
THE

House of Assembly Debates

(OFFICIAL REPORT)

FIRST SESSION 1999 – 2004

HOUSE OF ASSEMBLY

Tuesday, February 25, 2003

Pursuant to the adjournment, the House of Assembly met at 11.20 a.m. on Tuesday, February 25, 2003.

PRESENT

His Honour I. A. ROETT, G.C.M., B.A., Dip. Ed. (Speaker)

His Honour J. M. EDGHILL, J.P. (Deputy Speaker)

Rt. Hon. O. S. ARTHUR, M.Sc. (Econ.) (Prime Minister, Minister of Finance and Economic Affairs) (Minister of the Civil Service)

Hon. Sir HAROLD St. JOHN, K.A., Q.C., LL.B.

Mr. L. R. TULL, Q.C., M.A. (Oxon.)

Dr. the Hon. R. L. CHELTENHAM, Q.C., M.A., M.Sc. (Econ.)

Hon. Miss B. A. MILLER, B.C.H. (Deputy Prime Minister, Minister of Foreign Affairs and Foreign Trade)

Mr. G. W. PAYNE, LL.B.

Hon. R. C. EASTMOND, B.A. (Hons.), Dip. Ed., LL.B. (Hons.), L.E.C., J.P. (Minister of Labour and Social Security)

Mr. D. CARTER (Chairman of Committees)

Hon. R. N. GREENIDGE, B.A., LL.B. (Minister of Education, Youth Affairs and Sports)

Hon. G. A. CLARKE, B.Sc., Dip. Ed., J.P. (Minister of Housing and Lands)

Hon. R. D. MARSHALL (Minister of Public Works and Transport)

Hon. H. F. LASHLEY (Minister of Social Transformation)

Hon. R. St. C. TOPPIN, LL.B. (Minister of Commerce, Consumer Affairs and Business Development)

Mr. D. St. E. KELLMAN

Hon. Miss H. E. THOMPSON, LL.B. (Minister of Physical Development and Environment)

Mr. M. Z. WILLIAMS

Mr. T. A. PRESCOD, B.A.

Rev. J. J. S. ATHERLEY, B.A., B.Sc., J.P. (Parliamentary Secretary to the Attorney General and Minister of Home Affairs)

Mr. D. T. GILL, B.Sc.

Hon. N. A. LYNCH, B.Sc., M.B.A. (Minister of Tourism and International Transport)

Hon. A. P. WOOD, B.Sc., M.Sc. M.Phil., J.P. (Minister of Agriculture and Rural Development)

Hon. R. R. FARLEY, B.Sc., J.P. (Minister of Industry and International Business)

Hon. Miss C. Y. FORDE, J.P. (Minister of State, Ministry of Education, Youth Affairs and Sports)

Prayers were taken by Reverend Canon Father Ivan Harewood.

Mr. SPEAKER: The House is now in session.

MINUTES

Mr. SPEAKER: The Minutes of Tuesday, February 18, 2003.

Hon. Miss M. A. MOTTLEY: Mr. Speaker, I beg to move that the Minutes of this Honourable House of Assembly of its meeting of Tuesday, February 18, 2003, which Minutes have been circulated, be taken as read.

Hon. R. N. GREENIDGE: I beg to second that, Sir.

ANNOUNCEMENT

Mr. SPEAKER: I am to report to this Honourable House that I am in receipt of the following:

- (1) The Auditor General's Report and Statements of Accounts for the year 2000-2001.

- (2) The Accounts and Statements for the month of October, 2002.

PAPERS

Hon. Miss M. A. MOTTLEY: I am commanded to lay the following:

1. The Report on the By-Election in the Constituency of St. Thomas held on September 21, 2001.
2. The Ministerial Statement relating to the Report of the Auditor General for the year 2001 in respect of the Ministry of Home Affairs.

Hon. R. R. FARLEY: Mr. Speaker, I am commanded to lay the following report:

The Annual Report for the National Petroleum Corporation for the period April, 2000 – March, 2001.

FIRST READING OF BILLS

Hon. Miss M. A. MOTTLEY: Mr. Speaker, I beg to move that the Grantley Adams International Airport (Transfer of Management and Vesting of Assets) Bill, 2003, be read a first time.

Hon. R. N. GREENIDGE: I beg to second that, Sir.

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

SUSPENSION OF STANDING ORDERS

Hon. Miss M. A. MOTTLEY: Mr. Speaker, I beg to move, Sir, that Standing Orders Nos. 6, 16, 18, 20, 42(5), 43 and 44 be suspended for the remainder of today's Sitting.

Hon. R. N. GREENIDGE: I beg to second that.

GOVERNMENT BUSINESS

ORDER NO. 6 – THE FIRST READING OF THE GRANTLEY ADAMS INTERNATIONAL AIRPORT (TRANSFER OF MANAGEMENT AND VESTING OF ASSETS) BILL, 2003

Hon. N. A. LYNCH: Mr. Speaker, I rise today to present this Bill, the Grantley Adams International Airport Transfer of Management and Vesting of Assets) Bill, 2003. Mr. Speaker, by way of introduction, I intend to look at issues relating to the existing Grantley Adams International Airport, its terminal, capacity and future development, the

development programme expansion and to bring Honourable Members up to date. I will then look at the provisions of the Bill.

Sir, this piece of legislation is aimed at continuing to build a new economy for Barbados. It is part of a continuum of legislations that came to this House in recent time that seek to reshape the Barbadian economy and to meet the demands of a very dynamic global economic situation at this time. These pieces of legislation are intended to protect our economic fortunes today and into the foreseeable future.

This piece of legislation stacks up alongside pieces of other legislation such as the Financial Services legislation, Consumer Protection legislation, Fair Trading Commission Act, Utilities Act, Unfair Competition Act and the new Tourism Development Act, which were passed last year.

Sir, this debate offers us an opportunity to discuss other aspects of the national economy in a broad sense and to show the nexus between the areas of business for Barbados and the concepts of international transport, tourism in particular.

It offers us an opportunity to speak very candidly about the area of international transport that is vital to our economic interest which is not debated as much as other areas of the economy. It also offers us an opportunity to speak to the average Barbadian through this Chamber about how this particular aspect of the development of the economy influences his every-day life.

Sir, the background to the proposed expansion to the Grantley Adams International Airport (GAIA) is the genesis of this legislation. It must be stated upfront that the existing terminal at the Grantley Adams International Airport has outlived its usefulness to date. We, ultimately, are victims of our own success in terms of the number of people that come to Barbados, both inbound and outbound, on an annual basis.

Sir, air transport is arguably the bedrock of the tourism industry. If you live on an island and you do not have airlift coming to that island, particularly in a tourism destination, you might as well be living on some deserted island or a prison island like Rikers Island. This view has been supported by many destinations across the world but many of them have not done much tangibly to support this assertion as they should.

I believe that we have spent a lot of time in Barbados and the region on other aspects of the development of tourism discipline, particularly on issues relating to marketing, and have not focused on the concept of international transport and civil aviation and how they impact on this vital industry, not only for Barbados but the rest of the region.

Sir, over the years we spent millions of dollars on advertising, public relations and our representation in the market place. I do not think that we have paid as much attention, as we should have, to areas relating to international transport, civil aviation and how they create the basis for us to have a thriving and continuous tourism industry.

There are many schools of thought in Barbados and the region about the concept of how you support the interest of airlines, civil aviation and international transport coming into the region. There are many people who believe that the support given to tourism development should not be extended to international transport.

There is a contentious issue of giving some measure of financial support to some airlines. This has been a consistent cry across the region even though there are many schools of thought of how this should be done.

Sir, in an industry where we give financial support to every other plank of development in the industry, I find it inconceivable that we could not see how important it is to give some measure of concessions to the industry which is arguably the bedrock of tourism development.

Recently, we in Barbados have been very creative with our approach with the concept of international transport and to bringing new air services to Barbados. We believe that we have utilised a very creative formula for attracting new business and airlines to our country. We have not given direct subsidies to airlines but we have created a formula in which airlines are encouraged to fly into Barbados. We know that there are break-even points and we know how many seats they need to fill in order to make money. However, if they fall below that figure, we are inclined to give them some measure of support.

11.30 a.m.

Sir, after September 11, 2001, we have been able to, in the midst of, maybe, the worst economic climate of the airline industry that has ever been known to the world, attract to Barbados eight new additional air services, using that formula.

We have been able to attract a new service, Condor, from Germany, flying out of Frankfurt. We have been able to bring back the Concord from London after their own challenges. We were able to bring Monarch Airlines into Barbados from London during the Summer. US Airways flew from Philadelphia into Barbados last year. American Airlines started a second service last year in the Summer, flying out of Miami. Lauder Air came from Italy. BWIA started a new service from Manchester into Barbados and only in very recent times, just a couple of weeks ago, we were able to attract a new Air Canada service from Halifax.

Sir, I believe it speaks volumes for the type of initiative and innovation that has been used in recent times, in the Ministry of International Transport and Tourism, to develop new air services into Barbados.

In addition to that, Sir, Virgin Atlantic out of the United Kingdom has increased its flight schedule into Barbados from four to six this year and it is intended to increase that to eight services by the end of the year. This is a deliberate and bold policy to show up this area which we believe have reaped great rewards for us and we are not finished yet.

In the year 2003, we are continuing discussions with Continental Airlines to fly into Barbados out of New Jersey. We are in discussions with American Airlines for a jet service three days a week out of San Juan and I think we are very close to closing that deal. BWIA in more recent times from Costa Rica, fly over Barbados while going to Trinidad and Tobago. We are in serious discussions with BWIA because we do not think that we should allow a plane out of Costa Rica to fly over Barbados and we are not the recipients of a new air service movement.

The Trinidad Government intends to subsidise the whole movement of that plane, coming from Costa Rica into Barbados, and we want to be a part of that initiative.

BWIA is also expected in the near future to increase service out of Havana and we want to be in at the front door, in terms of those negotiations. There is a move to continue to create the Concord service, which only now flies in the Winter, to become a year-round service. We are going to look first at having a summer programme this year, and possibly move towards having an entire programme year round.

We are also, Sir, through CARICOM and other partners in the region, speaking to South African Airways, and we have been speaking to them a long time, about the probability of having a non-stop flight from Johannesburg, South Africa into Barbados. Sir, if that particular deal is successful, it would open, for the first time, a route out of Africa, into Barbados. I think it would be a significant achievement. It does not only speak to issues in relation to air travel but would speak to a number of issues in relation to our own economic fortunes for the future.

Sir, we are clear about a couple of things. There are only two ways to expand our tourism industry and that is, by continued diversification of our markets or to increase traffic coming out of our existing markets. Therefore, to do either, the expansion of air speed capacity is vital to that particular ideal. If we are to do so, it means that we must, as a matter

of principle and seriousness, expand the Grantley Adams International Airport because it is critical to the expansion of our tourism industry.

Sir, what has all this expansion and work brought in recent times. Last year, we were able to hold our market share in the development of tourism, in a year that was very volatile and serious for many of the tourism economies in the region which saw declining figures. We can successfully say that Barbados only fell off by 1.2 per cent under our 2001 figure which is a commendable achievement, considering the year that we went through.

Sir, you can add to that, the concept that cruise tourism has also been taken to a new level, with homeporting becoming a very important aspect of the development of cruising in the region and that Barbados is now becoming a port of choice, not only for people visiting as day trippers, but actually to the concept of homeporting. As a matter of fact, last year we were able to expand this particular avenue, by creating for the first time, a concept for a cruise and stay programme which is like no other, anywhere in the region.

What happens is that when a man or woman buys his or her passage on that cruise ship, he or she also buys a seven-day stay in Barbados, after he or she cruises. This comes now for the first time because what we used to get was either pre-stay or post-stay, in terms of cruise tourism but there was never a complete programme in which people actually came into Barbados and stayed seven days which was actually booked and paid for before they left their marketplace in the United Kingdom.

Sir, this has added more pressure to the GAIA and to the capacity that it can handle. Even though a lot of the fly and cruise people only come through the GAIA, they get directly off the buses and go to the Port, but when they are leaving, they have to pass through the terminal building again with all the security checks, and this puts added pressure on the existing departure terminal at the GAIA. Obviously, for those who stay the extra seven days, it is even going to be more significant, because what will happen in that instant is that these people will have to go through all of the issues related to immigration, customs and the like and that indeed puts on additional pressure.

We are about to announce in very short order, the issue of additional cruise ships coming into Barbados for homeporting. As a matter of fact, we believe that by the end of this year, 2003, we will have as many as five ships homeporting out of Barbados. Sir, that not only increases the capacity, in terms of the cruise and stay concept, but also opens up a lot of avenues for providing employment and the like. It also opens up many avenues for people that would not normally get involved in the tourism industry or even in the cruise ship industry to actually sell or market their services to these ships.

One fine example, Sir, is that there is a computer company in Barbados that actually services all of the IT equipment on board one of these ships when it comes into Barbados to homeport every week.

Sir, all of this has made us ultimately the victims of our own success. What it has resulted is that we have an airport that just does not have the capacity at this stage, to support the number of passengers that are moving in and out. This also results from an earlier administration not dealing with the signs of over capacity that were shown when this terminal was opened.

This is a terminal that was opened in 1979 and it was designed at the time for peak hour traffic of 800 passengers, inbound and outbound. This was intended to have a 15-year life span. Sir, within less than a decade of that particular terminal's opening, somewhere in the region of around 1987, the writing was already on the wall, in terms of the capacity that this terminal could handle and that we were outside of the perimeters and limits that we could actually handle.
11.40 a.m.

The Administration of the day was slow to react when the terminal started to show signs that it could not accommodate the number of passengers that were passing through it. Had the Administration of that time, in the early 1990s, responded we would have had a new terminal today.

Sir, the terminal handles between 1 500 and 1 600 passengers per hour at peak time which is twice the capacity that it was designed to handle. That in itself, apart from the congestion, has created a myriad of other challenges in many other areas of the operation at the Grantley Adams International Airport that do not readily spring to mind when you think about the airport. There are issues relating to airline handling, baggage handling and space allocation. All these things are as a result of a terminal that is very congested. I do not think we have spent enough time considering the enormous challenges that would emerge with having a terminal that congested at the time.

