

THE

House of Assembly Debates

(OFFICIAL REPORT)

FIRST SESSION 1986 - 91

HOUSE OF ASSEMBLY

Tuesday, November 22, 1988

Pursuant to the adjournment, the House of Assembly met at 12.15 p.m. o'clock.

PRESENT

His Honour L. A. WEEKES, J.P., (Speaker)

His Honour J. J. PAYNE, (Deputy Speaker)

Hon. L. E. SANDIFORD, B.A., M.A. (Econ.) J.P.,
(Prime Minister and Minister of Finance and Economic Affairs)

Hon. H. deB. FORDE, Q.C., M.A., LL.B., (Leader of the Opposition)

Hon. B. M. TAITT, B.A. (Hons.), M.P.A., LL.B. (Hons.), (Minister-of Health)

Hon. P. M. GREAVES, Q.C., B.A., (Deputy Prime Minister and Minister of International Transport, Telecommunications and Immigration and Leader of the House)

Hon. E. E. GREAVES, B.A., Ed.M., (Minister of Trade, Industry and Commerce)

Dr. R. C. HAYNES, M.B., Ch.B., F.R.C.P., (Edin.)

Hon. Dr. D. G. BLACKMAN, B.A., M.A., (Minister of Transport and Works)

Hon. M. A. KING, Q.C., LL.B., (Attorney General and Minister of Legal Affairs)

Hon. W. O. FRANKLIN, A.I.C., M.I.A.S., J.P., (Minister of Agriculture, Food and Fisheries)

Hon. N. K. SIMMONS, (Minister of Employment, Labour Relations and Community Development)

Hon. H. A. BLACKMAN, B.Sc., (Econ.), (Minister of Housing and Lands)

D. A. C. SIMMONS, Esq., Q.C., LL.M.

O. S. ARTHUR, Esq., M.Sc., (Econ.)

Mrs. M. BARKER-WELCH, (Parliamentary Secretary, Ministry of Employment, Labour Relations and Community Development)

Hon. C. V. WALKER, (Minister of Education and Culture)

Dr. E. A. SIMMONS, M.D.

Hon. W. W. HALL, (Minister of Tourism and Sports)

C. A. NEBLETT, Esq., B.A., (Parliamentary Secretary, Prime Minister's Office)

C.L. TROTMAN, Esq., M.A.

R. L. MORRIS, Esq., B.A., Cert. Ed.

P. J. M. MILLER, Esq.

R. P. BYER, Esq., LL.B., L.E.C.

D. J. H. THOMPSON, Esq., LL.B.

Prayers were led by Father Ivan Harewood.

Mr. SPEAKER: The House is in session.

MINUTES

Mr. SPEAKER: The Minutes of the meeting of Tuesday, November 15, 1988.

Hon. P. M. GREAVES: Mr. Speaker, I move that the Minutes of the proceedings of this Honourable Chamber for the meeting that took place on November 15, 1988 be taken as read and approved, Sir.

Hon. W. O. FRANKLIN: I beg to second that.

Mr. SPEAKER: If there are no corrections or observations, let these Minutes stand confirmed.

MESSAGES FROM HIS EXCELLENCY THE GOVERNOR-GENERAL

Mr. SPEAKER:

Message No. 5/1988

HIS EXCELLENCY THE ACTING GOVERNOR- GENERAL TO THE HONOURABLE THE HOUSE OF ASSEMBLY

His Excellency the Acting Governor-General has the honour to inform the Honourable the House of Assembly

that Her Majesty The Queen and His Royal Highness The Prince Philip have accepted an invitation from the Government to visit Barbados from 8th to 11th March, 1989, to participate in the celebrations of the 350th Anniversary of the establishment of a Parliament in Barbados.

Denys A. Williams
Acting Governor-General.

GOVERNMENT HOUSE BARBADOS.

16th November, 1988.

PAPERS

Hon. P. M. GREAVES: On behalf of the Prime Minister, Mr. Speaker, and by command of the Cabinet, I lay the following documents. These are all guarantees granted under the Exempt Insurance Act, Cap. 308A*, Section 2:

Guarantees granted under the Exempt Insurance Act, Cap. 308A section 32 to the following:-

- (1) CCC Insurance Corporation
- (2) Horizon Property & Casualty, Ltd.
- (3) IMI Reinsurance Company Ltd.
- (4) Jewel Re-Insurance Ltd.
- (5) Lawson Mardon Insurance Co. Ltd.
- (6) PPP Insurance Co. Ltd.
- (7) Professional Providers Insurance, Limited
- (8) PRC, Ltd.
- (9) Southern Medical Center Insurance Company, Inc.
- (10) Supermarkets Insurance Limited
- (11) TD General Insurance (Barbados) Inc.
- (12) TD Life Insurance (Barbados) Inc.
- (13) United States Sports Insurance Company Incorporated
- (14) VBH Insurance Co. Ltd.

Also Sir, I lay the Annual Report and Statements of Accounts of the Insurance Corporation of Barbados as of 31 December, 1987, Sir.

GOVERNMENT NOTICES

Hon. P. M. GREAVES: Mr. Speaker, I give notice of a Resolution to approve the compulsory acquisition of certain parcels of land at Lodge Hill and Cave Hill, St. Michael for the construction of the Airport to West Coast Highway, Sir. 12.25 p.m.

STATEMENTS BY MINISTERS

Hon. W. O. FRANKLIN: Mr. Speaker, I rise to provide this House with an update on the construction of the Bridgetown Fisheries Complex in order to provide information on the state of readiness of the new Complex as well as the cause of delay in its opening.

Background to the Project

The Project which commenced in September 1985 was divided into five (5) contracts for the various services as follows:

- (i) Contract A1 Demolition of ISL Building - Gills Engineering Works;
- (ii) Contract A2 BMC Sewerage Connection - Durahome Construction;
- (iii) Contract A3 Storm Drainage Diversion - Durahome Construction;
- (iv) Contract B Breakwaters and Piers -C. O. Williams Construction;
- (v) Contract C Buildings and Services -EGM Cape and Company (Canada).

Consultants for the Project were Stevenson Hluchan Associates Limited (SHAL) of Canada who were pre-selected and were awarded the contract at a fee of one million one hundred thousand US dollars (US\$1 100 000) and undertook to complete the Project as summarised in the Agreement for this all-inclusive fee including any changes/modifications authorised by Government. The present problems are centered mainly in Contract C.

The Complex was originally scheduled for completion in June or July 1988, but owing to delay caused by unfavourable weather conditions, extensions to the Contract to the end of September 1988 were agreed.

During August and September, a series of mandatory tests were carried out on all the vital components of the Project especially the pumping, refrigeration and blast

freezing systems, in order to commission them prior to handing over to the Ministry. These tests revealed that certain vital components did not perform as designed or desired, and it was realised that any prolonged use of the equipment as installed could result in permanent damage being done to the new plant and machinery. My Ministry has therefore declined to take over full control of the Complex until the problems with the plant are resolved. My Ministry has accordingly put the Consultants on notice that they will not be absolved of any responsibility for correcting any defects or deficiencies before handing over to Government a fully operational plant. The matter meanwhile has been referred to the Ministry of Legal Affairs and the relevant documents and correspondence between the Consultants and the Ministry are being carefully examined.

The problems identified may be divided into two (2) main categories:

- (a) cooling
- (b) refrigeration

with the former affecting the latter.

Cooling Problems:

The cooling of the refrigeration condensers is done by pumped seawater. The pumps provided are situated six hundred feet (600ft) from the intake. Seawater is expected to be drawn through the lines and pushed over the condenser coils firstly to provide necessary cooling for the cold storage and blast freezing facilities and secondly to provide the means whereby ice can be produced by the ice maker elevated and located a few hundred feet away on the other side of the building.

Marine growth has begun to clog the pipe, and particles of sand have entered both the pumps and the condensers. The resultant difficulty in priming the pumps was at first attributed by the Consultants to a possible leak in the lines as well as inordinate accumulation of marine growth. After some considerable testing, it was discovered that sand had entered the system thereby threatening the destruction of the impellers on the pumps and condensers coils. Such conditions if permitted to continue would invalidate the manufacturers' warranty for both the pumps and refrigeration equipment.

Officials of my Ministry together with an Engineer recruited through CFTC assistance obtained from the manufacturers and/or suppliers of the pumps information which suggests that -

- (i) the pumps were incorrectly installed;
- (ii) the intake line of six hundred feet (600ft) was too long, having regard for the maximum suction of the pumps;
- (iii) the capacities and outputs of the pumps were overstated.

The Consultants contracted a local firm as an independent arbiter to review the installation and determine how the sand and the difficulty in priming the pumps could be eliminated.

The ice maker is the only unit which has functioned satisfactorily but as that is cooled by seawater drawn through the same cooling lines, this too had to be shut down to prevent damage.

During the original tests the poor performance of the chill rooms, cold storage rooms and blast freezer was attributed to problems related to the cooling system and the possibility that insufficient cooling water was reaching the units. However, another independent examination of the units by officials of my Ministry assisted by the CFTC Engineer and Crown Agents' Consultant attached to the Fisheries Division indicates that the units are inadequate to provide the temperatures desired. For instance:

- (a) the Blast Freezer for which specifications were agreed for an output of 18 1/2 tons has been tested and is found to be producing just over 10 1/2 tonnes;
- (b) the refrigeration unit to the offal chill store room has never run long enough to allow any measurement of its cooling capacity.

It appears that either the installation methods used were inefficient or the equipment selected was below the capacity necessary to do the job. It appears further that the calculations did not make adequate provision for system losses through friction, pipeline length, walls, door openings and the like.

It is fortunate that as a result of the alertness of officers in the Ministry responsible for this Project the Consultants' suggestion for moth-balling the plant was dismissed out of hand and the testing schedules were maintained. Through the assistance of staff assigned from the Government Electrical Engineering Department, the Fisheries and Markets Divisions the officials of my Ministry were able to protect the Government's interests.

It must be noted that the problems I have identified and outlined for the benefit of this House, were revealed

during the tests. It is clear that the Government was saved from possible embarrassment and additional expenditure by the timely action taken. This being the case I have decided that it would be better to defer the opening of the Complex until all of the problem areas are examined, and satisfactory solutions are found. I do not intend that this Government should bear the cost of any corrective work which can be clearly traced to the inefficiency or deficiencies in design and defects in installations.

The problems have been serious ones, and we cannot afford to use short-term measures in dealing with them thereby running the risk of incurring greater expenditure and having a longer shut-down period in the future.

The opening of this Complex will therefore only be considered when all systems are fully operational.

ORDERS OF THE DAY

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

SUSPENSION OF STANDING ORDERS

Hon. P. M. GREAVES: Mr. Speaker, I move, before we proceed to Government Business, that Standing Orders 6, 16, 18, 20, 42(5), 43 and 44 be postponed for the remainder of this sitting.

Hon. B. M. TAITT: I beg to second that.

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

RESOLUTION TO APPROVE THE VESTING IN THE NATIONAL HOUSING CORPORATION OF LAND AT WALKERS, ST. GEORGE

Order No. 1 was called - To move the passing of a Resolution to approve the vesting in the National Housing Corporation of land at Walkers, St. George mainly for Housing purposes.

Hon. H. A. BLACKMAN: Mr. Speaker, the Government compulsorily acquired this 2.8 hectares of land at Walkers, St. George for the construction of the new St. George Primary School and for housing development. Of this total area, 1.6 hectares were utilised for the construction of the school and the remaining 1.2 have been utilised for resiling and relocating some of the persons who were affected by the roadworks undertaken when the Glebe project was being done. 12.35 p.m.

Fourteen house spots have been provided at this site, Mr. Speaker, and they have all been taken up already. We

have already been to the House of Assembly for the acquisition of this land, obviously, and we are now just vesting this land in the National Housing Corporation so that when the tenants are ready to purchase, the conveyances will be available.

Mr. Speaker, we have had a bit of problems with this Walkers land, and I am happy to say that most of the problems have now been solved. There are still a few minor problems remaining to be cleared up, but I can assure this House that they will be cleared up very shortly.

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

Hon. W. O. FRANKLIN: I beg to second that.

Hon. C. V. WALKER: Mr. Speaker, the Honourable Minister of Housing rightly said that this land was acquired for a school as well as for the National Housing Corporation. However under the first Education Act when the land was acquired for the school, there was left a portion of land which became useless, to Mr. Davis, and indeed the Government did acquire the additional lot. This land is located, as I said, above the Church, and it is also above our friend Coe Bird, who lived there without electricity until quite recently. The NHC however did advertise these spots for sale and subsequently, some time in 1985, November - approximately around this time - these people who now occupy the spots but who then resided on part of the Glebe were summoned, literally overnight, and advised that they were supposed to be moving to this new location.

Now what happened, Mr. Speaker, was that the houses were to be removed from the Glebe location and taken over to the Walkers location. The occupants of these houses were then distributed among persons from Wildey, the Pine and part of the Glebe. There were a few houses put up by the National Housing to accommodate a few of these people. I must say, Mr. Speaker, that the manner in which this was done, the timing, November, leading up to Christmas, saw these people being scattered all over the place and literally being told overnight that they were to be moved, and, indeed, were moved. I am talking, Mr. Speaker, about people who have lived there for over 80 years, whose sons and daughters have made contributions to this country, who were told literally overnight that they had to move.

Now what is also interesting, Mr. Speaker, is that I believe that those people at the old location on the Glebe had tenure not only under the Freehold Purchase Act, since the Glebe was the largest tenantry in Barbados, and if my memory serves me correctly, and if my advice from my late grandmother is correct, that land was once a plantation which was given to St. George Church, so they may even be beneficiaries under the Plantation Tenancies Act. They

did not ask to be moved, Mr. Speaker. They are now at Walkers and the Government is seeking to vest this land in the National Housing Corporation in order that they may purchase these lots.

Now I can say that they are anxious, willing and ready to purchase, but as the Minister stated, Mr. Speaker, there are a few minor problems as far as the purchase is concerned, and I hope that they will be straightened out. I will get back to that a little later, but they are worried because there were some other problems to do with a company or a Mr. Cumberbatch, or something to that effect, which was given a contract to resile these people. These people were removed and taken over to the Walkers area. There were also private contracts between that contractor and individuals whereby they were asked to pay an additional sum of money to do some additional work, improvements, if you will, to the properties which were moved to Walkers. Mr. Speaker, to this day that company has not completed some of that work, and these people had to go and get other people to complete the work; and if you were to look at a few of the people involved..... I think first of a Mr. Burrowes who has to be moving about in a wheel chair, who at his old home

Mr. SPEAKER: I would just caution the Honourable Member about the names he is mentioning.

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Hon. C. V. WALKER: I said a Mr. Burrowes.

Mr. SPEAKER: I am only cautioning you.

Hon. C. V. WALKER: Mr. Speaker, at the home where he resided before he was moved just across the street, there was a ramp provided for his wheel chair. The contractor now has left that home without a ramp. There was another home with a garage. A contractor was employed by the National Housing Corporation in 1985. However I think I have said enough of this; about this individual who was once praised.

Aside.

Hon. C. V. WALKER: He was praised by Tom Adams.

Aside.

Hon. C. V. WALKER: This company set about to employ sub-contractors, and to this day the work is not complete. Some Honourable Members may recall there was quite a bit of discussion in the press about this. These sub-contractors had to follow this contractor, who has not settled his commitments to this day, to the airport and stop him from getting on a plane. Up to this day some of them have not been paid. When this was reported to the media, the same contractor took me to task, Mr. Speaker, saying that it was not true. These problems still exist to this day, and I am hoping that the Minister when he would have

completed the vesting in the National Housing Corporation would consider that, as I said earlier, these people probably have rights under the Plantation Tenancies Act and they could also have rights under the Freehold Purchase Act if we want to deem the Glebe now as Freehold. They should be no less well off than other people who are living on the other section across the road in the Glebe who will have an opportunity to purchase their lands at some future time. I am hoping that since the National Housing Corporation did in fact install roads and electricity that they do not pass on the cost of that to the individuals over there and make them pay more than the people who are living across the street, because, Mr. Speaker, these people did not ask to be moved. 12.45. p.m.

They were there for over 80 years and, indeed, some of them will tell you that they know no other place, and I do not feel that because we have moved them from there that they should now be asked to pay any more than they would have been asked had they stayed across the street across from George Park Cricket Pasture, because we will have to deal and view the whole area. Although it is now called "Walkers", that particular section, a road still divides what is called "The Glebe", so for all practical purposes, the people still view themselves as being in The Glebe.

The only problem is, Mr. Speaker, that these people who have been moved to Walkers, having been frustrated and experienced the problems that they had with the contractor Cumberbatch, that these people have now given themselves their own name in that area. Mr. Speaker, they call it "Knots Landing" because they feel they have gone through so many problems for a small group of people, 14 lots, that they have come together as a community.

They now do not have lights. They had lights before. For all practical purposes these people have been disadvantaged and I am hoping that when the infrastructure is put into the Glebe, as I said earlier, the people of Walkers should not have to pay, in my view, one penny more than the people in the Glebe proper. If anything, I believe that they should probably pay less because they were disadvantaged.

Mr. Speaker, finally, I would like the Minister and his Ministry to also pay some close attention to the problem separating the school from the district because in a period of heavy rain you have the water that is coming from Rock Hall, coming through what we call "The Pass" above the primary school and the same Walkers Development.

That water, Mr. Speaker, finds itself, because there is no well in that area, down through the back of the Glebe, through the back of the church, through the back of the old

Girls' School and it winds up all the way down in Charles Rowe Bridge by Gibson's shop; and what has been happening is that because that amount of water is coming in that area, the well cannot take it in Charles Rowe Bridge. It is flooding the whole of Charles Rowe Bridge, and-, indeed, we have had a shop, like an island, completely surrounded by water so I would also ask the Minister to give some consideration to bracing the well so that we can relieve the water problem as far up as Walkers which then turns out to be a total problem right down into Charles Rowe Bridge.

With those few words, Sir, I take pleasure in supporting this Resolution.

Mr. P. J. M. MILLER: Mr. Speaker, I rise to support the resolution and to just make a short intervention.

I have heard many Honourable Members mention the social implications that are involved when we are dealing with housing and matters relating to housing and, time after time, we seem to be coming back to the same kind of problem whereby persons either appear to be, or are perceived to be, or are really disadvantaged by decisions that are taken by, be it the National Housing Corporation, or the Ministry of Housing, in successive administrations; and I believe, that one of these problems that I see that comes through clearly, was alluded to in the past by other members, and, certainly, affected my constituency adversely. I believe that it would more or less bring us to a point where we would have to seriously examine what is really our policy as it relates to housing and the use of land for housing purposes such as obtains now in Walkers in St. George.

I just believe, Sir, that one of the things - I just want to make one particular point because I am sure that there would be other times when we would have a debate when we could really go into housing - but one of the points that I wanted to make in my short intervention was that we have to decide in our own minds what is really, to my mind, the improvement of a community, vis-a-vis the establishment of a housing area or the provision of housing sites in an area that was not otherwise a community - that was an open pasture or an open lot.

I believe that this is where we seem to be running into a problem- all the time in terms of people who lived in the area before not being able to remain in that area because of decisions that were made in a higher place - a decision to move them and scatter them all over the place. I believe, that we come back again to the same kinds of social implications that we continue to discuss time and time again.

I would just like to say that I think the time is ripe for us to seriously look at how we deal with the kind of problem as it relates to the overall housing situation in Barbados.

Mr. SPEAKER: Specifically so to the Resolution that we are dealing with.

Mr. P. J. M. MILLER: Specifically so to Walkers, St. George. I have a slight interest. I happen to live in the area.

Mr. SPEAKER: The Honourable Member for St. George South.

Mr. R. P. BYER: Yes, Sir, anything that has to do with St. George, I must get into it, Sir.

Mr. SPEAKER: But I must still remind you that we are not dealing with the entire province of St. George. We are only dealing with a Resolution pertaining to a particular section which says "to move the passing of a Resolution to approve the vesting of land at Walkers, St. George" and I take it that it refers specifically to this particular area.

Mr. R. P. BYER: Sir, being the Chairman of Committees as I am in this Honourable House, I am very mindful of the limitations and the parameters of debates and I am certain that I will not go outside of the parameters of this debate, but I am still very grateful to the Speaker for reminding me of my responsibility as a member of this Honourable House to keep within the parameters of the Resolution. From time to time, Sir, I will ask for a little latitude but I am not so doing on this occasion, because I am confining myself to Walkers, St. George, Sir.

I would want to congratulate the Government for continuing its environmental work in St. George and, especially, the Walkers Development. As I pass there very often on my way to and from town, I see the beginnings of what will, eventually, I hope, be an inland city, if it may so be termed.

Sir, this is not The Tale Of Two Cities. It is a general city that I am talking about and I lament that so many difficulties were experienced in arriving at the point that we are at at this stage. 12.55 p.m.

But nevertheless I would hope that we will learn as Governments in Barbados should learn from the problems that are involved when it comes to resiling large communities, and that in the future very careful selection will be made of the persons who are actually involved - the contractor, Sir, that is - in the actual removal of people from one part of a community to another part of the community. The residents of that district had been long-suffering, and I am certain that the pleadings of the Member for that constituency will be taken, and that speed, great

speed and resolution will be used to further alleviate the difficulties that they are having at this moment.

It is very unfortunate that the problems with the contractor resulted and I would hope that in the very near future that the needs of the residents of that district will be met and that they will be given the opportunity to enjoy the kind of life and the kind of comforts that they were in the habit, Sir, of enjoying.

Thank you very much.

Hon. H. A. BLACKMAN: Mr. Speaker, I would just like to say briefly that most of the problems being spoken of by the various representatives are problems that existed before this Administration took office. And I think that point has to be clearly stated.

Mr. Speaker, we had problems at Alleynedale. Those problems have now been sorted out and the people who own the houses at Alleynedale have been moving back in. We had problems at Checker Hall. We have sorted those problems. I stated in my introduction that we had many problems at Walkers, most of them have been sorted out and some are still there to be sorted out and they will be sorted out.

So I think that point had to be made, that the problems that Members are speaking about had nothing to do with this Administration or with this Ministry, at least, not since this Administration took office. And I think that point has to be made known.

But still, Mr. Speaker, most of what the Honourable Members have said has been noted and they will be attended to in due course. I thought I had better make the point that the problems that are being spoken of had nothing to do with this Administration.

And I beg that this Resolution do now pass. Hon.

N. K. SIMMONS: I beg to second that, Sir.

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

RESOLUTION TO APPROVE THE VESTING IN THE -
NATIONAL HOUSING CORPORATION OF A
PARCEL OF LAND AT OXNARDS, ST.
JAMES, MAINLY FOR HOUSING
PURPOSES

Order No. 2 was called - To move the passing of a Resolution to approve the vesting in the National Housing Corporation of land at Oxnards, St. James, mainly for housing purposes.

Hon. H. A. BLACKMAN: Mr. Speaker, this Resolution again seeks the vesting of this property in the National Housing Corporation.

A few years ago, when the owner of this property died, this property was in considerable arrears with the Land Tax Department and other debts to the Government; and his estate, in order to bring down the debts, or in some cases wipe them off, decided that they would offer to Government two bits of property - one is just over one acre of land at Oxnards and the other one is a house on Bay Street.

The National Housing Corporation workers are now renovating the house at Bay Street to provide Government offices, and this Resolution is about the vesting of the land in the National Housing Corporation.

The land spoken of here, Mr. Speaker, abuts on to other Government land in that area at Oxnards. So the entire portion of land is being treated as one for sites and services and housing purposes.

Before I move the passing of this Resolution, Mr. Speaker, I think that it is necessary that I say a few words in answer to certain statements made last Wednesday in the Other Place by the former Member for St. George South, former Attorney-General I think it was. During that speech, although my information was that most of what he said was responded to by Members of this Party, nowhere in the media whether electronic or in the printed media did I see any of the rebuttals from this side. In the speech delivered last Wednesday, Mr. Speaker, this Senator said that nothing worthwhile has happened in housing since this Administration took office.

I do not want to debate housing because there is a time and a place, but I believe that when statements are made and they are not answered, people get the wrong impression. And I am saying that anyone who is willing to see can see that the concessions that this Government made to the housing sector in its Budgetary Proposals in 1986 has caused a surge in building construction that has not abated since then.

The Honourable Member who spoke will have to understand that this Government is still trying to correct a lot of errors that we discovered.....

Mr. SPEAKER: May I enquire of the Honourable Member if he is replying to a speech made on this same Resolution today or one in the past?

Hon. H. A. BLACKMAN: Yes. Well on an acquisition Resolution.

All right, Mr. Speaker, I take the point. But under acquisition, I am just responding to the acquisition part of it.

Aside.

Hon. H. A. BLACKMAN: A general point. I will just make the general point.

Laughter.

Hon. H. A. BLACKMAN: And under acquisition, this Honourable gentleman made the statement that this Government is an acquisition Government.

