party. It is a country that belongs to the people of Barbados.

On that side and on this side we have said to the people that we are interested in their welfare and their development, and when we have a situation, such as the one that is confronting us in the tourist industry, that is not a time for me to gloat; that is a time for me to offer any suggestion which I find, in my view, and in the view of this side, can be of assistance in pulling us out of the hole.

We know that in time the politics will take care of itself, but right now what we are concerned with is getting the country moving again, and we look forward to the Minister seeking assistance, from whichever quarter he will get it. If he wishes to, he can leave out the Opposition — he might think that is too political. But there are enough people in this country who have enough interest who can be called upon to offer some suggestions toward a way forward in the tourist industry.

Thank you very much, Mr. Speaker.

Hon. H. deB. FORDE: Mr. Speaker, Sir, I want to say, about the speech of my friend, the Hon. Member for St. Michael West, who has just sat down, that he has avoided the pitfalls of the partisan approach which one, too often, finds being taken about the problems confronting Barbados. He has tried, on this occasion, to project a national approach. I therefore want to begin first by commending him for looking at himself in a wider image. Unfortunately, he has got himself bogged down too much, at times, because of seeing himself as one of the heir apparents of the DLP, rather than seeing himself as one who can make a contribution from the genuine objective analysis of the problems that confront economies such as ours.

I think I should say that I read with interest, as well, the article in today's edition of the *Nation* written by Mr. Peter Morgan, and there are some very useful suggestions in that article. Obviously, wherever there are useful suggestions I believe that any Government ought to be prepared to use those suggestions as well as it could for the national benefit.

Having said that, I want to continue by making the point that I think the current Minister of Tourism has done extremely well over the last few years in projecting

the new ideas which he brought to tourism — the development of tourist potential of Barbados, the integration of civil aviation policy with tourist development policy, the integration of economic development with tourist development, and the creation of linkages between tourism and the other sectors of the economy.

The fact, that at present there may be a decline in the tourist industry in Barbados, certainly cannot be blamed on any of the policies which the current Minister, as the Minister with primary responsibility for that subject, has initiated. Barbadians must recognise that no economic activity ever continues on an upward growth interminably. If you look at the graphs of the different sectors of economies of the most successful countries even the United States, that not only does the economic graph show fluctuation — sometimes rapid, sometimes not so rapid — but the particular sectors of the economy do from time to time show either an increase or a decrease in economic activity.

Anyone who is being objective about the tourist problems confronting Barbados today must begin with an admission that our major tourists markets are in a very serious state of recession — our major tourist markets still remain Canada and the United States. And we must also admit that despite the fact that for two years now there has been a decline in tourist arrivals in this area, there has been no decline in the receipts which have come in from tourism. Furthermore, despite the decline, the tourist figures for the last two years are significantly better than the tourist figures for the previous years preceding those two years. In other words, even today, we are at a higher level of tourist activity than we were in 1979; but there is no growth at the moment. We are in a better position than we were in 1976. And yet it is a false assumption if we continue to believe that there will always be an upward growth.

What we have to concentrate on is setting an optimum figure at which we are aiming and seek to maintain that level. I have always been of the view that Barbados can only be a successful tourist destination if it aims at a finite figure of X thousand people. In this way, it will be able to cater properly to those people, having regard to the limitation of our size and the limitation of certain other amenities and facilities which we have available.

We must ensure that the people we are wooing are, for as long as possible, repeat visitors, because they are the most reliable customers in the tourist market and they are the type of visitors that will contribute most to your economy. We should try to extend, as much as possible, the length of stay of visitors coming to Barbados and you should try as much as possible to also promote tourism intra-Caribbean. I think these are important goals that we should set for ourselves.

4.35 p.m.

Now, Mr. Speaker, I have heard, in the heat of the political campaign, the tourist decline being based on all sorts of things, including crime in tourism.

I delivered a very long paper about this two years ago which I think is still valid today. I do not think that it makes any difference that it was delivered in 1980 and this is 1982; it is still valid today.

It must have been obvious for some years that if you double in a year your population, the people who are going to be in Barbados during that year, that if you have for instance 250,000 people and your tourist arrivals go up to 350,000 more than double in one year, this is going to lay stress and strain on services, and among these must have been your police forces and your police services. That is obvious. And yet it took a long time, despite all the Hon. Member has said, for money to have been made available — certainly during the Democratic Labour Party's time it was not available — to the Police Force to be geared to cater for what would have been some upturn or rise in criminal activity directed towards tourists.

I said before, when I was a Minister, that it would take upwards of three years before the Police Force could be geared to turn around this trend. I understand that the Preliminary figures for this year have proved my predictions on that fact correct, because it takes a little time.

The Hon. Member is saying, 'promotion now and we will reap the benefits three years hence', and I was saying that prevention prior to 1976 would have prevented the problems that we had occurring in tourism in 1979, when the tourist arrivals were increasing so rapidly and when we did not have the police resources to deal with that. And yet, despite that — because I really do not want to make a partisan speech on this aspect of the matter; except that I know I had to carry the full brunt and deal with the allegations during the campaign, and even in the Democratic Labour Party Manifesto, on this issue — if one is being objective, the failure must be laid on the failure, regardless of whether it was the politicians, or the civil servants, or the planners, or what not, to have provided adequate resources in time.

I always keep saying, and I have repeated this in a preface I have written to the Barbados Law Report — politicians and civil servants find it difficult to concede that law and order happen to be an economic activity. They find it difficult to concede that it has anything to do with economic activity. And whenever you get the Ministry of Finance, in any Government, and you say to them that you need \$X for this area of activity, you will hear that that does not have the same priority, for instance, as the priority that may be given in another economic sector.

It is a serious mistake and a misunderstanding of the integration of the total development process of the country. And therefore the point has come home, because it came home during our time, that you have to integrate — and improve, properly — your protective services in order to withstand the tourism promotion of which the Hon. Member is now speaking.

Now we have to go a step further. The Hon. Minister is one of the first people to recognise this. It is not only in the area of the Police Force that we have to provide better techniques, better training, more manpower and better methods of communications; but we also have to recognise that in the Parks and Beaches we have to move to a position where the people, who are genuine wardens there, have the powers that are necessary to carry out the functions of being proper beach policemen. And they must be trained appropriately. That is the next step.

I am not satisfied that we have yet done it with the wardens on the beach, although I know the Minister is conscious of this. The Minister himself has observed this happening in places like Monaco where he has visited, and he and I, certainly when I was in the Cabinet, have certainly discussed the need for this integrated approach for policing the beaches, and for a linkage between the protective services on the beaches and the protective services on land — police and wardens.

I go a bit further — because sometimes the Opposition ignore this in making their points — and they have to make their points because they see themselves as an alternative Government, as we saw ourselves in Opposition — and say that money spent on the Defence Force has an indirect and important effect on preserving tourism. The Hon. Member for St. Philip South is thinking that through.

One example of Barbados getting the publicity of a Sydney Alleyne is enough to do damage to \$10 million spent over a three year period in promoting ourselves across North America, because Barbados will get the reputation of being an unstable country, and the tourism plant and the tourism personnel — people who visit, the clientele — happen to react, and react very swiftly to that. And that is why you have to look very carefully at the integration of tourism into the other sectors of the economy, and we must maintain some proper stability in those areas.

Let me say, however, Sir, that I have regretted, just as the Hon. Member for St. Michael West has regretted, that the budget of the Tourist Board is not bigger, particularly in terms of the money and facilities available for advertising. I know the Government has increased it this year; they have had more money made available to them this year.

But I agree with the point that if you travel across America you will very seldom find a billboard advertising Barbados. Certainly in Canada you will find a billboard advertisement on the Bahamas, you will find it on Jamaica, you will find it on Singapore, Hawaii and a few other destinations; but you probably would not find one on Barbados. They tell me it is expensive. I believe that we have not, perhaps, used television as effectively as we could. They tell me that it is expensive!

But since tourism is one of the major aspects of our foreign exchange earnings and a very high employer of people in our labour force, I believe we are going to have to look at a re-allocation of resources in such a way as to make much more money available, at this stage, for tourism promotion in the major areas to which we are looking for visitors.

Mr. Speaker, that goes for the Caribbean as well. One of the successful aspects of this Government's tourist promotion has been its promotion of intra-Caribbean tourism.

Trinidad today I believe is perhaps No. 3 in the market from which we attract tourists. And although we have been successfully attracting the Trinidadian tourists here; yet, I think, we spend very little on it. I have always contended that we have a strong case for, perhaps, having permanent offices in Trinidad, as well as in the southern and south-eastern United States of America, and that some of the future development of our tourist market should be in that area.

I think it would be a long time before we see any real benefits from places like Argentina — although, again, about 132 000 Argentinians a year go to Aruba and that area. I believe, for instance, that we spend quite a bit of money on Venezuela but we get only something like 6 000 Venezuelans a year coming as compared with 35 000 Trinidadians.

So we must look at how to re-allocate resources in that area. And, generally, I think that the Minister of Finance has, in his next Budget, if not before, to recognise, quite clearly, that more money must be given to the tourist sector. That is a necessity I have never hesitated to ask that more money must be given to the tourist sector, especially for the marketing of tourist plant.

4.45 p.m.

Now, Sir, I do not want to go into the problems that exist in the main tourism organisations at all — whether it be the Barbados Hotel Association or the Barbados Board of Tourism. When the going is good you do not hear any criticism of the Government because the hoteliers are doing well. When the going is bad, all the ills of the industry are placed at the feet of the Government.

I am saying that the problems in tourism today are not due to any default on the Government's part, in terms of the policies that have been implemented or the goals that have been sought. I think they are due to a combination of circumstances, the major one being — as stated in the Central Bank Report — the serious recession in the industrialised countries. Secondly, I think it is due to a lack of scarce resources that we have not been able to meet these problems head-on. Ministers will therefore have to decide to re-allocate resources, even if it means limiting the spending of resources in some other area.

Mr. Speaker, it is a hard thing sometimes to analyse ourselves. But we must try to look at the type of Barbados we have today and relate it to the resources available. Barbadians, today are very fortunate people in many respects. We are an outstanding example of a small country with limited resources — mineral resources, even human resources — but with a very high standard of welfare services, the like of which it is very difficult.. (Asides) well, social development services — the likes of which are unrivalled in countries of our size, or even bigger than us, and even at our stage of economic development.

The tragedy of Barbados today is that too many Barbadians are taking this for granted. And they are not playing their part, Mr. Speaker, in preserving the very solid foundations which has been built for them, and trying to build on that structure for the future. And whenever there is a failure, the tendency is to castigate the politician for the failure, and, particularly, to castigate the politicians who are in power for those failures.

I believe that the Barbadian public must face up to the fact that they can as much be public relations officers for their own country in the tourist field as the Government is able, and at the same time can provide financial resources, to promote Barbados abroad.

I believe that here there are too many Barbadians who are being sullen in the way they are rendering services to their own kind as well as to the visitor. That cannot be blamed at the feet of the Government. Surely, that must be the public attitude — and it is the wrong attitude.

They are not many politicians who are prepared to tell the public so. The press does not want to tell them so. And even when you listen to some of my friends in the calypso industry today, they are not prepared to say that there is anything wrong with the public. It is all wrong with the politician. Or it is all wrong with a few people.

