# THE

# House of Assembly Debates

## (OFFICIAL REPORT)

**FIRST SESSION 1994 – 99**

## HOUSE OF ASSEMBLY

***Tuesday, November 26,1996***

Pursuant to the adjournment, the House of Assembly met at 11.20 a.m. on Tuesday, November 26, 1996.

PRESENT

His Honour I. A. ROETT, B.A., Dip. Ed., (Speaker)
His Honour R. D. MARSHALL, (Deputy Speaker)
Mr. B. M. TAITT, B.A.(Hons.), M.P.A., LL.B.(Hons.)
'Rt. Hon. O. S. ARTHUR, M.Sc.(Econ.), (Prime Minister, Minister of Finance and Economic Affairs and Minister for the Civil Service)
Hon. D. A. C. SIMMONS, Q.C., LL.M. (Attorney General and Minister of Home Affairs)
Hon. Sir HAROLD St. JOHN, Q.C., LL.B.
Mr. L. R. TULL, Q.C., M.A.
Hon. Miss B. A. MILLER, (Deputy Prime Minister, Minister of Foreign Affairs, Tourism and International Transport) (Leader of the House)
Mr. J. O. TUDOR, J.P.
Hon. G. W. PAYNE, (Minister of Public Works, Transport and Housing)
Hon. R. C. EASTMOND, J.P., B.A.(Hons.), Dip. Ed., LL.B. (Hons.), L.E.C. (Minister of Agriculture and Rural Development)
Mr. D. CARTER
Mr. G. A. CLARKE, B.Sc., Dip. Ed., (Parliamentary Secretary, Ministry of Public Works, Transport and Housing)
Mr. J. M. EDGHILL
Mr. F. J. STUART, B.A., LL.M.
Mr. W. C. C. CALLENDER, J.P., B.A., Dip. Ed., B.Sc. (Chairman of Committees)
Mr. H. F. LASHLEY
Hon. R. St. C. TOPPIN, LL.B., (Minister of State, Ministry of Foreign Affairs, Tourism and International Transport)
Mr. D. St. E. KELLMAN
Hon. Miss H. E. THOMPSON, LL.B. (Minister of Health and the Environment)

***Prayers were led by Rev. Canon Zwan Harewood.***

Mr. SPEAKER: The House is now in session.

MINUTES

Mr. SPEAKER: The Minutes of the meeting of Tuesday, November 19, 1996.

Hon. Miss B. A. MILLER: Mr. Speaker, I beg to move that the Minutes of the Honourable the House of Assembly for its meeting of Tuesday, November 19, 1996, which Minutes have been circulated, be taken as read.

Hon. D. A. C. SIMMONS: I beg to second that, Sir.

Mr. SPEAKER: If there are no corrections or obse ations, then let those Minutes stand confirmed.

ANNOUNCEMENTS BY YOUR HONOUR

Mr. SPEAKER: I am to report that I am in receipt of the Accounts and Statements for the months of May and June 1996 as prepared by the Accountant General.

PAPERS

Rt. Hon. O. S. ARTHUR: Mr. Speaker, I am commanded to lay the following:–

1. The Annual Report on the Operations of the Severance Payment Scheme for the year 1995.

Hon. D. A. C. SIMMONS: Mr. Speaker, I am commanded to lay the following:–

1. The Prisons (Amendment) (No. 2) Rules, 1996.

## GOVERNMENT NOTICES

Hon. Miss B. A. MILLER: Mr. Speaker, I beg to give notice of the following:–

1. Resolution to approve the compulsory acquisition of parcels of land at Canewood in the parish of St. Michael for road improvement.

2. Resolution to approve the sale to Hadrian Went of a parcel of land together with the building thereon at South District in the parish of St. George.

3. Resolution to approve the lease to the Barbados National Trust of a parcel of land at Gun Hill in the parish of St. George.

## PRIVATE MEMBERS' NOTICES

Hon. Sir HAROLD St. JOHN: Mr.Speaker, I rise to give notice of the following:-

1. A Bill to amend the Property Act, Cap. 236, in the laws of Barbados.

## FIRST READING OF BILLS

***On the motion of Hon. Sir HAROLD St. JOHN, seconded by Hon. D. A. C. SIMMONS, the following Bill was read a jirst time:***

1. Property (Amendment) Bill, 1996.

## SUSPENSION OF STANDING ORDERS

Hon. Miss B. A. MILLER: Mr. Speaker, I beg to move that Standing Orders Nos. 6, 16, 18, 20, 42(5), 43 and 44 be suspended for the rest of this day's sitting.

Hon. D. A. C. SIMMONS: I beg to second that.

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

## GOVERNMENT BUSINESS

Mr. SPEAKER: Government Business is now the order of the day. Order No. 4.

## ORDER NO. 4 – RESOLUTION TO APPROVE THE COMPULSORY ACQUISITION OF LAND AT WARLEIGH, ST. PETER AND SION HILL, ST. JAMES FOR THE PURPOSE OF IMPROVEMENT OF HIGHWAY 2A.

Hon. G. W. PAYNE: Mr. Speaker, this is a Resolution for the acquisition of land at Haymans and Warleigh, St. Peter and Sion Hill, St. James for improvement of Highway 2A.

The original acquisition by Cabinet on August 29, 1985 had included a number of parcels of land to facilitate major improvement to Highway 2A. The acquisition of most of the land utilised was already finalised when survey plans were submitted in respect of a number of parcels at Haymans, St. Peter, Warleigh St. Peter and Sion Hill in St. James. These parcels were utilised in the project but were so far unaccounted for in previous Resolutions. These parcels of land numbering 54 are delineated and shown on plans which are on the file relating to this acquisition for inspection by Members of Parliament if they so desire.

Mr. Speaker, this acquisition comes after the land has actually been utilised and after the Highway 2A in respect of that particular section of the road has already been completed. You would have noticed that earlier we brought a Resolution in this House relating to the acquisition of certain parcels of land for the Bridgetown Bypass. It is certainly a departure from what happened in the past whereby the land was acquired, the road was built and then the acquisition was done. Actually, I am bringing this Resolution for the acquisition of parcels of land which have already been utilised by Government.

We are striving in the future to ensure that this bad practice in particular by the last administration is something of the past so that when there is a major project we will come with the acquisitions first and then we will do the roads later. As a result of this practice which appears to be a policy of the last administration, there are a number of similar acquisitions which we have to bring to this House to rectify the tardiness on their part in ensuring that the acquisitions come before the road repairs.
11.30 a.m.

Mr. B. M. TAITT: On a point of Order, Sir. The Minister is misleading the House. The Minister must be aware, because the information would be on file in his Ministry, that on its return to office the Democratic Labour Party resumed ensuring that acquisitions did not occur after land has been used. As a matter of fact, we reverted by legislation ensuring that the proper notice was placed on property before it was utilised. We did that by legislation, Sir. I think the Minister should not continue making these statements.

Hon. G. W. PAYNE: I do not know on what point of order the Honourable Member rose, because I am simply saying that for the future, certainly, this administration will ensure we acquire the land before we carry out the works. That is the point that I am making.

This Resolution ...

Mr. B. M. TAITT: On a point of order. The Honourable Member said unlike the bad practice which was carried out by the last administration. That is what I objected to, Sir. Not what he plans to do.

Hon. G. W. PAYNE: Mr. Speaker, the good practice that will be carried out by this administration, will be to ensure that we do the acquisition first as we have done with respect to the Bridgetown Bypass, which is expected to start very shortly.

With respect to Highway 2A, it was hoped that we would have been able to complete the entire stretch of Highway 2A which include Clermont and Cane Wood at the end of June last year. However, there were some problems with the contractor, most of which have been resolved. There were also problems with the Barbados Water Authority with respect to the availability of pipe which was not responsible for the delay in completion. All of these problems have been resolved.