And the point that the Member has to understand is that this Government is only acquiring land in constituencies where the Government does not already own land, and that is the primary reason for acquiring land. And the point is if you are going to make available thirty-five or forty house spots in every constituency or in each constituency, you will have to go into certain constituencies and acquire land.

He also said that the Government should, when they are dealing with the acquisition, and I am dealing with acquisition and vesting, he also said....

Aside.

Hon. H. A. BLACKMAN: Senator Tull.

Asides

Laughter.

Mr. SPEAKER: Now.....

Hon. H. A. BLACKMAN: He also said that the Government.

Mr. SPEAKER: You cannot - I am in the Chair. Let me get this right with Honourable Members. The Chair is not ruled by any one individual Member. I am in authority over the proceedings and what I allow, I allow within what I consider discretion even to make the point the person wanted to make. And I will give them the opportunity to express the point until I am satisfied that that point is a breach of the Rules of the House.

Now the Honourable Member is persisting along a line which I consider is not appropriate for this Debate, and I am sure he will not continue along that line. 1.05 p.m.

Hon. H. A. BLACKMAN: Thank you, Mr. Speaker. I stand by your ruling, Mr. Speaker. I believe that there will be a time and a place to respond to the gentleman and I will do that at the appropriate time. I would just like to say, Mr. Speaker, that this Government has nothing to be ashamed of in land acquisitions, nothing to be ashamed of because

when you look at the number of people who have applied for house spots, the Government may even need to do more acquisitions than what they are doing at the moment. I would just like to say, Mr. Speaker, this Resolution seeks the vesting of the land at Oxnards in the National Housing Corporation, and as it abuts on other land of the Corporation the entire area will be used for housing and sites and services purposes. Thank you.

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

Hon. W. O. FRANKLIN: I beg to second that.

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

COMMITTEE OF SUPPLY

Order No. 4 was called - To move that this House resolve itself into Committee of Supply to consider the grant of sums of money for the service of the island.

On the motion of Hon. P. M. GREAVES, seconded by Hon. W. O. FRANKLIN, Mr. SPEAKER left the Chair and the House went into Committee of Supply, Mr. R. P. BYER in the Chair.

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

Order 4(a) was called - To move the passing of a Resolution to grant the sum of \$29,981,951 out of the Consolidated Fund and to place it at the disposal of the Government to supplement the Estimates 1988-89, Part H - Capital as shown in the Supplementary Estimates 1988-89, No. 3 which form the Schedule to the Resolution.

Head 84 was called.

Mr. CHAIRMAN: Sir, this is Head 84, not Head 42.

Asides.

Mr. D. A. C. SIMMONS: We just want to know which one we are on.

Mr. CHAIRMAN: The Honourable Member may proceed.

Hon. Dr. D. G. BLACKMAN: Mr. Chairman, this Resolution is a Supplementary for the Ministry of Transport and Works. It embraces both Current and Capital Expenditure. The Head under which Current Expenditure is set out is 42. The Head under which Capital is set out is 84. For some administrative reason unknown to me Head 42 comes in the form of an Addendum.

(Asides)

Mr. CHAIRMAN: Before we proceed could we have the matter clarified and the correct Head called so that I will know.

Hon. Dr. D. G. BLACKMAN: Head 84, Sir.

Asides.

Mr. CHAIRMAN: Yes, that is correct - Head 84. That is correct. Could I have the matter recommitted and called again? Let us go through the procedure again and do it properly this time please.

RESOLUTION FOR \$29,981,951 - PART II, CAPITAL

Head 84 - Ministry of Transport and Works. Subhead

5 - Renovation of Government Buildings. Subhead 8 -

Private Tenantry and Subsidiary roads.

Subhead 15 - Highway Rehabilitation (Force Account).

Subhead 16 - Highway Rehabilitation (I.C.B.).

Subhead 17 - Highway Improvement. Subhead

23 - (f) Road Transportation (new).

Hon. Dr. D. G. BLACKMAN: Mr. Chairman, you will recall that earlier this year during the Budgetary Proposals the Honourable Minister of Finance proposed that all payments with effect from June 1st into the Transport Levy Fund would be paid into the Consolidated Fund instead. Subsequently in this House we approved the amending legislation which made possible the payment of Transport Levies into the Consolidated Fund.

The programme for the Ministry of Transport and Works for the current financial year was predicated upon the assumption when it was approved in the Estimates earlier this year that it would be financed jointly by sources from the Consolidated Fund as well as the Transport Levy. Since Transport Levy monies have been paid into the Consolidated Fund it is now necessary to take them back out via the route of Parliament. So a substantial portion of the money sought is money which came from the Transport Levy Fund and which was paid into the Consolidated Fund and now returned to finance the programme or that part of the programme for which it was allocated at the beginning of the current financial year.

Head 84, Subhead 5 is self-explanatory. It deals with continuing work on Government buildings such as Parliament, Marine House and the many other Government buildings which are in a sad state of disrepair.

Under Subhead 8 the amount of \$1 million is being sought in order to carry out rehabilitation work of a short term nature in the Scotland District. Between June and October of this year the average amount of precipitation obtaining in Barbados doubled that which existed between the years 1970 and 1987. This unusual amount of rain has wrought havoc on our roads particularly within the Scotland District where the nature of the soil lends itself easily to erosion. 1.15p.m.

There are several areas within St. Andrew and St. Joseph which are being poorly used by members of the public at this time, or not used at all, and this \$1 million is sought for this rehabilitation work.

You will excuse me, Sir, I have the wrong Head. This comes from doing it in an order that I am familiar with. This is Head 42 - Maintenance of Roads, that I have slipped back to. The item of \$1 million deals with normal repairs and maintenance of existing roads and not the special repair programme for the Scotland District, which I will come back to later under Head 42.

Subhead 15, called Highway Rehabilitation (Force Account). This is that part of the so called World Bank problem. I am sorry, programme. The two words become synonymous in many respects, Mr. Chairman.

Aside.

Hon. Dr. D. G. BLACKMAN: Not to me, to the ill considered and hasty way with which it was implemented. My contribution is to correct these errors, Sir.

The Force Account relates to that aspect of the programme's work that is done exclusively by the Ministry of Transport and Works, and this sum of money is sought to continue the MTW work under this particular programme. The roads that are being rehabilitated by Force Account include Salters, Carmichael, Bank Hall Cross Road, etc.

Subhead 16 is a request for the sum of \$3.850 million, again a part of the so called World Bank Programme, which is done by private contractors. This money goes to pay for the existing roads under construction under this programme. Highway 5 from Bussa to Six Roads (Bussa Statue to Bussa Circle), Warrens to Sturges, and the rehabilitation of Highway 2A.

Subhead 17 - Request for the provision of \$1.422 million goes toward the construction of road junctions, footpath, bus lay-bys, *et cetera* - normal routine work in the course of MTW's multifarious functions for the public of Barbados.

Item 84, Subhead 23 - 13, Subsidies. It is necessary to give some background to this.

Between 1981 and 1984, 130 chasses and bus bodies were purchased by the Transport Board. The Ministry of Transport and Works undertook the responsibility of raising money to finance the purchase of this rolling stock. It included money raised from suppliers' credit, foreign loans - loans from foreign banks, that is - and some loans raised from the Barbados National Bank.

This money was raised on the understanding that repayment reimbursements would be made from the Transport Levy Fund. Between 1983 and up to May this year the Transport Levy Fund continued to make payments to the creditors of the Transport Board in respect of these buses. With the transfer of the Transport Levy Fund to the Consolidated Fund, this accounting procedure has become necessary in order that the Ministry of Finance may legally assume responsibility for the payment of these debts under its Item, Charges of Debt. This is a purely accounting procedure which is consequential upon the transfer of the Transport Levy to the Consolidated Fund. All of the debts which were charges on the Transport Levy Fund have now become charges on the Consolidated Fund and it is necessary to use this accounting procedure to make it legal.

With that I beg to move that this Head now stand part of the Resolution.

Hon. W. O. FRANKLIN: I beg to second that.

Mr. D. A. C. SIMMONS: Mr. Chairman, I do not know if the Minister would know or if it is better for the Minister of Housing to reply in relation to Marine House. I see funds voted here for the renovation at Marine House. 1.25 p.m.

There has been a lot of inconvenience caused to the various Ministries which occupy Marine House, and I wonder how much Government intends to spend in the balance of this financial year in regard to Marine House specifically, because I believe that the repairs and renovations that are needed at Marine House are substantial.

Government should be aware that on 21st May, 1986, a report was submitted, seven days before the elections, to the Ministry of Housing specifically addressed to the officer in that Ministry who deals with the supervision of

Government buildings, identifying the structural and engineering problems and identifying the root cause as going back to 1970 when the hotel school came into operation. You did own it then. You bought it from Fergusson in the Sixties. The floor of the hotel school 'area was in a good condition having generally been replaced in 1970 to house this activity. I will show you the report. It was not 1970? Do you want to explain when it was bought? •

The greatest problem at Marine House was the west wing area where the first and second floors revealed a tremendous amount of sagging and were structurally *** inadequate to safely support the office loading to which they were and are subjected. The floor of each corridor in May 1986 was already deflected approximately three inches, and it was then envisaged that it would deflect even further under the loading that was anticipated to follow. The structural engineer warned Government at the time that ultimately there would be a collapse of the west wing of » Marine House. I believe they recommended to Government that, in their opinion, the floors were thoroughly unsuitable for normal office loading, and remedial work had to be undertaken immediately to reduce the probability of complete structural failure.

What concerns me is that two and a half years have gone by and I do not know what remedial work was done to * the west wing having regard to the warnings of the structural engineers in 1986. We know that a few¹ months ago there had to be some evacuations from Marine House. Of course, one has to sympathise with the situation because Marine House was originally a hotel which was converted for use as Government offices and was not fully converted for the purpose to which it was ultimately put over the 18 or 16 years that Government has owned it. I would wish to hear, Sir, from perhaps the Minister of Housing if he has the information - what you call the superior landlord - precisely what Government intends to do in terms of the renovation or the structural repair of Marine House to ensure its safety down the road.

Secondly I should like to know whether Government ** is going to continue to occupy it with the number of Ministries and persons who currently occupy it, or whether Government is going to look for alternative accommodation and ease some of the pressure on the existing structure, because; I had occasion last week to visit the Solicitor General's Chambers in the Windsor Hotel and that is a very temporary accommodation, not at all commodious and "" comfortable. So I would like to know what long term plan the Ministry responsible for Marine House has with a view to remedying the problems which have existed, both the physical structural problem and the problem of accommodation and conditions of service for people who work in Marine House. I know that the whole structure has problems, but the west wing was in worse condition than

the east wing, and while the structural engineers were saying in 1986 that you could live on with the east wing, they were urging then in May, 1986, that immediate remedial action be taken on the west wing. So we just want to hear from Government what are Government's plans for the Marine House.

Hon. P. M. GREAVES: Mr. Chairman, I am not specifically replying to the questions asked by the Honourable Member for St. Thomas. They were asked quite properly of the Minister responsible for lands in whom all Government property is vested. When that property was first acquired, it was vested in the then Minister for Lands who happened to be myself, and they were acquired in 1972, and occupation of that building by Government offices began in December of that year. Some alterations, as time went by, had been made to that structure by both Governments. They both decided to remove certain partitions as in fact suited, I believe, the exigencies of the service at that particular time.

When I moved in, Sir, some inferior walls were removed, but they were said, and I believed it, not to be structural, so that in fact that in itself did not then, as I understood it and as was advised, affect in any way the structure of that building.

Sir, that building was acquired for as far as I can remember a little bit more than Si million sixteen years ago, and I believe, Sir, as values go today that we got really more than our value out of it, although one would prefer that we would be able to continue to occupy it even for much longer. The building, as was said by the Honourable Member, was really built as a hotel. It was not built for Government offices; it was not built for the kind of loading that was placed on that building ever since it was occupied by the Government for its own purposes. In fact, primarily, Sir, it was really acquired in the first place for the hotel school, but because of the needs of the Government and so on, we had to move certain offices into that building from time to time and at the expense of the hotel school. The hotel school was pushed further and further away from the accommodation so that it then could not carry out the functions that in fact were planned for the hotel school inclusive of an area for residences. 1.35p.m.

That was the main purpose for acquiring the building, so that persons who are being trained in the hospitality section of the economy would be able to acquire a first-hand knowledge of serving the public. It never came about.

. It was intended that a section then would be set aside as rooms where persons could come and pay and have accommodation as paying guests, but that never came about because the needs of Government grew too rapidly, and,

from time to time, we had to put into service some of the available space that was there for Government offices.

The position has been, Sir, that the place has been overloaded with human cargo because we had sometimes to put several persons in one room. It was also overloaded with office equipment and I am referring now to filing cabinets, safes, bookcases, a lot of files, a lot of paper which can be very heavy, a lot of books which can also be very heavy. That building, was, in fact, in a sense, maltreated, if you want to put it that way, because it was not intended for that purpose, but that is not all, Sir.

Then there were lots of airconditioning units brought into place in that building and that, also, created another problem. It not only created the problem of extra loading, it could also create a different problem of a fire hazard. For one thing the wiring, and I do not know the electrical terms, was never intended for that kind of electrical load that was placed upon it. There is little wonder, Sir, that it did result in 1986 in a report having to be commissioned in May of that year. Little wonder that the building continued to be serviceable up until then.

I believe, Sir, that there are some conflicting, as far as I can recall, engineering reports on Marine House. As far as I recall, some engineers feel that it should be completely demolished and I know of a single engineer who, I believe, did a study on it - he is not in the Government Service at the moment - who feels that some remedial work can be done in order to shore up that building.

I am not an engineer, Sir, and I cannot get into the conflicting opinions expressed by these officers. What I do know, Sir, is that the place had to be evacuated almost in a hurry.

The West Wing, as I understand it, - no officers are occupying the West Wing of that building. The top floor of the East Wing where the Attorney General's office is, I believe, is not fully occupied, but the point is that there is a problem at Marine House. We have to acknowledge that there is a problem at Marine House. We have to look for it and we have to look for it in the context of Government's needs for office accommodation.

When Marine House was acquired, it was acquired as then what was called the Marine Hotel. The property extends right back up to Abergeldie, I believe, which abuts Dayrells Road. It has a lot of space there. It is about 14 acres which is ample justification for it. I think we did exceedingly well when we acquired that property with the kind of acreage on which that property rests and sits.

Sir, there is a lot of space there where we can carry out some office building but that requires considerable planning, even for that area, because one has to be able to get to it, because it is directly behind the Marine House.

Aside

Hon. P. M. GREAVES: I am not sure if the school is still going there. There is a lot of land up there. A school does not need 14 acres. The school can go on one section of it. The school does not have to go on the total area that is unused at Marine House and, I believe, Sir, that there is a lot of land there that can be used for office accommodation.

The school that they are talking about is a primary school and there is no primary school I know that occupies that kind of acreage. All it needs is land use planning for that area. It probably should have been done long ago but there is land use planning needed for that area and the Government will have to be sitting down and taking a good look at it and looking at its office accommodation as well.

My office is in three different sections now. I am in the Port Authority building, one section is in Herbert House and another section is at the Airport. That shows, Sir, the urgent need for office accommodation and this always has to be borne in mind when we are looking for, not only a replacement for Marine House, but we have to look at the Government, needs as a whole in terms of office accommodation.

In terms of specific responses, I believe, to the questions asked by the Honourable Member for St. Thomas, I probably went some little way but, I believe, that the Honourable Minister for Housing will be able to do so in more detail and a better way than I could give.

Hon. H. deB. FORDE: Mr. Chairman, Sir, Marine House happens to be in my constituency and it is specifically for that reason that I have continued to show some interest in the building. I do not think that anyone would query the price paid for the building at that time. Hansard will show that it received the support of the then Opposition.

I was a member of the House at the time and I spoke specifically on the particular Resolution when it came before Parliament and I think that we were all satisfied then, certainly, for the land value which was there, that there was enough land to justify the \$1 million which was paid for the acquisition of Marine House.

My concern has been that the Ministry of Housing and Lands has never really developed a land use plan for Marine House from the inception through successive

administrations. There has been no real overall development plan for the area and we have, therefore, found ourselves where development has been truncated.

Permission was given to a couple of sporting activities to construct on the grounds of Marine House headquarters. 1.45 p.m.

At one stage the Swimming Association had plans for an Olympic size pool. Those plans have since been abandoned. I believe that there was some development of tennis at the courts at Marine House but once again, the plans for the development of the tennis courts seem to have been abandoned. Squash courts were constructed and very well used and indeed, the development of the sport of squash has been spurred on by the construction of those courts. And then there are facilities for karate and I believe a building was constructed there as well for the use of that Association as well as for badminton. And it is now proposed, Sir, to construct at the eastern, I think it would be •* the north eastern, end of the grounds, the new St. Matthias Primary School. I would expect that the school would need about five acres both for grounds as well as for the building. In fact, some years ago, the existing St. Matthias Schools were provided with a playing area nearer to 2nd Avenue, St. Matthias and that area is still used by the students for games. Unfortunately, part of the Marine House grounds is • in a bit of a flood area and it will be necessary to undertake some drainage works on the western side near to St. Matthias or Pleasant Hall housing district.

The building itself, I would submit, Sir, has quite a bit of architectural interest. And I would wish to see preservation of the building and that we be clear in our minds as to the specific purpose for which we would want * to use that building in the future. There is no doubt that we have overloaded the structure. No proper survey was made as to how much load it could take, and the substantial problems on the west side have been caused because of the heavy load of books, files, *et cetera* that have been placed in that area. There is a Law Library, a substantial Law Library in the Ministry of the Attorney-General and I think one does not sometimes calculate the load which books in a *** library of that size bring on to the superstructure. But not only has the problem affected the west wing, as the Honourable Member for St. Thomas so carefully pointed out to <he Committee, the east wing itself is in some danger and I believe even to the point that some part of that east wing may collapse.

And I think what is necessary for the Government to do now is to take some temporary steps, and I believe that this Resolution must have that in mind, to shore up - although we do not know, the Minister could tell us when he replies - these two wings as a temporary measure. But I think, Sir, there ought to be a lot more done. We need a long term plan for Marine House. It provicL ; a good deal of

floor space either for offices or for the Hotel School. I understand that the Government is at present in the market seeking to purchase another building within my constituency for the Hotel School. I do not know if it is thought that that will be more commodious than Marine House would be. But I think the Government should give consideration to getting funds to rehabilitate Marine House and use it as the main training centre for the Hotel School and look for alternative accommodation for the Ministries which are still housed there elsewhere. The setting is right. It attracts a large number of people to lunches there. It is an ideal ballroom and place for functions, subject of course to the noise factor. And attempts have been made by the Ministry of Housing, to control the noise; in fact there are guidelines set out by the Ministry about the noise factor for people who are in the surrounding areas. So I hope the Government could reveal a bit more of their plans, if there are any, Sir, for the preservation of Marine House.

There is another building owned by the Government at the entrance to Marine House if you are coming off Hastings Road which houses CTRC. That, too, is a building of historic interest, and I think it is important that both buildings be seen in the same light and be kept as part of the architectural history of Barbados.

Under Subhead 8, Sir, I see that the Government proposes, by this Supplementary, to finance a number of other tenantry road projects scheduled for execution during the fiscal year. And perhaps the Minister would tell us which roads.

There is still a large number of tenantry roads within my own constituency that remains ready for this type of treatment. So the Minister could tell us what tenantry road projects were completed or being attended to during the Financial year, in which particular constituency. Some of the constituencies that I drive pass on mornings, Sir, I can see a few being done, as you come down to the Belmont School and that area.

Aside.

Hon. H. deB. FORDE: Howell's Cross Road. So I recognize those, Sir. He has not got to mention all in that area. But I would like to know which are the tenantry roads that were being financed under Subhead 8 and what are the others for the year, in what parishes and constituencies they are, Sir.

I also note, Sir, that part of the vote will be for the rehabilitation of some of our roads. And I really want to talk particularly about my own constituency. I do not know if the Minister, although he lives in my constituency now, Sir, I do not know if he takes the time to leave Queen's Way....

Aside.

Hon. H. deB. FORDE: - Where the Minister lives, Sir, is Queen's Way. That is what it is called. That is what the road is called -.....and come into the other areas to the back of Queen's Way, but he will find, Sir, that there are areas that are in a bad state of repair. Even the temporary patching is not being undertaken. I can start with Balmoral Gap right next to the St. Matthias Church wall. If you come up St. Matthias Main Road by Cot Printery, between Cot Printery and St. Matthias Church, you will find that there are so many pot holes.

Asides.

Hon. H. deB. FORDE: All right, Sir. I am told that they are now doing it today. They anticipated starting today. The Minister of Community Development - I want to hear that, Sir -

Aside.

Hon. H. deB. FORDE: - in anticipation of my raising the question. I welcome that.

Aside.

Hon. H. deB. FORDE: So that I am very glad to hear that at least the holes are being temporarily filled.

Another thing that has happened, Sir. I move from that one and go to Dayrell's Road - Dayrell's Road from its junction with Rockley Road by Silver Beach, Sir. As a matter of fact aising out of the holes in that road the Government, Ministry of the Attorney General, will soon have to be dealing with a case of a visitor to the island who was going to shop along that road and found herself falling within a hole that had been reported on several occasions to the Chief Technical Department of the Ministry. Nothing was done about it. and an American is bringing a lawsuit for the damage which has resulted. But there have been no repairs done to that area, Sir. 1.55p.m.

In the Golf Club Road, Sir - the main Golf Club Road - once again if the Minister drives in that area he will find' that the road has several deep holes. I am not talking about just a small break in the road surface, substantially deep holes. The same goes for areas like Fairway Gardens, the whole of the Rendezvous area as well. If you come up the hill, Sir, the same goes for Gunsite Road, Rollins Road, and Observatory Road. The Honourable Member for St. Philip North would know Observatory Road, Sir, because he used to traverse that road. Well, although that road is now a one-way road, the heavy vehicular traffic that has traversed it has caused very serious problems in the deterioration of the

road service. Since a Mr. Bourne has left the South Depot there seems to be nobody who is attending to the regular maintenance problems in this part of Christ Church: I am aware that this part of Christ Church

Mr. CHAIRMAN: The honourable Member has another 2 minutes.

Hon. H. deB. FORDE: was formerly under the St. Michael repair depots. It has been transferred to South Point and there was a very enthusiastic young officer called Mr. Bourne who was carrying out the duties there and had an overall programme for the Christ Church roads, and started executing it. He has been moved. I am sure my experience is probably the experience of Honourable Members for the Christ Church constituencies. I can cite West Central, the road coming from Sargeants Village and going between Kendall Road and Sargeants Village and Graeme Hall. The same problem has occurred there....

Asides.

Hon. H. deB. FORDE: Briar Hall, and I would ask the Minister to look into the complaints which we are hearing that there does not seem to be an overall programme for the maintenance of the roads in these parts of Christ Church, Sir. I think I have exhausted my time.

On the motion of Hon. P. M. GREAVES, seconded by Hon. B. M. TAITT, Mr. CHAIRMAN reported progress to His Honour the Speaker, and asked for leave to sit again, and Mr. SPEAKER resumed the Chair and reported accordingly.

SUSPENSION OF SITTING

Hon. P. M. GREAVES: Mr. Speaker, I move that we now suspend for 1 hour until 3 p.m. for lunch, Sir.

Hon. W. O. FRANKLIN: I beg to second that.

The question that the sitting be suspended until 3 p.m. for lunch was put and resolved in the affirmative without division, and Mr. SPEAKER suspended the sitting accordingly.

ON RESUMPTION

Mr. SPEAKER: This sitting is resumed. When the suspension was taken, the House was in Committee of Supply. To that it shall revert.

COMMITTEE OF SUPPLY

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

Mr. D. A. C. SIMMONS: Mr. Chairman, I wish to speak on other Subheads under Head 84 having dealt with the Marine House and its problems. I understand the Minister of Transport's plea *ad misericordiam*, that there ^ has been a super abundance of rain in the last two months, precipitation I think he called it, which has accounted for the substantial amount of the damage to road surfaces. That was a problem for many years now. The Minister says that it has got particularly worse this year. But it seems to me, Sir, that we have been making that excuse for I would think the better part of 8 or 10 years now.

I remember when this party was in Government it was our contention that the quality of bitumen being used, allied to heavy rainfall, and compounded by an influx of very heavy vehicles which were not designed for use on our roads, contributed to the annual deterioration of road surfaces. As I said, even though I will accept that those are three contributing causes to the state of disrepair, I think there will have to come a time when as a country or as a ** Government the Administration will have to grapple with trying to find a solution for those problems which will ensure that the roads last longer.

I do not know what the present Government's findings are in regard to the quality of bitumen and whether there is any plan which Government has to import a better type of .. material if it can be imported at comparable cost.

Asides.