Why do we not tell our people that they must have a pride in service, regardless of what service they

are doing. You can sometimes walk into establishments in Barbados, in Bridgetown, in hotels, and what not, and you can hardly get a smile from the face of the person who is serving you, or somebody asking you if you think they have done a good job. People feel that everything is owing to them and they have not got to give back anything.

The word "productivity" too, Mr. Speaker is becoming a dirty word in this country. People do not believe that they ought to produce if they want more. You ought to get more first, and somehow, all the Government has to do is to print dollars — because they could go and print the dollars regardless of whether the dollars are backed with anything at all.

The "freeness mentality" has crept into the society too much. And it has to creep out as quickly, otherwise it is going to continue on the downward trend; and we will not be able to recover, no matter what political party is in power.

It is nonsense in this country for people to get up, because they are frightened to speak out, and tell me that you are going to have people on the beach, peddling dope and blaming it on politicians, when the fault is with the parents and with those of us who know — and would not do anything about it. That is the sort of thing I am talking about and I am talking about the tourist industry being ruined because of it.

And saying that you have not got the Police Force and blame the Government for crime. It is not the Police Force who commit the crime. It is not the Ministers who commit the crime. It is the very few people — those of them who are selling the dope, and those who buy from them, and those who know about it — who have a duty to get up, if they want to respect tourism in Barbados, and do something about it. I refuse, as a politician, to take any responsibility as I was as a Minister for this type of aspect of public activity.

I do not agree with some of my judicial brethren, Sir, who believe that when you come before them you fine them \$20.00 and what not. I do not believe in that at all. I believe that if people are going to use that activity to ruin the tourist industry, as people who burn down canes are using that activity to ruin the sugar industry, that when they are found guilty in a fair public trial they ought to be treated in the way in which that sort of conduct ought to be treated. I make no apology for that.

I represent an area that has high tourist activity, there is very high tourist activity in Christ Church West, and when the industry hurts us up there, my people in Christ Church West are out of work. So I am not making any apologies for that.

But you do not hear that. You will hear that the Government is not doing this, or the Ministers are not doing this, or crime is due to the Government. And sometimes we politicians do ourselves a disservice in our anxiety to win a seat, or to win the Government, by not recognising that the problem is with the public.

We have to educate the public that they must be sensible about their own self interest. The Barbadian public today must learn to give proper service and do not see it as servility.

I recommend and commend the two articles that appeared in the *Nation*, yesterday and today, by a gentleman, Mr. Anthony Griffith. I do not know the gentleman. But some of the sentiments he expressed are the sentiments I hold. We are too long harping and finding excuses for our own failure by looking backwards into slavery, by looking backwards into the plantations, by being concerned with the colour of people's skin, by being concerned with mediocrity; rather than being concerned with excellence, by being concerned with proper service, by being concerned with productivity, by being concerned with human kindness and charity, by being concerned about our own brothers and promoting our country in that way.

Although this speech has, perhaps, ranged in a more philosophical tone than perhaps the Bill, itself, as it is printed calls for, I think, Mr. Speaker, it is about time that some of these things be said to Barbadians squarely — that part of the blame in tourism is our own attitude here in Barbados.

There is the attitude of greed as some people just want to 'jack-up' prices when the going is good to make a killing. There is the attitude of greed of those who want to peddle dope to make a killing. And if you touch them they tell you that you are interfering with the "I man" and the "Jah man", and that kind of nonsense, and you are pushing down the small man.
4.55 p.m.

There is the attitude of those who don't care a damn as to what happens to Barbados, provided they survive. And that is wrong. There is the attitude of those who believe that all the ills of the world should be visited on the politicians; that is becoming current.

You open the Press every day, and you see that they blame the politician for every evil under the sun, and do not realize that the twenty seven of us in here, or the hundreds in the D.L.P. and the hundreds in the B.L.P. who constitute it, are only a small part of this Barbados. And whilst we are making some form of effort — not always right — not always wrong — in order to promote

the country, eventually the people, as a whole, have to make the effort themselves.

We politicians must say it to them — it is about time we talk about the “Best of Barbados” by living up to the “Best of Barbados” in Barbados; otherwise we cannot market the “Best of Barbados” outside of Barbados.

It is wrong when you cannot go into a hotel, or anywhere else, because of the colour of your skin. We have tried to put that right by legislation passed by the B.L.P. and the D.L.P. When it occurs, we must stamp it out. Likewise, it is equally wrong for people, because they believe they have the right to go into a hotel, to go in and abuse the property. And when the hotelier deals with them, they say that the hotelier is victimizing them because they are black — when all they want to do is to sell dope or something of the sort, or to harass visitors.

People in this country no longer have the guts to get up and tell them, “you are wrong.” I can tell them, Mr. Speaker. And I don’t care whether they vote for me or not, although I know I will get the highest votes whenever they are counted — more than anybody else — because they understand from the way I talk, frankly from the heart, how I feel on these issues.

And I tell them, also, that Barbadians must become conscious of themselves. What a great tragedy and a waste of time to drive through the country side, and instead of seeing the scenery of beautiful Barbados, what we sing about to the tourist, Mr. Speaker — “Beautiful Barbados” is the song — you see a Barbados burnt to the hilt. By whom? By some Barbadians not interested in their own country Barbados, for whatever reason they may have to burn it. A great tragedy.

And just as they are going to do it in tourism, if we are not careful, we will do it in sugar, we will do it in manufacturing. We will keep wanting more, producing less — and getting less. And no matter what politician you change and put in power, unless the people recognise that they have a duty to themselves, this Bill, Mr. Speaker, would not necessarily bring in more tourists.

SUSPENSION OF SITTING

Hon. L. S. CRAIG: Mr. Speaker, I beg to move that this sitting be suspended for a very short break of fifteen minutes, Sir.

The question that the sitting be suspended for fifteen minutes was put and resolved in the affirmative without division.

5.05 p.m.

On Resumption:

Mr. SPEAKER: This sitting is now resumed. When the suspension was taken, the Hon. Member for St. Michael North East had given his indication to speak.

Mr. L. L. SISNETT: Mr. Speaker, I want to make my contribution to this Bill which is seeking to amend the Barbados Board of Tourism Act, Cap. 342, in order to extend the jurisdiction of the Barbados Board of Tourism in respect of accommodation and ancillary services provided to visitors to Barbados.

Earlier today, in part, we dealt with the Bill to look at travel agents and tour operators operating inside Barbados, another one of the services to which this Government is committed under the Manifesto of the 1981 Barbados Labour Party. On the second one here, Sir, my contribution will centre mainly on the services provided to the tourist industry and, in general, the attitude prevailing in Barbados among Barbadians towards the Ministry of Tourism and tourism as an industry.

So far only one member from the Opposition has spoken and I believe it is right to say he has a smattering of understanding some of the problems the Government is faced with in coming to grips with the problems surrounding tourism in Barbados. But, I have no doubt that in the process of time, the good sense of Barbadians will prevail, and tourism will work for Barbadians, as it has worked in other countries throughout the world for the good of the people of those various countries.

And speaking of attitudes, Mr. Speaker, I think that we have arrived at the point where Barbadians must ask themselves whether we want to consider tourism as an industry just as we would consider manufacturing or agriculture. And if we can say that we need to have tourism as an industry, I would suggest that there is a lot to be done for us to upgrade the quality of service meted out to those persons who come here in pursuit of vacations and holidays and so on.

Only just recently, I attended a promotional tour for the Board of Tourism, in the South East United States, and I was made aware of some of the problems which this country is facing as a tourist destination. But I do not believe, Mr. Speaker, that all is lost. I still think we have time in which we can turn around the attitudes of Barbadians towards the Tourist trust, which the Board of Tourism and the Government is faced with, in achieving the goal with which we would be totally happy.

In order to achieve this goal, I would suggest that Barbadians, from all strata of life, would have to be involved. It is more than the Government of Barbados can undertake by itself. It is more than the Board of Tourism,

or the Barbados Hotel Association, or airlines can undertake in an effort to woo and lure visitors to these shores.

What is needed, Sir, is the understanding of the people of this country to realise that the current position in the world in relation to tourism has occurred mainly because — well, in part, not mainly, Sir — of the international recession, but also because of the attitudes prevailing in various destinations across the world.

And what do you find in Barbados as some of the deterrents for people coming to Barbados? What do you find? Gone are the days when people with a lot of money would automatically say, we are coming to Barbados for a holiday. Because of the tight, financial situation throughout the world people are more conscious of their budget, and, because of this, they are selecting those countries where they will want to spend a holiday.

And Barbadians have got to realise that if the hostility which prevails throughout the society continues, in particular against visitors to this country, automatically we are ruining what we are hoping to build up as an industry. We have got to look at it in terms of deciding whether or not we want to consider tourism as an industry. And if we do not want tourism as an industry, then we should decide we would not want to spend \$8 million out of the national budget into the promotion of tourism as an effort to woo people here.

Mr. Speaker, I am privilege to information that would suggest that as a result of the level of crimes committed against visitors to this country people are staying away — and that is where we have got to look at our domestic tourism first. We have got to look at what is happening here in Barbados if we are to continue at an international level, to promote Barbados in the United Kingdom, in Europe, in North America as a destination. We have got to look at what is happening here once we have spent \$8 million in the pursuit of promoting this country as the ideal paradise for visitors.

Should we take our money in promoting the country as the ideal destination and then on arrival here, there is a sorry, sad picture? And that picture begins with the attitudes at the airport. That picture begins with the attitude of people in the ancillary services, the 'Red Caps.' The attitude begins with people offering services as taxi men. The attitude begins with people in the hotel industry, the barmen, the waiters, those people who cater to visitors in the hotels. That attitude begins with people in the department stores in Barbados. The attitudes contributes to the total aggression meted out to visitors.

I feel, Sir, that in order for us to consider tourism as an industry, there has got to be a reversal in the attitude of Barbadians generally to people who come

here. I believe, Sir, first that there has got to be a reverse in the attitude of Barbadians. Only if there is a change in the attitude of Barbadians, can we expect to find an attitude prevailing throughout the society to people who we would want to consider as our guests and our visitors.

And if that attitude among taxi men and the hotel waiters, bar tenders and the store clerks is not prevailing throughout the society as a service to visitors then, Sir, we can forget tourism — let the Ministry of Tourism keep the \$8 million which has been allocated to the promotion of tourism in Barbados and let the Ministry of Finance put it towards other goals.

Mr. Speaker, gone are the days when visitors can afford to come to this country and go into hotels and meet staff that do not extend a hand of welcome to them. It registers nationally on the minds of people because that is what our competitors are doing elsewhere. Gone are the days when Shop Assistants can sit on chairs while people enquire about purchases and they seem not to care whether a purchase is made.

The marketplace has changed and we, as a people, have got to be aware of this and become more aggressive and more assertive in the marketplace in order to satisfy that clientele, which will be coming here with the expectation of finding less hostility to them than is experienced in their society.
5.30 p.m.

Only today, Sir, I discovered that one of the problems which is of concern to Barbadians right across the length and breadth of this country is the facility, the ease, with which certain elements of the society can inflict the use of flick knives on unsuspecting members of the society.

And I would want to suggest, Mr. Speaker, that the Government must seriously consider making appropriate legislation to deal with people who can carefully carry a flick knife to abuse any member of the society, whether it be a visitor or a national of this country, that legislation can be enacted to curb that facility with which someone can carry a flick knife, because most of the crimes committed in Barbados are the result of people who have access to the use of flick knives.

