

THE House of Assembly Debates

(OFFICIAL REPORT)

FIRST SESSION 1981 - 86

HOUSE OF ASSEMBLY

Tuesday, 8th February, 1983

Pursuant to the adjournment, the House of Assembly met at 12.20 p.m. o'clock, February 8, 1983.

PRESENT

His Honour C. L. Bolden, LL.B., (Deputy Speaker)
Rt. Hon. E. W. Barrow, Q.C., B.Sc., LL.D., (Leader of the Opposition)
Hon. L. S. Craig, (Minister of Parliamentary Affairs and Leader of the House)
Hon. H. B. St. John, Q.C., LL.B., (Deputy Prime Minister and Minister of Trade, Tourism and Industry)
Hon. Miss B. A. Miller, (Minister of Education)
Hon. L. B. Brathwaite, (Minister of Housing and Lands)
Mr. J. G. Odle, B.Sc., (Chairman of Committees)
Hon. V. L. Johnson, B.A., M.A., (Minister of Transport and Works)
Hon. L. R. Tull, Q.C., B.A., M.A., (Attorney General and Minister of Legal Affairs and Minister of Foreign Affairs)
Hon. DeL. O. Bradshaw, (Minister of Labour, Social Security and Sport)
Mr. L. L. Sisnett
Hon. Dr. R. L. Cheltenham, B.Sc., (Econ.), M.Sc., (Govt.), PhD., (Minister of Agriculture, Food & Consumer Affairs)
Dr. R. C. Haynes, M.B., Ch.B., F.R.C.P. (Edin.)
Mr. R. E. Brathwaite
Hon. Dr. D. G. Blackman, B.A., (Phil., Econ.), M.A., (Phil.), PhD. (Socio.), (Minister of Health and Community Services)
Mr. W. O. Franklin, A.I.A.S., J.P.
Mr. H. A. Blackman
Mr. A. Truss

Prayers were read by Archdeacon F. A. Cayless.

MINUTES

Mr. DEPUTY SPEAKER: The Minutes of the meeting of Tuesday, February 1, 1983.

Hon. L. S. CRAIG: Mr. Deputy Speaker, Sir, I beg to move that the Minutes of Tuesday, February 1, 1983 be taken as read, Sir.

Mr. DEPUTY SPEAKER: If there are no observations or objections let the Minutes stand as confirmed.

PAPERS LAID

Hon. L. S. CRAIG: Mr. Deputy Speaker, on behalf of the Minister of Finance and Planning, I am commanded to lay:

The Banks (Tax on Assets) Order, 1983.

The Duties, Taxes and Other Payments (Exemption) Order, 1983.

The Statement of Accounts of the Transactions in Rum in the several Districts of the Island for the months of October - December, 1982.

GOVERNMENT NOTICES

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

A Resolution to grant the sum of \$9 782 279 from the Consolidated Fund and to place it at the disposal of the Government to supplement the Estimates 1982-83 - Part I - Current as shown in the Supplementary Estimates, 1982-83 No. 20 which form the Schedule to the Resolution.

A Resolution to grant the sum of \$135 027 from the Consolidated Fund and to place it at the disposal of

the Government to supplement the Estimates 1982-83, Part II - Capital as shown in the Supplementary Estimates 1982-83, No. 21 which form the Schedule to the Resolution.

A Bill to amend the Town and Country Planning Act.

Hon. L. S. CRAIG: Mr. Deputy Speaker, under Notices, Sir, I would like to indicate to the House, Sir, that if it is possible, if there are no objections and it be the pleasure of the House, I may wish to proceed with the Resolutions which I have just given notice of and which have also just been circulated. Both are for salaries, wages, and allowances, Sir, for the public officers.

If there are no objections, I am only indicating to the House that I would be happy to do these two Resolutions today. I believe that I can talk with the Leader of the Opposition in connection with this matter. So, Sir, I would just like to alert the House that, with its pleasure, I may do them today.

Mr. DEPUTY SPEAKER: If you would discuss the matter with the Leader of the Opposition and then make the appropriate application in due course, I would be happy to entertain that.

FIRST READING OF BILL

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

ORDERS OF THE DAY

GOVERNMENT BUSINESS

Hon. L. S. CRAIG: Mr. Deputy Speaker, I beg to move that Government Business be the instant Order of the day.

Mr. DEPUTY SPEAKER: Government Business is the instant Order of the day. Order No. 1.

COMMITTEE OF SUPPLY

On the motion of Hon. L. S. CRAIG, seconded by Hon. H. B. St. JOHN, the House went into Committee, of Supply, Mr. J. G. ODLE in the Chair.

Mr. CHAIRMAN: The House is in Committee of Supply.
12.30 p.m.

SUPPLEMENTARY ESTIMATES 1982-83 No. 18

A Resolution for the sum of \$780 000 was called.

Part II - Capital - Head 78 - Ministry of Health

Hon. Dr. D. G. BLACKMAN: Mr. Chairman, this Resolution before the House seeks to supplement the vote under Head 78 - Capital, Subhead 11, where a sum of money was allocated for the conduct of a feasibility study with a view to recommendations being made for the sewerage of the south and west coasts, as well as an area known as Greater Bridgetown.

Part of the funds, which amount to some \$2.5 million, for the execution of this project comes from a Canadian loan through IADB and the amount being sought, \$765 000, was inadvertently omitted from the sum of money, which would go toward the payment of consultants, at the time of the passing of the Estimates earlier in this financial year.

The scope of the study, Mr. Chairman, will be widened to include a study with a view to recommendations being made for sewerage of the area known as Belle Land or Belle Tenantry. That area is located in a water zone, Zone 1 according to the classification, and there is an area of land of about three or four acres in size which could be used for no other purpose but the construction of residences. However, in view of the absolute prohibition of the construction of houses within the Zone 1 area, the Government felt that, instead of permitting the land to be unutilised, it could be sewerage and people could construct their houses, and other residents in the area would be able to have water-borne facilities to dispose of their waste.

I, myself, applaud the inclusion of the Belle Tenantry as an area for sewerage. It happens to come within an area of my constituency, and the people in that area have, for a long time, lived in subhuman conditions. In spite of much criticism, infrastructural groundwork was laid with a view to modernising the area and humanising the environment for the people who live therein. They now have a good network of roads and no longer have to wallow in mud, and the area is now beautifully illuminated. Once this sewerage system has been established, the people who live in Belle Tenantry will no longer be stigmatised as individuals who live in a mud hole or in a gully, people to be shunned and avoided.

It is extremely important in our programme of modernising the infrastructure of this country, Mr. Chairman, to ensure that waste is disposed of in a proper manner. Those of us who venture into the sea from time to time on the south coast find it necessary to dodge

from human faeces. I believe that this is an undesirable state of affairs, and more and more people who go to our beaches, particularly in that area, find themselves afflicted with strange infections.

This project, therefore, comes not a moment too soon. The scope of the study contemplated, Mr. Chairman, has a multi-disciplinary thrust. The consultants would be required to analyse and evaluate the tourist plant within the area, commercial enterprises and other residential concentrations. Exhaustive topographical studies will also be embarked upon, because one of the critical factors in the efficient disposal of waste, Mr. Chairman, is the optimisation of the use of gravitational pull. Gradients, condition of the top soil, etc., are therefore important factors in the establishment of a sewerage system.

The study will also include an investigation into marine pollution. Many of the effluents discharged into the sea, particularly after a heavy downpour of rain, render the water in many areas of the south coast extremely murky and oily. This study will seek to find ways in which such effluents can be disposed of on the land, with a view to facilitating the more efficient use of water, which could be used for irrigation and other recycling purposes.

Here, Mr. Chairman, I must indicate that the Government has approached a financial institution with a view to carrying out a programme of recycling the effluent from the Bridgetown Sewerage Plant, with a view to using it for irrigation and other purposes. I am advised by those concerned that the application of the appropriate quantum of chlorine would render most of the treated water within the existing Bridgetown Sewerage Plant suitable for irrigation purposes.

The experience, brief though it is, of the operation of the Bridgetown Sewerage Plant lends credence to the expectation of the Government that such a project now contemplated on the south and west coasts, in Greater Bridgetown and in Belle Land, would be money well spent.

12.40 p.m.

There was a time when human faeces was readily evident in the gutters of Bridgetown. With the operation of the Bridgetown Sewerage Plant, this disgraceful spectacle is no longer in evidence.

I am happy to report, Mr. Chairman, that there are no major operational problems at the Bridgetown Sewerage Plant, although one treatment tank has not yet become fully operational. This is in large measure due to the failure of the Canadian Contractors, FitzPatrick Construction Limited, to honour the maintenance clauses in the agreement.

We are hoping that, with the application of the appropriate pressure, these contractors will carry out their obligations by the expiration of the maintenance date, June 30, and so the second tank will become fully operational.

In the light of this, Mr. Chairman, I am happy to ask this Honourable House to support this Resolution, and I move that this Head stand part of the Resolution.

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

Dr. R. C. HAYNES: Mr. Chairman, I have listened to, with great interest, the honourable Minister of Health in his estimate of the public health value of undertaking capital projects of this nature.

From my own perspective of responsibility, I would be very interested to know what was, or will be, the final cost of the Bridgetown Sewerage Plant, what would be the implications for current revenue expenditure in the maintenance of that plant and whether or not the people living in the area have responded to requests to connect them to the Plant; and if not, what have been the problems, whether it is mainly financial, or whatever problems have prevented them from making full use of the existing sewerage scheme.

The second point, Sir, I would like to raise is this. As I understand it, the cost of this feasibility study will be somewhere in the region of \$2.5 million, partially from borrowing funds, and presumably, in the light of the Resolution before us, partially from local funds.

I would be very interested to know whether the most of this money will be spent on expatriates, or whether or not there will be a significant expenditure on local consultant firms to ensure that the usual practice of acquiring funds from international organisations for feasibility studies do not eventually find itself back overseas. The money itself usually finds itself back in the hands of the employees of those very agencies or consultants provided by those agencies, whilst, of course, the debt is carried by the local corporation.

A third factor I would be interested in, is whether or not at this point the honourable Minister has any concept of the cost of these projects, any idea of how they will be financed, particularly whether they will be financed by any external hard currency borrowings, and to what extent. Because I believe that the time has been reached — long ago — when we have to be very careful, more than careful, not to commit this country to any more external debt than is necessary, and certainly not to any debt whatsoever which would not generate revenue in the short and medium term in the light of the serious predicament facing the country.

Therefore, it would be most important that we have some idea of the time framework in which this whole project will be taking place, because certainly if it is anticipated that it would be started and completed within a period of five years, I can see very serious problems being generated, from a financial point of view.

With some luck, and with a better export performance and better foreign currency earnings over the next three or four years, it may be possible to see this entire project in a different dimension altogether.

However, perhaps these questions should not be directed at the Minister of Health, because it involves that very crucial area of the management of our external position, which has been so grossly mismanaged over the years that it has resulted in massive losses and massive commitments in areas which have landed us in serious problems today.

From the point of view of our public health situation, we would welcome any measures that would improve the public health of the country. Mr. Chairman, this is very important, because it is not often appreciated, that the public health measures have perhaps the greatest impact on the standards of health within a community and at the lowest cost. And when compared with other areas of health delivery, when you cost every dollar against the benefits derived, you will find that, in the area of public health, any country would achieve the greatest benefits.

This type of public health project, however, differs from the traditional ones, in that it involves heavy capital expenditure eventually, and, therefore, in a sense, certainly during the construction phase, can actually add another dimension to the general health of the community, namely, the generation of employment during that particular period.

12.50 p.m.

So it is most important that, when we commit ourselves to this kind of feasibility study, this Honourable House should have some idea as to when it is anticipated that these projects will be carried out, the source of funding of these projects, and also to be able to see them within the short term, medium and long term context of the overall economy.

I do not think that anyone could seriously complain about a sewerage project which would enhance the public health position of Barbados, but at the same time, we have to be sure that, when we make commitments and expenditures of this kind, we can pay comfortably for them out of other areas of the economy, and to ensure that, when they are completed, we have the technical resources to manage them, we have enough funds in order to make sure that they are properly maintained,

and eventually to ensure that the objective of public health is achieved at a price which the country can afford.

I realise, Sir, that I have broadened the scope of the presentation by the honourable Minister into other areas, but I believe that these are the essential ingredients of planning, and it is important to recognise a fact that escapes so many people so often, that when you are thinking in terms of health, whether it be public health or otherwise, that almost the total environment is involved, not only physically, but the total social and economic environment is involved. For example, Sir, it is perfectly possible that — and this may seem a rather strange statement — \$100 million in mortgage money provided for housing can have a greater impact on the health position of the people of Barbados than \$100 million spent directly in drugs and other direct health benefits, not only in the immediate, but also in the long term.

So what I am inviting the honourable Minister to do, as he enters into a new Ministry, is to see what is going on in his Ministry in relation to the wider total environment of Barbados. In this way, he would be able to formulate policies and see matters of this kind in the kind of perspective in which I think it should be viewed, if one is committed to the concept of, if not total, certainly significant planning for the maximum gains of the total community at a price which the community can afford.

Thank you.

Mr. L. E. SANDIFORD: Mr. Chairman, I wish to take this opportunity of noting that there is a new Minister in charge of the Ministry of Health and to extend a welcome to him to that particular Ministry, and I am certain it will not be ungracious of me to hope that he can use his considerable talents and abilities in order to bring about improvements to that particular Ministry. We wish him all the best, and we do so because we realise that such a Ministry is supposed to function on behalf of all of the people of this country, and therefore we wish to see that the honourable Minister will play his part in that particular Ministry in bringing about improvements to the health and welfare of the people of this country. He certainly will have no end of problems, and we are certain that he will do his best in order to try to grapple with those problems.

This is not a contentious matter as far as I am aware. We have been dealing with the question of sewage systems for this country before, and I view this in the light of a continuation of a project, which started with the decision that it is incumbent upon any Government to improve the health systems and the provisions for health throughout the country to the extent that the

resources enable. We started with the provision of a sewage system for the capital city of Bridgetown, which would also have an impact on the treatment of waste from other parts of the country which the sanitation disposal units may bring to that particular plant.

I am sorry I missed a part of the presentation by the honourable Minister. I did, however, hear him refer to some particular problem in the existing project. I believe this must be at the treatment plant. I am not certain which aspect of it; he said that one of the tanks is not yet operational, and this is squarely, according to him, on the shoulders of the contracting firm in this particular regard, and we do hope that that particular matter can be sorted out pretty soon. I do not know if it is built like the leaning tower of Eiffel. I am not certain what is the exact problem with it, but I understand that there are some major problems, and I hope that these can be corrected.