Mr. D. A. C. SIMMONS: If Taitt will shut his mouth - Sir, if the Minister of Health will just observe Standing Order.... I think it is 18, Sir.

Asides.

Mr. D. A. C. SIMMONS: I cannot hear myself, Sir and I am not being frivolous, Sir. I am trying to extract from the Government what collectively we can do about having a better quality of bitumen that would ensure a longer life of the road surface. We have not heard anything announced from the Government and I would like to know. -Because I said and I repeat, Sir, it is all well and good for us to make the complaint for the last 8 or 10 years that we have these problems but we have got to find solutions to them.

Now in my constituency in particular, Sir, we have a serious problem with subsidiary roads. 3.10p.m.

There are tenantry roads which it had been hoped to repair in 1986 and 1987 and we have not been able to do anything to them. I speak particularly of Lion Castle. An attempt is being made at Highland and an attempt was made last year at Dukes and Bennetts, but I warned in September

or October last year that what was being done at Dukes and Bennetts would have resulted in a waste of taxpayers' money and I have seen it come to pass.

At Dukes and Bennetts the Government put down marl fill and rolled it, and as soon as the heavy rains came it all washed away. We cannot continue to do that. It would be better if we do one tenantry road in the parish, but do it properly, each year. If you cannot afford to do two a year, I cannot quarrel because we have 27 constituencies to look at; but merely to put down the marl fill, roll it and allow the rains to take a toll is no use, it is a waste. I hope that this year if any tenantry roads are going to be done in my constituency that the Government takes a look at the experience of last year and tries to improve on the quality of work that was done.

We do not have to Barber Green every road every time we do one. In the old days there used to be binding agents which were used when you put down the marl to bind it. It was not a Barber Green but it held when there was rain, allowing for proper drainage. Lion Castle, Content, Highland, Bennetts are tenantry roads which require immediate attention.

Worst of all are two subsidiary roads off the main Shop Hill Road, Sir, and opposite to the road going to Christie Village. They are unnamed so I cannot give you the names. I know to whose houses they lead and I will not call the people's names. However, one in particular near Grand View Heights on the other side of the road is in need of particular repair. Really if you can get something to go in and scrape the road and level it, and then run the roller over what we used to call the white road, that would be a help. You do not even have to put in Barber Green, just level it. Take off the rocks that are coming out, level, roll and we could get by.

That is what I have had to do where I live. It is probably known that I live perhaps in one of the worst roads in the whole of Barbados, if not the Caribbean. I hear help is coming next year, from my parliamentary representative, but last week I was marooned. One morning I could not get to work because of the level of the water and I had to wait for it to go off. I called MTW but two of the residents had to rent a bobcat and clear the side of the road so that we could get out later on in the day, Sir, to work.

I am hoping that the Minister will help us with a little scraping of that road; or even if he had connected Neil's Tenantry with a strip of road about the length of this room, we would have been able to get out the other way towards Sailors and Charles Rowe Bridge, but at the moment part of that is pure mud and we would have stuck up in the car.

Anyhow, Sir, I am not going to rely exclusively on the Ministry and I am pleased to say that two of the residents of

Neil's including myself, resorted to self-help so we could get to work about 11 o'clock that day.

Sir, the Minister would not come down by that part of the constituency and see about 12 houses, and I saw tracks being cut today, I believe another one is going up. I am not going to call the names of the people down there, but the Honourable Member knows how well disposed they are to his side.

Sir, the Bagatelle Depot in St. Thomas. When I ask for assistance with road repairs I am told, and I believe it, that they do not have the equipment and they do not have materials, and this complaint has persisted now for two and a half years, and I wonder what is the state of the equipment in the Ministry of Transport and Works.

For years there used to be a problem with the workshop at MTW. I do not know if there is still a problem and there is not enough preventive maintenance or what, but I believe, because I have seen vehicles break down or vehicles in the yard at the Depot at Bagatelle not working; so I wish the Minister could let us know if there is really this problem, if the root of the problem is the workshop and what plans are being devised in the Ministry to correct these bottlenecks and ensure the more speedy delivery of services to the various districts which need them.

On the Transport Board,.....

Mr. CHAIRMAN: You can do it in two minutes.

Mr. D. A. C. SIMMONS: Yes. I suppose it is the same problem with the Transport Board all over the island. It is not limited to St. Thomas, but we have problems with the quality of the service being delivered by the Transport Board. There was a time when they used to get out 198 units a day. I do not know if they are getting out 130 now a day, but hear.....

Aside.

Mr. D. A. C. SIMMONS: You cannot say the BLP caused that, because in his introduction the Minister said that between 1981 and 1984 the BLP imported 130 bus bodies and chassis. You cannot blame the BLP, we imported the rolling stock.

Aside.

Mr. D. A. C. SIMMONS: Do you see why it is important that the Minister of Health should keep his mouth shut?

Mr. CHAIRMAN: This is still transport we are dealing with.

Mr. D. A. C. SIMMONS: We are dealing with transport. When I come to health I will be warm. He knows that Government has taken the decision to import buses from Brazil, not to allow Acme to make them up and provide work for Barbadians. They are importing the bodies, the whole buses.

Hon. B. M. TAITT: On a point of order, Sir. If he must call the Minister of Health's name, he will know, he was not in the House, when Prime Minister Tom Adams suggested that I should be hanged on this question of importation of buses. I do not get involved in the importation of buses. 3.20 p.m.

There was a debate in which the then Prime Minister suggested that anybody who knew of someone who could build buses in Barbados and who did not speak about it should be hanged. You remember that. Since then I stopped getting involved in the importation of buses because I do not want to be hanged.

Mr. D. A. C. SIMMONS: What a pity, Sir? Sir, we would like to hear for example When will the first shipment of buses arrive. How soon thereafter can the public expect an improvement in the quality of service? Are you bringing 50, 70 or whatever? I am asking that, Sir, because there seemed to be at the time of Transport Week different facts being put out about the importation, of the buses, and the only one who can make a definitive statement is the Minister himself, and I will go along with what he says. If he says they are bringing in 50 in December or January and then another 20 or whatever and they hope to get them out by a certain time. We need to be able to look forward to something. We must be given some hope of an improvement in the quality of the transport service.

Mr. CHAIRMAN: The Honourable Member's time has expired.

Mr. D. A. C. SIMMONS: If it has, I will come back again. I am not finished.

Mr. O. S. ARTHUR: Mr. Chairman, the Minister in introducing this Resolution was careful to couch his presentation by making specific reference to the fact that we were formalising the arrangements which were set in train during the budget debate, specifically that the undertaking given that as of 1st June - and I think I am correct in referring to the 1st June because the Minister referred to it himself - that as of 1st June the transport levy would be paid in to the Consolidated Fund. There were other undertakings given if I recall to the effect, I seem to remember, that an assurance had also been given that not one penny collected under the transport levy would have been spent for any other purpose. I very much recall that the

Minister on that occasion did say that he wanted to, demonstrate his confidence in the integrity of the promise by reading out a long list of projects for which expenditure from the transport levy fund had been committed for the financial year.

Now in a sense therefore, Mr. Chairman, what we are doing this afternoon is giving scope for expenditures which would have otherwise arisen out of the Transport Levy Fund to be now shown as charges against the Consolidated Fund, and on that many issues hang. Now if I recall, Sir, the original Transport Levy Act, Cap. 92A said that a Fund ^ would be established called a Transport Levy Fund in which the Director of National Insurance would pay all monies received under the Act and section 6(2) said that the Fund shall be deposited in an account with the Barbados National Bank or such other bank and under such conditions as the Board with the approval of the Minister of Finance may direct. That particular subsection of the Transport Levy Act was earlier this year amended and ** replaced by a new section 2 which says that the Director of National Insurance.....

Mr. CHAIRMAN: Can you give me the reference?

Mr. O. S. ARTHUR: This is the Transport Levy (Amendment) Act, 1988. *

Mr. CHAIRMAN: Just say so.

Mr. O. S. ARTHUR: The Transport Levy (Amendment) Act said that the Director of National Insurance shall pay into the Consolidated Fund all the monies received by him under this Act as transport levy ^ after 31st May, 1986, and it also said, Mr. Chairman, that any monies received by the Director prior to 1st June, 1988, and not deposited in an account with the Barbados National Bank prior to that date shall be paid into the Consolidated Fund, so that in essence, Sir, the amendment to the Transport Levy Act has created a situation where all funds collected after May 31 have to go into the Consolidated Fund, and all funds that were collected before 31st May, *» 1985 and not deposited in the Barbados National Bank would have also to be deposited in the Consolidated Fund.

Now this Government, Sir, has been, during the course of the last two and a half years - proclaiming itself as a Government which proceeds upon the basis of caution, and many things have been brought to this House to either ^ validate something that has been done by the Barbados Labour Party or to regularise or whatever else... It seems to me, Sir, that in so far as all of the funds collected after 31st May, 1985 and all the funds collected prior to 31st May, 1985, have to be deposited in the Consolidated Fund, a number of questions now must arise; because if the funds collected were committed to the Consolidated Fund, then

.all expenditures on projects that were formerly financed by the Transport Levy Fund would have to receive the approval of this Parliament, and I therefore, Sir, need to ask a number of specific questions.

Are we at Head 84 voting funds to cover expenditure for the rest of the financial year? If the answer is "yes", then a question that arises as well is how were the projects formerly financed by the transport levy financed between 1st June, 1988, and 22nd November, 1988, when Parliament is now being called on to approve that expenditure. If on the other hand, Mr. Chairman, the amount that we are voting today is an amount covering the period between 1st June, 1988 and the rest of the financial year, I obviously need to ask the question, by what authority were funds spent from these transport levy funds between the period 1st June and now. Honourable Members on the other side seem to be confused by the point, but the amendment to the Transport Levy Act makes it abundantly clear that all funds collected prior to 1st June and not deposited in the BNB had to go into the Consolidated Fund, and all funds collected thereafter have to be also deposited in the Consolidated Fund. So I want to know what we are voting today. Are we making an appropriation for the rest of the financial year, in which case the House would need to know by what laws were these projects financed between 1st June and now, and if we are not voting appropriation for the rest of the financial year, the House as a House of Parliament needs clearly to be told by what authority were funds spent on these projects between 1st June and now. I think, Sir, that this is a responsibility that falls as much to the Minister of Finance as it does to the Minister of Transport and Works, but it is a matter that we must address very seriously, because this House and this House alone has the authority to approve expenditures. And even though assurances and commitments might have been given that not one penny collected in transport levy funds would be spent for any other purpose, the fact still remains that it falls to this House and this House alone to approve. I want therefore, Sir, in asking this question to understand if there have been any breaches of the prerogatives of this House, because we have a very serious responsibility in this House to make sure, Sir, that the prerogatives of this House and laws passed by this House are not breached, and are not breached by commitments given for whatever purpose.

As it relates to my constituency, I would like to know how were the capital works on the Speightstown bus stand financed between then and now, and I would also want to know, Sir, to the extent that the Speightstown bus stand is not shown here by what means is Government now going to finance the additional work that has to be undertaken and meet any bills unpaid between now and the time that that bus stand is finished, because that is not shown in the schedule of items which this supplementary covers. 3.30p.m.

I also, Mr. Chairman, want to raise a number of questions. We come to this House and from time to time we ask parliamentary questions and we get responses, sometimes very general, that the Minister gives the assurance that the work will be done as soon as circumstances allow. Sometimes you get very more binding and specific commitments that the work will be done before the end of the financial year.

Last year I asked some questions pertaining to my constituency, pertaining to the sad state of disrepair of roads in St. Peter, drawing attention to the Indian Ground roads in general, Castle and Road View. The Minister gave this House by way of a reply to a parliamentary question that roads in the general Indian Ground area and Castle would be dealt with by the end of the financial year.

I want to believe, Sir, not only on my own account, but on all other members' account, that when we bring parliamentary questions to this House that they be treated with seriousness, and when the House is given an assurance that a piece of work asked on behalf of a constituency by a member of Parliament will be done by the end of a financial year, we ought, as a House, to expect that that commitment will be honoured and I am sad to say, Sir, that that commitment has not been honoured.

Aside.

Mr. O. S. ARTHUR: I want to make the general point, Mr. Chairman, that there seems to me to be a general state of deterioration in the roads, not only in my constituency, but a general state of deterioration in the roads across Barbados.

Aside.

Mr. O. S. ARTHUR: A part, Sir, I would acknowledge. The Honourable Member for St. Michael West seemed to have entered an arrangement with the Honourable Minister of Transport and Works - that assurance might have been given, not similar in nature but with even more pragmatic effort where he is concerned, than the arrangements and assurances that were undertaken between the Prime Minister and the Minister himself; and I want to say, Sir, that it seems to me that the Honourable Member for St. Michael West is being handled even better in this matter than the Minister of Finance and the Prime Minister of this country.

Hon. B. M. TAITT: On a point of order, Sir. I am not sure if the Honourable Member for St. Peter is not ascribing improper motives to the Minister. He is suggesting that some arrangement has been entered into between the Minister and somebody in relation to his public office. I wish to submit that that is thoroughly improper.

Mr. CHAIRMAN: No. You might have seen me relaxing in my Chair but when he started to pursue on that course I sat upright. I was listening for that. I am not convinced that anything improper was being said. The manner in which it was said does not suggest that. '

Hon. B. M. TAITT: As Your Honour pleases, Sir.

Certain remarks made by Mr. O. S. ARTHUR were ordered expunged from the records by Mr. CHAIRMAN.

Mr. O. S. ARTHUR: The point I was making, Mr. Chairman, was that in St. Peter the roads are in a bad state and I speak not only of tenantry roads but the main roads of St. Peter; particularly, the road running from Speightstown through the centre of St. Peter is deteriorating at a rapid rate.

It is my view that we have to adopt a national approach to the question of road construction in Barbados. There is no point roads in one constituency being in a wonderful state but members of that constituency who are residents of Barbados as well having to endure great damage to their vehicles by driving on bad roads in the rest of Barbados.

It seems to me that the very firm assurance that was given by the Minister that certain roads would have been done by the end of the last financial year...The breach of that commitment seems to me to be signifying an additional commitment on the part of Government to neglect St. Peter as if it is not part of Barbados. I want to draw attention to it that when one brings parliamentary questions to the House and you are given firm commitments by Government one expects that those commitments should be carried out.

I want as well, Mr. Chairman, to touch on certain arrangements in the Speightstown area as it affects the Transport Board.

Mr. CHAIRMAN: You have one minute.

Mr. O. S. ARTHUR: You now have a situation in Speightstown which, I think, is truly ridiculous. In the past a Transport Board bus would drive into Speightstown and if it was going East, would go up Church Street, a reasonable arrangement. In order to get into and out of Speightstown these days, you have to drive down the by-pass road, around Heywoods and into Speightstown and to get out of Speightstown you have to drive up Queen Street and back down the by-pass road and then to go east.

It seems to me that if we are interested in keeping the cost of the Transport Board in this country within limits, then arrangements such as those - and that might be a small problem - which not only increase costs but provide a

tremendous irritant and burden to commuters, have to be avoided.

The persons who devised that traffic scheme for Speightstown are persons who, obviously, do not use the traffic system themselves as commuters, and who seem, as far as I am concerned, to have been concerned only with devising a system to cause the maximum irritation to citizens, the business community, and all of the persons who use that general area. I really want to make the plea that although this matter has been receiving some consideration by the Ministry, that it has to be looked at, and that the irrational system that has been brought into the Speightstown area should be reversed. Let us go back to simpler arrangements which do not provide the kinds of irritations that that one, obviously, Sir, apparently was designed to generate.

I trust, Sir, that the specific comments, however, as regards the financial arrangement that has existed since June 1 will excite the consideration of Government.

Hon. B. M. TAITT: Mr. Chairman, the Honourable Member for St. Peter is usually looked upon in this House as a person who, when there is a debate concerning economic matters or when there is a debate that would draw on his constituency, who would make a reasonable, and, sometimes, important intervention. I do not believe that his intervention on this matter, except for a small particular, will be regarded in the same light.

I wish to make the point that the Barbados Labour Party systematically determined that no one in the constituency or anyone who was in the Democratic Labour Party would benefit from anything regarding roads and transport.

Hon. H. deB. FORDE: The Honourable Member is, obviously misleading the House. I can cite, for instance, Sir, for the benefit of the Honourable Member, the St. Michael South Central constituency in which the Honourable Member for St. Michael East Central had several roads undertaken and repaired in this constituency. That is only one, Sir, but I can go through a host of others; so the Honourable Member must not mislead the House.

Hon. B. M. TAITT: Sir, you do not even have to say that, because all the things that were done in St. Michael South Central were done by the Honourable Member for St. Michael South Central, Mr. Smith, when he was Minister when he put barbergreen in almost every direction.

Mr. D. A. C. SIMMONS: That is not true. He should know that the road that runs by Lady Worrell right down by Holmes Williams Church, Mount Joy Avenue, right down the back, all across Philip's Road by where the Chief

Justice used to live, all of that is in St. Michael South-Central -just three years ago, 1985. 3.40p.m.

Hon. B. M. TAJTT: The Honourable Member did not let me finish. I was saying except for the one down to Philip....

Aside.

Hon. B. M. TAITT: - That is right ... Philip Drive....

Aside.

Hon. B. M. TAITT: for election purposes. But, Sir, I do not wish to get involved in this little nitpicking about this. I want to deal with the constituency of St. Michael West. The constituency of St. Michael West is within two miles of the city of Bridgetown. And the Honourable Member who is now Minister of Transport and Works, as long ago as 1980, as long ago as the 1980s....

Aside.

Hon. B. M. TAITT: 1982 in his capacity as the Minister of Transport and Works at that time had undertaken an extensive tour of this area, a mere two miles out of the city of Bridgetown. And I recall his commiserating, I recall his actual pain when he realized that there were communities within two miles of the city of Bridgetown that were in worse condition than his own constituency of Licorish Village and I recall that he made a commitment then that has taken, it took that long for him to be in a position to-correct obvious and sociologically....

Aside.

Hon. B. M. TAITT: I beg your pardon. Obvious.....

Laughter.

Aside.

Hon. B. M. TAITT: I do not want to use any words that belong to anybody else. Obviously, Sir, situations which are not pleasant for the people of Barbados.

And if now in 1988 - Mr. Chairman, we are talking about twelve years before the 21st Century - if the people that live in Bank Hall, Passage Gardens and Westbury Road can finally know how it feels to walk on a level surface, I defy any Honourable Member in this House or outside to deny those people the right finally before they come to the 21st Century to taste of the joys which were promised to them fully 40 years before.

When the Honourable Leader of the Opposition gets up in his place and starts talking about the promises that were made to the people of Barbados by the Barbados Labour Party 50 years ago, those promises were never fulfilled to the people of St. Michael West.

I am never going to be satisfied until every single promise that was made to the people of St. Michael West and surrounding areas has been kept. The Democratic Labour Party promised them and committed itself to doing it. There is no commitment that has to be made between two Ministers on this side. We do not play the kind of games that used to be played by you.

Asides.

Hon. B. M. TAITT: And it is not finished.

Asides.

Hon. B. M. TAITT: It is not finished. There is an entire area, Sir, of people, the forgotten ones, St. Michael Central.....

Aside.

Hon. B. M. TAITT: St. Philip South. The Honourable Member for St. Philip South when we were in here, the Member for St. Lucy.

Aside.

Hon. B. M. TAITT: There was a time when all of us, there were only seven of us, never got a single thing. You think about Douglas Leopold Phillips. The concept that Douglas....Mr. Chairman, they were just as dead as door nails.

Mr. CHAIRMAN: Let us

Asides.

Mr. CHAIRMAN: Let us hear the Honourable Member in silence please.

Hon. B. M. TAITT: That is all right, Sir. The Honourable Members would not wish me to be heard because they are like Topsy and Turvy. They go up and down and they have one kind of principle.

Imagine the Honourable Member for St. Peter. We went through St. Peter and we saw a man called Aaron Truss take \$800 000

Aside.

Hon. B. M. TAITT:- Yes. I saw it - and spread refrigerators through St. Peter like if they were going out of style, and then turned around and told the people they have to pay for them.

Laughter.

Mr. CHAIRMAN: Quiet please. Quiet please.

Hon. H. deB. FORDE: He knows this, Sir?

Mr. CHAIRMAN: I did not hear the point on which he rose and the point that was made.

Hon. H. deB. FORDE: The Honourable Member, Sir, cannot refer to people by name in these Debates without giving notice. That is the first thing. He cannot use the Debate for the purpose of defamatory statements which are contrary to the Laws of Barbados where people have not got the right to reply to him. And he knows that!

Hon. B. M. TAITT: The Honourable Member is one of the lawyers that is deemed to be good lawyers in Barbados. What did I say?

Laughter.

Hon. B. M. TAITT: What did I say. He got up and talked about defamatory. Now that is intellectual dishonesty because he did not even wait to hear what I said.

Hon. H. deB. FORDE: If the Honourable Member.....

Hon. B. M. TAITT: What did I say? I said he took....

Mr. CHAIRMAN: The Honourable Member rose on a point of order.

Hon. B. M. TAITT: refrigerators and gave to the people and then made the people pay for them.

Mr. CHAIRMAN: The Honourable Member is on a point of order.

Hon. B. M. TAITT: And he said that is defamatory. You should be ashamed of yourself.

Hon. H. deB. FORDE: On a point of order. If the Honourable Member accuses anyone of breaching the electoral laws of Barbados by dispersing, which is his allegation unless he does not intend it, funds for the purpose of electoral purposes then he is definitely accusing them of so doing.

Hon. B. M. TAITT: Mr. Chairman, I do not understand why the Honourable Member is assaulting your

intelligence because, Sir, you are in the Chair. And all I said is that the Aaron Truss who was appointed, Tom Adams said that he appointed Aaron Truss specially, specifically to distribute the largesse after the floods.

Aside.

Hon. B. M. TAITT: It is in the press."It was in the Records of the House.

Aside.

Hon. B. M. TAITT: I appointed who?

Aside.

Hon. B. M. TAITT: Not then. I was dealing with St. Peter.

Asides.

Mr. CHAIRMAN: Let us move on from that point. Let us move on. You are wasting time.

Hon. B. M. TAITT: Mr. Chairman, they must not get up and talk about the few little roads I get in St. Michael West finally after 40 years. After 40 years, he is accusing the Minister of having some collusion. Let us collude some more.

Aside.

Applause.

Hon. B. M. TAITT: Mr. Chairman, we are to collude about the welfare of the people in St. Michael West and the people of St. Michael. When we are finished giving the people of St. Michael what they are to get, and ought to have got, and will continue to get, and we fan out and we spread it to the rest of the people in Barbados, they will not remember you.

Aside.

Hon. B. M. TAITT: The fact is that all we are doing is what ought to have been done. We are not dividing the country between Douglas Leopold Phillips and anybody else. What ...

Asides.

Hon. B. M. TAITT: They are talking about the dead horses, Sir. They want to talk about the dead horses.

Asides.

Mr. D. A. C. SIMMONS: On a point of order, Sir.

Laughter.

Mr. D. A. C. SIMMONS: On a point of order, Sir. If Douglas Leopold Phillips is dead, Sir, somebody else is on track.

Hon. B. M. TAITT: The dead of the dead horses that were discussed recently, Sir,....

Mr. CHAIRMAN: Wait, wait, wait. Where are now? we 7

Laughter.

Mr. CHAIRMAN: Are we at the Garrison Savannah?

Laughter.

Mr. CHAIRMAN: St. Michael West? Garrison Savannah? Where else are we now? Eventually we will get in St. George. Let us get back to the Debate.

Hon. B. M. TAITT: Sir, they may bring back one or two dead horses in St. George but they would make no difference, Sir, as you very well know it.

Mr. CHAIRMAN: And that is true.

Laughter.

Hon. B. M. TAITT: Anyhow, Sir,...

Mr. CHAIRMAN: Let us get back to the Debate.

Hon. B. M. TAITT: Yes, Sir, I am trying to ...

Mr. CHAIRMAN: Transport and Works.

Hon. B. M. TAITT: Transport and Works. I have to draw to the attention of my colleague from time to time that the roads in St. Michael West are not complete.

Aside.

Hon. B. M. TAITT: No. I have to put the case because the Honourable Member....

Mr. CHAIRMAN: I would like the Honourable Member to put his case with the silence of the other Members.

Hon. B. M. TAITT: Yes, Sir. Put you in your place. Sir, quite seriously, the Honourable Member, the Minister of Transport and Works was so clear in his presentation of the information. And when the Honourable Member for St.

Peter was speaking, I said to my colleague: He is taking a quantum leap because what he has asked the Honourable Member to do is entirely above and beyond the call of duty.

He is seeking to give the impression, the Honourable Member is seeking to give the impression that we have to give an accounting for the monies that have been spent under the old system even before we have put the new system in place.

Asides.