It is an extremely potent weapon that anyone can come in contact with simply by going on any one of the streets of Barbados and making a purchase. I would like to see legislation enacted to prevent people from being able to do this.

If you look at the statistics involving crimes in Barbados, the use of flick knives — not the gun, it is the use of the knife — is at the top. And where one can go into a store and get one for \$5, \$10 or \$15; it begins

there. We have got to stop the importation of it or place it under licence, or impose a fee for carrying a flick knife. Most of the handbag snatching, most of the muggings, are usually associated with the use of a flick knife.

The most recent report is that certain stores in Swan Street are carrying a form of tear gas. I do not know what it is called exactly, but I understand it is dangerous at 15 feet, and it is commonly sold in certain areas in Swan Street.

These are areas which I would like to bring to the attention of the Government, areas that are causing concern, generally in crimes committed against visitors. You go to the store to buy this cannister of this high powered thing, whatever it is, and from 15 feet you can make someone almost limbless. We have got to look into these things.

I do not believe, Mr. Speaker, that the security at hotels is the best, in the sense that it is known that people who have records are performing security services at a number of hotels throughout Barbados.

Security is a new ball game for Barbados and I feel we have to look, nationally, at coming to an understanding to deciphering really what we need as security within hotels.

It is not uncommon for people to go to the Reception Desk and receive keys only because someone apparently has been seen in the company of another person. And he go to that person and makes certain intrusions into their room.

The awareness of security at the national level is very important if we are to continue to have hotels in Barbados. Where there is a measure of security which is lacking, we have got to upgrade that measure of security.

Mr. Speaker, tourism means a lot to Barbados. In the light of a falling off in agriculture, and in the light of a falling off in manufacturing, I still believe there is hope and scope for tourism. But we have got to change our attitude in the marketing concept of tourism because there has been a change in the market place, and Barbados, if it is to continue, must keep abreast of the marketing trends.

A lot has been said today about billboards and that kind of advertising, but I do not believe that billboards really carry any significance to advertising in relation to tourism. Where tourism matters is the television medium, and unless you have money to advertise through the medium of television, I believe every destination which wants to promote tourism is just making fun.

I am told that Jamaica, which is always considered to be our main competitor, has a budget of about \$50 million in North America for its advertising thrust. The Board of Tourism in Barbados has an advertising budget of about \$8 million, and in comparison with \$50 million, that Jamaica has for advertising in North America, that is just a miniscule amount.

We do some advertising in Trinidad, Sir. For the last two years we have been doing television ads in Trinidad, but we do not have the means to get into the major markets. It costs about U.S. \$40,000 per second to be involved in any advertising campaign on television in the United States. We do not have that kind of money to put into advertising.

I think that, by and large, we will have to devise means whereby we can try to meet the maximum audience with our limited resources, and I feel that some attention must be given to looking at what we have to offer in terms of advertising. And towards this end, Sir, I have come up with a concept which I believe needs the advice and guidance of some marketing experts, which I feel, if it is conceptualised in the right form, would give Barbados the chance of competing in some measure against destinations, not like Jamaica, Puerto Rico and the Bahamas, but to a larger extent to any destination that is making a major thrust into advertising its tourism product to the people.

I feel that we are not making enough of our natural resources in terms of our people. I feel that if we make use of our greatest resources, our people, throughout the length and breadth of North America and the United Kingdom, we can achieve the same end by publicising Barbados as a tourist attraction to the would-be traveller.

How are you going to arrive at this? It is simply by making Barbadians abroad, who have been abroad for a number of years, who have long aspired to return to their land of origin for vacation, feel that important, that the country needs their service right now. And you are offering them, through the co-operation of the airlines and the hotels, the chance of returning to their country for a vacation by selling the tourist product which we normally give to tour operators and travel agents, by offering them an incentive to return to Barbados.
5.40 p.m.

I would want to suggest that the Board of Tourism undertake such a promotion by going out to the United States, North America in general, and the United Kingdom and giving to Barbadians in those countries a chance to return home by offering to them incentives for selling Barbados as a tourist attraction.

If you go across to the United States and ask any Jamaican how he feels after he has seen an ad on television concerning Jamaica, automatically I would think he feels very proud to be a Jamaican. He wants to be associated with the effort of "Come back to Jamaica" or "Come home to Jamaica" or whatever it says.

I feel that Barbadians are that nationalistic, that patriotic that they too would want to be involved in any gesture that would permit them the chance to sell this country to anyone seeking a vacation.

But I would not want Barbadians to be involved in such a programme without the direct intervention of the hierarchy of this Government. And, perhaps, it might be a suggestion that the Leader of the Government, the Prime Minister, could make a tour directly, with the Minister responsible for Tourism, to talk to Barbadians.

This should not be as an off-side issue while they are on tour to another conference, but that the Prime Minister and the Minister of Tourism leaves this country directly to solicit the assistance of Barbadians who have been away for thirty, forty years.

They should go and say, we have a problem, we do not have the money to compete with the Bahamas and Puerto Rico or Djibouti in Africa or any other major destination, but we have a product which we need to market and the best salesmen in this market are your own fellow Barbadians in New York, in Boston, Washington, Toronto, Montreal; and throughout the length and breadth of the United Kingdom and Europe.

I feel that once Barbadians have been given that incentive to do something for their country, with a view to coming back to the motherland, they would indeed come out and sell Barbados as the ideal tourist destination.

One of the things to which I would like to draw attention, Sir, is an attitude which has been brought to my attention and which concerns an ancillary service provided at the airport. Only this week, it was brought to my attention that visitors to this country find it extremely difficult to find a taxi service to what I would consider a long haul destination from the airport, to Sandy Lane and beyond.

When there are delays at the airport, after 10 o'clock taximen, generally, are not willing to go beyond a certain point. They are not available. As a result, visitors find it difficult to take a taxi, after making a long haul stop to Barbados, to get to their destinations, because taximen are unwilling to go to Sandy Lane. They would rather go to some area in Christ Church, where they can turn around and go back to the airport and find another job.

This does not mean well for our country after spending \$8 million to promote Barbados. It is this attitude of Barbadians that would have to be turned around in order for us to make anything out of tourism. The Government can spend any amount of money. But if you find some people across the length and breadth of this country who are unwilling, who are uncooperative, who are rude and impolite to visitors to this country, then they are doing no service, as Barbadians, to the tourist industry.

By and large, I feel that, within the constraints of Government, we have done well. Within the limitations of the Budget, where money is hard to find, I think that the Government has performed admirably.

When Laker Airways came to a standstill in January this year, Mr. Speaker, it brought to light the fragility of economies which are dependent on tourism. Barbados is one such economy, and, despite the demise of Laker, the Government of Barbados has done a creditable job in maintaining a service out of the United Kingdom and Europe — to make sure that there was no fall off in the arrival of visitors during the period from January to now.

The Ministry of Finance has never allocated such monies in the Budget for rescuing the Laker demise, and had it not been for the better management, the good insight and the hard work of the Minister of Tourism to be abreast of what was happening at the international level, we would, perhaps, be that much poorer if there was not that continuity in service to make sure that those 400 or 500 passengers who come out of the United Kingdom and Europe each week had their travel requirements met.

And I want to applaud the Minister of Finance and the Minister of Tourism for the insight in providing the facilities whereby Caribbean Airways has been able to function, despite the limitations of the financial ability of this country in providing a service to Barbados from the United Kingdom and Europe since the crash of Laker Airways. I must say it must have called for keen financial prudence to provide the money that was necessary to keep Caribbean Airways afloat when it was thought, throughout the length and breadth of the world.....

Mr. SPEAKER: I am afraid there is not enough time on the Hon. Member's hand to keep it there.

Mr. L. L. SISNETT: when it was thought, throughout the length and breadth of the world, that because Laker Airways had come to a standstill.....

Mr. SPEAKER: It is now time for the Hon. Member to stand still.

Hon. H. B. St. JOHN: Mr. Speaker, I enjoyed very much listening to the contributions of Hon. Members. I

have been in politics long enough to know that people very often do not accept reality. There is a strange feeling among many people in many parts of the world, and in Barbados in particular, that whatever happens to other people should not happen to them.

I have heard tourism being called "a fragile industry." I have heard it called "a fickle industry". That has not been the experience of Barbados, nor has it been the experience of other Caribbean destinations.
5.50 p.m.

Even bankers today, who, six to seven years ago, would refuse to commit a cent to the tourist industry on the ground of its fickleness and its fragility would have had to recognise that as an industry, if you compare its performance over its history in the Caribbean, that it has performed better than agriculture and manufacturing.

The simple point we have to recognise is that all goods and services have to have a market in order to perform well. Let us analyse the market for tourism in Barbados: in 1976, in 1977 and in 1978 the predominate market for providing tourists to Barbados was Canada, the United States, the U.K., and the Caribbean.

One of the essential programmes of this Government was to reduce our dependency upon North America. That we have been successful in that respect can be gleaned from an analysis of the source of visitors to Barbados today: in 1979, in 1980 and in 1981, the Commonwealth Caribbean, the United Kingdom and Europe provided as much visitors to Barbados as Canada and the United States, a remarkable degree of diversification.

Mr. Speaker, Sir, there must be blind people in Barbados, there must be unsophisticated people in Barbados who fail to recognise the fact that the Canadian economy is in a far worse position than the Barbados economy. And if they feel that these are my words, I have here, Sir, — and I will make it a document of the House, if necessary — a document called 'Ottawa Briefing,' June 9, 1982.

"The indicators all point down. Canada's economy is in serious trouble. The economic powers in Canada are dramatically underlined when compared to conditions in the United States, our traditional yard stick."

"In May, 1982, 10.2 per cent of the labour force, over 1.2 million Canadians, were looking for jobs. Unemployment is at its highest level since the depression. Since last August the Canadian economy has lost 320 000 jobs — 157 000 was lost to the manufacturing sector alone. The youth unemploy-

ment rate, that is, age 15 to 25, was 17.5 per cent in May."

"At the beginning of June 1982, the prime rate stood at 17.5 per cent. Last year there was a record 8 000 bankruptcies".

So, Mr. Speaker, Sir, if the Canadian economy is in that parlous state, I do not care what Peter Morgan writes in the Newspaper because I do not believe that Peter Morgan is an expert hotelier. I do not believe it. It is necessary to say these things because there are being trumpeted abroad as being expert opinion. He has 13 years experience in the tourist industry. He has never run a hotel successfully in Barbados. He was never a successful Manager of the C.P.A. (*Asides*). Now I am not saying that. I am not saying that. It might be an unhappy coincidence that the St. Lawrence Hotel had a fire and Maresol just had one. It may be an unhappy co-incidence.

It is all right to sit and talk and bring Anguilla, St. Kitts, the Caymans, the Dominican Republic and a few other hotels in the North of the Caribbean who started off from a lower base. It is true that they have been able, over the course of last year, to achieve some measure of an increase in the United States. But we had a presentation last week at the Caribbean Tourism Association on the performance of these countries. All of them were countries that were relatively isolated for the last 10 years and had the benefit, for the first time, of some dramatic improvement in their air services.