There are other challenges that cannot be separated from these capacity issues. I have heard complaints from the President of the Caribbean Association of Industry and Commerce (CAIC) about issues concerning the surly attitude of Barbadian customs and immigration officers. I believe there may be people within the rank of the Immigration Department and the Customs Department who have surly attitudes at times but I do not think that it is common among our customs and immigration officers. In everything there is good and bad but I believe that the majority of our customs and immigration officers are good, friendly, and accommodating. They have to enforce the law and they have to do their job.

When you are dealing with an operation like the airport which has become awfully congested and you have to deal with space and so many people, obviously that must impact at times upon the attitude of a customs or immigration officer. I believe that the sooner we move to deal with the number of challenges that we have in terms of space and excess, even when there are isolated incidents of surly behaviour or attitude, it will go a long way to changing the attitude of many of the public officers who are found in those positions.

I believe that the challenges at the Grantley Adams International Airport are in many ways symptomatic and symbolic of many of the institutions and organisations in our society. I do not think that this can be an issue of forward planning. I believe that we are too slow to respond at many times, that there is not enough forward planning and not enough stretch in terms of target – I say this in a very non-partisan way – and there is not enough risk taking much of which has to change if we intend to take our rightful place among the community of nations with a different attitude in terms of how we deal with work. Part of the problem in this society, and the Grantley Adams International Airport is an example of it, is the issue relating to forward planning and being able to get rid of some of the conservative constraints we have within our society.

We have in our hands now the ability to change much of what goes on at the Grantley Adams International Airport. People need to be empowered for national excellence and they must have the tools and the facilities to do so. If people are working in confined spaces in which there is much congestion and things are not running as smoothly as they should, one can understand the instances of attitudinal problems that might arrive.

The Grantley Adams International Airport is the premier hub for the eastern Caribbean. It assists our neighbours in terms of the distribution of airline traffic coming into Barbados which contributes to their economic fortunes. Those islands close to us that do not have the privilege of an international airport or an international size runway are places in which people are transported from Barbados. Therefore, it is important not only for our immediate economic fortunes but also for our contribution to the entire regional integration process that we should seek to get the Grantley Adams International Airport in the best possible shape it could be.

Barbados is a natural hub for the rest of the eastern Caribbean, geographically so, because of our infrastructure, our business development capacity and our profile for investment because of our stability. There are a number of smaller airlines that operate out of the Grantley Adams International Airport that have chosen Barbados as their home, therefore, it is important that we bring the airport up to speed for those particular reasons.

In July 1993 the Government of the day undertook a study that informed the airport expansion. The objective of the study was a development plan to enable the Grantley Adams International Airport to meet the needs of Barbados into the year, 2015 and to determine the framework within which it can operate more efficiently, commercially so, without placing a burden on central government finances. The conclusion of that study was that the existing infrastructure and the facilities were inadequate to meet the present needs and the forecasters future growth into the year 2015.

The passenger traffic forecast at that time was set to grow from 1.23 million passengers in 1992 to three million passengers overall, emplaning and deplaning, in the year 2015. During 2001, and just to compare the figures, the Grantley Adams International Airport handled 1.996 million passengers. There were 877 352 arrivals, 882 609 departures and 236 206 transiting and this was down by 34 000 in 2000. In October of 2001, after the September 11 incident, the figure fell by 22 000. This gives one a good idea of where we are in terms of where the airport will go. We are predicting that by the year 2015 there would be three million passengers transiting the airport.

In 2001 tourists arrivals were 507 278 and in 2002 there were 497 899, a fall-off of 1.2 per cent over the previous year.
11.50 a.m.

The year 2003 has started well for the industry, with approximately a three per cent increase in tourists arrivals in January and, to the middle of February, a seven per cent upward movement. We expect to continue this upward trend while keeping an eye on the impending war in the Gulf, along with other issues relating to the larger economies from which we source many of our passengers.

However, to compare this impending Gulf War with the last, the Caribbean was seen to have benefited significantly from the increased movement of passengers from our major markets and Barbados was a recipient of that increase. The impending crisis is also compared to what happened in the early 1990s regarding terrorism and its impact upon air travel but this has not been included in that particular formula. This is a variable that we believe is going to have a very serious impact upon how we do business during this period.

We believe that terrorism has created an environment in which people are very apprehensive about airline travel. We believe that one must now give a passenger a serious reason to want to travel.

In our instance, because of where Barbados is positioned, its economic makeup, with the quality of

passengers that we seek to attract and the quality of our hotels, most people who come to Barbados are seemingly in a more advantageous economic position than most of the other smaller destinations in the region.

We believe if, for no other reason, the type of passengers that we attract are the type of passengers that are less apprehensive about airline travel, people who have already extensively travelled and are inclined to take more risk than those in a lower socio-economic bracket. Therefore, if there is a war, if we are able to find innovative and creative means, we believe that Barbados might be one of the few destinations within the region that continues to attract a certain level and volume of passengers.

We have already begun to put a contingency plan in place in case there is any such occurrence. That plan not only speaks to what we do within our major and traditional markets but also to how we look at some nontraditional markets and particularly so in the Caribbean.

The larger islands of the Caribbean are able to supply many of the smaller destinations in the Caribbean with passengers. As a matter of fact, after September 11, 2001, the Dutch Islands did very well in terms of a direct strategy in attracting people, for example, from Puerto Rico, in flying into their country.

We are looking at the many options that are available to us. A major plank of this would be the concept as to how we seek to increase inter-regional travel, particularly from the larger destinations in the region.

In terms of the ongoing Grantley Adams International Airport Development Project, substantial work has to date been completed. This is a programme that consisted of 9 individual programmes including: pavement works; terminal works; a terminal electrical programme; an environmental programme; a security systems upgrade; the Common User Terminal Equipment programme (CUTE); a replaced cargo facility; the realignment of the Fairy Valley and the Parish Land roads and the relocation of residents who are in the flight path coming into the Grantley Adams International Airport.

I am pleased to report to this Chamber of the pavement works which consist of a bus and a car park; runway rehabilitation; taxiway rehabilitation; parking apron rehabilitation; new parking area and new ramp parking. That job which was completed last year was done within 5 per cent above the contracted price. The variance in measured works were resolved. There were initial claims by the contractor for as much as \$5 million. These claims were settled for as much as \$1.85 million, inclusive of VAT.

Sir, with regards to the runway, knowing that we have only one runway at the Airport, it simply could not be closed

down to do pavement work. It, therefore, meant that much of the work took place at night and into the early morning. In some instances, there were delays. Where there were aircrafts on the ground, it also meant that the contractors could not have worked at the same projected speed. Therefore, most of the claims went to where there were times the runway could not be used for reconstruction. As was said, the initial claims were \$5 million and were settled for \$1.85 million, inclusive of VAT.

Sir, the terminal works at the Airport are in progress. This is a project that was valued at \$136.4 million and was awarded to E. Pihl and Sons of Denmark. The scope of that project includes: the construction of a new arrivals terminal; the refurbishment of the existing terminal; additional ticketing area; increased departures area; increased shopping areas; air-conditioned and expanded departure lounge; a restaurant and an improved courtyard facility; a new mezzanine level which would include management office and airline executive lounges and a chapel, which would hearten the heart of the Member for St. Lucy.

Work has started in 2002 and the new airport is expected to be completed by October, 2004, even with the few delays that we have had to date, which stemmed mostly from the level of industrial action at the airport. Most of these problems which stemmed from work attitudes, compensation and cultural differences between contractors and employees, have now been resolved.

Work has begun on the new arrivals terminal; the expanded departure terminal; the expanded ticketing area which is to the east of the existing American Airlines terminal; additional check-in counters and a new mechanical room for operations. There is a terminal electrical programme. The electrical equipment contract, which has been awarded to T. M. R. Sales and Services Limited, consists of a number of generators, transformers, switch gears, *et cetera*. This equipment is expected by the end of this month. This is a very critical component of work at the Grantley Adams International Airport but the ordering of specialised equipment has a very long lead time and that is why this work was contracted many months ago.

The environmental programme at the airport consisted of terminal site services and a waste water reclamation plant. In terms of the terminal site services, there is an underground mechanical and electrical system. This is being undertaken by the main contractor for the airport, E. Pihl and Sons. The value of that contract is \$2.7 million, VAT inclusive. What that would do is to replace the existing fire main and run it around the terminal. Presently, there are mains that are underneath the existing terminal building. Therefore, if there is any leakage and there is work to be done, one has to go in and dig up the existing terminal. This is what we would want to avoid in the future.

In addition, there is the replacement of the existing sewage system in terminal one. This work is partially completed. It is expected that the fire main that runs outside of the airport along with the other work to be done would be completed by December, 2003.

12.00 noon

Sir, the waste water reclamation plant was intended to replace the current septic system at the airport. This new waste water treatment plant will be environmentally sound and will recycle between 80 per cent and 90 per cent of the water for non-potable usage at the airport. The building contract for this waste water reclamation plant has been awarded to Innotech Construction Limited at a cost of \$1.058 million.

The equipment to deal with the actual waste has been awarded to Zennon Environmental Industries of the USA for \$1.29 million.

The contract for the purchase of installation systems for the airfield perimeter, the terminal building and its security has been awarded to Securicor Barbados Limited.

We will see improved security lighting, close-circuit television monitoring, upgrade of the security communication systems, updated passenger access control systems to all points as well as the concept of biometric technology which relates to fingerprinting, touch *et cetera*. This is necessary particularly within this new global environment of safety and security and the Grantley Adams International Airport can do nothing else but to upgrade the security systems.

The Common User Terminal Equipment System (CUTE) is used for passenger processing and is an automated system that allows for airline flexibility in terms of counter space. If there is congestion at the airport any airline will be able to set up at any counter and use the existing equipment. Sir, this is the first completely wireless checking system in the world. It has been installed at Grantley Adams International Airport and is already operational.

Sir, the Fairy Valley road, the Parish Land road and the boundaries of the Grantley Adams International Airport have been expanded and realigned to include this new expansion and to conform with the International Civil Aviation Organisation regulations in terms of proximity to the centre line of the runway. There is a specific requirement under IKO that there must be no structures within 1 000 feet of the middle line of the runway.

Last week we spoke in this Chamber in relation to the realignment of the Parish Land road because many people were parking close to the fence of the airport at night. The

Honourable Member for Christ Church East can attest to the fact that cars are usually parked next to the fence and IKO also specifies that, for security reasons, there should be no vehicular traffic or objects under the aircraft so there was a need to realign the road.

The Fairy Valley road contract was valued at \$1.8 million and was awarded to Rayside Construction and will be completed by March, 2003.

The Parish Land road realignment is expected to be finished by the middle of the year and is estimated to cost \$13.7 million.

The existing cargo facility has outgrown its capacity and has to be replaced. We are awaiting Cabinet's approval to build this facility which is estimated to cost in the region of \$5 million.

Sir, some of the residents in the flight path have been relocated under the Ministry of Housing and Lands and funds are forthcoming to pay compensation for additional land and property to be acquired for other residents.

Mr. Speaker, corporatisation and institutional reform is necessary to put the Grantley Adams International Airport Inc. on a sound foot and to give it a more commercial stance in order to react to the dynamic commercial market and environment. The company was incorporated in October, 1998 and then, in August 2000, ten directors were appointed to the board. The Director of Finance was recruited in July, 2002 and the Human Resource Director was recruited in November, 2002.

There is a recruitment process at the Grantley Adams International Airport for the hiring of a Chief Executive Officer and, to my certain knowledge, no contract has been awarded to anyone to serve as the CEO at Grantley Adams International Airport. The major shareholder at Grantley Adams International Airport is the Government of Barbados and when the Human Resource Director and the Financial Director were hired the board sought the approval of the Ministry and both of those appointments went before the Cabinet. As I have said before, it is to my certain knowledge that the Ministry of International Transport has not received anything officially from the board of Grantley Adams International Airport in relation to the hiring of a CEO. The board of Grantley Adams International Airport does not have the authority to offer a contract to anyone unless it is first approved by the Ministry and the Cabinet of Barbados and this matter has not come before the Ministry.

Sir, a human resource study has been undertaken by a consultant agency and there are other ongoing issues in terms of IKO safety and the like.

This sums up in great measure the operations of the Grantley Adams International Airport and is a comprehensive and detailed explanation of the works going on at the airport. It forms the background of the tabling of the Grantley Adams International Airport (Transfer of Management and Vesting of Assets) Bill, 2003. Sir, I now propose to deal with specific areas of the legislation.

In Clause 1, the Grantley Adams International Airport Liability Company is incorporated to enable Grantley Adams International Airport Inc. to operate as a commercial entity, to function more effectively, to facilitate the transfer of the commercial assets and liabilities of the Government of Barbados to Grantley Adams International Airport Inc. and other related matters.

Clause 2 of the draft Bill contains definitions relevant to the Bill. Special reference is made of airport charges, fuel charges, landing fees and parking fees. These represent the company's main revenue base.

Clause 3 gives the company the authority to manage and maintain the airport but the scope of this authority is limited by Clause 11 which states:

"Nothing in this Act or in any regulations shall be deemed to be in derogation of any functions conferred or imposed by any other law on customs officers, immigration officers, firearms officers, members of the Police Force or duly authorised persons of the Ministry of Health or the Ministry of Agriculture."

12.10 p.m.

Clause 4 deals with the lease of land at the Grantley Adams International Airport and it states that the land would be leased to the airport company. This clause is necessary to distinguish the assets to be transferred and those to be retained by the Crown.

Sir, what would happen in the future, if and when the company is divested to the public, the Crown will retain the lands at the airport for civil aviation and international transport and commercial purposes. The lands at the airport will remain the property of the Crown.