The actual paving of the main Highway 2A section, from Lancaster to Warrens has been completed. There is still a number of accommodation work relating to guard walls to be completed.

With respect to the Highway 2A, on that particular stretch, we have noticed a number of problems which have arisen since the road had been completed. You will recall, earlier, there appears to be an error in the design near Cockade House. That has been corrected, but we have subsequently in the Redman Village area encountered a number of complaints with respect to the difficulty of persons crossing the roads in the section near the gas station.

Only last week, the officials from the Ministry of Public Works, together with the Parliamentary representative of the area, the Honourable Member for St. Thomas, visited the area and it is now agreed that we will put traffic lights at that particular location. It is also hoped that we will utilise the land on the eastern side of the gas station. In keeping with the Government's policy of making adequate facilities for small vendors, we will also be including in the plan for that area, a small vendors market together with a layby for the ZR vans that ply that route. So they would be some changes in that particular area.

The problem of lighting is one which the residents complained of, and we are hoping that, in advance of the overall lighting for the entire stretch of Highway 2A, we will also be able, in the interim, to include street lights in the general area seeing that we have had to place the bus poles some distance apart from the houses in the village. We had to do this because of the general location of the signs coming in and out onto the highway.

With respect to Clermont, most of the paving in Clermont has now been completed as well. Here, again, there is accommodation work to be done in this area. There are a number of guard walls which we have had to construct in this particular area seeing that we actually dislocated some of the residents in that area. We had to take down some of the fences of land owners in the particular area.

I would like to stress that despite the many requests which we have had for guard walls, we are only dealing with guard walls in areas where we have actually interfered with the verges of people with existing guard walls when their guard walls have been affected.

I would also like to say that in some areas, the guard walls may appear to be somewhat extravagant. In one or two cases we have had certain requests from some of the land owners in the area. They, themselves, are making a contribution to these guard walls.

With respect to Cane Wood, we have completed the paving of Cane Wood. There were a number of problems which were experienced with the public utility companies. Most of these problems have now been resolved. There is now a last leg about 139 metres, which is an addition to the original contract. It is hoped that we would be able to complete this section within the next couple of months.

Mr. Speaker, with those few brief remarks, I bog to move that this Resolution do now pass.

Mr. B. M. TAITT: Mr. Speaker, I do not wish to detain the House on this matter, because, as the Minister said, the acquisition of these properties form a subsequent part of the development with the highway. One would have difficulty not to agree to the acquisition.

First of all I noticed in two of the Schedules, 43 and 45, a name occurs which I thought that at the beginning of this debate we would have had the usual declaration if, in fact, it is the same person.

*Asides.*

Mr. B. M. TAITT: Just for the benefit of the Honourable Members on the other side, that this is drawn to their attention. You will see a name here for 10.78. square metres of land. In the Forth-Fifth Schedule, 28.42

square metres or thereabouts. I think that there is a certain procedure which the Honourable Member, if it is in fact him, should go through. The Honourable Member should go through a certain procedure which you can get the Attorney General to advise on. I am very serious.

*Asides.*

Hon. R. C. EASTMOND: On a point of order. Mr. Speaker, I recognise that the Forty-Third Schedule and the Forty-Fifth Schedule affect property owned by me. As a result, Mr. Speaker, I declare an interest.

Mr. B. M. TAITT: Mr. Speaker, it is not unreasonable to say that if the Minister was as competent in these matters as he should be, I think that he would have drawn to the attention of his colleagues and not leave it to the Opposition, which has a lot of work to do, to be doing matters which are basically for his consideration.

The subsequent point I want to raise, Mr. Speaker, has to do with the lighting of this highway. I would think that the Minister as he responds in this debate, would be able to give this House and through the House some indication as to when we might expect the completion of the highway as it relates to the lighting of the highway.
11.40 a.m.

The Highway has a few flaws but I am not one of those people who believe that every time there is a development in Barbados that all one has to do is to criticise. And the fact that it was necessary to recut a portion of the highway in order to conform with safety standards is something that happens even in the great countries. And so I do not consider it a major criticism that we had to spend an additional amount of money, because of an engineering defect. It is my understanding that there was an engineering defect which required a portion of the highway to be recut. But anyone who has driven on that highway after the sun has gone down will agree that there are areas of the highway which because of the lack of lighting, that is not normal for a highway, those areas present certain difficulties for motorists. I would like the Minister to give an indication as to the time frame within which he is expecting the lighting of Highway 2A to be completed.

Mr. Speaker, many, many years ago when the present Government was the administration they completed a Highway in St. Peter, the Highway that passes from Speightstown – the Speightstown By-pass road. I recall the late L. B. Brathwaite was the Minister at the time and I recall getting up in this House and raising the question of lighting on that Highway. I think that it is not unreasonable to say that even today the lighting on the Speightstown By-pass has not been properly effected.

I wish to draw to the Minister's attention that the lack of appropriate lighting on Highway 2A is dangerous. I am not ascribing fault to anyone. I am just saying that he should do it with some expedition.

The other point I want to take this opportunity to deal with is this. The reason why we have highways is to speed up the movement of traffic, to make the movement of traffic more efficient as it relates to Barbados. I think the time has come for the Minister to consider imposing minimum speeds on the highways in Barbados.

Mr. Speaker, anyone who has driven on the ABC Highway, which is the companion highway to Highway 2A, especially anyone who has driven on these highways must have suffered the frustration of having a long line of traffic headed by some person who, having practised the art of driving on cartroads and small roads in Barbados, has now been thrust upon the highways and who considers that whatever driving he was doing in the past is adequate for whatever driving he is doing in the present.

Now the danger of that, Mr. Speaker, is that young persons and not so young persons who are far in the back and who are impatient or who, for whatever reason believe that they must move much faster, try to pass 3 or 4 or 5 vehicles on a road that is a 2 lane highway, one going in one direction and one going in the opposite direction and we have people trying to pass on the left side. Mr. Speaker, that is fraught with danger and it is only reasonable that the Minister should take stock of these potential dangers as they relate to highways in Barbados.

I am very concerned. In the last few days I have seen some near misses on the ABC Highway where people, impatient because people at the head of the line, so to speak, were driving at a speed that is definitely too slow for a highway. There are some people who believe that driving slow is driving safely. That is not necessarily so. Excessive speed is dangerous but driving unnecessarily slowly is equally d gerous if that is occurring on a highway. I believe that the time has come for the Minister to examine the question of minimum speeds.

I also believe that the requirement that certain types of vehicles ought not to be on the highway ought to extend to all of the highways in Barbados. There is nothing more frustrating for a driver than to have bicycles on the ABC Highway. The Regulations do not apply to certain portions of what has become the highway network in Barbados. There are donkey carts that have been seen on Highways and there is the odd tractor that trugs along at tractor speed on highways in Barbados and I believe that the time has come for the Minister to revisit the Regulations as they apply to Highway driving.

Mr. Speaker, I also have no reason to change a view which I expressed some time ago that there is something wrong with some of the turn-offs at some of the roundabouts and I believe that an effort should be made to regularise these turn-offs, especially the left turns at the highways so that they are all in some kind of conformity.

Mr. Speaker, in an attempt to prevent people from having accidents, the Government of the day has put certain marks on these highways to preclude people from coming out of side roads on to the highways. For reasons which are perhaps acceptable, provision has been made for the Spring Garden Road to have some vehicles that are exiting from a commercial entity on Spring Garden on to the highway. I do not think that that in itself is unreasonable because there are certain commercial vehicles which must necessarily go to this property and which the Town Planner must have recognised and the Chief Technical Director would have recognised, that it would be unreasonable to ask those vehicles to make the trek down the Spring Garden Road. But, Mr. Speaker, there are some motorists who are endangering themselves and others who use the exit from Spring Garden by coming on a one-way street and using the entire roadway as an exit point on to the Spring Garden Highway.