So we view this feasibility study, and the money that is being requested here, as a continuation of that approach towards the improvement of the health standards of this country. When we get methods of sewage disposal which are not in keeping with the kinds of development that we wish to see, then all of us, as citizens of this country, must rise and support those efforts, and that is exactly what I am doing at this particular time.

This development to the west coast and to the south coast represent a natural extension of the project from the capital city and the central area of Bridgetown. We are told, and quite rightly so, that when sewage is disposed in a manner that is not appropriate, it can lead to certain health hazards, it can lead to a proliferation of certain carriers of disease — flies, rats and other vermin — and it is right that the matter should be studied in the hope that, as a result of that study, further developments can take place.

I am particularly interested in the extension to the south of the capital city, because I believe that the good people of St. Michael South should fall within the parameters — at least, I am hoping so — and I hope that the Minister will be able to confirm that all of those persons who live in the area known as St. Michael South will fall within the parameters of this study, because they have special problems.

1.00 p.m.

You have already mentioned the privy pits. The privy pit is not unknown to certain parts of that constituency, and indeed Government itself has a number of units in an area known as Field Place, Bayville, and these Government units are provided with privy pits, and these are at a distance removed from the areas which the

people have to occupy, so they are outdoors. It is a major problem, and we believe that some serious study of this problem should be made and these should be brought under one roof, so that when the rain falls, the people will not have to go out into the rain in order to deal with any problems of nature.

I do not think that this is a contentious matter as such; it is just a matter that needs study and some action being taken on the matter. I hope that, within the framework of this particular study, this problem can be addressed, and I do hope that the study will result in that kind of answer to a problem that has been existing ever since those houses were provided, way back in the 1950s.

I do not wish to say anymore on this matter at this stage because, as I said, Mr. Chairman, we do not view it as a contentious matter, and therefore we are going to support the request for these funds.

Hon. H. B. St. JOHN: Mr. Chairman, Sir, I am very glad that the last speaker on behalf of the Opposition spoke in the vein in which he spoke, because he has re-elevated this matter to the position which all honourable Members would have thought a measure of such importance to the health of the whole community would have been from the beginning. As a representative of one of the constituencies in the proposed area which is the subject matter of investigation, I think I should be in a position to give honourable Members the benefit of my experience over the course of the last twenty years in political life of one kind or another in that area.

From the dying days of the last Vestry System before Local Government, with the problem of the low lying areas — in Oistins, St. Lawrence, Maxwell Coast, Worthing, and even as far down as part of Hastings — it became clear that, with the development which was in existence then, it was necessary to very carefully investigate the disposal conditions of sewage in that area. Since then, even with the introduction of Town and Country Planning, the development has become even more intensive along that area.

Honourable Members who have to pass that area daily, will be familiar with the problems that arises as a result of the built-up nature of the area and the consequential problem of sewage disposal, not only of human waste, but also of such things as kitchen waste and things of that kind. One only has to pass there at certain hours of the night, particularly St. Lawrence Gap, the Rockley area, and the Caribbee in Hastings, and one can readily observe the presence of a large number of the sewage disposal vehicles operating.

Obviously, that is an unsatisfactory situation. It cannot continue.

The Government, partly as a result of the advice we have been given by the Project Unit and the Chief Public Health Engineer has, as a temporary measure, and indeed it may well be a permanent measure, halted hotel building in that area — "halted" in the sense that we refused to give any more financial inducements, fiscal incentives, or offer bank loans to hoteliers operating in that area.

Of course, it is a moot point in Barbados as to whether you can ban the development for a particularly long period of time, in that constitutional questions or deprivation of property arise. But we have been advised that there is nothing wrong in us indicating as a policy that we will not be permitting the Development Bank to lend money in that area for hotel development, that we will not be giving hotel aids, and that the Town Planning will be very, very careful with the applications of that area.

We have had to do that because, in our view, we would have only been compounding the problem in that area more if we continued to permit development, except in those areas where the area of the land is such that we know that there is a sufficient sub-structure of coral to dispose of the sewage.

That is the situation on the south coast, of which I speak intimately. But I know, for a fact, that a similar situation is building up on the west coast.

We also have a problem — and I am sure that the honourable Minister will pay attention to this point — of the interaction of the disposal of water — not sewage — pure water. We have tremendous drainage problems in this whole area. When the Bridgetown scheme was done, it was a sewerage scheme and it was not a drainage scheme.

I firmly believe that we may have been able to get away with that partially in Bridgetown, but certainly along these two low lying areas, on the south and west coasts, I do not believe that we can honestly get away with not at the same time adverting our minds to the problem of drainage. I honestly believe that if we think that we can solve the problem only by looking at it from the point of view of disposal of the human waste, without taking into account the question of drainage, that we are going to have problems in the future.

Obviously, from our experience with the first one, we know that this is a very expensive scheme. It is obvious that it will have to be phased in in the light of its final cost and in the light of the financial conditions of the Government, and indeed the financial condition of the world, and the expected financial condition of the world in the very near future.

It is quite easy for the honourable Member on the other side, who is the spokesman for the Ministry of Finance, as is his custom whenever he gets an occasion, to attempt to introduce into a debate on health the irrelevancy of the alleged bankruptcy in Barbados. But perhaps the honourable Member must now be convinced that he, himself, is approaching his speeches on the question of the economic conditions of Barbados in far too partisan a manner. Now that he has come back from Jamaica, I am sure that he will be able to differentiate between a country which is bankrupt and one which is not bankrupt. I am positive of that.

1.10 p.m.

Sir, we know and we are quite conscious on this side that it is important, given the context of the world economy, that any capital development programmes that we indulge in at the present moment should be programmes which will generate revenue in the future, or which are of such vital social necessity that it is inescapable for us not to do something about the condition. That has been our programme and our philosophy since 1981, and we are well on our way of finishing our economic programmes and continuing with those programmes which are of a social nature, which have attracted multi-lateral development lending at concessionary rates.

The outturn of the figures for this fiscal year will show and demonstrate that the capital development programme of the Government has been geared along those criteria, but at the same time, I think it is important for planners to understand that it is necessary, parallel with your execution of particular projects which your priorities dictate, that you continue, with your pre-planning mechanisms, and that is what we are doing here.

You must have in your project cycle a number of projects in which most of the work is done, so that when you can turn on the tap, so to speak, you are able to bring them into fruition at a very early date under the most favourable conditions.

It is vitally necessary for us to continue the engineering and other investigations for projects of this kind, so I would say that there is absolutely no reason why this should be regarded as a contentious matter, and I am very glad to hear the intervention of the last Member.

I look forward to hearing the Minister in his reply as to the relationship which the Ministry feels the drainage needs of this area will have to this sewerage feasibility study.

Thank you, Mr. Chairman.

Hon. Miss B. A. MILLER: Mr. Chairman, I want to make three particular points. The first thing I want to say is that I concur with the view expressed by the honourable Deputy Prime Minister, that the Bridgetown Sewerage Project, and indeed the sewerage projects envisaged now for the south coast and the west coast, do not include drainage — storm water or any other kind of drainage — and I would like to echo his appeal that we are obliged, especially on the south and west coasts, to look very carefully now into the question of drainage.

I do not know how many Barbadians readily remember that Bridgetown itself, and most of the south coast right up to Oistins, were originally swamp lands. So there is a very high water table, and disposal of any kind, solid or liquid, has become virtually impossible.

With the level of development that is being achieved up to this time, with the density of increased population, the density of services, certainly the density of hotel industrial plant on the south coast, and the density which is growing at a great rate on the west coast, not to mention the population shifts that we have seen in certain districts, such as Cave Hill, Wanstead, Thorpes, other areas of St. James, and on the borders of Greater St. Michael and Christ Church, where we have seen within the past 20 to 25 years a tremendous growth of housing and industrial plant — with all of that, it is imperative that we look at the matter of drainage.

I think it is very important, Mr. Chairman, that the Town Planning Department should understand that it must be within the competence of that department to monitor and advise the Government on matters such as this. I think it is a reflection on the Town Planning Department that the south coast has been permitted to grow in density to the point where we are now really living in a health hazard. One has only got to drive towards Chefette just across the road from Accra, and before you can arrive at that point you will smell raw sewage. It is to be found floating in the sea along the south coast and certain parts of the west coast.

The Public Health Engineering Department of the Ministry of Health, of course, does very frequent monitoring of the pollution of our coastal and inland waters. I suppose the Careenage and perhaps the whole of Hometown are the only decent bits of what we may properly describe as inland water left of Barbados, but all of these matters point to a very important lack in our public works programming in respect of drainage.

It is important, as the honourable Minister of Health has pointed out to us a little earlier, that we look very carefully at the possibility of recycling the waste from the Sewerage Treatment Plant, if only to recharge the ground water supply, particularly in those areas of

St. Michael and Christ Church where the conditions are drier than the low lying areas, which are now over-charged, on the south and west coasts.

I want to talk though, most particularly, Mr. Chairman in respect of Greater Bridgetown, as referred to by the honourable Minister of Health. But before we get to Greater Bridgetown, I think I need to make a very important point on behalf of my constituents who now live in particular parts of Bridgetown presently serviced by the sewerage system, and in particular those who live in the area known as "up town," that area between King William Street and Wellington Street, the whole Nelson Street area, which has been sewered.

There has been a little, certainly not sufficient, public comment about the fact that many private owners of properties, who must hook into the sewerage system, have failed to do so. Mr. Chairman, there is more to this than meets the eye in respect of those properties up town.

I do not know how many Barbadians, even people who live in Bridgetown, know that the majority of land in that area, known as the Nelson Street area, or up town, or whatever you want to call it, is really a number of large urban tenancies. That is to say, Mr. Chairman, that the land is very rarely owned by the persons who live on it. You are dealing with tenants. The landlords, mostly represented by certain law firms in Bridgetown, are, properly speaking, the persons to whom the Barbados Water Authority must direct a special public relations programme.

It is going to be very difficult, and indeed impossible, for many of the people who live in those streets between Wellington Street and King William Street to apply to the Water Authority to be hooked into the system. They are paying rent for lands, in many cases, rents for the houses in which they live, and it is going to be very difficult to persuade them to invest into the whole business of hooking into the sewerage system at their own expense, and I think that the Barbados Water Authority has got to recognise that a special effort is required here.

1.20 p.m.

I do not think it is sufficient to put notices in the Newspaper, or even to send a little man around to speak to people. In these cases, I think that a very special public relations programme is going to have to be mounted and that special approaches will have to be made to the landlords.

Another factor which is going to militate against those people who live up town, and who might even be

minded as tenants to make that type of investment, is in fact, that in many cases, and in more cases than nought, you are dealing with people who are still forced to use dry pits. That means that they have got to build on a water-borne system to their premises before they can hook into the sewerage system.

We know that there is a fund available so that old aged pensioners and persons of little or no means, might become the recipients of grants so that they can do just that, and we know that this fund will also make very soft loans available to persons of improved means, but who would find it difficult to make that kind of readjustment in one shot.

Again, Mr. Chairman, in the majority of cases you really have to be dealing with the landlord rather than with the tenant. If the tenant is going to be minded to make this kind of investment — and this is advice that I have given freely to constituents in that area — then the landlord is going to have to be party to the whole transaction and either come to an arrangement in lieu in rents or come to some other kind property arrangement so that the persons who now live in these particular areas might not fall foul of the regulations, which really do require people to hook into the system.

It is not an easy problem. It is going to take a great deal of careful handling. I am willing to put my own services, as Parliamentary representative for the people in those areas, at the disposal of the Water Authority. In whatever way I can help, I am willing to do so, but it needs urgent and immediate attention and I would hope that the Barbados Water Authority, which really falls under the Ministry of Transport and Works, will heed my calls.

This is not the first time. I have written to the Authority, I have spoken to members of the Authority, I have spoken to the former Minister of Transport and Works and I have spoken to the Chief Technical Officer at the Ministry of Transport and Works. None of these people can say that they are unaware of the problem that I am outlining to this Honourable House, and I have seen fit to bring the problem here.

It is a very real problem. It is not beyond resolution, careful handling, and I am appealing to the present Minister of Transport and Works and the present Minister of Health that, together with myself and with these persons, we can arrive at a workable solution to this problem.

In respect of Greater Bridgetown, and I understand Greater Bridgetown is part of this feasibility study, I would want to say a special word, Mr. Chairman, Sir, in respect of New Orleans.

The New Orleans is an area in the City of Bridgetown, very well designed, very well laid out on a grid, with avenues going in one direction cut by gaps and roads going in another direction, and very well suited in my view, Mr. Chairman, to natural and immediate expansion of the Sewerage Project.

The main sewers run down Kensington New Road and down Baxters Road to the corner of Westbury, because we saw fit to hook the new St. Cecelia Project into the Sewerage system in the first project, and I would think, Mr. Chairman, that New Orleans was perhaps the first area which would lend itself quite naturally to an extension of the Sewerage Project in the Greater Bridgetown, and I would like to persuade the Minister of Health that that area in particular is one which I think should be first in line for natural extension.

The roads on the other side of Baxters Road, like King Street, Hunte Street and Chapman Street, have all been sewerred, and I think that it is a little tough that the people on the other side of Baxters Road, which road itself is already sewerred on two lines, Kensington New Road and Baxters Road, a densely populated area, with a high water table, a very high water table, — I feel that the people in this area should be hooked up to the system.

I can speak in particular of a specific house in the 8th Avenue of New Orleans, where when the tide is high you can actually see the water seeping up and settling in the backyard, and when the tide goes down, it goes down accordingly. So we know what is happening in the dry pits in the New Orleans, and I would want to believe that that area in particular would be considered as, perhaps, the very first natural extension of the Bridgetown Sewerage System.

Mr. W. O. FRANKLIN: Mr. Chairman, I would like to take this opportunity to highlight two points that were raised, one by the sitting Member for the City and the other by the introducer of this Resolution.

The first point is that I would like to draw the Minister of Health attention to the existence of a level network, for which the Barbados Government paid a great deal way back in 1967–68. It was done by the overseas survey people of England, and this is easily the most accurate network of any level done in Barbados.

It has been done to the level of geodetic standards, and it covers the whole of Barbados around the coast and through the same section that is now being looked at. The marks are there. They have been well put down. I have seen quite a few of them from time to time, and this is particularly important since, if it is made use of, that section of the feasibility survey which calls for a topographical levelling of Barbados would probably not

have to be undertaken. I invite the Minister to ask the consultants to check this out since this could save a considerable amount of money.