Clause 5 and the Second Schedule give authorisation for the transfer of all assets to the company, listing of equipment and furnishing prepared by the airport manager. Provision is also made for the company to take over commercial liabilities that were incurred by and on behalf of the government immediately before the commencement of this legislation.

Sir, Clause 5 (1) gives the company the right to set, collect and retain airport charges, landing fees, fuel charges,

parking charges or any other commercial charge or fee in connection with the provision and use of the airport facilities and services.

In Clause 5 (2) of the Bill, provision is made for the company to take over and be responsible for contracts entered into or on behalf of the Government in respect of the airport before the commencement of the Act. Clause 5 (3) gives the company, in respect of the commercial operation of the airport, the authority to enforce all rights, privileges, details or obligations vested in the Government.

Sir, Clauses 6 – 8 deal specifically with accountability. The Government of Barbados is the sole shareholder of this company and the Board of Directors must annually report to the shareholder of the company. However, Clause 6 (1) of the Bill makes it mandatory for Grantley Adams International Airport (GAIA) to submit reports and Clause 6 (2) details the types of statements it must lay in Parliament in accordance with the operation of the Grantley Adams International Airport. Clause 6 (1) states that the company shall within 3 months of the end of each financial year submit to the Minister audited financial statements and the auditor's report.

Clause 6 requires the Minister to, as soon as possible after the end of the financial year and not later than 6 months after the end of that year, lay in Parliament a report of the operations of the company during the preceding year, including a comparison of the performance of the company with a business plan and an audited financial statement for the preceding year, including statements of profit and loss and cash flow and other statements that are necessary to show the financial position of the company and an auditor's report on the statements.

In Clause 7 (1), provision is made for the company to submit once every 10 years an airport master plan to the Minister responsible, for approval. This master plan sets out a number of areas including a land use and environmental plan, marketing plan, details and objectives and strategies of the company and any other relevant information that the Minister may require.

Clause 8 (1) and (2) provide for the company to submit a business plan no later than 6 months after the end of each financial year in respect of the ensuing financial year and each of the subsequent four financial years. This plan must include provision for the implementation of the airport master plan.

In terms of the staff at the airport, provision is made in the Bill to preserve the pensionable service of any public officer who accepts employment with the company and Clause 9 (1) explains this clearly. In Clause 9 (2), the

company will have 3 years from the date of commencement of the Act to establish and maintain a pension plan for the benefit of the employees of the company.

Clause 10 deals with specific legislation regarding the Civil Aviation Act, except section 10 which gives power to the Minister to establish airports and is, therefore, relevant to Grantley Adams International Airport. Therefore, if we want to build an airport in St. Lucy, Clause 10 will apply.

Clause 10 of the Bill also states that the company is subject to the provisions of the Airports Act, except section 4. This section empowers the Minister to make regulations for the management and control of airports.

Sir, Clauses 12, references the Third Schedule of the Act, makes provision for amendments to the Airport Service Charge Act, Cap. 59, and to the Airport Parking of Motor Vehicles Regulations, 1990, to allow Grantley Adams International Airport to collect airport taxes, parking and other revenues currently paid into the consolidated fund.

Clause 13 allows the Minister to amend the Schedule to the Act by order, while Clause 14 states that the Act would come into operation on a date to be fixed by proclamation. Sir, these are the areas outlined in the legislation before us.

Sir, there are some other issues before us that are relevant to the Grantley Adams International Airport which should be used as benchmarks and examples of how one connects an existing enterprise, even with its expansion, to the community and community development.

The Grantley Adams International Airport is fundamentally a very important part of the community around it. In many instances, I believe that people forget how important enterprises are and how they must relate to the community around them. In the case of the Grantley Adams International Airport, there is an area that was once utilised as a playing field next to St. Bartholomew Church and that playing field has been utilised for the construction of the airport. However, on the opposite side of the street, a new playing field is being constructed for use by the people who previously used the old playing field.

Sir, there is the issue regarding the hiring of staff at the Grantley Adams International Airport. Whenever there is an opportunity for the creation of employment at the airport, persons who live close to the airport are employed to keep the community spirit alive. The Honourable Members for St. Philip South and Christ Church East can attest to this.

Sir, during the phase of construction there will be some dislocation at the airport. The concept of boarding up some

areas of the airport while construction is in progress narrows the access channel to the various gates and the movement of passengers. At the beginning of the construction there were some complaints regarding maintaining a hospitable and inviting environment during the construction phase. I am pleased to report that the contentious issues of signage have been addressed.

Sir, a number of wardens have been employed to guide passengers to the appropriate gates to their aircraft through the maze that has been created. Passengers are also guided to the arrival and departure halls at Grantley Adams International Airport. We have also taken a proactive approach to facilitate everyone at the airport. We understand that the airport is a congested airport and it is going to continue to be congested for some time, until this work is completed.

Mr. Speaker, we have employed a number of hostesses at the airport who assist passengers in getting them through the immigration process. Two desks are located in the arrival department and the departure department and these desks are always manned during the day, particularly during the peak hours, to assist passengers. We are also installing television monitors in the arrival and departure halls of the airport so that passengers can be kept abreast of what is happening in the world in terms of movement in Barbados and the world. 12.20 p.m.

There are some issues, obviously in terms of how we deal with some other operations. We have sought to deal with issues relating to private jets coming into the airport and there is ongoing, a project to look at the concept of building a terminal to deal with the numerous private jets bringing all types of celebrities to Barbados. There are also issues that we will deal with, in terms of even the deployment of staff at the Airport.

Sir, obviously, when the GAIA becomes a company, many of the existing public employees will be concerned about their future with the GAIA. It is intended that in the initial year of operation, there will be a Memorandum of Understanding between GAIA and the Government which will bring over all of the employees. During that time, the new company will work together with the Government, in terms of options being made available to the existing Government employees at the GAIA. Sir, no one will be disadvantaged in this process. We intend to employ those who we can employ at the airport and the others will be given options.

Sir, in terms of the construction itself, there is a number of commercial interests at the airport. We have sought during this construction phase, to soften the effect of the relocation. For example, there are many businesses

operating in the courtyard and we have moved many of those businesses into an area alongside the car park at the airport, without stranding anyone's commercial investment at the airport, but seeking to ensure that these people get the best out of the issues related to this expansion project.

There will be dislocation in a project like this but what is important is how we handle that dislocation. I believe, Sir, to date that we have done an admirable job in terms of how we have handled these people's investments. Many of them are still carrying on their businesses in that environment.

Sir, the only other issue left to deal with, in this piece of legislation, is its impact upon a populace that is looking for new alternatives, in terms of where they go for their commercial future. I believe, Sir, that the GAIA, its existing staff and the new company have worked well together to provide a better environment for both the employees and the users of the airport. This construction project, Sir, should go a long way to change our economic fortunes in the future.

Sir, with those words, I am obliged to you.

Mr. D. St. E. KELLMAN: Mr. Speaker, I rise to speak on this Bill that deals with Grantley Adams International Airport (GAIA) being incorporated into a company. I want to say from the outset, Sir, that for some reason, it seems that some information has been leaked to the press of Barbados to capture the imagination of the Opposition.

Sir, we are not here to do damage control for any Government and if they have a problem with their Board and the job that they have allocated to somebody, it is not really the role of the Opposition to do damage control for the Government. I will say to the Minister that if he has a problem with a proposal put by a board, it is for him to deal with that particular proposal and not to expect the Opposition to deal with that proposal on his behalf.

It is clear to me, Sir, that we have set some standards in Barbados that are now coming back to haunt us. When the BTA Board was set up, this Opposition stated that we did not think it was the right approach to take, where you took a couple of positions to the top and you gave the personnel in those positions, large sums of money without acknowledging that the other workers within the organisations would have had to do the work, and that it would only be fair that if you were looking after the top, it would have been fair also to look after the bottom.

It is obvious to me that this is where we can clearly see a divide between the Opposition and the Government of the day. That is, the Government of the day believes, as I have always said in this Parliament, in the top-down system, or the trickle-down system, as would normally be used by the economists, whereas the Opposition, I believe, Sir, believes

in the bottom-up system, and that is, once you have empowered the masses, then you can achieve whatever you want.

There is no doubt, Sir, that this economy has been a very top heavy economy, so much so that it is now tumbling over from the top. Even though it is tumbling over from the top, the masses of people in the country are not feeling the effects. This is why it is not surprising to me that you can see a proposal where one gentleman can have a basic salary of nearly \$300 000 and then you add on the other perks.

If this proposal is to be accepted by this House and this Parliament, I would wonder, Sir, what next will be put before us. In light that when one recognises that this country is the same that it has been for the last nine years, asking the masses of people in Barbados to tighten their belts and not to expect increases in salaries that are not related to the inflation of the country, even though the consumers of the country have to endure all the other taxes that were there before, and a 15 per cent VAT.

I am saying, Sir, that the Trade Union Movement and the private sector have an obligation to this country to speak out against these things. The same way that they had the authority to speak out against the Democratic Labour Party, when we sought to reposition this country to make it productive and in line with globalisation and trade liberalisation, because we knew what was about to happen to the country.

I am not asking them, Sir, to take 30 000 or 40 000 people to march up and down. I am asking them to understand their responsibility to this country and to understand that any development, whether it comes through making the airport a private company or not, that they too have an obligation to the masses and the people in this country to make sure that we increase capacity and we are not cosmetologists, just putting on a pretty face on someone to make it look good.

12.30 p.m.

We need capacity that will create real growth in this country and we need to have an airport that can increase that capacity. It is all right to say that we have been doing this and we have been doing that, but the truth is there is a decline and we want to see it corrected. If it means expanding the airport to what the Minister spoke of, then this Opposition will support it. We are not going to support this type of expansion just to create an atmosphere where the Government wants to look good just before an election to make the public of Barbados believe that they are doing something in the interest of the masses of people in Barbados.

We are interested in seeing real growth in this country. We do not want to find ourselves in a situation where we

take up large sums of money and spend it on an airport without getting back the proper return.

People can continue to criticise me as much as they want, but if we are going to continue to talk about developing this country along the lines of services, that tourism is going to be important to this country, then we must put it in our heads that we cannot operate this country with one airport and believe that we are doing something good for this country. If our economy is structured to depend on tourism then we must do everything in our power to make sure that we do not miss any flights that are bringing people into Barbados. We must find an alternative runway but it cannot be in the same location. The infrastructure does not have to equal what we have right now and it does not have to be in St. Lucy.

Asides.

Mr. D. St. E. KELLMAN: If you all are jealous of St. Lucy because the people in St. Lucy have the capacity to do things differently, that is your problem.

Asides.

Mr. D. St. E. KELLMAN: Yes, the Honourable Member is trying to run away from his responsibility as Minister of Tourism because he has allowed his Board to insult thousands of Barbadians by giving the impression that one man is equal to 40 Barbadians because when you take the figure that was quoted as a salary for him, roughly about \$350 000, and divide it by 40 then you would understand what I am speaking of. There are people in Barbados who are working for less than \$8 000 per year in some cases but one man can get 8.75 times...

Hon. N. A. LYNCH: On a point of order. Mr. Speaker, I will not allow it to be written into the records of this House that I allowed any Board anything. I made it abundantly clear in here that there is nothing before the Ministry of Tourism and International Transport in relation to the awarding of any contract to anyone. The Board of the Grantley Adams International Airport Incorporated has not submitted to the Ministry of Tourism and International Transport any information relating to the hiring of anyone as a Chief Executive Officer at the Grantley Adams International Airport. Therefore, I would like that remark struck from the record because I have not allowed any board to do anything.

Asides.

Mr. D. St. E. KELLMAN: Mr. Speaker, neither has he said to this Parliament that if it was brought before him that he would dismiss it. Mr. Speaker, until I hear a statement

like that coming before this House... As I have said before, I am not going to accept leaks to the newspaper on this particular matter. The newspaper had no right to put out leaks on this particular matter.

I am saying that this matter does not even fall under the purview of the Cabinet of Barbados, because as far as I understand it, if the Minister does not feel like carrying it to Cabinet, he does not have to. It is only out of respect that he takes it to Cabinet. The Minister has to understand his responsibilities on this particular matter. It is very wrong for him to come to this Parliament and admit that information is in the public domain about a position to be created at this new company but admits to this Parliament that he does not know about it. This is rather strange, Sir.

Mr. SPEAKER: Honourable Member, I am suggesting that you not take the words which were said in here by the Minister, because we can ask for them, and twist and turn them. The Minister, as far as I can remember, did not say what you have just said, okay. So I am suggesting that you continue your speech, but please focus on the Bill which is before the House.

Mr. D. St. E. KELLMAN: As you know, Sir, I have always obeyed the rules of the House and I would never breach them, Sir.

This red herring, the throwing in of this new job, that is supposed to be the solution to all the problems that we are having in tourism will not move me away from the bigger point that we are in a serious decline, neither would it make me ignore the fact that we are fortunate to have a group of people who are willing to come to this country but who are treated a particular way at this airport.

This airport must continue to play the role it has always played since the 1960s. Nobody can tell the Democratic Labour Party the particular role that is expected to be played by this particular entity. That is why we have always said that we are fortunate to have a relationship with the Canadians that is second to none. So when people want to get up in this House of Assembly and behave as if there is no connection between the expansion of this airport and the Democratic Labour Party, let that be treated for what it is; foolishness. The Democratic Labour Party spent a lot of Canadian dollars. We also spent a lot of time developing a relationship with them.

I remember the great, Excellent Errol Barrow making this particular point, which has always remain with me, that Canada is the only country that always provides aid for Barbados without any strings attached. That aid and the money that we have also borrowed from them have been used to develop this airport. All of a sudden we are getting the impression that the great...

Asides.

Mr. D. St. E. KELLMAN: You can say Right, I say great. The right thing is Right.

The great, Right Excellent Errol Barrow. I can add but I cannot take away, Sir.

The problem in this Parliament is that we are going to deal with titles but we are not going to deal with substance because everything that has been created in the same Honourable gentleman's name, is now being destroyed and we are not worrying about it. Today we are not dealing with titles in here, we are dealing with substance. It seems to me that there is an attempt to remove everything that has been done under the name of the Right Excellent Errol Barrow.