On more than one occasion on my way home I have encountered, in a hill, on that road that can hardly allow for more than one vehicle, some half mad idiot driver breaking the law and coming down to exit on the Spring Garden Highway. I believe that the Minister should ask the Chief Technical Director to have the police spend a little more time on that junction that exits from the commercial entity on Spring Garden Highway, Because although the sign clearly indicates that it is one way from about the middle of the hill, there are people who take the chance sometimes and come down there in broad daylight. It is dangerous and it is only perhaps when somebody is killed that we will have a big news story on the front page and we will resume business as usual. If people are going to continue to break the law and come down that little Spring Garden Road illegally, then perhaps the matter needs to be revisited and we will stop anybody from exiting from the highway even from the commercial entities.
11.50 a.m.

As I said, Mr. Speaker, I have no objection and can find no fault with the decision that was made to allow those persons and especially the commercial vehicles that are going into the commercial outlet on Spring Garden, to exit back onto the highway. They do not constitute a danger because one can easily see when a vehicle is coming out of the commercial entity. But it is those "clowns" who are coming down the hill, those people who seem not to care anything about life or limb and some of them that come from outside of the area, who have to go into Brighton who seem to feel that in spite of the fact that 3 or 4 people have been killed on that corner, that they must break the law just to save a half minute or a minute and a half. They come down the Brighton Road and they cross the highway or they come from the beach side and they cross the highway. Mr. Speaker, it is dangerous for some of us who use that road all of the time. It is extremely dangerous for people who are on the highway travelling at 50 kilometres an hour. They do not expect to see anybody dotting out of one of these crossways or crossing the road. We have had temble accidents at that corner.

Mr. Speaker, perhaps what we need and I recommend it to the Minister and to the Police Department is a continuation of the education for highway driving. Highway driving as Honourable Members who have driven on highways especially in North America and in Britain is quite different from village driving and there are some people in Barbados who have not had the opportunity to drive anywhere else but in Barbados. I think that there should be an ongoing education programme. After all, there are new people getting licences every day and there ought to be an ongoing education programme about highway driving. This is one way that we will help to stop the carnage which occurs in our country year after year and especially at this time of the year when people feel the need to celebrate in a manner to which they are not accustomed. I think that the police try their best. Generally speaking, no one can complain about the attitude of the police in patrolling the highways, although it would seem as though an additional 2 or 3 motor cycle policemen would be welcome on the highway from time to time. But, Mr. Speaker, that will be the subject of a different debate. I rarely talk about these things because this acquisition is to facilitate the completion of Highway 2A.

I noticed that the Minister has decided or the Government has decided that they are going to name round-abouts and highways over the next few weeks. I do not know if the publication is one that is accurate. I do not know if the information is accurate. I give the Minister a little early indication of one area of dissatisfaction which I have heard from the citizens suggesting that appropriate choices should be made for appropriate round-abouts.

***Aside.***

Mr. B. M. TAITT: The Minister is appealing to me from his chair not to go down that road. The Minister is not an unreasonable person and, if he does not wish me to go, I am being told otherwise. If he does not wish me to touch on that for some reason, I will not touch on it. Mr. Speaker, I think that I will address you on this matter because he is bringing in extraneous material. Though it is accurate it is not valid. Anyhow, Sir, I will adhere to his indication to try not to trespass. I do not want to

steal his sun. But I will speak to him privately and if after he has named the names I find that what he has done is not appropriate, I will reserve my right to speak publicly about the matter but I will give him the benefit of the doubt. I hope that he addresses quite seriously this question of the lighting on Highway 2A. You cannot open a road that is good enough for people to drive at 70 mph or more and not have it properly lighted. Because there is no point saying that they must not drive at 70 mph. If you have that kind of highway, people will go over the speed limit occasionally. But if you are going over the speed limit and you have bad lighting, you are going to have serious accidents. I hope that the Minister will respond. Thank you very much, Mr. Speaker.

Mr. G. A. CLARKE: Mr. Speaker, I just want to speak briefly on this Resolution. I would like first of all to compliment the Minister for bringing this Resolution which is more than 10 years after the land was originally acquired for the improvement of Highway 2A. One travelling on Highway 2A will recognize that a number of improvements have taken place over the last 2 years. I think the Minister will recall visiting Highway 2A and there are certain bumps in certain places that had to be redesigned which were improved along the Redman's Village area. I am happy to say that traffic lights will be installed in that junction. But it is a beautiful highway and persons travelling that highway to work, home and so on will notice the time-frame it takes now to go to work or travelling home. I believe that it is really an improvement in saving of time and also on the wear and tear of vehicles. It is a major highway which leads to the North and the Central area of St. Michael. It is also the pathway to the Grantley Adams Highway as well as the Bridgetown Harbour. It is a fine network and one has to compliment the designers for designing a very beautiful road.

Mr. Speaker, I also want to say that today one finds congestion of vehicular traffic not necessarily in the morning period between 7 and 9 a.m. or afternoon 3 to 5 p.m. but throughout the day and at night this road is heavily used. I believe the time has come for us to look at a 2 way lane going in either direction. This would accommodate the much slower traffic that the Honourable Member spoke of a while ago. There are a number of people who use the highway and they travel at very slow speeds. This can be eliminated if there is a two lane situation. Right now I believe in most areas of the highway the land is available. I understand the land is available on the shoulders of the road where it can be improved. It is a fact if the Labour Party was in office in 198611987 that road would have been improved to a 2 way lane. The then Government I understand reduced a number of the areas to a 2 way lane that would have travelled on the ABC Highway. It was reduced in most areas to one lane. Now this would have eliminated the problem and the land is there. But as we move towards the 21st century the time has now come for us to install the 2 way lane.

12.00 noon.

I also believe that Barbados is a modem society and therefore we may very soon have to look at fly-overs. We have mastered the roundabout system, we do not have many accidents in those areas, but when you come to the junction of the Belle and the ABC Highway there is a lot of congestion on mornings and evenings, so we definitely need to look at fly-overs and the two-lane system as we go into the 21st century.

Lighting has been improved on the highway. I would also like to thank the Minister responsible for the NCC. I have noticed that since 1994 a lot of the highways are now being cleaned and are kept clean on a daily basis. I notice that people are working permanently on the ABC Highway. Many tourists have to travel on that highway coming from the Grantley Adams Airport to their various destinations, therefore to beautify the highway is essential and we would like to compliment those persons who are involved. The time has really come, Mr. Speaker, for the Ministry of Public Works to look at the two-lane system as well as the speed limit on this highway.

Within Bridgetown there is a need for better management of traffic. My home is in St. George and if I am travelling to Bridgetown any morning I have to leave home an hour before, so there is need for better traffic management within Bridgetown. I believe we need to look at one-way traffic so as to relieve some of the congestion. I also would hope that the Honourable Minister would think about constructing a highway between the Niles Roundabout and Constant, St. George. There is need for that. I believe that the traffic in that area has increased over the years and there is the need for putting in this highway at this time.

I thank you.

Hon. D. A. C. SIMMONS: Mr. Speaker, I just want to make one observation in relation to what the Honourable Member for St. Michael West said about driving habits. The Government is very concerned about the number of traffic accidents we have had in the last few years. We would have hoped they would get progressively less, but that is one area of crime that keeps spiralling, and this year it is very, very bad, Sir, especially bad. It is frustrating and indeed it is depressing, because earlier this year, after 11 years, I brought to this House for the first time in its history a Highway Code, which the Commissioner of Police was required to publish under the provisions of the Road Traffic Act, and they could never get it published for all these years. It went through all kinds of consultative processes, it was laid in here and everybody in the House has a copy.