That brings me to the point of consultancy in the Barbados Government, and I sincerely hope that there is a link-up with local personnel since there is a lot of data available, which is not used on a lot of occasions because of the consultancy arrangement — that they come in and they bring in their overseas people. There is very little local input, and information and data that we have already paid for go unheeded.

The information should be available at the Water Authority. It was done for the Waterworks to determine the location of the existing water resources in Barbados. The network runs right around the island and there are two or three lines that go up Highway 4 and there is one that goes along by the top of St. Thomas.

1.20 p.m.

There are well-established bench marks right through Barbados, and the records should be with the Waterworks Department if they did not lose those records, and I am positive that the availability of those records would make it possible to cheapen or certainly speed up that aspect of the feasibility that has to be done.

The next point is about the problem that the Minister of Education and the Minister of Health have brought to the attention of this House, and this is a real problem, that is the problem with upper Bridgetown, or as she calls it, up town.

If you have a look throughout Barbados, Mr. Chairman, we have these problems cropping up. It is that small houses — some of them owned, some of them rented — on lands belonging to landlords, administered by some of the law firms, have been creating terrible health and housing problems in Barbados, and it is time that a very serious look is taken at all of these tenancies.

The situation is (1) — that because the people who occupy a few houses are on rented land, there is always a disincentive for any improvement of the quality, and that always leads to slum development due to the dilapidation of the property, and (2) — that because of the Tenantry Control Bill, the rents in these areas are usually uneconomic and would not allow the land owners to put in or improve the infrastructure and thereby improve these particular tenancies.

Mr. Chairman, in the area she is talking of, if you examine it, you have a situation where to put down a water-borne sewage system might be three times as expensive as the existing house, and it may easily be seven or

eight years of rent to the owner, so it is an almost impossible situation to be tackled in a private way, and it is a problem that this Government, or the Government to come, must have a very serious look at.

If we are to improve the housing standards in Barbados, we have to look at the ownership patterns in Barbados and begin to give everybody the right to own a little piece of land to put his or her house on, and the Government must come in and begin to acquire those tenancies. They are not expensive tenancies, because if you take the income they are generating, the Government should acquire them at nominal fees, give or sell them to the people, and allow the people to get ahead with the development and the improvement of the housing stock here in Barbados.

It is the only way that we are going to have improvement in housing and improvement in health, and the city has a particular situation like this. In that area that the Minister is referring to, the thing to do is to house these people some place else, bulldoze it, and build high rise housing for the people to inhabit. It would enhance the city and it would at once get rid of the situation you have developing, both from the health point of view and the housing point of view.

I should also like the new Minister of Health to have a look at a situation in Barbados, which he must pay some serious attention to some time soon. Because of the zoning situation in Zone 1 areas, which are usually around our water resources, quite a considerable amount of acreage of land is tied up and kept out of housing. A lot of it can be used for no other purpose, and I think that technology has reached a stage in health and waste disposal where the Minister can begin to ask his technocrats to have a look at some of these areas now sterile by the Zone 1 situation. There are some beautiful lands as you go down the St. James coast, the ridge overlooking the beach, that are completely sterile because of the existence of Haymans in that area, and we must now get into the 21st century by updating our disposal techniques and bringing back some of this land into use.

Mr. Chairman, this is one of the measures that we take pleasure in supporting, because it is a further development in Barbados in our health standards and in our housing standards, and I would hope that the present Minister of Health will bring the type of aggressiveness to this type of area that will see results in the very near future.

Thank you.

Hon. H. deB. FORDE: Mr. Chairman, before the Minister replies, there are a few remarks that I would like to make on this Resolution, particularly since it concerns the south coast.

The most densely populated areas in Barbados happen to be in St. Michael, particularly the city, and in Christ Church, particularly that area of Christ Church stretching from the Garrison and coming in towards Brittons Hill, and possibly, continuing right up to the St. Lawrence Bath Village area. I believe this is a very high-density area, higher than most parts of Barbados, and as a result, Mr. Chairman, it would of course pose a problem for the disposal of waste, including human waste.

I think we have perhaps been fortunate that, during the years we have had no proper sewage facilities in Barbados, we have not had our water resources contaminated. Principally, this is because it takes something like 230 days odd for sewage to percolate down to the main water wells which exist in Barbados in places like the Belle, St. Michael Trents in St. James, St. George and various other areas. We are fortunate that the coral stone formation of Barbados provides its own natural drainage facilities, and to this extent, it has saved us from any epidemic.

But I think that this project, like the Bridgetown Sewage Project, could not come too soon. There are some very serious problems along the south coast, and the presence of so many hotels, particularly on the coast itself, has magnified these problems. It is not unusual on the south coast, in the Rockley area, to see raw human sewage and faeces floating on the water.

Asides.

Hon. H. deB. FORDE: I hear *sotto voce*, "Not now". It still occurs; not as frequently as it occurred before, but it still occurs.

And the failure to provide proper sewage facilities has also led to water being indiscriminately sent on to the coastline, and I believe that a cursory inspection of the Rockley Beach and the whole of the area coming back down to Hastings Rocks would show that we are in danger of losing the beach in that area. I would hope that this study would also include a study of how to conserve the natural beach area on the south coast, and I speak particularly of the area from the Hilton Hotel going right back up to the St. Lawrence Church, and perhaps just above there, right up to the Dover Beach. It is important that we try to preserve this area.

Part of the problem is that we have lost much of the natural reef barrier in the south coast because ships have been indiscriminately allowed to disgorge their waste whilst passing to the south coast of Barbados. We have found that a lot of the natural coral growth has been killed and no longer serves as a barrier against the waves lashing the coastline of Barbados.

I think that the Government will have to pursue, as I know it is pursuing, not only the question of oil pollution, but the whole question of environmental health and controlling the ships which disgorge their waste along our coastline. I recognise that we have already taken steps to join various international conventions, and I hope that our laws will soon be amended so that we can give teeth to the conventions and see that they are self-executing within the Laws of Barbados.

There are a few points which the honourable Member for St. Philip North made. I would like to agree with him on some and, perhaps, clarify others. He made a point about what is referred to as areas in Zone A. Mr. Chairman, Zone A is those areas of land so near to the main water resources and wells that no further building is being permitted to take place. It is true that the technology in countries overseas has changed considerably so that it is possible to relax some of the controls which have been instituted on Zone A areas, but until we can ensure that proper sewage facilities are made available in these developments, like the Belle, for instance — and I understand that a mini sewage scheme is being arranged for the Belle area — then I do not see that relaxation can take place immediately.

I am aware that some of the areas have already been released. There was some relaxation certainly during the period of time that I was dealing with the subject of town planning; the whole position was being reviewed, I am sure that the Government is keeping those constantly under review and that arrangements will be made for areas like the Belle Tenantry and the Trents area to be kept under constant review, and the lands made available once they will be no detriment to the water supplies of Barbados.

The honourable Member for St. Philip North also made some remarks about tenancies and the need for the Government to put in the basic facilities in tenancies in order to upgrade not only the standards of tenants, but to improve the health facilities and the environmental atmosphere in tenancies.

1.40 p.m.

I could not agree with him more, Sir. I would only like to say that this Government made a very significant step — part of the democratic social revolution for which the Barbados Labour Party has been responsible, and which it persistently pursues in this country — when it brought the freehold tenantry legislation before this House. Many people are not paying enough attention to the significance of this legislation, and indeed I believe that some of the tenants are not aware of their rights under the legislation, and perhaps the Ministry of Housing can again pursue an educational program in informing them of their rights.

Once you have lived on a house spot for a period of five years, you have an option, implied in your contract of tenancy, to purchase that house spot at the current market price. In other words, no land owner today can throw a tenant off the land that he has been occupying as a house spot for five years without first giving the tenant the option to purchase that piece of land. That is the law of Barbados today. It was passed in here by the necessary two-thirds majority, so no question of its offending fundamental rights of this island can even be raised successfully in the law courts.

What is happening is that very many tenants are not pursuing remedies in this respect, and since I have come back to the Bar, I have witnessed certain agents of landlords trying to throw the tenants off — they go before the Magistrate with tenants that are defenseless and do not have the facilities of legal aid, and succeed in so doing.

So I agree with my friend, the honourable Member for St. Philip North, that perhaps the Government should make legal aid facilities available in this area of landlord and tenant, to protect the tenants. And it is usually the lower socio-economic group in our society that needs this sort of protection, and I think we are in duty bound — the two parties that say they are democratic socialist — to defend the philosophy for which our parties stand by supporting this type of measure and this type of approach.

Mr. Chairman, I agree that there is a case for the Government to extend its sites and services programme. In my area, in Clapham Park, there are certain house spots which the Government now have available. I do not believe that they have yet been vested in the National Housing Corporation, but I would say that 95 per cent of all of the people living in Clapham Park are anxious to purchase and own those lots of land.

The Government has put in the roads, the water and the lights — that is sites and services. Some people are already converting from chattel to wall — but they want security of tenure. They want to know, as the honourable Member for St. Philip North has said, that they own a piece of Barbados as well, and I hope that the Ministry, in conjunction with the National Housing Corporation, will take urgent steps to ensure that, rather than these people paying weekly rent, that money be credited towards their ownership of the house lot.

I go further, Sir. I believe that the price at which they should be sold should not be at today's prices. It should of course, reflect the cost to the Government of putting in the basic services, but the Government should not, especially dealing with this group of people, having regard to their socio-economic condition, be seeking to make a profit out of people in the housing areas, or whatever they call them, the housing estates.

I think the Government should expect to recoup those reasonable costs, but it should not be looking for a profit from this type of development. The profit, itself, is a very investment — in the improvement in living conditions, in the change in attitudes, in the community spirit, for instance, which we in Clapham Park have been setting for other housing areas and other developments, Sir.

Clapham Day is perhaps today a landmark in the history of this country. Everybody knows that we had at least 11 000 people on the first occasion, and we are not to talk about the taking over from the honourable Member

Aside

Hon. H. deB. FORDE: The honourable Member says the people from Chapman Lane. She trained them well, Sir. They have now come to be properly looked after by me. If she has anymore that she wants to send, I am willing to receive them, Sir.

But the Government has just done a development in Bonnets. I have spoken in this House on many occasions about the Bonnets area, and, of course, congratulated both Ministers of Housing — the honourable Member for St. James North and the honourable Member for St. Michael South East — for the work which they have done in this area. Once again, we have a few house spots. Now in the allocation of those spots, priority should be given to the people from that Brittons Hill/ Forde's Road/ Clapham area, Sir, and not only priority should be given to them, but in giving them priority, I believe they should be allowed to own the freehold at a reasonable cost.

If anybody would ask me what is the most serious problem confronting Barbados today, I would not say Sir, as the honourable Member for St. Michael South Central would say, that it is the economy, nor would I say that it is employment, nor would I say that it is inflation, nor would I say that it is a cash flow problem. I would say that it is housing, and I would say that it is the problems that housing throw up for the environment.

Certainly at my Saturday morning clinics, when I see anything of upwards to 60 to 80 of my constituents about their problems, at least 80 per cent of the problems are about housing, and the problems that are arising are flowing over into the Ministry of Health. You can find a house in which there is one bedroom with thirteen people, kitchen facilities outside and no proper toilet facilities.

I am highlighting a problem there, Sir, and I am therefore saying that we have to concentrate in this study that we are doing on grappling with the concomitant problems that will arise. And I know that the

Minister has the breadth of vision to seriously take some of the comments made by the honourable Member for St. Philip North, some of which I wholeheartedly support indeed, Sir.

Mr. P. M. GREAVES: Mr. Chairman, I will be very brief. It is interesting to hear the honourable Member for Christ Church West talk of Clapham Park, and he speaks so proudly of Clapham Park. I recall very well that when Clapham Park was first planned, when the roads and services were put in, that Members on the other side were opposed to Clapham Park and the movement of persons from the City to Clapham. You got all kinds of claims, Sir, how Clapham Park was going to flood and they were going to do this. Now I can hear the honourable Member speak so well of Clapham Park.

Hon. H. deB. FORDE: The honourable Member is misrepresenting the views that were expressed by the honourable Member for the City and myself. The point is that there is a part of Clapham Park which floods. We have managed to isolate that from housing. Secondly, part of the objections of the honourable Member for the City was that they were being given dry pits and not total facilities, which has since been instituted in Clapham Park. We fought for them and we got them.

Mr. P. M. GREAVES: Mr. Chairman, the honourable Member is not aware of what I am speaking about; he was not there. I was there, he was not there.
1.50 p.m.

However, Sir, I really rose in support of this Resolution. I do not think anyone can oppose any measures to improve the health of this country, but there is one lot of persons in respect of whom I have not heard a word yet in this debate.

There are several hundreds of settlements in and around areas that are included in the Zone 1 or restricted area. Many of those persons, from time to time, have been trying to improve their own health standards and put in water-borne systems of disposal, but from time to time, they have been prevented from doing this, principally by the Water Authority and the Town Planning Department.

I can think of places like the Belle, because of its proximity to the Belle Pumping Station, I can think of places like Sea View in St. James, because of its proximity to the Molineux reservoir. There are several places Sir, places in the Mile and a Quarter area in St. Peter, again because of its proximity to other reservoirs, and these persons from time to time have made representations to be able to establish water-borne systems. They have been living on those lands for years.

Aside

Mr. P. M. GREAVES: Sir, I understand the Honourable Minister has already spoken on this particular matter. However, I hope that when he spoke he did offer some hope to those persons who I believe want some relief in order to improve their standards.

Hon Dr. D. G. BLACKMAN: Mr. Chairman, just to reply very briefly to a few points which were raised. Firstly the points made by the Deputy Prime Minister. The agreement does not contemplate that the consultants will be called upon to study the problems caused by storm water. However, it is inevitable that the question of surface water will be dealt with peripherally since, as I indicated in my opening remarks, the emphasis of the study will be upon trying to find energy efficient methods of disposal of effluent by land use, which will consequently lead the investigators in the direction of looking at problems caused by surface water, including drainage.

One of the methods for the disposal of effluent by man will be the construction of an oxidation pond, and this type of device will obviously involve incidental considerations of the problem of drainage.

In so far as the consultants are concerned, the consultants are Stanley Enterprises Limited. Stanley Enterprises Limited conducted a water resources study in Barbados in 1977. In consequence of this, they would be fully apprised of all the information relating to water resources in Barbados, and the agreement also contemplates that all of the relevant data in respect of marine pollution and other topographical studies conducted in Barbados will be made available to them.

The point has been made that, under these agreements, consultants who are not native to Barbados tend to walk away with all of the money. The Ministry of Health will be supplying counterpart staff in the order of three surveyors, six surveyor chainmen and three draughtsmen, and there are other professional personnel within the Ministry who will be deeply and intimately involved in the study as it progresses.