Asides.

Mr. SPEAKER: We are dealing with substance, we are not dealing with titles.

Mr. D. St. E. KELLMAN: I am glad, Sir, that you have told them that we are dealing with substance and they should not get involved.

Thank you, Sir.

Asides.

12.40 p.m.

Mr. D. St. E. KELLMAN: Mr. Speaker, it is clear to me that everything done by this Honourable gentleman, for some reason, someone, somewhere, feels that they have to find a way to remove any connection that has been done in the name of being good in this country from this gentleman. That everything must now be glossed over and created in the name of someone else. I want to say that will not be accepted from this Side.

Mr. Speaker, the only thing that would change, I thought, is that we would be removing one entity that was previously controlled by civil servants and preparing to put it into the hands of private citizens. I did not realise that name change would have cost this country so much. I think that those changes would have to be explained to the citizens of this country who have a right to know.

We also have to understand that it is alright to take \$200 million to spend between capital expenditure and revenue expenditure. When I talk of capital and revenue expenditure, this creates a problem for the Other Side. I want it understood that whenever that is being done, an opportunity cost is attached to it. When one sees the amount of money that is being spent on the expansion of the Grantley Adams International Airport, that cost is equivalent to a new airport. There are islands in the Caribbean that

cannot boast of having this amount of money to spend in constructing a new airport but we in Barbados are bragging about a country that depends heavily on tourism and, at the same time, bragging about spending over \$200 million to renovate and to expand when, in fact, we have not thoroughly studied what we are doing.

We must put ourselves in a position to make sure that whenever a problem occurs at this location, there must be an alternative. Tourism is too important to Barbados for us to continue to behave as if we can put all of our eggs into one basket or all of our planes into one airport, even though the Minister has admitted that he has a problem with this suggestion that came from his Ministry.

The Minister spoke about problems with luxury jets, *et cetera*, but yet today is putting a case to retain the same problems of which I speak, before this Parliament. This is what I call confusion and lack of foresight. What this country needs is foresight. Some people call it 'off the cuff'. It is not 'off the cuff'. It is the ability to see things that others cannot and that is what is lacking from the Other Side when dealing with these particular matters. We have to understand we are in a globalised economy and have to use our resources to reflect that we understand the world is changing and that, out of everything we do, we have to maximise our returns as quickly as possible.

Sir, it is one thing to speak about having one Deep Water Harbour but another to speak of having one airport. If a problem occurs at our seaport tomorrow, we do not have to worry because we have enough pleasure crafts in Barbados to correct that problem. Those of us who have travelled elsewhere know there are countries that get more cruise tourists than Barbados yet do not have the facilities at their harbours like we do. These countries use other motor vessels in order to bring the tourists inland.

Sir, the fact that we have alternatives regarding our seaport, we need to have an alternative regarding our airport and for the simple reason that one cannot stop an airplane in the air and let the passengers disembark.

Mr. Speaker, we have to understand the seriousness of the point. It might be alright for us to say that it is easy to divert the planes to another country but to whose benefit? After spending so much money in marketing the country, why would we have to do that? We have to very seriously deal with these problems. We have to measure the cost to the country whenever there is a problem like this.

Sir, I remember when the President of the United States came to Barbados, we had to divert planes from our airport to other countries, to accommodate the landing of the President's entourage to allow him and his personnel to clear the airport. The same thing occurred when he was leaving.

I am saying that for a country that relies so heavily on tourism, we cannot allow that to happen. We must continue to use our resources. I want the Government to understand it would have to justify the amount of money that would have to be spent on repairing and expanding that airport without giving Barbadians a choice. This world is about choices.

As one seeks to expand the tourism vote for advertising, it is being done cognizant of the fact that there are other competing countries. We, in Barbados, cannot believe that if a problem occurs at the airport people would continue to wait until it is cleared. We must not believe that Barbados is the only country in the world. There are other countries that would be seeking the limited tourists that are there.

We also speak about the demand for our airport and the upcoming Gulf War. For some reason, every time we tend to believe that everything must be seen through negative eyes. I cannot understand why we cannot recognise that the Caribbean is a special place and though there might be war somewhere else, that if we promote the Caribbean in the right way, that instead of seeing a decline in tourism, those tourists might be more inclined to come to the Caribbean. I do not believe that politicians cannot have the foresight and must always look for an escape before it occurs and to find a reason to give to the public as to why there is going to be a decline.

We have to be more proactive and to make sure that we put policies in place that if there is a war, we would be seen in a positive light instead of a negative light. The Caribbean, as a whole, should be preparing a master plan that would counteract the negativity that would be promoted in the marketplace.

We have no reason to become involved in anything that would negatively affect the economy of Barbados. Our number one priority is to the people of Barbados but we believe that because we get international recognition, we have a right to pull down the same people from whom we expect to get the goodies.

Personally speaking, there are two sides to whatever is going on in the world. If there are no enemies, then there should be no one to fight.

Asides.

12.50 p.m.

Mr. SPEAKER: Order, please, please.

Mr. D. St. E. KELLMAN: Mr. Speaker, this world must be a place of peace and we have to be on the side of peace.

Asides.

Mr. D. St. E. KELLMAN: There are many interpretations of peace and I am free to have my own. Sir, the Right Excellent Errol Barrow provided a good foreign policy that it will do this country good to study and understand because many people seem not to understand the foreign policy now being put in place.

Mr. Speaker, I am saying all of this to let you know that we need not worry about the war that is to be waged in Iraq because it might not be as damaging as what is happening here in Barbados. We have to be careful that our mouthings and behaviour in the marketplace do not damage us as much as the war in Iraq because a country like Barbados has to be careful in its action and its citizens must be cognizant of what occurs in international finance and politics.

Sir, we do not have to accept everything that happens internationally but we should not look for enemies because we want to look and sound good. Sir, those of us who have foresight will understand what I speak about but those who are politically inclined and looking for popularity will not understand what I speak about.

Sir, Barbados is a country that has always worked hard to achieve what it needs and we must pick the war of our choice and be sure who are our enemies. Sir, we have to be careful of the mouthings we put out on this particular war which the world is about to get into.

I also believe the Police Force and Defence Force should be combined to tackle the war on crime.

Mr. SPEAKER: Will the Honourable Member focus on the Bill? Do you plan to connect what you are about to say with the Bill before the House? Also, Honourable Member if you are leading the debate on behalf of the Opposition you are entitled to unlimited time.

Mr. D. St. E. KELLMAN: Mr. Speaker, you are asking me to connect my statement with the Bill on the airport and I was speaking about drugs and every Barbadian knows that over the past few months the Police, Customs and Immigration Departments were worried about the number of drugs coming in at the airport.

The war in Iraq will not impact on our airport as much as drugs do. Sir, we need to concentrate on the amount of illegal drugs we will have to deal with when the status of the airport is changed. We have to be careful about giving us rights and about the security measures that will be put in place with the new airport because some people believe that the airport is being given up as a Government agency.

We can gloss over this but it will be one of the major points when this change occurs. Everyone knows there will still be some Government control but at the same time there will be a lot of change. Sir, I am saying that we have to understand that we need to fight the inner problem and ignore the outer problem for now.

Asides.

Mr. D. St. E. KELLMAN: Not that we are going to totally ignore the outer problem. Let us deal with the inner problem first before we deal with the outer problem. Sir, we seem to be more interested in dealing with a war in Iraq rather than dealing with the illegal drugs coming into this country.

Mr. SPEAKER: Order, please.

Asides.

SUSPENSION OF SITTING

Hon. Miss B. A. MILLER: Mr. Speaker, Sir, I am much obliged to the Honourable Member for St. Lucy who has given way in view of the hour. I beg to move that this House be suspended until 2 o'clock this afternoon.

Hon. Miss M. A. MOTTLEY: I beg to second that, Sir.

The question that the Sitting be suspended until 2.00 p.m. was put and resolved in the affirmative without division and Mr. SPEAKER suspended the Sitting accordingly.
1.00 p.m.

RESUMPTION

Mr. SPEAKER: This Sitting is resumed. When we break for lunch, the Honourable Member for St. Lucy was speaking. You may continue.

Mr. D. St. E. KELLMAN: Mr. Speaker, even though this company will be a private company, the officers who operated in the Immigration, Police, Fire, Customs and those other disciplinary services, the point must be made that even though the company is private, the same control that they had previously must be in place. I might even add that there must be given more authority than they had previously.

Sir, the impression cannot be given that they are not working for the Government but that they are working for an individual company. It must be clear that these officers are still working for the country of Barbados and not for a private company and this is very important.

The major problem facing this country is not the war in Iraq, it is the local war that we have to fight and we must continue to make that point because one has to recognise that

it is through our airport, seaport and some other landing areas in Barbados where a lot of our foreign exchange is wasted.

Asides.

Mr. SPEAKER: Please, please.

Mr. D. St. E. KELLMAN: We must understand that the foreign reserve in Barbados is important and we must do everything in our power to keep those foreign reserves intact. Wherever we see loopholes and where we think that we might be seeing some, we must move to plug those loopholes.

I also want to say that long-term planning is important. Sir, every two or five years we should not be coming to this Parliament to compulsorily acquire land for the airport. We should have a land-use policy in place in Barbados that accounts for the expansion of the airport. It does not make sense to allow the citizens of Barbados to continue to construct homes around the airport, knowing that in the year 2015 we expect to have an increased number of tourists, three million passengers as stated by the Honourable Minister. This means, according to him, that we need to double the capacity of the present airport. If that is so, we need to look for land sooner rather than later. Mr. Speaker, it means that land that is needed for the airport should be in place. We need to let the people know now where they can purchase land to construct their homes.

Sir, we are seeing a situation where we do not have a proper land-use policy. Sir, people are allowed to build homes to improve their standard of living and then two years after constructing their homes, they are uprooted by Government and then they have to look elsewhere to find land because of the expansion of the airport.

We also have to recognise that even though some people might not believe that there is a need for a second airport, we still have to identify an area. Anybody in Barbados who thinks that there is no need for another airport in Barbados, it tells me that person has no interest in Barbados. Furthermore, I would think that instead of having another airport, we should have an additional two or three even though we know that we cannot have another two or three airports.

Asides.

Mr. D. St. E. KELLMAN: Sir, there is something called foresight. If we have the interest of Barbados at heart and if tourism is what we plan to carry Barbados forward with, at least, we should make provision for at least another airport.

Sir, what is interesting, the Honourable Minister has slipped a provision in this document, in a smart way,

to make sure that there is some authority for him to have another airport sometime in the future. It was very cleverly done.

Sir, the Honourable Member would not get up and speak about it. It is mentioned in this document and if he wants to get up and deny it, I am willing to sit down and let him point out that I am lying on him.

Asides.

Mr. D. St. E. KELLMAN: Mr. Speaker, I am saying that if the boundary line must be 1 000 feet away from the center of the runway, it means that you need to identify that land and all buildings within that radius must be left there for the time being but no future buildings should be constructed within that 1 000 feet radius. If permission is given to people to construct buildings within that radius, it means that Government is wasting the taxpayers' money and they cannot say that there is a need for additional land because of the importance of tourism and services to Barbados. 2.05 p.m.

I am also saying, Sir, there is no doubt in my mind that once the policy is practised that has been stated on many occasions on this Side, the Caribbean would be seen as an important area for the increase of the tourism product. I have said and I will continue to make this point, that the same way Barbadians feel that they want to get to the United States of America (USA), we must appreciate that we have developed to a stage where there are people from other countries in the Caribbean and elsewhere, who will want to come to Barbados as tourists and workers. We must allow those persons to come to Barbados to work and be tourists, the same way that we want to go to North America.

I am saying that we must have the foresight and the ability to tap those resources and use them in the interest of Barbados. The same way that the officers in the Immigration Department of the USA understand their responsibility, I know, Sir, that the Immigration Officers in Barbados also understand their responsibility and the importance of workers to the economy and tourists to the country of Barbados. Sir, if we have a great demand from the people of Guyana to come to Barbados as tourists and workers, we must make sure that we tap into those resources, and use them in the interest of the people of Barbados.

I will continue to make that statement, Sir, because the same way we want to look at the Guyanese, the Americans may be looking at us and we have to understand that, Sir, there cannot be laws for Barbadians and not any laws for somebody else. We have to understand that the Guyanese must be given the right to travel to Barbados as tourists and workers and they must be appreciated. Once you have that, there is going to be another demand for airport space and usage.

Sir, this is where we will then have to look to see if our capacity at the present moment is capable of handling the tourists that we expect to get from that great country called Guyana and all other Caribbean countries which have the capacity to increase our final product.

I am saying that Barbadians cannot any longer believe that because they do not want to do certain work, Sir, we must stop our productive forces from operating. I have said in this Parliament on many occasions that if Barbadians do not want to reap the sugar canes and the cotton, then we must tap the laborers and workers within the Caribbean. Do you know what is regrettable? We do not want our brothers and sisters from the Caribbean to come here to work...

Asides.

Mr. SPEAKER: Honourable Member, are you building an airport?

Mr. D. St. E. KELLMAN: We will have to build one for them because of the numbers that will be coming to work and will be tourists.

I want you to know, Mr. Speaker, I can speak on this matter like this. I am from the part of the country called, St. Lucy, better known to the people as Lucy, the only female constituency, which had the Naval Base. Let me give an example of this because a lot of people seem not to understand what I speaking about. I am speaking about history.

Aside.

Mr. D. St. E. KELLMAN: You see, you have to go to the past to come back to the present and the future and that is what is wrong with the Government. They seem not to be interested in the past. They are all now big lords and they do not know about manchineel trees any longer. You can play dominoes under manchineel trees.

I am saying that if it is one thing that the Naval Base should have taught us, is that when you have external people working in your country for long periods of time, their relatives and friends tend to come to the country to visit the people who are working.

