
THE

House of Assembly Debates

(OFFICIAL REPORT)

FIRST SESSION 2003 – 2008

HOUSE OF ASSEMBLY

Tuesday November 4, 2003

Pursuant to the adjournment, the House of Assembly met at 10.15 a.m. on Tuesday November 4, 2003.

PRESENT

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

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

Mr. D. J. H. THOMPSON, LL.B. (Hons.)

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

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

Mr. G. W. PAYNE

Hon. G. A. CLARKE, B.Sc., Dip. Ed., J.P. (Minister of Public Works and Transport)

Mr. R. D. MARSHALL (Chairman of Committees)

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

Mr. R. St. C. TOPPIN, LL.B.

Mr. D. St. E. KELLMAN

Hon. Miss H. E. THOMPSON, LL.B. (Minister of Housing, Lands and the Environment)

Hon. Miss M. A. MOTTLEY, Q.C., LL.B. (Deputy Prime Minister, Attorney General and Minister of Home Affairs (Leader of the House))

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)

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 Energy and Public Utilities)

Hon. R. R. FARLEY, B.Sc., J.P. (Minister of Education, Youth Affairs and Sports)

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

Hon. Dr. J. X. WALCOTT, M.B., B.S. (Edin.), F.R.C.S., J.P. (Minister of Health)

Mr. R. D. JONES, B.A. (Hons.), M.A. Ed., J.P.

Dr. D. C. ESTWICK, B.Sc., B.M., B.S.

Mr. C. A. MASCOLL, B.Sc. (Econ.) (Hons.), M.A. (Public Finance) (Leader of the Opposition)

Mr. M. A. LASHLEY, LL.B. (Hons.)

Dr. W. F. DUGUID, B.D.S. (Comm.), F.D.S., FDRCS, J.P.

Mr. R. L. SEALY, B.Sc., M.B.A.

Prayers were led by Rev. Canon Ivan Harewood.

Mr. SPEAKER: This House is now in session.

MINUTES

Mr. SPEAKER: Minutes of Tuesday, October 28, 2003.

Hon. Miss M. A. MOTTLEY: Mr. Speaker, I beg to move that the Minutes for the Honourable House of Assembly for its meeting of Tuesday, October 28, 2003, which have been circulated, be confirmed subject to any omissions, corrections and/or observations.

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

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

PAPERS

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

1. Value Added Tax (Refund) (Dr. Desmond A. Gale) Order, 2003.

2. Value Added Tax (Refund) (A.R.C. Associates Ltd.) Order, 2003.
3. Value Added Tax (Refund) (Substance Abuse Foundation, Inc.) Order, 2003.
4. Value Added Tax (Refund) (Variety Club Caribbean (Barbados)) Order, 2003.
5. Annual Report of the Securities Commission for the year 2002.
6. The Land Tax (Rebate) Order, 2003.

FIRST READING OF BILLS

Hon. Miss M. A. MOTTLEY: Mr. Speaker, I beg to move that the following Bill be read a first time.

The Fair Trading Commission (Amendment) Bill, 2003.

Hon. R. R. FARLEY: 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 the suspension of Standing Orders Nos. 6, 16, 18, 20, 42(5), 43 and 44 for the remainder of today's Sitting.

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

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

GOVERNMENT BUSINESS

ORDER NO. 7 – THE BARBADOS PORT INC. (TRANSFER OF MANAGEMENT AND VESTING OF ASSETS) BILL, 2003 (resumed)

Mr. R. L. SEALY: Mr. Speaker, the Bill before the House which relates to the corporatisation of the Bridgetown Port is very simple in terms of its make-up and what it sets out to do. We on This Side maintain that it is quite significant in terms of its potential repercussions for what we consider to be the governance of public sector institutions. It is not as simple as it may appear to be.
10.20 a.m.

When the Bill was introduced, we were treated to a fairly lengthy presentation by the Minister who went into detail into how the Port has been performing lately, its

operations and the much talked about rehabilitation and expansion programme. We on This Side welcome this information because we understand the importance of the Bridgetown Port to the life of this nation.

Mr. Speaker, in terms of the expansion programme, we heard issues relating to safety considerations, the separation of cargo operations from cruise operations and the manner in which these works were being executed, the organisational structure, *et cetera*.

Mr. Speaker, we on This Side are having some difficulty with contemplating the argument for corporatisation. Indeed, the Honourable Member for St. Michael South could have very easily made an identical presentation to the one he made. He could have said that this was a case against corporatisation because he went on at length about how well the Port has been doing, the profit it has been making and the awards it has been winning. It was voted five years in a row as Port of the year by the Caribbean Shipping Association.

Of course, if the Honourable Member cares to consult with his Colleague from St. Michael North who was involved in Port operations at the ministerial level before he was, he would know that it also won that award in 1993 when the Democratic Labour Party was in power. Sometimes these facts are omitted and it is made to seem as if the world started to spin from September 1994. However, we would not prolong that point, I just mentioned that parenthetically for the benefit of the Honourable Member for St. Michael South because I believe that back then he was not even a tourism expert yet, I think he was still doing marketing at the Caribbean Broadcasting Corporation. That is just by the way.

In all seriousness, the argument for corporatisation is one that has given us some difficulty. I understand there are some difficulties with the Barbados Port Authority Act, Cap. 285B under which the Barbados Port Authority presently operates in terms of impacting potential growth for Port operations.

Both the Honourable Member for St. Michael South and the Honourable Member for St. James Central went on *ad nauseam* outlining the shortcomings the Barbados Port Authority Act had. What both of these gentlemen neglected to say is that the Port Authority Act has been amended several times since it came into being in 1979. Therefore, if Government is having difficulties with it, whether it be the organisational structure or the need for institutional reform, why did it not amend the Act again? They did not have to corporatise the Barbados Tourism Authority to change the organisational structure there, so what is it really that we are trying to achieve through this corporatisation.

We heard about broader participation of the public into Port operations. You do not need to corporatise to do that, unless of course, you are talking at the level of shareholding which I plan to get to later.

In short I am saying, Mr. Speaker, that the Port has done well. That has been acknowledged by the spokesman on the Government Side. Therefore, if the Port is doing so well under the existing legislation, it could continue to do well or even better and improve if we look at improving the legislation so that it could improve Port operations.

Mr. Speaker, it is my humble submission, and Government has stated this position back in 1998, that Government intends to alter the ownership structure of the Port. Mr. Speaker, corporatisation is a first step toward privatisation. This again has serious implications for the future. Mr. Speaker, we are part of the first Parliament of this century, therefore, we must think of the last Parliament of this century and indeed all of the other Parliaments that will come in between. What signal are we sending to future legislators if we corporatise the Port? Even if this Government changes its mind and does not plan to invite other shareholders into the Port, a future government may be tempted to do the same. Why therefore are we going down this road?

Mr. Speaker, there is ample opportunity for the private sector to get involved in the Port's operations which can happen without having to corporatise the Barbados Port Authority. Indeed, we have a shining example right there. I know there seems to be some view that the Democratic Labour Party is weak on this issue because of our involvement in the creation of the Bridgetown Cruise Terminal Incorporated. Sir, the Honourable Member for St. James Central spoke about how we sold out the Port to the white people and therefore we should not have anything to say about corporatising it.

The Bridgetown Cruise Terminal Incorporated was a very creative way of involving the private sector in Port operations. There was nothing philosophically wrong *per se* with it. We did not sell out the Port.

Asides.

Mr. R. L. SEALY: The companies involved in the joint-venture, Cave Shepherd and Goddard Enterprises and the person selling liquor, who is the brother of the chairman of the Electoral and Boundaries Commission, which the Barbados Government joined hands with in 1984 to form the Bridgetown Cruise Terminal Incorporated were all operating in the Port when the Democratic Labour Party came to power in 1986. So let us talk about who put them down there.

The Democratic Labour Party came to power and found them down there. Were we supposed to serve them notice and put them out? What we did was to form a company to improve the Cruise Terminal operations because as you know, Mr. Speaker, it was just a glorified cargo shed we were receiving cruise passengers in and something had to happen. So this story about selling out to the white people is just not true with the reality.

10.30 a.m.

Mr. Speaker, there are over 160 shareholders in the Bridgetown Cruise Terminals Incorporated, through the class C shareholding and a number of ordinary Barbadians who have shares in that company. Sir, beyond that, since the cruise terminal operations were improved, we have had opportunities for small business persons to become involved. If one goes there, one would see there are 16 push carts that are being rented at a cost of \$150 each per month, where these persons are selling batiks, handicrafts, *et cetera*. There are 13 chattel houses that are being rented at a cost of \$250 per month, with persons engaged in cottage industries.

Mr. Speaker, therefore, let us put the Bridgetown Cruise Terminals Incorporated into its proper context. In 1986, we had to deal with the hand which was given to us, and we successfully came up with opportunities to further expand the Port. Sir, it is my submission that the Government should take a leaf out of our book since they are planning to have a bigger cruise terminal. There is a model which has shown it can work, without having to sell-out the Port.

Mr. Speaker, the head tax that we were getting before the cruise terminal came into being was \$3 per passenger. After the improved facilities, it rose to \$6 per passenger. Persons have made reference to the fact that \$2 of that \$6 went towards the Bridgetown Cruise Terminal Incorporated but would not mention the fact that as a result of those improved facilities, Government is getting an additional \$1 because obviously the net from \$6 is \$4. Sir, what is interesting, is that we are now about to enter 2004 and that head tax has not moved one iota since 1994.

I believe when the Honourable Member for the City of Bridgetown was Minister and the Honourable Member for St. Michael North was the junior Minister, they had made attempts to get the head tax increased but yet we have not seen any improvement. I believe figures mentioned were \$8 or \$10 but nothing has taken place with regards to these increases.

Mr. Speaker, I am saying that rather than bellyaching about the \$2 that is being given to the Bridgetown Cruise Terminals, one could negotiate with the cruise ships and try to get an improved head tax, and there is nothing wrong with that.

Mr. Speaker, there are very few companies that could brag that in a 10-year period they have paid out a total of \$2.40 in dividends. Those were shares costing \$1 now worth \$2.50, and the Barbados Port Authority, as a 30 per cent shareholder in the Bridgetown Cruise Terminals, would have benefited from those dividends to the tune of 750 000 shares by \$2.40. Therefore, one can see that there have been significant benefits in a direct way to the Barbados Port Authority as well.

Mr. Speaker, I have spent some time on the issue of the Bridgetown Cruise Terminals because the Democratic Labour Party does not have anything for which to apologise in terms of making that Port become a reality. Sir, we have done it without having to compromise in terms of selling shares, or in anyway adjusting the ownership structure of the Port. It is no secret the orthodoxy postulated by organisations such as the International Monetary Fund (IMF) and the Inter-American Development Bank (IADB), is indeed to move towards greater private sector involvement in countries ports of call.

Aside.

Mr. R. L. SEALY: Mr. Speaker, it is no secret that they like to see market forces introduced. It is a matter of public record that in spite of Barbados going through a structural adjustment programme at that time, we did not find ourselves giving in on the matter regarding the Port and were able to come up with creative ways of improving the cruise terminal facilities that have benefited Barbados and the Port in very tangible ways.

Mr. Speaker, I thought that we needed to put that statement in the correct context so that we can now juxtapose that against our situation because Government is about to corporatise the Port at a time when all is supposed to be going well.

Mr. Speaker, I think the Government would be well advised to look for creative ways to involve the private sector in port operations, for example, the Honourable Member for the City's much loved water taxis or the lighthouses. It is about time that something is done to integrate and to enhance our lighthouses into our tourism product because they all have very fantastic views, especially at North Point, St. Lucy.

We are hearing about parking airplanes behind the Grantley Adams International Airport in order to enhance our tourism product. I only hope that the necessary maintenance work would be done, otherwise we would have a pile of supersonic rust. I too hope that the museum proves to be profitable but we need to do things to improve our tourism product.

Mr. Speaker, there are other ways in which we could involve the private sector in order to improve the workings at the Port without having to go down that slippery slope of which corporatisation is the first step.

Mr. Speaker, we on This Side are opposed to corporatisation and I have no difficulty in saying that. As I said, I think that in the future, we might be judged harshly if we take the wrong steps now. I totally oppose the issue of corporatisation.

With those remarks, I am much obliged to you.

Mr. R. St. C. TOPPIN: Mr. Speaker, I want to begin my contribution by complimenting the Barbados Port Authority, the staff, the management, and the Board for a job very well done over the years.

Sir, the Honourable Member for St. Michael South Central has indicated that the Port has won a number of awards, thereby pleasing those authorities who rate ports throughout the world. I have worked with them for a number of years and it was a pleasure doing so.

Mr. Speaker, times are changing, everybody, every country or every port in the world, is now trying to get a competitive edge. Almost everywhere ports are refurbishing, expanding or changing their institutional structures, and the Barbados Port Authority cannot turn a blind eye to these developments that are taking place around us.

Mr. Speaker, we have decided that changes have to be made to our Port, not only to maintain it but to try our best to improve our share of the cruise market.

Mr. Speaker, changes at the Port alone would not do that but it is certainly a step in the right direction.
10.40 a.m.

Mr. Speaker, this Bill deals, among other things, with the change to the management structure of the Barbados Port Authority but as good as the Port has done over the years, with a better management structure, it can do better. We have to ensure that the Chief Executive Officer (CEO) of the Port moves away from mundane, nitty-gritty matters to focusing his attention on policy and strategic planning to ensure that the Port can make the best possible revenue and be as successful as can be. The CEO in these times is supposed to be the key player in generating revenue for the Port.

Sir, the CEO, in these times, has to play a role fundamentally different from the role he has played before and we have to make sure a structure is put in place at the Barbados Port Authority to ensure that the CEO moves away

from day to day mundane issues and so that he can think in terms of policy matters, bringing revenue to the company and strategic planning. Sir, if the CEO is to carry out a lot of these policy initiatives and strategic plans, he has to have the flexibility to get away from bureaucracy and interface with people to ensure that these things are properly done.

Sir, these are the kinds of issues I thought the Opposition would look at but they seem to be fixated on the issue of privatisation at the Barbados Port Authority. A short while ago we were treated with an assumption by an Honourable Member on the Other Side that there was going to be privatisation of the national pension scheme. Sir, it is a figment of the Democratic Labour Party and it was dealt with in this Honourable House as a figment of their imagination and they have now come to use the same argument in relation to the Barbados Port Authority. Sir, we brought a Bill dealing with corporatisation and they say that it means privatisation. The only link to privatisation of the Barbados Port Authority comes from the Democratic Labour Party.

The Honourable Member who spoke last glossed over the matter in a cavalier manner but, Sir, this is a serious matter. He spoke about the Barbados Port Authority winning an award back in 1993 but many things happen then at the Barbados Port Authority including a decision at the time to privatise the cruise terminals. At that time, the allocated shareholding for the cruise terminals by the Democratic Labour Party was that Barbados Port Authority would have 30 per cent of the shares and that it was to be the only Government entity to be involved in the process so it was strictly a privatisation venture.

Sir, entrenched in the wording of the decision, at that time, was that the Barbados Port Authority should enter into a joint venture arrangement, not with the private sector but specifically with Cave Shepherd and Company Limited and Goddard Enterprises to establish a commercial undertaking to operate and expand the cruise facilities at the Bridgetown Port.

Sir, Cave Shepherd and Company Limited would have 20 per cent of the shares and Goddard Enterprises would have another 20 per cent, Beer & Beverage would get 5 per cent and there was an unallocated amount of 25 per cent.

In 1993 when this country was reeling...

Mr. D. St. E. KELLMAN: Mr. Speaker, on a point of order. The Honourable Member is misleading the House by giving the impression that the Democratic Labour Party in 1993 was going to give up the majority shareholding at the Port. His own figures have indicated that it cannot be correct

because if 25 per cent was unallocated, it means it would fall back to Government because 25 plus 30 per cent is 55 per cent.

Mr. SPEAKER: Order, Order, please.

Mr. R. St. C. TOPPIN: Mr. Speaker, in 1993 when this country was reeling under the influence of structural adjustment they imposed the further stipulation that the minimum subscription had to be 5 000 shares. For the benefit of the Honourable Member for St. Lucy who seems not to know, so perhaps he should ask the Honourable Member from St. Michael South Central who would know and into whose hands this 25 per cent shareholding actually fell. Sir, it fell into the hand of the private sector, not back to Government and it was a pure and genuine case of privatisation.

Sir, this was done at a time when the Democratic Labour Party had no interest whatsoever in helping small businesses in this country. I am not opposed to assisting big businesses but we have to help everybody and policies should make sure that everybody gets on with their business. Sir, if we are going overboard to assist big businesses there must also be policies to assist the small business sector as well.

Sir, this Government only saw one side of the equation which was to privatise and sell out the cruise terminal to the private sector while doing nothing for the small business sector in this country.

Mr. Speaker, I understand the Democratic Labour Party fixation with privatisation because it is in their record with the Barbados Port Authority. I go further to say that if the Democratic Labour Party had not lost the Government in 1994 that worse would have come to pass and that by now the cruise sector would have been totally wiped out under structural adjustment. Sir, the Barbados Port Authority would have been in total chaos had the Democratic Labour Party remained in office, but thankfully they were removed in 1994.

In addition, they gave \$2 out of \$6 to the cruise terminal and that decision has been hanging the Barbados Port Authority to this date. They enshrined it in an agreement for ten years that the cruise terminal would get \$2 per person for doing absolutely nothing in terms of getting persons to come to Barbados. Mr. Speaker, the Honourable Member said that the head tax could have gone up but I am keeping that for the end of my speech this morning because I have a lot to say about that too.
10.50 a.m.