In so far as the other point made in relation to Zone 1 land, at the outset I pointed out that a Zone 1 area will be liberated for sewerage, and that this feasibility study, though initially limited to east and west coasts of the Greater Bridgetown area, would now include the area known as Belle Land, or the Belle Tenantry, which is located in the Zone 1 area. I believe that this will represent a beginning of opening up such lands which could be used for no other purpose but residential purposes for this kind of development, ensuring that the people therein live in the best conditions possible.

The next point raised by the honourable Member for St. Michael South Central relates to the cost of the contemplated project. This is something that, obviously, could not be given at this time, since one of the terms of reference under which the consultants operate would be to determine a cost. A feasibility study by definition is a study to determine whether it is practicable, having taken into consideration the financial constraints, to achieve the objectives envisaged, and the cost of sewerage the south coast and west coast, Greater Bridgetown and Belle Land would only be known after the preliminary reports of the consultants have been submitted. It is estimated that the entire study will be completed in a period of 15 months.

The Sewerage Project was completed within the cost of \$42 million, as was originally estimated, and it will be maintained at no cost to the Consolidated Fund of this island. This year the Water Authority, under whose aegis the Sewerage Project is operated, projects that it will break even in the delivery of its water customer services, so there will be no cost from the Consolidated Fund for the operation of the treatment plant.

The next point raised related to the problems of hooking low income and elderly persons on to the treatment plant. None of the 35 persons and businesses, representing more than 100 buildings, that have been hooked up to the treatment plant already include low income persons for the reasons given here. The Ministry, however, believes that there is a technical solution to the legal problem which has been raised by landlords and that if we can have precast concrete slabs covered with impermeable membranes, then it would be possible to meet the particular objections of landlords, and we consequently hope that, with this technical solution, the connection courses will be expedited.

2.00 p.m.

Thank you.

The question that Head 78 stand part was put and resolved in the affirmative without division.

Mr. CHAIRMAN: It is now 2 p.m. I shall report progress and ask for leave to sit again.

Mr. CHAIRMAN left the Chair and Mr. Deputy Speaker resumed the Chair and reported accordingly.

SUSPENSION

Mr. DEPUTY SPEAKER: It is now three minutes past two. This sitting stands suspended until 2.45 p.m. today.

2.05 p.m.

On Resumption —

Mr. DEPUTY SPEAKER: This sitting is now resumed.

Hon. L. S. CRAIG: Mr. Deputy Speaker, I spoke with the Deputy Leader of the Opposition and he indicated that he had some Questions.

Mr. DEPUTY SPEAKER: Order, please.

Hon. L. S. CRAIG: He indicated that he would like to give notice of them, Sir, and, therefore, with the pleasure of the House, I propose to re-open Item (i) Notices of Questions.

Mr. DEPUTY SPEAKER: If there are no objections, Item (i) under Order of Business is now re-opened.

NOTICES OF QUESTIONS

Mr. DEPUTY SPEAKER: The question of the honourable Member for St. Michael South dealing with street lighting in that constituency.

Mr. L. E. SANDIFORD: Mr. Deputy Speaker, to ask the Minister of Transport and Works:

1. Is the Minister aware that there is inadequate street lighting for Bullens Avenue, Dalkeith Road, St. Michael?
2. If the answer to the above is in the affirmative, will the Minister take steps to ensure that appropriate street lighting is provided?

Mr. DEPUTY SPEAKER: A question by the same honourable Member re rate and allowances for overseas travel.

Mr. L. E. SANDIFORD: Mr. Deputy Speaker, to ask the Prime Minister:

What are the rates payable to (a) Ministers and (b) Public Officers for

- (i) hotel accommodation
- (ii) meals
- (iii) subsistence
- (iv) any other purpose

in respect of travel abroad on Government business?

Mr. DEPUTY SPEAKER: A Question by the same honourable Member re benefits to Barbados from the Non-Aligned Movement.

Mr. L. E. SANDIFORD: Mr. Deputy Speaker, to ask the Minister of Foreign Affairs:

What benefits can Barbados expect to derive from full membership of the Non-Aligned Movement that cannot be derived from Barbados' membership of the United Nations, its specialized agencies and other International Organisations?

Mr. DEPUTY SPEAKER: That brings us to the end of Questions.

QUESTION TIME

Mr. DEPUTY SPEAKER: It is now Question Time. There are no questions available for today and we now move to Private Members' Business.

PRIVATE MEMBERS' BUSINESS

Mr. DEPUTY SPEAKER: There is no Private Members' Business. Government Business is now the Order of the day. When the sitting was suspended, the House was in Committee of Supply. To that it now reverts.

Mr. DEPUTY SPEAKER left the Chair and the House resumed Committee of Supply, Mr. J. G. ODLE in the Chair.

COMMITTEE OF SUPPLY

Mr. CHAIRMAN: The House is in Committee.

HEAD 84 – MINISTRY OF TRANSPORT AND WORKS

Subhead 1: Project Planning and Execution Staff

Hon. V. L. JOHNSON: Mr. Chairman, Sir, consequent upon the change in the travel schedule of the Government Service, it has been necessary for us to seek a supplementary to prop up the original vote, which has proven to be inadequate, and the capital portion of it has to do with the travel occasioned by the Special Projects Department of the Ministry of Transport and Works.

This is a very straightforward matter, Sir, and I believe there is no need for us to make a long preamble, and I therefore beg that this Head stand part.

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

The question that Head 84 stand part was put and resolved in the affirmative without division.
2.55 p.m.

SUPPLEMENTARY ESTIMATES 1982–83 No. 19

Order No. 1(b) was called – to move the passing of a Resolution to grant the sum of \$185 000 from the Consolidated Fund and to place it at the disposal of the Government to supplement the Estimates 1982–83, Part I – Current, as shown in the Supplementary Estimates 1982–83 No. 19 which form the Schedule to the Resolution.

HEAD 42 – MINISTRY OF TRANSPORT AND WORKS

Hon. V. L. JOHNSON: Mr. Chairman, again this supplementary is to do with travel, again in the Ministry of Transport and Works, and again consequential upon the increase in the allowances given to travelling officers within the Ministry of Transport and Works.

The travelling schedule for this Ministry is fairly extensive. The Government has indicated to us that we have to take effective measures to control our travel vote, but because of the increase, and in spite of the fact that we have been exercising very substantial restraint, it is still necessary nonetheless for us to come seeking this supplementary.

I beg to move that this Resolution do now pass.

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

Mr. W. O. FRANKLIN: Mr. Chairman, thanks for your guidance on the procedure on the first one, but certainly I could not allow a Head like this to pass before I get some assurance from the new Minister of Transport and Works about his proposed road programme as it particularly affects St. Philip.

In this parish, Mr. Chairman, the roads have deteriorated considerably over the last couple of years, and I was hoping that with the collection of the Transport Levy, part of which I was told was to go to the upkeep of roads, we would have seen some more movement in the repair of roads in St. Philip North and South.....

Asides.

Mr. W. O. FRANKLIN.....and Christ Church.

I heard of a programme in which some \$2 million was allocated for roads, but St. Philip was not mentioned in that programme at all. I think the parishes mentioned were St. James, St. Andrew and a few others, but I certainly did not hear St. Philip, and it is time that we

begin to seriously have a look at the cost of the condition of the roads to the people of Barbados. I am wondering if thought was ever given to the saving that can be effected in Barbados — in our foreign exchange, in the purchase of parts for our motor cars — if the road conditions were better than they are at the moment. If you really had a serious study, Barbados would be in for a plus.

The cost of repairs of roads and resurfacing would be much cheaper than the amount of replacement parts that we have to put on our cars because of the big potholes. Some of them are bigger than potholes, and the alarming thing about this, Mr. Chairman — and I must get back to the department here — is that there are some cases where you see potholes that could obviously be filled by the section dealing with it in the Ministry of Works over a couple of days, but these holes sometimes remain for as long as three or four months.

On the road to Ebenezer there are three or four potholes about two feet in diameter, and one about nine inches deep in the centre of the road, that have been there at least eight weeks. What is surprising is, how can you have a section in the Ministry of Works where your overseers obviously should be travelling in this direction and they cannot even bring to the comfort of the motorists a little pre-mix or barber green that they can put in the little motorised pancarts and ram in? There are things like this that get you really annoyed.

We realise that there is a shortage of funds at the moment, but when you get this situation, certainly some slight remedial work can be done to ease the burden on the motorists. Sometimes you go into them and the next thing you know is that you need front shocks. Very often, with almost 90 per cent of the cars, the left wheel is out of alignment because of hitting into these holes, and you have to be at the mechanic's shop every three months for re-alignment, shocks, new tyres, etcetera, because of the indifference in the maintenance programme of some of the roads.

About fifteen years ago, Mr. Chairman, there used to be a cantonnier doing a mile of road, and all he had was a pancart and a little sprayer. He had a couple of drums of colas and he knew where to find his gravel, and he took pride in making sure that the mile of road that he was responsible for was well maintained.

I am beginning to think that the Ministry will have to look at some system like this again, where you have one or two workmen responsible for a portion of work to do exactly what I am talking about. When you have the little potholes starting up, it is cheaper to repair them at that time than to wait to resurface a whole mile

or two of road where you have to bring in the whole barbergreen gang and repair it.

Too little attention is being paid to the condition of our roads, and my contention is that if the maintenance was done at the time, it would be a lot cheaper and less costly to the Ministry of Communications and Works than to wait until you have to resurface a complete road, which is now being done very rarely, Mr. Chairman.

I would invite the now Minister of Transport and Works to have a discussion with his technical people, have a look to see what personnel are available to him on the maintenance programme, and see if he cannot reintroduce some type of cantonnier system whereby we can have at least the potholes I am talking of filled, and make it easier for people using these roads, and also give them something to see what they are paying the foot tax for.

Hon. L. S. CRAIG: Mr. Chairman, there is no doubt in my mind that whenever a works department such as the Ministry of Transport and Works seeks funds from the Consolidated Fund, there is always a cry from that side and from this side about potholes in the road and so on. I am going to say here today, quite fearlessly, that Barbadians can boast of the best roads and the finest network of roads in the Caribbean.

I believe, Mr. Chairman, that most of the problems which we have is that a number of these potholes come from the digging up of the roads after they have been repaired, and where you have a burst main and things of that nature. The surface of the road is broken and then M.T.W. or whoever may be responsible at that point in time have not been able to get back to stop these little potholes which we hear honourable Members on the other side and on this side complain about at some time.

But why don't you praise the Government for the roads in Bridgetown? When you walk or drive through Bridgetown, it looks to you like a brand new city with beautiful roads and proper landscaping. Just go to the roundabout down by the shallow draft and see if you do not find visitors to the island taking pictures morning, noon and night. Give us some praise for these things and do not talk about St. Philip.

St. Philip can boast about the best highways in this country. Why don't you talk about the roads from the airport up to Sam Lord's Castle, the road from Bulkeley as you go through by Constant Plantation and Frenches — Those are the roads I am talking about — and when you get up Ebenezer you turn left and go into Church Village. Talk about the good roads; don't talk about a little road across Ebenezer down by Edgcumbe

gully. What nonsense are you talking about? About two potholes at the edge of the road in Edgumbe gully!

We recognise that these are things to be done, but you are complaining about the foreign exchange we lose in car parts and so on. I believe that the Government owns a great percentage of the vehicles in this country: buses, trucks, vans, pickups, you name it. Sometimes I get frightened when I see the MLs on the road, and I have to ask if they belong to the Government too. We found a lot of them. I have no doubt that we may have increased them, because we increased the per capita of the entire country. That is what we have done, but you have come in here complaining about a little hole in the road and talking about getting your car springs broken and your tyres busted! That is cheap politics. I want to hear something more progressive.

You are asking a Minister to examine a policy. Now do you really believe that the present Minister of Transport and Works would be going into the Ministry, looking in all the old files and at the old plans made by the former Minister, and come up with something brand new? What nonsense is this about you are asking the present Minister to examine the policy? Do you mean the other one had a bogus policy? That is what you are trying to say? I know you all had a bogus policy, and that was determined in 1976 and confirmed again in 1981. Talk about Highways 1, 2, 5, all the roads through St. Thomas. 3.05 p.m.

I believe that the Member for St. Andrew may have some complaints about some of the bridges, not necessarily all the roads, because I have driven through St. Andrew quite a bit too, and I have seen a lot of good roads in St. Andrew. And in St. Joseph, all through Quaker's Road, and all those crossroads that you cursed the Government about morning, noon and night, they were all done. We did all of the side roads, but because there are two potholes here and there because somebody may dig up all the road and put down maybe gas, a water main or something so, there is a complaint that how your car springs are broken up.

But I was driving a car since 1951, I had my own car since 1951, and none of the potholes have given me any broken springs yet. I do not have a broken spring from a pothole yet, and I would like you to carry me and show me these potholes in these roads.

Carry me along the highways. You ought to talk about the highways and praise the Government for its road policies and the outstanding job which they have done here in the whole of Bridgetown. All there Sir, in Halls Road, cutting away the sidewalk, widening the roads, and all of these things up at Balls Corner. I mean, give us some credit too. Or is it too difficult? A little

pothole; my Columbian friend talking about in Ebenezer, through a little gully. Shame on you!

I am supporting the Resolution, Sir, and I want to commend the Government for its road policy and commend the former Minister. I have no doubt in my mind that the present Minister of Transport and Works will carry on a dynamic and vibrant a policy as the two former Ministers of Transport and Works, Sir.

Dr. R. C. HAYNES: Mr. Chairman, the speech by the honourable Member for St. James North perhaps highlights the reasons why there have been a significant deterioration in the standards of the roads in Barbados over the years. There can be no doubt that Barbados at one stage boasted of having the best roads among developing nations, not only in the Caribbean, but elsewhere. But over the years, we have to face the fact that there has been a steady deterioration in the roads in Barbados and that this deterioration manifested itself in potholes, which constitute a major danger to the community.

Only two evenings ago, I think it was, I was listening to a call-in programme on which a member of the public was complaining about motorists who drive pass and splash them when they are waiting at the bus stops. This is a real problem, because very often you are driving on the road and you do not see the potholes until the last minute; there has been a shower of rain; there is a car on the other side; you cannot swerve off from the pothole unless you crash into the other car; you eventually land in the pothole and splash people who are walking along the sides of the road, and the best you can do is to stop, go back and abjectly apologise to them.