*Aside.*

Hon. D. A. C. SIMMONS: The method for distribution was that as your policies come up for renewal those insurance companies which joined with the Government in vetting the publication would send out a copy with your policy free.

*Asides.*

Hon. D. A. C. SIMMONS: Not insurance companies. I hope that insurance companies are not advertising them now for sale, that they only advertise for visitors. We sell them to visitors and to persons who ...

*Asides.*

Hon. D. A. C. SIMMONS: Well, I am glad that Honourable Members on the other side are telling me that it would appear as though insurance companies are now selling what they had agreed to distribute *gratis* and I will have that investigated as soon as this House adjourns. That was not the arrangement. What are for sale are those copies which are available to visitors when they come and apply for visitors' driving licences – we thought that was important, because a lot of them come from countries where they drive on the left hand side – and for learner drivers. The arrangement with the insurance companies which joined in the publication was that they would be distributed free to the insured person and would be sent out with the insurance policies. I just got a notice of renewal of my policy for my car, but I don't think the insurance company that insures my car is one that had agreed to the original plans, but I will investigate that.

*Aside.*

Hon. D. A. C. SIMMONS: I am hearing from the other side a useful suggestion which I am also going to take up through the GIS person assigned to my Ministry. I am going to encourage the GIS for a public service channel, because there is so much we could do to educate Barbadians if we had one dedicated channel...

*Aside.*

Hon. D. A. C. SIMMONS: I think it is the intention that when we broadcast parliamentary debates other public service matters be put on that channel, but it is regrettable that after four or five months GIS has not taken the document and made it more accessible to the public via their own television sets. It seems to me that some simple programming could be done on the Highway Code appealing to people rather than attracting their attention to the need to drive carefully once a year when there is Road Safety Week or some such thing. We have to have a constant bombardment to sensitise the public as to the proper rules for the use of the road.

I will speak about Highway 2A tomorrow in St. Thomas.

HIS HONOUR R. D. MARSHALL: Mr. Speaker, I just rise to make a small input in this debate before the House. Highway 2A has its role to play in Barbados as a developing country with the amount of traffic we have on the road coming from the Airport right down to St. Peter and St. James where we have been having a lot of development in St. Peter.

While we are on highways, I want to mention something about the Spring Garden Highway. I use it very often as I live in Clermont. I find that very often motorists, instead of pulling on the shoulder, park their cars on the highway and get out and talk, and I am asking that the police would more or less do more policing on this road.

Of great importance is the area coming from the Farm Housing Area, which many people use on their way to Brandons Beach, and I find it is very difficult especially in the rush hour traffic for people to be crossing from the Farm Area over to the beach and back over. In North America I have seen highways of the size of Spring Garden Highway where there are walk-overs and these walk-overs are see-through because they are made of mesh wire. We can do it here Sir, because it would prevent the lawless ones from going up there and skylarking and on top of it try to throw each other over and that kind of thing. If we can do that, Sir, we would be protecting the people who use that road from loss of life and limb. As I said, Sir, I can say this at a time when I know that that constituency is without a representative for the time being so I am talking on their behalf today. I hope that the Minister will have a look at that and try to give a walk over from that side, the open pasture there to Brandon Beach. I thank you, Sir.

12.10 p.m.

Hon. G. W. PAYNE: Mr. Speaker, with respect to the comments which have been made by the Honourable Member for St. Michael West, I would like to respond to each one of them because his comments were slanted in such a way as to suggest that this administration did not see the need for including certain important elements in the design of the Highway.

With respect to the comments which were made about lighting, I would like to say that in their haste, for whatever reasons, to proceed with this highway, not only did they refuse to follow the normal process by going through the acquisition procedure but certain elements of the design were not adhered to. I did mention

the whole question of the problem at Cockade House for which they could not be faulted but one finds it difficult to understand how you could proceed or rather plan a highway of such magnitude and omit to include the aspect of lighting to which the Honourable Member referred. As I said, it was fairly obvious that they were in a hurry to proceed with this highway. Even in the manner in which the contract was awarded is a matter of record and is a matter for which this country will pay dearly.

Mr. B. M. TAITT: The matter which the Honourable Member is discussing is before the Courts. It is customary, Sir, for matters that are sub *judice* not to be discussed in the manner in which the Honourable Member is attempting to discuss the matter. I draw Your Honour's attention that this is contrary to the Rules of this House.

Mr. SPEAKER: Could the Honourablc Member proceed with the Resolution before the House. Do not let us go down that line.

Hon. G. W. PAYNE: Mr. Speaker, I simply said, as the Honourable Member knows, that the haste with which the last administration proceeded with the construction of this highway is a matter for which we will pay dearly. Is that a matter before the Courts?

Mr. SPEAKER: Could you proceed, please and address the Chair.

Hon. G. W. PAYNE: ... including the award of the contract. I have not included any names but you know that that is a fact; but if the last administration were really concerned about the need for lighting on this highway in the manner in which the Honourable Member for St. Michacl West has stated, they would have planned this highway properly before they started its construction but, in their haste, they omitted a number of essential elements that go into the design of an important highway like this. As a result of this, this administration now has the responsibility of ensuring that these elements are included in the overall planning not only of this highway but in other highways for which they were responsible.

Mr. Speaker, I would hope that when we come to Parliament with the supplementary for the lighting... It was not included in the original design as I said. It took some time since we came in ordcr to get the design and the specifications together. We are now in a position whereby we can proceed and it will be necessary for us to come to this House with a supplementary in ordcr to deal with the omission of the last administration.

Mr. B. M. TAITT: On a point of order, Sir, the Honourable Member continues to mislead the House. The Honourable Member knows that Highway 2A was part of a project of international agency. The Honourable Member knows that projects with international agencies take a particular process. The Honourablc Member must know that no government that has borrowed or is borrowing money from an international agency can pursue that project without certain guidelines being fulfilled and therefore for him to persist in suggesting that the Government of the day made some error because of its haste is to mislead the House.

Hon. G. W. PAYNE: I would have hoped that the Honourablc Member would have allowed that matter to rest because the whole question of the funding by the World Bank and the IDB is something that they did not even want to consider in their haste to award the contract to whom they wanted to award the contract to. Their Minister of Public Works referred to the World Bank in here as a "group of big head men". Those are the same people he is talking about so I don't know how the question of delay comes in. One Donald Blackman referred to the World Bank in those terms so I don't know what the Honourable Member is talking about.

I hope that when we come with the supplementary that the Honourable Member ..

Mr. B. M. TAITT: On a point of order, Sir. Will the Minister not agree that it was the same big head men who said that we had awarded the contract to the wrong person?

Mr. SPEAKER: What is the point, the size of the head?

*Aside.*

Hon. G. W. PAYNE: It is a pity, Mr. Speaker, that the case to which the Honourable Member is referring was not over so that we could reveal a number of things pertinent to this particular matter and in relation to their infelicities.

Mr. Speaker, with respect to the question of the imposing of the speed limit, here again an omission on the part of the last administration, the former Leader of the Democratic Labour Party, the late Prime Minister, a former member for St. John, was instrumental in changing the plans. Every time we travel on that highway now, especially early on mornings or around 4 o'clock in the afternoon people are lamenting the fact that it was not 4 lanes. They changed the design. That administration is responsible for the slow pace of traffic on the highway.

12.20 p.m.

The Honourable Member for St. George North referred to it just now, Mr. Speaker. They changed it.