Sir, I support this Bill and I support the Port expansion project because I was a part of the planning of the Port expansion and I am proud of it.

Asides.

Mr. R. St. C. TOPPIN: Mr. Speaker, there is a cost to the port expansion project that has to be repaid. I have no doubt that the Barbados Port Authority will be able to repay the loan. I do not think that we have to be fearful of the cruise industry in terms of its performance. Sir, much was made of the fact that there was a decrease in cruise arrivals over the last few years. In 1996/1997 I said that the cruise industry is a very dynamic industry and that there will be years of growth and there will be a low period in tourism. It is going to respond in that way because it is a very volatile and dynamic industry.

New destinations are coming into existence almost every day. There are some cruise liners that own entire islands and when they plan an itinerary, they take these cruise ships to their islands, not to the islands where passengers may book and want to go to. All of these things are competing factors and issues that we have to deal with. There could be a year or two where there is no growth in cruise tourism and then you get monumental growth the following year.

Mr. Speaker, I want to deal with the issue of cruise tourism because success in the area of cruise tourism is only possible if the region decides to work together. This may sound like a simple statement but it is a truism. Only if the region works together can we really maximise the benefits that we should be deriving from cruise tourism.

There is no point individual countries continuing to run to cruise lines and ask them to come to their destinations because a cruise line is not going to plan an itinerary to go to one destination. It is going to go to a number of destinations, so going alone does not make any sense in any form or fashion.

Mr. Speaker, I have every confidence that our Minister of Tourism is going to lead the charge in this area. He has demonstrated that he can ensure that Barbados can weather any storm in relation to tourism. In the face of September 11, when there was monumental pessimism, he was able to ensure that Barbados weathered the storm and did better than most countries in the face of highly adverse conditions. I think that full credit must be given to him for the work that he has done in the Ministry of Tourism.

Sir, in relation to cruise tourism, I want to say that the Honourable Member for St. Michael South Central talked about head taxes but by now we could have had more by way of head tax. The Honourable Member forgot 1993/1994. This Government inherited a situation where Barbados was not trusted by other territories in the region. Mr. Speaker, because of the Democratic Labour Party, the good name of Barbados was sullied in the area of cruise tourism.

Sir, I learnt about it the hard way, because I was assigned the responsibility for cruise tourism towards the end of 1995 and I went to the Florida Caribbean Cruise Association meeting in Curacao and en route from the airport to the hotel I said to the officer, who accompanied me, that we should convene a meeting of all the ministers before we met with the Florida Caribbean Cruise Association because I wanted to get a unified position to take to the meeting. A gentleman who was traveling on the same bus that I was traveling on, recognised my accent. He asked, "Is this Barbados talking?" I said it was and asked him what was the problem. He said that Barbados could not talk about any unified position because we in the region had a unified position to take to the Florida Caribbean Cruise Association on head taxes in the amount of US\$10 per passenger and it was settled out and cast in stone, or so they thought and at the last minute Barbados decided to renege from the position and 'cat spraddled' the whole regional agreement that was put in place.

Mr. Speaker, the Honourable Member for St. Michael South Central would know that because he was a very close friend of the Minister at the time, one Phillip Greaves. In 1994 Phillip Greaves took the candidate for St. Michael South Central in 1994 with another gentleman by the name of Ralph Thorne, held them up to the people and asked them which one of the two candidates they wanted.

Mr. Speaker, at a time when the region thought that they had a unified position in terms of the head tax to be charged on all cruise lines, the Democratic Labour Party Government decided at the last minute to double-cross the region. It was a monumental double-cross that left everyone 'cat spraddled.' Sir, the one winner was again the cruise line.

Mr. Speaker, the comment that was made to me by the person from Trinidad was that he could not understand how it is that the powers that be in Barbados could have been so fundamentally ignorant as not to have understood that success in the cruise industry depends on the region working together. The Democratic Labour Party has branded us with the label of being fundamentally ignorant.

I am confident that the present Minister would continue to ensure that our good name is restored. Sir, the restoration of our good name started in 1995/1996 but it has been a very tough job because of the legacy that we inherited from the Democratic Labour Party.

Asides.

Mr. R. St. C. TOPPIN: Mr. Speaker, there are a number of people who are, perhaps, angry because of the stance that Barbados took in 1994 and they have not allowed us to forget it. I am sure that they are not prepared to cooperate very much with Barbados.

Subsequently, I remember in March 1996, I was invited to represent the Caribbean on a panel in Miami. I made the point that all the countries in the region have to ensure that their port facilities are improved and that we in Barbados were also ensuring that our port was up to standard. I said that there was a cost to this and that it might result in an adjustment in the head tax but, of course, only after consultation with all the partners and stakeholders involved. 11.00 a.m.

Sir, when I finished my speech and the Floor was out of questions, a man from Dominica, took the microphone and asked what was Barbados talking about. He said that Barbados must improve its products before it can talk about increasing any head taxes. Then, a guy from Jamaica took to the microphone and echoed a similar refrain.

There was no cooperation with us because we had been seen within the region as the country that in 1994, had doubled-crossed it. Sir, we were not allowed to forget for a long time, because of the Democratic Labour Party's behaviour in 1994.

Asides.

Mr. R. St. C. TOPPIN: Sir, a neophyte should not come here without doing any sort of research. If you are wet behind the ears, we make allowance for that, but at least you can do some basic research. If you do basic research, you will find that instead of coming out saying you are blasted, if you play at least your defence first, you anticipate the blows and you prepare your defence first. You acknowledge your mistakes and then you might fire a shot or two. You cannot over look your history and then try to share blows to somebody. When you live in a glass house, you simply cannot throw stones.

Mr. Speaker, the work of this Government is good in the area of tourism and, as I said, the Minister is to be commended. He has managed now to show that we will not only talk the talk, but we will walk the talk. He has brought to Parliament, a very important Bill to ensure that we do in fact, walk the talk.

Mr. Speaker, I fully support this Bill before Parliament.

Mr. D. J. H. THOMPSON: Mr. Speaker, I am very glad to have had the benefit of hearing the Honourable Member for St. Michael North, now that he is sitting on the Back Bench.

Asides.

Mr. SPEAKER: Order, please.

Mr. D. J. H. THOMPSON: I am merely speaking the truth, I am not commenting in any way on it, but I will say this, Sir, that taking his line of attack in this debate, I would agree that a Parliament can be constituted by neophytes, people who come into Parliament and are now learning the ropes. There is nothing wrong with that.

It is also constituted by people who sit in Cabinet and always arrogantly assume that they know everything, which they are speaking about. There is another category of Parliamentarian, former Minister, who try to write themselves into history, either where they do not belong, or to rewrite it in such a way that it sheds them in a favourable light. In this particular instance, the Honourable Member for St. Michael North has stretched my imagination to the limit in some respects.

Let us start first by taking the point that all of us would like to see, cruise passengers who come to Barbados, get off those boats and spend more money in this country. I believe that is an objective. I think the Minister said this. He commented in responding to figures that as few as we said, do not come off. In fact, he thinks more passengers come off the cruise ships.

The point that we are missing is that the very restructuring which was carried out at the Port in the 1990s, had nothing to do with any structural adjustment programme, the IMF or the World Bank. We never had a World Bank Programme or an IADB Programme. This was an initiative of something called the Foreign Exchange Committee, which comprised, Government, the Trade Union Movement and the private sector. Sir, anybody is free to attack all three of those elements in Barbados, if they wish. It was not any edict from on high. The objective was to enhance duty-free shopping in this country.

Therefore, we made certain fiscal provisions for duty-free shopping. We gave certain benefits to duty-free operatives, and let us admit that the vast majority of them were already traditional and established businesses. This is not a crime because businesses like that do not develop overnight, and have never been in the hands of small black business people in this country.

At least in the effort to establish the cruise terminal, we discovered that there is a category of shareholder at the Port, comprising persons like former civil servants, category C, who bought a few shares. Sir, eight years consistently, you have had four full Ministers of Tourism and a half Minister according to the Honourable Member for St. Michael North today, he was the half, and yet they cannot acknowledge that in the restructuring and establishment of the cruise facility, a number of Barbadians were able to buy shares in that

facility. I do not remember the number, but I have seen a list of former civil servants, supporters of the Barbados Labour Party, the current Governor-General of Barbados, judges...

Asides.

Mr. SPEAKER: Order please, order please.

Hon. Miss B. A. MILLER: Mr. Speaker, on a point of order. The Honourable Member must not forget the Honourable Members of the Democratic Labour Party who had a great stake in the same enterprise.

Mr. SPEAKER: That is no point of order, please.

Mr. D. J. H. THOMPSON: Thank you. Sir, I said so but the Honourable Member was so busy with her aside...

Mr. SPEAKER: Please proceed. Order, please.

Mr. D. J. H. THOMPSON: Thank you.

Let us add the supporters of the NDP for good measure, black businesses, Indian businesses, white businesses and some foreign businesses. They all took shares, but that was only a small portion.

Asides.

Mr. D. J. H. THOMPSON: It could not have been more in those days. We have never denied that Barbados was in a recession. It was in recession and liquidity was tight, so where would people get the resources to make the investments. When we look through the list of investors, if they had confidence in the cruise terminals, from the most senior public official in this country, coming down through judges, why is it that the Honourable Member for St. Michael North, consistently attacks and criticises what was a fledgling effort. It was not perfect and we never said it was perfect, because it was conceived in circumstances of hardship.

It was the impetus for what is happening now, because this Government then established the BTII and went into similar kinds of arrangements to refurbish tourism properties throughout Barbados, for which this Parliament has been kept busy, month after month, approving similar arrangements.

Sir, that was the first arrangement of that type in Barbados. Similarly, when we established the sugar companies, it was the first initiative to establish those kinds of private companies owned by Government, undertaking major commercial enterprises like that. Then, this

Government ran with it and formed a host of them and blew millions of dollars, taking up all the money out of the Public Enterprise Investment Fund and throwing it away.

Sir, we have something to say. It amazes me, it is really a shock – but I have respect for the Honourable Member for St. Michael North – for him to say that in 1995, he heard a comment on a bus about Barbados. Sir, four Ministers later and a half, that comment could still be made because the problem has not been solved yet, and if it was Barbados' fault then, I would assume, knowing how people view Barbados, that it would still be our fault now.
11.10 a.m.

Asides.

Mr. D. J. H. THOMPSON: The Honourable Member could have cured it because he was given the largest mandate in the history of this country. He has been given a third term which in itself is historical, so he should have solved it. It has nothing to do with the Democratic Labour Party at all.

Asides.

Mr. D. J. H. THOMPSON: That is the problem, Sir. I said that former Ministers moved onto the Backbench for whatever reason and then would try to rewrite history and write themselves into history where they do not necessarily belong. The consultation which took place a little earlier today between the substantive Minister of Tourism as he then was, and the half Minister as he then was, should have taken place before he spoke and not afterward so that he would not be able to...

Asides.

Mr. D. J. H. THOMPSON: We never argue as politicians, and should never, that corporatisation is a panacea to public administration. When I was Minister of Finance I felt very strongly that we should not form any more statutory corporations in Barbados because the statutory corporation model had run out of steam and had become grossly inefficient and manipulated, so a moratorium was placed on the formation of new statutory corporations. We went the route of forming private companies but having done that, this Government has now jumped on the bandwagon and it shows how that can go haywire if you do not have a proper watchdog arrangement in place.

To corporatise the hospital, the airport and the seaport is not the solution. This Government when it changes the legislation has now come to the unusual practice, I do not know if it exists in this Bill because I have not read all the contents of it but I know it happened in the National Conservation Commission Bill, where the Minister

responsible has the authority to give directions to a Board of an entity established under the Companies Act.

So you now have a third category of companies in Barbados, a quasi private/public company or private companies with Boards of Directors who do not have full authority because the Minister can give them directions. That is a horrendous mismatch of company law which is unprecedented anywhere in the world. Now that the Minister is a consultant in those areas, I hope he would reply and show where anywhere else in the world you could form a company under the Companies Act and then give a Minister under a law the right to give that company directions.

What it now means is that the Directors really have no responsibility. All of them are going to want an indemnity in writing so that when the Minister gives them instructions and they do not want to remain on a Board that they do not run into trouble because they are responsible as Directors to the shareholders, not the Minister, the Minister is the shareholder. So this scenario has turned the whole culture of company law upside down. All of these are ways and means by this Government to continue to interfere.

You will never have successful corporatisation as long as you have arrogant Ministers who believe they are to give directions to corporations whether they are privately established or statutory corporations. What is worst, those directions are often hidden from the public's view. Every day in this country Ministers are giving statutory corporations directions on the telephone. They have changed that in Britain and if Ministers want to give a statutory corporation a policy direction, they have to lay it in Parliament.

Sir, if Ministers want to give a statutory corporation like the Barbados Port Authority the authority to borrow money, they have to lay that direction in Parliament. If the Opposition does not like it, they can bring a Private Members' Notice to debate the content of that policy. That is not so in Barbados. Ministers take up the telephone and say, listen, do not mind the Prime Minister and how much money is being spent, I want you to spend some money on this, that and the other. I want you to increase the staff complement. I want you, since you are now a private company, to invest in this and invest in that. I have a tour group coming from St. Vincent, I want them to stay in this hotel free.

Asides.

Mr. D. J. H. THOMPSON: I do not want to talk about that. I am not even getting into that because that is a complete racket. I am not in that because we are on the Floor and I am not running afoul of your ruling last week, Sir. Let us understand that is the danger that we are in now.

Sir, the Honourable Member for St. Michael North said that we gave away the Port to people who have done nothing. That means that they did not create a single job in the Port according to him. I went into the Port and saw people with stands selling fresh cut flowers and jewellery and there was a fellow called Belle who was selling some food products. None of these people were Goddards or Abeds. They were not any of the brand name industrialists or private sector operatives in this country, they were just small business people. It is true that the lion share very often is... I do not want to use that word...

Asides.

Mr. D. J. H. THOMPSON: The lion share of those enterprises ends up going to some of those larger businesses. That happens because they have the capital and the business experience. At that time the Customs Department was still operating a bond system in relation to duty-free shopping. They had the infrastructure to support that. They could carry the inventory and you could give a whole list of advantages which they, as large businesses had, which made them more able to be involved in that kind of activity than the small businesses that the Honourable Member said we did not empower.

He empowered a lot but they are not in business now. A lot of money was thrown around in this country in so-called small business ventures such as bodywork men, hairdressers and people to weed. They should carry out a study to find out how many of those businesses still exist today and that would be the Honourable Member's legacy. At least the people who were at the Port still have some investment in those enterprises and they are still able to earn a living or to employ Barbadians or develop small businesses for their families and so on for the advantage of this country. That is what it was all about.

It did not come from the International Monetary Fund. It came from meetings held in the Ministry of Foreign Affairs under the chairmanship of Mr. Maurice King as Minister of Foreign Affairs in which everybody had an input and in which the objective was to try to earn more foreign exchange, so a whole proposal was devised for earning foreign exchange. It is that which created a lot of jealousy elsewhere in the Caribbean if you really want to put your finger on it because there were certain destinations in the Caribbean that were preeminent in duty-free shopping and Barbados was now moving into a new area. Sir, with all the foresight the Barbados Labour Party had, all they had were two or three rum shops in the departure lounge selling duty-free liquor and a few other shops around there. Very little was in the Port.

Sir, despite all of the licks which the Honourable Member gives the Democratic Labour Party, he cannot say

that the cruise terminals, which 'sticks in his craw', was a Barbados Labour Party initiative that we 'mashed-up', he has to say that it was a Democratic Labour Party initiative that was not perfect. That is all he can say, but he has not come with anything better. He has not created any new small businesses in the Port. He has not solved the head tax issue.

Asides.

Mr. D. J. H. THOMPSON: There was provision for the conversion of another shed. There were provisions for other developments.

Asides.

Mr. D. J. H. THOMPSON: The Minister said he was only a half Minister so he might not have seen the whole file, he might have seen half of the file, but the current Minister can show him the whole file, and the whole file will show that there were supposed to be significant investments in the Port which would give more people an opportunity to be involved in the duty-free business.

11.20 a.m.

Mr. Speaker, I am not at the stage in my life where contentious politics like this is necessary but if the Honourable Member gets up and continues to distort the record, he might cause newer Honourable Members on the Frontbench to run with that ball, only to trip themselves up, and I would not want that for my friend, the Honourable Member for St. Michael South.

I thought I should enter the debate so that he would be fully apprised of the facts and would try to avoid those pitfalls and the traps which are well set by my Honourable friend on the Backbench, for his former Colleagues on the Frontbench. I would compliment him in that regard because were they to run with that ball, I am certain that the rest of Barbados would be calling for his head very shortly as Minister of Tourism.

Mr. Speaker, thank you very much.

Mr. R. D. JONES: Mr. Speaker, I rise to speak on this Bill before the Honourable House, which brings into very stark position the kind of politics and the kind of economy, that we are having in Barbados at the turn of the Century.

Sir, I am not by any stretch of the imagination a skeptic but I have not been persuaded that what has emanated from the mouths of the Other Side has given me any satisfaction in believing that we are, in fact, not at the tip of the iceberg where corporatisation is concerned and that the movement towards the wholesale distribution of those areas of activities which were hitherto in the hands of the public sector, are

concerned. That means they would be in the hands of ordinary Barbadians and would not be giving up wholesale to the private sector of Barbados or to the notion of privatisation.

Sir, the Honourable Minister of Tourism and International Transport, the representative for St. Michael South, has spoken very glowingly of all the things that are taking place at the Port. In fact, I do agree with the representative for St. Michael South Central, that after burning so many candles in the night for the Port, there is no need for the Honourable Member to light any more.