Sir, one of the reasons why the North Point Hotel was successful, was because they had people working at the Naval Base and their friends and family used to come and stay at the North Point Hotel so that they could interact with their families. I am saying that if we build the infrastructure and our productive forces the right way, there will be friends and family, relatives, whatever you want to call them, coming to Barbados for the people who are doing the most

productive work in our country, and that they will come as tourists and will go back out when they want, and we must have the infrastructure to accommodate them.

Maybe, Sir, the Minister of Tourism will then be able to appreciate what is community tourism at work. It started in St. Lucy with the Naval Base and that is why so many people, such as the Greaves, the Brathwaites, the Broomes were able to build infrastructure, in terms of houses and so on, to rent to the Naval Base people, to build their capacity in St. Lucy.

Sir, you do not necessarily have to be from St. Lucy. The Honourable Member for St. James North knows well of what I speak, because he has been a St. Lucy convert.

I want to say, Sir, that we have to start limiting ourselves in this Parliament to only what we can see on a piece of paper. We must allow our brains and minds to expand to such a level that we do not only look at today and what we have seen but we look into the future. This is one thing that the O'Neal family has been able to do successfully, Sir, and that is why when you hear speeches of the late Right Excellent Errol Barrow in the year 2003, even though they were done in the years of the 1980s and before, they still sound so relevant in this day and age.

It is not surprising sometimes when I speak in this Parliament in the present, that people cannot see the future of my speeches, because it was well inculcated and well-delivered, coming from the right veins of the people of St. Lucy. I am not worried when people pretend in some cases that they do not understand what I am saying but I know well of what I speak. I know, Sir, that I have watched, especially over the last week, and recognise that there is somebody else who seems now to be really finding that blood-line and who understands the importance of Caribbean people to the development of this country, also, Sir, who understand the need for expansion, a new type of expansion that people would not normally have envisaged in the north of this country.

This is why it is no idle boast when I say to you that I look forward to the day, Sir, when the Minister, instead of slotting a piece in the Bill to indicate there is some hope that there will be a second airport in Barbados, he should come out and tell the people that at the rate the country is growing, we must have a second airport.

The same thing also goes for another hospital. As I said, Sir, we will not argue over the seaport.

Asides.

Mr. D. St. E. KELLMAN: All of that is going on and it has to happen. It is not anything that the north is begging for but something that we are now demanding.

Asides.

Mr. D. St. E. KELLMAN: That one but not the one to come. I want you to know that we are going to save some time because, instead of flying all the way up there, we will save you some fuel cost and time.

Asides.

Mr. D. St. E. KELLMAN: Two minutes is a lot of time. This is the age of globalisation and trade liberalisation and the age of increase efficiency and every cent counts. 2.15 p.m.

We want to see the projections. We want to know how you are going to be able to pay these large salaries and what you are going to do to improve the lives of the tourists and Barbadians who have to use the airport.

We have to understand that infrastructure must go with service. Therefore, the new airport management must be able to tell us how they are going to get people who come through our airport and leave our airport to be good ambassadors for our country. We must make sure that our airport personnel are the friendliest in the world. Barbadians are known to be friendly people, so we must ask ourselves why is it that we are getting so much criticism of the personnel at the airport and what we are doing wrong.

We have to relieve the stress that is created on the workers at the airport and we must compensate them for what they are doing under these stressful times. If we are going to compensate the workers at the top, we must also compensate the most productive people because in order for the top to function they must get the input from the bottom. In this country we seem not to understand that the airport, like any other good structure cannot be seen as that of the man at the top, it has to be seen bottom-up because you have to build a foundation. It is clear to me that we are building the roof at the airport and we are not looking after the foundation. If that is the policy in place, then the system will fail.

All of the personnel working at the airport, the custom officers, the policemen and the firemen, are all calling for better working conditions and for better benefits but yet the Minister of Tourism is going to allow a Board to come and put a figure like the one that has been quoted in the Press for one man. All the Minister is doing is creating frustration in Barbados. We cannot afford to have frustrations at this time in our economy. We need to have everyone on board working in the interest of the country. Sir, if the economic situation does not allow the workers at the bottom to be compensated for their output, then it might be better to delay the coming of this gentleman or lady to this country to do this particular job. To delay the coming of this person will not stop the airport from functioning.

Mr. SPEAKER: Honourable Member, please, this Parliament is supposed to be a Parliament that does not strive on rumours nor innuendos. I take it that the Honourable Minister has been truthful as you would want to be truthful. He has said that he is not aware of any report being made about any salary. Since that is so, Honourable Member, I am advising you that you cannot continue to refer to a salary that was made in a Press Statement which you know is against the rules of this House. I am suggesting to you as you make your reply to please refrain from constantly referring to a statement being made as accepted by the Minister that a Board has recommended a particular salary. The Minister has made his statement and he has made it clear that he is not aware of any Board making any recommendation about any salary. Please continue.

Mr. D. St. E. KELLMAN: Mr. Speaker, I would not challenge your ruling, but I have not accused the Minister of employing anybody at this new salary. I will never accuse the Minister of that even though I am aware that the matter is under his authority. I am not too sure that anybody can stop me, not that I am challenging your ruling, on speaking on this particular figure and matter. I am not accusing the Minister of anything, Sir, as you thought I was accusing him.

Asides.

Mr. D. St. E. KELLMAN: I seek clarity then, Sir.

Are you saying that I am accusing the Minister of making a statement? Sir, if so, that is a misinterpretation. I will never accuse the Minister of making that statement.

I made a statement earlier that I am aware that the Minister has to know about this figure. I said that already in my speech. So I cannot understand how I am being accused of accusing the Minister of making such a statement. I have made the point to this Parliament that if the Minister wanted to accept the recommendations or whatever that were made, he was free to do so and that he did not even have to carry them to Cabinet. Everybody in here knows that. I will not accuse the Minister of anything like that. The only time I will be able to accuse the Minister of this is when he brings it before this Parliament or when he makes a public announcement that he is going with this particular person at the particular salary.

We also have to recognise that car parking at the airport is going to be another serious problem. I know the Minister is going to say that they have made adequate provisions for the number of people using the car park but what I am saying is that the Minister is using 2003 statistics. If we are serious and if we implement all the things I speak of in this Parliament, I am saying that the car parking facilities at the airport will not be adequate. I want to know what provision the Minister would be putting in place for that. That is why

I am calling for a proper land use policy in this country. This country is supposed to be a developing country but we are not developing with a land use policy in place. It is very important for us to have a land use policy in place. We need to have adequate facilities in place by the time the year 2015 gets here when we will be having three million tourists coming in and going out of our airport. I know some people will tell me that is 12 years from now but we cannot wait until then to act because it is obvious to me that we have to grow and we have to plant the seed to suit that growth.

We have to understand that Barbados will not be operating on its own. We also have to understand that there is something called competition and that we have to cater to our competitors into almost everything we do. We have to be very careful how we allow smaller countries to construct or have two airports while we are bragging about being more developed than other countries but yet when we go on the international market to market the country we do not have the infrastructure to show for it. People are not going to take us seriously when we have to go on the international market to push Barbados a country that is supposed to be more developed than other countries in the Caribbean where they have two airports in case something happens as an alternative and we only have one. I guess some people will say that our airport is better than theirs, but the point is, if something happens at theirs they have somewhere else to send the aeroplanes but if something happens at ours we do not have an alternative, that is the key point.

2.25 p.m.

We must not do anything to stop the progress of this country. We must ensure that we put land use policies in place and even if we have to start with a good runway and the other infrastructure has to come later, the important thing is to have somewhere where planes can land and can take off in case of an emergency at our main airport.

We must forget that it was the late Right Excellent Errol Walton Barrow who, in 1985, suggested that we needed a second airport. Let us forget it is Denis Kellman who is now calling for it but let us remember it is the economy of Barbados that we are all fighting to keep alive and to make sure that nothing interferes with it. We must remember it is the people of Barbados who would have to depend on tourism and that the day an accident occurs at the Grantley Adams International Airport and aeroplanes cannot land, it is the people of Barbados who would suffer because they would not have the resources. That is my important point. I have to make sure that the lives of Barbadians are protected and looked after.

Mr. Speaker, this Bill before the House does not deal with the main points. At the moment in our development, it is not whether we transfer the airport to become a private entity. It is whether we have an alternative for the tourists

who have to bring the resources into this country. Therefore, the most important thing that we should be dealing with in this country is the infrastructure. Whether that infrastructure is in having another airport or another hospital to support the airport, we have to see development in its true sense. We cannot continue to talk about things. We must implement them so that when we come up with our marketing plan, we have proper infrastructure in place to promote this country.

I sometimes wonder if the reason we are not doing as well in tourism as we should be, is that we are asking for increase numbers to come to our country but not have the increase in infrastructure and in services to protect and to look after the tourists when they come to our country. We must stop and think whether or not the tourist are happy with what they are seeing and especially at a time when the locals are complaining about not being able to have access to the lone hospital that we have.

What sense does it make in having 5 000 tourists arrive at the airport or 10 cruise ships dock at the Bridgetown Port and those tourists cannot be guaranteed that we have the necessary services to look after them. I ask this Government and this House, to ponder on those things. I thank you, Sir.

Mr. D. J. H. THOMPSON: Mr. Speaker, I believe that when one considers the kinds of investments that have been made in the Barbados economy since 1994, many of them dubious, some of them downright outrageous, the investment in the improvement and expansion of the Grantley Adams International Airport stands apart as one of the vital investments that needs to be made to improve our physical infrastructure.

We often want – and I am not unpatriotic – to speak glowingly about what has been happening in Barbados in terms of investment in infrastructure. Ministers on the Other Side of the House who seem to travel with blinkers on, particularly when they travel to the rest of the Caribbean, fail to recognise that many countries in the Eastern Caribbean have been making substantial investments in their physical infrastructure way beyond what we have been making.

When I think of the nature of public sector investment in some of the Eastern Caribbean countries, in new prison facility, in new cricket facility or in a new stadium...

Asides.

Mr. D. J. H. THOMPSON: Well, as regards to how they pay, some of them are borrowing, some are getting them free. The point is that they are getting them done. Some of them are using their national lottery instead of letting people rape their country by taking millions out or owing the Treasury millions in taxes. They are taking the lottery money

from their citizens and making important investments in the physical infrastructure but in Barbados, we have lagged in terms of making important strategic investments. We have botched a lot of public sector projects in this country.

Sir, the Opposition was saying that before the International Monetary Fund and other agencies were saying it. In fact, the Government, before the International Monetary Fund, was saying that a number of its projects have not met their full potential and there have been problems. They did not say botched but words like botched probably would fit nicely. There are a large number of investments in taxpayers' money in this country that can be described as squandermania. When one has regards to the kind of money that this Government has had since 1997, and the flexibility it has had in relation to the expenditure of that money, the airport is one of those projects that should have been top priority.

Our airport is, frankly, despicable. It is not a clean airport despite what people would like to say. It is as dirty as our own City. The toilet facilities, when compared to other airports in the Caribbean, to my mind, are horrendous. There are other aspects of the physical infrastructure, in the Arrivals Hall, in particular, which makes us the laughing stock of the rest of the region. The very aesthetics of the airport structure which, over time, has been tampered with by erecting plywood, little offices, *et cetera*, which spoil the entire vista of the airport, have made our airport less than welcoming and hospitable.

I believe this is an important investment. I hope the Minister of Tourism would take full responsibility for ensuring that this project is executed efficiently. It is despicable, to my mind, that since August, 1998 the Government could have formed a company and only now in the year 2003, 5 years later, after all the major decisions have been made and because Government needs to get the finance for this project on stream, is now coming to the House with information on the formation of that company.

I am not saying the Minister before did not talk about it in passing. I would be misleading the House if I say that but this is certainly the first time that a full picture of what has been happening at the Grantley Adams International Airport has been made known to the House and, for that, the Minister must take responsibility. When he first started his speech, I was not yet in the House but in my car. At that time he set out certain principles that he thought would be augmented in this Debate, one of which was that we would have had an opportunity to discuss an issue which is not normally discussed in this Chamber. I agree with him but that is not the Chamber's fault because the Minister would have had ample opportunity by way of bringing legislation like this or by way of other strategic interventions, to bring this Parliament up to date.

If Ministers have now come to the conclusion that it is desirable for private companies, formed by the Government of Barbados, to be brought under the ambit of Parliamentary scrutiny, then, to my mind, it should be a mad rush to bring them all before this Parliament rather than bringing them in a piecemeal fashion.
2.35 p.m.

Grantley Adams International Airport Inc. after five years of existence is now being brought under the scrutiny of this Parliament. Sir, the money which this company spends is public money, the persons who run this company are selected by the Cabinet, its capital is guaranteed by the Government, its borrowings are guaranteed by the Government but for eight years this Government has been totally negligent in bringing this entity under the ambit of this Parliament. I consider this situation to be despicable and I hope the Government would be more proactive in bringing these companies under the purview of Parliament because, at the end of the day, the taxpayers of Barbados will ultimately be responsible for the nature of decisions made.

Sir, I am mindful of your rulings and I want to be sure about what the Minister said, or rather about what the Minister did not say. I hope the Minister was not saying that a Board appointed by the Government was going to appoint a manager for the airport on terms and conditions more attractive than those enjoyed by the Prime Minister of Barbados, the Governor of the Central Bank or even the 'Dream Team' at the Barbados Tourism Authority without seeking his approval.

Sir, if I were the Minister, I would be very concerned if a Board under my purview was about to take a serious act which would be an affront to Barbadians without my knowing about it. If the Minister is saying that this happened, I join with him in grieving that a Board would be so negligent, irresponsible and ignorant of the view of Barbadians, the sacrifice of civil servants in Barbados and of the status endured by previous airport managers, the other persons who have given time, sweat, toil and tears to the public service of this country under trying conditions. Now that a spanking new airport facility has been renovated, the Board sends for someone out of Barbados to install them in that office.

Asides.

Mr. D. J. H. THOMPSON: Yes, the current airport managers have functioned, starved of resources, at an airport almost run into the ground and now they are not good enough for the new facility. Sir, the Board is saying that Barbadians are not good enough to run this new airport and maybe it is pursuing some higher calling, some higher national ethos or some leadership calling which permits them to bring someone from Canada, Australia, India or wherever to install that person in this country.