Hon. B. M. TAITT: It is possible. But, Sir, the Record has to be...

Asides.

Hon. B. M. TAITT: No. If all of us misunderstand you, it means that you did not speak well. If I misunderstand you, it means you did not speak well. You cannot say alternatively that I understand you and then I do not understand you.

The fact is, Mr. Chairman, that the Honourable Member started giving the impression that the Minister of Finance had given some undertaking to this House ...

Aside.

Mr. O. S. ARTHUR: Mr. Chairman, Sir ... 3.50p.m.

Mr. CHAIRMAN: Wait, wait. Are you rising on a point of elucidation?

Mr. O. S. ARTHUR: Elucidation, Sir.

Hon. B. M. TAITT: Elucidate.

Mr. O. S. ARTHUR: I said very carefully that I remember that in the Budget Debate the Minister of Transport and Works said that he had been given assurances that not one penny ...

Asides.

Mr. O. S. ARTHUR: ... by the Minister of Finance that not one penny of the Transport Levy Fund was being spent on purposes other than those for which he read out a long list, Sir.

Aside.

Mr. O. S. ARTHUR: And I am saying, Sir, that on the strength of the words of the Minister of Transport and Works that assurances were asked for and assurances, Sir, were given.

Aside.

Hon. B. M. TAITT: Mr. Chairman, I recall the Honourable Member - we can get the record-calling on the Minister of Finance to take an interest in this debate because the implication of what he said is that the Minister of Finance had given an assurance.

Aside.

Hon. B. M. TAITT: That is right. Mr. Chairman, whatever else might be said of me not until today have I been accused of being unable to understand the English language. The implication was that, like the Barbados Labour Party had in fact spent money without authorisation, we may have done the same. That was the implied suggestion.

Asides.

Hon. B. M. TAITT: And we are saying that as of now, this very moment, the law was that the money may be spent from the Transport Levy. It may be spent in any particular way. What we are in fact doing now, as I understand it, is putting into practice the statement by the Minister of Finance as to what would happen in terms of the funds going into the Transport Levy. And we are going to be _dealing.....

Asides. '

Hon. B. M. TAITT: We are going to be putting the money into the Consolidated Fund and as the Minister said we are now removing from the Consolidated Fund by a paper transaction - am I right? - the funds that were legitimately to be used for the purposes of providing transportation in the country. The funds having gone into the Consolidated Fund as a result of the statement by the Minister, the funds now have to be taken out for Parliament and through Parliament. Any call, any suggestion therefore that we have spent the funds in an unauthorised manner, any implied suggestion as to give those who do not understand the subtlety of these matters the impression that we have somehow acted in an *ultra vires* manner

Mr. D. A. C. SIMMONS: On a point of order, Sir.

Hon. B. M. TAITT: I know. I know.

Mr. D. A. C. SIMMONS: All right, he knows. Just let me make the point that what the Minister said was that the Transport Levy Funds were paid into the Consolidated Fund. It is now necessary - now, meaning today 22nd of November - to take them back out via Parliament. What the Honourable Member for St. Peter was asking is whether in the period between June and today any funds accruing from the Transport Levy were used and if so by what authority.

Hon. B. M. TAITT: I do not have to answer. The Honourable Member for St. Thomas on his point of order has now placed the question in the particular way the question should be formed. The Honourable Member for St. Peter put the question that all the others who are listening will believe that like how the Barbados Labour Party unauthorisedly spent money, somehow the Democratic Labour Party may have done the same thing. •

Asides.

Hon. B. M. TAITT: Don't let anyone mislead you. I hear the political nuances more quickly than I hear the language. And the Honourable Member in his way attempted to give the impression that something may have been wrong in the state of Denmark. I know. If you are now prepared to say that you stand by what the Honourable Member for St. Thomas has now said in clarification of what you attempted to say, we are prepared to accept that. I have no doubt the Honourable Member, the Minister of Transport and Works, will be able to answer the questions but I have to deal with the politics. You cannot give any impression that we have done anything on this side so far that is untoward. We have behaved in an impeccably traditional manner in the spending of Government funds. That is why we are putting the money in the Consolidated Fund in accordance with the law. We are saying today that we are now replenishing the fund. But the question of putting it into the Consolidated Fund is what -we are committed to do, and Mr. Chairman that is what we are doing. I am merely here to clear the record. When you take, Sir, the inference about collusion which the honourable Member said, perhaps facetiously, I hope facetiously - But when you take the inference of collusion with t; c earlier statement, you then have to question the underlying motive which led him to utter the words in question.

Mr. CHAIRMAN: We hope that is not a reflection on the Chair. Is it? I hope you are not questioning the Chair's ' earlier ruling. I think I put that beyond question. I said then, and I will say now, that the manner in which the Honourable Member said the words did not lead me to believe that he was casting any aspersions on the Chair or what the Honourable Minister said.

Hon. B. M. TAITT: Mr. Chairman, with all due respect, Sir, all I was doing is making sure that those who had come in posterity to read the record who will not have seen the demeanour will be able to see the cold words and know, Sir, that we on this side did not leave them abegging. But I bow.....

Mr. CHAIRMAN: Yes, but they would have seen my comment on the demeanour, and they would know.

Hon. B. M. TAITT: I bow to Your Honour's ruling, Sir, but wish to point out in closing that the monies which are here being spent will be explained in due course. But so far as they apply to the roads in St. Michael and more particularly as they apply to the roads in St. Michael West they are being specifically legitimately well spent and they are long overdue and I want to serve notice on anybody, anywhere, anytime that the people of St. Michael West have kept the faith. For 15 long years they have waited to have simple amenities like roads. They are now in the process of getting them. The Barbados Labour Party... In order for us to get a road in Hindsbury Road we had to pretend that Hindsbury Road fell within the constituency of St. Michael Central. In order to get a single road in Prescod Bottom throughout those years we had to pretend that Prescod Bottom fell in St. Michael Central and the Barbados Labour Party allowed that road to be fixed.

Asides.

Hon. B. M. TATTT: I was never Minister of Transport.

Asides.

Hon. B. M. TAITT: Well, that is true. I am like you. I am like the Honourable Member for S^A. Thomas, Sir. The Honourable Member for St. Thomas and I are alike in many respects. Some of them I will not wish to articulate and the others.... He has or had someone who writes for the newspaper from week to week who had some very, very negative, and perhaps insulting, things to say about the Minister of Health. They say that now I am the Minister of Garbage.

Asides.

Hon. B. M. TAITT: Recently there is some unfinished person who writes for the Barbados Labour Party under a pseudonym. In fact, that must be a pseudonym because no real person could "name" so, and he said that I am now in my proper place as Minister of Garbage. So sad, so silly, so puerile. He does not even understand that working towards cleanliness and purifying the environment is the quintessence of decency in a society. Mr. Chairman.....

Mr. CHAIRMAN: Time. Time.

Hon. B. M. TAITT: Mr. Chairman, I am finishing now, Sir. The Honourable Member, Sir, last week asked questions about his constituency, good questions about the environment. It will take a very strong personality to be able to absorb the insults which are forced by the Barbados Labour Party, week to week, on the individual. The Honourable Member for St. Thomas, as I said, is like me. He knows where they come from but he keeps quiet. In due course like me he will respond to them. The Leader of the Opposition is different. He wishes to have the roads in his

constituency fixed so he will get up now and talk about Christ Church West. In due course the Democratic Labour Party will fix every single road in the country because we do not now distinguish between B and D when it comes to fixing the roads. All Barbadians get their roads fixed. I am going to support this Resolution, Sir.

Mr. CHAIRMAN: The Honourable Member for St. John. 4.00 p.m.

Mr. D. J. H. THOMPSON: Mr. Chairman, I just wish to say a few words. I think that the Honourable Minister of Health may have taken away much of the "fire rage" or indignation that I felt when the Honourable Member for St. Peter made his remarks which tended to suggest that this administration, or this political party, had consciously attempted to deny members of the Barbados Labour Party, or their constituencies, the opportunity of benefiting from the social programmes in this country. We are dealing with a different day and age, and when people talked about constituencies that are deprived they did not get around to St. John. The Labour Party would never talk about that.

The Honourable Leader of the Opposition lives in Society, St. John. It is one of the worst tenantry roads in this country. It is only recently that the Democratic Labour Party has been able to put in water mains, and that attempts are going to be made to fix that tenantry road. He lives up there, so they do not talk about St. John anymore. It could not fall from his mouth to say anything about the Democratic Labour Party only fixing roads for their own people and still drive through Society on evenings; so you do not hear anything about St. John.

There is a lot of misinformation in this country being spread. This is open season for the Opposition. It is not necessarily what they say, it is what their agents interpret them to be saying, 90% of which is rubbish. I mean the interpretation, not what they are always saying. You can characterise what they are saying in a better way, and the Honourable Minister of Health, whom they allege is an expert now in garbage knows exactly what I am talking about. He knows garbage when he sees it.

The point I want to make is this. There are 24 members on this side. It is just to show the fallacy and the nonsense of the suggestion by the honourable member for St. Peter.

Let me give you an example. Suppose the Honourable Member for St. Lucy said he wants an improved bus service. It means that the Honourable Member for St. Peter is going to get an improved bus service for the people in St. Peter. You cannot send a bus to St. Lucy and jump over St. Peter. But let me tell you something about St. John. If you

want to send a bus into St. John you have to intend to send ¹ it into St. John. That is the difference. And I could get up in here and carp and complain about the disastrous state of the bus service in St. John. It is terrible.

The Minister knows, I have explained to him, he understands the constraints and I know that he is making attempts to rectify them. Every time they "improve" the bus service in St. John, they improve it by extending the service into another constituency, so buses originate in St. Philip and pass through St. John. They come from St. Philip full and the people of St. John cannot get to work.

There are some problems I know, probably within the Transport Board itself, where persons elect to send a bus into Glenburnie or not into Glenburnie. Sometimes it goes into Glenburnie, sometimes it does not. All of those problems I have. There is nothing new.

I could start this evening and probably spend half an hour reciting each of the tenantry roads in St. John that is in a disastrous state, but when I passed through St. Peter I have seen tremendous improvements, some of which were begun under the Barbados Labour Party, and we did not stop them; but let me tell you what the Labour Party did. In 1976 they had started to build a bus turntable in College Savannah. The Democratic Labour Party started it. Two days after the election not only did they remove the equipment, but this must be a thing of historical interest, they took back up the mould, the shovels and the marl and pushed it back in the truck. Now MTW had never been known for that kind of efficiency. When they drop mould and they abandon a project, they leave it there, but not under the Labour Party. They went back down there with pick axe and shovels and shovelled up the marl that they left at the bottom of College Savannah and put it back in trucks and sent it back to the depot.

Aside.

Mr. D. J. H. THOMPSON: Well, ask the people in College Savannah. The Honourable Member for Christ Church West knows about these things. He can only laugh, but he knows.

Aside.

Mr. D. J. H. THOMPSON: Well, get up on your feet and deny it, and you cannot drive through St. John this evening.

Mr. D. A. C. SIMMONS: On a point of order. I really do not believe; that at 14 years old the Honourable Member for St. John had personal knowledge of what he just said. It is not different from Senator Boxill going back into Rock Hall and taking back the lumber that he gave the two people to repair their houses after he lost.

Mr. D. J. H. THOMPSON: That is not to be taken seriously. You can walk with a plank of lumber, you cannot walk with marl in your hand. Be reasonable. If you take up marl you have to be spiteful. Do you know what I mean? Even if we want to get to that stage, the Honourable Member for St. Peter likes these fine kinds of distinction

and I draw that distinction for his benefit as well. You can take up some planks of lumber, but unless you are going to be spiteful and indifferent and wicked you do not go back in a constituency and take a shovel and shovel up marl and put it back on a truck and send it back to a depot.

I was 14 years old but today I am a lot older and the people in St. John did not tell me any lies about it. The same thing they tell me, as I said, they tell the Honourable Leader of the Opposition and he can corroborate it if he so desires. I will sit down and give way, because he is one of my constituents, and I will serve him with the same tenacity that I will serve anybody else in St. John.

The point is a very serious point, because it is a serious allegation. I take it very seriously, I must tell you because as I said, there is tremendous pressure on a Government that has 24 members, some of whom cannot even engage in these debates from time to time, to serve each of those 24 members with a goal on ensuring not only that it wins back the 24, but wins all 27. A Government that has that in its mind - and all Governments have that in mind - cannot afford to neglect anybody. Therefore attempts are being made, as far as I can see, to satisfy everybody. No-thing has been stopped in St. Peter!

Aside.

Mr. D. J. H. THOMPSON: What has been stopped in St. Peter then? You have a new bus terminal, you have new roads running through St. Peter, If the people of St. John went into St. Peter today they would not even listen to what the Honourable Member for St. Peter has to say. It is a serious indictment to make those statements and for headlines then tomorrow morning to be saying that the Democratic Labour Party has picked out certain constituencies to do things in. If that is so, I will tell you this. Any time it is getting like that, I am calling for all. Tenantry roads, bus service, I want the schools upgraded, I want bus shelters, I want a bus terminal, all of those things, if that is going to be the attitude. But we have not adopted that attitude, because we understand what the situation with Governments finances is, what the problem with putting in the tenantry roads is and the cost, and the fact that you always have to put in water mains, you have to put in street lights, all of those things, so that allegation against the Democratic Labour Party is not going to stand unanswered.

As I said, I could spend the entire evening going through each of the tenantries. None of the tenantry roads in St. John was looked at by the Barbados Labour Party.

Aside.

Mr. D. J. H. THOMPSON: What Hothersal? That is not St. John. Get the boundaries right, you hcs I am very

clear on my boundaries. You like to shout out Henley. Henley became part of St. George South and you put in a tenantry road. Just to show you how wicked the policy was, they waited until part of St. John became part of another constituency and then they put in a tenantry road, but when it was part of St. John they would not even send anybody to measure up. In fact, you had better be careful, because next thing you know they would want to dig up the marl they already put down in the roads years ago and carry it to somebody else's constituency. That is how ludicrous the attitude of the Barbados Labour Party was to the constituency of St. John and I am not going to let anybody feel in this House that their constituency is any more neglected than mine. I want to let you know that. 4.10p.m.

I want to ensure within the short or long time that I am in this House of Assembly that when people talk about neglect I can get up and go and have a cup of tea or go and look through the window because I know my constituents would be satisfied with their bus service, bus shelters, tenantry roads, paved main roads and all of the other amenities that other taxpayers in this country enjoy, some vicariously, because as I said, If you want to send a bus to St. Lucy you cannot bypass St. Peter, and that is a vicarious enjoyment of an improved bus service, but if you what to send a bus to St. John you have to intend to send it there; and I would like some of the new buses coming in that direction too. Thank you very much.

Mr. C. L. TROTMAN: Mr. Chairman, I wish to address the subject of the transport bus system that is being looked at in this particular debate, and I wish to indicate that I have some pleasure in noticing that the Government intends to increase the number of rolling stock with a view to improving the quality of the bus service in the country. The Minister has made the point, and I think every Honourable Member who would speak would make the observation, that the bus service which he or she gets for his constituency is less than adequate, and this cannot be said to be a reflection on the current Minister or indeed his predecessor Minister. It would have to be recognised as being an on-going problem which became exacerbated in the late Seventies when the Transport Board acquired relics which were better suited for a museum than they would have been for putting on the roads and which was made worse when a Minister of Transport and Works bought buses, sold an entire bus for \$100 and people could sell that for considerably more in parts and still have the bus. The Barbados Labour Party would be very aware of what I am talking about because that took place during the time when the Barbados Labour Party had the problem of governing this country and the people suffered as a result.

I want to make it clear, Sir, that in a situation where we are endeavouring to improve the transport system, although the people will benefit and we shall want the

people to benefit, it must be recognised that if a bus system is going to work satisfactorily that the maintenance programme for these buses must be looked at, must be brought up to date and must be consistent with the quality of the buses which are being purchased. In these circumstances, Mr. Chairman, I would wish to urge that it is absolutely necessary that the conditions under which workers in the maintenance service of the bus service of our country have to work must be looked at as a matter of immediacy.

The workshops, and I say workshops, of the Transport Board are in a serious state of dilapidation. This, Sir, is a problem which I know the management of the Transport Board is addressing itself to, but it would seem to me that it will not make a full lot of sense to endeavour to spend a lot of money in dealing with the problem if the intention is to move the headquarters of the Transport Board from its present quarters to another quarter. It would seem, therefore, that it would be a matter for great urgency for the Minister, indeed for the Government, to move with alacrity and despatch to get into new headquarters for the Transport Board and to put in place those conditions for workmen at the Transport Board workshop which will mgVe for greater productivity and which will uplift the morale at the Transport Board. I hasten to say, though, that according to all reports reaching me, now that we have in place different management, there is every suggestion that there is a co-operative spirit which is obtaining and that efforts are being made by management and by workers together to try to work within the conditions which are available for the general well-being of the country. In these circumstances the week of activities of the Transport Board is a matter, Mr. Chairman, that we should wish to applaud because what they were endeavouring to do was to say to the public that amidst all the adverse criticisms and the negative comments which are continuously, whether it should go to a "Perk" or tell it as it used to be or what, that amidst all these adverse situations the workers at the Transport Board are prepared to work with the management of the Transport Board and with the public if they are allowed, and many of the workers are so minded, in an effort to improve the quality of the service at the Transport Board.

I do not speak to such positions as persons who may have been promoted upwards after they were guilty of serious breaches during the last administration. I speak rather of a situation where collectively the board is making an effort, the workers and the Board are making an effort to bring to bear the talents that they have and the energies that they have to ensure that the rolling stock which is at their disposal is given to the public in such a way as to improve what now obtains.

I do not want, Mr. Chairman, to put my head in the clouds and pretend that there is a situation of total satis-

faction. I would not even wish to suggest that the satisfaction level is one that anybody is particularly proud of. What I am saying in essence, Sir, is that we know that there are efforts being made, but that the efforts are being made somewhat like the efforts which the Israelites had to make in Egypt where they had to make brick without straw. I would wish to urge therefore in the circumstances that the bays, the health conditions, the tools, the parts that the workers have to work with be modernised, be given in quantities, obviously that there must be in place securities for these things as well, and that every opportunity be made or be continued to be made because it has been started, to ensure that what the public gets in the form of a transport system is what we can all look forward to.

Of course there are going to be problems which will have to be addressed on another occasion which might relate to the nature of the bus service itself, the revenue earning routes and the rest of it which I do not think we would want to go into at this stage. But we shall have in the final analysis to recognise that where people are making an effort to improve in their areas of competence, that they need as much support as they can possibly get in an effort to ensure that their productivity levels are made greater, and that the country as a whole may benefit from their efforts.

And Sir, if you will allow me in this short intervention since I do not hope to stand again, I would wish, at the same time I make these comments, to express appreciation that the Minister is looking with some degree of sympathy and, I think, another member said commiseration, at the problems which the people of St. Michael Central have regarding drainage particularly and road surfacing, and I would wish him in his kindness to add Industry Road and those other roads of which I have already informed him, and although some work is being done in some areas that I spoke to him about, I would wish to urge that that work which has been started will be continued as speedily as possible so that St. Michael Central may experience the same joy and satisfaction that it seems a neighbouring constituency is now experiencing, certainly is experiencing through the words of the Minister and the Member for that constituency in St. Michael West.

Mr. O. S. ARTHUR: Mr. Chairman, my inclination would have been to pass over quickly the empty speech of the Honourable Member for St. John where his whole point and purpose were betrayed in his ignorance of the fact that the Democratic Labour Party had since May 28, 1986, contrary to what he had said in relation to the attitude of the Democratic Labour Party towards St. Peter, has abandoned the undertaking of a fishing harbour project in St. Peter, has also abandoned the acquisition of 29 acres of land at Six Men's which would have greatly relieved the housing problems in St. Peter. 4.20 p.m.-

One can take his whole set of information given, one can deal with his whole realm of inaccuracies as they relate to St. John by reference to the mistake that he made in reference to St. Peter and if he was making a plea for the St. John Development Plan to be implemented, he could make the plea with better grace. The fact that he can say that he could spend the whole evening pointing to things that need to be done in St. John only indicates that nothing has been done since that fictitious plan had been first conceived of and that nothing has been done about it

Hon. B. M. TAITT: On a point of order. He cannot discuss the St. John Plan as a fictitious plan. It is in the records of this House. It is a plan and it will be implemented. Do not start with a fictitious plan.

Mr. O. S. ARTHUR: We will show where Mr. Barrow himself, the former Prime Minister said that he had no plan. whatsoever, including no plan whatsoever for St. John, but that is a different matter for another time.

I want, Mr. Chairman, because of the nature of the speech of the Honourable Member for St. Michael West, really to refer again to the point and purpose of my initial intervention.

Mr. CHAIRMAN: As long as it does not amount to repetition.

Mr. O. S. ARTHUR: It is not going to be repetitious. The Honourable Member for St. Michael West heard what he termed the political nuance. There was absolutely no attempt on my part to treat the matter in a political way. If I wanted to bring a political nuance to bear I would have referred to the experience in relation to the other two levies - the Training Levy which went into the Consolidated Fund without a Minister getting any assurances from anybody that not one penny would be spent on the purposes other than Education and Training. And I could also refer, if I wanted to deal with political nuances, to the Health Levy which also went into the Consolidated Fund without the Minister of Health being able to get any assurances from the Minister of Finance that any penny at all would be spent on any matter other than Health but, that, Sir, is to make us deal with the relative way that various Ministers have in the Democratic Labour Party

Hon. B. M. TAITT: On a point of order, Sir. I think the Honourable Member is saying that in the hope that we will correct him. He is misleading the House. He is also anticipating another measure coming before the House.

The fact is that any Minister of Health does not need an assurance because the Health Levy Fund that went into the Consolidated Fund was such that it is being spent for Health. The difference is clear and the Honourable Member

for St. Michael East has made it clear. You are much better than you are speaking.

Mr. O. S. ARTHUR: Mr. Chairman, I said I did not try to bring in a political nuance in the matter. I was insistent on one broad principle that this House and this House of Parliament alone has the authority for the approval of expenditures.

As it relates to the Transport Levy there is absolutely no doubt that at the 1st June funds that were formally put in the Transport Levy Fund had to go into the Consolidated Fund irrespective of whether those funds were collected after June 1 or before June 1. The matter, therefore, arises as to how expenditure could have taken place on projects formerly financed by the Transport Levy in circumstances where the House is being asked only on November 22 to approve that expenditure and hence, Sir, I asked three questions. I asked three questions which I want to refocus for the benefit of the Minister.

Hon. B. M. TAITT: Sir, on a point of order. So he would not have to repeat himself - there was never any doubt about that. We assumed that the Honourable Member, as a member of the House of Assembly, who passed the Estimates, would be able to look in the various Heads and see how the things were financed and that is why we referred to the concept of political nuance because the Honourable Member who is familiar with the methodology which we use in this House of Assembly could have raised the question the Honourable Member raised unless he had a motive which was not immediately apparent to ordinary persons.

He is saying that these Estimates do not now make any difference. That is what he is saying. That is what we attacked, nothing more.

Mr. O. S. ARTHUR: Mr. Chairman, there ought to be some system by which the Honourable Member for St. Michael West would not rush into these things because if he is going to use the Estimates as his reference, he would have to show me in the Estimates where provision is made for financing on the Speightstown Bus Stand and that is the point I am making.

The point I am making for the benefit of the entire House, and particularly, for the benefit of the Honourable Member for St. Michael West is that we have now a lag between the funds going into the Consolidated Fund and the House approving expenditure on projects which were formerly financed from the Consolidated Fund.

Hon. B. M. TAITT: On a point of order. The Honourable Member is speaking a second time when I gave him the assurance and he knows that the Minister is going to reply.

Mr. CHAIRMAN: Yes, I have allowed some latitude but I think that if the Honourable Member wants to use up his available time, I think he should move on from this point. It amounts to repetition. The point has already been made and the Honourable Minister of Transport will respond to it. He said that in an aside and I do not think we need to belabour the whole thing.

Mr. O. S. ARTHUR: Mr. Chairman, the Honourable Member for St. Michael West made a very deliberate charge that I got up in this House this evening and I spoke merely to bring a political confusion to a serious financial issue and I want the records of this House

Mr. CHAIRMAN: If the Honourable Member might allow me. If you wanted to respond to anything that the Honourable Minister of Health said, it could have been "one by way of a point of order or explanation, or something, but to return to it in a speech and repeat the same thing amounts to repetition, to me. I would rather that you move on to something else and it amounts to a waste of time now at this point.

Mr. O. S. ARTHUR: Once it is understood that.....

Mr. CHAIRMAN: It is understood.

(Certain remarks made by Mr. O. S. ARTHUR were ordered expunged from the records by Mr. CHAIRMAN).

Mr. O. S. ARTHUR: Mr. Chairman, there are a number of other financial issues which arise as a result of the manner in which the transactions pertaining to the Transport Levy have been handled.