Sir, I would want to join him in complimenting all levels of the staff at the Port who have performed the task of ensuring that the Port continues performing the task of moving goods and services in and out of Barbados.

Sir, I do not trust any future, however pleasant it appears to be, particularly when that future is wrapped up in the warm embrace of the Barbados Labour Party. Sir, I said that because history has shown that the Barbados Labour Party can begin their speeches with very nice words and very beautifully sounding phrases, and as time evolves, those phrases and their intentions can change. Therefore, I keep wondering if, in fact, it was not Government's intention from the beginning but it was only part of gulling the minds of ordinary Barbadians that what they had intended to do was not the true intention of their actions.

Sir, that is why those Honourable Members on This Side, who have thus far spoken, remain unconvinced of the true intentions of the Barbados Labour Party on this matter.

I have some respect for the Honourable Member as a strong and keen sports person, but I start to wobble when I hear him speak to these issues because I do not believe that he truly understands that he is only a messenger of bigger and wider authorities on these issues.

I am not saying that to cause him any harm because I see him as a brother. I say that to him, to provide guidance and not to let him run down the gauntlet, being beaten all over, as most likely he would be in a few years' time, when in fact, 49 per cent of the Port most likely would be released on the market for those persons who would want to gobble them up. This is only the tip of the iceberg. Therefore, when those on the Other Side are saying that they would not be doing such things, let us treat those statements as I do, that is, with a grain of salt. I now become deeply skeptical.

Sir, what further frightens me is that we had a strong tradition in Barbados of democratic, socialist thoughts, guidance and policies, but now we seem to be biting deeply into the skin of neoliberal thoughts and ideas, and foisting

them onto Barbadians without any thought, reason or sense, being attached to them. We seem to be wholesaling and giving up Barbados willy-nilly to all and sundry.

I know the good socialists, pan africanists, and nationalists on the Other Side are angry but they would not speak because when someone likes the taste of butter and eats the buttered bread, that person would keep his or her mouth close so that nobody notices he or she is eating, and would sell out the rank and file of Barbados.

Mr. Speaker, I cannot be persuaded that at this time in our history, we, the people of Barbados, being represented through the public sector, should be retreating from involvement in the commanding heights of this economy. Sir, one might argue that the Port is not that important to the development of Barbados but I reject that notion. I reject that notion in relation to the Deep Water Harbour and in relation to the Grantley Adams International Airport, and to most of the other things in Barbados.

Sir, I see a situation where we have and have been having a confluence of the economy of Barbados in one area, and where the majority of the people of Barbados are still on the outside, hopefully, in their opinion, begging to be let in at the door.

Sir, corporatisation of the Port as it now stands or is being envisaged by the Minister of Tourism and International Transport, is extremely dangerous, and by his own words. The Honourable Member has presented only one side of the coin but all he needed to do was to turn the other side to recognise that what he was saying was completely detrimental to the development of Barbados.

Mr. Speaker, let us consider what is happening in certain aspects of business in Barbados. The bulk cargo comes through the Bridgetown Port. We have a system of vertical integration right across trade in Barbados, where those persons who import goods, warehouse them, wholesale them, retail them and finally distribute them to the final consumer. Mr. Speaker, can you understand, and I know that you do ... I keep saying in this House that I sat at your feet and learned from your intellect and your thoughts. Can they be allowed to control the Port? What does that mean to the consumer at the end of the day?
11.30 a.m.

The Minister of Tourism relaxes and leans back in his chair as though he is proud of this. Sir, if we still flogged, he would deserve a flogging and all those who align themselves with him in this monstrosity also deserve a flogging as well.

Mr. Speaker, this is also part of the country throwing up its hands in the face of notions of globalisation and

modernisation without understanding the dynamics of what is happening. The Port is only the precursor to that kind of behaviour, the machination of the economy of Barbados, and it must stop.

Sir, the learned Members on the Other Side should take time out and reflect on where they want to take Barbados. The Barbados Port Authority as an entity to be corporatised must be at the center in this new millennium. We have too many people in Barbados who will never be able, under the kinds of policies as espoused to get their foot into any economic door to provide for themselves and their family and they have to rely on the public purse.

Sir, I am using the Port as an example because I know they will move eventually to the privatisation of the Port because they have planted the seeds and it cannot change – I am being a soothsayer...

Hon. N. A. LYNCH: Mr. Speaker, on a point of order. The Honourable Member is continuing to mislead the House. The Honourable Member said three or four times that Government is going to privatise the Barbados Port Authority. Sir, there is no intention by the Government of Barbados to privatise the Barbados Port Authority. The Honourable Member continues not only to make allegations but to say that the Government will privatise the Port. Sir, I believe that should be struck from the records.

Mr. R. D. JONES: Mr. Speaker, experience is the greatest teacher. Those words were said in relation to other entities like the Barbados National Bank and the Insurance Corporation of Barbados and it still makes people in Barbados angry because this is the history of the Barbados Labour Party. If we are going to speak sensibly, I am only on the path stones that have been laid. If the Minister of Tourism and International Transport is saying that they will never privatise the Port, let that be recorded in the Hansard and let Ronald Jones the representative for Christ Church East be proven wrong.

Asides.

Mr. R. D. JONES: We are defending sides of a given position and the Minister of Tourism has locked himself into a situation by saying that the Government will never privatise the Port.

Sir, entities like the Port and the Insurance Corporation of Barbados that are in the hands of the State on behalf of the people, that are highly profitable should not be caught up in the notions that are being spouted by the Other Side. Sir, suddenly they intrude into the minds of Barbadians and say to them that public sector entities are not well-managed

and that they do not make money. We have seen the reverse of that and we know that many of them are profitable and we have seen the private sector snatch up persons as soon as they reach the age of retirement and plant them in their businesses to operate them. Sir, that gives a lie to the kinds of notions which emanate from the mouths of those who should know better. There are many public sector agencies that are well run including the Barbados Port Authority.

Mr. Speaker, I want to see in this country a policy of affirmative action to deal with matters like the Port so that if it is privatised, those who sit on the periphery of the economy can join together in small groups and purchase some of the shares, so that all of them do not go to those entities that already control Barbados so that others may feel they have a stake in this economy; otherwise, the agony and pain will overflow and those who sit in here to look after the people's interest will be called upon to give account.

I believe that the Minister of Tourism and International Transport should consider some of these ideas. He should not get hot under the skin because I do not see him as an adversary but as a student willing to learn. Mr. Speaker, some students are not willing to learn but rather get hot under the collar.

Mr. Speaker, the Honourable Member for St. Lucy asked for the voice of the trade union movement in this process. The trade union movement in Barbados is an extremely important reality to the orderly governance of this country. I do not know if his words reached those concerned but if they did not, I want to restate in my own words and language tone, that it is important that the trade union movement, particularly the Barbados Workers' Union put a mouth on this matter.

We know that ports across Latin America and the world have been major engines for labour relations. Persons have expressed frustration when labour union starts to strike, that goods cannot reach them and this might be aided and abetted in a subtle way, by those who know better, to break the back of labour relations at the Barbados Port Authority. Sir, this must be watched because history across the world has shown that this has been the strategy. We know how solidarity works in ports across the world. If there is trouble in Barbados, we can have goods stopped in Miami, San Francisco or St. Vincent so that the goods do not reach Barbados. Therefore, I want all concerned not only to argue for corporatisation and ultimately privatisation but to argue for the vast majority of Barbadians to become more deeply involved in the harmony of this country.

I want to see the trade union movement speaking to this issue and articulating to its members what would happen to the corporatisation/privatisation of the Port.
11.40 a.m.

Sir, I am of the view that the Bridgetown Port will continue to not only provide opportunities for the community and schools, *et cetera*, but that they will continue to be a haven for this country, Barbados.

Mr. Speaker, I also believe that when we look at the Port 20 years from now, the Opposition, though they are opposing the Bill, will say that this was the right step for the Government to take. Though the Port will be corporatised, there will still be a Minister but the Port will be able to raise more money on the market. They will also be able to sell bonds and that is the intention.

Asides.

Hon. G. A. CLARKE: Mr. Speaker, as a corporate entity, they will be able to raise funds. That point needs to be made that the Port will be able to raise lots of money to improve the Bridgetown Port.

I believe that 20 years from now, the Opposition will be able to see the wisdom of this Government in taking that step.

Asides.

Hon. G. A. CLARKE: You are opposing the Government for corporatising the Port. The Port has been very profitable under this Government and, therefore, it could move on, but you are saying that it reached profitability now, so there is no stage that it can go beyond that. We are saying that the Port can move even further.

Mr. Speaker, I believe that this is the right thing for the Government. The Opposition has not put forward one single alternative. That is why the people say in this country that they do not say what they will do. We are doing the expansion which we said we would do.

Aside.

Hon. G. A. CLARKE: The Opposition has not put forward any ideas. They come in here day after day and criticise. The Port has been making profits since 1990. In 1999 the Port made profits of more than \$7 million. Last year, it made profits and we will move beyond that stage in the future. I say to the Opposition when you get up and criticise, I want to know how you would make the Port more profitable, employ more Barbadians and make it not only the best Port in the Caribbean, but to be the best Port in the Americas.

Mr. Speaker, I believe that the Opposition has not put forward a single idea. They only criticise the Bills that the Government put forward, in order to move this country forward. The country has spoken on three occasions. I have proven that the Opposition will not put forward their ideas.

I believe if they want to be an effective Opposition, they must put forward ideas to say how they would run these enterprises, rather than criticising them.

I thank you, Sir.

Mr. R. D. MARSHALL: Mr. Speaker, I just want to make a short intervention in this debate. Last week, Tuesday, I sat in here and heard the Honourable Member for St. Michael North West making his contribution. He asked why a particular bank, the bank that is in the offing here is the bank involved and why the Government has been more or less doing business with this entity. In fact, he referred to it at one time as replacing the Barbados National Bank.

Sir, I would just like to say that the Government has been getting involved over the years in public/private partnerships. This particular situation is one where the Government invited institutions like merchant banks and commercial banks to bid on this particular venture with the Barbados Port Authority. I know that in addition to the Caribbean Commercial Bank, there were other banks that bid.

I remember being at the function when City Bank came to Barbados and said they were in the market to do well. The Government of Barbados has been able to get into business ventures with the Caribbean Commercial Bank, because of the aggressive nature in which they go after the marketplace, as well as the interest rate they charge. They tendered and the negotiations were done transparent. They did other projects in Barbados such as HRL and recently the new court which again, they bid for and received.

Sir, this is something that will go on in a marketplace, and as long as you could bring the best interest rates and you have a good reputation, people would do business with you.

I would also like to say, Sir, that this business of the Port is what we call, a general services Port. It comprises some five berths, totalling 1 531 feet in length and about ten metres in depth. The Port, like others in the Caribbean, is facing major challenges.

These challenges relate to an incapacity to berth certain mega ship. The Bridgetown Port was able, in 2002 to do some dredging, in order to expand the capacity. In the future, all the Ports in the Caribbean, with the large number of mega ships coming to the Caribbean, would all have to do work in the area of capacity handling.

Sir, as I said, last year the cruise ship, *Adventure of the Sea*, made a call to Barbados. The construction of a new Pier to accommodate these kinds of vessels is needed in Barbados.

During the past few years, the Port was able to make large profits. The Port has not had an increase in tariff since 1987, but it has not had to ask Government for any kind of subvention or subsidy because it has been able to operate at a profit due to its Port charges. The Port continues to focus on productivity and big business. It also has a well-trained staff that has been trained to international standards. The Port works hand in hand with the unions and the unions are quite satisfied that the workers are being treated well. If you work to international standards things should go well within the country as you work with the unions.

12 noon.

The Port has been able to win many awards. In the 1990s it won four awards for the Port of the year. Accolades were bestowed on it for being the most efficiently run Port in the Caribbean.

Mr. Speaker, the funds the Port will be using are being financed by a floating bond through the Caribbean Commercial Bank. This money will be used to rehabilitate the Port. The work includes repairs to berths two, three and four, the bulk handling wharf, the cross berth and the replacement of fenders. More water tanks will be installed to enhance what presently exists. They will also pave the container park and construct a container clearance gatehouse. The entrance to the Port along the Princess Alice Highway will be enhanced and the Shallow Draught will be extended by using a floating dock. Sir, these will be done with the help of the Caribbean Commercial Bank that will be floating the bond as well as the Port on its own without subventions.

Mr. Speaker, I am grateful to you.

Hon. Miss B. A. MILLER: Mr. Speaker, I want to lend my support to the matter before the House. The Honourable Members on the Other Side of this Chamber, in my considerable experience, are behaving true to form. When the Bridgetown Port, and let us be clear that is its name, was opened I was there. Sir Grantley Adams now Right Excellent was the Federal Prime Minister who opened, the Port. Most Honourable Members in here would not remember the sputnik, Sir, but you and I would. At that time there were sputniks in space. At the time, the Mighty Sparrow had a calypso about the poor little puppy and the Russian satellite...

Asides.

Hon. Miss B. A. MILLER: The Honourable Members in here would only have heard about it. The Honourable Member for St. John was a little English boy at the time, he had not become a Bajan yet, but that is not his fault.

At that time, Sir Grantley made the point in his opening speech that while people were exploring new planets, we, here on this little island, were making sure that life

would become safer for those who went down to the sea in ships. I wanted to remind Honourable Members of the cost of the Port at that time but I cannot remember exactly the cost, because I have not been able to access the records of the House.

Asides.

Hon. Miss B. A. MILLER: It would have been in the region of \$20 or \$21 million at a time when in one term, between 1956 and 1961, the Barbados Labour Party Government, without the International Monetary Fund and before the days when the World Bank could dictate to you, on sugar alone built the Deep Water Harbour and rebuilt the then Seawell Airport.

Asides.

Hon. Miss B. A. MILLER: The Barbados Labour Party did all of that out of the proceeds from sugar. It built roads, started and nearly completed what became the Queen Elizabeth Hospital. It built the housing estates at the Pine in St. Michael, Six Roads in St. Philip, Belleplaine in St. Andrew and Ellerton in St. George. I could go on and on, Sir. It also built schools. All of these things, including the Bridgetown Port was built by a visionary Barbados Labour Party Government. We built a Port that would serve Barbados well into the 21st Century.

Sir, some Honourable Members are benighted and cannot recognise that the Port is growing. The Port is growing because the economy is growing. If the economy was not growing, the Port could not be growing. The Democratic Labour Party never understood the building of the Deep Water Harbour and opposed the building of it at the time. There was a lot of politics and a lot of negative talk back then. The same kind of talk coming from the Opposition benches now was the same kind of talk we heard in this Honourable Chamber in 1959, 1960 and 1961.

Mr. Speaker, I well recall that when the Barbados Labour Party refurbished the much talked about Bridgetown Cruise Terminal in the mid 1980s the Democratic Labour Party actually boycotted the opening of it. I was there too for that opening. So the Members of the Democratic Labour Party are behaving true to form. If they had their way, there would be no Deep Water Harbour today. Pelican Island would still be there and we would still be in lighters and launches going out to ships. I came home from England on December 13, 1969 on the longest ship in the world called *The France*, apparently it is still the longest ship in the world, and it could not negotiate the breakwater of the new Deep Water Harbour. My father and my brother got on a launch and came out to *The France* to welcome me back home.

We are hearing now of mega ships not only for cruise passenger traffic but for container traffic. The Port has been sprawling quietly northward all the while. The reclaimed lands are now about to be put into productive use. A new coastguard facility is going to be located on those reclaimed lands. The Flour Mill is already there. Sometimes on Wednesdays and Thursdays, I take the Harbour Road to work every day, I will notice that the Bridgetown Port cannot hold all of the cruise traffic that comes in here. It is a wonderful sight when I see it. Sometimes the cruise ships have to be tied up at the Flour Mill.

12.10 p.m.

Mr. Speaker, this expansion of the Bridgetown Port is only the beginning. A new cruise ship pier has to be built, and that is all part and parcel of the plan.

The days when sugar was king have been overtaken by tourism and financial services. Sugar now earns much less for Barbados than it used to, and times and choices have changed, and we had to make a choice. Therefore, we made a very significant choice in the late 1950s and 1960s when the Bridgetown Port was built. It was visionary and prescience. It has changed lives in Barbados tremendously and all of the spinoffs are positive.

We learned how to reclaim land, no engineer from outside has to come and teach us how to do that. The incorporation of Pelican Island into the Port has had some negative spinoffs because it was the natural habitat of the Pelican bird, which is Barbadian. One will now see the Pelican on the Barbados Coat of Arms but not the actual Pelican because its natural habitat has been destroyed. We can return the Pelican to Barbados, that is easy, just look for a natural habitat and import a number of Pelicans to revive the Pelican population.

Mr. Speaker, one would have to be a living and thinking person in Barbados during those years to recognise how cataclysmic a movement it was, in terms of virtually every aspect of life of Barbados when the Deep Water Harbour was built. It has been rightly said on this Floor that it became the lynchpin when we built the industrial highway, linking the airport to the seaport. Again the Democratic Labour Party was highly critical and did not understand that we were building an industrial highway to link the airport to the seaport.

Mr. Speaker, it was the dream of the late Tom Adams that exactly what is now happening at Warrens would happen at other junctures along that highway, where we would see industries and small towns growing up along those highways.

Mr. Speaker, that highway was put in place at a time when we were not contemplating homeporting and the movement of cruise ship passengers from the seaport to the airport. Those things happened as a result of a vision of the Barbados Labour Party. These large infrastructures were being undertaken at a time when the Barbados Labour Party was the Government and the economy was growing.