With respect to certain types of vehicles, I take the point that there are certain types of vehicles that should not travel on the highway although as one who benefiued from the donkey cart, I am not so sure that while I may agree with him I really would not want to be the person to promote the banning of certain types of vehicular traffic. The Honourable Member used to go to school in a buggy, one of the few people at Combermere who used to go to school in such luxurious transportation so he would want to move the bicycles and the donkey carts. That is the mentality of the Democratic Labour Party. They do not want to see any bicycles or donkey carts. This is in keeping with their former Prime Minister who said that he would like to see the day when you do not see a cane blade in Barbados.

Mr. B. M. TAITT: Sir, I believe I have to save the Honourable Member from himself. So on a point of order, Sir. The Honourable Member is misleading the House. The Honourable Member must be aware, I know he is aware. He is deemed to be aware because he has been called. He is a lawyer and he therefore must h o w that the 1980 Road Traffic Act was brought by the Barbados Labour Party. The 1980 Road Traffic Act was the one that moved bicycles off the highway. Vic Johnson was the Minister, Sir, and therefore the Honourable Member should try and resist the temptation to let his mouth run away with his brain.

Mr. SPEAKER: Okay, please. You have made your point.

Hon. G. W. PAYNE: Mr. Speaker, I was just responding to what he said. He said he would like to see certain types of vehicular traffic removed from the Highway. That is what he said.

Mr. B. M. TAITT: No, Sir. On a point of order, Sir.

Hon. G. W. PAYNE: I have your exact words here. "I would like to see certain vehicular traffic removed from the highway, namely, bicycles." This is what you said.

Mr. B. M. TAITT: No, Sir. I said I would like to see some consistency in the law as it applies to highways. That is the point I made. The law calls for the removal of vehicles from certain parts of the highway but not for other parts.

Thank you, Sir.

Hon. G. W. PAYNE: With respect to minimum speeds, Mr. Speaker, this is not a very bad suggestion but here again I think it relates to the whole question of there being a two-lane rather than four lanes and the fact that one must not compare this highway with the highways in bigger countries as we know them. This is a highway conceptualised by a very brilliant man, a late Prime Minister of Barbados, as the Honourable Member alluded to the fact that we are naming the highways tomorrow and it is a pity that we could not name the entire stretch after this great man.

Mr. Speaker, this highway is different in the sense that it cuts through a lot of villages. There are certain areas where you have access to the highway like almost every 10 yards. Redman's Village is a case in point. It would be extremely difficult in certain areas to introduce the whole idea of minimum speed limits. It would have been a good idea if the last administration had followed the advice and certain sections of the original design which had called for fly-oven. Maybe in certain sections we would not have the problem whereby people from the villages would turn right off on to the highway because there would be, as in big countries, one central location for people in the villages to go onto the main highway, but this is not so. It would be practically impossible, and the Honourable Member should know that. The suggestion is a good one but knowing the road as it is, I am surprised that someone like him should have made a suggestion like that because he knows that particular measure would be one which would be impossible to police and it is not practical taking into consideration the road as it is.

With respect to the turn-offs, this is a traffic management problem. I certainly agree with him. This probably is the only sensible recommendation or request he has made in his presentation when he referred to the whole question of the Ministry of Public Works informing the police or making sure that the Police Department carries out its mandate.

While I would not want to say anyrhing which would tend to suggest that the police have not been doing its work, I must say that in the Ministry of Public Works there are certain areas of enforcement of a number of regulations that we have been finding it difficult to have enforced by the police. I do not know what is the problem. They have done an excellent job with respect to the monitoring of the public service vehicles and, as you know, we now have special constables in the bus terminals, but we are having great difficulty in certain other areas.

If I may use an area near the Pierhead on Bay Street where a hardware store and warehouse is located to the south of M.G. Tucker & Co. I do not recall the name, but this is a particular area that we in the Ministry have been trying our best to have policed by the Police Department to ensure that parking in that area does not affect the free flow of traffic. It is one of the areas which we have had difficulty with the police in terms of their enforcement. If a simple area like that we are having difficulty

with, I would find it extremely difficult to have the police do the type of monitoring to which the Honourable Member alluded.

Mr. Speaker, finally, I would like to give this House the assurance that this administration will not wait 10 years on a well known project, a project which involves over 400 parcels of land, to come to Parliament for an acquisition long after the actual area has been taken up and occupied by Government. This speaks of a certain amount of arrogance, especially when you have to interface with the individuals who have been affected. As a matter of fact, there are some persons who were looking forward to being compensated as a result of having their lands acquired by the last administration as a result of this particular highway and they have given up on receiving their monies.

1 am not surprised that the Honourable Member for St. James North did not remember that he was one of the victims of this policy on the part of the last administration and I am thankful to the Honourable Member for St. Michael West for reminding him that he was a victim of this arbitrary process by the last administration.

Mr. B. M. TAITT: On a point of order, Sir. If you have a barrel and you put rubbish in it ...

Mr. SPEAKER: Please. Could you make your point of order, please?

Mr. B. M. TAITT: I was making the point, Sir. There is a point beyond which you cannot put anymore rubbish in a barrel, Sir.

*Asides.*

Mr. SPEAKER: Order, please.

Mr. B. M. TAITT: I will get in too because you all would be in it and I would know ...

Mr. SPEAKER: All right. Could the Honourable Member make his point of order, please?

Mr. B. M. TAITT: Sorry, Sir. I would get in, no problem. We belong together in the rubbish bin.
12.30 p.m.

*Asides.*

Mr. B. M. TAITT: Mr. Speaker, I got up in this House, to point out that the member was failing in his duty to declare an interest in a matter. That is the standard procedure. Now the Honourable Member is getting up talking about some policy that the member is a victim of.

Mr. Speaker, I was doing my duty as a parliamentarian to draw to his attention to assist the Honourable Member. It was the Honourable Member's duty with his colleagues to draw to the attention that the Rules require that if there is a matter in which you have an interest, you must declare it before the debate begins. The Honourable Member ought to be ashamed of himself.

Hon. G. W. PAYNE: Mr. Speaker, I do not understand. The Honourable Member was speaking to the Honourable Member for St. Philip North. He obviously did not hear what I was saying, and I would not like to see the Honourable Member get a heart attack in this House. I was not condemning the Honourable Member for anything. I must apologise on his behalf for his contribution just now.

He was not listening to me. I was simply saying that there are a number of persons over the past 10 years who thought that they would have been compensated 10 years ago. Ten years have passed, a number of those people have even forgouen that they were entitled to be compensated, including the Honourable Member for St. Jarnes North. That is all I was saying. The Honourable Member jumps up in a rage.

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

Hon. D. A. C. SIMMONS: I beg to second that, Sir.

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

## ORDER NO. 6 - RESOLUTION TO APPROVE THE COMPULSORY ACQUISITION OF THE PARCELS OF LAND AT CANEWOOD IN THE PARISH OF SAINT MICHAEL FOR HIGHWAY IMPROVEMENT

Hon. G. W. PAYNE: Mr. Speaker, I think most of the comments which I mentioned with respect to the last Resolution could be applied to this Resolution. Mr. Speaker, including, not with respect to the acquisition, only to the extent that this is an addition to the original design. It was necessary for us, having visited the area, to not necessarily change, but to do a slight variation to the original design.

We have not done like what the last administration did in acquiring the lands and then doing the works. So we are bringing this acquisition for the 12 parcels, Mr. Speaker, before we actually do the works. The owners of the 12 parcels, Ince and Company Limited, Michael Walkes, Clement Bedford, Roy Thompson, Christian Mission Church, Orville McDonald Cumberbatch, Helen

Bailey, Charles Smith, Doris Holder, and Ralph Skinner can rest assured, Mr. Speaker, that this administration will move speedily to ensure that they receive their compensation as soon as possible.