But I do not want, Mr. Speaker, it to be considered on that fact alone. Let us look at the performance of Jamaica, Bermuda and the Bahamas, important destinations, which were in the forefront before. And this is very important, because one of the things that I do not understand about Barbadians is their fear. There is absolutely no reason for Barbadians to be fearful of Jamaica, absolutely no reason.

Up to today, despite the so-called increase in Jamaica's tourism, the net amount of receipts per visitor that the Jamaica economy receives is far less than Barbados. They spent \$30 million advertising Jamaica abroad and they give a subsidy to Air Jamaica of \$30 million. So the first thing they have to do is to deduct those costs from the net foreign receipts.

Up to now, with a population of 2 million people, they have not raised 600 000 visitors yet. Their performance this year and last year was based on their worst year. So, obviously, if you go so low; when you are on the way back up you will always see a percentage increase.

Let us look at Bermuda, a solid destination which has had a consistent performance. One would see that last

year Bermuda dropped 12 per cent; and this year, so far for the Winter 1982, they have dropped at a greater percentage than Barbados. We have dropped 7.5 per cent and they are still in the 12 per cent area. They have dropped more. (*Asides*)

Well the Prime Minister, when he went to Bermuda, investigated a phenomenon. And it was this — listen to it, it is this: in our analysis, November until April and July and August are our peak months. Bermuda had a very good rise in their tourism May and June and we were trying to find out what it is that they do. (*Asides*). No, and I will tell you what it is. Every graduate who gets a B.A., a M.A., or Ph.D.; their parents give them, as a graduation present, a trip to Bermuda.
6.00 p.m.

Now, I agree it is a very popular thing, and others and I, the Prime Minister and others, have been trying to cash in too, on this particular type of appeal. But one must remember that, in examining a weekend or a week in Bermuda, coming from Rhode Island or the north east — and most of the visitors come from the north east of the United States or the south east — one must look at the comparative cost of getting there. That is a very important factor.

Another very important factor with which we have to deal is that Barbados is situated further away in the Caribbean, with the exception of Trinidad and Tobago — and they are not interested in tourism. And it has taken us five years before we could successfully negotiate a proper air services agreement with the United States.

I don't blame the Government on the other side, because the United States was intransigent — they were being difficult on this all the time. It took us five years — they went at it for five years too — and we have finally been able to get an air services agreement, whereby a multiplicity of carriers now have access to Barbados from the whole of the United States to Barbados. Jamaica was able to do this in 1979 and we have only just got our air services agreement.

And, already, a most significant thing is happening, if you analyse the tourist statistics, and it is this; that of all the destinations from which we get visitors, so far this year the only growth area that we have had is from the United States of America. The bookings from the United States of America in July and August are better this year than they were last year. Go and check the airline schedule and you will see the BWIA now have nine flights included — a very interesting phenomenon — two leaving the United States at 12.30 in the night — very, very popular — good for connections.

We have been suffering, Mr. Speaker, for three years, from a lack of proper connection from Boston,

Baltimore and Washington, since Caribbean Airways left there; because American Airlines and BWIA used to leave at 8.30 in the morning from New York, and no airline connection from Boston or from Washington could get in there at the same terminal — which was Kennedy terminal — because they all used to go into La Guardia — and they could not transfer in a half an hour.

We had to fight, and point out the stupidity of this, and we managed to get BWIA to change their departure time to 9.30 a.m. and, in addition to that, they have this afternoon flight. But American Airlines will tell you straight that they are interested in serving not only Barbados, but Trinidad; and since they want to turn around their planes, the two hours would run out — except if they left early so as to be able to go right back to Port-of-Spain and go back up.

So these are the difficulties that you have to fight, and it takes time. It is all right for people to write and talk a lot, but they do not understand the implications of having to try to persuade other people to use their money to be able to provide airline connections to you.

I want to ask the private sector this — I want to ask the private sector in Barbados this — the Government is willing to let them put their money where their mouth is — are they willing to put some money in Caribbean Airways now? Let them try and put some money in Caribbean Airways. Ask either one of them to put up a cent. We are willing to go joint venture with any of them. Let them put up their money and let us go. Let the tourist interests in Barbados put up their money with the Government, and let us have a charter carrier devoted exclusively to the Barbados market. I issue that challenge to them — let them put up their money.

No; they are not going to put up their money. What they are going to do is turn their existing hotels into condominiums. The ten year period having expired, having sucked the sweets of the tax exemption for ten years, they now look for the capital gains by putting their hotels in condominiums.

We know — I know all of them. That is why I have no respect for people who write and talk about they are hoteliers for thirty years. No hotelier — real estate brokers — that is what they are. He is a real estate broker — he has never run any hotel for any ten years. A real estate broker, that is what he is. I am going to deal with him otherwise, too. Real estate brokers, that is what they are. A little half dead apartment building that they are now trying to sell for \$7 million, if anybody is foolish enough to buy it when the roof is bad. Hawking a hotel around — not a hotel — an apartment building. Apartment keepers, that is what they are — apartment keepers trying to induce Trinidadians and other people.

I hope the people have enough sense to get people like the Hon. Member for St. Philip North to check the state of the electricity in the building; to check the state of the roof; to get a good structural analysis — and don't buy a pig in a bag. I hope so.

That is what we have to contend with. People pontificating as a hotel keeper; when they don't run any hotel. They had one that was so substandard that I had to prosecute one once, which was not up to standards, because they did not have any proper sewerage system. And the other one burned down because of the electrical system, or so they say, was not good. And this one too — something happened with that. That is what we have to contend with around here.

Now, Sir, this is the position we have to deal with. This is no time for panic. The Barbados hotel industry does have problems — it does have problems. I explained before that part of our problems is the inability, because of the lack of organisational structure, to promote the diversity of accommodation, co-operative programmes with airlines.

The Barbados Tourist Board runs a co-operative programme with BWIA and with American Airlines; — we are now negotiating one with BA and we ran one with Caribbean Airways in London — and we are running one with Eastern in the United States.

That is an old suggestion which is being worked on. We are working on this. One would hardly think that the Tourist Board has done anything when in truth and in fact, within the last year, Cabinet approved the expansion in the United States of America; and the opening of new offices, in order to diversify our contact with travel agents who provides 68 per cent of the visits to Barbados.

Mr. Speaker, Sir, would you believe that a marketing study has been done for Europe by Stigenberger International? And a large one was done by one of the best marketers in the United States? And we are going to have people pontificating as hotel experts, who have never read the marketing studies done by these well-recognized and competent experts! They have not read one; they do not know how many volumes that have been produced! They don't know what the analysis of the motivation studies are! They don't know! But they are pontificating as experts!

Of course, 'in the land of the blind, a one-eyed man is king.' If you say that you have been a hotelier for thirty years, nobody in Barbados is going to question, what successful hotel have you run? Tell me. If you have been a hotelier for thirty years, one would have thought that you would have been running at least a five star hotel by now. Tell me, Sir. What is the evidence that these so-called, self-appointed experts have to demonstrate

that they have run a hotel successfully? I know this — this Government has evidence that in 1976, 225 000 people came to Barbados. And we have evidence that in 1981, 354 000 people came. That is what we have — hard, solid evidence of performance!

Now, Sir, I agree with the Hon. Member for St. Michael West, that in marketing, the role of the bonanza-type strategy has to be revised. But this is something that has been investigated. As a result of the marketing study, the independent objective study, it is now recognized that the travel agent plays a very important role. And the Marketing Committee in the Board of Tourism has already started to devote more attention to making stronger contact with the travel agent.

This year's summer campaign, Sir, in Canada, was preceded by a distribution of a well-designed booklet on Barbados and its tourist accommodation, which was distributed, in conjunction with Travel Press of Canada, to every retail agent throughout the length and breadth of Canada. They have a booklet in their hands setting out everything about Barbados — the prices, how you get there; everything. We are hoping to be able to do the same thing with the United States of America, but that costs money. We hope we will be able to get it done there.

Today, every travel agent, Mr. Speaker, is on a computer print out. What we are trying to do is to utilize the memory banks of the computers, to put us in touch with the areas where the marketing studies have identified that we have the best potential.

I myself, have recently been on a tour of six cities in the United States of America. Some were cities that were identified. I am very pleased to have seen, from the 1st of last month, that Eastern Airlines has introduced an air bus, originating in Atlanta, stopping in Miami, and coming to Barbados — a 300 seater. We have understood that Atlanta is a growth area for us. We did promotion there. So all of these marketing matters are being done.
6.10 p.m.

But the trouble in Barbados is that among some people, because they are not chief cook and bottle washer in the creation of the plans, in the execution of the plans, they think that it is their duty to the public to attempt to discredit the efforts of others.

But I am not worried about these things because, Mr. Speaker, when I really reach my tolerance level, I will answer them. And I do not mind criticism; I like criticism. I do not mind taking suggestions from people, provided they are worthwhile suggestions; and provided they come from people who have a record of competence in the area.

I do not feel that anybody who has been in the hotel industry for thirty years and who only has one burned down hotel to show for that time — the other is a half-baked apartment building inherited from his father, and nothing has been done to upgrade the standard; and the main reception area has just burnt down — I do not feel that they are competent to advise this Government. And when they were given the opportunity to help the Caribbean Tourism Association office in New York, they had to be fired for incompetence. So I do not think that they are competent to advise the Government of Barbados on this matter.

We will continue to try and do more consumer advertising and more television advertising, within the context of our resource.

I welcome very much the suggestions of the Hon. Member for St. Michael West, being born out of experience from watching this matter operate. He understands about these things, Sir, not the ex-Hon. Member of this House.

The question that the Bill be now read a second time was put and resolved in the affirmative without division.

On the motion of Hon. H. B. St. JOHN, seconded by Hon. L. S. CRAIG, Mr. SPEAKER left the Chair and the House went into Committee on the Bill, Mr. ODLE in the Chair.

COMMITTEE

Mr. CHAIRMAN: The House is in Committee.

Clauses 1 to 5 inclusive were called and passed.

On the motion of Hon. H. B. St. JOHN, seconded by Hon. L. S. CRAIG, Mr. CHAIRMAN reported the passing of one Bill in Committee, Mr. SPEAKER resumed the Chair and reported accordingly.

On the motion of Hon. H. B. St. JOHN, seconded by Hon. L. S. CRAIG, the Bill was read a third time and passed.

Hon. L. S. CRAIG: Item No. 6, Sir.

Mr. SPEAKER: Item No. 6.

Hon. L. S. CRAIG: I beg your pardon, Sir, Item No. 3.

Mr. SPEAKER: Item No. 3, rather than 6.

RESOLUTION TO APPROVE THE GUARANTEE OF A LOAN OF A PRINCIPAL SUM NOT EXCEEDING THE EQUIVALENT OF US \$6 000 000 TO BE MADE TO THE CARIBBEAN DEVELOP- MENT BANK

Item No. 3 was called — To move the passing of a Resolution to approve the guarantee of a loan of a principal sum not exceeding the equivalent of US \$6 000 000 and interest thereon to be made by the Caribbean Development Bank to the Barbados Light and Power Co. Ltd.

Rt. Hon. J. M. G. M. ADAMS: Mr. Speaker, Sir, there have been a number of Resolutions which I have brought to the House seeking approval of guarantees by the Government for these loans which relate to the present expansion of the Light and Power Company, its generating and its transmission capacity.