Mr. Speaker, as a grown woman in politics, I now understand it fully but it is a bit disturbing that young, bright Honourable Members on the Other Side, cannot adjust their vision to understand what is now happening.

Aside.

Hon. Miss B. A. MILLER: Mr. Speaker, I give them the benefit of the doubt. I do not underestimate any Honourable Member who comes to this Parliament. As the Right Excellent Errol Walton Barrow once said, "None of us came in here in a wheel barrow or a push cart." We are here because of the people's judgement. I have to assume that the electorate has not made a mistake. When they do make a mistake, they repair it very quickly, which speaks well to the fact that we are enjoying a third consecutive term of Government.

Mr. Speaker, as I said, the economy is growing, the Port is growing and the possibilities for the Port are humongous. This morning it enjoys the front page of a newspaper. The big sugar bond that we saw has dominated the physical profile of the Port from 1961, when it was completed, until today. Sir, sugar has been overtaken, even financial services, which is the second major sector in our economy and is earning more than the manufacturing and sugar sectors, and possibly even non sugar sectors all combined. Tourism is now king and, for the foreseeable future, in my judgment, would remain king.

Sir, Barbados being the first landfall out of the Atlantic, the Port is so located that the transshipment business is large business for the Port. My concern is that what is a plus for tourism at this moment might look to be a minus for the Port. The plus for tourism is the City of Bridgetown, which has celebrated its 375th year since its establishment, is flanked on the north and south by two of the most magnificent white sand beaches in Barbados, which are not to be found anywhere else in the world, of which I am aware.

The Port was naturally sprawling north, it cannot go south but is now virtually abutting the Brandon/Brighton beach. Therefore, it seems to me that the natural direction in which the Port would move, perhaps way beyond our time, would be a westerly direction, since it cannot move east.

Sir, the Port has always served as a weathercock by which we could judge how Barbados is fearing. It has always

served as a weathercock by which we could judge how Barbados was adapting, and Barbados' ability to adapt has always been the secret to its success. In all of Barbados' 375 years, century by century, Barbados has never been afraid and has always adapted to each challenge.

Sir, I made mention of this when I delivered the last of the series of the Bridgetown Lectures a few weeks ago. We are looking at what is happening with Cable and Wireless (Barbados) Limited and the telecommunications sectors, *et cetera*. Mr. Speaker, in the 1840s, Bridgetown had telegraphic companies and was the headquarters for telegraphic companies. Bridgetown was the third city after London and Paris, where telephone systems were installed. Therefore, we must not think that everything we see today is new. Barbados, this little 14 by 21, has always been adaptable and visionary, and ready for what modern times would bring.

Mr. Speaker, Barbados is now in a post-modern era and everything that was done in the last 50 years of the 20th Century, in preparation for making us ready, nimble and open to new ways of doing things, such as opening up sectors of our economy in ways that perhaps, 25 years ago, we had not even thought of, the Bridgetown Port is key to that process.
12.20 p.m.

The Bridgetown Port is going to look different in twenty years time from the way it looks today. I have no doubt that there will be transshipment not only into Latin America but that it will go to Panama Canal, up the west coast of United States, up to Alaska and the port must be modern in its thinking and capacity to take Barbados forward along those lines.

Sir, instead of Honourable Members on the Other Side seeing the big picture and opening up their vision there is this inward-looking attitude that should have gone out with the twentieth century.

Mr. Speaker, those who went before us were more courageous in this respect than we are. They were not afraid to change and Barbadians did not say there should not be a Deep Water Harbour. Sir, it has made the difference because it brought new skills and new ways of doing things. It is a port that time after time wins many awards as being the most efficient port in this hemisphere and we should not do anything at this time to stifle the further development of the Bridgetown Port because it will continue to be a focal point in Barbados.

Mr. Speaker, as we speak, massive expansions are going on at the Bridgetown Port and the Grantley Adams International Airport so that the linkage can be made. Sir, we want people to open up their imagination and go beyond their reach because your grasp should always be exceeded

by your reach. This is not something that is going on in an *ad hoc* fashion. This is Barbados readying itself for a major step forward and for growth at the right time.

The Right Honourable Prime Minister always says that we are negotiating a number of trading arrangements which will change forever the way in which business is done and we cannot wait until the negotiations are finished in 2005 to realise what has to be done. Sir, this is not for the Barbados Labour Party or the Democratic Labour Party but this is Barbados looking towards 2050 and beyond.

Sir, when Queen Elizabeth Hospital was built in the early 1960s we said it would service Barbados well into this century, but again, the imagination of some people was so narrow they could not understand it but the Queen Elizabeth Hospital is still serving people today and when it is retooled, hopefully in our time, it will be able to serve Barbados even further into this century and towards the end of it.

Sir, we need see the Port in the context of this larger picture that I am seeking to paint because the seaport and airport have outgrown their carrying capacity. Sir, when I held the portfolio of international transport, people were actually fainting in the departure lounge of the airport and many short-term measures had to be taken until the work which we see now, well on the way, could be brought to fruition.

Mr. Speaker, I repeat that all of this is happening because the economy is striving and growing in directions which are new to us. I wonder if it is because of fear of the unknown that there is lack of proper appreciation of the enormity of the contribution that the Barbados Port makes to Barbados and its economy that Honourable Members on the Other Side are seeing the concept of corporatisation in a negative way. Sir, they are not even looking through a dark glass, they are not looking into the glass at all.

The reality is that the Bridgetown Port has the greatest potential, once we move along the right path, of propelling Barbados and this economy forward into these early years of the 21st Century, in the same way it did in such a dramatic fashion in the mid-twentieth century, we need to see it in that context.

Sir, some of us operate with the big picture constantly in front us and, this is not a criticism but other people operate better when they are dealing with one thing at a time. Sir, I am a big picture person so I see it in the larger context. We cannot separate the seaport from the airport and the retooling of them are part of the readiness for servicing the Barbados economy in the twenty-first century which is being undertaken now.

Sir, the Barbados Labour Party has always understood the connection. We are the ones who always have to engineer the connection between the two ports and even the Tom Adams Highway, as I like to call it, has now to be expanded.

Asides.

Hon. Miss B. A. MILLER: I remember on that fateful day in March 1985 when we were waiting in Cabinet for him, he was on an overseas call arguing with the IADB that it needed to be a four-lane highway. Sir, in my time it could become a six-lane highway. Sir, Barbadians took to that highway like ducks to water and nobody can remember what it used to look like before the ABC Highway was there. All of this speaks to what is happening in the economy.

Sir, I could understand if the economy was not growing, there was spare capacity at the two ports and people were complaining but that is not what is happening. I could understand the comments from the Other Side if they were in that context.

Asides.

Hon. Miss B. A. MILLER: Sir, I am hearing murmurings on This Side about what it will be like when we start to sewer the west coast but, Sir, I have no worries about that. We have the Ronald Mapp Highway named after a minister who carried four massive portfolios. I lived in a political household and I remember when that historic expansion was going on between 1956 and 1961.

Sir, we will make the linkage roads and all the works will be done. Broad Street, Roebuck Street, Swan Street and other parts of Bridgetown were dug up when Bridgetown was sewered and it did not stop business from going on. It is true that we did not have as many cars as today but we were able to do it, Sir.

Mr. SPEAKER: The Honourable Member has two minutes to conclude.

Hon. Miss B. A. MILLER: Mr. Speaker, the essential point to be made here is that the Bridgetown Port has no choice. It has to respond to the demands of the economy.

I awoke this morning and saw that we have to be looking to institute more and more security measures at both the seaport and airport. This does not surprise me because Barbados is part of the universal fight against terrorism because it is not unknown to us. People believe that we are a small island and we do not know anything. We are not going to forget 1976 when a Cubana airliner crashed

off the west coast of Barbados; so we know what terrorism is and we are going to play our part. There will be a high cost to be paid but we do not have any choice.
12.30 p.m.

Sir, if we want to be a big player in the transshipment business, if we want to be a big player in the cruise business, the Port has to be able to do that. All I can see here is that the Government is seeking to put the Port on an even and more viable commercial basis than it was at the beginning. The Port has gone through many incarnations. The point was made that the Port started as the Port Contractors then the Barbados Port Authority. I do not imagine that is something to complain about.

Asides.

Hon. Miss B. A. MILLER: Sir, these things are global and global in our time. There are going to be accomplished in our time despite the negativism coming from the Other Side.

Mr. Speaker, I am very pleased to give my support to this Bill. I believe that it is a good and positive sign for Barbados, that every thirty or forty years we can see the Port evolving into a stronger, larger entity and that is what is happening now. Sir, people need not to be afraid of it. They should be welcoming this and looking forward to the next phase in the life and the expansion of the Bridgetown Port.

Sir, I am very glad that I have been afforded the opportunity to have added these few words to the debate.

I thank you.

SUSPENSION

Hon. Miss B. A. MILLER: Mr. Speaker, in view of the hour, I would beg to move that this Honourable House be now suspended until 1.30 p.m. today.

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

The question that this Honourable House be now suspended until 1.30 p.m. was put and resolved in the affirmative without division and Mr. Speaker suspended the Sitting accordingly.
12.52 p.m.

RESUMPTION

Mr. SPEAKER: This Sitting is resumed.

Dr. D. C. ESTWICK: Mr. Speaker, I would like to take this opportunity to speak on this Bill. I also want to take this opportunity to speak on behalf of the workers of the

Port. I believe that this Bill does not take into consideration many significant areas of labour that need to be looked into. It does not contain the types of controls that one would believe are necessary to accomplish the corporate structure that allows for efficiency, improved management and increased production.

Mr. Speaker, I want to say, from the outset, that not one Honourable Member from This Side, has a problem with the expansion of the Port. We do not have a problem with corporatisation of the Port. Sir, what we have a problem with, is the application of corporatisation, without the effective controls that are put in place to control the percentage of investment, over time, that could necessarily lead to the corporatisation of the Port in total.

The fundamental concern, if the Honourable Member would appreciate that I say, without reservation, that no controls of investments were put in this Bill. Therefore, it is conceivable that within the next year, two years or four years, the amount of public/private sector investment, could amount to more than 51 per cent. I will prove my point in due time.

Mr. Speaker, there is a mountain of evidence that if the Honourable Members on the Other Side who spoke, were keen on doing research, they would have recognised that the evidence suggests that corporatisation of Government run essential services, with subsequent divestment of Government assets in the private sector, ultimately leads to privatisation. Sir, this is what the empirical evidence says, worldwide.

Furthermore, Sir, this has been done under the guise of downsizing the Government, and deregulation. Sir, in every country that it has been tried in, there has been a significant impact on labour. There has also been an increase in monopolies and oligopolies in those countries and I would prove my point.

Mr. Speaker, this risk is excessive in Barbados because of the fact that over the years, this so called neo-colonial period that we are in, we have not been able to shift effectively, the balance of economic power in Barbados to such an extent that we are allowing for the low income and middle income groups in Barbados to effectively invest in private sector opportunities.

As a result of that, anytime you are going to take a Government entity and deregulate it, and not put controls on it to limit corporate and private sector investments, you run the risk of a complete take over of an entity. I say that it is a colossal error and it is one that will affect the future stability of Barbados. I will bring evidence, Mr. Speaker, to support what I am saying.

Mr. Speaker, let me outline some of the fundamental weaknesses of the Bill:

1. This Bill outlines no control on private sector investment.
2. It does not limit the private sector to 5 per cent, 10 per cent, 49 per cent, 51 per cent or 100 per cent.

Sir, at first, I wondered why would a Bill be brought to this Honourable House indicating that they were interested only in corporatisation, establishing a structure, but yet they proceeded not to introduce one control on private sector investment. The only logical conclusion that can be extrapolated from that, is that you want to create a condition where the private sector can own more than 51 per cent.

Aside.

Dr. D. C. ESTWICK: There can be no other logical conclusion, whatsoever.

Mr. Speaker, if I am wrong, then the Bill should have been brought here indicating, categorically, that the private sector shall not be allowed to own more than 51 per cent of the shares in the Barbados Port Authority Inc. If I had seen such a control in the Bill, I would be the most happy man. Therefore, it could only suggest to me that the risk for a private sector owning more than 51 per cent exists.

Mr. Speaker, another problem with the Bill is that it does not state how much equity the Government intends to retain in a new Barbados Port Authority Inc. Sir, for the Minister of Tourism and the Honourable Attorney General to speak in terms of a Government controlled entity can only relate to the present. It cannot relate to anytime in the future because they are seeking private sector investment but they put no controls in place to determine how much investment the public sector can ultimately own in the Port. Sir, I know I am not wrong.

Another major concern with this Bill, Sir, has to do with an accepted model for corporatisation and deregularisation of Ports. The model that is used successfully worldwide is now the landlord model which allows for a hybrid, where the Government maintains an interest as a regulator and also as the landowner.

1.40 p.m.

The Bill proposes that Government leases the land. However, it does not put any mechanisms in place for when Government in time may find itself not owing 51 per cent of

the shares of the Port. Mr. Speaker, that is a fact. It does not provide for that situation.

Port consultants usually speak about five or six reasons for the corporatisation of ports. They have identified about six major reasons for transferring state-owned port assets, partially or totally, to the private sector which is supposed to result in improved management of the port and improved facilities. They speak about allowing for expansion and the modernisation of the plant and having access to capital. They also listed a major negative which is the impact on organised labour and workers which I will get to very shortly.

I want to draw to the attention of this Honourable House that at the International Transport Dockers Conference in Miami in 1997, much evidence was presented which suggested that we should be conscious of those who advocate that significant private sector investment in ports or total privatisation of ports will allow them to outperform public sector ports.

Mr. Speaker, all of the public sector ports in the United Kingdom outperformed those that were heavily private sector invested and those that were totally owned by the private sector in the years 1995, 1996, 1997, 1998 and 1999, so I do not understand where the logic comes from that as long as you have more private sector investment that you are going to necessarily have a better run port, a more efficient port or a better managed port. That does not make any sense and goes completely counter to the evidence.

Mr. Speaker, I will subscribe, like the Honourable Members on my Side, that you do not have to corporatise the port to improve its efficiency or to expand it. That is a myth. The Other Side have decided to follow the corporate economists of the United States of America who believe that every thing should be set up in such a way where Government has little or no control in terms of market forces. The Other Side is going down that alley blindly and I want to caution them on it.

Mr. Speaker, I want to look now on the impact of job security with respect to corporatisation and private sector investment in the port. I want to draw the attention of this Honourable House to a World Bank exposition on the National Transport in Washington D.C. in 1999 where several concerns were raised regarding the impact of modernisation and the privatisation of the ports. These concerns included a reduction in the number of jobs available for port workers after modernisation, changes in the duties of workers and who prescribe those duties, the impact on the organisation of labour and the pool of labourers, the increase in job insecurity and the risk of reduction in wages and other benefits. That did not come from Dr. Estwick.

Mr. Speaker, I want to refer now to section 10 of the Bill which states that:

“The officers and other employees who are members of staff of the Authority on the date of commencement of this Act, shall upon that date, comprise the staff of the Company.”

Mr. Speaker, this represents a very superficial and infantile statement that does nothing to address job security and the other concerns of labour, none whatsoever. The reason this statement offers no security to port workers is to tell me that as long as you were a worker for the Barbados Port Authority, you will automatically become a new employee of the Barbados Port Incorporated, does not tell me that the conditions are not going to change the next week and you are not going to get fired and it does not say that there are not going to be changes to your wages and salaries or to your terms of employment. If I am to feel comfortable that a Bill is to bring the types of controls that are required, these things should be stated quite clearly.

Mr. Speaker, at that same conference it became quite clear that the following needs to be looked at. In almost every case of significant private sector investment in ports and where there have been extensive modernisation plans with respect to the port infrastructure and superstructure, there has been significant pressure upon labour in those particular establishments. There have been increased pressures on casualisation of workers. There have been increased pressure on converting permanent workers to contract workers. There have been increased pressure on converting contract workers not only to casual workers but sometimes many are laid off. That is the reason port workers view corporatisation and significant private sector investment with suspicion because the evidence is there worldwide that it has a major impact on them and this Bill has done nothing to secure them or to allay those particular fears. That cannot be denied, Mr. Speaker.

Wherever this has occurred, Mr. Speaker, there has been increased flexibility of labour. All of a sudden, the employer will determine on a day-to-day basis where the employees are supposed to work, how long they are supposed to work and the terms and conditions of their employment. This is what the evidence says. This is not my assertion and I would caution the Honourable Members on the Other Side to do the necessary research and to amend the draft in such a way that the workers at the Port are protected. What is there to stop a manager of the Barbados Port Incorporated from changing the conditions of employment of an employee who has been transferred from the Barbados Port Authority to the Barbados Port Incorporated? That is not stated in the Bill.

A clause is inserted in Bills such as this worldwide which states clearly that the workers cannot be disadvantaged. That means that they cannot be paid less than what they are being paid now and if they are on permanent contracts they have to get permanent contracts or their period of time. It also states that you cannot change the status of permanent employees to casual labourers. These are the facts, but these things are not stated in this Bill, so I understand why the port workers have concerns with respect to private sector investment. What is there to stop managers, in a push for the almighty dollar, from reducing the wages and salaries of workers one week after? I do not trust this. I want to see it in writing.

I am of the opinion, and Honourable Members on This Side, that Government should have clearly stated in this Bill that they support the principle of permanent and regular employment of Port workers. It should have also stated clearly in the Bill that there were to be limits placed on the casualisation of labour and on the employment of untrained, inexperienced, cheap labour to replace permanent labourers in the Port. This has been the trend internationally, so I will not accept anyone telling me that it cannot happen here. Look at the workers that were sent home at Cable and Wireless under the guise of downsizing and deregularising. 1.50 p.m.