Mr. Speaker, having looked at the design myself, and having made the recommendation that this road be extended in accordance with what I just said, it is a pity that we could not have done further extension. Here, again, this shows, Mr. Speaker, the failure of the last administration to properly conceptualise and properly plan this project, because Highway 2A is the other section to Warrens is another 440 yards from the extension. It would have been very easy to have convinced the international agency – at the time it was the World Bank and IDB – to have incorporated this extension, or rather than have the entire area from Warrens to Canewood included directly into the original design, but as I said already, in their haste, for whatever reason, Mr. Speaker, to proceed with the project, they did not do so.

Which means that even though we have done an extension which takes into consideration the present alignments of the road, the cost of the increasing cost at this time, as a result of the failure of the Democratic Labour Party administration, Mr. Speaker, we are in a situation whereby we cannot have this extension in the way that it should have been in the first place.

In this respect, Mr. Speaker, we would hope that any future administration planning such an enormous project, would not, Mr. Speaker, be selfish, not only with respect to the award of the contract, but in respect to the conceptualisation, and with respect to ensuring that certain loyalties are recognised in the whole planning of the project, would take the country into consideration, Mr. Speaker, and would not do the disservice which the last administration did when conceptualising the last project.

It was a wicked act on the part of the last administration not to have included this extension to Warrens in the conceptualising of this project. All part of the Highway 2A project, Mr. Speaker.

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

Mr. B. M. TAITT: Mr. Speaker, Sir, I normally will not make long broad statements on the occasion of the acquisition of land. I have never, Sir, myself served as a Minister of Transport and Works, and therefore there are certain files which have not been available. Having served in the Cabinet, from time to time for long periods, like all other Ministers I would be aware of the policy decisions connected with certain acquisitions and certain developments. For the Minister, who would have had access to this information, subsequently to get up and say that, and I quote, "that it was a wicked act," the word was "wicked," Mr. Speaker, "Government not to have included this section which is being acquired now into the overall project".

For a person to use words like "wicked" in describing this matter, is only suggestive of either a deep and abiding failing in the person who said it, or a deliberate attempt, unnecessarily, to cast aspersions on an administration.

Mr. Speaker, Sir, the Minister who conceptualised and who presided over this is not Mr. Don Blackman. It was. in fact, Minister Phillip Greaves who included, not excluded, Sir, the whole area of Canewood and road leading to Clermont in a project that had been more or less completed, who forged the reopening of the issue of linking the Canewood project onto the Highway 2A project.

**12.40 p.m.**

I think it is a diabolical act for anyone who has had access to this information subsequently to pretend that he or she is innocent of information regarding this. Therefore, Sir, it disappoints me that the present Minister would fall prey to his clear hunger to criticise. He has this penchant, and I do not understand it, Sir, because I think it is because nobody notices him. I think it is because in these matters he remains unnoticed, that he feels he must come on like some, I was going to say British bulldog, but I do not think you would allow that, Sir. He feels he needs to be pugnacious. This Minister is a gentle soul. Anybody who knows him, knows that he is a gentle soul bat always in debate he must take on this picture of being pugnacious,

*Aside.*

Mr. B. M. TAITT: It has nothing to do with the fact that he ought to be better because of where he went, Sir. I am not even sure if it is because he is in the House. He is a gentle person and here he comes, talking about a wicked act. He could not possibly mean wicked act. Philip Greaves tried his best and succeeded in including Cane Wood into this project for Highway 2A. Now, if he wishes to deal with Highway 2A and the philosophy behind the granting of a contract for Highway 2A this has been canvassed, this has been discussed. The position with the Democratic Labour Party is known, it has been endorsed by every Member of the Democratic Labour Party who had anything to do with it. It is not Don Blackman's position.

Mr. SPEAKER: The Honourable Member we would not want to go into that now, would we?

Mr. B. M. TAITT: Yes. I want to, out of an abundance of caution, let it be known that I am not going to allow the fact that one of those Honourable Members is not here in this House to stand in the way of our

taking the correct position on these issues. It is not fair to castigate anybody in relation to the Highway 2A development and the Cane Wood addition.

Now the Honourable Member says that he is like a Daniel come to Judgement, that he is going to bring, I presume, a level of morality to the acquisition of lands. The Barbados Labour Party owes people for 17 years for land they acquired. There are people on the By-pass road in St. Peter who have not yet received their money. Because the Honourable Member does not apparently read the files in his Ministry, the Attorney General can advise the Honourable Member that any mouthing which he would bring forward about what they are going to do in the future about acquisitions, will fall on infertile ground in this House. Because on both sides we are aware of little people who have waited in vain to be recompensed for their land that has been acquired from them when the Democratic Labour Party is in office, when the Barbados Labour Party is in office, the Democratic Labour Party goes back in office, the Barbados Labour Party goes back in office and the people still do not get the money. I hear the Minister come in here now saying that from tomorrow we are going to have a new policy. He must first pay the people who are waiting.

Hon. D. A. C. SIMMONS: On a point of order, Mr. Speaker. The Honourable Member has not heard himself very much today, Sir, so like everything else whenever he is around, Sir, he goes in voice first so he has to hear himself today. He knows that this very Minister came last year for supplementary provision to pay a lot of persons who were owed money as a result of compulsory acquisitions. The Minister then explained that this would be happening every year because there was a great backlog of old debts to be settled and it was not fair to people, that the Government...

*Aside.*

Hon. D. A. C. SIMMONS: I agree. Both Governments over time had acquired their land and not promptly paid the people. I am sure that before the end of this financial year he will be coming again. I think the amount we worked out at the time was about $50 million that was owed.

Mr. B. M. TAITT: I never once will object. As a matter of fact I wish we could revise the rule for points of order so that Members who are in a debate can make a contribution that helps the debate to flow. Now that would not apply to the last Honourable Member who just sat down but I am in favour of that where it is applicable. But the last Honourable Member should know. I do not pay him any mind, Sir. He is the last person that should get up and say anybody goes in voice first. He goes in headless. The Honourable Member who just sat down is the only man I know who can have a security system, who can have a prison and build a wall and when the wall gets half way realise that he has no more money to build the wall.

Mr. SPEAKER: All right. Let us get back to the debate.

Mr. B. M. TAITT: You built a half way wall at a prison.

Mr. Speaker, Sir, the point I am making is, the Minister needs to do something about this. The Minister can get up and put these things and let us go home from time to time without hying to create unnecessary conflict. The Minister left the impression that this particular set of acquisitions, and the Honourable Member for St. Thomas only confirmed the point I am making, that the Minister left the impression that this particular set of acquisitions is going to be treated differently from acquisitions in the past is to mislead the owners of this property and anybody else who will allow themselves to be misled. Because, if the Minister says that he is seeking to have the policy changed overall that is a separate thing from trying to suggest that the acquisition of this land had to happen now because of some wicked omission by the last administration. That is the point that I am addressing.

Now, Sir, the Honourable Member knows the reason why the road was not finished on Canewood. The Honourable Members know that when they came in here and gave the impression that the Canewood Road was finished that they themselves in this Session said that they were having some problems with the acquisitions. In this very session when the question of why the road as Canewood exits into Jackson the Honourable Members know it was said in this House that they were "having some problems with the acquisitions". And it may have been the Honourable Member himself who may have given that information. The reason was, put very simply that whereas with the others apparently there was no need for acquisition other than to provide a proper title that in some of these instances they were having problems. I do not know what the problems were with the acquisition. I think the Minister can give that information and let us move on rather than to come in here and try in some spurious way to associate this difficulty with something that happened in the last administration. That is puerility, because the World Bank and the IDB are not like banks in Bridgetown. The World Bank and the IDB would not easily accept a project that has not stood the test of time and that has not been put through the ring as it were. The World Bank and the IDB had not settled because of their own attitude to the granting of the contract. So this question of Canewood as the Minister said, it would have been easy to convince the World Bank and the IDB to have incorporated this

area into the original design. The Honourable Member came in here and said that when the record of Barbados' public information during that period is clear and open that there was hostility between the IDB, the World Bank and the Government on the question of Highway 2A. How can the Minister come in here now in a facile manner and say that it would have been easy for us to tell the World Bank that we want to include Canewood in the design. Since the ,Honourable Members have had the Government, have they had anything easy from the Inter-American Development Bank or the World Bank? What "easy" have you been able to get from either one of them?
12.50 p.m.