I am going by what the Head of the trade union said and, you and I, have great respect for him. Sir, he was your predecessor as representative of the people of St. Michael Central and you and I share equal respect for the contribution he has made to Barbados. The Head of the trade union movement warned the Government that collective bargaining would break down in Barbados if someone was appointed on terms and conditions which exceeded those already appointed. They were given fancy salaries and status and then they fled after this Parliament and the then Minister went through the anguish of providing them with great remunerations, allowances and benefits, membership in clubs and motor cars. They all fled to some job and did not even exhibit any knowledge of the concept of conflict of interest, paved the way for their own jobs in other organisations and left the Barbados Labour Party holding an empty bag.

Sir, I hope that does not happen on this occasion. I agree with the leader of the trade union movement that it will be an affront to Barbados and I want the Minister to get up and agree with him since the Board had no comment to make on the matter.

Sir, it is amazing that persons drawing allowances from the public purse are appointed by a Minister who is accountable but the Minister is not aware of what is happening. The Board said, "No comment". And that is accepted as good governance in Barbados.

Mr. Speaker, the information in the public domain is set out clearly, the amount of money to be paid to the Chief Executive Officer is stated, the number of allowances, the passage for him to go back home, the number of vacation days and the sick leave, all of that is set out yet the Board said no comment. Sir, the Minister remains mute on this issue and said this morning that to his certain knowledge no contract has been awarded to anyone to serve and that no recommendation has been made to hire a Chief Executive Officer.

Mr. Speaker, I feel the Minister's pain because this Board is the same one that fouled up the arrangement at the Barbados Tourism Authority before and it is still going merrily along as if it has not learnt anything from its past mistakes. Barbadians have been able to manage one of the largest airports in the Caribbean from the 1970s to this date and the Government now slap us in the face and imports a person at a salary two to three times the highest paid officer in the Ministry.

Asides.

Mr. D. J. H. THOMPSON: Yes, I will go into St. George South, and say it too because that person will be earning more than the Honourable Member for St. George South a person who has given a lot of time to the service of this country.

Sir, the Government brought in a crime expert who wrote one report, then went silent and, Sir, after writing that report he got robbed the next week.

The Government brought in people at the Barbados Tourism Authority and paid them thousands of dollars more than the average hard-working Barbadians, they organised their own contract elsewhere and left the Government scrambling around for people to replace them.

Sir, a lot of nonsense has been going on in Barbados so I am waiting for the Minister to reply and then I will give information on all the consultants because Barbadians do not need to be disadvantaged in this way. Sir, Barbadians do not need to be disadvantaged in this way. I will consider it to be an act which deserves the Minister's rejection of it and of any Board that would seek to make such a decision.
2.45 p.m.

I hope that its employment practices will be transparent and that the workers who are being transferred, under the provisions of this Act, would enjoy all of their benefits and that they would feel no less disadvantaged under the new arrangement.

Mr. Speaker, the Minister of Tourism has a tough job. I do not deny that. The hospitality industry, like many other areas in the private sector of Barbados, is suffering from major attitude problems. You can either adopt the attitude when you get up and lambast people because of their surly behaviour or you can seek to get to the root of the problem. Barbados is a country in which the vast majority of persons working at mid-level and below, both in the private and public sectors, feel that they are being exploited and they exhibit negative attitudes, particularly in the service industry, because of this perception of exploitation.

Sir, you can travel throughout the entire Caribbean region, yes, you will meet Immigration Officers who feel that they are not receiving the level of remuneration and the terms and conditions of service are not satisfactory, but we still have a problem in relation to the way in which the Grantley Adams International Airport, Immigration and Customs departments are perceived and the way in which the Government has failed to provide the kind of environment that would lift the level of service and lift the attitude of persons who have to serve tourists in our country.

We must not continue to fool ourselves that Barbados, because we say that we are the Gem of the Caribbean, has the most welcoming environment at the Grantley Adams International Airport. That is not so. Anyone who has traveled to other jurisdictions in the Caribbean or even outside of the Caribbean, you would recognise that is not so. It is tough on the workers at the Grantley Adams International Airport. It is tough on the Immigration Officers

and those who work in the Customs Department because the condition of the airport is unsatisfactory.

Sir, it was made even worse by the fact that when you go to the conveyor-belt you have to wait a very long time for your luggage. When you come outside of the airport there is always congestion, if not confusion. The entire environment is not a positive one. Yet, in other countries in the Caribbean with small airports and populations, a passenger load of 37 persons on LIAT, you can get passengers through in half an hour or less with two Immigration Officers on duty.

Asides.

Mr. D. J. H. THOMPSON: Sir, you can arrive in Barbados on an early morning flight with no jets on the ground and still you cannot get through the airport in that short space of time with several immigration stations and facilities available.

Sir, I do not pander to that perspective. The Honourable Member can go along and fool himself that we have the most welcoming environment in this country and that we are doing everything possible to improve levels of services. You can fool yourself with that if you wish to do so. Unless you remove that perception that people have that they are being exploited in Barbados, many of the attitudes that are exhibited in our hospitality sector, both by persons in the public and private sector, will not change.

Sir, if you go behind the back of a manager or any person in the management system in any of these institutions and talk quietly to any of the persons who work lower down in the system about how they feel about how they are treated in those enterprises, you will discover how people feel and how strongly they feel about the kind of exploitation being meted out to them.

Sir, even though some of them may be earning larger salaries than comparable persons in the rest of the Caribbean, they may be enjoying a larger social safety net but there is still that perception of alienation, that perception that they are working harder than they should and that they are getting less respect in return for the contribution that they are making to the sector.

The Government has done a number of things over time which have added to that perception. The way in which it treats ordinary Barbadian operatives in the tourism industry, for example, water sports operators, vendors and others, who we have made the villains of the tourism industry by constantly giving the impression that they are the problem and it is their attitude that is running tourists from Barbados, when they are the ones who are being most alienated.

Sir, if you go down the West Coast you will see where they have to congregate to get business, those who own jet skis. You should go and see where they are relegated on the beach in this country. You can also look at the vendors in Barbados.

Sir, every week we get in here and talk about globalisation and all the barriers to international trade being removed but we place more and more barriers in the way of persons operating in those sectors. We believe that the answer is simply building and refurbishing existing public markets, which very often does not give them the kind of access of freedom of movement that they would like to enjoy like everybody else.

Sir, you can think of countless ways in which perception and image is being created that alienates the average Barbadian and have a negative impact on their attitude towards tourism. I know that the Minister knows this because when he meets with people, he constantly complains about attitudes in the tourism sector, the way we market ourselves and function in relation to persons who are coming to Barbados and making a contribution.

The Government has been extremely slow in doing things. All of a sudden the Government is rushing around trying to do things. Last night I saw some people on television trying to explain what the Best of Barbados was all about. Other than that, if you walk down the street people would have thought that we are paying people to come to Barbados. This is so because the Government does not do enough to explain and augment information about this tourism strategy.

Sir, even if those strategies are wrong, and we on this Side can see that they are wrong, more needs to be done to explain...

Asides.

Mr. D. J. H. THOMPSON: I saw parts of it. I was not sitting in a spot where I could see it fully but I did see the gentleman talking about what Barbados will do *vis-a-vis* other tourism destinations in the Caribbean. He also talked about the impact of September 11, I believe, and what the potential impact was and he sought to explain it.

Sir, whether you agree with it or not, at least anybody working in the hospitality industry has a basic idea of the strategy that was being employed but all of it had to hinge at the end of the day, to my mind, on the level and quality of service that is given to people visiting Barbados.

Mr. Speaker, our friendliness is not in doubt but when you compare that service to what is being experienced in some of those Caribbean jurisdictions that were, at one time,

the worst for service, Barbados needs to make an effort on the levels of that service. Anybody who lived or visited Trinidad in the 1980s and reflects on what a visit to the Trinidad Hilton was like in those days and what it is like now, because it went through evaluation, economic hardship, fired all the workers that were striking and picketing on the Queens Park Savannah, some of those attitudes changed and there was an improvement in the level of service.

Sir, everywhere else in the Caribbean, an effort is being made to improve the quality of service in the tourism sector and we must not lag in that regard. The way to address it, is to get to this perception of exploitation that Barbadians feel, both in the public and private sectors, that those who are currently employed in the industry as well as those who are potential and prospective employees in the tourism sector or tourism related industry, to improve the quality of our product in Barbados.

I thank you.
2.55 p.m.

Hon. Sir HAROLD St. JOHN: Mr. Speaker, I feel I have an obligation to speak on this matter because for some nine years, I was the minister in charge of civil aviation and it was during that period of time that there was a great transition from the old airport to what became the new airport and what is undergoing today, a major reconstruction.

One of the facts and questions known well was that the airport which opened in 1979, had a projected utilisation rate which has been greatly exceeded. I do not think that Honourable Members appreciate the physical constraints which exist at the present airport, in relation to the number of passengers and other business that is carried on there.

This Bill is one which seeks to vest the powers of management of the airport, instead of being in a Government department, in an entity, incorporated under the Companies Act and run by a board of directors. It seeks, in a way, to implement in Barbados a gospel which has been preached under the public sector and private sector reform in many other countries.

I want to say, Sir, that the more one reads about the delivery of services by this alternate mechanism, the more one is coming across the view point that there is need to rethink whether these new mechanisms provide better service and better financial control than the old mechanisms.

Not so long ago, an analysis, I saw it in one of the influential journals, was done about the success of privatisation in the delivery of education, in the delivery of hospital care and in the delivery of other major public sector care. The verdict was not unanimous by any means that the new method of delivery exceeded the previous one.

A classic example that they used, was the privatisation of the railways in the United Kingdom and in the end, because of the inherent public need for essential services, and the incompatibility of delivery by bodies whose only aim was profit making, that was a disaster. Indeed, I believe in the United Kingdom, the rail track part of the services had to be taken back by the Government.

Asides.

Hon. Sir HAROLD St. JOHN: Once you are in politics, there is always the potential of being a political casualty. That is a fact, but I agree with what the late Sir Winston Churchill said, that politics is different from many other activities because in politics you can have many deaths and you have many lives because when you die, you can come back but in real life, when you die, you are dead. So that the fear of political casualties is not something that a politician should take seriously. I believe that the Honourable Member for St. John does not believe that, because he still feels he has another chance.

Asides.

Hon. Sir HAROLD St. JOHN: Anyway, Sir, there are a few things about this privatisation and the methodology used, that one should consider. There is no doubt about it at all that unless control mechanisms are put in place, these bodies sometimes believe that they are bigger, higher and more powerful than the very people who appointed them.

I have been around politics for a long period of time and it seems that a condition of mind creeps in, and when there is manifestation of that condition of mind, we as politicians must call a halt. We as politicians must reassert ourselves, and let it be known that there is a norm of behaviour that has to be followed.

Now, nobody can convince me that the job of being the Chief Executive Officer at the Grantley Adams International Airport (GAIA) is worth the kind of money that one sees is being offered. I think it is an abomination. I do not believe that an analysis of what the work is up there, would reveal that it is deserving of that level. What is the airport to manage?

Aside.

Hon. Sir HAROLD St. JOHN: I know, because I was the minister in charge. We had many meetings evaluating the kind of person you needed, the kind of pay that would be attractive enough for such a person and the kind of work that they would have to do.

This is not a trading company. What trading company you are telling me about? This essentially is, in some

respects, a property management company, a landlord leasing out commercial space, leasing out the provisions of other services, restaurants and things of that kind, looking after and ensuring that the building is kept in good condition and that services are provided at a level which will command the respect of the public.

The revenue of the GAIA, Inc., or a Government department is still going to come from the same sources. You are going to get your rents, you are going to get your landing fees, you will get some of the throughput charges, you will get rent money from the fact that the Government owns the building and people want to provide a service there, advertising revenue, car rentals, and things like that, Sir.
3.05 p.m.

Many of these charges arrive by statutes. The more I think of it, Sir, the more I am convinced that the salary for this job cannot be worth more than that of a permanent secretary. I do not see how it can be. If you are going to pay this salary to the chief executive officer at the Grantley Adams International Airport, tell me what you are going to pay the chief executive officer when the new hospital board comes into operation?

Let me ask another question. If we compare like with like, what does a man managing an airport do more than another managing a seaport? What is the difference in remuneration that is being considered? I can only say that it is being considered because I agree with the Honourable Minister because this board has no power to appoint anybody to anything because this Bill is before the House. I know that considerable thought would have to be given in this area because we live in a small country and the ricochet effect of paying for this job and evaluating on that will be tremendous and justifiably so. Mr. Speaker, I believe this is an aberration on the part of some members of the board because I understand that there is considerable disagreement among the board about this level of remuneration and I would expect that.

Sir, in this era people are worried and conscious about the fact that we are moving into a new arena in the Caribbean. We are talking about trying to fashion out a new form of working together because of pressure from external conditions and the need within the countries of the Caribbean to make sure that they would be refashioned and restructured so as to be competitive abroad.

Sir, before I decide on this, I would want to have an analysis of what other airport managers in the Caribbean are being paid. This must come to the fore in our evaluation of this job.

The other point that must be taken into consideration is the fact that this airport for all practical purposes is a

monopoly. There are no other airports competing with it. We all know that the Honourable Member for St. Lucy feels that we should have two airports, but we cannot build in Barbados another airport the size of the one we have in Christ Church because the traffic just would not be there.

I know what happens in monopolies like that. When they advertise for space, let us say for restaurants, a large number of people would apply. It does not take a Solomon to decide who is the best applicant. As a matter of fact, when we first advertise for space for shops, the competition was so great that we had to change the formula and say that whosoever provided the best tender, in the sense who offered the Government the most money, would get the tender so as to stop any question of favouritism. My own colleagues used to criticise me because when we laid down that rule and we went to Cabinet, it was followed rigorously. A member of the Democratic Labour Party family who applied for space was the best tenderer and he was awarded the contract. That is a fact because we had that criteria.