Mr. CHAIRMAN: Let us hear about those.

Mr. O. S. ARTHUR: If you will allow me, Mr. Chairman.

Mr. CHAIRMAN: /es.

Mr. O. S. ARTHUR: One of the basic questions is the question as to whether the expenditure being shown here represents financial expenditure for the rest of the financial year. Other things ensue from that.

A number of projects that were formerly financed by the Transport Levy are not now shown in this particular set of Heads that have been brought before the House. Is it the intention of Government to bring a separate supplementary, therefore, to cover items of expenditure- that were formerly taken care of under the Transport Levy Fund but which are not now covered by this particular supplementary.

I used the Speightstown Bus Stand as a case in point because there has been activity on the Speightstown Bus Stand between the period June 1 and November as of today and there will be expenditure on the Speightstown Bus Stand after today as well but this particular supplementary which the Minister, as I said, presented to the House as the means by which activity formerly financed under the Transport Levy will now be financed out of the Consolidated Fund does not make provision for that type of particular activity. 4.30 p.m.

I cite the Speightstown Bus Stand, Sir, only because it is a project within my particular constituency. But I am sure that the argument can be generalized as to the entirety of the range of projects that this Supplementary Resolution is making provision for. And just as one can point to the fact that neither in the Estimates of Expenditure nor in this Supplementary, we are making provision for the financing of the Speightstown Bus Terminal Project and capital project, I am sure, Sir, that there might well be other projects, Sir, which might be excluded. And it would serve the purposes of this House, Mr. Chairman, if we would approach the work on the financial planning of this country in a scrupulous and serious way, rather than when matters of finance, Sir, are raised people try to say that one is talking from a political point of view and that the point that is being made is not serious.

The Barbados Labour Party, Sir, has been subjected to the charge consistently from the Democratic Labour Party that in our term of office we allowed a large number of things to slip and that you had the responsibility of having to come to validate for us a number of things which we should have validated for ourselves. We have also been subject to the charge, Sir, that on a number of occasions expenditure has been incurred by us and that it was left to you to bring them to book.

All I am seeking to do this afternoon, Sir, is to make sure that the standards that you set for us are the standards that you also apply to yourselves, and that in this particular matter, Sir, where I am not saying that irregularities have arisen, I am not implying that, Sir, I have never implied that there are irregularities arising, but that the House must be seen to exercise its responsibility as the final authority for the expenditure, of public funds. And our task this evening, Sir, whatever else is our debate, is to make sure that the prerogatives of this House of Parliament in relation to the spending of the people's money is preserved, Sir.

I am obliged to you, Sir.

Mr. CHAIRMAN: The Honourable Minister of Trade.

Hon. E. E. GREAVES: Mr. Chairman, I do not really intend to spend too long on this Debate. Just to say that I

think everybody is aware of the fact that the Honourable Minister of Transport and Works is the kind of person who will take consideration of all of the matters which have been raised here today relating to every constituency, and I am sure that everybody will be dealt with in the way that they should be dealt with.

Aside.

Hon. E. E. GREAVES: But I just want - I am not even going to mention St. Lucy, because I have a direct relationship and contact with the Minister and I get a number of things done, as indeed other Honourable Members can do.

But one of the things which I would want to raise relates to a point which was made by the Honourable Member for St. Peter, a charge about the Democratic Labour Party abandoning 29 acres of land at Six Men's. That is what you said?

Aside.

Hon. E. E. GREAVES: That the Democratic Labour Party abandoned ...

Aside.

Hon. E. E. GREAVES: ... the acquisition of 29 acres of land at Six Men's.

Aside.

Hon. E. E. GREAVES: Are you talking about ...? No, no. I mean I am not aware of any land at Six Men's which has been abandoned by the Democratic Labour Party.

I know that the Industrial Development Corporation had acquired an area of land to establish an industrial estate at Six Men's. This was acquired under the Barbados Labour Party.

Aside.

Hon. E. E. GREAVES: The Industrial Development Corporation found it extremely difficult to attract investor?....

Aside.

Hon. E. E. GREAVES: ... to put in that particular development.

Consequently, they advised that they would want to get rid of the land if it could be exchanged for another area of land because all that was being done on that land was

that there were about 99 varieties of grass being grown on that particular area of land. Indeed in the bye-elections of 1985 the Democratic Labour Party consistently said that if we were to return to office, we would develop that area, turn that area into a housing development.

And the Barbados Labour Party from 1976 had promised the people in Six Men's, who were threatened and who are still being threatened by the sea, that they would move them, that they would remove them. I remember one of the Ministers in that Administration, the former Representative for St. Andrew went down to Six Men's and on television told an old lady, "We are going to move you, we will be moving you very soon." Ten years went by, ten years, Mr. Chairman, went by and they did not even attempt to move any person, did not even attempt to move one person.

The Democratic Labour Party ...

Mr. O. S. ARTHUR: On a point of order, Sir. The Member is misleading the House. He is saying that 10 years went by. The Member for St. Andrew was not the Minister of Housing in 1976, Sir. And he ought, if he is going to speak to get his facts, at least.

Aside.

Hon. E. E. GREAVES: I never said he spoke. I said the Member for St. Andrew. I never said he was Minister of Housing. I said the Member for St. Andrew.

Aside.

Hon. E. E. GREAVES: I said the Member for St. Andrew.

Mr. CHAIRMAN: I think you can continue. I understood you to be merely identifying somebody.

Hon. E. E. GREAVES: Agriculture or anything.

Mr. CHAIRMAN: You were merely identifying a person.

Asides.

Hon. E. E. GREAVES: The Record will show that. L. B. Brathwaite went down ...

Asides.

Hon. E. E. GREAVES: ... to Six Men's. You were nowhere about here then, you were up in Jamaica.

Aside.

Hon. E. E. GREAVES: You were in Jamaica so you do not know anything about that. You forgot I met you in Jamaica in 1976 ...

Laughter

Hon. E. E. GREAVES: ... in the Library?

Aside.

Hon. E. E. GREAVES: You forgot that?

Aside.

Hon. E. E. GREAVES: Now, he made the point and it is a matter of record that 10 years elapsed and the Barbados Labour Party did absolutely nothing to help those people in Six Men's who had been threatened by the sea.

Sir, it is known that that is an area which has supported the Barbados Labour Party for a long time. And if the Honourable Member is talking about the Democratic Labour Party not doing anything for known supporters of the Barbados Labour Party, this is one clear example. This is one clear example. We operate a humane Government. And we felt that it was a very inhuman thing on the part of the Barbados Labour Party and the Representative for St. Peter to have allowed a situation like that to continue for all of this time and have land just across the road

Aside.

Hon. E. E. GREAVES: . . . growing "bare" grass and would do absolutely nothing about it. And what has been done is that the Democratic Labour Party took the decision.....

Aside.

Hon. E. E. GREAVES: . . . that we would move the people from the seaside and move them over and the work has begun. I would certainly like to see it speeded up because there are 130 spots that we calculate that we will get out of that and there are about 31 persons who are to be resiled as I understand it and therefore there will be some other spots there available for distribution.

Aside.

Hon. E. E. GREAVES: Of course. Of course. A number of people have been resiled already. I mean the houses have been moved.

Aside.

Hon. E. E. GREAVES: I would like to see it speeded up.

Aside

Hon. E. E. GREAVES: But this is what the Democratic Labour Party has been doing.

Aside.

Hon. E. E. GREAVES: A humane Government. So it is not a question of abandoning any land. We did not abandon any land. We have turned the land to good use.

Aside.

Mr. CHAIRMAN: Just let me bring a fact to your attention. We have another 32 minutes and the Minister must be given time to wind up.

Hon. Dr. D. G. BLACKMAN: Mr. Chairman, I have no intention of speaking for 32 minutes unless provocation is of such a nature that I have to elaborate.

Mr. CHAIRMAN: No, I would ...

Hon. Dr. D. G. BLACKMAN: It is difficult for a Minister of Transport and Works, especially for one who has been associated with this subject matter like myself for such a long time to fight off a feeling of being jaded or getting up and shouting within these hallowed Chambers *deja vu* or *deja entendu*, having already heard.

Laughter.

4.40 p.m.

And this *blase* feeling is avoided, of course, by the stimulus of having to work out and reduce to some order the miscellany of statements, anecdotes, fictions, and otherwise into some sort of order. I think the scientists call it "saving appearances". The early scientists used to cook their figures in order to achieve a particular symmetrical outcome with respect to the movement of the celestial bodies. So it is an exercise comparable to saving appearances, but I shall try my best to reduce to some order these things as part of the loud noises that a Minister of Transport and Works hears from every corner about the subject matter within his Ministry.

I will start with the issue raised by the Honourable Member for St. Peter first. That seem to have generated the most interest and it is simply this. At the outset I made it a very simple proposition, namely that the programme of the Ministry of Transport and Works for the current financial year was financed from the Consolidated Fund and contributions made to the Transport Levy Fund. That is what the programme was predicated upon. Several weeks into the

said financial year budgetary proposals were made and arising out of this the Transport Levy Act was amended to ensure that the Budgetary proposal requiring the transfer of the Transport Levy Fund contributions after June 1st to the Consolidated Fund.

At the time this transfer was effectuated the Transport-Levy Board had to its account a sum in excess of \$10 million, approximately \$10.7 million to be precise, as follows, and this was at the beginning of June: Accounts Receivable - \$63,433.85, Cash in Bank - \$7,733,437.301 Fixed Deposit Receipts - \$2,885,816.57 that is a total of \$10,682,687.72.

This is the money that the Transport Levy Board had and continued to disburse on projects even though the collections made after June 1st were transferred to the Consolidated Fund. This is how the money was spent or allocated.

The Speightstown Omnibus Terminal completion of Phase I Civil Works \$100,000; completion of Phase II Terminal Building - \$550,000; Construction of Workshop Facilities - \$2,000,000; Construction of Vendors Booths - \$100,000; one million of that sum was allocated to Speightstown.

Now in passing I will refer to the animadversions made on the Speightsiown Terminal by the Honourable Member for St. Peter. I believe, Mr. Chairman, he laboured mightily and produced a mouse. The fact of the matter is that as indicated here money was already available in the Transport Levy Fund, already allocated and being spent by the time the levy funds were transferred to the Consolidated Fund and also by virtue of the fact that the Speightstown Terminal is, for all practical purposes finished. There are just a few finishing touches; and my advice is that it will be ready for opening at the beginning of the year. There are some people in the Ministry of Transport and Works who think that it will be ready for Independence. I have a less optimistic estimate of the time. I believe the finishing touches will be made and it will be ready for use by January. So there is no substantial sum of money that needs to be spent on the Speightstown Terminal. There are just a few thousand dollars to complete the work. So I do not think that we need waste any time on this anymore.

But back to the question as to how the approximately \$10.7 million has or is being spent. Renovation of the Probyn Street Minibus Terminal - \$350,000 - that is complete. Construction of bus shelters - \$350,000 ongoing. Repayment of the BNB loan used to purchase buses due July 1, 1988 - \$170,261. Those were allocations to the Transport Board. You will see, Mr. Chairman, that the allocations for the Speightstown Bus Term; I come under

the ambit of the Transport Board, which means that if it appeared in the accounts it will appear as part of the subsidy to the Transport Board and not in one of the items of the Ministry of Transport and Works.

Asides

Hon. Dr. D. G. BLACKMAN: Yes, it would appear as part of the subsidy, since the subsidy to the Transport Board has several components - one being in relation to operational expenses and the other for capital works of the Transport Board. The subsidy is not co-terminal with deficit. They are two different things altogether as I am sure the Honourable Member knows.

Mr. Chairman - Tenantry roads: Foul Bay, St. Philip \$35,000, Harmony Hall Road, St. Philip \$216,380. I am reading out these things because the Honourable Leader of the Opposition made the snide- remark implying that road building was only being done in a particular constituency. That is one of the major slanders that the Barbados Labour Party has directed at me for years.

Laughter.

Hon. Dr. D. G. BLACKMAN: So it is necessary for me to state what roads have been built or in the process of being built and the sums of money spent so you will know where the resources are going, the \$10.7 million that the Honourable Member for St. Peter, wants to find out about. 4.50p.m.

Harlington Roads 1 and 2, St. Philip - \$331 200. It simply is not true to assert that the Honourable Minister of Housing has to do anything to have roads done.

Licorish Village, St. Michael, Phase 4 - \$124 000 - a small sum. Licorish Village, Phase 5, \$150,000. Charity begins at home. I am sorry. Licorish Village, Phases 4 and 5, \$124 000. That is all. Airlie Tenantry, St. Michael, \$150 000. I do not even know where that is, to see how politically motivated I am.

First Avenue, Passage Gardens, \$175,408. Applewhaites St. Thomas \$300,000. Sargeants Village Road, Christ Church \$380,000. With a total of \$2 017 060 devoted to tenantry roads.

Footpath programme: Baxters- Road, Tudor Street, \$400,000. The Speightstown footpath - I repeat, Sir, the Speightstown footpath - \$105 117. Diagnostic Clinic, Beckles Road, St. Paul's Avenue, \$150 000. Wanstead-Oxnards-Husbands \$500,000. Howells Cross Road \$250,000. Belmont Road \$110 000. Footpath programme \$1 505 117.

Highway Improvement: The roundabout at Bussa Circle, formerly Six Cross Roads, \$500,000.

Highway resurfacing in St. Michael, excluding the City, resurfacing the roads with hot mix, \$3 million. I will take this opportunity to refer to a question raised by the Honourable Member for St. Thomas.

The issue of the quality of mix is one that has been with us for many years and will be with us as long as we continue to use locally produced aggregate. It is well known that Barbados' limestone is very soft and is not the ideal kind of material for road building, and this contributes significantly to the dissolution of hot mix and other materials which are used for patching purposes.

There have been all kinds of proposals, including the purchase of mix from Canada, which I believe was done a few years ago; and more recently, within the last 12 months, there has been a proposal rejected out of hand to bring in stone for road building purposes from St. Lucia.

The technical opinion is that islands of volcanic formation produce much harder stone and consequently more durable road surfaces; but if we are to use our own resources, then we must use our own quarries and accept the limitations of our own products.

The laboratory of the Ministry of Transport and Works has been experimenting with all kinds of mix, but we have not yet found the correct consistency which would yield the level of durability which is desirable.

The institutional study of the Ministry which I commissioned years ago in my earlier persona as Minister of Transport and Works has recommended the upgrading and expansion of the staff of the laboratory, and we are examining the possibility of pushing ahead as quickly as possible with this, and hopefully, out of our own experience, we will be able to produce the technology to solve that problem.

Now I chose to deal with this issue when I got to the item of resurfacing the roads in St. Michael. Most of the roads that are in need of maintenance work at this time are roads that have no Barber Green surfaces. A vast majority of roads in a state of disrepair are like this, and the technical opinion is that the cost of maintenance would be significantly reduced if Barber Green surfaces were substituted for the old tar road surfaces that have served us so well in the past.

Most Barber Green roads, unless they are dug up by human beings or big trucks, tend to last for a period of approximately seven years without the need to be repaired, and therefore in areas which have been Barber Greened, we

can confidently look forward to the prospect of having little or no maintenance work done for a period of about seven years.

That is one aspect to the St. Michael programme which also is a response to the insistent demand on the part of Barbadians all over this country to nothing less than roads of the best quality. It is my experience that if we do not provide Barber Green surfaces, that the discontent is almost as great as if no paving of the road was done at all. Most people are dissatisfied with the incidence of dust which constitutes a serious nuisance in cases where resurfacing is other than Barber Green resurfacing. 5.00p.m.

Consequently this St. Michael programme is designed to satisfy these dual standards: one, to reduce the cost of maintenance and secondly to respond to the demand for quality roads; but over and above this, whenever these declarations are made to the effect that the roads all over Barbados are bad, it must be emphasised that roads do not crumble and fall into disrepair in one or two years, that this represents a cumulative period of more than a decade of neglect.

Yes, I was Minister of Transport and Works when the neglect was perpetrated in the Ministry of Finance when there was a refusal to release enough money to have maintenance done with a view to get me to lay off persons, so that the Minister of Transport and Works of the day was faced with the dilemma of whether to keep people working and doing nothing because there was no money to buy material or to send them home. This Minister, committed as he is to the philosophy that Government is a humanistic enterprise or nothing, chose the humanistic course and kept people on; so do not tell me I was Minister of Transport and Works. You look at that period and you will see that from 1976/77 and 1985/86 virtually an equal sum of money had been allocated to the purchase of materials for road maintenance in spite of the fact that materials themselves have substantially increased during the course of those years. So I am saying that we are now reaping the whirlwind of potholes all over the roads in this country as a result of the wind of neglect and spitefulness that was sowed ten years ago because of a preoccupation with big roads. These roads where the vast majority of human beings in this country live and walk on were contemptuously dismissed as political roads. Anyhow I do not wish to get into this. I am tired talking about that; but as I suggested that certain Johnnies-come-lately are not familiar with these issues, permit me, Mr. Chairman, to proceed.

The purchase of equipment: one excavator \$300 000; six compactors \$150 000; one asphalt paver \$250 000; four flat bed trucks \$300 000, a total of \$ 1 million for the purchase of equipment and that total is roughly \$10792438.

On the question of equipment, the honourable Member for St. Thomas raised an important question when he identified some of the problems at a depot serving his constituency where there was a shortage of equipment. One of the things that the institutional study to which I adverted earlier, did was to emphasise the importance of re-equipping the Ministry of Transport and Works. I have said it before. If the people of this country accept that Government must operate a full-blooded Ministry of Works and at the same time demand from that Government the level of efficiency and productivity that is said to exist in certain private sector areas, then they have a responsibility to equip that Ministry in the appropriate way.

I am afraid that the Ministry of Transport and Works is burdened with a lot of antediluvian equipment and in some cases no equipment at all, and that does constitute a problem to which the honourable Member for St. Thomas refers, a problem which this Government is seeking to rectify.

The honourable Member for St. Thomas also talked about buses being ordered from Brazil. To date, to the best of my knowledge, no Government Department that I am aware of, including the Ministry of Transport and Works, has ordered any buses. There is a decision, however, for the purchase of buses. The Ministry of Finance has allocated to the Ministry of Transport and Works a sum of money, which is a desirable amount of foreign exchange, to be expended for the purchase of buses. The Transport Board has recommended the purchase of Mercedes Benz buses. If these buses are purchased in Germany, the money allocated can only purchase 25. Since buses that meet the same specifications and according to the engineers' advice the same quality are available in Brazil at a less expensive price, the Ministry of Transport and Works has agreed that some of these buses should be purchased from Brazil. It is desirable to maintain a connection with Mercedes Benz in Germany because Mercedes Benz can offer the technical advice, assistance and backup that the Brazilians are not in a position to give with the same efficiency; so buses are going to be purchased from both Brazil and Germany, and it is believed that with the money available this mix would give us the capacity to purchase 45 units. 5.10p.m.

In the interest of saving time and satisfying public demand, some of these buses will be purchased whole so that they will be placed on the road as quickly as possible. In other cases, chassis will be bought and the bodies for such chassis built or assembled in Barbados.

The Transport Board will be requiring the agent of the buses to present the buses to the Transport Board as whole units. In the past when there were defects identified in buses, the manufacturer would claim that the defect was

caused by the builder of the bus and the builder of the bus would claim that the defect was caused by the manufacturer. In order to end this confusion, the agent has the responsibility to present the Transport Board with one complete unit and that agent will choose who the Barbadian, or assembler, or builder and assembler of the bus bodies will be. That is the position. Forty-five buses we are expected to get and we hope to be in a position to put some of those new buses on the road as early as some time in January.

I want to make a declaration here and now. Those buses are going after the revenue and, therefore, they will be places on revenue bearing routes. We will be competing with the minibuses, not protecting them and some of the louder noises, the voices from minibus concessionaires as distinct from minibus operators •- I support minibus operators. I do not support minibus concessionaires.

Some of the minibus concessionaires have been saying that they would like to take over the Transport Board and show us how to run it. I hope, as has happened in the past, that they do not come kicking, screaming and begging for mercy and begging the Prime Minister of Barbados "Get Don Blackman out of that Ministry as quickly as possible because he is hurting me." I hope that when we go after the revenue that all of those with the big loud voices will be able to stand the heat of competition that the Transport Board is going to give.

Aside

Hon. Dr. D. G. BLACKMAN: Mr. Chairman, I stand here before you with pride and happiness to report that the deficit of the Transport Board at the end of this financial year is projected to be \$12.2 million and we have passed the worst months already and we have not yet made the major thrust to recapture the revenue so callously and criminally given away.

Aside

Hon. Dr. D. G. BLACKMAN: Wait until next year.

Mr. CHAIRMAN: You have another two minutes.

Hon. Dr. D. G. BLACKMAN: I am not making any predictions. I am only telling this Honourable House to wait until next year.

I beg to move that his Resolution do now pass.

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

Order 4(b) was called - To move the passing of a Resolution to grant the sum of \$11 436 409 out of the

Consolidated Fund and to place it at the disposal of the Government to supplement the Estimates 1988-89, Part I - Current as shown in the Supplementary Estimates 1988-89 No. 4 which form the Schedule to the Resolution.

HEAD 40 - MINISTRY OF TRADE, INDUSTRY AND COMMERCE - CO-OPERATIVES DEVELOPMENT

Hon. E. E. GREAVES: Mr. Chairman, as you can see, this Resolution is in two parts. One relates to the Ministry of Trade, Industry and Commerce and the other part of the Resolution relates to the Ministry of Transport and Works.

I propose to deal only with the section dealing with the Ministry of Trade, Industry and Commerce which has to do with the Co-operatives Department and it is a provision for \$100 000 under subhead 10 Co-operatives Development.

Let me preface my remarks by saying that the Democratic Labour Party, that we in our Manifesto of 1986 made certain commitments to this country relative to the development of Co-operatives and I would want to introduce this Resolution by quoting from that relevant section of the Manifesto as contained on page 25. The Manifesto, as you are aware, is a document of this Honourable Chamber and we said then, and I quote:-

"The Co-operative Movement has fundamental economic strengths in a democracy. It allows the small investor to share in the economic wealth of the country and to have a voice in its direction. The D.L.P. is committed to developing the movement further and proposes to assist its growth by the following measures amongst others."

We outlined 10 basic approaches which we proposed to make. Some of these, Sir, have already been put in place. Indeed, we see it as a package and today we are introducing another aspect of that package.

Basically we said on page 26 that we would:

- "1. Revise the Co-operative Act so as to bring it in line with modern trends in the Co-operative Movement.
2. Restructure, re-organize and expand the Co-operatives Department and strengthen its operation under the direction of an appointed Registrar of Co-operatives."

There are other matters which we have indicated here but I want to pause there at this moment to say that in 1961 the Co-operatives Department was established with a staff of 6 officers: 1 Registrar, 3 Co-operative Officers, 1

Stenographer/Typist who was temporary and a Maid who was also temporary. That was the extent of the staff of the Co-operative Department as it existed in 1961 and as it exists at the present moment.

Indeed, Sir, there were many mouthings or statements coming from the Barbados Labour Party during the last 10 years about what they were going to do for the Co-operative Movement in this country but very little happened in terms of re-organizing and restructuring the Co-operative Department.

Now, it is true that over the years we have seen a growth in one aspect of Co-operatives in Barbados and that is the credit union section. 5.20 p.m.

There is no doubt. There has been growth and there continues to be growth in the credit union section of the co-operative movement. And it makes the case even stronger that we have to get a department which is equipped to deal with all of the many problems which can arise and which do arise on a day to day basis in kind of administering the general co-operatives in this country.

Over the years, as I said, one saw growth in the movement to the extent that in 1975 for example, the societies registered numbered 92 with a membership of 7 808 persons-and a capital of \$1 618 674. There was a decline in membership in 1977, it fell to 5 303 persons. But the share capital continued to grow and at 31st December, 1987 the share capital stood at \$58 1/2 million and there were 66 active societies which were registered.

The membership rose from 5 303 persons in 1977 to 8 110 in 1981 and to its present level at the 31st December, 1987. We now have total membership of 28 143. That includes members in the credit union and members generally speaking in the other co-operative societies.

The credit union movement, to look at the special aspect of that particular area, has a membership of about 25 000 persons, and I am using the 31st December as my reference point, and savings of \$57 million and assets of over \$69 million.

So that what we are talking about today, we are really talking about big business. The co-operative movement today is no longer the fob pocket kind of operation that it was in 1961. And the difficulty which you have to face is that the co-operative department has not been modernized, neither has the legislation under which the co-operatives operate been modernized to deal with the many problems and indeed with the expansion which has taken place in this particular area.

We in the Democratic Labour Party saw that and we have committed ourselves to doing that and this is yet another phase in that development.