We have seen the example of our neighbours in the south, in Trinidad, which has installed an enormous amount of generating capacity, but whose transmission lines are insufficient to meet the demands of electricity consumers in Trinidad. It would be no use in Barbados expanding the capacity of the electric company to generate electricity at Spring Garden and then not have the means of getting the electricity to other parts of the island.

The Caribbean Development Bank has accordingly been appointed as agency for the conduit of funds from the Venezuelan Investment Fund and from the World Bank, to the Light and Power Company, for the purpose of financing the construction of 16 kilometers of double-circuit transmission lines from Spring Garden to Wotton, Sir, and from Spring Garden to the Port. And it is necessary for the Government to guarantee the advance of these funds.

This matter has been gone into very thoroughly in the House in connection with the two main loans for the financing of the generating equipment, Sir, and therefore, I would not detain the House with the background detail, but I would beg to move that this Resolution do now pass.

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

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

Hon. L. S. CRAIG: Item No. 5.

Mr. SPEAKER: Item No. 5.

THE STATUTORY BOARDS (EXEMPTION)
ACT, 1982

Item No. 5 was called – To move the Second Reading of a Bill to amend certain enactments.

Rt. Hon. J. M. G. M. ADAMS: This Bill, Sir, the Statutory Boards (Exemption) Act of 1982, is designed to exempt the Central Bank from the payment of Income Tax and Corporation Tax, from the payment of Stamp Duty on any document resulting from transactions with persons resident outside Barbados, and from the requirements of the Banking Act; and also to exempt the Insurance Corporation of Barbados from the payment of Corporation Tax on its income.

In the last year and a half, Sir, as a result of an examination of these Acts by the Commissioner of Inland Revenue, a determination was made that the Insurance Corporation of Barbados was liable for Corporation Tax.

And it was also discovered that the Central Bank's liability was questionable, was possible; and that the Central Bank had never been exempted from the requirements of the Banking Act itself. Also, that certain documents which the Central Bank might have to transact with persons outside of Barbados – it might have to use as evidence of these transactions; such, indeed, as the Central Bank signing a promissory note for the draw down of stand-by credits with its New York correspondents and so on – might have required the payment of Stamp Duty.

Since these amounts are very large, Sir – we are talking about U.S. \$10 million a time – there was really no point in the Central Bank paying Stamp Duty on them in all the circumstances. So, I decided to make things easier for accounting purposes and exempt the Central Bank from payment of these two things and from the requirements of the Banking Act.

I thought that, very briefly, I would indicate the scale of the problems, if the corporations had to pay Income Tax. The Central Bank does make a fairly large profit. In 1976, it made a net operating surplus of \$2.1 million; in 1977, this had risen to 4.1; 4.2 in 1978; 8.9 in 1979; it made over \$10.5 million in 1980 and \$10.87 million in 1981.

There are already formulae for the distribution of the Central Bank's operating surpluses. There are various reserve funds, and I am glad to be able to report that these are all now virtually full as a result of the abundant profits which the Bank has made over the last two years.

The Central Bank has therefore been able to set aside sums for particular projects within the economy. It has contributed \$3 million to the equity of the Barbados Development Bank to enable the Bank to have a stronger financial base, borrow more and lend more. It has created special funds for agricultural purposes, for small business purposes, and for rediscount facilities for exporters.

In addition to that, Sir, just to deal with the last three years, in 1979 it paid over to the Treasury \$3.5 million; in 1980 \$6.4 million and in 1981, again, \$6.4 million, just a little more than the previous year. These amounts clearly exceed, by a wide margin, what the Central Bank would pay in Corporation Tax if it were liable to Corporation Tax. And I do not think that the Treasury is suffering as a result of the exemption.

The taxpayers need not look forward to sums on this scale being paid over for the year 1982, 1983 or 1984, because I am expecting that work will start on the Central Bank's building before the end of this year, and this will absorb the major part of its operating surplus, although it is intended not to pay for it, so to speak, out of cash. I do not think anybody will expect the Central Bank to build an eleven storey building out of its day to day profits, although it almost could. I believe the present plan is to write it off against profits over a period of 20 years. Nonetheless, this will reduce the payments of the Consolidated Fund.

I cannot possibly make any estimate of what revenue the Government is losing from the non collection of Stamp Duty on documents resulting from transactions with persons overseas, but we have not been getting the revenue, because, as a matter of fact, the documents have not been stamped.

Even if we were going to stamp them, all we would stamp them at is the offshore rate, which would be \$10, and it really is not worthwhile insisting that the Central Bank buy fifty or sixty dollars in stamps a year in order to allow it to carry out the function of short term bolstering of the reserves through its overseas creditors. I think it is only a trivial amount of money; you are talking about \$100 or \$200 that may be lost.

The requirements of the Banking Act, Sir – this is to make assurance doubly sure – clearly the Central Bank is not intended to be governed by the provisions of the Act which it administers. The Central Bank is

the administering and the inspection authority for most purposes under the Banking Act.

Before I leave the question of banking, Sir, I see that I am quoted in the Press on the subject of offshore banking, and perhaps I would just, in the House, give a very brief report to Hon. Members.

Barbados has not got a great number of offshore banks, but they are writing adequate business for their number — and they are writing good business, not shady business.

Only today it fell to me to approve the transfer by a foreign company operating in Barbados of some hundreds of thousands of dollars, not to its parent in the United States, but to one of the offshore banks operating here to invest for it.

6.30 p.m.

I think that all Hon. members will agree that it is very desirable that we can offer to companies, which are going to make a substantial profit in Barbados, because they have industrial incentives or whatever, the facility of being able to invest those profits offshore — without ever leaving Barbados, or, indeed, without ever doing anything more than going upstairs at the bank where they are accustomed to doing their ordinary business.

It would be very gratifying to the Government of Barbados if we could think that we had an enclave manufacturing sector and an international business sector whose profits were in large part going to be deposited in local offshore banks for lending overseas, with great profit to everybody — except, no doubt, the Treasury of the United States of America or of Canada.

We are not going to get the taxes anyhow because in some of these cases we do not even collect withholding taxes. The next best thing would be to know that local business, in the way of an offshore bank, is benefiting from the profits.

The Press has also reported that the Government is seeking to go into the business of captive insurance companies. I am holding a meeting tomorrow with officials of a very important risk management organisation that handles captive insurance business. And I do hope, Sir, to bring a new Bill on Offshore Insurance Business before the House, very shortly. I do not think before we rise for the summer recess, but certainly early in the session after the vacation.

To deal with the Insurance Corporation of Barbados, Sir, this has been also very successful. Unlike other insurance companies it has to report to the House, so I do not think that it would mind if I also give an indication of its tax position and its profit position over the years.

In 1978, I think that is the first full year of operation, it made \$331 000 before tax. In 1979, it made \$726 000; 1980, \$712 000 and in 1981 it has made almost \$900 000. It also paid corporation tax last year of almost \$200 000.

Now again, Sir, there is really no point of the Insurance Corporation of Barbados paying Corporation Tax, because the Minister of Finance does, more or less, have the power to make it pay all.

The Insurance Corporation of Barbados Act, Cap. 311, provides that if the Government issues securities to the Corporation to capitalise it, that the securities would have to be redeemed — 50 per cent of each year's profits would have to go to redeeming the securities. We have not found it necessary to do so and therefore there have been no securities to be redeemed.

What happens to the remaining balance of the net profits is that some may be applied to a special Contingency Reserve, with my approval; and where there are no contingency reserves, and there are no securities to be redeemed, the rest of the money has to be paid into the Consolidated Fund.

Well, as I have said, we are not redeeming securities. The Contingency Reserve Fund has benefited very handsomely from the profits which have been made — we have been able to pay \$181 000 and \$178 314 in successive years — and this fund of course is available for investment and available, therefore, for productive uses within the economy.

And with the payments to the Consolidated Fund — almost a \$¼ million in 1978, almost \$400 000 in each of 1979 and 1980, and \$267 000 last year, when it also paid \$198,000 in Corporation Tax — I do not think it necessary to put the Insurance Corporation of Barbados to the trouble of hiring a tax accountant to make out a Corporation Tax return for it since we are going to get the money anyhow. It will either be paid directly to the Consolidated Fund or indirectly through the Commissioner of Inland Revenue, and I really think it is not necessary to levy the Corporation Tax — and this is why the Bill comes before Parliament.

I think I have given a fair summary, both of the financial position of the Central Bank and the Insurance Corporation, and the reasons for this Bill, and I now beg to move that this Bill be read a second time.

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

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

On motion of Rt. Hon. J. M. G. M. ADAMS seconded by Hon. L. S. CRAIG, Mr. SPEAKER left the

Chair and the House went into Committee on the Bill, Mr. ODLE in the Chair.

Clauses 1 and 2 were called and passed.

The Schedule was called and passed.

On motion of Rt. Hon. J. M. G. M. ADAMS seconded by Hon. L. S. CRAIG, Mr. CHAIRMAN reported the passing of one Bill in Committee, and Mr. SPEAKER resumed the Chair and reported accordingly.

On separate motions of Rt. Hon. J. M. G. M. ADAMS seconded by Hon. L. S. CRAIG the Bill was read a third time and passed.

6.40 p.m.

Hon. L. S. CRAIG: Item No. 4

Mr. SPEAKER: Item No. 4.

CUSTOMS (AMENDMENT) ACT, 1982

Order No. 4 was called – To move the Second Reading of a Bill to amend the Customs Act, Cap. 66.

Rt. Hon. J. M. G. M. ADAMS: This is a very technical amendment that we are seeking, Sir, (*Asides*). It relates to a very technical matter relating to the purchase of duty free vehicles by diplomats or other persons. It is not related to vehicles, but really to diplomats and other persons who are entitled, one way or another, to duty free status.

You get a situation where a Barbadian works at the Caribbean Development Bank, buys a fridge duty free – and the following month leaves the bank, gone with the fridge and so on. You get other situations where a diplomat comes in – I must say you do not get it with official diplomats, on the British, Canadian, American and Chinese embassies – you have unofficial diplomats who come, one way or another, and they have diplomatic status, but they may not be career diplomats, and you will find that one of them will buy a car – now I am not saying that it always happen, that it is all the diplomat's fault. Very often it is the insurance company which benefits – you buy a car; you hit the car. The first thing the insurance company tells you, "it is a write off."

The reason is that the car is often insured for its duty free price. But the duty is so much, that if a relatively new car is hit and sold as an insurance wreck, it sells for more than the duty free price. So the insurance company pay out \$12 000 to the owner of the car and the car realises \$16 000 as a wreck. But the person who buys it has a car whose purchase price might have been \$26 000. And all he has to do is to spend \$300 or \$400 repairing it!

That has not happened – happens, not happened – it happens. It even happened to a Government department. A Government department wrote off a car, and the Insurance Corporation of Barbados was even involved in the end.

It has happened that the Insurance Corporation of Barbados insured the car for somebody in the CDB. It was written off, but somehow the man had insured it for the whole value and he, so to speak, got the benefits – in terms of the sale price in Barbados rather than of the duty free price.

Unfortunately, when it happened to a Government department, they are insured only for the duty free price so all they got was the duty free price and could not buy a new car, because by then I had changed the law. Anyway, there are many anomalies, Sir.

We have discovered that it is a great advantage to insurance companies to have duty free cars written off. They invariably make money out of them because of the difference of the market price between a duty free car and a duty paid car. And we have decided that we must now make it possible to collect the money, either from the owner or the insurance company, whoever, in the contract between them, is going to be the beneficiary of that difference between the duty free and market price.