Mr. Speaker, there should also be a clause that prevents the employee, except for disciplinary reasons, from being terminated unfairly. Sir, I make that charge because this has been the experience of port workers worldwide but yet we are supposed to trust and to believe in the Barbados Labour Party.

Sir, what is there to prevent the manager of the Barbados Port Authority Incorporated from changing holiday arrangements or sick leave arrangements, which workers had previously enjoyed?

Aside.

Dr. D. C. ESTWICK: Mr. Speaker, if the Bill is to be taken seriously in the interest of the workers, then it should be stated categorically. I do not believe they should be left to the whims and fancies of the port managers.

Aside.

Dr. D. C. ESTWICK: Mr. Speaker, another area with which I am fundamentally concerned is that they should do work in terms of what is happening with legislations worldwide, when there is deregulation with respect to ports and significant private sector investment in ports.

Sir, in the United Kingdom and in France, from which we copy, there was the abolition of lifelong employment guarantees. Sir, no protection to the port workers was given in this Bill to that matter. In the United States of America and in Germany, from which we copy, there were amendments to the employment legislations which enabled employers to dismiss workers with more ease than before. Sir, in Argentina and in New Zealand, there was the abolition of the legal basis for collective bargaining. Do not tell me that it cannot happen in Barbados.

Therefore, I would ask Government to bring the Employment Rights Bill for a second reading so as to protect the private sector employees in Barbados. We are in the real world and are downsizing, deregulating and following international trends, yet Government is bringing a bill to Parliament without including the clauses to protect the interest of workers of Barbados. Sir, no Honourable Member on This Side will accept that kind of behaviour.

Aside.

Dr. D. C. ESTWICK: Mr. Speaker, if I am to take this Bill seriously, that should have been clearly stated in the Bill.

Hon. Miss M. A. MOTTLEY: Mr. Speaker, on a point of order. The Honourable Member is misleading the House. At some point in the immediate future, the Honourable Minister will treat to these issues substantially but for the Honourable Member to suggest to the public and to this House that there is no protection for the workers because this particular Bill does not address it, is to mislead the House and beginning to border on sophistry.

Mr. Speaker, I would therefore ask that the Honourable Member withdraws that statement. There are laws in Barbados which treat to the protection of workers' rights in terms of severance, holiday with pay, among others. If the Honourable Member wants the Government to include those laws, then say that but to say that this law, by not referring to the protection of workers' rights, immediately confers a lack of security on the workers, is to mislead the House in the worse possible way and at best is reflected in the lack of knowledge, born out of his lack of legal training perhaps, or at worst, an intention to mislead, knowing exactly what the Honourable Member is doing.

Dr. D. C. ESTWICK: Mr. Speaker, I certainly do not like listening to asides when they do not make sense. It is very logical, Mr. Speaker.

Mr. SPEAKER: Honourable Member, please.

Hon. Miss M. A. MOTTLEY: Mr. Speaker, I am asking you to rule on the point of order because this point is

significant enough that when communicated, there are hundreds of port workers who would feel that something has been done that has affected them in circumstances where it has not. I certainly have not made any aside and have made a point of order, upon which I have asked Your Honour to rule.

Dr. D. C. ESTWICK: Mr. Speaker, by my own deductive capacity, I must have the capacity to interpret and not by anybody else's capacity.

Mr. Speaker, if a Bill is being brought to Parliament, and is expected to establish a new corporate framework and regulation to corporatise the Port to make it more manageable, profitable, *et cetera*, I am saying that part of that must necessarily include workers protection elements. I will not deviate from that. It is about a two-sided coin. It cannot be about managers and not workers.

Mr. Speaker, I want to caution, based upon my analysis of ports worldwide where there have been significant private sector investments, that there is now a move to disadvantage the workers in these ports. Let me say why, Sir.

Aside.

Dr. D. C. ESTWICK: Mr. Speaker, I must have the opportunity to express points which are pertinent. Wherever there have been private investments in ports, there have been some contracting of work done in these ports to outside entities. If Government is talking about corporatising and going after private sector involvement, I am only cautioning Government that we do not want a situation where warehousing, touring, containerised services, *et cetera*, become privatised and contracted out because that has been the trend worldwide and we, in Barbados, like to follow trends.

Sir, wherever that has happened, there has been loss of work in these ports. That is why it can be understood why port workers are suspicious of corporatisation and private sector investments.

Mr. Speaker, Government likes to support their arguments by a cost benefit analysis, for example, the need for 15 workers only because the Port would have two new gantry cranes, or that it would be fully automated, *et cetera*, and the next thing that would happen is that 50 persons would become unemployed due to this automation and mechanisation. Sir, this Bill needs to be more comprehensive and needs to be looked at more closely on its impact on labour.

Mr. Speaker, I will not support this Bill because of the following:

1. The Bill creates the condition for the complete taking over of the Port by the private sector of Barbados because it has not set any limits on private sector investment.
2. It has not indicated how much equity overtime that Government intends to retain.

Sir, I believe these are the kinds of investment controls that should be included in that Bill. I do not think this Bill goes far enough in protecting the rights of the workers at the new Barbados Port Authority Incorporated now, or in the future.

Mr. Speaker, again I would like to caution that the Port is an essential service in Barbados and anytime that a Government operates in an economic set of parameters where there is small open economy and little competition in the private sector, it must be very careful how it opens up an essential service to private sector investment. Such a move has always resulted in oligopolies and monopolies worldwide.
2.00 p.m.

To prove my point, look at the bond issue from Caribbean Development Bank on behalf of the Barbados Port Inc. There are in denominations of \$20 000 and the average Barbadian, middle-income or lower-income cannot invest in that. Sir, I am saying that only big interest can invest in those types of bonds. It underscores my point that the Government is looking for big private sector investment and there are going to be a number of concerns.

Mr. Speaker, this trend of deregulation, privatisation and corporatisation is a very dangerous trend for a small developing country. Government cannot step back and allow market forces to operate deregulated in an economy where there is no private sector competition. Honourable Members on the Other Side need to understand that effective competition is defined internationally where there are more than eight players in anyone sector competing and I want to know where that exists in Barbados. Sir, I caution the Government now that it is going down the wrong path.

Mr. Speaker, I thank you.

Mr. SPEAKER: I have been asked to make a ruling on a point that was made by the last speaker that related to the risk of workers losing their rights on transfer to this new company. Let me say that the Chair, called upon to make this ruling does not find it possible to make this ruling based on the fact that the Honourable Member appears to have no facts and is expressing his opinion I have read here in

Clause 11 that the rights would have been preserved. It is for the Member who made the proposal to substantiate the point that the workers will not lose their right. I am saying that it was just a matter of an opinion being given and that the Chair will not have to rule on that matter.

Hon. R. R. FARLEY: Mr. Speaker, we were treated to as much speculation and wild guessing as people who spend time around the Garrison Savannah watching the horses as they exercise and seeking by some means or other to predict the outcome of races on Saturdays. The Honourable Member treated us to half hour of phrases like, I think, I know and it happened in other places, but he did not once made contact with Barbados or the Barbados Port Authority, the Barbados Port Inc. or the Bill before us today. I think we can fully discount the last contribution of the Honourable Member for St. Philip West. Perhaps it is a reflection of the fact that his constituency makes little contact with the coast of Barbados and therefore, his perspective is somewhat inland.

Sir, you are well aware that the Honourable Member, though being a lawmaker in this Parliament, is obviously not aware of the laws of Barbados. This legislation is intended to be the first step in legislative reform relating to the management of maritime and port affairs. For many years we have only had one port and since that time we had port facilities at the Arawak Cement Plant, Port St. Charles, Consett Bay and Skeetes Bay for fishing and as time goes on there could be more facilities public and private.

Sir, the time has come for us to separate the physical management of the Bridgetown Port from the management of maritime affairs. As it stands now, a significant part of the current legislation deals with both and we need to have legislation that deals with maritime management generally so that whether the port is public or private, we would have the necessary legislation to deal with regulatory affairs.

The Government also owned the Bridgetown Port and it is required to provide berthing facilities, the loading and offloading of cargo, the employment of persons and for the movement of cruise passengers. This vesting Bill is ready to transfer out the physical management of activities of the Bridgetown Port to this company and the maritime matters will be dealt with elsewhere.

Sir, the Honourable Member cannot read beyond Clause 10 or he is being selective in what he wants to bring to the attention of this House. He claims to be one the most long-standing members of That Side and he believes that consistency is better than correctness. In order to be consistent he would want to be strongly aligned to the vigorous opposition which the Democratic Labour Party had to any of the port modernisation which was put forward by the Barbados Labour Party in the 1950s and 1960s. He

wants to be consistent with the opposition that the Democratic Labour Party had to creating the port then and the argument he advanced today reminds me of the argument about what would have happened to the lightermen.

Asides.

Hon. R. R. FARLEY: The Honourable Member for Christ Church East Central reminds me that I was not born then but, Sir, he was not born when our dear Lord was crucified but he can speak in detail about these things and so can all of us.
2.10 p.m.

Asides.

Sir, the Honourable Member for St. Philip West, in an effort to be the best 'DEM' on that side...

Aside.

Mr. D. St. E. KELLMAN: On a point of order, Sir. The Honourable Member is misleading the Honourable House by giving the impression that there is some competition on this side. I am not aware of it, Sir.

Mr. SPEAKER: I do not know if I should say that is a point of order. Proceed, please.

Hon. R. R. FARLEY: Mr. Speaker, I agree with the Honourable Member for St. Lucy that he is the best Member on that side. There is no competition and I apologise to him, Sir. It is the other six that are trying to vie for second place.

Asides.

Hon. R. R. FARLEY: Sir, the Honourable Member for St. Philip West has by way of suggesting that this Bill made no provision for the protection of workers, has been able to sow the seed of doubt where those seeds need neither planted nor will they grow. The Honourable Member mentioned Clause 10, which speaks to the fact that those persons employed at the Barbados Port Authority as at the date of the enactment of this Bill would become employees of the company.

Sir, the Honourable Member has a way of forgetting what he says only five minutes after saying it.

Asides.

Hon. R. R. FARLEY: The Honourable Member went on to say that there was no protection for workers but he was wrong. At Clause 11...

Asides.

Hon. R. R. FARLEY: Mr. Speaker, the Honourable Member for Christ Church East Central, as a good teacher, would know that if you can count beyond ten, you would get to eleven. The Honourable Member for Christ Church East Central can count but we cannot swear for the Honourable Member for St. Philip West.

Sir, Clause 11 of the Bill states that the pension and seniority rights and other benefits of the workers of the Barbados Port Authority are transferred to the Barbados Port Inc. The workers in making the transfer lose none of their previous rights. The Honourable Member is thinking that the public out there is an illiterate public that would not read past Clause 10.

Asides.

Hon. R. R. FARLEY: The Honourable Member prefers to be consistent rather than be correct. For example, he said the Barbados dollar was in danger of being devalued and he has tried to be consistent with that even though it is incorrect. Similarly, having made the determination that there is something wrong with this Bill and that it offers no protection, he tries to be consistent, even though he was incorrect.

Sir, Clause 11 has seven sections relating to that. It deals with a provision to preserve the staff of the company for whom Section 10 applies; the pension and superannuation rights accruing to them at the time of assumption of employment with the Company.

Clause 11 (4) deals with the protection of the service of the staff of the Barbados port authority affected, including those persons who are seconded. It recognises that not only employees of the Barbados Port Authority but employees who were seconded from the civil service and who when they transfer to the company will have their rights protected.

Asides.

Hon. R. R. FARLEY: Sir, the Honourable Member as a law-maker must understand the law. Protection of workers has its own legislative provisions. In establishing a company, whether it is a company or a company under the Companies Act, one does not then have to spell out the provisions of the Severance Payment Act, the provisions of the Holiday With Pay Act and all of the other existing labour legislation.

In addition, we have something called the Social Partnership where the Government, private sector and unions have agreed on a code of practice. They have agreed on the

way in which transformation such as this is to be done. I would commend Protocol IV of the Social Partnership, which is a document of this Honourable House, to the Honourable Member's attention.

Dr. D. C. ESTWICK: On a point of order. The Honourable Member is misleading the Honourable Member because there is no evidence whatsoever that the Protocol with respect to the tripartite arrangement to which the Honourable Member is speaking to, has in anyway protected in a comprehensive manner all strata of labour in Barbados. I make this point because the poultry farmers and pig farmers have no input in those elements.

Mr. SPEAKER: Honourable Member that is a matter of your opinion.

Asides.

Hon. R. R. FARLEY: Sir, I think that it is very appropriate that the Honourable Member in making that intervention ended up at the pig farm.

Asides.

Hon. R. R. FARLEY: Mr. Speaker, the workers at the Barbados Port Authority are members of the most powerful union in Barbados, The Barbados Workers' Union. The workers of the port would not wait for the Honourable Member for St. Philip West to represent them. They would not wait for the Members on That Side, the Democratic Labour Party who were in great silence, who pulled a disappearing act, perhaps, only known to Houdini, during their administration when workers of the port got their marching order in droves and when workers of the port got their terms and condition of service changed, it was not a company then, it was the Barbados Port Authority.

Sir, there was no consultation, no consideration. Where was the Honourable Member for St. Philip West when his administration was cutting, slashing and kicking the workers at the Barbados Port Authority? Sir, he has the gall in this debate to speak about workers' rights? We have been championing the workers rights on This Side and under the terms of the social partnership, we could not have undertaken the kind of action that they, in the Democratic Labour Party, undertook at the port in their term of office during the period 1986-1994, without causing a most grievous breach of that partnership.

Sir, let us understand that there is nothing in this Bill by way of the transfer of the physical assets to a company which is primarily to provide for a separation of the

management of the maritime affairs, not of the Bridgetown Port but of Barbados.
2.20 p.m.

I am sure that the Minister of International Transport will speak about it. Sir, we have to separate the regulatory aspect of Port management from the commercial aspect, because the Bridgetown Port is not the only place that the regulatory folks have to manage.

Sir, remember that Port expansion is driven by expansion of the economy. Sir, for the first nine months of the year, the economy grew by 2 per cent and we are continuing this growth mode. We expect to continue growing at an average of 3 per cent per year, which would mean the movement of more goods and services and passengers in and out of Barbados. According to projections, we expect some 620 000 cruise ship passengers for 2003, and more than 700 000 in 2004, and we have to make provision for them.

Sir, I am pleased to note that this Bill has in a number of things, but before I get to some of the items on this Bill, let me remind the Honourable Member for St. Philip West, who wants to grandstand, that when it comes to making structural reforms, while still taking consideration of the workers, it was this administration, which took a state run entity, the Transport Board, and respond to the interest of workers and their empowerment, as well as make structural changes.

The United Commercial Autoworks Ltd. (UCAL), and the staff of the former workshop of the Transport Board are the owners. They are the shareholders and in order to ensure that they would have a guaranteed source of work to start their company, they were given an exclusive contract with the Transport Board to repair the buses for about five years. This is empowerment, so the Honourable Member for St. Philip West is totally off the mark but I cannot spend any more time on him.

Mr. Speaker, I want to speak about some aspects of this Bill about which I am pleased. This Bill, Sir, speaks to the question of accountability. In fact, Sir, I believe it is clauses 7 to 9 that put into the provisions of this Bill, even though this company will be managing a commercial enterprise, that they have to prepare within three months of the end of each financial year, audited financial statements and submit them to the Minister. Soon after that, the Minister has to bring those statements to Parliament. This is accountability and governance.

Sir, not only that, there is the requirement in the legislation for the preparation of a Port master plan, and what must that master plan contain? The Port master plan which is to be done every five years, according to clause 8, has to

come here as well. Sir, the master plan must contain the objectives, the strategies and policies of the company, so this is no secret operation. It is owned by the people and it is business to be discussed in the place of the people.

Sir, this is not like the companies which were formed by the Democratic Labour Party for themselves by themselves, *et cetera*. Mr. Speaker, the Port master plan must contain the infrastructural and institutional activity schedules, the staging of the work. The Port master plan must contain a marketing plan. This is a five-year plan, Sir, and they must plan ahead. The Port master plan must also contain a land use and an environmental plan for that area, recognising the sensitivity of all coastal activities around Barbados.

Sir, do you know that if you drop a pebble anywhere on the coast of Barbados it affects the tidal movements, the movement of the sand, *et cetera*. The Port master plan must contain any other relevant information, in addition to being a model for governance, so it is not limited to those main sections and it has to come here.

Sir, contrary to what the Honourable Member for St. Philip West will say, that we are going to toss these assets into a company and it is as if it is tossing it into a dark hole and that there will be no more control and no protection for workers, good governance will require that. The business plan...

Aside.

Hon. R. R. FARLEY: Clause 9 says it in the Bill. I am not making a presentation, unlike the Honourable Member, I think, I feel and it happened half way around the world or on the moon. In clause 9, Sir...

Dr. D. C. ESTWICK: Mr. Speaker, on a point of order. I did not want to interrupt the Honourable Member, but he is misleading the House. The statements that were made by me, with respect to the lack of protection for workers, I referred specifically to flexibility of work. Sir, I referred specifically to a shift from those who are permanently employed to possible contract employment, and to possibly even casual employment. Clause 11 which was raised by the Honourable Member does not speak to that matter.

Hon. R. R. FARLEY: Mr. Speaker, under Clause 9, the company must prepare a business plan each and every year, a model of good governance, no secret operation, no secret company with any secret deals.

Asides.