Mr. Speaker, the essential difference between the previous airport and this one, as I understand it, is that there will be more space available for commercial activity and service areas for the airlines for checking in and all of that. However, I still do not see the big difference or what makes this airport so great an undertaking over the previous one. I have been analysing it and I cannot follow it yet. They say that maybe you need to have a man who is an expert in systems, but what kinds of systems I asked. This cannot be in computers because the design for the information technology at the airport would have been done earlier because that is an integral part of the planning and the development of the airport because you have to put in all the wires and all of those sorts of things long before you put in the systems. In any event it does not take a Solomon to decide on such matters because you have competing providers of those services who are going to knock you down with the opportunity today. It is the same thing with value systems.

Asides.

Hon. Sir HAROLD St. JOHN: What we have now is a company being formed, and I understand the reason, because the lenders of the money abroad have picked on this special vehicle that has to be formed as part of their agreement with the concept that public services cannot be properly performed by public bodies but have to be done by private companies. That is the only difference I see. So I hope this debate would help to focus on the evaluation of what has been done.

It is noteworthy that the legislation, I have not had time to study it in full, has some features that I do not quite follow but maybe there are good reasons for it.
3.15 p.m.

I do not see any clause about the transfer of existing employees to the new Board. I have been looking for it but it might be buried in a Schedule. I know that when one is transferred from a Government department to a private corporation, there are usually clauses in that area but yet I have not seen them.

The other thing is that Government, as the owner of the existing plant and equipment there, is entitled to a share issue to represent the value of the assets that are being transferred. I do not see the figures there, neither do I see any provision for it. I see provisions for the transfer of assets but I do not see a provision for a return of the shares.

This is important because the mechanisms for privatisation are well known in Barbados. If property that is owned by the Government is transferred into a new body, the object of that hereon, as I understand it, is to sell those shares so that Government could get back money but the terms of the transfer is something that takes place after the valuation of the existing assets on a share issue. I do not know the capitalisation of this company. Therefore, there are a number of things here that I would ask the Minister to tell us.

Another thing I wish to point out is that, we in Barbados have to look at our service industry from the point of view of how we deliver services. This Bill, as it is, and its implementation, is not going to affect many people who deliver different services at the airport. When one looks at the structure of the Bill, those services will still be performed by other agencies. One thing that has to be watched is, if there is no proper coordination, the conflicts that could arise between the provider of those services who are hired on different terms and conditions and the aspirations and statements which would be administered and set by this body. It is going to take a lot of liaison and good human relations.

I want to say I do not believe that the human relations would be smooth if there is disparity between those terms and conditions of the service providers and these terms and conditions. Therefore, Mr. Speaker, I trust that these few words would bring some light on what we have to look for and to guard against and to make sure that the airport, in the future, would run in a better condition than it would today.

I am not saying that the condition today is bad. I still believe that the cleanliness around our airport is still something that places it in a hierarchy of other airports in a reasonable light. I am surprised to hear there are problems in relation to cleaning at the airport. Sir, one of the things of which we were proud of is the fact that the airport had an excellent cleaning staff. What has happened? I do not know.

Asides.

Hon. Sir HAROLD St. JOHN: Well, I find that very strange because this cleaning was carried out internally. There were also supervisors who looked after it. When I was there, the rules were that we had a 24-hour shift and that most of the cleaners came from the southern area because the excuses, amongst others about not being able to get to work, must not be tolerated.

Asides.

Hon. Sir HAROLD St. JOHN: Some came from St. John, St. Philip and St. George. The Honourable Member knows that one cannot keep the people from St. George out of Christ Church, whether it is at Oistins or at the airport.

Mr. Speaker, it seems to me that a split has occurred between what is called the land side and the air side. Most of the services on the land side have gone over, except the police and the other areas that are run by other departments. Therefore, there is going to have to be the question of coordination between the management of the airport and the providers of the other services.

Sir, based upon my position as to how the last airport was managed, I still feel – I do not care what anybody tells me – that this is an appropriate job for a Barbadian or for a person from the Caribbean. That is my position, Sir.

Hon. N. A. LYNCH: Mr. Speaker, I would want to compliment all Members who have spoken in this Debate, including those Members on the Other Side.

I particularly want to thank the Honourable Member for Christ Church South who is always very insightful in his remarks, particularly as they relate to issues of tourism and international transport.

As I sum up, Mr. Speaker, there are a number of issues that were proposed by both Honourable Members on this side and the Opposition, with which I need to deal. Some of these issues relate to the development of the airport, air services and tourism in general.

The Honourable Member for St. Lucy spoke to the issue in relation to the Gulf War and what would be, not only Barbados' response but the entire Caribbean's. As I said earlier this morning, the last Gulf War actually saw an increase in traffic into our region, as opposed to what happened in other parts of the world. I also added the variable of terrorism and the concept of terrorism which was not alive and well then. There are issues that relate to terrorism, in particular after 11th September, 2001, which have made people travelling on airlines feel unsafe. That is a variable that must be considered in any plan or when we look at this pending Gulf War.

There are ways and means that Barbados could take advantage of the situation. I thought that I had rather carefully explained that because of Barbados' profile, it stood a good chance of doing better than most of our neighbours in terms of the type and the quality of tourists that we attract. Therefore, Barbados being in that position might stand to benefit more from those who have frequently travelled, with whom Barbados has built up a certain level of brand equity and who would continue coming to Barbados. These would be people who have the money to travel and are more recession proof.

In addition, there is a contingency plan that has been put in place to step up promotion in advertising in our major markets and also to look at non-traditional markets like the Caribbean market, particularly the larger Caribbean countries as a source of traffic. We have already put the plan on the table at the Barbados Tourism Authority to deal with those issues.

In addition, a number of weeks ago, the Ministers of tourism of the Caribbean Tourism Organisation, both CARICOM and non-CARICOM members, have put in place a wider contingency that speaks to the Caribbean and how it might respond in the face of a Gulf War. That plan is already in the process of being formulated and put on the table for all Ministers of the Caribbean Tourism Organisation. Therefore, the Member for St. Lucy can rest assured that apart from our own domestic approach to the problem and to the challenges of the Gulf War which can be seen – and I agree with him – as an opportunity for Caribbean people to do better, is already on the table.

In terms of the appointment of the Chief Executive Officer which was first raised by the Member for St. Lucy, let me state for the record that there is a process that must be gone through, like any other process, in hiring employees above a certain level at the airport or at any statutory corporation. It is our directive that such must also come to the Cabinet of Barbados.

The Grantley Adams International Airport Inc. board members are free to discuss what they like.
3.25 p.m.

Sir, this Minister would not approve any salary for anyone in the range of \$200 000 from anywhere because it would not see the light of day as it relates to Cabinet. As far as I know nothing has been formally submitted to the Ministry of International Transport from the board making a recommendation for the hiring of a Chief Executive Officer at the airport or to give anyone a contract.

Sir, the board at Grantley Adams International Airport does not have the authority to offer anyone a contract. The

board is free to interview, discuss and recommend amongst themselves as they see fit but the board of Grantley Adams International Airport or the Barbados Tourism Authority cannot employ anyone unless it first comes to the Ministry of International Transport or the Ministry of Tourism.

Mr. D. St. E. KELLMAN: Mr. Speaker, on a point of order. The Honourable Member cannot say that the board cannot hire anyone because the board has already done so.

Mr. SPEAKER: Honourable Member that is not a point of order.

Hon. N. A. LYNCH: Mr. Speaker, I reiterate that to the best of my knowledge the board has not offered anyone a contract because it cannot offer a contract to anyone without first informing the Ministry of International Transport and then having it referred to Cabinet. Mr. Speaker, the board of the Grantley Adams International Airport Inc. needs to speak to its attorneys about this issue of offering someone a contract. I understand the newspaper report to say that the board has offered someone a contract and if this is so, I will speak to my attorneys about the matter as well.

Mr. D. J. H. THOMPSON: Mr. Speaker, on a point of elucidation. Consequent on the passage of this Bill, the board will have the power to appoint anyone to any position without any approval from anyone. The Minister, if he wishes, should assure this House that if the board attempts to hire anyone that he will dismiss the board because this Bill now paves the way for the board to make such a decision once the matter has been proclaimed.

Hon. N. A. LYNCH: Mr. Speaker, I want to speak about other issues relating to the development of the airport. The Honourable Member for St. James North raised some issues in relation to the infrastructure of the airport. He spoke about other places in the Eastern Caribbean to which he has traveled and seen infrastructure improvements which are better than ours. I want to say that even before the Grantley Adams International Airport was expanded, for the past five years, it has been voted as the number one airport in this region. Sir, the airport has challenges like any other airport but I want to say for the record that our airport is the cleanest compared to other airports in the region.

The Honourable Member also spoke about the cleanliness of the toilets but I have spoken in this Chamber on more than one occasion about the management of the bathroom and advised that over capacity at the airport is part of that problem. Also, the lines for the toilets were under the terminal building and when they became choked they had to be rod as the terminal floor could not be dug up to deal with the problem. Sir, the cleaning staff has done a reasonable job under the circumstances in keeping the airport clean. Sir,

Grantley Adams International Airport is not the cleanest airport in the world but it is the cleanest one in this region. Trinidad's airport is a new one and has all of the modern facilities but when our new airport is finished, it will be better than the one in Trinidad. The Honourable Member for St. John spoke about the plywood structures and the aesthetics of the airport. I agree that there are some wooden structures which compromise the entire architectural integrity of the airport as it was designed and, like the Honourable Member, I do not like to see them.

I believe we have moved too slowly to deal with other areas of the airport but we are in the process of making the arrival hall more welcoming even before the expansion project is completed. We will put in monitors to make the environment more welcoming and we have already employed more hostesses to work when there is congestion at the airport but I believe more can still be done in terms of the aesthetics at the Grantley Adams International Airport. Sir, there were issues relating to the hospitality industry and the attitudinal problems that have arisen in Barbados and the perception of exploitation by a number of people within the system.
3.35 p.m.

Sir, I take the point that there are many issues of attitudinal problems at some level within the hospitality sector and I broadly include the Immigration and Customs Departments. This morning I sought to clarify a number of issues. I believe that the attitudinal problems when they do arise, and I do not believe that it is common throughout the system. I believe that there are pockets of attitudinal problems but I will not believe in branding everyone in the hospitality sector as having an attitudinal problem.

Mr. Speaker, a lot of it has to do with the conditions under which people work. It is not only the issue of exploitation. If you are working as an Immigration Officer and you are on duty between 1.00 p.m. and 3.00 p.m. and there are six wide-bodied planes on the ground, the airport is full of people, baggage is coming out slowly and lines are backed up, there is cause for some people to react in a negative manner.

However, I believe that employees of the Immigration and Customs Departments are some of the finest officers in the region. I also think that the majority of them are very welcoming people. However, I do believe that we have to do something about the attitude.

Sir, the attitudinal problem that is displayed within the hospitality sector is not confined to the hospitality sector in Barbados. I believe that in Barbados, generally, there is a 'hate-the-boss' type of syndrome. There is a behavioural pattern that is emerging among our people which speak to issues relating to their own perception of themselves stacked

up against the middle management and manager and how he is being compensated as opposed to how they are being compensated.

The Honourable Member for St. John describes it as the concept of feeling exploited but I do not believe it is confined to the hospitality sector. I believe that it is an issue that we need to tackle at the national level in Barbados among all people. Unless we deal with the overriding national attitude to work and to how one is compensated there are going to be issues. I believe it is fundamentally grounded in the forging of a new national identity for Barbadians. I believe that you need to recognise whom you are first and what you want to achieve before you can even start to deal with some of these issues but that is for another debate.

Mr. Speaker, the hospitality sector is not the only victim of this type of behaviour and these types of attitudes. I think that it is an issue that we need to tackle as a Government and administration at a higher level.

There was an issue relating to the private company. Sir, although legislation is being passed, one of the conditionalities of the European Investment Bank's loan is that this company becomes a company under the Companies Act. I think that it is generally agreed across the entire spectrum of business that a company under the Companies Act is more responsive to commercial movement within the private sector than it would be under a government department. I do not think that we are kow-towing to any organisation or lender who is telling us to move in this direction. I believe that for the commercial future for the airport to be secured, we should move in this direction.

Sir, it does not take it out of the realm of being under a government banner. I also believe that if you want to build any commercial entity in the future that is responsive to the commercial dynamics of new societies, I think you will have to move in the direction of being able to free a lot of these institutions from the shackles of bureaucracy that would come under a government department. Therefore, it is important that the airport move in this direction.

In terms of the assets valuation, the assets of the Grantley Adams International Airport were valued at \$179 million, the assets that are being transferred to the company and the land is being kept under the banner of Government.

I believe I have cleared up most of the issues that were brought to the Table in relation to the Grantley Adams International Airport and I beg that this Bill be read a second time.

Hon. R. R. FARLEY: I beg to second that, Sir.

Mr. SPEAKER: Before I move the motion, Honourable Members, the present Chairman of Committees is still ill so we will have to elect a temporary Chairman and at this time could someone propose an Honourable Member?

Hon. Miss M. A. MOTTLEY: Mr. Speaker, Sir, I proposed that the Honourable Member for St. Michael North West take the seat as Chairman.

Hon. R. D. MARSHALL: I beg to second that.

Mr. SPEAKER: If this is agreed by all Honourable Members, then so be it.

On the motion of Hon. N. A. LYNCH, seconded by Hon. R. D. MARSHALL, Mr. SPEAKER left the Chair and the House went into Committee, Mr. M. Z. WILLIAMS in the Chair.

COMMITTEE

Mr. M. Z. WILLIAMS: This Honourable House is now in Committee.

Clauses 1 to 6 were called and passed.
3.45 p.m.

Clauses 7 to 10 were called and passed.

Clause 5 was called and passed.

Clauses 12 to 14 were called and passed.

The First, Second and Third Schedules became Schedules to the Bill.