So those potholes are not only dangerous as pointed out by the Honourable Member for St. Philip North. I spent a lot of time during my last Budget Reply dealing with this specific aspect. They are not only a cause of the loss of foreign exchange, not only a cause of increased cost to the motorists, but those potholes also constitute a hazard, and they are, in some instances, the cause of accidents.

We have heard all sorts of ridiculous reasons given for the potholes in Barbados. I have heard the argument advanced that the Democratic Labour Party, when it was in power, had surfaced the roads inadequately, using the wrong grade of tar, or asphalt, or whatever it was. We have heard that, as a result of the economic development undertaken by the Barbados Labour Party, there are many heavy trucks on the road and that the roads were broken up as the consequence of development. Now, today, we are hearing that the roads are broken up because of burst water mains.

But there are certain undeniable and proven facts, based on extensive research, that must be available to this Government, and those facts centre around a basic principle, that maintenance is cheaper than rehabilitation in respect of road building. It applies to Barbados, it applies to other developing countries, and it applies to developed countries.

There have been studies done by numerous agencies which lend money for road development, and they set out clear principles as to how you can minimise the cost over time in relation to the building of roads and the maintenance of roads. What are these criteria, Sir? The criteria clearly set out that it is important to regard the cost of a road at a given figure. Whatever figure you fix it at, whether at its historical cost, its replacement cost or its current cost, nonetheless you arrive at a cost for a given road.

There has been ample research to demonstrate that you can maintain that road for approximately somewhere between 1 per cent and 2 per cent of the cost of that road per annum if you follow a well thought out programme of road maintenance. That percentage can rise to almost 100 per cent over a five year period if there is not a programme for road maintenance. Now do you see the big gap in cost between preventive maintenance and the cost of rehabilitation?

The elements of preventive maintenance centre around certain physical factors, that is, if a road is surfaced and the surface is breached, if that surface is repaired immediately, before water seeps wildly under the surface, you can effect an immediate repair job that cost very little. But if that is left for a given period of time, it results in a pothole and, consequently, widespread damage to the road, and then you are faced with the task of rehabilitation.

So I have found it very difficult to understand over the years, and I believe that the potholes that you see in the roads happened to be indicative of the kind of potholes that you will find in the thinking of the Barbados Labour Party. Because with proper application of available knowledge and applying the basic principles in road management, we should not be in this situation. However, the situation has deteriorated considerably, and we must make a determined effort to keep these roads in order. Otherwise, what we are doing is running down an important capital stock in this country.

3.15 p.m.

Those roads are not there just for fun, they did not come about just for fun; they came about as a consequence of certain social and economic developments, and

they are an important part of the economic infrastructure of this country, an important part of the future economic development of Barbados. So if you allow the roads to deteriorate, what is going to happen is that you are going to increase the cost of infrastructural development for further development of the economy itself.

I have tried again and again when I speak in this Parliament to reach some kind of level of conceptualisation so that, within that sort of framework, then the Ministers, the Government, should be able to find methods to implement overall policies. But it is nothing I dreamt up overnight, it is nothing that cannot be made available to any Member of Parliament. The World Bank has a lot of information in this area and some of it would be relevant to the type of topography that we are dealing with in Barbados. The International Monetary Fund, some of their publications would include studies and works on road development. Many of the lending agencies that deal with Third World countries would have a whole heap of information available that should be able to guide a country as to what they should do in relation to having an effective road maintenance programme.

There is no question, Mr. Chairman, that, prior to 1976, we saw a steady improvement in the roads in Barbados. After 1976 — and we just have to face this — there has been a steady decline in the roads of Barbados. There has got to be a reason for this, and I think that the reason probably resides in the fact that there has not been an effective policy in relation to road maintenance, and also that there has been a failure, in my view, to recognise the importance of maintenance of our roads in the overall context of the development process in Barbados.

Unless we face this fact, unless we have a framework in which to operate, unless you have some concept as to how you can have a cost effective programme for road maintenance and road development, you will always be in this kind of trouble. So the debate that usually goes on in Parliament, where Members point out that in their constituencies this is going on, and that is going on, and complaining that one Member's constituency is getting more attention than another member's, I think that is just symptomatic of the confusion that has set in the Barbados Labour Party and the rot that has set in the Government, and they clearly cannot even apply their minds systematically to what is indeed a fairly basic problem.

I believe that all they have to do is to look back and see what was happening under the previous Barbados Labour Party Government, see what was happening under the Democratic Labour Party Government, and find out what techniques were used during that period in order to keep the standards of the roads in Barbados up to the level that they were.

Sometimes, Sir, it is very difficult to face the harsh facts of life. Everybody out there knows this, every person in this community knows that something has gone wrong with our road programme, and yet you will find people trying to get up and defend it and say that that is not the case. What they do not realise is that they are speaking to people who, in their daily experience, recognise that something has gone fundamentally wrong with our programme for road maintenance in Barbados.

Whether or not the question of development over the years and the question of drainage have exacerbated the problem, that is something that needs to be studied to see how it can be corrected. It may well be that, over the past 30 years or so, various housing developments and alterations in the drainage patterns of Barbados might have had some sort of impact on the roads situation in this country. That may well be so.

It has happened elsewhere. It is known, for example in some countries, that some roads have been built across the ancient estuaries of rivers which have been obliterated over time, and it is only at the time of flood that you realise that you probably built a road in the wrong place and the whole road has been washed away.

This might be a physical factor that could be studied, so that it is most important that we face this problem, and the problems that are facing Barbados today are no longer in the political partisan area. I have recognised that for a long time. It is not now a matter of political partisanship, it is a time to apply our minds and apply our various disciplines, recognise that a problem exists and seek to solve that problem.

I believe that the past Minister of Transport tried to develop some type of programme. I have heard him speak in this Honourable House on the question of roads, and it is my judgment that he sought to bring some kind of a mind to bear on the problem, but I do not think that the thoughts have been able to bear fruition. You will never solve the problem unless you have a strategy worked out, and unless you look at your resources and see how best you can harness those resources to deal with the particular strategy which you have not only conceptualised, but you have subjected to the stringent tests of modern scientific and technological knowledge that is available to us.

So, from the kind of speech I heard from the honourable Member for St. James North, since he is a senior member of the Barbados Labour Party, since he is one of the main policy formers in all areas, since what he says has to be done within his party, I can only assume that he is speaking for the party. And what he has been saying is, "You do not need to think about these matters at all. The pot holes are all right, because we are fixing up some roads. Why bother about the problem? We are

better than Dominica, we are better than St. Vincent, we are better than St. Lucia, so it is not a problem."

Hon. L. S. CRAIG: On a point of elucidation, Sir. It is difficult at times to answer my colleague on the other side, the honourable Member for St. Michael South Central. At no time in my speech did I say the potholes are all right. I made it clear that that side complained and this side complained, and if I am on this side, I must have complained too.

I am saying that, instead of running down the Government about a pothole here and a pothole there, give the Government credit for its fine network of roads over the past years. I went on to ask if because you have two potholes in Ebenezer, that is going to break up all the springs in all the motor cars.

I would take a drive now with any of the Members in here from Bridgetown to the Crane, or to Sam Lord's Castle, on a highway, and they cannot show me any potholes between Bridgetown and the Crane or Sam Lord's Castle. Go on Highway I, and it is likewise, Sir.

The point I was making is that I am not saying you should not repair the potholes, all I am saying is do not run the Government down and say that we have done nothing at all with regard to the road programme in the country.

3.25 p.m.

Mr. CHAIRMAN: Wind up.

Dr. R. C. HAYNES: I will wind up by stating that the honourable Member clearly concedes the validity of the points that I am making, and I hope that he will use his authority within his party to bring that kind of policy approach to the question of roads. If he does, I think we will see an improvement in the future.

Hon. H. B. St. JOHN: Mr. Chairman, I am not going to allow the honourable Member's exaggerated claims about the performance of the Democratic Labour Party in relation to roads and his open condemnation of the Barbados Labour Party in this area to go unanswered.

It is a fact that more kilometres of new roads have been built in the last six years by the Barbados Labour Party than during the whole of the fifteen years of the Democratic Labour Party. Not only, Sir, must one take into account the major highways, but you must also take into account the amount of new tenantry roads.

I remember that when the Deputy Speaker was the Minister of Communications and Works, in the course of his five year period, during Estimates Debates, he was able to point out, year by year, the amount of roads

that were built by the Democratic Labour Party in their last five years, in their previous five years and in our first five years of office. Since then, Mr. Chairman, everybody has been showering us with praise for the road that starts at Fontabelle and ends up at the roundabout at the bottom of Cave Hill — and that is only the beginning!

(Dr. HAYNES: A DLP project).

Hon. H. B. St. JOHN: A DLP project!

Sir, the truth of the matter is that all over the world, consequent upon the rise in price of road building materials as a result of the change in price of oil, many countries find themselves with a deteriorating road system. If you go to New York, if you go to Canada, if you go to the United Kingdom, it is the same thing. The latest proposal in the United Kingdom is that there should be no more new road building at all because road maintenance has got to such a deplorable state that it is better to start maintaining what you have in existence than to start on new projects. That is the latest thing that came up before the Engineering Society to be debated.

But, of course, the policy, as I understand it in Barbados, is that because we need to have new highways to take into account the great change in the type of traffic that we have had over the course of the last fifteen years, and in particular over the course of the last five years, with respect to the large amount of heavy stuff that is carried per vehicle, that it is better for us to forget that we have a road system in certain areas and plan from scratch.

I hear the former Minister talking on that basis all the time, that you have to have a smaller number of kilometres of better roads built to the required standard of roads to take into account this major traffic. Now, are you faulting that? Tell me if you are faulting that. The honourable Members on the other side cannot fault that!

But what is galling the honourable Members on the other side is that parallel to that programme is also the other programme, in which the tenantry roads, which were neglected for 15 years by the Democratic Labour Party because they consisted of areas which never supported the Democratic Labour Party, are being upgraded. They were ruthlessly neglected! I remember when "Joy" Edwards and "Sleepy" Smith were Ministers in here. They all said, "The first criteria for eligibility to get on the list is whether you support the Dems or Bs."

So the honourable Member, faced with those facts, has absolutely no argument, and the fact that he proclaims all the time that this has been a dismal failure, does not in any way prove the validity of his contention. The position is very, very clear, that we have a major

programme of new highways to take into account the modern method of transport of heavy stuff.

Now, Sir, and this is where I am going to deal with the honourable Member's Government. During the time of a Mr. Al Wason, who was brought in here as Director of Highways and Transport, I remember hearing the honourable Member for St. John getting up here and saying, "Let me tell you all something. We are bringing a new machine in here called a Barber Green, and I am assured that it can barber green all the roads in Barbados every six months at a much lesser cost."

Mr. Wason had advised the honourable Member, and the honourable Member, hook, line and sinker, took the advice, thought that all he had to do was to bring in the new Barber Green machine, *pronto*, all the roads would be barber greened every six months, and we would have no more problems with the roads.

Everybody who was involved in the Vestry System, or the Local Government system as a district person in charge of roads, repairing the potholes, more importantly, seeing that the drains were cleared every year between June and September, all of them were let off. As a matter of fact, he abolished the Local Government. He said, "We do not need any more road builders in Local Government, we have the machine that would barber green the roads."

One barber green plant was brought in, and from the time that happened, there has been a great deterioration in the roads in Barbados, arising from a number of factors. First of all, when they barber greened the roads, they used to barber green the roads and they did not even repair the surface of the old roads for the barber green, so that all along Rockley, when they put on the first set of barber green, as you came down after a couple of weeks, the barber green used to skin off.

I remember "Prophet" Boxill was the Minister of Communications and Works. He used to sit down there and he and the then Prime Minister used to have quarrels all the time in here, and we used to sit on that side and laugh, because Prophet Boxill said that they had brought in a big machine in here and they did not know how to use it, and the honourable Prime Minister thought that was an attack on Wason.

So we had problems at the very beginning with the barber green. I have a long memory, you know. I have been around here long and I remember a lot of things. The honourable Member would not remember that in Rockley, the first attempts at barber greening resulted in the fact that every three months after they had barber greened an area, because they did not prepare the old surface property, the barber green used to skin off.

Sir, we also had a problem that, everywhere the Highways and Transport raised every road that was barbed greened in Barbados, and they took in all the gutters. They closed all the gutters that used to be traditional drains, and you ended up having a surface, with the sides of the surface breaking down all the time. There was nowhere for the water to drain off, right or left, on the road, and as soon as you got the sides breaking in, that used to deteriorate and go right into the road.

All of those are problems for which corrected measures had to be taken. That is why the consensus was that there were a certain number of major roads in Barbados that we should forget that they exist, build new ones to a proper standard, and start fresh.

We also had a problem, and honourable Members would recall this. The honourable Member only came in here lately. He would not remember the great debates on roads. He only came in here lately. There was a big problem with roads when the honourable F. G. Smith was Minister of Communications and Works, and the fight was over the standard of road material that emanate from Mobil Asphalt Plant, and that fight was continued.

The honourable Member from St. Joseph was then the Minister of Communications and Works. I was then responsible for Energy, and there was a big row between the technical officers. The honourable Member must forget that he came in here after he disposed of Mr. Smith, with his consent, of course.
3.35 p.m.

All of this is in a file. The honourable Member was not in here. Smith had to go first before you got in here, don't forget that. You are only a Johnny-come-lately in here. So all the historical reasons, all the problems that we have had in relation to road building, I have to remind the honourable Member about.

I agree with him on one thing. I firmly believe that the vote-catching appeal of roads is no longer there nowadays. You have to raise these things because your constituents badger you. I sympathise with the honourable Member for St. Philip North. His constituents are badgering him; they also badger me about a few little things in my constituency in which they feel they are being left out, and, of course, the honourable Member must raise it in here by question; he must raise it by pressure; but I have to raise mine by question too. I have to go and beg to get a few. I have a few around Oistins that I want finished, too. I want some tenantry roads done. Everybody has to get that, but we do not have enough money to be able to do all at the same time.

But let us not fool ourselves. The major plan that we have is that you have to have a network of new modern roads built from scratch, or a few that are im-

proved up to standard, to take care of the fact that trucks are now, because of the economics of transport, carrying much more material than formerly. You have not only the sugar trucks, but the molasses trucks, you have the oil trucks, you have the sand trucks you have the lumber trucks and you have container trucks, so you have to build a network of roads which must be in conjunction with your physical planning, all of which we are working on.

So do not feel that you can make a lot of political capital by saying that the Government is responsible for this deterioration. The facts do not bring it out, and if you articulate your position, we on this side can articulate our position and support it with hard data, and we will do it.