So what we have done is that we have been able to get Cabinet to agree to an increase in the staff of the Co-operative Department and we are making provision for a Deputy Registrar which we do not have at the moment, a Senior Co-operative Officer which we do not have at the moment, three additional Co-operative Officers, two Clerical Officers and an additional Stenographer/Typist. So that the staff of the Co-operative Department will be increased by eight. And this will enable the department, as I said, to do a more effective job of monitoring the various societies which are registered in this country. And I would say that we are at the moment doing a review of the co-operative legislation in Barbados. I had hoped that we would have been in a position to have introduced this into Parliament before we rise for Christmas but unfortunately, we have not been able to conclude our deliberations on that and I anticipate that early in the New Year we will be introducing a new co-operative Act in this country which will be a modern one, taking account of the developments which have taken place, and also with provisions for ensuring that certain checks and balances are put in place to make sure that people who invest in co-operatives have the kind of protection which they basically do not now have under the existing legislation. We have, as I said, to move to a situation where we can deal with this particular problem.

Obviously, as I said the movement has far outgrown the times of the sixties, and we need therefore to staff the Department with quality people. We have to. And I am sure that the positions will be advertised and there are certain basic requirements which we will be looking for qualifications, that is, for the various positions. But we obviously will need people who have either a legal background or a strong background particularly in accounting at the top; and of course experience, in the operation generally speaking of co-operatives. So we will have the kind of people who can bring authority, who can bring knowledge and experience to this particular area. ,

Let me say that it is a fast growing area, it is one to which the Government attaches a lot of importance because we believe that if the savings of our small people can be pooled together in the way that they are being pooled and with the kind of direction, the proper direction which could be given to this kind of savings, it could be channeled into productive development, productive enterprises, that we will be able to have the small persons, as it were, having a greater stake in our economy and having a greater say in our whole developmental process.

We would want to provide, therefore, the kind of support, the kind of assistance to the development of this particular area. I am sure that when we come with the

legislation next year that it will provide an opportunity for us to have an even wider review of the whole growth and , development of the movement, where the movement is going and indeed the kinds of checks and balances which will be put in place because they are necessary in this whole scheme of things. I do not want to get into any particular individual problems but one must admit that like in any other financial institutions, there are problems which have been identified where, when we have identified them, the department has moved swiftly to deal with them. But they do not have the personnel both in terms of numbers or in terms of quality to deal, and indeed to react as swiftly and as competently, with the problems as we would like. And that is why we are moving to get for this part of the Financial year some people in place so that they will be able to deal with these particular problems.

So that, Sir, I would want therefore to commend this part of the Resolution to your consideration because we believe that it is a useful development. It is part of our Manifesto commitment, it is part of what we said that we would do to further encourage and promote growth, development and expansion of the co-operative movement.

Thank you.

Mr. Chairman, I beg to.....

Mr. CHAIRMAN: Before the Honourable Member

Hon. E. E. GREAVES: I am sorry. I beg to move that the Head stand part.

Mr. CHAIRMAN: And that somebody second the Resolution.

Mr. R. L. MORRIS: I rise to second the Resolution and to make some comments on it.

I believe, Sir, that it is very important that the social sector of the Barbadian economy should be expanded and given support. But I believe very strongly, Sir, that a responsible and progressive political party working along with the trade union movement and furthering the co-operative movement is in the interest of the masses of people in our country.

I always hear, Sir, that the trade union will negotiate proper wages for workers and improved conditions of employment and a proper Government will ensure that the social wages for workers will complement those wages negotiated by the trade union. We will get proper wages and conditions. But social wages, and I relate here to things like money spent on education, housing, pensions, insurance, etcetera - those social wages must come along with the wages negotiated by the trade union movement.

But a third factor I think is the growth of the Co-operative and the furtherance of the Co-operative to give the masses of people in this country the opportunity to have a stake in the economy of the country, an opportunity that is denied them in a very competitive private sector atmosphere and an atmosphere that shuts them out basically from participation at the highest level of the economy. I therefore believe that it is in the interest of the workers of this country, the masses of people, that the Co-operative movement be stimulated and given as much support by, Government as possible. 5.30p.m.

This particular Resolution is seeking to do that, at least to introduce certain elements that will further the development of the movement. I believe that in these matters there is need for a core area that can give that direction to the general and wider movement. It is important that the Co-operative Department be given this authority and the resources to push the Co-operative movement. Let us be very clear that the Co-operative movement in Barbados really is not moving. In fact, this depends on your perception of a possible role for Co-operatives within the entire economy. In fact, if you are looking at the total economy and not seeing co-operatives as was referred to as a profit kind of operation that is purely tangential to the entire broad economy, but if you see it as a possible area of further incursions into the present system clearly we have a far way to go. Because the co-operative movement as we know in Barbados really is only right now represented by the Credit Union movement to any extent, but we do not have any real agricultural co-operatives. We have a few consumer co-operatives going and in the area of industrial co-operatives we have not started yet. I believe that quite frankly that is the area that we need to start moving in if we are to give young Barbadians an opportunity to make some input in the economic area. I want to spend some time on this.

Clearly we are at a stage where we are seeing a lot of young people coming up as entrepreneurs. Hardly a day goes by without reading in the newspaper that there is some young fashion designer or some person with skills in craft and so on who is not coming onto the market. I muse and I reflect that the educational policies developed by the Democratic Labour Party in the 1960's are really now producing very, very solid results. We are now moving through a phase of incubation and we are going into a more mature and productive stage where a lot of people who have graduated from the Community College and Polytechnic are now becoming entrepreneurs. The difficulty that I find in our system is that we are still encouraging everybody to believe that you have to do it on your own, that each individual has to go and struggle out there to get capital to start a business, operate at a very small level in order to move forward, hopefully becoming a big entrepreneur years

down the road. But I think we have to be pushing the idea of co-operative ventures. There is no reason why young people should not be taught about the co-operative movement in terms of getting together and pooling their resources in a co-operative and developing this as the base of their financial activity. That is why I believe that we are going to have to look seriously not only at re-organising and restructuring the Co-operative Department in terms of policing the existing system because basically that is what we are doing now. We are saying that we have a system that has grown up to this point in time and it is getting bigger, and therefore we have to police it. We have to control it. I think we have to take another direction. We have to think in terms of profitising the system and approaching it further and that is going to call for all of the expertise you can get within that department. It is very important that we have to start thinking in terms of introducing co-operatives into our school system. I am not thinking only in terms of starting school co-operatives. I am thinking in terms of teaching it as an academic area, an academic discipline.

Now I am sure that we are most familiar with the fact that there are colleges in Jamaica, Trinidad and Guyana that teach about co-operatives. There is a college in Trinidad, the Cipriani College, which was established by a Cabinet decision, a Cabinet vote in 1966, to teach Industrial Relations and the Co-operative Movement. If you are talking about 1966, you will recognise that comes immediately after the passage of the Industrial Stabilization Act, where you will have a new industrial system being introduced, and Eric Williams understood that it was extremely necessary to introduce Industrial Relations as a discipline and to train the workers - in fact, the employers too - into what the new system was. But he also recognised, that along side with that there was need to train workers in the arts of how to use your resources for productive and profitable enterprises and, therefore, he decided that the college that would be set up, the Cipriani College, would be training persons for a 2 year diploma either in Industrial Relations or Co-operative Management. You can see the out-turn of that kind of policy now. Twenty-two years afterwards the Co-operative movement is booming in Trinidad. In fact, it is one of the only islands in the Caribbean where there exist a workers bank that came out of the exercise of credit unions growing and strengthening and developing that kind of activity.

Now we in Barbados are not too far from that kind of action. A lot of people are not quite aware of the role of our Credit Union League. The Credit Union League has developed a lot of expertise. They operate for instance their own insurance business, the Mutual Benefit Fund, and they also have something called the Central Fund Facility where all of those consenting credit unions pool their money into the Central Fund Facility for on lending to credit unions

who want to borrow. In fact, you are seeing the beginnings really of a workers bank. It has that kind of potential and I am suggesting that the movement is at the stage where, if we intend to push it, if we really want to get it growing in this country, and I believe it is a good thing to do, that we should start to push the education of credit unionists at all levels. In fact, we want people at the management levels because from my own experience with a credit union which the Honourable Member, the Honourable Minister for Trade, and I started, the Barbados Workers Union Co-operative Credit Union Limited in 1983, I remember very well when we started in that year one could not have really anticipated that 5 years later that organisation would now have a share capital in excess of \$3.3 million with 2,000 members and employing four full-time employees including a young lady who graduated from the University of the West Indies with a BSc. in Accounts and Management. We could not imagine the kind of speed with which this kind of movement would develop. It is so necessary quite frankly to make sure that you have the right kind of staff when you have that kind of growth.

Asides.

Mr. D. A. C. SIMMONS: I have no doubt that the Honourable Member will admit no, no, no - a point of order that the unexpected speed and growth of the credit union, B.W.U. Credit Union, was spurred on by the incentives and the legislation and the programmes 'of the Barbados Labour Party.

Mr. R. L. MORRIS: No point of order, Mr. Chairman. I was going on to make the points later on, because I would like to suggest to you that although

Asides.

Mr. R. L. MORRIS:.... No, no, the Barbados Labour Party made provisions in terms of the income tax concessions for those who saved in the credit union movement, not the wider co-operative but the credit union movement. That is a fact. I would not want to credit that, however, with the entire growth really. The growth is a multi-faceted thing. But one would have to recognise that the Barbados Labour Party did make that provision. That is true. In fact, the point I was trying to make is that although Governments make these kinds of provisions a total plan in terms of how they perceive the movement has never been made clear to me. I am not sure that the Barbados Labour Party had a perception of the entire movement and where it was supposed to go. It gave those useful concessions but I do not think that they had any overall plan about the credit union movement. But all I was saying is that it is very important that most of these organisations start off and move at a very rapid pace and in those early days of growth' it is important that you have a Government d' artment that

can provide the backup, checks and balances. It is vitally important because very few of the organisations have access to the kinds of skills that are necessary. Many of the people who start them have all the zeal and the motivation and the goodwill that you can think about, but you do not run financial organisations on those alone; you need accounting skills. 5.40 p.m.

You have to have access to legal knowledge when you are going to be using people's wealth as collateral and so on. You have to understand the law in relation to these things, you have to have checks and balances in your accounting system. You cannot have a multiplicity of functions being carried out by one individual. One has to be extremely careful.

Since the fledgling organisations cannot provide that kind of care, although of course within the law they have a responsibility to have audited statements provided every year, it is very necessary that the Co-operatives Department has an outreach policy to reach these organisations. What aggravates the problem is that there is a development in Barbados that everybody wants to start a credit union, so what you are seeing is the proliferation of small credit unions, which puts pressure.....

Aside.

Mr. R. L. MORRIS: I am not getting to the one that you all started. Do not tempt me on that one. Do not tempt me on political parties starting credit unions, do not let me go down that road at all. I made up my mind I was not going to venture in that direction at all.

Aside.

Mr. R. L. MORRIS: I can become a member? I will not be associated with a political credit union. That is the truth. It is totally against the principles of the movement, so those of you who have ventured in that direction, I will not support you in going there. Do not tempt me to go down that road, because I would only say that you are trying to use the movement for partisan political purposes, and that could be detrimental to the entire movement. But I do not want to get into that, so do not tempt me to go down that road at all.

Aside.

Mr. R. L. MORRIS: I would have to advise the people of Barbados about the threats that came from the Leader of the Opposition about infiltrating everything that happens in this country, as a policy, so they get into the credit union movement and start credit unions, infiltrated the Press and want to control it, give you some of the worst kind of

journalism that the world has ever seen coming to Barbados in the later part of the 20th century, making the newspapers in this country trash by infiltration. Do not let me talk about your policy on infiltration.

Mr. CHAIRMAN: Let us stick to co-operatives, not infiltration. Co-operation, not infiltration.

Mr. R. L. MORRIS: All right, Sir, but he tempted me. I have to deal with him in another forum so I will use that forum and I will get back to co-operatives.

The potential of co-operatives for transforming the economy in a way that the Honourable Leader of the Opposition would never be able to understand, away from the direction that he has vested interest in perpetuating. The Honourable Member for St. Thomas, too, that is why he would not allow me to continue talking, but I have patience, Sir, I can wait him out.

I was saying, Sir, that this proliferation is not in the interest of the movement. In countries where you have had proliferation, whether in terms of credit unions or trade unions, you have had to come back later on and amalgamate them, and you get a policy of mergers.

Aside.

Mr. R. L. MORRIS: What is the common bond? The common bond is that you have to be 18, you have to be living in Barbados and you have to be a member of the Barbados Workers' Union. You can come and join. You could not join though, because you could not qualify as a worker. There is no way you could qualify under the Laws of Barbados as a worker. Not a leading director, shareholder and businessman in most companies and supporter of the capitalist class in this country. You could not qualify to be a worker. We could not stretch that definition by any means to get you in the Workers' Union. We could not even get you in as an adviser, not even as a friend.

Let me go back, Sir, if you will allow me, to the credit union movement. There is a proliferation.

Aside. .

Mr. R. L. MORRIS: I will deal with the Leader of the Opposition in other places. I made it very clear when I started that I see the trade union movement, a socialist political party and the co-operative movement as moving hand in hand together. I am not talking about infiltration and the surface appearance that you really belong to these things. I do not deal with those matters, I deal with those in a different area.

Aside.

Mr. R. L. MORRIS: I have the right, Mr. Chairman, to be protected against that jacket and tie mentality of people.

Mr. CHAIRMAN: But I did not stop you. Continue. You have a minute to go.

Mr. R. L. MORRIS: Thank you very much, Sir. In that minute I just want to say that the proliferation of the movement can clearly lead to problems and I would want to suggest that the Department would have its work cut out to "be dealing with every small credit union that starts up, but I would like to see a clear cut policy for Barbados in terms of the co-operative movement I do not think we have that policy at present. Administrations come and they give certain concessions to the movement, but to me the movement is still seen as very much tangential to the main course of where we have to go, and that policy has to be a policy providing the right type of education.

I would like to see educational provisions being made for teaching about the Credit Union and the other types of co-operatives. In particular I would like to see the industrial co-operative given some support in the country, and that can only come by knowledge. I do not think that many Barbadians are aware of what is an industrial co-operative, because they tend to see the Credit Union or the Consumer Co-operative as the co-operative.

Again I believe that there is room in Barbados for the extension of the agricultural co-operative among the small land holders in this country, and the reasons that they have failed in the past are well known to us - lack of skills, lack of knowledge about what the movement really is. I believe that we are moving now to the generation of people who are better educated, and if they are given specific information and knowledge and given the skills in this particular movement, we can see the Credit Union move off, because I believe it is the only kind of financial economic institution where the small man can get hands-on practice in business management and so on. It is the only way that some of us could be associated with million dollar enterprises, or a board of directors and so on, of that kind of enterprise. I therefore believe that anything the Government can do to strengthen the Co-operatives Department is in the better interest of the masses of the people of this country, and that \$100 000 is bung well spent.

Thank you very much, Sir.

Hon. H. deB. FORDE: Mr. Chairman, before the Honourable Member for Christ Church East was diverted into trying to switch the debate on the personality of the Leader of the Opposition, he spoke very well. In fact, he made the points which I made recently in a speech when I launched the Progressive Credit Union, and they are points

which I think are very fundamental to this debate. I believe that when he so spoke he merely forgot the history of the credit union movement and the fillip which was given to the credit union and co-operative movement by the Barbados Labour Party in the 1940's, in particular when it passed the Co-Operatives Societies Act of 1948.

The party to which I have the honour to belong has a long history of recognising the role which co-operatives can play in the development of our country, in the development of the small entrepreneur and the small businessman, and in creating a mutuality of interest among the people of Barbados. From the period 1949 to 1950 when we were in Government steps were taken to strengthen the movement and to strengthen the institutional framework within which the movement should operate. It was not surprising to me that when we came back into power in the 1970's we followed up on this procedure.

The Honourable Member for St. Lucy did not make the point on this occasion, since he took his statistics merely from the year 1975 and then looked at a slight decline in membership in 1977, and the next date he took was 1987, but there was a tremendous growth in the Co-operative Movement between the years 1976 and 1986. 5.50p.m.

There was a growth not only in the number of societies operating both as cooperatives and credit unions, but a tremendous growth in the share capital particularly of the credit unions, and that growth in itself has shown up some of the problems which this Resolution now seeks to answer. The Resolution seeks to provide money to strengthen the staff of the Department of Cooperatives, and I believe that there are about three or four additional personnel who are being brought on to that staff.

Speaking for myself I think that we need a much more elaborate approach to this question. I think it is not only a Deputy Registrar that is called for and administrative staff. I think we will have to widen the area of expertise available to the movement. If I may give one example, there is a need for an officer similar to the officer in the Central Bank who deals with monitoring the operations of the banks, specifically inspections.

The co-operative movement is probably today worth in excess, I believe, of \$80 million.....about \$71 million. That is a lot of money, and it is necessary that one should police the funds properly. I am not suggesting that people are misusing funds, although there have been a few cases, but I think that one needs to police the money particularly the money of the small investor in this country very carefully. I recall that some years ago the then Governor of the Central Bank offered the co-operative movement the assistance of the inspectorate department of the Central

Bank, and maybe the expertise in that institution should be tapped until such time as the co-operative movement itself can afford its own inspectorate division.

I may say in passing that the present Registrar of Co-operatives has done a lot with the limited staff available to her to establish and help build the movement. In addition, Sir, I am not myself satisfied that the audit provisions of the Act are always properly implemented. The Auditor General under the Friendly Societies Act or Co-operative Societies Act has an obligation to audit and can call on societies to allow an audit to take place, but it seems to me that we need to strengthen the regulations dealing with audit, and more important than that we need to ensure that proper auditing is done from time to time.

In relation to the membership of credit unions and co-operatives in general, I think we are a little bit short-sighted in the legislation which we have. At present you have to be over the age of 18 to become a member of a society. I see no reason why within our institution we should not ourselves be widening interest in the movement to children. In fact it would be a good thing to encourage children, as the Honourable Member for Christ Church East has said, to get an interest in savings societies, in consumer societies, in industrial and agricultural societies from as early an age as possible. There really is no virtue in maintaining the age limit of eighteen before persons can become members of these organisations.

I, too, regret the failure of agricultural cooperatives or credit societies. As early as 1924 there was legislation on the statute book, the Agricultural Credit Societies Act of 1924 to encourage the growth of agricultural cooperatives. Very few of these have flourished. There is one in the constituency of Christ Church East Central, in the Boggs and Pegwell, which has done well, but only spasmodically. I think there are probably no more than seven. I do not have the statistics to hand, but there are not many of them, and one wonders why, particularly where a weak part of our agriculture is in the area of marketing, and it is an area that cried out for cooperation, for mutuality in treating problems, a mutual manner to approach problems. There is no growth in this area. I would like to see the movement growing in this area.

Likewise in the consumer field, Sir. We have witnessed among the staff of some big institutions consumer cooperatives. The police have done it, the banks have done it, the Light and Power is probably a good example, but there is still greater room for consumer cooperatives to function and to provide a counter-balance to the manufacturing organisations and to help police standards that are necessary if we are going to localise and regionalise our marketing. It is an area in which I would encourage the Government to give some form of assistance

to any organisation that sets out to extend consumer cooperatives.

I also must, however, sound a note of warning. As the societies grow we find that we are getting more and more of them, but, unfortunately, we at the same time perhaps are not recognising the need for amalgamating and merging together some of these societies. The Honourable Member spoke rather flippantly about a society of which I have the honour to be a founder member, but let me say that part of my regret is that with some of the present societies, the manner in which they are formed limit the persons who can come into their membership because they are built around a company, whether it is the Light and Power Limited and their personnel, the banks, like for instance built around Barclays or one of them, or a particular church or particular religious faith, or a union, and that therefore as a result the avenue for wider mergers and amalgamations appears to be closed. •'

One of the things that credit unions in the Caribbean can do is to explore and research the avenues for mergers and amalgamations as a method of strengthening the movement. I would expect for instance among the credit unions formed among workers that there is a wider avenue for cooperation between the National Union of Public Workers credit union, the Barbados Workers' Union credit union, or whatever you call them. They can share costs, they can share research, they can share staff, they can share investment methods and analysis much to their joint benefit, and I would hope that one would not see because the movement initially gets its impetus from a group of people who are in cooperation in some other form, that we are limiting the development in this way.

Now, Sir, I also see a need, as the Honourable Member says, for development of the agricultural credit societies, and I think that this is an area in which there must be the closest working relationship between the Ministry of Trade which is responsible for cooperatives and the Ministry of Agriculture. It seems to me that if this is done that those two Ministries can give the impetus to development in this field as a whole.

There are several other new avenues in which the cooperative movement should now be moving, particularly avenues for investment. I am not going to bore this Committee with some of my thoughts on this. I would be prepared to send to the Minister a copy of the speech which I made. I read his speech as well, but I think he will probably find one or two of the ideas in that speech useful, because I do not believe that the cooperative movement is one in which there is a division on either side of the House as to the areas for growth and the opportunities which it offers for investment in our country. 6.00 p.m.

I have another regret, Sir, and it is the death of the Friendly Society movement.

Mr. CHAIRMAN: You have another two minutes.

Hon. H. deB. FORDE: The Friendly Societies were once a most thriving, economic and financial movement in this country. It had the potential for transforming Swan Street and Broad Street. Unfortunately, it has died. I can cite the Civic as the leading example.

. It has died because, I believe, that we did not provide the institutional strengthening that was required at that time and the very policing of which I spoke was lacking but it is an area to which we ought, again, to turn because it has a tremendous potential for answering some of the current crying needs in Barbados for development, particularly, among the small man.

It is a movement in which I came up as a child where you were encouraged to join the Friendly Society. Your mother would put in the odd six cents or whatever it was there for you and it was the earnings from that area that you were able to get your school books, your school shoes, your school clothes from time to time.

It had greater potential for those persons who repaired their houses out of the meeting turn. It was a development in the way of the meeting turn in Barbados or the sou-sou as it is in other areas and I should trust that although we have moved on a lot in the banking and other institutions today, that we would not forget the potential that exists in this field, Sir.

Hon. E. E. GREAVES: Mr. Chairman, there are a few" comments I would want to make on the intervention by the two Honourable Members. The Honourable^ Member for Christ Church East Central did make the point that we were essentially looking at establishing a system for policing the co-operative movement through this particular vote here today.

Yes, essentially this is one of the major thrusts. As has been pointed out, this is very much needed but we are also looking further afield because what we are doing with the new arrangement t, that is with the new staff, we are going to re-organize the whole functioning of the Co-Operative Department and there will be a section which will concentrate on financial advisory services which will look at the whole question of auditing, credit analysis, supervising the operating statements of societies, reviewing monthly reports, advising the movement on investment policies, etc.

We will also have a field unit which will be out in the field looking at the whole question of promoting co-operatives and, basically, the whole idea of broadening the

thrust of the movement into agricultural marketing, transport, fishing, insurance and housing. These are the kinds of outreach programmes which the Department would hope to develop but, of course, this can only be done if there is the feeling amongst the cooperators to go in this particular direction.

What we are doing is that we want to provide a department which when a particular group of people feel that they want to establish a co-operative in a particular area, that they will be there ready and willing to give the guidance, to provide the information and to give the necessary support for development in that particular area.

Let me say that on the question of the education aspect which has been stressed by the two Honourable Members, I would want to say that we have not lost sight of this. Indeed, this is one of the major thrusts which we hope would be undertaken.

I should point out that at the moment the International Labour Organization office in Trinidad and Tobago, the area office for the Caribbean, is preparing a project, I think it is a three year project, for co-operative education for the entire region and Barbados will, naturally, benefit from this and this is just one aspect of it; but, certainly, from our particular point of view, we see the need to also promote education in the movement and, generally speaking, across Barbados.

Now the Leader of the Opposition made reference to the need to involve the Central Bank in the whole question of auditing and inspection. Let me say that the points which he made relating to audit, the strengthening of regulations, that these are going to be, generally speaking, encompassed in the new legislation and that is why I said at the outset that I did not intend to go into any detail in these particular areas because there will be ample opportunity provided when the new legislation is debated for these matters to be looked at.

I would say that, certainly, the new legislation will make provision for a number of these things. We will strengthen and, certainly, modernise the legislation, and we have incorporated in the ad hoc Committee which is reviewing the legislation a representative of the Central Bank and we are getting that kind of input.

Lastly, the Leader of the Opposition indicated that we should be providing assistance to co-operative societies, particularly consumer co-operative societies and let me say that, indeed, we have already begun to do that because the Prime Minister in the Budget which he presented at the end of April of this year did make a very important provision in the concessions which were made to the co-operative movement.

Under the Barbados Labour Party administration, the concessions were made specifically for credit unions and the Prime Minister in the Budget widened the application of these concessions to embrace the entire co-operative to persons investing in co-operative societies which were societies over and above, apart from, and in addition to credit unions. These can now benefit from that and we think that that will provide additional fillip for the expansion in this particular area so that I think that point ought to be made. We are cognisant of the need to give assistance in this particular area and this assistance has already begun.