Mr. Speaker, it is unfortunate that in these matters sometimes we have to take these positions. But if the Minister is going to insist when he brings acquisitions to this House instead of simply asking the House to approve the acquisition and give any relevant information, if he is going to insist in trying to cast aspersions on the performance of a Government that worked in the most difficult conditions that managed notwithstanding under-currents in this country to be able to provide developments even in the most difficult times, then he is going to be resisted with all'of the strength at our command and with the force for which we are well known. We are not going to allow it.

*Aside.*

Mr. B. M. TAITT: The Honourable Member should spend some time explaining the length of time that it has taken for the Queens College Road to be completed. The Honourable Member should spend some time explaining why the Highway 2A that was supposed to be on stream by a certain time linking into this Canewood, why the link has taken as long as it has.

*Aside.*

Mr. SPEAKER: Order, please.

Mr. B. M. TAITT: The Honourable Member is saying from his seat because of the award of the contract. I will challenge the Honourable Member to get up in this House and give chapter and verse. We have the time. The Government does not have a lot of work to do. The Government did not come in here with a lot of work. So we have all day to discuss this acquisition. The Government has all day to come and discuss this and bring chapter and verse.

*Aside.*

Mr. SPEAKER: Please, let us hear the Honourable Member.

Mr. B. M. TAITT: Sir, the Honourable Member has all day to give us chapter and verse. If he is saying from his seat that the reason for the delay is something the last administration did, let him get up and show chapter and verse how, instead of making broad statements that carry no weight. The Honourable Member must know that he has also come in here and given reasons for the delay in this Canewood Project. The Honourable Member's words are on record in this Chamber. It is only because of the rules that I am not able to refer to them. The Honourable Member himself must know that if he is going to say something one month that he should try and remember what he said a month later. The Honourable Member for St. Andrew and Minister of Transport and Works came into this House and gave a reason. Because the people who live in Clermont and surrounding areas have been very upset that their households have been disrupted and an inordinate amount of time has been taken in order to fix the road running from Highway 2A to Queens College. The Honourable Member put out Press Releases explaining why the Canewood Road was taking longer. Now today he comes in here arid he is trying to give a different impression. The Honourable Member has a chance to get up and give us chapter and verse. Sir, I know Your Honour will not be satisfied with any specious utterances from any Minister on that side, least of all that Minister if he is not going to give us chapter and verse to back up his statements. Those of us who have the tradition which that Honourable Member is always invoking know that we are not permitted to make statements that we cannot prove at least intellectually.

*Aside.*

Mr. B. M. TAITT: I will look forward to it, Sir. It will be the fist time in a long time that the Honourable Member would have embarked on an intellectual exercise that will bring us some comfort, peace and satisfaction and I would look forward to that, Sir. Anyhow, Sir, we are not going to oppose these acquisitions because it was an initiative on the part of Phillip Greaves to get this.

*Aside.*

Mr. B. M. TAITT: The A. G. will not attack Phillip Greaves. The Attorney General is fully seized of the fact that Mr. Greaves' mind is fertile and his commitment to the development of this part of Barbados was second to none. His role in this project saw him seeking to find funding even when it was clear from a Ministry of Finance point of view that said funding was not available.

Mr. Speaker, I have no difficulty in standing up and defending the attitude of the then Government of Barbados when it comes to the Highway 2A and this subsidiary part of that project which occasioned the acquisition of these bits of land. I see here that the Fifth Schedule

talks about land in St. Thomas of the Christian Mission Church and on the public road called Canewood Road. I hope that the Honourable Member will bear in mind that another church has been waiting for some considerable time for compensation for lands acquired in other areas of Barbados, a church that needs the financing from the Government. The Anglican Church has been waiting in vain for some considerable time to receive compensation and I am sure that Anglicans everywhere will rejoice that the Minister has said that he has a new policy and we can look forward to receiving compensation as early as possible.

*Aside.*

Mr. B. M. TAITT: No, you will have to ask the Minister of Foreign Affairs. I do not know too much about those areas. The Minister of Foreign Affairs will be in a better position to brief you on that. It is the Anglican Church of Barbados that has been waiting for some considerable time for recompense for lands acquired in areas such as Westbury Road and other places. The church is St. Leonards. The Honourable Member visits it fairly often and now he is pretending that he does not know where it is. But that is not unusual for the Member. My family is represented by the Member for St. Michael West Central. It is not unusual for him to go places and then forget where he has been. It is not unusual, Sir. Quite seriously, Sir, I hope that since the Minister has said that he is going to have a new policy of paying will remember the poor people down in Deacons Road whose lands have been acquired and they have not received compensation from this Government even though the Minister gave me an assurance on this Floor that he would seek to give these poor people...

*Aside.*

Mr. B. M. TAITT: I promise myself that I will not let him provoke me. Mr. Speaker, I promise you, you will not live to see him provoke me again. My tongue has no bridle when I start on him.

1.00 p.m.

Mr. Speaker, I wish the Minister to get up when he is going to respond in this new pattern of paying for land acquired to ensure that the people in the Anglican Church can rejoice and that the people in Deacons Road, that poor woman in Deacons Road whose land was acquired by that Minister . . . .

*Aside.*

Mr. B. M. TAITT: No, it was acquired under the new policy, so if you are bringing forward some people I hope the Honourable Member will include her with these dear lovely people from Canewood who are now suddenly going to get their money. I hope the people of Canewood – they know who they are – have heard this. I hope the Press, if they were in here, would promulgate this so that the people in Canewood can expect to receive the money within a short time.

*Aside.*

Mr. B. M. TAI'IT: Not before Christmas, I will not be so unreasonable. They are spending so much money elsewhere they will not be able to handle this before Christmas.

Mr. Speaker, I will wait to hear the Minister's response. I am grateful to you.

Mr. D. St. E. KELLMAN: Mr. Speaker, I want to say from the outset that whenever we are discussing Highway 2A the impression is given that the contractor is to be blamed fix the delays on this highway. I want to refresh your mernory, Sir, that the contractor was interviewed on many occasions and he outlined that the reason why he could not proceed with his work was because he was waiting for pipe to be laid by the Barbados Water Authority. One gets the impression that whenever the other side wants a whipping boy or girl, they first start by sending their salvos either in the Press or on the Floor of this Assembly, so I hope that two or three days from now we will not be accused on this side for backing the contractor and that they will be accusing the contractor for delaying the road.

I arn happy that the Minister admits that the land acquisition he is doing today has something to do with the delay of this road being completed. I am not going to allow the Minister with his side remarks to give the impression that the contractor is delaying this road. I am also calling on the Minister seeing that he is prepared to have new policies to make sure that whenever he is doing a road and there are side roads leading to people's homes, that those roads are repaired in the same way that the roads leading to rich people's homes are repaired. The Minister knows of what roads I speak.

When one travels on Highway 2A one sees that whenever there is a road leading to a plantation house, that road is repaired straight to the plantation house. As you know, Mr. Speaker, I have to travel along Highway 2A and I also have to travel on the road from St. Thomas Church down to Holetown, which butts and abounds Highway 2A, so I am still within the debate, Sir. I would have thought that when that road was paved the people along that highway would have been given the privilege to at least get 10 feet of asphalt leading to their homes. It is amazing that on one side where you have the poor people the

road stops, but where you have the rich people on your right going down the road continues.