On the motion of Hon. N. A. LYNCH, seconded by Hon. R. D. MARSHALL, Mr. CHAIRMAN reported to His Honour the SPEAKER, the passing of one Bill in Committee.

On the separate motions of Hon. N. A. LYNCH, seconded by Hon. R. D. MARSHALL, the Bill was read a third time and passed and cited as the Grantley Adams International Airport Transport (Transfer of Management and Investing of Assets) Act, 2003.

ORDER NO. 5 – TO MOVE THAT THE HOUSE
RESOLVE ITSELF INTO COMMITTEE OF SUPPLY
TO CONSIDER THE GRANT OF SUMS OF
MONEY FOR THE SERVICE OF
THIS ISLAND

Hon. Miss M. A. MOTTLEY: Mr. Speaker, I beg that your Honour do now leave the Chair and this House resolve itself into Committee of Supply.

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

COMMITTEE OF SUPPLY

Mr. CHAIRMAN: This Honourable House is in Committee of Supply.

RESOLUTION TO GRANT THE SUM OF \$787 227 FROM THE CONSOLIDATED FUND AND TO PLACE IT AT THE DISPOSAL OF THE GOVERNMENT TO SUPPLEMENT THE ESTIMATES 2002-2003 AS SHOWN IN THE SUPPLEMENTARY ESTIMATES NO. 12, 2002-2003 WHICH FORM THE SCHEDULE TO THIS RESOLUTION

HEAD 13 – PRIME MINISTER'S OFFICE
IN THE AMOUNT OF \$185 473

Hon. R. R. FARLEY: Mr. Chairman, under Head 13, the sum of \$185 473 is being sought to supplement a number of programmes. The programmes include the General Management and Coordination of Services, subprogramme 070; General security, programme 042; Government Advertising, 047; Printing Department 050; the Archives Department 299 and the National Library Service, subprogramme 300.

These additional sums requested, Sir, are to meet unanticipated expenditure in a number of areas. First of all, in the case of the subprogramme 070, General Management and Coordination of Services sums required to meet the increase in salaries for some members of their staff. The additional sums are for national insurance payments, as well as to meet a shortfall in payment for a new post of Consultant, which was created in that office earlier during the course of the financial year.

The sum therefore of \$25 883 is required to cover that shortfall of salary, allowances, national insurance contribution for staff in the office of the Special Envoy to the Prime Minister with responsibility for technology, trade and investment.

Sir, under the heading, National Defence and Security, in relation to national security, the sum of some \$74 252 was originally provided for travel under this subprogramme. However, this will be inadequate because of an increase in the travel rates which were approved during the course of the year and this increase in travel rates for travelling officers was, as a consequence of the salary adjustments which were approved during the course of the financial year. An additional \$4 427 is now required to make good that shortfall.
3.55 p.m.

Under programme 042 information and Media Relations, subprogramme 047 in relation to Government Advertising, the Prime Minister's Office is required to place

in the daily newspapers a number of advertisements by force of slots where various government notices have by law to be placed for a prescribed period of time. The average expenditure for placing those notices in the newspapers is in the region of \$28 000 to \$32 000 per month. So based on the amount which was approved, \$325 000, for the course of the year, it is recognised that there is a shortfall of \$112 000 which is being requested under this subprogramme.

In the case of subprogramme 050, the Government Printing Department, there is a request under this Head for some \$13 360. This Head relates to maintenance of property. The Government Printing Department as you know, Sir, is a major printery within the government service which prints the *Official Gazette*, forms and other stationery for the Government, in addition to bookbinding and providing a range of other services. Sir, it is always difficult to estimate what allocations need to be made for maintenance of property and repairs during the course of the year. There has been a breakdown in the computer equipment as well as the photocopiers and the risograph which are used by the department. Therefore, based on the average monthly expenditure to date, it is now recognised that some \$13 361 would be required in order to ensure that between now and the end of the financial year this department would be able to meet its legitimate expenses.

In the case of subprogramme 299, the Archives Department, some \$32 499 of this supplementary expenditure is required for utilities. The expenditure under this Head is used to cover the cost of electricity, water, telephone and internet charges for the Archives Department. Some \$95 800 was provided at the beginning of the year. However, during the course of the year there has been an increase in the electricity usage at the Archives Department primarily because of the installation of additional airconditioning systems as well as the installation of security lights. The department has sought to put adequate storage facilities in place in Block 'G' of the Garrison to house the Richard D. Moore collection and as a result of that the electricity charge rose from an average of \$400 per month to over \$1 100 per month based on the additional electricity usage. In addition, the cost of electricity to Blocks, 'B', 'C', 'D', 'E' and 'F' have also risen. As a result of the increase electricity usage, the rate for that department is now billed at the commercial rate rather than at the general service rate which has impacted on the charges.

In terms of the National Library Service, an additional expenditure is required for travel. There is a shortfall of \$4 666.07 which is to pay the officers who travel on the government's business. There is also a shortfall of \$23 573 in the area of utilities which is due to an increase in the cost of electricity because of the fuel adjustment charge and the installation of two additional telephone lines during the course of the year. Therefore, \$23 573.50 is required to top up this vote.

It is clear that these items of expenditure are items which would have been unanticipated at the beginning of the year, but they are essential for the continued operation of these departments within the Prime Minister's Office. I therefore move that the supplementary expenditure of \$185 473 under Head 13 stand part.

Hon. R. D. MARSHALL: I beg to second that.

Mr. D. J. H. THOMPSON: Mr. Chairman, I am not sure if I heard the Minister for the first time in this Chamber identified the role and the responsibilities of the Special Envoy in the Prime Minister's Office. I am almost certain that this Parliament has never been given a full background to the responsibilities of the special envoy, what his achievements to date have been and what the expectations of the Government are relative to this particular individual employment.

I also want to know what is the relationship between the role of this special envoy and the consultant because I would not want to think that the Government is compounding a situation by appointing a consultant to work in an office where nothing is being done. Since the Minister did not tell us what was being done by the special envoy, I would have great difficulty supporting this additional expenditure.

I believe that where Government, particularly in this stage of public sector reform, has created new positions of consultants or special envoys or all of these other accoutrements all of whom are politically appointed that for the purposes of transparency it is necessary for the Government to establish very clearly what their role is.

Even in the United Kingdom where the number of consultants have not yet outstrip the number of civil servants, except within the office of the minister himself, where there is a movement towards the employment of consultants and even within the system that we practise to carry out specific functions previously reserved for public officers, there are very clear terms of employment. There are clear objectives set out for the responsibility of those persons who are employed as consultants or special envoys, however you designate them, and their relationship to the rest of the public service and the level of remuneration relative to the salaries paid to comparable persons within the public service.

In this particular instance I know of no occasion in which Parliament had been told what is the objective of the special envoy. I do not even think Parliament knows where the office is located. If a member of the public wanted to know what value for money they are getting out of the existence of a special envoy and a consultant in the Prime Minister's Office, the records of this Parliament would show no reference whatsoever to the programme or the nature of

the employment of the individual, so that they can determine whether value for money is being obtained by the Government.

4.05 p.m.

Hon. R. R. FARLEY: Mr. Chairman, I beg to move that Head 13 stand part.

Hon. R. D. MARSHALL: I beg to second that, Sir.

The question that Head No. 13 stand part was put and resolved in the affirmative without division.

HEAD 22 – MINISTRY OF ECONOMIC DEVELOPMENT IN THE AMOUNT OF \$29 594

Hon. R. R. FARLEY: Mr. Chairman, the expenditure requested, \$29 593.90, is to provide for the purchase of computer equipment and software as well as training in relation to the administration of domain names.

This is a function which was previously not performed by the Government. However, it was realised that with the ever increasing number of internet service providers, 11 internet service providers and over 30 000 internet subscribers, the administration of the dot bb extension to internet addresses as is done in other countries, now needs to fall to a government rather than a private central responsibility.

In fact, the Internet Corporation for Assignment of Names and Numbers (ICANN) was formed as a private company in the United States by the United States Government but has never had the involvement of Governmental agents itself, has not turned its attention to structuring and asking that governments around the world be represented as part of this board and to improve its governance.

The problem of cyber-squatting, exploitation of popular internet names by way of their registration by a few cyber entrepreneurs, whose only intention is to sell them, at a future date, to persons who would have more need of them. For example, there are a number of cyber entrepreneurs who have registered the names of some countries, so that Gibraltar.com might not necessarily be owned by the Government of Gibraltar, nor Barbados.com not necessarily owned by the Government of Barbados. Much of this has happened in the early years but there are several issues that need to be addressed. In order to do this, it is essential for computer equipment to be purchased and this Supplementary is to provide for that.

This system will be connected to the international networks, ICANN and others, which would allow for those

internet addresses and domain names that are registered in Barbados, to be fully claimed by their owners here as well as to be fully accessible through what is essentially an international directory of internet names and addresses. Sir, to put it in its simplest terms, an internet domain name is like that of a person's telephone number. It is a point of contact and of identification. Once this system is put in place, the Government would be able to identify those registration numbers with the dot bb extension, the country's identifier for Barbados.

We will have the responsibility for establishing policies and setting standards; ensuring the various legal requirements are met; being vigilant with respect to cyber-squatting and providing an advisory role on any commercial issues with respect to domain names.

As you may be aware, Mr. Chairman, several serious intellectual property issues have developed with respect to the internet usage, generally, but more particularly with domain names. In fact, the World Intellectual Property Organisation, to which Barbados is a member, is treating this matter seriously. Whereas in terms of the registration of a company, a company would have its name registered at the corporate registry, there is a system for registering the company's trade marks and other identifying and intellectual property matters. That same level of protection does not necessarily accrue in the cyber world and there is a move to establish some common ground.

In fact, there are a number of cases that are going on in international courts where companies which have trade marks registered have found that other individuals have been able to use those trade marks as internet addresses without necessarily having the legal protection.

This is an emerging area and, therefore, it is important for Government to be involved, not to over-regulate or to stifle creativity but just as was recognised by ICANN, that first international private sector grouping who initially wanted nothing to do with Government and had insisted that Government played no part in the domain name registration process, have now themselves decided to ask Government to become involved. They have recognised what was needed was a level of governance, facilitating but yet clear and enforceable rules. This is what is being proposed to be engaged in as part of these performances.

I beg to move that \$29 574, under Head No. 22, stand part.

Hon. R. D. MARSHALL: I beg to second that.

The question that Head No. 22 stand part was put and agreed to in the affirmative.

HEAD 27 – MINISTRY OF TOURISM AND INTERNATIONAL TRANSPORT IN THE AMOUNT OF \$330 600

Hon. N. A. LYNCH: Mr. Chairman, this sum of \$330 600 is in respect of insurance premiums at the Grantley Adams International Airport. The reason for the request is that in the Estimates of 2001-2002, the sum of \$670 827 was approved to meet the insurance liability coverage for the Grantley Adams International Airport.

However, after the events of September 11, 2001, the reinsurers of the Insurance Corporation of Barbados actually cancelled a part of the insurance premium. The reinsurers for the Insurance Corporation of Barbados then consented to reinstate the coverage which did not originally cover for war, hijacking and other risks on payment on an additional premium of \$35 503, inclusive of a premium which was effective December 1, 2001.

In the Estimates of 2002-2003, the sum of \$670 000 was approved to meet the premiums payable to the policies for the airport. This was in respect of and in keeping with the amount that would have gone into 2001-2002. When the actual insurance premiums were received, the actual premium was \$1 723 000. Therefore, it is necessary to supplement the Estimates and Expenditure by this amount of \$330 600 to cover the additional premiums for the insurance of the Grantley Adams International Airport to cover war, hijacking and acts of terrorism.

I therefore ask that the sum of \$330 600 under Head No. 37 stand part.

Hon. R. D. MARSHALL: I beg to second that, Sir.

The question that Head 27 stand part was put and resolved in the affirmative without division.
4.15 p.m.

HEAD 28 – MINISTRY OF HOME AFFAIRS \$241 560

Hon. Miss M. A. MOTTLEY: Mr. Chairman, this request for \$241 560 is comprised of \$150 000 under supplies and materials and \$91 560 under professional services.

The amount of \$150 000 for supplies and materials is to be able to provide supplies to the end of the year because the present stock will not take us to the end of the financial year. Sir, the numbers within the prison have gone up and down and, out of an abundance of caution, since we cannot afford to run out of food at the prison, with the provision of Smartstream in the prison's account, there is clear and tight regulation on the expenditure of funds such that there can be no double commitment of funds or no procuring of any supplies whatsoever if a commitment has been made even if those supplies have not been delivered.

The further amount of \$91 560 is for professional fees to meet expenditure incurred for engineering and other services in the prison and we hope that we could satisfy the debts that have been incurred in this financial year, before the end of it.

With those few words, I beg to move that Head 28 stand part.

The question that Head 28 stand part was put and resolved in the affirmative without division.

ADJOURNMENT

Hon. Miss M. A. MOTTLEY: Mr. Speaker, this brings us to the end of Government's Business for today's Sitting.

On moving the adjournment, I would like to inform the House that the Government proposes to do the annual debate for Estimate of Expenditure and Revenue for 2003/2004 from Monday, March 17, 2003 to Friday 21, 2003 and Honourable Members may plan their agenda.

I anticipate that the Estimates will be laid in the House on Tuesday, March 11, 2003.

I beg to move that this House be adjourned until March 11, 2003, at 11.00 a.m.

Hon. Miss B. A. MILLER: I beg to second that.

The question that the House be adjourned until March 11, 2003 at 11.00 a.m. was put and resolved in the affirmative without division and Mr. SPEAKER adjourned the House accordingly.
4.22 p.m.

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SPEAKERS IN THIS ISSUE

Hon. R. R. Farley, (Christ Church East)
Mr. D. St. E. Kellman, (St. Lucy)
Hon. N. A. Lynch, (St. Michael South)
Hon. Miss M. A. Mottley, (St. Michael North East)
Hon. Sir Harold St. John, (Christ Church South)
Mr. D. J. H. Thompson, (St. John)