It is a fact Sir, that we need an injection of new blood in the Co-operative Department and I would want, therefore, to say that this is one of the ways in which we are going to be doing it so that it will have some new life and, indeed, a more active department that will be able to further oversee and encourage the growth and development in that particular area.

Thank you, Sir.

The question that Head 40 stand part was put and resolved in the affirmative without division. 6.10p.m.

HEAD 42 - MINISTRY OF TRANSPORT AND WORKS

Hon. Dr. D. G. BLACKMAN: Mr. Chairman, I beg to move that this Head stand part.

Mr. CHAIRMAN: The question is that Head 42 stand....

Mrs. M. BARKER-WELCH: Mr. Chairman, in support of Head 42, I would like to support this and in supporting it I am sure that the Minister and the Ministry has the thanks of the residents of St. Joseph who have taken a great beating during the recent heavy rains which we experienced.

As most persons know, the constituency of St. Joseph is not very well served with roads which have deteriorated very badly over the past years. They have been neglected for quite some time but I am very happy to say that the Minister of Transport and Works has shown a great interest and sensitivity to the inconveniences caused to the residents of St. Joseph and has on several occasions been to the area to see for himself what has been happening.

It has been the practice for a lot of criticisms to be leveled at the various workers and Ministries but I want here to place on record my thanks to some members of the Ministry of Transport and Works for their quick answer to certain calls that I have made in my constituency. I refer first of all to a bridge at Coffee Gully where a dweller on the other side of the village down in the valley noticed that the bridge was cracking, and this is very serious indeed, it

could not be seen on the top. She called me and I went there and called the Ministry of Transport and Works and a team came up and within days that bridge was fixed. So I have to be thankful to them for that.

I also want to thank them again for quick action when just a few weeks ago, Horse Hill, the side of Horse Hill came tumbling down into the road, covered the road to the tune of about 10 or 12 truck loads of stones. This started the hours between 1.00 and 2.00, which meant that up to 6.00 o'clock the road was still impassable but by 2.00 o'clock a member of the transport depot - 2.00 o'clock in the morning - at Joe's River came out, got his colleagues and with the aid of other people had that road cleared at least by 7.00 o'clock when people who were going to work could use it. I do have to compliment the Ministry and those workers on those two incidents.

Now I notice that under Maintenance of Roads, Subhead 6, there are some roads mentioned there - Coconut Grove and Fruitful Hill. I must say though, that there are three other roads that since these roads have been looked at, have really taken a beating - Mellows, Parks Road and Spa Hill. Now Parks Road is extremely important because that is the way to Chalky Mount and if Parks Road goes no one can get down to Chalky Mount from that area.

And so I know that the Minister is really concerned about what is happening since we have had those very heavy rains.

And whilst I am talking about the rains and these roads, this brings us on to the question of resiling which has to be done. These areas should have been looked at years ago because now the people are settled, very settled in their homes we have to try to resile them because the situation is very, very serious. In fact, on a recent visit up there just last week, three extra houses are threatened and their inhabitants, I wonder how they sleep at nights. It is really very, very serious, more like if an earthquake had hit the back of the houses. And I am very happy to see that such quick action is being taken at some of these places. And I would also like to mention and I think I can be safe in saying that the Minister and those concerned for resiling will be sensitive to the trauma that these people must be undergoing having to leave places where they have lived for so many years and being transplanted somewhere else because right now in St. Joseph we have very few house spots and they will have to be sent somewhere else. And so I would expect that some sort of counselling and dialogue will go on before these people have to uproot themselves.

Mr. Minister for many years St. Joseph has been begging for notice. I am very happy to say that the Minister of Transport and Works is responding to us and I look forward to our tenantry roads being done next year so that

the whole constituency of St. Joseph will benefit from having placed their confidence in a Member of the Democratic Labour Party.

Mr. C. A. NEBLETT: Mr. Chairman, I should like to seize this opportunity to commend the Minister of Transport for moving so swiftly to rescue what is almost a disastrous situation in the constituency of St. Andrew where the roads are concerned.

We unfortunately were visited by a strange weather phenomenon where you had over 7 inches of rain falling in a space of about 14 hours which had wrought havoc on the roads, notwithstanding the fact that the roads really needed some attention prior to this.

While we are dealing with the rehabilitation programme, I am going to ask the Minister, please, it is a plea, we cannot entertain roads without proper drainage. This has bedevilled the area for quite some time. In recent years there have been road widening programmes and they have forgotten the familiar gutter with a result that when we are having heavy rains, you find that the road serves as a river bed, especially the topography of the St. Andrew area. And you could imagine what problems we are having as a result of this.

There are also other problems. With the St. Andrew basin, it serves as a drainage point for areas of St. Thomas, St. Joseph, St. James and parts of St. Peter. It would mean therefore that we should clearly identify the main drainage points from the hills to the valley, and then we should lend careful attention to the type of drainage that should be put in for these areas. Currently, most of the waterways are choked with trees, shrubs and the general plant life. This was drawn to the attention of officers of the Ministry of Transport and Works some time ago. At the time they said that they had the responsibility for keeping the waterways clear but they had not the funds for carrying out the job. I hope that the Minister will give them all the tools necessary to keep these waterways clear. Because what is in fact happening is that the plant life that grows in the waterways forms a blockage, especially when there is heavy rain and then the water finds a path around the blockages and it accelerates the erosion which we are now experiencing. This also results in destabilizing land in some of the areas.

There are many more problems associated with the drainage, some such as the question of the method of cultivation. Whereas one type of cultivation might be good for the flatter areas, applied in the St. Andrew area, again that destabilizes the soil. We have seen it. There is a problem also of abandoned land over the years which has resulted in a heavier run off than normal and this run off again has destabilized the roads. One case in point, the Turner's Hall Road. In my born life, I have never known of any erosion in this area. Now the main road is threatened.

This is as a result of unworked land in the area for a number of years; you had a speed up of water run off. In fact, the whole of the road bed at Turner's Hall served as a drainage point. 6.20 p.m.

That I hope we can look at as soon as possible. A plea I am going to make is that we hurry up- in getting some implementation of a study that was conducted in the Scotland District vis-a-vis the establishing of roads that will serve for the movement of heavy vehicles. The 10 wheelers that draw sand from the Walkers Sand Quarry have wrought havoc on many of the roads, bridges, and culverts in the area. There has been a suggestion that at least we should provide 2 access roads, one leading to the Charles Duncan O'neal Highway and probably another one along the East Coast Road so that we can spare the culverts and bridges of the Springvale and Turner's Hall area.

I would like to see that study implemented as soon as possible because it would re-establish swift transit to those residents in the area who have enjoyed this for quite sometime. As was mentioned by my colleague from St. Joseph, resiling is a very serious problem. Only recently it had been decided that we would resile some of our residents at Orange Hill from the White Hill area. I must draw to your attention that most of those residents work in St. Andrew and there is no bus service that links St. Andrew with the Orange Hill area, which means that we have to think carefully when we are going to resile residents from one area to another, and I hope that this is gaining attention from the appropriate agencies to insure that counselling and advice are done and that we keep communities together. It is not so much that we will be moving houses, but we will be moving people as well, people who have got extended families in the area and they would want to stick together. Most of all when we have resiled these residents we would also want to know that the lands that they have left behind will not just be left abandoned but that a programme will be brought into place to, at least, replant trees or whatever purpose, or agriculture of some sort so as to save that top soil from moving away and that the land could be used in a very economic manner.

Mr. Chairman, I hope that I get another opportunity very shortly to deal with this matter in a more technical manner. So thank you very much.

Mr. CHAIRMAN: The question.

Mr. D. A. C. SIMMONS: I draw to the attention of the House that on the border of St. Joseph and overlooking St. Andrew there is a road known as Bloomsbury Road which was used frequently by buses and ordinary commuters in getting round from the back of Sturges back around to St. Joseph and into Walkes Spring. You could go right around and come back through Mt. Wilton and down Walkes Spring into Proute and so on.

Asides

Mr. D. A. C. SIMMONS: Yes, you know it well. The tourists going to the Flower Forest used to find it very convenient to come from Welchman Hall Gully and come across the top of Chapman's Village and go straight up to the Flower Forest and indeed the rest of the east coast.

Now it is nearly 2 years that this road has collapsed and broken away and there is a vast - I have to be careful with Senator Shorey. Is it chasm?

Asides.

Mr. D. A. C. SIMMONS: There is a vast gaping which is more than a hole. It is almost a cliff on either side of the road which has broken away and we were promised by the Ministry last year when I asked a question in here that it would have been done in the first quarter of this year. Nothing has been done. Now I know that it is St. Thomas and in the nature of things there has to be some punishment or penalty. I said in the nature of things. But grave inconvenience has been caused to the travelling public not only of St. Thomas but all over Barbados and the visitors who use that road.

At one time I was told that it required an engineering study to determine how best to restore the road and to shore up the side which is by a cliff to prevent a recurrence of the same problem. We have had no further word. I would have thought that the engineering study would have been completed by now and some attempt would have been made to rehabilitate this road. I do not know if the Minister has information to hand about Bloomsbury. If he does not, I am not going to press him. But I think that for a road to be destroyed for almost 2 years requires some immediate remedial action and I would wish to know as a firm promise and an assurance if the Minister has the facts. If he does not have them today, I am not asking him to give me today but sometime in the future in an appropriate debate, let us know when we can expect that work will be done to rehabilitate Bloomsbury Road.

I have great sympathy with the Members for St. Andrew and St. Joseph and the residents of St. Andrew and St. Joseph as a result of the problems caused by slippage in those several areas. I would have been a lot happier if I had seen Bloomsbury among the list of districts mentioned in Subhead 6. So that I can only conclude that in so far as Bloomsbury is omitted from this list and in so far as Bloomsbury Road collapsed before Bruce Vale, Turners Hall, Coconut Grove, Thompson Bridge, Fruitful Hill, Coggins and Layne Bridge that there must be some odd circumstance which I cannot explain but which is best known to the Government that admits of the continual

Asides

Mr. D. A. C. SIMMONS: Bloomsbury, Sir, is when you come from Welchman Hall Gully or take the other road.

Asides.

Mr. D. A. C. SIMMONS: Come from Sturges.

Asides

Mr. D. A. C. SIMMONS: That is right. It is broken away. You have got to go through between the canes. Some marl was put down there on an alternative route. 6.30 p.m.

The point I was making before I explained the geography of the area was that it seems to me that for a very strange reason not easily understood the priorities have been shifted. I am not saying that attention should not be paid to the people of St. Joseph and St. Andrew, but what I am saying is that Bloomsbury was first in time in terms of collapse. This is a whole road that has broken away and you just see the bottom of the earth. It is very serious. It was blocked and nobody did anything about it. I know that the work that was done on the Jackson to Sturges Road was under the World Bank project, but that road has been completed since this. There was work going on within 100 yards of where this road has collapsed and still nothing has been done.

I got the impression earlier today that all members are prepared to take the politics out of roads and I hope that early in the new year - I do not expect that much can be done between now and Christmas - some immediate consideration would be given to the start of work at Bloomsbury.

While I am on the question of roads and bridges, in Arch Hall there is a bridge that is also on the point of collapse. I would ask the Ministry of Transport to investigate the nature and extent of that problem and to do such as can be done by way of a temporary rehabilitation of the bridge in Arch Hall. That is about to collapse. The Minister of Labour was there with me on Saturday. I do not think he had a chance to see it, it was west of where we were, but it is causing a severe problem in that area.

I do not think there is anything else I want to say on this Resolution, Sir, just about the Bloomsbury situation, which is really pressing.

Hon. H. deB. FORDE: Mr. Chairman, I do not intend to delay the House too much, just to ask a question of the Minister and probably make a brief comment on the Scotland District in general.

Under Subhead 03, the note in the Addendum speaks about taking into account a pending claim of \$250 000 to be submitted by the ICB in respect of the insurance coverage of MTW's vehicles. I wish the Minister could give to the Committee some details of these claims and out of what they arise, whether they arise out of accidents and whether liability is against third parties or liability has been because of any negligent driving on the part of the drivers of the Transport Board's vehicles.

In relation to Subhead 06, Sir, the supplementary provision for a million dollars, I am really concerned that after 30 years we do not seem to be able to deal effectively with the problems of the Scotland District. I now live in the Scotland District, on the eastern edge of the district, as defined in the Schedule to the Scotland District Act, which I think is 396A. The Scotland District includes not only the parishes of St. Andrew and St. Joseph, but parts of the parishes of St. Philip, St. John, particularly the escarpment between Codrington High School, Coach Hill and those areas and Sealy Hall, St. James and St. Peter as well.

It seems that a large part of the land mass of Barbados continues to be under siege, and particularly under slippage, and despite the efforts of succeeding administrations we have provided no satisfactory solution to those problems.

Since 1958 we have been trying by various methods to contain this slippage. Millions upon millions of dollars have been spent, we have expended a good deal of man hours, both in executing works and conceptualising what should be done, we have planted thousands and thousands of trees, some of which we have never even ensured had been maintained adequately, and yet we do not seem to find a solution, but every time that we have a moderate or just over moderate downpour of rain, the problems come again to us forcibly and we rush to the House for additional supplies to be granted to deal with those problems, only to find that a few more years we are back at the position where we were before.

I do not think that these problems are beyond solution. There is enough engineering knowledge about soil conservation in the world, there is enough experience there for us to deal with the problem, and I think that we now have to grapple seriously as part of the major problems confronting Barbados, the physical landscape of Barbados, with the problem of conservation; whether it is conservation

of the Scotland Area or conservation of our seascape, there is a task ahead for us as Barbadians, and there is a cost. If we do not grapple with the major cost now, we will continue to find that we have spent a lot of money and at ^{<w} the end of the day we are nowhere.

I believe that we have to have a special development plan for the Scotland District and to look at this as a long • term project, not capable of solution within five or ten years, possibly longer, to identify the sources of financing and to identify the best engineering techniques and conservation techniques available in the world and use them *>• to the long term advantage of the country.

I said that the Scotland District extends beyond St. Joseph and St. Andrew, and I am not seeking by that statement in any way to undermine the urgency with which the problems confronting the residents in those areas are being dealt with, but when I look into, for instance, St. John, and the Honourable Member mentioned the road to Bloomsbury, I want to mention the bridge at the junction of Coach Hill, Bath Road and Sargeant Street. If you go on that bridge today - I think vehicles are still traversing the bridge - there is a great danger of collapse of that particular bridge. I mention it not in the context of assuring the Honourable Member for the parish of St. John that I am one of his constituents, I mention it in the context of.....

Aside
6.40p.m.

The only thing I would say is that the representative I cast the vote for is not in here. I mention it in the context, Sir, of my concern, about the policing of bridges. There is ^ some legislation, I do not know how effective it is, on the statute book limiting the weight of vehicles which can traverse some bridges, but I do not know how seriously it is policed. Vehicles of any weight indiscriminately traverse bridges regardless of whether the bridges were built to take these vehicles. They do it in a serious way in St. Andrew particularly drawing industrial sand, and on the other bridges as well. I think we have to appeal to the public «* particularly for vehicles drawing heavy loads that they must realise that an indiscriminate use of bridges will eventually lead to not only the collapse of these bridges, but at a tremendous cost to the country. I think, Sir, we are going to have to police the legislation very seriously to mean what we say, otherwise this Committee will always be asked to vote expenditure that we could use for longer term projects in Barbados. I think we have to bring some discipline into the way in which we exercise our rights in Barbados in these areas.

I continue to be concerned about conservation along the whole of this coastline. I notice that we are expanding building in some of the areas along the coastline, and I

wonder how much concern has been given to the long term effects of building willy-nilly without the necessary safeguards which are called for in this particular area. I am sure the House will revert to the subject, as the Honourable Member for St. Andrew has said, from time to time, but it should concern each one of us very seriously here, Sir, that unless we do some serious and long term planning for the Scotland area, we are in danger of leaving to those who will come after us a country that is denuded of perhaps the most beautiful parts of our island. I do not think there is any landscape prettier than the landscape looking from Farley Hill or from Pico Teneriffe right across, right up to East Point and as far as the eye can see. It is a tremendous view and really for those who admire nature I do not think that you can find better anywhere in the world as we have in Barbados, but we have to preserve and conserve it for future generations.

Mr. D. J. H. THOMPSON: Mr. Chairman, I wish to say a few words regarding this Resolution. There has been considerable discussion on some of the problems that relate to the Scotland District arising out of the expenditure under Head 42, subhead 06. The Honourable Leader of the Opposition has mentioned the problem that exists in the area called Bath Hill. I do not know if the problem as it exists is recognised to be as serious as it is. The Minister and I visited the area and I am certain he is aware for example of the tremendous erosion of the road surface in Welch Village and the fact that the entire bridge at the entrance of Welch on to Bath Hill was washed away and replaced but not completed.

In addition to this now, there is a three cross, as I suppose you would call it, coming from Bath Hill, one end goes towards Bath proper and the other end goes towards Sargeants Street. That entire area will shortly be washed away. I am convinced of that, not because of the bridge - the bridge has not given me that indication. There are people living in these areas who built on that limestone cap - because I think the limestone cap probably ends in about that area - when they thought they were building on solid rock. What has happened is that the flood of water has caused massive holes under their houses even into the limestone. Where they put down foundations, the foundations are washing away. So it is not just a question of soil, but the entire rock is now hollow and they can stay at night when the rain falls and hear the water gushing under their houses, and I have a very real fear that a lot of these houses one of these nights are going to come tumbling down into the road.

Unlike other parts of the Scotland District, people have built in a north south configuration along the Sargeant Street area. If you go into St. Andrew most of it is in a kind of East West configuration or even at the top of a hill where the water may run out from either side, and even though

they have soil erosion the full pressure of water is not coming down at one angle. In St. John, in that area of Sargeant Street going to Sealy Hall, all of the houses are built in a kind of North South direction and the water which comes from the central areas of St. John washing through the springs out into the sea and is moving all of the houses, and people I do not think are aware of the seriousness of it.

Sir, I do not envy the Minister of Transport and Works and the Minister of Agriculture and those persons who are going to have to deal with the problems of the Scotland District. He was amazed, as I was, at the condition of the Welch Road. In a few days after our visit, it had deteriorated so badly that it was almost impossible to drive on it because the ridges that the water has formed have left massive holes in the road, and obviously it is clear that the entire road would have to be dug up, the bridge would have to be replaced and some serious development would have to take place there. The force of the water has caused the water main to break on several occasions there at the Bath Hill junction, and part of the bridge itself has started to wash away, and some of it has gone tumbling down into the sea. There are one or two houses that have completely moved off of their foundations, and I have written to the Ministry of Housing and the Ministry of Transport and Works about perhaps resiling those people on another area in Bath Plantation or looking at ways and means of stabilising it, but I have a real fear that one of these days I am going to receive a call early in the morning or something that some of these houses have tumbled down into the road, because they are no longer on secure rock or even on secure soil. As soon as that rock face breaks away the houses are going to come tumbling down with it.

I am disappointed too therefore that we have been unable to perhaps develop the Scotland District area or look at ways of stabilising the soil erosion and develop the entire area in the way that it should happen. I am also concerned about the fact that people really do not appreciate the value of these areas. There are a lot of people who for example go and dump a lot of rubbish out behind Broadley and Pothouse. These are places that Barbadians and other visitors to the Island go regularly, and as a result of this dumping, it has caused sometimes some stench, it has caused problems to the beauty of the area, and also there is a lot of sea erosion in the Glenburnie-Martins Bay and Broadley areas in St. John. I know the constituency very well. I know that area because Broadley is an area that I hope will be transformed very shortly because it has tremendous potential. You can look over the cliff at Broadley and see the old train line. You can see the sea crashing up against the rocks. It is a large flat area that can easily get some big playing fields. The sun sets in the west. The people who come here to play sports and tourism cricket could go in Broadley and play comfortably without being affected by the sun, and the Minister is aware of this.

The Minister of Sports and Tourism is as much in love with Broadley as I am. Every time I see him he talks about it. This is the Scotland District.

Sir, I am really as concerned as the Leader of the Opposition is and as all of us are about the problems associated with these areas and the fact that the Foster Hall road which goes from Foster Hall, I believe, right through Sealy Hall into St. Philip is washing away. It is a fairly new road. There are tremendous grooves and ridges as a result of that water coming down the hill and going under the road. 6.50 p.m. »

Now, I must say, and I am going to say it clearly in here that I do not think that that road was built as properly as it should have been built. It seems as though all that happened was that the surface was barbergreened.

I do not know anything about the contractor who did it. That is not my affair but it was paid for and the public is entitled, as far as I am concerned, to proper roads with proper drainage and, shortly, that Foster Hall Road is going to be worse than the roads which have been there for years in St. John and which have not even been surfaced. It is really a very bad piece, in my mind, of construction.

There are a lot of natural spring lines that run across that Foster Hall Road. In the day, even when it is dry, you pass and see water running across the road which means this water must be coming from spring lines and running down the hill. An account should have been taken of these things when the road was being built.

It really is a matter of very great concern to me. We cannot, every time the rain falls, be tripping into constituencies visiting people and telling them "yes, we are going to be doing this and doing that in the Scotland District." Let us take some kind of primary care, I suppose - not corrective measures - but let us look at the entire area and try to ensure that the problems of erosion, the problems of the natural beauty of the area and as an attraction in Barbados, are maintained and that the residents and the persons who live in those areas and have lived for many years can feel comfortable when they go to sleep at night and a little bit of rain falls, particularly those who live in the area of Bath Hill and parts of St John.

Thank you.

Mr. D. A. C. SIMMONS: Mr. Chairman, the problems in the Scotland District, Sir, tell a tale. I do not think that the Democratic Labour Party really had any plan articulated in its Manifesto for the Scotland District and so we have to start now in here and all about to try and conceptualize something.

There had been a plan in force in the previous administration and.....

Asides.

Mr. D. A. C. SIMMONS: Well, if Major Headley did not do anything you are going to blame me for that? You want me call his name in here?

We had a Special Assignments Officer assigned from the Ministry of Agriculture who was to man that district. I have no doubt that they were functioning.

Asides.

Mr. D. A. C. SIMMONS: We were two of the first black Head Boys at the Lodge School. He was the first and I was the third or fourth.

I do not think that we, necessarily, have the expertise inhouse in Barbados to deal with the problem of the Scotland District.

So far as I can recall, there had been an arrangement where either the Inter-American Development Bank or the World Bank, I cannot remember which one, had promised some assistance and I think that as much as we would like to be self-reliant, as much as we would like to think that we have the expertise in Barbados capable of devising a plan to solve the plans of the Scotland District, it is, perhaps, an area in which we are deficient and the transfer of technology may assist.

I would, therefore, counsel Government to consider the importation of the expertise necessary to carry out the studies for the Scotland District with a view to the long-term solution of the problems.

One of the big problems we have in Barbados, I mentioned it in here before and the Minister of Transport and Works agreed with me, was the whole problem of drainage.

I do not think that there is in Barbados one qualified drainage engineer who is capable of producing drawings, models, etc. to assist Barbados in the reduction of the drainage problems that we have. The Ministry of Transport and Works has never been able to hold any drainage engineer. A person might come and be here for two years and leave.

We have to start developing among Barbadians who want to do engineering and so on, charting them in those directions to come back ultimately and provide the expertise that Barbados requires but we have been fudging along on the basis of loan service personnel from other

countries and the more we develop physically in terms of the building of new housing developments and industrial developments, the more we have to take into account the consequential problems that will be caused by a lack of proper drainage facilities built in in the new developments, the new towns, whatever it is we are building, and that is a severe problem and, no doubt, the shift of the water finding new outlets to the sea has been caused because over time, as they say, we have not addressed the problem of drainage sufficiently.

I know that the Minister of Transport and Works - I have heard him on it before, is aware of that problem and, really, an appeal is here going out to the Ministry of Finance to negotiate with the agencies like CFTC to try and get some expertise in those areas for Barbados as soon as possible, otherwise we are going to be complaining all the time and as we complain, there is more and more top soil being lost to the sea.

We have in the Labour Party photographs and charts done within the last 18 months showing the amount of top soil that is being lost to Barbados every year. You heard about it in the Estimates. I think year before last we talked about it in the Estimates but it is a matter on which there is no political divide. We all acknowledge it but it is a serious long-term problem so in terms of our physical planning and the development plan that we are promised, these are areas that we must address as areas of urgency.

Finally, Sir, it was reported to me within the last week, I do not know if the Minister knows of it and I am going to ask him to investigate, that at District "A" where we are doing the redevelopment of the Band headquarters, there are a number of MTW vehicles that are lying idle on the site at District "A". I was told there are 7. I have not checked but I intend to check, probably tomorrow morning. While these MTW trucks are remaining idle, Government finds itself in the position of giving private firms, at the tune of \$37 000 a month, work to do that could well be done by the MTW vehicles if they were properly repaired or rehabilitated.