Mr. R. E. BRATHWAITE: Mr. Chairman, I am very happy to support this Resolution, and I never expected this afternoon that we would have had so much chat on this one, because I believe that most of the people in Barbados, especially those people who travel, know that Barbados has one of the best network of roads in the West Indies.

I happened to visit Dominica a few weeks ago, and I will tell you that it is no place to go. Some people here cry out for the roads and about having holes in some parts of the roads, but in Dominica there are holes all over the road, and I believe that the members of the Democratic Labour Party should be ashamed to come out like this, especially the honourable Member for St. Philip North.

I remember as a boy growing up in Barbados in the Conservative days when they had cantoniers by the side of the gutter weeding, and all the way they would patch the holes with a drum of colas and a load of stone, and I would say that in 1961 when the Democratic Labour Party came into power, they found a good network of roads in Barbados. Nobody could say that in 1961 they cried out and said that the roads in Barbados had a lot of holes. It was not so. I am sure everybody was quite satisfied, but when we came back to power in 1976, we found potholes too; but the members of the Barbados Labour Party do not like to run and cry foul and say something before it actually happens.

I thought, Mr. Chairman, that this afternoon all of us in here would commend the honourable Minister for a job well done. I would recommend that the present Minister step in the footsteps and follow in the same path as the former Minister, and if he does that, I am sure that we would all be happy in a few months from now.

I will tell you, Mr. Chairman, that from 1966, not thinking anything about politics but always interested in the parish, I was appealing for two sets of roads, and I

have memories of the member of the Democratic Labour Party. I think the honourable "Sleepy" Smith was one of the Ministers of Communications and Works and there was Dr. Caddle — who went and inspected these roads, and all those fellows did was to inspect the roads. I have called now on the honourable Minister and he tells me he does not even intend to come and visit them, all he intends to do is to build the roads, and I am happy to let you know that we are building roads in Checker Hall and in Rock Hall. It is something new. It is quite a long time since we have had that kind of activity in the parish.

When I have people around who have come to pay a visit, I always like to pass by the Spring Garden Road. I wonder why the honourable Minister does not speed up and try to open that road, because you all should be proud of it. When you think about the Globe and the roundabout there, when you think about the St. Barnabas Road and when you look around and see the movement in this country and how we have transformed this country, I think it would be better for honourable Members on the other side to take it cool.

I am sure there are honourable Members there who would not say a word on this this afternoon. They would be quite happy and satisfied, because I feel this is a very sensitive island, and there are people who can understand and can see what is going on; they are not blind, and I feel that all of us should join hands and try to work together so that this country will go from strength to strength.

I thank you.

Dr. R. C. HAYNES: Mr. Chairman, there are just two brief points I want to make to make contact with issues raised by the honourable Deputy Prime Minister, who, despite the politicking, nevertheless sought to deal with one or two issues relating to road building.

One of the central points which he raised dealt with the question of the building of new roads in relation to the maintenance of old roads. What he knows, and what he omitted to say, was that this had been identified as one of the major reasons why developing countries often find it difficult to maintain their existing road stock, and the reason is simple: the new roads are largely financed by borrowings and require a certain amount of domestic financing as well, and invariably there is an element of overrun of costs, which leaves less money available from current revenue to meet your running costs of maintenance of the old roads.

So Governments that go for high prestige projects tend to emphasise the newer road developments, which are not always necessarily and ultimately in the better economic interest of the country, and sacrifice the old roads, and this is the kind of dilemma, this is the kind of

delicate compromise that judgement and good policy making requires in relation to road building. Again, Sir, this is not an original idea on my part, it is well documented in about 100 different countries, but he brought that particular problem to the fore.

Another issue which he has dealt with only partially is the question of the breaking up of roads by heavy vehicles. It is not the size of the vehicles that matter, it is the density of weight that goes on to one unit of ground that matters, and this has been dealt with again and again in various journals in various areas, and the way in which to get around this, and this has been shown again and again, is to buy the type of vehicle that would spread the load over a wider area. In other words, if you have 15 tons to carry, you do not carry it in a vehicle, say, five yards long; you probably spread the 15 tons out over a vehicle twenty yards long or use tractors or something like that. Anyhow, there are arrangements that can be made.

I would not like to be held to those figures because of corners and so on, but the point I am trying to make is that it is the principle that is important. Let us not get on to the irrelevant details. The principle is that you can protect the weaker roads by spreading the load, so that the unit of weight density would be less going over the particular road. That has turned out to be less costly than building new roads.
3.45 p.m.

The third thing that is very important is that when you make major investments in new roads, you have to be sure that that investment is being done not only to relieve traffic congestion, but is also geared towards opening up new areas of social and economic development in the country. Indeed, one may wonder whether the combination of the Spring Garden and St. Barnabas Roads will be affecting that particular objective at this point in time in the Barbados of today. However, that is a matter that would need study. All I am saying is that there are certain elements of doubt as to whether the cost would ultimately have any economic benefits that would have been achieved by building elsewhere.

Sir, the fourth point to be made is strictly political, and this is where you have to refute charges of kind that the Democratic Labour Party did nothing when it was in office. I refer to the honourable Deputy Prime Minister and here it is Sir, in writing in a document, which has been a document of this Honourable House since 1971

Mr. CHAIRMAN: May I correct the honourable Member? No honourable Member has charged that no political party did anything. That was not a charge on the Floor of this Honourable House.

Dr. R. C. HAYNES: In tenantry roads, Sir

Mr. CHAIRMAN: If the Honourable Member wants to revise his remark, I am prepared to accept it.

Dr. R. C. HAYNES: Yes, Sir.

Sir, I think it is important to read for the record, out of a document of this Honourable House — "Improving our communications and public utility roads. 'Roads'. Manifesto of the Democratic Labour Party 1971:

"Over the past five years, the Democratic Labour Party has continued to improve the roads system. Nearly 100 subsidiary roads have been constructed and more than 30 major road improvements have been carried out, including the first round about at the Roebuck Street/Hindsbury junction. A bold new policy of laying out adequate roads in private tenancies has been instituted"

and that was denied on the Floor of this House by the Honourable Deputy Prime Minister. That was denied.

Hon. H. B. St. JOHN: On a point of order, Sir: The honourable Member must not misquote me, Sir. What I said was that the Democratic Labour Party did tenancy roads, but only in areas where the people voted for them. That is all I said.

Dr. R. C. HAYNES: To continue, Sir.

"The residents of numerous tenancies can all testify to the general improvements in their areas as a result of the new roads."

Mr. Chairman, I repeat,

"as a result of the new roads that have been constructed, and the water and street lighting that was installed."

Hon. L. S. CRAIG: That is a document which the people of the country rejected. Well, that serves no useful purpose now. You are reading something that the whole country rejected. And furthermore, I am seeing things in the very Manifesto of their party about unemployment and inflation which we read out to them and they denied it; they said that it was a misprint. Do not tell me that it is the 1971 Manifesto, because nobody saw the policy between 1971-76, so they rejected you in 1976. That is your 1971 Manifesto.

Dr. R. C. HAYNES: The honourable Member does not even realise that the Democratic Labour Party won the elections in 1971, and this refers to the period 1966-71.

Mr. CHAIRMAN: We are not here discussing Manifestos. Let us get ahead with this Resolution.

Dr. R. C. HAYNES: Anyhow, I just wanted to deal with those two problems. They were two sensible areas which the honourable Deputy Prime Minister raised, which dealt with the economic aspects of road develop-

ment, and I wanted to make a brief response to that, and I wanted to deal with his wild political statements by bringing a factual document. And the Democratic Labour Party has never yet put anything in its manifesto that it did not believe to be true.

Mr. CHAIRMAN: The honourable Minister may wind up.

Hon. Dr. D. G. BLACKMAN: Mr. Chairman, the question of roads is an extremely complex one in this country, and when I became Minister responsible for that area of Government, it was immediately obvious to me that that Ministry, historically, had never initiated road policies designed to fulfill social and economic policies. The Ministry, historically, had reacted to movements of population, or so-called developmental activities that took place elsewhere, and, very often, the Ministry found itself with problems that have their genesis in the activities of other people.

In 1976, there was about just over 600 miles of road that the Ministry of Works surfaced in Barbados. Today, there are approximately 900 miles of road that are the responsibility of the Ministry of Works to surface. How most of these roads come into existence is not a matter that is determined by the Ministry of Works at all. Because there is a rule that in a private housing development the developer must put down roads, and after three years, these roads become the responsibility of the Ministry of Works to maintain.

Indeed, roads have been constructed in Barbados without the knowledge of the Ministry of Works, and irate residents normally bring to the attention of the Ministry the existence of these roads. Moreover, many private developers, interested in amassing as much money as quickly as possible, have built roads of inferior standards, and by the time the three year period expires, when these roads come under the Ministry of Works, they have already been effectively reduced to dirt tracks, and the poor officials in the Ministry of Works are then excoriated by an uninformed and ignorant mass for not keeping the roads in proper conditions.

So, faced with what appeared to be a Babel of confusion, faced with a labyrinth of roads in varying states of disrepair, in varying conditions, faced with roads coming into existence in what appear to be an unplanned way, the Ministry, in order to make sense of what was going on, had to take a step back and make some assumptions about an ideal situation. I believe the reasoning and philosophy of the Ministry will be contained in a White Paper, which I hope will be published shortly.

3.55 p.m.

We assumed, in order to arrive at a proper road policy for Barbados, that there were no roads at all

in Barbados, that Barbados was a virgin area totally devoid of roads, and if Barbados was a virgin area totally devoid of roads, what would the first road builders do? We assumed that the first road builders, acting upon certain principles of geometric rationality, would want to build roads at the shortest distance between the extreme points of the island. This would suggest a north-south road stretching from South Point to North Point, and a road which crossed the island, running in an east-west direction, intersecting the North Point road, arriving, say, within the vicinity of Bridgetown and going toward East Point. They would constitute two basic roads. We then modified the ideal paradigm slightly by putting into it factors which we know of Barbados such as its tourist activities, beach activities and the like, and we felt that the third basic road in such a situation would be a road which circumvented the island, a coastal road around the entire island.

But we are not living in an ideal world. We have been bequeathed by the history of the plantations, and the history of unplanned development, a labyrinthine network of roads and a number of congested localities in which people live. We felt that if we were to use road building as a positive instrument of social and economic policy, that we would have to look more closely at integrated road building land use as well as a redistribution of population.

There would be certainly no point in building a road starting in the south, say in the vicinity of the airport, to North Point, if at the end, or beside most of this road, you had bush and gullies. The basic purpose of having this kind of road network would be to ensure the easiest access to the arteries by motorists and other users of the road.

So our population and our zoning for residences and businesses would have to be located within a reasonable distance from these basic highways, which would be reached by feeder arteries coming on to them at various points to ensure that motorists, public service vehicles or other commercial vehicles can reach them with a certain degree of facility.

There is no doubt that much of the congestion on the south and west coasts that have caused all kinds of problems, some of which we addressed in an earlier part of this Resolution today, could have been avoided if we had a basic road structure which would permit the building of tourist plant inland. If, as it is suggested in the ideal type, there was a north-south road of sufficient capacity which would enable drivers to convey passengers from the airport to the northern part of Barbados in ten minutes, then obviously what would otherwise be a well appointed hotel, such as the North Point, would not have failed. North Point failed as a hotel because of the absence of proper road infrastructure which would

make access to beaches and other areas of entertainment easy. So a basic road structure, we thought, has a lot more involved than simply the removal of pot holes.

I believe that to discuss the road question in Barbados in terms of filling pot holes is overly simplistic. I recognise that in this country, because the vast majority of people conceive that a road programme and the problems incidental to it are amenable only to the dictates of common sense, we have road problems discussed in this way; because after all, anybody who has eyes to see knows that if there is a hole in the road and you put something in it, then the hole will disappear. It is not particularly helpful, therefore, to discuss the problems of roads in Barbados in terms of filling pot holes. Gearbox is well aware of the fact that if you put material in a pot hole, the pot hole will disappear.

A more serious question is, how can our road programme be integrated into the overall developmental programme which will enable us to use our land more rationally, which will enable us to rationalise the location of our industrial and tourist plant, in order to remove congestion, in order to create more space and a better quality of environmental life for all concerned? There is no reason whatsoever why hotels should be grouped together on coastal areas, such as the west coast and the south coast, causing all kinds of problems in this country, and if, I submit, Mr. Chairman, we had a road policy which is a positive instrument towards development rather than a road programme which is the result of reaction to developments that have been initiated in other sectors, these problems would not exist.

In conclusion, therefore, Mr. Chairman, the Government has begun the extremely important task of re-thinking the purpose of roads, and in the future, more and more programmes will be conceived and proposed to this Honourable House which would see roads being used as positive tools in development, particularly in the area of land use.

Juxtaposed to this, Mr. Chairman, must also be a policy of maintaining what roads we have. But road maintenance is not a simple matter. In addition to the multifarious problems involved, in selecting the best type of materials, the provision of adequate equipment for the Ministry of Works and so on, must come as equally a critical decision as to what roads it is in the interest of the better development of Barbados to close and to discontinue. A time will come when it will be in the best interest of this country to allow certain roads to fall into disuse completely in order to ensure that our social development programmes are better executed.

4.05 p.m.

I am sorry, Mr. Chairman, to trespass upon your time. I am sorry that I did not have the opportunity

to expatiate any further about some thoughts I have on the question of roads, but there will be yet another opportunity.

Thank you.

The question that Head 48 stand part was put and resolved in the affirmative without division.

On motion of Hon. L. S. CRAIG, seconded by Mr. R. E. BRATHWAITE, Mr. CHAIRMAN reported the passing of two money Resolutions in Committee to Mr. DEPUTY SPEAKER, and Mr. DEPUTY SPEAKER resumed the Chair and reported accordingly.

On separate motions of Hon. L. S. CRAIG, seconded by Hon. H. B. St. JOHN, the two Resolutions were read a first and second time and agreed to.

MOTION RE EARLIER NOTICES

Hon. L. S. CRAIG: Sir, earlier in the day's sitting I indicated when I gave notice of two Resolutions, one in the sum of \$9 million and one in the sum of \$135 000, that the Government would be quite willing to do these Resolutions in all their stages.

I discussed the matter with the Deputy Leader of the Opposition and he has told me that they have no objection, and therefore, I am now seeking the pleasure of the House in dealing with these Resolutions in all their stages today, Sir.

Mr. DEPUTY SPEAKER: The Leader of the House is seeking permission to deal with two Money Resolutions in all their stages. If there is no objection, permission is therefore granted.

On motion of Hon. L. S. CRAIG, seconded by Mr. L. L. SISNETT, Mr. DEPUTY SPEAKER left the Chair and the House went into Committee of Supply, Mr. J. G. ODLE in the Chair.