You will notice that we have something about "damaged being beyond repair" in one of the sections, and you will notice that in another place we have mentioned about the person losing status. This is what I mean when I say it is only a technical Bill. But I do not think that anybody will be able to say "why have we brought it at this time? Because it is happening all the time?"

I have taken the areas which the Hon. Member for Christ Church West has assured that Government departments are not consonant with the law. And, therefore, I think it is time the law be made consonant with my decisions if my decisions are not consonant with the law.

Indeed, I am obliged to the Hon. member for Christ Church West who, as Attorney-General, first became aware of this problem and who, subsequently as Private Counsel, was able to see the problem from the other end of the telescope.

But I am sure that Hon. Members do not intend that persons who already have an enormous privilege, when you consider the importance of Customs Duties to our economy and therefore the level of which they must be pitched, will have a further privilege that they can play fast and loose with duty free importations and make a profit – not out of the Government really; it is out of the general consumer. It is the consumers, in the end, who lose with the cars.

I think that Hon. Members, once they grasp the problem, will agree that some solutions are necessary. And I hope they will all support this Bill, which I beg to move be now read a second time.

Mr. J. G. ODLE: I beg to second that.

Hon. H. deB. FORDE: Mr. Speaker, Sir, I wish to make a few points on this Bill, since I agree with most of the points made by the Hon. Member. But part of the difficulties of which he spoke stems from the terms and conditions under which persons are given duty free status.

If the Ministry of Finance, at the time of granting duty free status, would lay down as a condition of the grant that the vehicle be insured at its true market value, then the problem will be minimised, and may not even occur.

The problem occurs when a person is given duty free status for a vehicle. The vehicle covered by that duty free status cost, let us say, \$26 000 but its time landed price is \$40 000. That person insures the vehicle for \$26 000. He gets into an accident, for which I am totally liable, and my insurance company at that stage pays him the full amount of the market value, which may well be \$38 000. Of course, he has made a profit of \$12 000, and he may not have paid duty. So it is reasonable in those circumstances that — assuming that he gets permission to bring in a second duty free vehicle — he should be dutiable on the then value of the \$38 000.

Now you get the other set of circumstances: where he is insured for \$26 000, and he is in an accident caused solely by his own fault, and his insurance company pays him out \$24 000, which is the then market value based on the insurable value. It is true that the insurance company can then sell the wreck. The wreck may have a nil value. It may be a total write off and only a few parts are saleable, or it may have a value of \$10 000. In those circumstances the insurance company still suffers a loss of something like \$16 000.

Now in such circumstances, it is my contention that the insurance company has only insured a risk up to \$26 000.

6.50 p.m.

It has not insured a risk up to \$40 000, and the insurance company should not be made, in such circumstances, to pay duty; because the risk that is insured was never reflected in premiums paid. If the insurance company loses all rights to the wreck, those of us who pay premiums otherwise would be making up their losses in the circumstances.

Now it is my strong contention that the Ministry of Finance, whenever it grants duty free status, even to Government departments, should lay down, as a condition of the grant, that the vehicles should be insured for their true market value as landed in Barbados. Then, the risk would be properly carried, otherwise, the other part of the public would be carrying, an undue risk in the increase in their premiums. This will be an undue burden in their premiums for persons who are getting no corresponding benefits.

It seems to me that what is necessary is not nearly a change in the law, but officials must, in administering the Act, recognize that vehicles, both Government and Statutory vehicles, must be insured at their true market value. Otherwise there is liable to be some people making a profit by the profit or the benefit which they gain from duty free status at the expense of the others of us who are insured generally without such status. Eventually, the insurance companies will put up the premiums for other people to cover a risk that they have not insured. Those were the points that I should like to make on this Bill Sir.

Mr. B. M. TAITT: Mr. Speaker, I want to touch on a different aspect of the Bill. I think that what the Hon. Member for Christ Church West has said bears some consideration for the Minister of Finance. But the point I am a little concerned about is that this amendment tends to remove a certain amount of discretion in terms of those persons who we accord diplomatic immunity. It is usually on the basis of reciprocity and in some jurisdictions the time period is two years and not three. I think that in some jurisdictions it is four years.

Now, in the law, we are being rigid here with three years. I wish to draw to the Minister's attention that this can create a problem in terms of the reciprocity principle. Because if in the United States, for example, one is able to dispose of the vehicle after two years; and then a United States person who comes to Barbados is confronted with the law, it is difficult to grant immunities outside of the law. And we are now creating the law which would make three years mandatory, or so it seems to me.

I am suggesting that the legislation probably needs to be adjusted so as to take account of all the possibilities. I have no quarrel with the principle which was given for needing the legislation. It only seems to me that the legislation ought not to bind itself so that it can not deal with the situation on the principle of reciprocity.

The other thing that concerns me a little bit is the person who loses status. Now, I have no doubt that a particular circumstance was contemplated when the clause,

"the person loses status" was inserted into the amendment. But it is entirely possible for a person to come into Barbados and get diplomatic immunity — this is a non-Barbadian now — and that person loses status through no fault of his or her own. (*Asides*) I was not thinking — he said get fired *sotto voce* — of getting fired. I am thinking, for example, of a person who reverts from one status to another. But the second status does not entitle him to diplomatic immunity. It would seem to me that provision has to be made or ought to be made for that person not to suffer adversely through no fault of his own.

Let me give you an example, Mr. Speaker. Suppose that person is working at the Caribbean Development Bank. He is at the Caribbean Development Bank and, so far as he is aware and the bank is aware, there is unlikely to be any change. However, during the three year period, he transfers, let us say, to the University. Now he has lost the status of diplomatic immunity. But when he got the vehicle his total circumstances were commensurate with a person who has diplomatic immunity. If that person is required, on transferring to the University, or, indeed, transferring into a Government department from the Caribbean Development Bank; if that person is then required to pay the full duty, I, myself, think that that is imposing an unnecessarily unreasonable condition on the individual.

Now there is a second point which is not taken in this amendment but which bears some relationship to my argument. When Barbadians live overseas with diplomatic immunity, on their return to office in Barbados, they are allowed — or they used to be allowed — I don't know if the condition has changed — to bring their vehicle home duty free on the basis that when they had acquired the vehicle in the particular country of posting, they acquired the vehicle of operating under circumstances — that principle has been accepted on all sides — and they come home with the vehicle which is duty free.

It would seem to me that that person could qualify as having lost status, in the context of coming home to Barbados, and a Customs officer could use this amendment to require of that person who is returning to post that duty be paid on the vehicle which is being brought in.

I would like the Prime Minister to take note of that because, as I understand it, the basis on which returning diplomats get their duty free status is the same Section 109 of the Customs Act, the section which is now being amended. I draw those points to the Minister's attention for what they are worth, Sir.
7.00 p.m.

Hon. L. S. CRAIG: Mr. Speaker, I welcome, Sir, the opportunity to make a very few brief remarks in

relation to these privileged persons that we have in our society, Sir.

The amendment as I understand it, is for the purpose of controlling certain duties and certain parts of customs duties to some of the privileged persons in Barbados.

Sir, for a very long time, I have been drawing it to the attention of this Parliament, and in particular to both the present Prime Minister and the former Prime Minister of this country, that we have been selling ourselves very, very short.

I am going to note here that Members on the other side and Members on this side may not appreciate it. But I must make my feelings quite clear on this. I am a representative of the people of Barbados. I am paid a lousy salary as compared to other privileged persons in this country, if you use the word, "privileged" Sir.

His Excellency is entitled to a number of duty free things in this country. Civil servants are entitled to a car loan and they are entitled to travelling allowance. I am a Member of Parliament and I have tried repeatedly to persuade the Minister of Finance, here on my left, to allow Members of Parliament at least one motor car in every five years to come into this country duty free. And I am going to make my feelings abundantly clear on this matter because the Prime Minister, Mr. Speaker, has the discretion.

You, as Speaker of the Honourable House, when you were a member of the opposition, I saw you about here in some old broken down Chevrolet that you had eventually offered to Cally Mottley to put Gertz Eastmond's goods in the car. I recall that very well, Sir.

Only yesterday evening, yesterday evening, Sir, on my way from a Committee meeting, I saw the Deputy Leader of the Opposition with a brake fluid can in his hand, holding up the bonnet and putting fluid in his tank to try and get home on bad brakes in an old car.
(*Laughter*).

I have seen, Mr. Speaker, the Deputy Prime Minister about here driving about an old car, X526. I am not going to talk about the Member for St. Michael West at all, because he has a gas guzzler. I know he would like to change it all like now. All of this is because of the way that we sell ourselves in here. I am going to finish now, Mr. Speaker.

Mr. SPEAKER: Is the Hon. Minister going to complete within ten minutes?

Hon. L. S. CRAIG: Oh yes, Sir. Within a few minutes. I am going to put a case for all of us.

Mr. SPEAKER: Within ten minutes.

Hon. L. S. CRAIG: Yes, Sir. I am going to put a case for all of us in here because I want to hear them on the platforms if I can persuade the Prime Minister to allow Members of Parliament one motor car duty free in five years. I have the guts to say this here.

A small salary! You have to exist under the present conditions, as you say, economic problems. You have to pay insurance on your motor car. You have to buy food for your family. You have to educate your children. You have to pay life insurance. You must have a proper home to live in. You want to carry yourself as well as you can. And I have repeatedly begged this Prime Minister.....as a matter of fact, the former Prime Minister was a joker, Sir. I will tell you how.

I recall he had an old Mercedes Benz about here and one day I saw him on Pine Road with a dead battery and a flat tyre. I stopped, I had a Jag driving, and asked him if I could help him and he said he would like a lift. I said, "not me, I would like to give you a lash with a bull pistol because you had no right with that type of car." Soon after, I heard he was driving a police car, M 50.

Then, the Prime Minister decided to bring down one — bad looking, a bad colour, bad air conditioning, bad tyres, bad steering. A good Prime Minister driving a bad car.

You have, I am told here, Minister of Labour, Sir, in some old, two-stroke engine jeep saying he is going from here to St. Lucy looking at old bus bodies when the night comes, Sir. *(Laughter)* I have all this sort of thing. *(Laughter)*

This is no joke. I feel very strongly on this. I have said it in Cabinet and I have said it on the floor of the House. I feel that if the people of this country call on me to put their case, to represent them as well as I can, that I should be considered privileged, at least up to a certain point, Sir.

I recall you going before the GG craving....What?.... — the ancient what? Privileges of something, some fancy Parliamentary jargon. I cannot remember it offhand, Sir. And I am hearing that people at CDB can go in Bridgetown and buy a chocolate, a snow cone duty free, an aeroplane duty free.

I have to make decisions in here for them and I cannot get this Minister of Finance here on my left, the Member for St. Thomas and Rt. Hon. Prime Minister of Barbados, only at his discretion to allow Members of Parliament to buy cars duty free every five years. (Rt. Hon. J. M. G. M. ADAMS: The guard at CDB.) The

guard at CDB — duty free shoes, they buy them for their friends.

Mr. Speaker, my wife on more than one occasion goes into Bridgetown to buy things, especially if she is going to buy jewellery, and they start writing up the bill, giving her all sorts of discounts, saying that you are entitled — this is what they tell her — you are entitled to duty free goods too. This is what they say to her. She has to say, 'no'. And they would say, "CDB people are entitled." This is to show how the public outside feel about us.