Mr. Speaker, in Clermont I am seeing the same thing, so I am calling on the Minister to come to this Assembly and make sure that in Cane Garden and in Jackson the road is not only the Cane Garden main road but that it goes through the tracks also. The same way it can be done in Clermont and also along the road that leads from St. Thomas Church to Sunset Crest and on the right you can get the workmen to go right but cannot go left by the poor people, I would expect them to correct that. I am saying to my friend, and he knows who I am speaking of, that I would defend him against anybody on that side if he decides to ask for the roads to go to his constituents, those who are poor.

I understand also, Sir, that there is a new policy where the Government will be paying everybody they owe money to. I want to remind them that the Cement Plant ...

Hon. G. W. PAYNE: On a point of order, Sir. The Honourable Member in his anxiety to make himself heard is misleading the House in many areas. I was waiting until I wind up but I think I should intervene at this point. There are just two points, one with respect to the ...

Mr. SPEAKER: Now, remember you are only on a point of order.

Hon. G. W. PAYNE: I am on a point of order. He is misleading the House. He misled the House earlier by saying I said the contractor delayed the project. I did not say that. When I come to wind up I will tell this Honourable House who delayed this project, who is the Honourable Member on that side that delayed the project. I will do that in the winding up.

With respect to the new policy, the new policy I referred to did not mention anything about paying any arrears, the new policy has something to do with the new acquisitions, but the arrears they have accumulated have nothing to do with the new policy.

I just thought I should correct those.

Mr. D. St. E. KELLMAN: Mr. Speaker, one could tell that some people do not go to church, because there is a famous saying in the Bible that you do not put new wine in old wine skins. It is a new policy but you are going to leave the old where the old can only corrupt the new.

I also want to remind the Minister that he was in certain columns in this country stating that the contractor had delayed the Highway 2A project and the contractor replied and said it was not him, it was because there was a shortage of water mains.

Hon. G. W. PAYNE: Mr. Speaker, I do not know what columns I was in to which the Member referred. I know nothing of which the Honourable Member spoke and the Honourable Member is misleading the House. The fact that the date for a contract has not been completed does not necessarily mean that the contractor is the person who is responsible for the delay.

Mr. D. St. E. KELLMAN. I want to tell the Minister, because two weeks from now he cannot come back and say it is the contractor, so I am very grateful he has said on the Floor of the House that it is not the contractor. I am grateful to him because I want to be sure that that contractor can get some more work and he is not blamed for delaying the work. Thank you very much, Sir;

*Aside.*

Mr. D. St. E. KELLMAN: You cannot tell me when to sit down, because I realise that this morning you have not been picked for the team and you are hying to show off your skills in here to get a pick.

Mr. SPEAKER: Please, let us continue.

Mr. D. St. E. KELLMAN: Mr. Speaker, I am calling on the Minister to remember that in 1981, to be precise, the nice people in St. Lucy gave that Government the right to build a cement plant in St. Lucy and 15 years hence they still owe the people money. So I want to know how you can have a new policy from Day 1 and 15 years ago you are going to ignore those people. The people of St. Lucy are poor people and when I look through here I happen to sec some rich people's names, but I will not call their names today, because it is not right for me to call my friend's name in a debate like this but I am hoping that because I said that they have rich peoples' names in here that the Minister does not ignore my friend because he is rich. I know that he feels that he might be poor but he is rich.
1.10 p.m.

Mr. Speaker, with those few words, Sir, I am hoping that they will soon come to this Assembly and tell me when the poor people of St. Lucy will get some money and I would also like to know when is the date of the payment to my friend. Thank you very much.

Hon. G. W. PAYNE: Mr. Speaker, Honourable Members on that side did not say much that I would have to respond to in asking that this Resolution do now pass. I just want to refer to two things which were mentioned by the Honourable Member for St. Michael West.

He did mention about my stating in this House that we had problems with the acquisitions. I did state in this House that we had problems with the acquisitions but the acquisitions that we had problems with related to the acquisitions in the original contract not these acquisitions that we are dealing with today. So I just thought I would make that abundantly clear. These acquisitions relate to what we will do for the future in order to extend the project.

With respect to delays, Mr. Speaker, you would recall 1991 and the strictures of the structural adjustment programme and you will recall that the Minister of Finance over on that side, and you will recall the directives that he had given to his Ministers on that side. A number of projects were delayed. Government's capital works programmes were delayed as long as 2 years. It would take me a whole day to go into the capital projects that were delayed as a result of the directives which were given to Ministers on that side and if the Honourable Member for St. Michael West is angry with anybody he would have to be angry with the former Minister of Finance – I don't mean the Honourable Member for St. John – the Honourable Member for St. Michael South, who delayed most if not all of Government's capital works programmes.

We have been able to complete projects since we came in. Codrington. We have been able to complete Highway 2A. We are moving to the Six Roads project. We have also made money available to start up the Bridgetown Bypass project and all these are projects which were put on hold by the last adminisvation. So the Honourable Member for St. Michael West is presumptuous when he is talking about this administration delaying the Clermont project. As soon as we came in we did everything in our power to make sure that those projects were started up as soon as possible.

It is a credit, Mr. Speaker, to this administration and to the hard work of the officers in the Ministry of Public Works that we are where we are now and in a few months we can boast of the completion of most of these capital works projects which they delayed.

The Honourable Member for St. Lucy obviously does not know what he is talking about and I saw the Honourable Member for St. Michael West smiling when he was talking about the access roads. When you are doing a project it is obvious that you have certain funding for that particular project. It does not include the side roads. The side roads are in another vote.

Mr. D. St. E. KELLMAN: On a point of order Sir. The Honourable Member is misleading the House by giving the impression that when you are building a highway or anything like that you cannot do access roads or repaving a highway. If one takes a look and this is where he might be questioning the ability of the Press...

Mr. SPEAKER: You are on a point of order?

Mr. D. St. E. KELLMAN: Yes, please. The point is that when one leaves St. Thomas Church and goes to Holetown that road is a straight road but it deviated on the right and didn't go on the left. If I am wrong, Sir, the Press can correct me on that.

Hon. G. W. PAYNE: Mr. Speaker, as I was saying. When you have funding for a major project, it does not include the subsidiary road programme, the tenantry road programme. It does not allow the contractor the leeway unless he wants to do it because he feels he has some social responsibility to go and repair roads that are next to the highway. That is not included in that particular vote.

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

Hon. D. A. C. SIMMONS: I beg to second that.

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

Hon. Miss B. A. MILLER: Mr. Speaker, Sir, with your permission, I would wish to ask that we recommit the item on the Order Paper: Reports from Select Committees.

Mr. SPEAKER: If this be the will of the House, so be it.

## REPORT FROM SELECT COMMITTEE

His Honour R. D. MARSHALL: Mr. Speaker, I beg to lay before this House a report of the Select Committee on The Insurance Bill, 1996.

## ADJOURNMENT

Hon. Miss B. A. MILLER: Mr. Speaker, I beg to move that this House be adjourned until Tuesday, December 10, 1996 at 11 o'clock in the morning.

Hon. D. A. C. SIMMONS: I beg to second that.

***The question was put and resolved in the affirmative and Mr. SPEAKER adjourned the House accordingly.***
1.17 p.m.

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KELLMAN, Mr. D. St. E. (St. Lucy)
MARSHALL, His Honour R. D. (St. Michael West Central)
MILLER, Hon. Miss B. A. (City of Bridgetown)
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TAITT, Mr. B. M. (St. Michael West)