COMMITTEE OF SUPPLY

Mr. CHAIRMAN: The House is in Committee of Supply.

SUPPLEMENTARY ESTIMATES 1982-83 No. 21

HEAD 74 - MINISTRY OF AGRICULTURE, FOOD AND CONSUMER AFFAIRS

Hon. L. S. CRAIG: Mr. Chairman, the entire Resolution is primarily one for salaries, wages and allowances payable to Public officers and employees, which was increased as from April, 1, 1982.

It is to put some change in the hands of the Public officers as a result of the increased salaries and wages negotiations, and Head 74 is just part of the entire Resolution.

I beg to move, therefore, that Head 74, Capital, Part II stand part.

Mr. R. E. BRATHWAITE: I beg to second that.

Mr. W. O. FRANKLIN: Mr. Chairman, I think it might be a good time if the Minister of Agriculture could be kind enough to give us some update on the progress of the Rural Development Project. There is very little heard of this Project. I know there is staff, there are a few jeeps, but the progress seems to be fairly slow, and I should be grateful if the Minister of Agriculture if he could update us on what is happening with the Rural Development Project.

Hon. Dr. R. L. CHELTENHAM: It was envisaged when the Rural Development Project was conceived that something like 1000 acres across Barbados would be brought within the framework of the Project. Quite recently, we have been reviewing the progress to date, and we have found that only about 10 per cent, something like 100 acres, have in truth and in fact been brought within the framework of the project.

4.15 p.m.

One or two problems have arisen, as indeed problems were bound to arise, given the novelty, in a way, of the project. It was an attempt to grapple with particular socio economic problems, and we have found that, as a result of our experience to date, we are going to have to go back to the funding agency and ask for amendments to some of the terms and conditions which they had insisted upon at the outset.

So, within my Ministry, we are currently doing a review where we are looking at the problems that have come to light both in the irrigated and in the rain-fed areas, and certain qualifying criteria in order that certain areas will come within the reach of the project have been too stringent, and it is clear that, as a result of our limited experience of about two years, we have got to go back to the funding agency, IADB, and ask for some laxity, certain amendments to the terms and conditions.

Mr. W. O. FRANKLIN: Mr. Chairman, just one other thing of the Minister. There seems to be a reluctance on the part of some of the farmers to go into the scheme. Could you tell me why is there reluctance by the farmers to be incorporated under the Rural Development Project? What is the fundamental problem with the project? Why can't it get rolling?

Hon. Dr. R. L. CHELTENHAM: To some extent, Mr. Chairman, there has been an insufficient public relations job done. I think that, basically, the farming community does not appreciate what is involved in the project, and even though I have not finally settled my thoughts in respect of what precise action we need to take, it seems to me that one action which we have got to take, and I think that all parties connected had agreed that this is necessary, is to launch an educational programme in the farming community explaining to them what is involved in the Rural Development Project, what it means to them, what are its advantages and how little they have to give up really, because they seem to think that, somehow, there is a giving up of their independence. But in truth and in fact, they can retain their independence within the project. I think to answer in a word, education and public relations are needed.

The question that Head 74 – Ministry of Agriculture, Food and Consumer Affairs – stand part, was put and resolved in the affirmative without division.

HEAD 76 – MINISTRY OF EDUCATION

Head 76 – Ministry of Education – was called.

Hon. L. S. CRAIG: Mr. Chairman, as I have said earlier, the whole Resolution is as a result of the revision of salaries, and I beg to move that Head 76 stand part. The Minister of Education is in her seat and if there are any queries, I am quite sure she is willing to answer.

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

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

HEAD 78 – MINISTRY OF HEALTH

Head 78 – Ministry of Health – was called.

Hon. L. S. CRAIG: Mr. Chairman, I beg to move that Head 78 – Ministry of Health – stand part.

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

Mr. W. O. FRANKLIN: Sir, I rise simply to query the Minister of Health. I had to visit the Casualty in the past two weeks on two occasions and by chance I had some discussions with one of the senior officers, who was concerned generally about the position in the Casualty, and figured it was as a result of the additional workload they were now carrying because of the closure of some of the polyclinics, and the lack of facilities available at the existing Casualty.

I wonder if the Minister would give this House some assurance that this acute problem is being looked at, so

that we can report to our constituents that this real human problem is receiving his attention at this moment.

Hon. Dr. D. G. BLACKMAN: Mr. Chairman, there can be no doubt that the situation in the Casualty at the present time is a disgraceful one, and I am examining ways in which I can move speedily to correct it.

The question that Head 78 – Ministry of Health, stand part of the Schedule, was put and resolved in the affirmative without division.

HEAD 84 – MINISTRY OF TRANSPORT AND WORKS

Head 84 – Ministry of Transport and Works – was called.

Hon. L. S. CRAIG: Mr. Chairman, I beg to move that Head 84 – Ministry of Transport and Works, stand part.

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

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

SUPPLEMENTARY ESTIMATES 1982–83 No. 20

Head 11 – Governor-General – was called.

Hon. L. S. CRAIG: Mr. Chairman, I beg to move that Head 11 – Governor-General – stand part of the Schedule.

Hon. Dr. R. L. CHELTENHAM: I beg to second that.

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

HEAD 12 – PARLIAMENT

Head 12 – Parliament – was called.

Hon. L. S. CRAIG: Mr. Chairman, I beg to move that Head 12 – Parliament – stand part.

Hon. Dr. R. L. CHELTENHAM: I beg to second that.

Mr. L. E. SANDIFORD: Mr. Chairman, I am really shocked and surprised. Here we have the Minister for Parliamentary Affairs; he does not get an opportunity to speak very often on Parliamentary Affairs; sometimes you wonder what it is in that particular portfolio. He does not get very much opportunity to speak on it and when the opportunity comes up, all he can say is that "I beg to move that this stand part." I would expect

to hear something from him relating to this particular portfolio and this particular topic.

I thank you, Mr. Chairman.

Hon. L. S. CRAIG: I have no doubt he would get a very sharp answer. As a member of the Debates Committee he is well *au fait* with all the work of Parliament.

The question that Head 12 – Parliament – stand part, was put and resolved in the affirmative without division.

HEAD 14 – ESTABLISHMENTS

Head 14 – Establishments – was called.

Hon. L. S. CRAIG: Mr. Chairman, I beg to move that Head 14 – Establishments – stand part of the Schedule.

Hon. Dr. R. L. CHELTENHAM: I beg to second that.

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

HEAD 16 – PRIME MINISTER'S OFFICE

Head 16 – Prime Minister's Office – was called.

Hon. L. S. CRAIG: Mr. Chairman, I beg to move that Head 16 – Prime Minister's Office, stand part.

Hon. Dr. R. L. CHELTENHAM: I beg to second that.

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

HEAD 19 – MINISTRY OF FINANCE AND PLANNING

Head 19 – Ministry of Finance and Planning – was called.

Hon. L. S. CRAIG: Mr. Chairman, I beg to move that Head 19 – Ministry of Finance and Planning, stand part.

Hon. Dr. R. L. CHELTENHAM: I beg to second that.

Dr. R. C. HAYNES: Mr. Chairman, I rise to address myself to Head 19 – Ministry of Finance and Planning under the appropriate subheads, Management and Accounting, Economic Planning in relation to other personal emoluments, as set out here.

There are two brief points that I wish to make. Firstly, like most other parliamentarians, we have been very concerned about the delay in making these payments after the decision was taken to grant the meagre increase to persons in the Public Service. Secondly, Sir, we feel that it is time that the Government look very carefully again at its programme of a reduction in the rate incomes of Barbadians under the imposed disinflationary programme which now obtains in this country.
4.25 p.m.

There can be no doubt that the public sector in Barbados is perhaps the most critical area in determining the levels of activity within the community, and the wisdom of the policy which includes major public sector constraints, within the context of a demand management programme, resulting in serious cash shortages within the community as a whole, with widespread influences at all levels, whether it be in relation to those who provide professional services or those who provide goods in the commercial sector, the impact, Sir, of that policy and Government's capacity to generate revenue to meet the services of the island, all of these things have been brought into very sharp focus at this time of the year.

Sir, I have never had any doubt that it was a mistaken policy to enter into any arrangement to reduce the real incomes of Barbadians. I have never had any doubt that it was unwise to enter into any programme that throws the entire burden of adjustment on wage earners in the community without reference to such matters as profits, transfer payments, capital gains and so on. It is in these circumstances, Sir, that I question whether or not the Minister of Finance is *au fait* with the basic tools with which he, himself, has to work, and whether he recognises the importance of cash within this type of the economy. I am particularly looking at the area of economic planning.

The thoroughly disastrous figures reported by the Central Bank a few days ago in relation to the Barbados economy, showing a further 5 per cent contraction in the gross domestic output, is an indication of the success of an unwise programme, which has been reflected on this country, and which in my view will continue to wreak further havoc. Indeed, Sir, on careful reassessment I have looked through 47 similar programmes, and only in two cases has any country been able to achieve economic growth within the context of the kind of economic management programme which obtains in Barbados at the moment. In point and fact, Sir, I believe that in that area of economic planning, lies the future of Barbados. What should be the central focus of recovery and adjustment, should be economic measures to deal with the current problems facing the country, and not monetary and fiscal measures such as have been taken in Barbados.

It is my feeling, Sir, that unless the Government looks very carefully at its attitude to wages, and its attitude towards the maintenance at a reasonable level of economic activity in Barbados, unless it looks towards boosting the productive sectors of the economy to pull it out of the trouble that it is in now, it will find itself in deeper and deeper trouble within the next three or four months.

I would hope that the Economic Planning Unit will address itself to the fact that this country, after 16 months of a programme which is inappropriate for any developing country, needs to be brought out of that, and would recognise that, by March, they should get themselves out of that programme so that we can start the path of some kind of economic development in Barbados, a restoration of reasonable income levels within the society, a restoration of the potential for enhancing our foreign exchange earnings and a restoration of a situation where we can look forward to a fall in unemployment whilst at the same time containing the level of inflation within the society.

I, Sir, have spoken in those broad terms. Let those who understand, understand. Those who do not understand, that is their problem. But I will say no more, because I know very well that those who pretend they do not understand know perfectly well what I am saying.

Hon. H. B. St. JOHN: Once again, the honourable Member has demonstrated his capacity for verbiage with little or no alternative specific suggestions, as usual with the object of attempting to confuse the quietude in the community. I have to say, Sir, that the honourable Member does have a capacity for that type of debate.

But let us get down to specifics. What are the policies that the honourable Member would introduce at this present time? I have heard the honourable Member speak now on at least 20 occasions, and the honourable Member has not put forward one alternative policy. The Government has said its policy, and its policy is that it will contain its expenditure on current and capital accounts within the amount of revenue that it can derive from taxation, from borrowings within a ceiling, or margin of repayments on those borrowings in relation to its capacity to earn foreign exchange. That is our programme. Those are the norms that we set out. So if we cannot earn more out of our existing rate of taxation, we cannot pay more.

What is confusing the honourable Member's head is that we had the capacity to give a salary increase after all. The honourable Member secretly admires Barbados for the fact that its Government at this particular period of time is able to do that; when in the United Kingdom, United States of America, Germany, all over the world,

when in countries like Nigeria millions and millions are being expelled from a country that they have been living in for the last ten or fifteen years because of the impact of the crisis that has arisen from the inability to sell oil — all of those things are taking place around us, and the honourable Member is going to come in here and pontificate on generalities and expects to be taken seriously. 4.35 p.m.

He has just come back from Jamaica, a country that in the last three years has devalued its currency at least four times, that has a foreign exchange gap now of over \$350 million. He has just come back from that country, and the honourable Member is going to come in here and pontificate on generalities.

He is not going to do like any other proper debater, because all the honourable Member is doing is politicking. He is politicking, he is hoping that he will catch the newspapers' headlines "Haynes says this, Haynes says that". Of course, the newspapers are not going to analyse the stupidity of what he says, because he has said nothing, so they have nothing to analyse. I cannot really blame them for that, because if a man does not lay out facts, figures, if he does not lay out propositions, then of course you cannot go through a critical analysis, because there is nothing to put the analytical tools on.

What are the programmes that the honourable Member is advocating? At one stage he was advocating that the Government should scrap all its capital development programmes — at the time of the last budget — and when we challenged him and we said that such a programme was inconsistent with employment retention, the honourable Member reneged on his position, because we always said we could not scrap Heywoods, we could not scrap the Cement Plant, we could not scrap Oistins, we could not scrap road works either at Spring Garden or at St. Barnabas, we could not scrap the World Bank educational programme. We said that we had to have a capital development programme because, in a society like Barbados, capital development by the Government was a key to the maintenance of the level of employment. Now, today, he is going to use our arguments as though they were his.

Mr. Chairman, somebody must take all the speeches of the honourable member over the course of the last 18 months and publish them so that everybody will understand the meaning of inconsistency. All you have to do if you want to understand the meaning of inconsistency is to follow the speeches of the honourable Member.

Let the honourable Member put this in his pipe and smoke it. Since 1981, this Government was able, and will be able at the end of this year, to proclaim to the world that it carried out the essential features of its capital

development programme, having regard to the fact that many other countries had to scrap their capital development programmes because of the downturn in economic activity.

Let the honourable Member tell this House where are the countries in the world that the international energy crisis, the international economic crisis did not affect them. Let him tell the country, let him tell the Press where are the countries that have not been affected. Tell us where in the Caribbean! Have they affected Jamaica? Have they affected Guyana? Have they affected Dominica? Have they affected Trinidad and Tobago? Tell us about that. Have they affected Venezuela? Have they affected Nigeria? Have they affected Singapore? Have they affected Brazil? Have they affected Argentina? Have they affected Britain? Have they affected the United States of America? Have they affected Canada? Have they affected Japan?

What is the honourable Member coming in here and saying? "No, they have only affected Barbados because the Barbados Labour Party is in power!" What hogwash! What foolishness! What nonsensical, inconsistent stupidity! What political pandering? He assumes that the whole of Barbados is ignorant, that they do not read, that they do not understand. That is the honourable Member's trouble.

The honourable Member is really disturbed by the fact that, notwithstanding the fact that he predicted disaster at the end of the year, we have been able by prudent management of our imports, by prudent management of our demand, to import what we needed within the context of our capability of exports. We have still been able over the course of that period of time to bring our oil resources within national ownership, bitterly opposed by the honourable Member. We have still been able to carry out the capital programme which was spoken of. We have still been able to pay a salary increase, we have still been able to have a record non-sugar production, to the extent that you have poultry farmers saying that they have more poultry than necessary. You have fruit farmers now saying that we should even ban imports from the Windward and Leeward Islands because they have more grapefruit and more oranges. As for yams, sweet potatoes, eddoes, sweet peppers, carrots, beets, tomatoes.....