I have had the experience, in 1966, campaigning against Glenroy Straughan and Mr. Ellison Carmichael in an old broken down car with a biscuit can on top of it as a loud speaker. And me? I was in a big Valiant, dressed up pretty all day long. And people said, I want the man that is dressed-up good because he is setting the pattern for me to follow. I do not want any old short man with a biscuit can on top of the car. *(Laughter)* I am very serious about this.

I am appealing to you, Mr. Prime Minister — treat your Parliamentarians! Let the country see that we should be treated well if we are about to look after their interest. And I am appealing to you on the Floor of the Honourable House, I did it in Cabinet and I am doing it again, I am expecting you to provide such facilities for Mr. Speaker.

I hope when you decide to buy a car next time, that I have an opportunity to choose it. As a matter of fact, if I am acting Prime Minister and I have to buy it, you know what you are going to get, what you are going to see, when you come back. *(Laughter)* Do not think that you are going to see any Datsun 200 1B. If you miss and step out — I mean, you will have a car. It is not your car. It is the state car — not yours — and that is how the head of a country must look.

I am told that Ramsay MacDonald was a man born in stark poverty. And this man, I think the man's name is MacDivitt, or something, became a millionaire but he was a friend of Ramsay MacDonald who used to walk from No. 10 Downing Street to the House of Commons and MacDivitt made it very clear that the Prime Minister of England, who then used to rule Wales, rule Britannia, controlling the entire Commonwealth — he said, "the Prime Minister of my England, my Prime Minister, he should not be walking," and made it possible for him to have a car and a chauffeur. I think that was the beginning. He gave him a motor car and paid for a chauffeur to drive him to the House of Commons.

And we in here — you look at the Commissioner of Police, the Chief Justice, sitting down in the back seat and a police driving him. A free car! The Commissioner

of Police! And the Prime Minister of Barbados and his Cabinet and Members of Parliament are not entitled! We are not asking you to make cars available to us.

The Governor of the Central Bank — well, do not talk about the Governor of the Central Bank at all. He is a Prime Minister. Now, he is a Prime Minister! The Governor of the Central Bank, chauffeur driven, closed up like a monkey — you cannot see him — inside cold. Now that is a real, real Governor.

And you have a Prime Minister and Minister of Finance controlling millions of dollars of the taxpayers' money — and controlling them well, Sir, — have you, Mr. Speaker, about here butting about for somebody to drive your children to and back from school. You cannot come to a Committee meeting early. You have to be scotching in, Sir, like you are a cat on a hot tin roof. Ask you where you now come from? I had to drop the children. A Speaker of the third oldest Parliament in the Commonwealth. And this Prime Minister here.....The last one was the same thing.

Let me make this very clear, Mr. Speaker, when the people in the country decide to finish with you, they finish. That is what I want you to understand. They are finished with you all for the time being. They are finished with you all. For the time being, they are finished with you all.

I know my good friend and colleague, the Member for St. Michael West, has made it very, very clear, publicly, that he is not prepared to sit in the Opposition, again. Now, he is my friend, Sir, if he is not prepared to sit in it over there he is my friend and I am always willing to lend a helping hand. I am going to lend him that hand so that he does not sit over there again. He is not interested in sitting over there. I had plans to help him sit over there but he is not interested, Sir, and I am prepared to always extend a helping hand.
(Laughter)

Mr. Speaker, I hope, Sir, with those few comments, that the Prime Minister and Minister of Finance will take what I am saying to heart. I have said it on the Floor of the House. It is now public knowledge how I feel about it. I have said it in Cabinet. It is time that you must show that Parliamentarians be treated in a manner of which you can be proud as Prime Minister and Minister of Finance of this country.

Mr. SPEAKER: This sitting.....

Rt. Hon. J. M. G. M. ADAMS: I will finish before ten past, Mr. Speaker. I am really going to finish before ten past.

Mr. SPEAKER: Before when?

Rt. Hon. J. M. G. M. ADAMS: Before ten past.

Mr. SPEAKER: I cannot — the Standing Orders were not suspended.

Rt. Hon. J. M. G. M. ADAMS: Before ten past, Sir. It is only six past, Sir. Still four minutes by the clock, Sir.

Mr. SPEAKER: It would have to be the express wish of the Honourable House. (Mr. P. M. GREAVES: There is no objection.)

Rt. Hon. J. M. G. M. ADAMS: Very short, Sir....

Mr. SPEAKER: I want it put on the Record that the Honourable House offers no objection. As for me, you would not be heard.

Rt. Hon. J. M. G. M. ADAMS: I am begging, Sir.
(Laughter)

Mr. SPEAKER: Alright.

Rt. Hon. J. M. G. M. ADAMS: Two Hon. Members have made very good points, Sir, and the third Hon. Member has made a memorable one.

The Hon. Member for Christ Church West has made an absolutely vital point, that it is essential for Government departments that have duty free vehicles to insure them for the full value and you would get right away from a part of the trouble.

I would advise all embassies and other persons to do the same, especially after this Bill is passed, because what we used to lose before with the insurance companies, you would now lose to the Government. I have given instructions to the Insurance Corporation of Barbados to invite Government departments who cover vehicles to insure at the proper value and not at the CIF price.

7.10 p.m.

The Hon. Member for St. Michael West has made a very good point which does indeed inform many of our operations in this direction. The last subsection does give the Minister power to "remit in whole or in part any duty payable and relieve the forfeiture." I give the Hon. Member the assurance that this power would certainly be exercised in cases where reciprocity dictates.

The Hon. Member is very right in saying that conditions vary widely for Barbadian diplomats abroad. In Britain they pay VAT, in America they do not pay the Sales Tax, and in Canada, I think they are also exempted from Sales Tax.

The time for the sale of cars bought duty free also varies. We are trying to hold the concessions together on the basis of reciprocity and the Hon. Member's words will be borne in mind when any of these matters arise.

In respect of the Hon. Member for St. James' North's vivid plea for a better deal for Parliamentarians, I do assure him that I am behind him on his general thesis, although, regretfully, I cannot see it will be possible in the immediate future to accede to his particular plea.

If anything, Sir, we would tend to try to reduce the number of Barbadians who have access to duty free privileges. I think it more desirable that all of us should be one before the law and before the taxes of the country.

What I would, however, say is this, Sir, I really cannot see why any officer who is paid a travelling allowance by Government should be treated differently from any other officer. We are all paid travelling allowances in here, except the Prime Minister who does not get one — even other Hon. Members perhaps who may be fortunate enough from time to time to have access to vehicles to drive are also paid travelling allowances — but except for the Prime Minister who is entitled to the use of a car, all Hon. Members of the House get a travelling allowance.

If you are a Civil Servant you get a general allowance of which travelling is a component. It is calculated on the basis — I have forgotten what it is — \$500 for travelling and \$250 for duty or something like that — but the allowance covers that. It could easily be separated again if Hon. Members wish, it is just a matter of honourable members' choice. If you want to see it under duty or constituency, or whatever you call it, and travelling, it could be so done.

If a Civil Servant gets a travelling allowance, he goes on the Travelling Schedule. To get a commuted allowance, he must be on the Travelling Schedule in the first place, and he is entitled to a car loan to get a motor car. The car loans are repayable — I have forgotten in how many years — but it certainly is not more than five, I think it is three.

It ought to be possible to have a scheme by which if a Member of Parliament chooses, within the first 18 months, say, of being elected, to get a car loan to assist with the purchase of that car, as long as it would be repaid before the end of his term. Some provision would be made for an early election and losing his seat, and repayment out of the gratuity or, alternatively, an accumulated pension payment. These are mere details.

I do not think that Members of Parliament could possibly be greater risks in car loans than Civil Servants, because a Civil Servant would leave a job for a better paid job, and do not pay for the car too, Sir. Very, very few Members of Parliament are willing to leave Parliament for a better paid job. I think that if it is the will of Parliament, because I would not pursue this as a partisan measure, if it is the will of Parliament, it is certainly something which I, as the Minister of Finance, would not object to.

There is really no point our devaluing ourselves. Everybody who works for a firm in Bridgetown, who has to travel, is either given a car or an allowance to run his own motor car. Honestly, Sir, on what possible basis can the people who work with the Public Investment Unit and so on, they are on the Travelling Allowance Schedule, they get a commuted travelling allowance, but the only place they ever need to travel, as far as I know, is Washington or New York. There is nowhere in Barbados where their duty takes them.

Members of Parliament have to travel all over the island, either to their own constituencies, or in pursuit of a political career, which all Barbadians expect is spread throughout the island. If you are a Member for St. Philip, you have to go and talk in St. Lucy when the occasion arises.

This is something the Ministry of Finance would not have any objections to in principle, once Parliament gave any kind of indication that it would be willing to pursue it.

I think, Sir, that there is no objection in principle to the Bill, and I would beg to move that it be now read a second time.

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

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

SUSPENSION OF SITTING

Mr. SPEAKER: This sitting now stands suspended until 8 o'clock this evening.
7.15 p.m.

On Resumption:

Mr. SPEAKER: This sitting is now resumed.

On motion of Hon. L. S. CRAIG seconded by Hon. DeL. O. BRADSHAW, Mr. SPEAKER left the Chair and

the House went into Committee on the Bill, Mr. ODLE in the Chair.

Clauses 1 and 2 were called and passed.

On motion of Hon. L. S. CRAIG seconded by Hon. DeL. O. BRADSHAW, Mr. CHAIRMAN reported the passing of one Bill in Committee and Mr. SPEAKER resumed the Chair and reported accordingly.

On separate motions of Hon. L. S. CRAIG seconded by Hon. DeL. O. BRADSHAW, the Bill was read a third time and passed.

RESOLUTION TO VEST LAND IN ARAWAK CEMENT COMPANY LIMITED

Hon. L. S. CRAIG: Mr. Speaker, Order No. 6.

Order No. 6 was called – To move the passing of a Resolution to approve the vesting in Arawak Cement Company Limited of Lands at Checker Hall, St. Lucy.

Hon. DeL. O. BRADSHAW: Mr. Speaker, this Resolution is not controversial. The Governments of Barbados and Trinidad and Tobago entered into an agreement to establish a Cement plant which is operated by a company known as the Arawak Cement Company, and it has, in fact, begun operations at Checker Hall, St. Lucy. Part of the agreement of that arrangement provides for the vesting of land in the company, which forms part of Barbados' contribution.

Some 39.203 hectares of land had been acquired by the Government of the Democratic Labour Party and the present Barbados Labour Party Government over the years. The Resolution seeks to give the Minister and the Government power to vest this area of land in the Arawak Cement Company.

But the reason why the Resolution is here is that in order to dispose of lands Parliamentary approval must be sought, and the Crown Lands (Vesting and Disposal) Act, Cap. 225 of the Laws of Barbados, Section 5(1), is therefore invoked in order to make it possible that this land can be vested.

It is for that reason, Mr. Speaker, that this Resolution is before the Chamber, and, as I said, all it is seeking to do is vest the 39.203 hectares of land in the Arawak Cement Company.

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

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

Mr. W. O. FRANKLIN: Mr. Speaker, just one question quickly. I wonder if the Minister is in a position to tell us what is the value of the land for equity purposes.