Now, if it is so, that is a waste of money and I am asking the Minister to investigate it because he cannot know everything but it was drawn to my attention by a former MTW person, retired now, and I draw it to the Minister's attention for his investigation. 7.00 p.m.

Hon. H. A. BLACKMAN: Mr. Chairman, I will be very brief. But I think I have to respond today because last week we heard that the Town Planning Department was lax in giving permission and today we are hearing from the Leader of the Opposition about building willy nilly on the west coast now

Aside.

Hon. H. A. BLACKMAN: You cannot talk from down there.

Mr. CHAIRMAN: I did not hear him. I did not hear him.

Hon. H. A. BLACKMAN: We heard that they are building willy nilly on the west coast.

Now, I think I should set the record straight, Mr. Chairman.

Hon. H. deB. FORDE: On a point of order, Sir, I never said ...

Mr. CHAIRMAN: No, no, no, no, no, no, no, no. It cannot be done like that and you know it cannot be done like that. It cannot be done like that. It cannot be done like that.

Hon. H. A. BLACKMAN: Mr. Chairman, I think it is necessary

Hon. H. deB. FORDE: None of my speech related to the west coast, Sir. The speech that I was making related to the Scotland area. And I said when I look across in part of the Scotland District which extends from parts of St. James, St. Peter right across, that people were now building willy nilly in what appear to be part of the conservation area. Now that is what I said, Sir.

Hon. H. A. BLACKMAN: Mr. Chairman, the point is that if the people are building willy nilly, it means that they are building without Town Planning permission, if they are building willy nilly.

The Town Planning Department takes advice from other Government departments before it makes a decision. If it is beach land, they consult with the coastal conservation people. If it is agricultural land, they consult with the Ministry of Agriculture. And if it is any problem to do with the zones, the Town Planning Department consults with the Ministry of Transport and Works.

So the point I am trying to make is that the Town Planning Department will have to stop taking these lashes from the Leader of the Opposition.

Mr. D. A. C. SIMMONS: On a point of order, Sir, the Minister sat there last week and laughed when the Minister of Transport and Works described them as fundamentally ignorant people.

Laughter.

Mr. CHAIRMAN: That is no point of order.

Mr. D. A. C. SIMMONS: He did not defend thfim, Sir. He sat there and took the lashes.

Mr. CHAIRMAN: No point of order. No point of order. Will the Honourable Member take his seat and let the Minister continue.

Hon. H. A. BLACKMAN: Mr. Chairman, we have to understand something. There is no person in Barbados who sends in an application to build a house who does not believe that he should get permission. The Town Planning Department has to take the policy of the Government and also the Development Plan and other things into consideration and then come to a decision.

I would like to say, Mr. Chairman, the point that I am getting at is that the willy nilly building could not be the fault of the Town Planning Department because the Town Planning Department always takes advice from other departments before they come to any conclusion. And furthermore, what is happening is that most of the applications that go to the Town Planning Department, if it is agricultural land, or if it is beach land, it comes to the Minister. And I go through the applications, I look at all the evidence and if I agree with the Town Planning Department, then I say I agree or I approve. There are times when I do not agree. But I would like everyone to know that I believe that the Town Planning Department is doing a very good job and you have to understand that the Town Planning Department is operating in an atmosphere where there are many divergent views. Town Planning has views and interests. So Town Planning Department has to take the road according to policy laid down and according to the advice given to it from the other Ministries. I would just like to make that point very clear.

Thank you.

Hon. H. deB. FORDE: Mr. Chairman, before the Honourable Minister of Transport replies finally, let me just set the record straight. I have not made any allegations against any department. I have made what are observations. And in due course if the Minister is interested, I will ask him for the number of applications that have been filed for development within the Town and Country Planning Act in relation to the Scotland District, when they were granted and how they were granted.

The point I was making and which obviously escaped the Minister's notice is that within the Scotland District, there has been a lot of development, some of which may not be desirable. Whether or not the persons have permission, I

have made no allegation about that. It seems to me that the Minister wanted to reflect on a statement last week

Aside.

Hon. H. deB. FORDE: and therefore he has used the word willy nilly to step back for a week. Well therefore I think his statement is really misplaced, Sir.

The point I want to make, Sir, is that it is most important within the Scotland District that whatever regulations are there are strictly in force willy nilly, I use the word. Because the Scotland District is one of the fastest slipping areas in Barbados and we have to let people know that we have to enforce the regulations within that area. If people go ahead and build without permission, we must try to have policing taking place to prevent that from occurring.

I realize there are some existing buildings where of course it is very difficult, given the Town Planning legislation to prevent people from building. They have already built and they are probably just renewing their building. I know in some areas we are making sure that the septic tanks go in.

But I do not believe that the Minister will ever say that the Town Planning legislation is policed ideally in the manner in which he would like it policed.

I also had responsibility for Town Planning, Sir and the files will reveal for the Minister's benefit that it was during this period that every two weeks I had to have an overview of every application before the Town and Country Planning Department, what were the decisions made on it, where the files were, what was the reason why the department could not make a decision; and I think every two weeks, and the Minister will see that we monitored it as strongly as possible during the period that I had responsibility for it. It then went to a series of other Ministers. I recognize the problems that there are in policing Town Planning legislation and I also recognize the problems that occur when persons come to you and ask you to exercise a discretion. There are always hard cases. Sometimes you have to be extremely firm with the cases in the long-term development of Barbados.

Hon. B. M. TAITT: I wonder whether the Honourable Member, Sir, could indicate when he was the Minister responsible for Town Planning when the St. James Secondary School was built. I have often wondered.....

Aside.

Hon. B. M. TAITT: In your time. In the Barbados Labour Party time, 1978.

Aside

Hon. B. M. TAITT: Wait. I am not finished. Let me finish. I have often wondered, Sir, who was the Minister at that time because the St. James Secondary School was a wilful, deliberate violation of the Town and Country Planning Act by the Government. This is not now by somebody building willy nilly. This was a deliberate act to build in Zone One land a structure that is going to be there from now until time forever. You cannot approbate and reprobate at the same time. 7.10p.m.

Asides.

Hon. B. M. TAITT: Beg your pardon. No, this is one of the projects. The Democratic Labour Party had consistently — I remember there was a group of people who owned some land not far from there who were consistently bombarding the committee. During the time I was a Minister before this time we used to have a sub-committee of the Cabinet comprising about 5 Ministers who made every single decision relating to these matters, and they used to bombard the Cabinet consistently, and we refused to grant permission. Then suddenly when we came out of office the Barbados Labour Party made, a deliberate decision to site a school and they moved the school into Zone 1 land. Now if the Government does that then the citizens have every right to feel that if the Government can violate the law that they could at least have made a small incursion. If you can build a big able school, what is a little house between friends? And if the house is just one stage ahead of a chattel house they have every right, or you can expect them to feel that there is no violation of the law.

You see one of the things which the 'Honourable Member, the Leader of the Opposition, I am sure, will agree is that there are certain areas of law which are not perceived by the citizens as any violation of any moral code or any of those areas of "thou shall not" and therefore they do not get too worked up about the question of where to build and where not to build. Indeed, the citizen comes to feel that he or she is being inundated by the state when the state seeks to enforce building regulations. Therefore a Government has a particular responsibility not to violate these areas of the law.

I remember the then Minister in this Honourable Chamber, when we raised this question, said in a manner that was not befitting of a front bench Member - we are the Government and what we say goes. I remember that. I remember it not with anything other than shame because he was then backed up by his Prime Minister. I remember the then Minister responsible for Education who is now in the Other Place, a gentleman, who was responsible for the building of the school. I think Louis was the Minister then.

Asides.

Hon. B. M. TAITT: No, I did not say I was

Mr. CHAIRMAN: Let us get on with the debate.

Hon. B. M. TAITT: No, Sir.

Mr. CHAIRMAN: But let us stick to I am allowing a little latitude in this Town Planning thing, but we are going now into nursing. I do not want to get in that area. Let us stick to the debate. Forget that he even uttered a word.... Honourable Member for St. Thomas.

*Laughter.**Asides.*

Hon. B. M. TAITT: The fact is that and I am very serious because these matters of Town Planning will generate a lot of heat. They will always create confusion. But the question of the water table is not a matter that we are to pay attention to for us. It is a matter that we have to pay attention to for generations to come. I do not always understand the methodology. I believe the time has come

Asides

Hon. B. M. TAITT: No, he stopped. He finished.

Asides

Hon. B. M. TAITT: I would not go on like this nor would the Chair allow me. I believe that the time has come for us to do another Survey and examine once again the zones to see whether in the light of the kind of consumption we do now and other areas of building, whether in fact the zones that we have correspond with the reality of the structure of the country.

I believe, not long from now, this is a survey that will have to be done. We will have to examine matters like whether areas that had pit toilets are to be treated in the same way as places that now have sewage and in any event when we come to link up sewage on the West Coast and on the South Coast the question of where to build will have to be reviewed again in its entirety. Because if you have a sewage system you obviously do not have to have the same stringent approaches as you may have had where you were dealing with individual wells.

So that the whole question - the jury is still out on the matter because the country is developing and there are changes which have to be made. But in any event the Government has to take the lead. It is no secret that among the greatest violators of the law with regard to "health standards in the country are the Government Departments. There is no question about that. You can go into any department and you can find that the departments are among the greatest violators and I have charged the people responsible for implementing the law and I have said to them: Charge whoever it is, whether it is the Permanent Secretary, Accounting Officer, and in the event it is the Minister, speak to me and I will deal with that. In the old hospital compound where the Ministry of Health is located.... Well you cannot put an officer at a disadvantage of trying to prosecute a Minister and find himself on the other side of the law. I would not put any officer at that disadvantage. But if you take the old hospital compound, there is no secret that the Barbados Labour Party allowed the sewage system to link up, and, lo and behold, we have discovered that the hospital compound is not linked up. The hospital compound which comprises of the Ministry of Education and Ministry of Health is not linked up with the sewage system, so we are going to have to link it up.

Asides.

Hon. B. M. TAITT: No, it was never planned.

Asides.

Laughter.

Hon. B. M. TAITT: Mr. Chairman, I am going to end now. I am just helping the Leader of the Opposition to understand that Government Departments and therefore the Government of the day can sometimes be guilty of some very crass and crude violations of the very regulations which he is admonishing, I suspect, the Minister to pay attention to. All I am saying here The Honourable Member has asked me to give way, Sir,

Hon. H. deB. FORDE: I agree with the sentiments of the Honourable Member. As a matter of fact, I was in Bathsheba at the time of the surfing championship to realise that the present Government has gone ahead and built on the sea coast. They are now pulling down the same structure they put up, it is probably the National Conservation Commission, in violation of the Town and Country Planning Laws.

Sir, the Honourable Member only this year - the Honourable Member must not get up and talk you know, because I am monitoring. It is true. I have been monitoring. I am monitoring what is going on.

Mr. CHAIRMAN: On what are you rising?

Hon. B. M. TAITT: I gave way to the Honourable Member. But you see that is the difference of morality of the two sides. When this Government discovered that the structure was contrary to the regulation, we pulled it down. The Barbados Labour Party put up the school. Far from pulling it down, they come in here and were arrogant. They continue to be arrogant. This Government has never pretended.

Asides.

Hon. B. M. TAITT: Two Honourable Members are on their feet, Sir.

Mr. CHAIRMAN: On what is the Honourable Leader of the Opposition rising?

Asides.

Hon. H. deB. FORDE: I was speaking.

Hon. B. M. TAITT: But you had finished.

Hon. H. deB. FORDE: No, I have not finished at all.

Hon. B. M. TAITT: You had not finished? '

Hon. H. deB. FORDE: No! The Honourable Member 'took a point of order.

Hon. B. M. TAITT: I think he is making a mockery of the Chair.

Mr. CHAIRMAN: He is not making a mockery of the Chair.

Hon. B. M. TAITT: Attempting to.

Mr. CHAIRMAN: He was not attempting either.

Hon. B. M. TAITT: But you just told David you were finished.

Hon. H. deB. FORDE: What I am trying to explain to the Honourable Member

Mr. CHAIRMAN: This is a point of explanation now?

Hon. H. deB. FORDE: No, Sir.

Mr. CHAIRMAN: You are speaking?

Hon. H. deB. FORDE: Yes, Sir.

Mr. CHAIRMAN: Oh!

Hon. H. deB. FORDE: I am trying to explain to the Honourable Member

Hon. B. M. TAITT: Sir, on a point of order. Now he just rose on a point of elucidation while I was speaking, Sir.

Asides.

Mr. CHAIRMAN: No, no, no. The impression I got was that the Honourable Minister of Health had completed his speech that he was giving way to the Leader of the Opposition and the Leader of the Opposition started to speak.....

Hon. H. deB. FORDE: That is right.

Mr. CHAIRMAN: And that you now rose. He is into a speech now.

Asides.

Mr. CHAIRMAN: But you gave way to him and I got the impression that you were finished.

Hon. H. deB. FORDE: I am not going to delay the Committee much longer except to make this point, Sir. I agree with the Honourable Member that some of the biggest violators are Government Departments and very frequently I recognise, certainly when I was in charge of Town Planning, that the information was not often available to the Minister himself. They had gone ahead on Government projects because one is anxious to get a project implemented and built without first going through the motion of asking for planning permission.

Sir, if the Honourable Member wants to make that point he has somebody who knows that this has happened, who has dealt with it when I have found the position to be a violation of the Act. The Honourable Member only wanted to score a point on St. James Secondary, giving him a most recent example. And that is not the only example that I can give him that has happened in the last 2 years where the Town Planning Act applications have not first been processed before building has commenced. Very often what has happened is building commences because a Government is anxious to implement its programme without going through the motion of getting permission and there was also a misconception in the Ministry that it was not necessary for the Crown to get permission because the Crown was not necessarily bound by the Town and Country Planning Development Act. 7.20 p.m.

There is that as well, Sir, but what we have to emphasise is that we must make sure that wherever feasible the legislation, particularly in relation to areas such as the

Scotland District where there are critical problems for the country, is honoured and is dealt with properly.

That is the only point. I wanted to let the Honourable Member know that I think it is most important, Sir.

Hon. W. O. FRANKLIN: Mr. Chairman, just a couple of minutes dealing with the topic of the Scotland District, since the policing of the Scotland District comes under the Ministry of Agriculture, with the Act giving fairly specific responsibility to the Chief Agricultural Officer.

Let me start by agreeing that it is a very difficult area, and I must admit that I am quite dissatisfied myself with the progress to date in tackling the very serious problem of erosion in that Scotland District, and more recently erosion throughout the entire country of Barbados. As a matter of fact, Mr. Chairman, we in the Ministry are now seriously looking at the possibility of legislation to deal with some of the erosion problems and the wanton and bad agronomic practice now taking place in Barbados.

It is not that they are not aware of the correct procedure. For argument's sake, there are many plantations you pass now which have the drains going in the same direction as the slope, and as a matter of fact, whenever it rains the whole top soil is coming off the slope, and since they no longer as a matter of courtesy plant khus khus grass along the row because of the requirement to have an entry for the mechanical harvesters, we are getting undue top soil loss in Barbados.

Very recently the ADC started a seminar for our ADC officers first of all, and we intend to try and extend these seminars wherever possible in Barbados. It is a fact that there are not very many people in Barbados with the knowledge that we need, particularly for the tricky Scotland District, and what makes it very difficult in the Scotland District is that there are a number of existing houses where people have had dry pit situations, and naturally with the improvement in their economic well-being they quite rightly want to improve their sanitary situation, and this creates some very serious problems for the Ministry of Agriculture, to which the applications for any new structure or any extension of houses in the Scotland District have to come.

There are many people already in the Scotland District with dry pits who would like to put on wall backs, waterborne sewerage systems, but it is the disposal of this water that creates the problem of slipping, since as you know the problem is that the water goes down to the impervious clay that rests on top of the oceanic rocks, and when it gets on top this clay the weight moves the clay and the whole top soil supported by the clay just moves, so the drainage of that area is very, very difficult.

It is extremely difficult if you go into a district where people have been living for many years, who are now in a better position and have seen other people improve their sanitary conditions, to tell them that they cannot have a waterborne sewerage system. We have designed, wherever possible, septic tanks. There are certain places like parts of Isolation Road where on numerous occasions we have had to say no to them, and you have the resentment of people who become very annoyed that a Government agency is stopping them from improving their own standard of living. It is a very difficult decision to make, but we have to make it.

This obtains for quite a lot of areas in the Scotland District. Any new construction is referred to us and the officer has to report whether or not in our opinion the land is stable enough to support a structure. If it is not stable enough, permission is not granted in that district.

I am proposing some changes in the present legislation. I am just discussing them with the Attorney General. The proposals for change went before him. In my opinion the Act did not give the Minister enough authority and we are changing it for that, but what we are looking at in the Ministry, I think the time is coming for us to look at some central authority to be completely in charge of the Scotland Area.

You have a situation where, the Ministry of Agriculture is responsible for agriculture, the Ministry of Transport and Works is responsible for another area. Even a simple thing like planting electricity poles, things like coastal conservation, even the mining, these are things which fall under one Ministry or the other. We are of the view inside the Ministry, and we are looking at it now, where we should have one central authority which is responsible for any physical structural work in that district, but have the authority under a person answerable to the Minister in charge to say yes or no to that, something along the model like the Tennessee Valley Authority, a comprehensive overview body that will be able to do that.

I must admit that we have had some work done. Stanley Associates have done some studies for us, we have done some work from the Stanley proposals, but my personal belief is that those consultants did not really have the intimate knowledge of the Scotland area to have done the job we need, so I really do begin to believe that we have to search for the technique - I do not know where we are going to find that technique - but we have spent millions of dollars in the Scotland District. If you check back over the last 20 years you literally spent millions and millions of dollars and the problem is that you will reform an area now, you are not able to retain it, so you reform a new area and by the time you reform the new area the first area has slipped again, so you are back at square one.

There has to be a continuing maintenance programme plus a new programme of reform, which is extremely expensive, and we must come back with a project, we will have to borrow some money for it, because the Scotland District comprises one-seventh of the total acreage of Barbados and we have to really do something with it, but the Ministry is very mindful of the problems down there and we are examining the situation as it pertains to the Scotland District.

Hon. Dr. D. G. BLACKMAN: Mr. Chairman, the short answer to some of the questions raised with respect to the Scotland District is that the Ministry of Transport and Works commissioned a study which was done by Errol Clarke Associates, Engineers, and they have submitted a feasibility report on rehabilitation of the Scotland District. The report is some 1 000 pages in length and therefore the Ministries concerned - Transport and Works and Agriculture - will be some time in distilling the salient points and recommendations and finally transmuting them into proposals for the complete rehabilitation and development of the District.

I want to assure the House that the comprehensive solution to the Scotland District area is very much in the making within the Ministries concerned at the present time. 7.30 p.m.

We have rambled far and wide in the Scotland District' and have finally ended up by bringing town planning into it. I want to make it entirely clear what I said, and I will repeat it. The Water Authority has no legal authority whatsoever to fix a time limit as to when people should rebuild houses. The time limit of five years has no authority in law, or any scientific basis either. The Town and Country Planning Department has been hiding behind this fictitious administrative arrangement in order to prevent people from building houses which involve no change of use. I am not advocating that people do anything illegally. The law relates to change of use of land in the Zone One area and people are being denied the right to do that by a fictitious five year restriction. That is all I said, and I am finished with that, and I don't retract a single word that I say. I do not care who keeps noise. My primary responsibility is not to represent civil servants but to represent the people who put me in here, and that is my position. Any time a civil servant in my Ministry or any Ministry acts against the people in my constituency, they will hear from me. It is as simple as that. The people in St. Michael East come first. I would not be standing here without them.

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The question of drainage for the Scotland District is a question which will be dealt with within the framework of the comprehensive study which has been conducted by the consultants in the Ministry of Transport and Works at the Pine. The question of drainage in other parts of Barbados is

something that will be tackled, and the Cabinet of Barbados has agreed to some proposals which when they become law will find their way into the House of Assembly and I hope that in another two months or so we will be able to put some proposals before this Honourable House which would go a long way towards solving some of the problems which leads to flooding in Barbados. But I feel compelled to say this: In Barbados I have listened to the cacaphony in recent months that greeted each downpour of rain, and I must say very frankly that much of it represents nothing more than the complaints of spoiled children. In Barbados we have created a society where people seem to have degenerated into chronic complainers and every little difficulty is considered to be a basis for pillorying the Government, somebody in authority and in some cases pillorying nobody in particular.

The fact of the matter is this: if you have rainfall above a certain level, there will be water settlement, and there is no place on planet earth where you get rainfall above a certain level that you will not get water settlement. What constitutes a drainage problem in my view is this: if the water accumulates in a way that threatens property or threatens the health of individuals or threatens life, then I regard that as a serious drainage problem. But water which accumulates because of the nature of the topography of the planet earth and goes away within a reasonable time in my view cannot be described as flooding nor does it constitute a drainage problem. And much of the grumbling and complaining when listened to carefully represent this type of complaint which I regard to be extremely puerile.

In a society like the United States of America with the best engineering on earth, there are people who live in communities and very affluent communities, and are forced to evacuate these communities sometime twice and sometimes three times a year because when they purchase or build houses in those areas they assumed the risk of having to deal with unusual inundation. In Barbados I cannot think of a single area where people are expected to evacuate their houses at least twice or three times a year; so let us be very realistic when we are talking about flooding and water accumulation and drainage. Many of the complaints that I have listened to have no merit whatsoever and amount to nothing more than the impossible demand that no water should settle at all anywhere after rain. That is nonsense. The drainage problems considered, and I feel bound to say it because every day I am bombarded with these noises about water settlement to the extent where I am developing a persecution complex about it; and I want to say that I am fully prepared to be patient and to entertain as is my responsibility bona fide complaints and not puerile groaning about something that not even the Almighty can avoid. The proposals to deal with genuine problems of drainage and the clearing of water courses I hope will be before this Honourable House in the next two months.

On the question of the workshop at MTW, the least said about that is the better. It is a perennial problem that persons within the Ministry of Transport and Work must face. There have been complaints of people deliberately destroying vehicles or parts of vehicles with a view to having a similar kind of vehicle rented from somebody. No week passes and I do not hear a complaint of that nature being brought to me, and I must say that I am now inclined to give these informants short shrift because whenever one requests the particulars, the details, the names, the places and the times, the informants then withdraws and says, not me, I am not getting in that. It is virtually impossible to bring the culprits to justice if the people who are informing do not give specific enough information. 7.40 p.m.

It is a problem. The Ministry is setting up its own intelligence system with a view to trying to catch the culprits but the Ministry of Transport and Works cannot accept that the solution to this particular problem is by transforming itself into a detective agency. It is going to be necessary to make some hard decisions with respect to staff there and with respect as to whether private garages should do the work or not.

I am one of those people who strongly opposed any hint of privatisation of that section of the Ministry's activities but, I must confess, that I am coming to my wit's end as to how that workshop can be made any more productive than it currently is and it is not beyond the bounds of possibility that I would be prepared, at some time in the future, if there is no improvement, to accept the recommendation which has been made several times about privatisation of the work of that workshop.

I agree entirely that too much money at the present time is being spent on the rental of equipment that the Ministry of Transport and Works could use and owns if it was in proper working order.

I beg to move that this Resolution do now pass.

The question that Head 42 do now pass was put and resolved in the affirmative without division.

On motion of Hon. P. M. GREAVES, seconded by Hon. B. M. TAITT, Mr. CHAIRMAN reported to His Honour the SPEAKER, the passing of two money Resolutions in Committee and Mr. SPEAKER resumed the Chair and reported accordingly.

On separate motions of Hon. P. M. GREAVES, seconded by Hon. B. M. TAITT the Resolutions were read a first time and second time and agreed to.

ADJOURNMENT

Hon. P. M. GREAVES: Mr. Speaker, I move that the House do now adjourn until Tuesday, December 6, 1988 at 12 o'clock noon.

Hon. B. M. TAITT: I beg to second that.

The question that the House do now adjourn- until Tuesday, December 6, 1988 at 12 o'clock noon was put and resolved in the affirmative without division and Mr. SPEAKER adjourned the House accordingly. 7.45 p.m.

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- (3) IMI Reinsurance Company Ltd.
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- (5) Lawson Mardon Insurance Co. Ltd.
- (6) PPP Insurance Co. Ltd.
- (7) Professional Providers Insurance, Limited.
- (8) PRC.Ltd.
- (9) Southern Medical Center Insurance Company, Inc.
- (10) Supermarkets Insurance Limited
- (11) TD General Insurance (Barbados) Inc.
- (12) TD Life Insurance (Barbados) Inc.
- (13) United States Sports Insurance Company Inc.
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