Hon. R. R. FARLEY: Mr. Speaker, the business plan must give, on an annual basis, the details of how the five-

year master plan is to be implemented. Could you want more transparency, more accountability and better provisions for good governance? This Bill is a model of the way in which we can have Government's ownership of commercial entities, given legal support and legal constraints by way of good governance, but also, recognising what, at the end of the day, are the reasons you would want to commercialise.

What are those reasons, Sir? The reality is that the Port must undergo significant expansion, in order to cope with the demands that it has on it, both now and into the future. Those reforms require a level of expenditure which can best be placed in this period.

Aside.

Hon. R. R. FARLEY: Sir, it is the case these days of the Government sourcing the funds, but providing a structure, where a commercial entity has the flexibility to be able to use the assets that it owns, to fully leverage its assets to go to the market and finance commercial activity.

The State, Sir, should use its current expenditure to finance public goods. Commercial assets owned by the State should be able to leverage commercial investment in order to provide the other activities. If you have a Port and you want to expand by building an additional cruise ship pier, it makes better sense, Sir, to use a building-owned lease and transfer or other transfer commercial arrangement, rather than to take up public cash which is needed for tenantry roads...

Asides.

Hon. R. R. FARLEY: We are not getting into revenue expenditure that even Mr. Mascoll does not understand.

Mr. Speaker, the commercialisation of the activities of the Port will allow for the company to use modern flexible financing tools whether it will be placing bonds on the market to be taken up by the public, whether it is by way of joint ventures, whether it is by way of BOTs, or by whatever means may be prudent, and which will not impact in a negative way on the public purse. Sir, this is what the Bill is about.

Sir, I therefore would want to give this Bill my fullest support because it manages to achieve the twin objectives of preserving the public's interest by way of protecting employees who were employed by the statutory board prior to the establishment of the company and providing for the protection of the rights of the State as a regulator because it deals with the ownership of commercial assets. The management of the tugs, the berthing and the other regulations relating to this Port and other ports is a matter for other legislation. Therefore, one should not look to this Bill for that.
2.30 p.m.

This Bill preserves matters relating to good governance by enshrining the right of Parliament to be kept apprised of the affairs of the company thus ensuring that the representatives of the people have a direct say in the assets owned by the people. The formation of a company, unlike that of a statutory board, allows greater flexibility as far as using the assets, the land, the building and other assets, of this Port in order to finance its expansion now and into the future. So I am very happy to support this Bill.

Mr. Speaker, I want to give the workers and others with an interest in the Port the assurance that, contrary to what the Honourable Member for St. Philip West is trying to suggest, they need not fear this legislation because their rights and interest would be protected under this legislation.

Mr. Speaker, I thank you.

Hon. N. A. LYNCH: Mr. Speaker, I want to thank all Honourable Members on both sides of the aisle for participating in this debate.

Mr. Speaker, I see the Opposition as equal partners in this exercise. As outlined by some of their speakers, I am willing to learn. The only thing is that what was said on That Side in relation to this Bill is nothing from which you can learn. We were treated to everything in this debate, with the WWR, a wild, wild ride, from the unenlightened through to the ignorant to the insensitive through to the absurd and the misinformed.

Mr. SPEAKER: Honourable Member, please, you cannot refer to other Honourable Members...

Asides.

Hon. N. A. LYNCH: We were treated to everything in this debate, Sir, the unenlightened, the misinformed, the insensitive and the absurd.

Mr. SPEAKER: On what do you rise, Sir.

Mr. D. St. E. KELLMAN: On a point of order. I have a fundamental problem because as far as I know the Chair is not allowed to entertain that type of behaviour and I am not aware that in your Chair that you allow...

Mr. SPEAKER: What type of behaviour is the Chair entertaining, Sir? Do you have a point, Sir?

Mr. D. St. E. KELLMAN: Yes, Sir.

Mr. SPEAKER: Then make your point, please.

Mr. D. St. E. KELLMAN: The Honourable Member is saying that you as Speaker allowed Honourable Members to

be wild and restless. I am saying that is a reflection on the Chair and it should be withdrawn.

Mr. SPEAKER: Well, if that be it, so be it. Continue, please.

Asides.

Mr. D. St. E. KELLMAN: I do not have a problem with that, Mr. Speaker. I love that one.

Asides.

Hon. N. A. LYNCH: Sir, when I said ignorant, I was not casting any aspersions on the Honourable Members on the Other Side. I am simply stating that we were treated with unenlightened and insensitive comments bordering on the absurd. I do not think that is unparliamentary, Sir.

Sir, the Honourable Member for St. Philip West takes the cake. He should stick to the practice of medicine which I understand he is not very good at.

Mr. SPEAKER: Honourable Member, please, you have to withdraw those words, please.

Hon. N. A. LYNCH: I withdraw them, Sir.

Asides.

Hon. N. A. LYNCH: I will go through some of the comments and the statements that were made and deal with them one by one. People who should know better or is expected to know better said that the Government is seeking to privatise the Barbados Port Authority. Nothing was said on This Side and there is nothing in the legislation that points to the issue of privatisation of the Port, but still we heard that. We heard that less than 25 per cent of the people who arrive on the cruise ships in the Port of Barbados get off. We heard that on average of 30 tons of garbage comes off a cruise ship when it comes into the Barbados Port Authority. We heard that Pelican Village should be on the other side of the road from where it is now, effectively closing down the window to the sea, If you reclaim the land, you will close the window to the sea which they have been keeping noise about all through their administration. We heard about a boardwalk that would end in Broad Street. We heard that the workers in the Port who work at night should not get the overtime option they are getting now. That is the level of insensitivity we heard from That Side.

We heard that the large United States of America cruise ships already overnight in the Port when they come into the Bridgetown Port, which again is totally absurd. We heard

that there should be an airport in St. Lucy or in St. George which is the constant calling of the Honourable Member for St. Lucy. We heard that \$200 million can build a Port or an airport and was asked why we are corporatising the Port when we could spend that \$200 million to build a new Port or airport. I do not know how \$200 million could build an airport. We heard that there was no consultation with the unions on the matter of corporatisation. We heard that there were people at the airport who were stealing money and then escaping the country. We heard that the Caribbean Commercial Bank bonds in multiples of 20 000 are not encouraging smaller people to participate. We heard that there was seemingly some underhand relationship between the Government and the Caribbean Commercial Bank. We heard that we could have solved everything except the issue of increasing the head tax that was sought under the former Minister. We heard that the Port plans were not of the International Monetary Fund or IDB but that there were given for the first time when they refurbished the Bridgetown Cruise Terminal and gave an opportunity to the small people which they never had before.

We heard a lot of neoliberal talk about giving up Barbados to the world. All this came from the Honourable Member for Christ Church East Central. The Honourable Member for St. John said that the minister now is the shareholder and that the board would be null and void.

Sir, I am going to prove the real facts relating to all the issues they outlined and show you how absurd most of the statements were. Most Honourable Members have spoken to the loan, so I will deal first with the Caribbean Commercial Bank loan facility. Sir, the purpose of the loan is to partially finance the rehabilitation of the Bridgetown Port. That rehabilitation is estimated at a cost of BDS\$40 million or US\$20 million.

Sir, for the last five years or so the Port has been managed under a set of corporate objectives. The issues are better governance, which is best practices in terms of its corporate governance, efficiency, which is to ensure that we operate in a most cost-effective manner with the best and most effective return on the equity of the Port, on the premise of the principle of profitability, which is that the Port must earn after taxes, at least nine per cent on the equity investment. In terms of competitiveness, the reputation for being number one in the region will not be built on simply the number of people that pass through the Port but the quality of service must be paramount in any expansion project or any concept of running the Barbados Port Authority.

2.40 p.m.

Sir, this basic strategy has been adhered to but to be able to take it further, in 1997 a master plan for the Port was compiled and implemented if it were to achieve the

objectives in terms of governance, profitability and further competitiveness, *et cetera*.

Sir, the business plan focused on some very specific areas such as, institutional strengthening; rehabilitation of the Port infrastructure; expansion of the cargo facility; expansion of the cruise facility, *et cetera*.

Sir, the Honourable Leader of the Opposition has said that we did not, in any way, outline what were the plans in relation to the \$200 million that we have spoken about and, therefore, I must. The plan is from 2003 to 2010 and looks to areas such as, upgrading of the security of the Port; enhancing the terminal upgrading systems; developing a marketing strategy for the Port; preparing a strategic and business plan; corporatisation of the Port, which is the legal and financial arrangements; divestment of shares; organisational restructuring; management and general.

Sir, the Port Rehabilitation Project, 2004 to 2005, includes the repairing of Berth No. 4; repairing of the undermine berthing areas; reconstruction of cross berths; replacement of fendering system; supplying water tanks to supply vessels; expansion of the engineering workshop; building of integral operation facilities; landscaping of the area along the Princess Alice Highway and Trevor's Way; relocation of the sugar facility to the north of the Port and the relocation of the Esso bond facilities.

Sir, between 2004 to 2006, there would be the construction of a new cruise pier; expansion of the passenger terminal facilities; development of all lighthouses as attractions and for tours; and dredging from the channel of the inner basin of the Port.

Sir, in 2005 to 2007, the expansion of the cargo capacity to build Berth No. 5; expansion of the reclaimed 10 acres of land north of Shed No. 4; convert the Shallow Draft into a recreational zone; and install a new crane and new equipment at the seaport. Sir, that is what the master plan has asked for in all of its components.

Sir, the plan is to be implemented over a ten-year period. It is also designed to encourage public and private sector partnerships in the medium-term to long-term vision for the Barbados Port and its development. All of the investments would not be borne by the Barbados Port Authority alone. Sir, the focus is on the rehabilitation and procurement of equipment in the initial stages for the Port.

Sir, the private sector would share in the expansion phrase of the Port's improvement, particularly in the development of the cruise sphere, because we understand the importance and continued development of the cruise tourism to our entire national economic fortune.

Sir, the Caribbean Commercial Bank's loan will start the process of rehabilitation, while leading to the full transformation. The corporatised port will finance US\$70 million over the ten-year period and the private sector will share in the full cost to approximately US\$30 million.

Sir, the rehabilitation and expansion project of the Port, is expected to cost US\$20 million. It is for that, the \$34 million has been initially borrowed. The remainder, US\$6 million, would be made up out of the cash flows of the Barbados Port Authority.

Sir, the total loan is \$34 million, with a fixed interest rate of 6.75 per cent, and a term of over 15 years. There is moratorium on the principle and interest for the first 24 months, and the repayment is semi-annually.

Sir, the Caribbean Commercial Bank proposes to raise financing in a way which aids the Port in building local capital markets in Barbados and therefore, bonds are being issued in denominations of \$20 000 each or multiples thereof. Sir, the funds are to be drawn down by the Port in January 2004 but the Caribbean Commercial Bank has agreed to pay the Port's interest on the reducing balance of \$34 million, to be utilised exactly for the following:

- (a) Paving of the courtyard and landscaping of the roads including the Trevor's Way area, \$8.5 million;
- (b) Marine works regarding the reconstruction of the cross-berth, \$9.3 million;
- (c) Upland works including the gatehouses, mechanical and electrical workshops, \$2.2 million, totaling US\$20 million or BDS\$40 million.

Sir, I have heard talk about what we are trying to do in relation to Government having some kind of relationship with the Caribbean Commercial Bank. The Honourable Leader of the Opposition is imputing that we were 'in bed' with the Caribbean Commercial Bank because they have received this loan. I believe the way in which it was done was not the best way to speak to any relationship between Government and any financial institution. I believe it imputes very serious motives on the part of Government with regards to any relationship that Government has with the Caribbean Commercial Bank.

Sir, the Caribbean Commercial Bank had offered the best terms possible for this loan and I want to put it on record.

Sir, initially the offer by the National Insurance Board had appeared to be the best under the circumstances but as we considered that offer, the comments that came back were that although the National Insurance Board offer appeared to have been the most favourable option from a least-cost point of view, the variable interest rates for year six of this proposal would cause the total repayment sum to increase. Therefore, the Ministry of Finance did not accept that proposal.

Again, we were asked to tender to commercial entities in order to get the best terms, while taking into account such things as interest rate levels, extension of fixed interest terms, terms of the loan, *et cetera*. We went back to the market and of the three bids that came in, the Caribbean Commercial Bank, the Barbados National Bank and the City Bank, the Caribbean Commercial Bank offered the best rates, which were 6.75 per cent for a total cost of \$52.99 million. The Barbados National Bank's loan rate was 53.46 per cent on a variable rate and the City Bank, 54.29 per cent, at a fixed rate of 6.85 per cent. The total cost of the National Insurance Board's loan was \$53.72 million.

Sir, what we considered was that if the loan by the National Insurance Board was repaid before the ten-year period, it would still have incurred a penalty. In the case of the Barbados National Bank, it should be emphasised that the bank's offer was floating for a total of 15 years, which raised similar concerns as those noted on the National Insurance Board's proposal.
2.50 p.m.

Sir, the terms from CCB were the best available to us at the time and we took that loan. I heard Honourable Members talk about how we approached a number of things in this particular Bill and I want to begin with the issue of attractions. We have been told that one of the things that we have a serious problem with as it relates to the cruise sector is our attraction, that they are getting stale and that we have not introduced any new attractions to cruise tourism in a long time. Therefore, we have already started to put out tenders for the rehabilitation of lighthouses in Barbados starting with the south coast lighthouse.

I also heard that we are proposing to have a supersonic rust adjacent to the airport. It is nonsense if anybody thinks so. Sir, the Government is getting one of the five Concorde planes which have gone out of business, to be stationed in Barbados as a potential tourist attraction. Here is a situation where five supersonic aircrafts are to be retired, 70 countries across the world bid for the option to have one of these aircrafts to be stationed in their countries, Barbados makes the shortlist of twelve, beating cities like Sydney, Beijing and Stockholm and then someone could say that there is no potential in having the Concorde stationed here.

Sir, this month American Airlines magazine, American Way, stated that where the Concorde planes are placed as tourist attractions that most persons around the world who did not have an opportunity to fly on them would want to see the inside of the Concorde as well as those who had a chance to fly on them.

Asides.

Hon. N. A. LYNCH: Yes, the American Way outlined in its editorial "Bye-Bye Concorde" that where the Concorde planes are placed as tourist attractions people would actually seek them out. Sir, Barbados has a good opportunity as one of the three countries in the world where one of these aircrafts will be lodged so that people can have an opportunity to see it. It adds to our attraction base and more than that it associates Barbados with a level of cachet when it comes to tourism. I do not know how anyone can take that not to be an accomplishment in itself to get the Concorde to be stationed here.

Sir, the potential for the Concorde to attract people to Barbados is something that we cannot measure immediately. Our plans call for us to create a museum around the Concorde. It is proposed that a company will be incorporated, a public/private sector entity to manage the operations of this new Concorde and aviation museum at Spencers Plantation adjacent to the airport. There will be administrative offices, a theater, a souvenir shop, restaurants and maintenance division in this area. It is proposed that the area will be developed as an aviation exhibition site and a museum for small aircrafts built in Barbados as well as other aviation artefacts describing the history of civil aviation, in particular the development of civil aviation in Barbados.

It will be an all-encompassing aviation museum speaking not only to the concept of having the Concorde but all the other historical aviation artefacts that we can think about. There will be guided tours of the interior of the aircraft and also a theater that will simulate take-off and landing of the Concorde.

Mr. SPEAKER: Honourable Member, I gave you leeway to refer to this as a point of reference but I do not expect you to go into that amount of detail.

Hon. N. A. LYNCH: Sir, this particular entity forms a new attraction for Barbados and for cruise ship passengers relative to building new attractions at our ports.

Sir, in the Democratic Labour Party Manifesto, the only reference that is made to the port is about changing asbestos roofs on the shed at the Port. It is the only reference in the Manifesto of the Democratic Labour Party as it relates to international transport and the only issue that they dealt with

in relation to the Bridgetown Port and its expansion. Sir, I continue to say that there is no intention of this Government to privatise the Barbados Port and that what has been stated is the issue of corporatisation.

Sir, the process of the expansion of the Port started in 1982. The Government of the day engaged in a feasibility study to look at the Bridgetown Port and despite the issues that Honourable Members on the Other Side made with reference to the port, it continues to experience an ever-increasing number of cruise ship passengers. Cruise ships calls and arriving passengers over the last ten years have improved and the same trend is true of cargo albeit at a much slower rate.

The physical layout of the Port could no longer take the berthing of cruise and cargo ships and there is now a need for the expansion of the Port. The situation has been now aggravated by the use of the Port by cruise ships on a daily basis and a feasibility study was undertaken by Guy Griffith Engineering to deal with the Port and its expansion.

Sir, the objectives of the study were as follows:

To determine and advise on the feasibility of the creation of additional berths to accommodate cargo handling as well as the required land area to relieve pressure on the storage and additional domestic transshipment.

To determine and advise on the feasibility of the creation of additional cruise line berths.

To determine and advise on the feasibility for the development of an area for the mooring of yachts.

To determine and advise the terms of reference for the feasibility study and to prepare such terms of reference with emphasis on managerial operational efficiency at the Authority and the privatisation of the Barbados Port Authority.

Sir, in 1992 the Democratic Labour Party engaged a study to deal with the expansion of the Port and the terms and reference of that particular study even though the Port was doing well and improving were, to determine and advise the terms and reference of the feasibility study; to prepare such terms of reference with emphasis on managerial operational efficiency of the Barbados Port Authority and privatisation of the Barbados Port Authority.