I honestly do not know why it is that the honourable Member thinks it necessary, purely because of the fact that he knows that it is the duty of the Opposition to tell lies, according to his conception, in order to confuse the public, because he also believes that it is his duty not to stick to truth, not to convey the truth but to try and convey impressions, even though he knows that those impressions do not always coincide with the true facts. He does this purely for the propaganda effect.

The honourable Member has studied the tactics of propaganda. His objective is propaganda. He says that he believes in the philosophy that, if you repeat something long enough, they will eventually believe it. We have a new tactic for him. Every time he speaks, we will get up and contradict him and we will show the record of the Government. If you want propaganda, propaganda is going to be met by fact from now on.

Dr. R. C. HAYNES rose.

Mr. CHAIRMAN: I cannot entertain the honourable Member. The Minister has wound up and I am not going to entertain any general debate on economic matters at this stage. The Estimates will come shortly and I cannot entertain the honourable Member. Please take your seat.

Dr. R. C. HAYNES: Mr. Chairman, the Rules of this House say that I can speak for 15 minutes more than once. The honourable Minister did not introduce this Resolution.

Mr. CHAIRMAN: That does not mean that the honourable Minister did not wind up. Please take your seat.

Dr. R. C. HAYNES: But I am entitled to speak, under the rules, Sir.

Asides.

Mr. CHAIRMAN: Order, please. I am putting the question. Please take your seat. On what does the honourable Member wish to speak?

Dr. R. C. HAYNES: Sir, I am on Head 19 — Ministry of Finance and Planning — Management and Accounting, Other Personal Emoluments, Economic Planning.....

Mr. CHAIRMAN: The Deputy Prime Minister has effectively wound up debate on this Head. There are other Heads, you may seek to raise anything you want to raise.

The question that Head 19 stand part was put and resolved in the affirmative without division.

HEAD 20 — REVENUE COLLECTION

Mr. CHAIRMAN: There is quite a lot of work to do, and I must warn honourable Members that we must keep a close watch on time or else the guillotine will be brought into action.

Hon. L. S. CRAIG: Sir, I am happy to note that you have invited me to introduce the guillotine and that you would have no objection to it.
4.45 p.m.

I beg to move, Sir, that Head 20, Revenue Collection, stand part. You can talk now.

Dr. R. C. HAYNES stands.

Mr. CHAIRMAN: Is the honourable Member rising to second the motion?

Laughter.

Mr. CHAIRMAN: Will an honourable Member second it?

Mr. R. E. BRATHWAITE: I beg to second that.

Mr. CHAIRMAN: The honourable Member for St. Michael South Central, Head 20.

Dr. R. C. HAYNES: Mr. Chairman, I appreciate your good spirit and I really do not want to get into any major economic argument today. I have noticed many of the remarks that have been made. I have vowed not to get into the personal area, so I will ignore all of that.

There were just one or two points that I wanted to address myself to, which have direct relation to revenue generation.

First of all, Sir, I would like to just deal with one point. The level of activity in the economy, in this economy and in most other economies, determines the amount of revenue that a Government collects. If you dampen that economy down deliberately, perhaps wickedly, throwing the brunt on those who can least support it, then you will get less taxation.

But, Sir, there is one thing out of all the mouthings, I have heard from the honourable Deputy Prime Minister. I will deal with them, because there is a Resolution on this Order Paper which I hope will be debated before the television cameras of this country. Then, we join in the debate. That is when I want to challenge you. I will deal with you then. We will come to grips with it, and I am looking forward to that one, looking to it! That is what I am looking forward to!

Mr. CHAIRMAN: Order. Remember you have Hansard Reporters.

Dr. R. C. HAYNES: If you look, Sir, at the economic performance of Barbados, you will see a very interesting thing, a very interesting thing, Sir. All this talk about the international recession going from Japan to Jamaica and all over the place, if you look at Barbados very carefully, Sir, you will see one or two interesting things.

You will see that, in the first year of the recession, there has been a significant volume reduction in our export sector. There are two factors that influence your earnings, the taxation as a consequence of your earnings and the revenue generation. There are two factors that can influence your export performance. If your volumes are maintained and as a result of the recession you cannot export, or your prices fall, that is the recessionary impact on the economy. If your volumes have fallen and your prices have fallen, you have a domestic problem. Make no mistake about that, you have a domestic problem, compounded by an international recession.

If people all around you are able to maintain their level of tourists, and some increase them, and yours are falling, you have a domestic problem. Make no mistake about that. If you produce 135 000 tonnes of sugar in 1980 and you dropped to 90 000 in 1981, before the impact of any recession, you have a domestic problem. Make no mistake about it. Whatever the problem is, you have a domestic problem.

I will say this, Sir, that even if at the third year of producing at normal levels and getting reduced earnings in your external markets you did not have enough capital generation and that resulted in a fall of volume eventually, then you can say, "Well look, the primary problem is the international recession, the secondary problem is the domestic problem." Make no mistake.

Your bad fiscal management, as a matter of fact your highly irresponsible monetary and fiscal management is what destroyed this country, and this is now bringing major problems to bear on the people of this country. What you did in the first months of 1981 will never again be done by any Government in this country, has never been done by any before, and will never be repeated in the history of Barbados; what you did, and you know what you did too.

Mr. CHAIRMAN: Please, please, order please! The honourable Member please. This is irrelevant to the matter that is before us. This Head has to do with National Insurance Contributions, Personal Emoluments, more National Insurance Contributions.

Dr. R. C. HAYNES: Right, Sir. National Insurance contributions relate to salaries and your salaries are supportable only by your export earnings. It is all inter-related.

Anyhow, I think I have just replied to that one point. I do not wish to dwell on it anymore. We want the debate. That is the debate that we want.

Mr. CHAIRMAN: Order, please. The question is on.....

Hon. L. S. CRAIG: Sir, I am no Economist, I just like to listen and follow the economic giants, but my simple common sense is telling me, listening to the Member for St. Michael South Central, that our exports have a down turn.

Now let me see if I can understand this thing here. If I am manufacturing shirts and pants in Barbados, to sell to St. Lucia, for example, and St. Lucia do not have any money because of the recession, what to do with the shirts? Who am I to export them to? To you?

I do not understand it, because I hear this lot of economic jargon. Let me see if I can work it out again. Barbados is manufacturing chairs for export to Jamaica; Jamaica has no money to pay to anybody; you mean we are still to keep people employed, manufacturing the chairs? And sell them to who? Well, if you cannot sell the chairs, you cannot employ anybody in the furniture industry. That is common sense.

The other point, Sir, is about tourism and how the other places have increased theirs. As I understand it, it is cheaper to go from Miami to the Bahamas, and I believe that if I am living in the United States of America and would like to have a vacation out of the States, and you have the same sun, the sea — with the exception of the casinos; all these nice things still in the Bahamas, well, I would rather go to the Bahamas for the time being before I come to Barbados, so the tourists arrivals would have to be down.

Look you are only fooling yourself with all of this economic jargon and all of this expertise in this economic thing! It is not as difficult as you think. I am going to do a course and do it in six months. It is not so difficult.

The honourable Member for St. John fooled me in 1961 with a lot of economic language about Bridgetown. He had my head confused, too. It is not so difficult, hear! All right.

I beg to move that Head 20 stand part.

Dr. R. C. HAYNES stands.

Mr. CHAIRMAN: We just cannot have two honourable Members on their feet. It is just not done.

Hon. L. S. CRAIG: Sir, we are going to have the Estimates within another six weeks or thereabout. My simple common sense teaches me that all of these matters here, Head 19, 20, 21, all of them are going to come up for discussion in another six weeks.

I would have thought judging from what my colleague told me today that there would be no debate on this, and I am now coming to the conclusion that I

cannot trust you all, because both of them gave me their assurance that there would be no problem in getting through this, and now we are having a major debate on the economic trends of the entire country.

Mr. CHAIRMAN: Let me hear the honourable Member for St. Michael South.

Mr. L. E. SANDIFORD: I think I heard the Leader of Government Business indicating that perhaps he cannot trust us. Well, that is a matter for him.

I gave him the assurance that we were prepared to deal with this matter today. He was seeking the agreement of the Opposition to deal with the matter today, and we agreed that we would deal with the matter today, not that we would not speak on the matter.

I mean, we cannot surrender that right to the honourable Member. We agreed to deal with the matter today, and I hope he will understand these matters.

Hon. L. S. CRAIG: Sir, I must make the position quite clear.

Mr. CHAIRMAN: I cannot have this.

Hon. L. S. CRAIG: Earlier in the day I indicated I would like to have this Resolution done in all of its stages. I discussed the matter with the Deputy Leader of the Opposition, and I asked him if he believed there would be any debate on this so I could determine what time to order dinner and so on.

Later, I discussed it with the Member for St. Michael South Central and he said, "I have nothing to say on this." I said, "Can I order dinner?" He said, "It is not necessary." Now we are having a major debate! Therefore I cannot trust them, and therefore there is no dinner.

Mr. CHAIRMAN: Order please. Please take your places.

Dr. R. C. HAYNES: I want to clarify a point.

Mr. CHAIRMAN: Both of you, order please.

Dr. R. C. HAYNES: I just want to clarify one point. What the honourable Member said in relation to this conversation is partially true. I really intended to make only a few comments under one Head and no more, but the only reason why I spoke under a second Head is because you may recall the circumstances were such that I could not speak again on the one Head.

My final point is that he has just confirmed my contention by the fact that he has so eloquently pointed out that Barbados' manufacturing sector has performed

very creditably, which is the surest indication that the recession is not the major problem in Barbados. Because if there is one sector that would be most severely hit by an international recession, it would be the manufacturing sector in Barbados.

Bear that in mind. I say no more. I will wait for another time. Remember that.

Mr. CHAIRMAN: And I will like to say that the honourable Member for St. James North is certainly a budding economic expert today.

(Laughter).

The question that Head 20 stand part was put and resolved in the affirmative without division.

HEAD 21 – STATISTICS

Hon. L. S. CRAIG: I beg to move that Head 21 stand part.

Mr. R. E. BRATHWAITE: I beg to second that.

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

HEAD 25 – MINISTRY OF AGRICULTURE, FOOD AND CONSUMER AFFAIRS

Hon. L. S. CRAIG: I beg to move that Head 25 stand part.

Mr. R. E. BRATHWAITE: I beg to second that.

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

HEAD 27 – METEOROLOGY

Hon. L. S. CRAIG: I beg to move that Head 27 stand part.

Mr. R. E. BRATHWAITE: I beg to second that.

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

HEAD 28 – MINISTRY OF THE ATTORNEY GENERAL

Hon. L. S. CRAIG: I beg to move that Head 28 stand part.

Mr. R. E. BRATHWAITE: I beg to second that.

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

HEAD 30 – POLICE

Hon. L. S. CRAIG: I beg to move that Head 30 stand part.

Mr. R. E. BRATHWAITE: I beg to second that.

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

HEAD 33 – PROBATION DEPARTMENT

Hon. L. S. CRAIG: I beg to move that Head 33 stand part.

Mr. R. E. BRATHWAITE: I beg to second that.

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

HEAD 34 – MINISTRY OF EDUCATION

Hon. L. S. CRAIG: I beg to move that Head 34 stand part.

Mr. R. E. BRATHWAITE: I beg to second that.

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

HEAD 36 – MINISTRY OF HEALTH

Hon. L. S. CRAIG: I beg to move that Head 36 stand part.

Mr. R. E. BRATHWAITE: I beg to second that.

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

HEAD 38 – MINISTRY OF INFORMATION AND CULTURE

Hon. L. S. CRAIG: I beg to move that Head 38 stand part.

Mr. R. E. BRATHWAITE: I beg to second that.

Mr. CHAIRMAN: The honourable Member for St. Michael South.

Mr. L. E. SANDIFORD: Thank you very much, Mr. Chairman. Speaking on Head 38, Public Library Department and other Personal Emoluments. Is this Subhead 5? Are we looking at the same thing? Am I right?

Mr. CHAIRMAN: Personal Emoluments, Public Library, right.

Mr. L. E. SANDIFORD: I am wondering if the person on the Government side who carries responsibility for that subject in this Chamber would give us some information concerning the Public Library School Library Service. There are some statements and suggestions to the effect that that service is being transferred or moved from the Public Library to the Ministry of Education proper.

Asides.

Mr. L. E. SANDIFORD: The Minister is saying she knows nothing about it, so I am assuming that there is nothing to it. Maybe I will have to frame the matter that is concerning me and address it to someone else, because I understood it was going to the Minister of Education — but she says she knows nothing about it.

The question that Head 38 stand part was put and resolved in the affirmative without division.

HEAD 39 — MINISTRY OF LABOUR, SOCIAL SECURITY AND SPORT

Hon. L. S. CRAIG: I beg to move that Head 39 stand part.

Mr. R. E. BRATHWAITE: I beg to second that.

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

HEAD 41 — CIVIL AVIATION AND TOURISM DIVISION

Hon. L. S. CRAIG: I beg to move that Head 41 stand part.

Mr. R. E. BRATHWAITE: I beg to second that.

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

HEAD 42 — MINISTRY OF TRANSPORT AND WORKS

Hon. L. S. CRAIG: I beg to move that Head 42 stand part.

Mr. R. E. BRATHWAITE: I beg to second that.

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

HEAD 43 — COMMUNITY SERVICES

Hon. L. S. CRAIG: I beg to move that Head 43 stand part.

Mr. R. E. BRATHWAITE: I beg to second that.

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

On motions of Hon. L. S. CRAIG, seconded by Mr. R. E. BRATHWAITE, Mr. CHAIRMAN reported to Mr. DEPUTY SPEAKER the passing of two money Resolutions in Committee, and Mr. DEPUTY SPEAKER resumed the Chair and reported accordingly.

On separate motions of Hon. L. S. CRAIG, seconded by Mr. R. E. BRATHWAITE, the Resolutions were read a first and second time and agreed to. 5.05 p.m.

Hon. L. S. CRAIG: Sir, I beg to move that the House do now stand adjourned until February 22, at 12 o'clock noon.

Mr. R. E. BRATHWAITE: I beg to second that.

ADJOURNMENT

The question that the House do now adjourn until Tuesday, February 22, 1983, at 12 o'clock noon was put and resolved in the affirmative without division, and Mr. DEPUTY SPEAKER adjourned the House accordingly. 5.10 p.m.

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