Hon. L. S. CRAIG: Just briefly, I think that is a financial matter, and a supplementary question would provide that answer.

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

RESOLUTION TO COMPULSORILY ACQUIRE LAND AT CHECKER HALL

Hon. L. S. CRAIG: Mr. Speaker, Order No. 7.

Mr. SPEAKER: Order No. 7.

Order No. 7 was called – To move the passing of a Resolution to approve the compulsory acquisition of land at Checker Hall, St. Lucy for resiting of residents of Checker Hall dislocated by the Cement Plant.

Hon. DeL. O. BRADSHAW: Mr. Speaker, here again, this Resolution deals with the Checker Hall lands in St. Lucy. There are residents who have been dislocated and others who are presently occupying the lands that have already been acquired by Government who will have to be resited.

As part of the agreement, these residents will be resited in a location, which is not very far from where they now live. In fact, it is within a stone's throw of where they presently reside. It was felt that Government should acquire lands within this vicinity so as to accommodate those residents. They have all agreed to the recommendation and some of them have agreed to have their houses resited on the lands. This will be undertaken by the National Housing Corporation.

They will be provided with all the necessary facilities, that is having waterborne facilities and other services which some of them presently have. Those who do not yet have will also benefit from these improved facilities.

I would like to say, very briefly, on the question of compensation, that there has not been any problems arising from the arrangements for compensating those persons. I would like to go on record as saying that everything has been done in a very amicable manner and the attorneys for those persons who are involved have been cooperating extremely marvellously with the Government in this exercise. It is a credit to those persons, Members on the other side who have actually participated in the

exercise, and I want to compliment them for handling these matters in such a way.

The resiting programme will start very shortly, but it will be a matter of getting the plans before the Town Planning Department and having them approved before we can start the actual resiting.

One of the things that actually held up the very start is that the area of land, eleven acres or so, which remained from the original Checker Hall, was under cane, and it was thought that rather than move in and bulldoze the canes that we should wait until the crops could be reaped. I think this was a very welcome decision.

8.15 p.m.

As I said, it is not a controversial matter, but if there are any questions I will be willing to answer them.

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

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

Mr. B. M. TAITT: I have just two questions which I would like to ask the Minister. As I understand it, the Minister is Minister responsible for Environment and I would like to ask the Minister if there is a master plan for the Environmental control of the area surrounding where this land is being acquired, and which, as I understand it, is the area which will be quarried.

I also want to know if the Minister has lands designated, or if he is able to tell us or whether there is a plan for the designated quarrying areas. I am serving notice on the Minister that at another time that question is going to be investigated in a little more detail.

But I would like to know if the Minister is yet in possession of what I would call a map, a master plan for the area. If such a master plan is not available, I am inviting the Minister to have one prepared so that on the next occasion we are discussing this area surrounding the Arawak Cement Plant we can go into some details concerning the Clinker content in the Northern part of the island and that sort of thing.

I think that in all the circumstances the Minister must be aware of the kind of questions which are likely to be asked.

Hon. DeL. O. BRADSHAW: In response to the Hon. Member, this matter is actually dealt with in detail by the Ministry of Finance and Planning. I do accept that as Minister responsible for the Environment that I ought to be concerned with the question raised by the Hon. Member.

There is no master plan as far as it relates to the St. Lucy area. I do know of a plan which is presently on the way. An expert from the United Kingdom is here to advise on the.....

Mr. SPEAKER: I take it the Honourable Minister is saying that he does not have a master plan. Is it that you are saying that you do not have a master plan?

Hon. DeL. O. BRADSHAW: There is no master plan as such, as I understand it, in the Ministry. But I am sure what the Hon. Member wishes to get is a detailed plan of the Cement Plant, and that is available.....

Mr. B. M. TAITT: On a point of elucidation, Sir, if the Hon. Member will give way. I am fully aware that the Ministry of Finance would have had plans for the Cement Plant. What I am concerned about and what I am raising is the question of the development.

I am almost certain that the previous Minister had discussed, in this Honourable Chamber, the question of the environmental development of that area where the Cement Plant is, and that is what I was alluding to. So I think, rather than the Minister indicating that there is no plan, that he might undertake to examine, or to investigate, what the environmental plans are so that we can have a debate at a later point.

Hon. DeL. O. BRADSHAW: Mr. Speaker, thanks for the explanation by the Hon. Member. But what, in fact I am saying is that the whole area of St. Lucy is presently being studied, and it is after that study is completed that a proper plan, which would be part of the what we would call a master plan, would be presented.

There is a study being conducted in parts of St. Lucy and it is in this very area, the Maycock's area, that we are now soliciting certain information. Findings from that study will be embodied in a master plan for the area. Right now, there will only be an outlined plan for the area, but we will know that there is a master plan when we have got all of that information.

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

Hon. L. S. CRAIG: Mr. Speaker, earlier in the day, Sir, we asked for the postponement of Item No. 1 to deal with a number of amendments. These have to be agreed to, Sir, and I beg to move that further consideration of Item No. 1 be now taken.

RECOMMITMENT OF TRAVEL SERVICES ACT, 1982

On motion of Hon. L. S. CRAIG, seconded by Hon. DeL. O. BRADSHAW, Mr. SPEAKER left the Chair and the House went into Committee, Mr. ODLE in the Chair.

Mr. CHAIRMAN: The House is in Committee. I believe that the amendments had been circulated earlier in the day.

Clause 1 was called and passed.

Clause 2 was called.

Hon. H. B. St. JOHN: The object of Clause 2 is to put in a definition of "tour operator." This definition is taken straight from the Alberta/Ontario and Vancouver legislation. The draftsman readily conceded that there was a gap and that you will have to define tour operator — and we actually had the precedent on that.

I beg to move that Clause 2 as amended stand part.

Hon. DeL. O. BRADSHAW: I beg to second that.

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

Clause 3 was called.

Hon. H. B. St. JOHN: In Clause 3, Sir — we have even improved the definition of "resident" because now we wish the company to be incorporated under the Companies Act in Barbados — not incorporated under a Foreign Companies Act and only re-registering in Barbados.

The object of this to ensure that in the case of a Company providing facilitation business, that somebody, who is given credit, will be able to go into the Registrar's Office and see what is the paid up capital and everything.

This is an improvement, and it is also a new pattern which is developing — the Bahamas have just introduced it with 'time sharing' — and there is much more protection than the original one.

I beg to move that Clause 3 as amended stand part.

Hon. DeL. O. BRADSHAW: I beg to second that.

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

Clause 4 was called and passed.

8.25 p.m.

Clause 5 was called.

Hon. H. B. ST. JOHN: I beg to move that Clause 5 as amended stand part, Sir. This is to cover the points taken by the Hon. Member for St. Michael North, Sir.

The object here is to ensure that criteria relates to the people who are in management of the thing and not to the people who form the directorate.

I beg to move that Clause 5 as amended stand part.

Mr. CHAIRMAN: The question is that Clause 5 as amended stand part.....

Hon. H. B. ST. JOHN: Sir, the amendments relate to the whole of Clause 5 — A new (c) is substituted, 5(3) is deleted, and a new provision is substituted that "where the applicant is a company the requirement specified in paragraph (b)".

Mr. B. M. TAITT: I wonder if the Hon. Member would like the phrase "carrying voting rights". I know that is what you wish to convey but it looks a little inelegant to me — "carrying voting rights". It reads "To be satisfied if seventy-five per cent of the issue share capital carrying voting rights is owned by citizens of Barbados."

Hon. H. B. ST. JOHN: That is a well known fact. The concept there is to ensure that you don't say 75 per cent of the share holding. Because what they can do is create a company with A and B class shares — with A class shares they have to put up the money, and the B class shares are the ones with lesser capital, but they have all the voting rights. So this is one where the draftsmen went specifically and checked it with what is called the Neville Nicholls Draft as to the definition of control. It must relate to the shares that carry voting rights. I think you would find this in exchange control laws too. He went to check that.

The question that Clause 5 as amended stand part was put and resolved in the affirmative without division.

Clause 6 was called and passed.

Mr. P. M. GREAVES: Mr. Chairman, I wonder if, in fact, we have already dealt with Clause 5(4), the reference to subsection (2) in the last line should be a reference to subsection (3). Is that part of what has been passed?

Mr. CHAIRMAN: Yes.

Clauses 7 to 10 inclusive were called and passed.

Clause 11 was called.

Hon. H. B. ST. JOHN: I beg to move that Clause 11 stand part.

Mr. L. L. SISNETT: I beg to second that.

Mr. B. M. TAITT: Mr. Chairman, the Bill says that a licence issued under this Act is not transferable. What happens in the case of sale? Would it mean that the new owners would have to apply afresh? I take that what you are saying is whoever is going to be running the new business would have to qualify to be capable of running the business. Is that the intention?

Hon. H. B. St. JOHN: It is a good thing that some licences are not transferable because when the Laker demise came, Laker sold their licence and remember the British CAA had to remind them that an airline licence was not transferable, because otherwise people can go bankrupt and sell to a company. It is a very interesting point he raised. It is very interesting; because a company can go bankrupt, and a man can start a dummy company, another company immediately after they go bankrupt. You may remember that happened with Laker International. The object is to ensure that the eligibility relates.

The question that Clause 11 stand part was put and resolved in the affirmative without division.

Clauses 12 to 24 inclusive were called and passed.
8.35 p.m.

Clause 25 was called.

Hon. H. B. St. JOHN: In Clause 25 there is an amendment and it follows, precisely, the terms of the appeal as set out in the Board of Tourism Act. (*Aside*) To a tribunal. Look at the other Act, the Board of Tourism Act. The Minister is glad to be relieved of any duties in relation to this. I do not want it.

The question that Clause 25 as amended stand part was put and resolved in the affirmative without division.

Clauses 26 to 31 inclusive were called and passed.

On the motion of Hon. H. B. St. JOHN, seconded by Mr. L. L. SISNETT, Mr. CHAIRMAN reported the passing of one Bill with amendment in Committee and Mr. SPEAKER resumed the Chair and reported accordingly.

On the motion of Hon. H. B. St. JOHN, seconded by Mr. L. L. SISNETT, the Bill was read a third time and passed.

8.45 p.m.

ADJOURNMENT

Hon. L. S. CRAIG: Mr. Speaker, this brings Government Business to an end for this evening and I am moving that the House be adjourned until July, 13.

My reason for this is that there is a very big Bill here, and I am warning Members that I expect they will be prepared to come and do it at that time. It is a very big Bill and that will give all honourable Members enough time to digest it. I will be hoping to do it on that one day when we come. (Mr. P. M. GREAVES: The Prime Minister said he would give us an opportunity to do it when we want it done). You will be given enough time to look at it. (*Aside*). That is what the Prime Minister might have said to you, but this is what I am telling you I am going to do. They are two different stories altogether.

All the other matters on the Order Paper, such as the Health Act, which was given notice of today, I will be hoping to have done — even if I have to suspend the Standing Orders to have it done. We also have a number of sub-committees to meet during that time, and that is why I am moving the House into adjournment until July 13. You should make up your minds that when you return here you will have a very, very long and hard day.

I beg to move, Sir, that this House do now stand adjourned until Tuesday, July 13, 1981 at noon.

Hon. DeL. O. BRADSHAW: I beg to second that.

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

8.50 p.m.