Sir, I will make this a document of the House so that we know who the people are that had planned to privatise the Barbados Port Authority. Sir, with the rationalisation

agreement now enforced, operations within the port have been positive and encouraging. For the first time since it opened in 1961, cargo offloading operations have taken place at night, thereby facilitating a faster turnaround of the vessels with the subsequent potential for greater volume of cargo to be handled. In the midst of all that, they say that the overall objectives of the study is to determine and advise on the terms of reference, with the emphasis on the privatisation of the Barbados Port Authority.

3.00 p.m.

Asides.

Hon. N. A. LYNCH: Sir, when I hear that we were going to corporatise the port and that it was the first step to privatisation, we know where the concept came from.

In contrast, when we were in office in 1994, when we had the opportunity to choose between options that were laid out to us by the Inter-American Development Bank (IADB) under the programme, a committee was set in place to deal with issues relating to the options for the reform of ownership and management structure of the port. In 1995, The Inter-American Development Bank offered options relating to privatisation, corporatisation, BOT, partnerships with a strategic investor and activities based on global concessions. Sir, from the options available to us, this Government chose corporatisation.

Asides.

Hon. N. A. LYNCH: Sir, I want to explain this properly so that the Honourable Members on the Other Side can understand.

Asides.

Hon. N. A. LYNCH: Sir, in 1992, they specifically put in their terms of reference that the study that emphasis should be placed on issues of privatisation. In 1994, when we were the Government, we said that this is not we want as an option. When I hear 'the lot of long talk' that comes from the Other Side of the aisle, I think they need to do their research and find out what the Government of the day, the Democratic Labour Party, committed them to at the time. Sir, the file states clearly that the emphasis was supposed to be on the privatisation of the port.

Sir, when we took over the Government we were able to choose from some options available and we chose the option of corporatisation over privatisation or any other concept of any governance for the port. I want to know who in your opinion was really sending Barbados down an avenue of privatisation of these vital institutions.

It amazes me that a Government that has no record in recent past of having any concept of a socialist thinking and is not philosophically grounded in any issues relating to proper governance of a country, sold the Arawak Cement Plant, Cable and Wireless, Pine Hill Dairy and Heywoods Hotel, could tell the Government of the Barbados Labour Party, which is the only Government that has been able to institute a Ministry of Social Transformation, that we do not have a concept of social thinking and that we want to sell Barbados. We know which Government wants to sell Barbados.

Sir, I want to speak to the issue of the protection of workers. The Honourable Member of Christ Church East did a good job when he spoke about the protection of the workers at the port. I stated very clearly that there are laws in Barbados that speak to the protection of workers' rights in Barbados. Everything does not have to be written into each piece of legislation. The Honourable Member cited areas relating to Clauses 10 and 11 which state that we are seeking to protect the pension and other rights of workers.

I understand from those who are more versed in the issue of corporate law than I am, that at the beginning of the Bill, the Act of Reincorporation as opposed to the Act of Incorporation, allows the entity that is taking over under the Companies Act, Cap. 308 of the Laws of Barbados, is decided upon that there would be no specific procedure to be followed as the employees would continue to be employed by the entity that had originally taken over.

Sir, there is precedent to this in law. The issue of reincorporation as opposed to incorporation, reads into it the ability to take over all the obligations of the prior entity. That is what reincorporation means as opposed to incorporation.

Asides.

Hon. N. A. LYNCH: Sir, I am not a lawyer, I am just stating what the legal counsel for the Barbados Port Authority has outlined. I do not believe that the Honourable Member for St. Philip West is a lawyer either.

Sir, we need to take the legal ruling. I understand that there is one famous case for an insurance company in Barbados which speaks to this issue. You do not have to sever anyone. I understand that under this new Barbados Port Inc., we would have had to sever the employees at the port but the Act of Reincorporation allows us to continue in the same vein, assuming all of the obligations of the prior entity. Sir, that is the issue.

Sir, we hear a lot of talk it is just carpenters doing mason work and medical practitioners interpreting law. It means that they do not have a clue about what they speak.

Asides.

Hon. N. A. LYNCH: Sir, in relation to the issue of the Barbados Workers' Union not being consulted, the team that dealt with the corporatisation and its transition, the Barbados Workers' Union was included on that committee. The technical committee for the corporatisation of the port was formed following a decision of Cabinet in 1996 and the committee replaced the advisory committee which evaluated the management options of which I spoke about earlier.

The committee comprised the Chairman, the General Manager of the Barbados Port Authority, the Deputy Project Manager, Project Coordination of the Ministry of Tourism, the Solicitor General's office, the General Secretary of the Barbados Workers' Union, a corporate lawyer, Ministry of Finance and Economic Affairs representatives and the International Transport Division representatives.

Asides.

Hon. N. A. LYNCH: The Barbados Workers' Union offered a place in the name of Senator LeRoy Trotman, now Sir Roy Trotman. Do you think that the port, given the stranglehold that most unions have on ports around the world, that The Barbados Workers' Union would agree to something like this knowing that we were seeking such a disadvantage to the workers of the Barbados Port Authority?

Sir, you have to admire the type of politics that they practise, innuendo, rumour and long talk here and short talk there but none of it is fact. You can never get a sense of facts, a lot of it is making sport. Sir, when it comes to dealing with the issues, this Government has put the issues right. Sir, I have indicated who was going to privatise the Port. I have laid out to you, Sir, whether or not the Barbados Workers' Union was involved in the whole exercise. I have laid out to you, Sir, all of the issues related to the Port and its functions in the future. I know that the people of Barbados know in whose hands they need to put their trust and their welfare.
3.10 p.m.

Sir, I say that we were treated to everything in this debate by the woeful seven. There is nothing magnificent about this seven and I want back the original magnificent two.

Asides.

Hon. N. A. LYNCH: Sir, magnificent and seven are two words that contradict each other, and should never be used in the same sentence by those people. I wish I were in California because I would ask to recall them all.

Sir, we have been treated to some of the worst comments. Sir, I say that Barbadians know who to trust. The Port is in safe hands with the Barbados Labour Party Government and I hope it continues. We have no intention to privatise the Port.

With those words, Sir, I ask that this Bill be read a second time.

Asides.

Mr. SPEAKER: Please, please, before that is seconded, the Honourable Member who moved the motion, if you had remembered, we were looking at both the Resolution and...

Asides.

Mr. SPEAKER: What I was going to suggest for the sake of expediency, seeing that I have to leave at the end of the motion, is that the Resolution be put to the Floor first.

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

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

On the motion of Hon. N. A. LYNCH, seconded by Hon. Miss B. A. MILLER, the House went into Committee on the Bill, Mr. R. D. MARSHALL in the Chair.

COMMITTEE

Mr. CHAIRMAN: This Honourable House is in Committee.

Clauses 1 to 5 were called and passed.

Clauses 6 to 10 were called and passed.

Clauses 11 to 15 were called and passed.

The first Schedule became the Schedule to the Bill.

The second Schedule became the Schedule to the Bill.

On the motion of Hon. N. A. LYNCH, seconded by Hon. R. R. FARLEY, Mr. CHAIRMAN reported the passing of one Bill in Committee and Mr. SPEAKER resumed the Chair and reported accordingly.

On the separate motions of Hon. N. A. LYNCH, seconded by Hon. R. R. FARLEY, the Bill was read a third time and passed and cited as the Barbados Port Inc. (Transfer of Management and Vesting Assets), Act, 2003.

ORDER NO. 5 – RESOLUTION TO APPROVE THE
GUARANTEE BY THE MINISTER OF FINANCE
OF THE PAYMENT OF THE PRINCIPAL AND
INTEREST IN RESPECT OF THE LOAN OF
BDS \$34 MILLION TO THE BARBADOS
PORT AUTHORITY FROM THE
CARIBBEAN COMMERCIAL
BANK

Hon. N. A. LYNCH: Mr. Speaker, the Bill only speaks to the guarantee of the loan of the \$34 million to the Barbados Port by the Government and I ask that this Resolution do now pass.

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

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

ORDER NO. 10 – RESOLUTION TO GRANT THE SUM
OF \$316 317 FROM THE CONSOLIDATED FUND AND
TO PLACE IT AT THE DISPOSAL OF THE
GOVERNMENT TO SUPPLEMENT THE
ESTIMATES 2003-2004 AS SHOWN
IN THE SUPPLEMENTARY
ESTIMATES NO. 3, 2003-2004
WHICH FORM THE
SCHEDULE TO THIS
RESOLUTION

*On the motion of Hon. Miss M. A. MOTTLEY,
seconded by Hon. R. R. FARLEY, the House resolved itself
into Committee of Supply, Mr. R. D. MARSHALL in the
Chair.*

3.20 p.m.

COMMITTEE OF SUPPLY

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

RESOLUTION TO GRANT THE SUM OF \$316 317
FROM THE CONSOLIDATED FUND AND TO
PLACE IT AT THE DISPOSAL OF THE
GOVERNMENT TO SUPPLEMENT THE
ESTIMATES 2003-2004 AS SHOWN
IN THE SUPPLEMENTARY ESTI-
MATES NO. 3, 2003-2004 WHICH
FORM THE SCHEDULE TO
THIS RESOLUTION

HEAD 27 – MINISTRY OF TOURISM AND
INTERNATIONAL TRANSPORT
– \$316 317

Hon. N. A. LYNCH: Mr. Chairman, this sum that is required to supplement the Estimates of the Ministry of

Tourism and International Transport speaks to a matter in relation to the redevelopment of the eastern side of St. Lawrence Gap.

Sir, most Honourable Members in this Chamber are aware that within the last two years Government undertook a programme to redevelop the western side of St. Lawrence Gap from Highway 7 to the Dover playing field. Although some of that work took a little longer than was originally planned, and we admit to that, we have been able to increase commerce in the area. Sir, the businesses and the residents of the area are now more than satisfied that the area has been uplifted although there is still a lot more work to be done.

Sir, I know there are complaints about the size of the carriageway in relation to the size of the sidewalks, which seems to be the same size of the carriageway. How big we made the St. Lawrence Gap carriageway and the sidewalks were an issue that was widely consulted on with all of the business places and all the residents of St. Lawrence Gap under a number of committees. In those days, Sir, I was wearing a different hat in another place.

At the time it was agreed that the problem for people, both tourists and locals who frequent St. Lawrence Gap at night, was that they were being pushed into the road as there was literally nowhere for them to walk because of the cars that were parked along both sides of the road. So it was agreed that there would be designated parking spaces along the side of the road for taxis and the vendors in the area and that the sidewalks should have been considerably expanded and the carriageway as it was a one-way street should be in the size and the form that it is in now. Sir, most people who spoke about the size of this carriageway as opposed to the size of the sidewalks were not involved in the initial discussions on the issue. It was all of the stakeholders of St. Lawrence Gap who agreed that this is the way in which we should reform St. Lawrence Gap. Once we had repaired one side of St. Lawrence Gap, it was clear to us that we could not leave the other side, from Dover pasture or where the new Time Out Hotel is going up to Highway 7, in a state of disrepair.

A lot of construction work has been done in that area, but it is an area that still floods considerably. There are approximately 400 to 500 hotel rooms in that short strip between the Dover playing field and Highway 7 going along St. Lawrence Gap. It is an area that houses two of the better performing hotels in Barbados and we did not want to go into another winter season with that particular part of St. Lawrence Gap not being uplifted to the same level or to a similar level to what we had done on the western side of St. Lawrence Gap. Therefore, we undertook to upgrade that particular side.

When the original scope of work was planned for the area, it included dealing with the utility companies. Once we were going to do excavations in St. Lawrence Gap, we needed to be sure that the utility companies were on board in the replacement of the mains or any other electrical equipment that would have been displaced at the time. Both the Barbados Water Authority and the National Petroleum Corporation have mains in the area. The Barbados Water Authority said that they did not want their mains replaced and the National Petroleum Corporation, which was willing to replace their mains, said that they had not budgeted for it, and so it was determined that the Barbados Tourism Investment Incorporated should do the retrenchment and the replacement for both the National Petroleum Corporation and the Barbados Water Authority. That scope of work will cost us \$316 000 for which we are seeking this supplementary provision.

Sir, once the work was started in St. Lawrence Gap, we found that there were breakages in the pipes that belonged to both the National Petroleum Corporation and the Barbados Water Authority. To have a break or a leak in the gas mains of the National Petroleum Corporation can be a serious public safety issue. These mains had some long life already in the ground and we did not want them to leak, which would cause a safety hazard, neither did we want any problems with the Barbados Water Authority pipes leaking under the road because the road would apt to collapse in the future. St. Lawrence Gap is an important area for Barbados in terms of our tourism development and for our locals who utilise it. We did not want to go into the winter season with one side of St. Lawrence Gap being the way it was, and the other side being in the fashion it is in now.

This work which has already started was supposed to be completed by the middle of December, but we have now to add another four weeks to that in order to complete it. So that particular part of St. Lawrence Gap will be ready by the middle of January which is well within what is called the traditional tourist season. Most of the heavy work has been done already and there would be no problem with using the sidewalks or with the drainage in that part of St. Lawrence Gap.

Sir, I commend this Resolution to the House.

Mr. D. J. H. THOMPSON: Mr. Chairman, I would be very short on this matter. Just before I left London recently, I was reading a *Times* newspaper which I believe I forwarded to the Minister of Tourism and International Transport, I am not sure if he read the travel section which highlighted what to do and what not to do in Barbados. The number one item listed on what not to do in Barbados was not to visit St. Lawrence Gap. I was a bit surprised at that.

The travel writer wrote that (a) it was noisy and (b) there was no parking. Well noisy is an issue of judgement

but nobody could doubt that something needs to be done relative to the problem of parking. I am not saying you have to provide parking but I am recommending to the Government that it could consider providing parking space and some kind of shuttle system in the redevelopment at the other end of St. Lawrence Gap because once or twice I found that as a challenge.

There are two restaurants that have their own parking facility, the Witch Doctor and I do not remember the name of the other one, which allow people to park. The Ship Inn has a little bay but if those taxis back-up on the sidewalks, one cannot even enter those areas that may have limited parking spaces. Many of the property owners that do not have night clubs put up chains after a certain hour so those parking areas are not available either.
3.30 p.m.

Mr. Chairman, of course, there are still blatant concerns about security and, therefore, persons are not going to drive to one end of St. Lawrence Gap to park, then to walk back to the other end. Therefore, I am saying to the Honourable Minister that this idea is one that could provide jobs by engaging in a shuttle service. In other parts of the world, there are golf carts and other means by which persons can get access to properties that do not have parking and I think that this is something which could be considered in the context of the redevelopment of St. Lawrence Gap.

Sir, no one can doubt that it is now more attractive than before, so that I do not think there has ever been an occasion in this House where we have not supported the development of the St. Lawrence Gap. It is a good idea, a good partnership between the private sector and Government but, at the same time, I think that idea of providing a shuttle service for patrons to access properties at night, could be considered.

Hon. Miss M. A. MOTTLEY: Sir, my intervention is very brief. I would like to underscore the point that has been made by the Honourable Member for St. John with regards to parking. We agree that Government would treat to it seriously and there can be no denying that is a problem which needs to be addressed most urgently because of the volume of persons moving through the Gap, particularly at nights, where there is no public transportation available. This means that persons have either to rely on taxis or drive their own cars. Sir, having had the experience of frequenting it on a regular basis, I am aware of the problems, since the sidewalks are now much wider and, therefore, there is not that much roadside parking that was previously had.

Mr. Chairman, one of the things I would ask the Honourable Member to bring to conclusion, is the matter in relation to the vendors in the St. Lawrence Gap. I do not believe that it is fair where persons should have to live under the threat of the lack of security, in respect of the work they are doing, in order to make an honest living.

I, therefore, would urge the Ministry of Public Works, as well as the Ministry of Tourism and International Transport to bring to a proper conclusion, a place for the vendors. I believe it would have started months ago and has had no action for a number of months. It is causing problems because the police also want to be able to do their job but, in fairness, these are vendors who have been there for a number of years. While there might be different perspectives as to whether or not they should remain, in the same way we are prepared to treat to the established property owners who own and operate clubs and restaurants, I believe we have a responsibility to treat to the vendors who have been there for substantial periods of time.

Sir, therefore, I want to urge those officials within the Ministry of Public Works, not to seek to relegate them to a backwater off the main strip and away from where they have been operating. It would not be fair to them because their business comes from persons driving through and persons walking through that main strip, and to put them on a back lot off the main road, one could as well tell them not to come and set up their businesses.

Mr. Chairman, I am therefore, requesting the Ministry of Tourism and International Transport and the Ministry of Public Works, to treat it as a matter of urgency because it cannot be fair to people to go to work every day with a cloud of uncertainty hanging over their heads. I do agree they also have to be responsible, and they have been. In fact, most of the vendors clean up after they have finished serving. The mere fact that they have such a high level of repeat business from both locals and foreign, is indicative of the fact that they not only give good service but have responded well to being part of the environment.

Mr. Chairman, it is unfortunate that in the redevelopment, there was no dedicated space for them to be located on the strip and in the absence of that, we are simply asking that consideration and security be given to these persons, and that the cloud of uncertainty be removed from hanging over their heads. They have been there for over 18 months and I believe the time is ripe, before the Christmas season starts, that we have to have this issue behind us and, therefore, the Ministry of Public Works in particular has a role to play in it.

I am obliged to you, Sir.

Mr. D. St. E. KELLMAN: Mr. Chairman, I rise to speak on this particular Head and to say that I am very happy to hear the Honourable Member for St. Michael North East has today found it possible to give support to the vendors of Barbados. I want to support the Honourable Member 100 per cent and would like to repeat what was said by this Honourable Member, that is, all vendors should be given the right to ply their trades without any hindrances and that the

people of Barbados must recognise the importance of vending.

Sir, for some reason I recognised a loaded gun. I once said in this House that if we could correct and understand the importance of vending in Barbados, we might be able to solve the unemployment problem in this country. It is clear to me that the Honourable Member has understood this fine point and I would ask her to use her particular Office to make sure that vendors are given the respect that they demand in this country.

Mr. Chairman, it is rather interesting to hear the Honourable Member for St. Michael North East making that particular point. An earlier point was made about the contribution of the sugar industry to the development of Barbados. Sir, I want to extend that by making the point that those persons who have worked hard in the fields of Barbados, deserve to have their fair share of the cake.

Sir, there is the belief in this country that capital alone can work and I would like to make the point that this worries me. Sir, I have been arguing consistently in this House for nine years that there is a relationship between Government, capital and labour. Sir, for some reason in this country, there is the belief that if there are capital and Government then one does not have to worry about labour.

Sir, I cannot become vexed with the Government for looking after the affairs of the Government, neither can I become vexed with the private sector for looking after its own interest. Sir, persons have accused me of being critical of the unions of Barbados but sometimes one has to be critical of them in order for them to understand their role and that it is their duty to make sure that the workers of Barbados get disposable income in order for them to go on the market and to behave like the other two players.

Mr. Chairman, that is why I am very grateful this evening when I heard the Honourable Member for St. Michael North East calling for a fair share for the vendors in St. Lawrence Gap area. There are too many persons who believe that vendors are not important. Sir, most of those vendors utilise the raw materials that are available to them, they then convert those materials into finished products and ply those finished products to the tourists. This means that these vendors are the ones who maximise the usage of the goods that are produced in Barbados, in order to enhance our tourism product.

Sir, I am hoping that the speech by the Honourable Member for St. Michael North East would not only be heard by other Honourable Members in this Parliament but across Barbados. There are too many persons in Barbados who feel that vendors are inferior.

3.40 p.m.

I am saying that there are the true people of tourism because they are able to take the local produce and make good of it. Other people venture outside of Barbados and bring goods here to employ other people and then they take the cream off the tourism industry and send it out of Barbados. Mr. Chairman, I hope we would not make the same mistake in tourism that was made with the sugar industry where the industry was mechanised, workers were removed and outsiders were employed. Sir, I support vending and community tourism but instead of creating pressure for people involved in community tourism and vending we should ease that pressure by encouraging more people to see the light and make sure that a large number of Barbadians get the opportunity that is provided for them.

The Honourable Member for the City spoke very highly of the people on Baxters Road and I agreed with her when she said that they should be given the best facilities to ply their trade but it cannot be narrowed to two groups, the one in Baxters Road and the other in Christ Church but the same type of call should go out to all Barbadians who want to have a share of the tourism cake. Sir, I do not only want to hear the talk, I also want to see the walk and I expect that from today when I get up in this Chamber to speak on behalf of the masses of Barbados that there will be a continuation of the same call. I hold the Honourable Member to her word because I know when she speaks, she means what she says.

Mr. Chairman, I want the Government to recognise that sometimes it is not that people sell bad items but it is where they sell from that is not good. I want to see incentives put in place so that they can have good booths, not stalls since I have a problem with the word stall. The Government like to refer to stalls for vendors but it is the business place of the vendor and it should not be referred to as a stall. Sir, I want to see an upgrading even in the language.

I also want to see some incentives and encouragement from Government agencies instead of people having to put wood and galvanise together, also when we go across the bridge, which is not swinging now, we want to see something that is attractive to the eye for the produce being sold. Sir, no one should feel that some places are too good for vendors when at the same time other people are encourage to set up businesses with three and four storeys.

There must be a fair share for all citizens and, Mr. Chairman, all of this boils down to the capacity to have disposal income. Vendors cannot build what they want because they do not have disposal income. They have been starved from the riches of the country for the last nine years and this is pay back time for the masses of people of Barbados.

Sir, if you look at the Estimates, you would see where Government has been able to move their revenue from \$1 billion to \$2 billion on a yearly basis for the last nine to ten years. The private sector has been able to double their profits but the workers have not been able to double their earnings.

I have said in this House on more than one occasion that this country is caught up in savings and I believe in investments. You can find it in *Hansard* where I said that it does not makes sense for a small man who has \$5 000 to take if off the bank and put it in the investment climate to buy shares for the simple reason that the Company Act of Barbados needs to be changed because there is too much power in the hands of directors.

Sir, a company can make all the money in the world but there is no law to tell directors when to pay a dividend. It means that you can invite people to invest in your company and then frustrate them. Sir, we need to put more money in the tourism cake because it is the 'in-thing' now.

Mr. Chairman, we have to be very careful now because in the days of the sugar industry the workers were only seen as workers and they did not have the opportunity to utilise what they created for the employers or to hold a share certificate when the money was flowing. Sir, we cannot make the same error that we made in the sugar industry in the tourism industry. I am happy to see that at least one person has spoken out so far and I expect the Honourable Member for Christ Church East and the Honourable Member for St. Philip South to take the same tone. I expect after today that the Honourable Member for St. George North would also take the same tone.

Asides.

Mr. D. St. E. KELLMAN: We know that the goodly reverend has no choice but to back this call. He has always backed it but he must now be more open in it. Sir, no one would have to prompt the Honourable Member Christ Church East Central because he is naturally expected to spend all his time in this House defending this particular stance of which I have taken for nine years. Sir, it is not too late for all of them to join the call.

Sir, St. Lawrence cannot be only for those who have capital, it has to be for the vendors and everyone who wants to get a piece of the cake.

I thank you, Mr. Chairman.

Dr. W. F. DUGUID: Mr. Chairman, I will be quite brief on this submission. I must tell you that I wholly support this supplementary because it speaks to good governance when the National Petroleum Corporation, of which I happen

to be the Chairman, the Barbados Water Authority and Barbados Tourism Investment Incorporated all come together and work to further a common goal. This is something foreign to Members on the Other Side because, from time to time, they would do a road under their administration and then someone would dig it up. They would pave it and few years later, it would be dug up again because something has to be added in. This Government does not augur to that and whenever we plan a road we bring in all the agencies to work together to do the job one time to save the taxpayers money, this is what we strive to do.

I applaud the Minister for bringing this supplementary because it shows that agencies can work together to bring good governance to this country. It speaks volumes to the Barbados Labour Party administration. Mr. Chairman, I would also like to add my support to the Attorney General's suggestions of the vendors being paid the necessary attention. I too, like her, have constituents who are vendors in St. Lawrence. The vendors are of great importance, those vendors play and add to the St. Lawrence area.

3.50 p.m.

Sir, not only do they support and create an opportunity for themselves to make a dollar, they also encourages tourists and locals to come into our area. The particular person, to whom I refer, set up her stall in front of the After Dark and she plies a fantastic trade there. As a result of that, she has now branched out and has another stall further up The Gap. It shows the importance and need for vending.

Sir, I concur with the Honourable Member for St. Lucy. It is not often that I would agree with him but I have to agree with him on this point that vending is an essential part of this culture and economy which helps everybody in some small way, not only the people who are vending on a day-to-day basis but it helps the people who sell to them. Several vendors help your individual company as well.

I think that it is necessary that I must support this Supplementary and to go further and talk about how The Gap has been enhanced, I am sure that once the St. Lawrence Gap is completed, we can only see an improvement of the whole gap.

Sir, I want to suggest that the special development area be extended, not only for the St. Lawrence area but from Bridgetown through St. Lawrence. We have fourteen properties that can be developed and provide employment and opportunities for investment for people along that corridor. I would suggest that whole corridor should be a special redevelopment project and beautification plan so that people could get an opportunity to invest and start up businesses, create employment opportunities and add more attraction and recreation and leisure to our tourist area.

Sir, I would support this Supplementary and say that it is a sign of good governance and to the Barbados Labour Party Government, continue the good work.

I thank you.

Hon. A. P. WOOD: Mr. Chairman, I rise to make a short intervention to what I consider a very important Resolution which is before this Honourable Chamber. The point which was mentioned by the Honourable Member for Christ Church West is not one to be taken lightly as it speaks to the issue of the coordination of capital works and the good governance of which he spoke.

Sir, I was at the Ministry of Agriculture and Rural Development, I learnt that when there is an execution of any road project that it is extremely important one should bring together all the service providers that can impact on the project.

Mr. Chairman, I remember when the Government conceptualised the Concrete Roads Programme. We said at the time that we would have financed this programme to the tune of \$40 million, for this programme which was to be spread through the country with the focus on tenantry roads. The Prime Minister in his wisdom saw the need for us to wrestle to the ground the issue of coordination of these projects. He said at the time that either the Honourable Member for St. Michael South East or myself, who were responsible for Urban Development and Rural Development respectively, should find it possible to Chair a technical committee looking after the planning of that programme.

Sir, I accepted the responsibility for a number of reasons. We had a lot of bad roads in the rural constituencies but more important when we look across the island we would see the need for there to be substantial improvement in the services in the tenancies. Immediately, I decided that taking that responsibility seriously as part of the planning committee we would bring representatives from all the utility companies together, so that when a project is to be undertaken all persons of the respective companies would share the information to make sure that we do not have a situation where we go to do the work, only to find problems arise because other utility companies were involved. That is something that has remained with me ever since that Concrete Roads Programme started.

Sir, it would have been an oversight on the part of the Barbados Tourism Investment Incorporated when they started this component of the streetscape project in St. Lawrence, not to have adopted a similar module. We decided that we would come together to ensure that the governance of which the Honourable Member for Christ Church West spoke could continue.

I want to commend the Honourable Minister of Tourism for bringing this Resolution to this Honourable Chamber because he is correct as there were occasions when the work started and there was a need for the Barbados Water Authority and the Barbados National Petroleum Corporation technical officers to visit the St. Lawrence Gap to repair some of the damage which had been caused by the main contractor, C.O. Williams Construction Limited.

We have decided that with good governance and proper coordination of capital projects of this kind that we as a Government will make the necessary finances available so that the work which is to undertaken by the Barbados Water Authority and the National Petroleum Corporation, simultaneously with the work that the main contractor is doing, that work could be done in a timely manner.

The Honourable Member for St. Michael South spoke of the importance of the coordination of this work as it relates to preventing the incidences of disruption of the vital services provided by the Barbados Water Authority and the National Petroleum Corporation in an area as important as St. Lawrence Gap. It goes beyond the safety concern, it is also an economic issue.

4.00 p.m.

Mr. Chairman, one of the last things that we do not want to experience is a disruption in any of these vital services in the St. Lawrence Gap for any inordinate length of time and that is why it is vitally important that these funds are made available.

Sir, if the Barbados Water Authority (BWA) needs to replace the mains there, those funds required should be treated as part and parcel of the total project funding that is required for this streetscape project in St. Lawrence. The same obtains for the National Petroleum Corporation (NPC).

Sir, I have ministerial responsibility for these two entities. Therefore, the matters would have been brought to my attention. Minister Lynch and I decided, in a most civilised manner and holding firm to good governance, that we would meet with representatives from the Barbados Tourism Investment Inc. (BTII), the National Petroleum Corporation (NPC) and the Barbados Water Authority (BWA). At that meeting, we said that we will sort out the matter in such a way that the interest of the BWA is looked after and the interest of NPC is preserved and, more important, Mr. Chairman, the interest of all persons living in St. Lawrence Gap, business persons, residents, or anyone who has good reason to use the St. Lawrence Gap – and many of us have good reasons to use the St. Lawrence Gap – so that they would not be prevented from doing so.

Sir, shortly after that meeting, the Ministry of Finance, recognising the importance of this work being coordinated properly, accepted a recommendation that supplementary financing should be made available, so that the work of the main contractor who was commissioned by the BTII would not be slowed down in any way, but also that the necessary work to be undertaken by the two agencies could be done.

We never want a situation, Mr. Chairman, where the contractor prepares the surface in a most professional way but, because of the state of the pipes, shortly after the surface is laid, we have to break it to repair the damage. We have seen too much of that over time in this country.

I am not going to stand here and tell you that there would not be more of these incidences. What we are saying is that this Government has taken a decision that wherever and whenever possible, the project team approach will be used in such a way that the coordinating work that is required on these road projects, is done in the most comprehensive and professional way.

Sir, the National Petroleum Corporation asked the Ministry of Tourism to make a sum of money available to facilitate the trenching. We agreed that we would meet them halfway and they agreed to do the trenching. We recognise the economic importance of the St. Lawrence Gap, so we will make the pipes available that they have to change. They had some old cast-iron pipes in there and we will provide another type of pipe that will be longer lasting.

Sir, as I said, the Barbados Water Authority's mains need to be changed. This might not have been in the BWA's determined capital works programme. The BWA might not be financially strong enough to take on those additional works at such short notice, but given that it is one Government and the project assumes tremendous importance, we have decided to make the additional funds available.

Therefore, the BWA can go in, alongside the main contractor and change all the mains, so that when the backfilling and the compacting are done and the surface is laid, all Barbadians can rest assured that this is a project which is complete in its true sense. Also, we would not have to worry about returning there in a hurry to repair any damage that would have been caused, as a result of improper planning.

Remember, Mr. Chairman, the important thing is that we want to reduce the incidence of disruption of services in that area to a minimum, or even reduce it to zero. Sir, that may be impossible but we are aiming for this. This concept of good governance as it relates to planning for the execution

of capital projects of this type, it is not something that is to be taken lightly.

Mr. Chairman, I am certain that if we were to go back and determine, within reasonable limits of accuracy, the unnecessary cost to this nation as a result of improper planning of road projects, we would see that the numbers could be quite significant.

We have learned from past experience on This Side and the Other Side that, and all we are saying is that the way forward is for us to come together and share information, plan properly and execute efficiently, so that we could save this country some valuable financial resources which could be used for other projects.

Mr. Chairman, we are continuing with the model that we implemented in the case of the Concrete Roads Programme. I can tell you that the Prime Minister has stated, emphatically, that as a matter of course, there should be a committee, headed by me, again, dealing with this issue of the coordination of capital works.

Sir, it is my intention and we have had a very important meeting already. Once again, drawing on the experience of the Concrete Roads Programme, we have brought together all the Government agencies that are involved in such projects, such as the utility companies that are responsible for services which are to be laid under the road, and we want to ensure that wherever and whenever possible, the country benefits in the best possible way from the proper coordination of these works.

It is an untimely waste of resources, not only by the Government but by the other private service. We are determined to use our best efforts to put that sort of unnecessary wastage of resources behind us. It is something that all Barbadians can look forward to with great anticipation and expectation for this type of work to be done properly.

4.10 p.m.

Mr. Chairman, let me finish how I started by commending the Honourable Member for St. Michael South for bringing this Resolution to this House which is a true testimony of the Government's intention and effort in having these works coordinated properly.

I thank you.

Mr. R. D. JONES: Mr. Chairman, we on This Side give our support to Head 27. Highway 7 starting from the Garrison going southward is an important cog in the tourism machinery of Barbados. In fact, the employment focus of that area is in tourism and light services. Therefore, any

effort to enhance and rehabilitate the area must be given encouragement and support. We do not only want to see that strip that is referred to as St. Lawrence Gap which exists onto Highway 7 when you pass the Casuarina Hotel and the Turtle Beach Hotel being dealt with, because that is such an important area we would want to see the roads on either side of that highway adequately dealt with. We do not believe that when you look down the road over time that only that side of the road would have the kind of tourism infrastructure that we come to know that area to have.

I am appealing to the Ministry of Public Works and Transport to ensure that all of those roads on both sides, beyond that which is being done for that part of Christ Church, between Highway 7 as persons exit out of the side avenues, are in pristine condition because those of us who come from Christ Church would want to see that area as a beacon. The representative for St. Lucy speaks for the north, which is his right, so I will speak for the south.

When the work is completed in St. Lawrence Gap, we want to see greater emphasis being placed on the Oistins area. Around 1995-1996 kiosks were built for vendors who fry fish there and a night activity was developed. Oistins today throbs with an energy that is not known in any other part of Barbados outside of Moon Town and Bridgetown. I think that after seven years those kiosks that were built for the vendors who fry and sell fish and chicken in the area need to be looked at to ensure that there is no decay in those infrastructures.

Oistins is an important tourism area as well because a lot of the persons who are guests of the hotels in that area do not necessarily eat in the hotels on evenings. They go to Oistins in the evenings after six o'clock particularly on Friday and Saturday nights where it is almost impossible now for traffic to traverse. Therefore, something has to be done in relation to rerouting the traffic there especially on Friday and Saturday nights for persons who casually walk, shop and interact in the area. I know this would be a challenge for those who deals with the movement of traffic along Highway 7 going towards the east.

We are also looking forward to that spread further inland of Oistins, beyond the strip it is now, utilising the land which is at the back of Granny's Restaurant where that steel structure is, which I believe most likely would be removed to help the people of Christ Church and ultimately the people of Barbados to further empower and develop themselves economically. So when St. Lawrence Gap is dealt with I hope that the Ministry of Tourism and International Transport, the Ministry of Public Works and Transport and all of those ministries associated with the development of infrastructures and services would not rest on their laurels but would see the challenge of developing that whole southern part of Barbados for the enjoyment of the residents.

We are also looking to put facilities in place for the vendors at Tweedside Road. We are also hoping that those vendors in Baxters Road would be properly housed as well. There is a portion of land at the corner of Westbury Road that has been left off from the Bridgetown Road Development Programme, which would be used for vending.

Mr. Chairman, road rehabilitation projects are being done throughout the country, even in St. Lucy. We have asked all Honourable Members to send us their lists of roads that are in need of repair. Mr. Chairman, we intend to do our best in providing proper drainage and sidewalks, *et cetera*. With regards to Highway One, Honourable Members have complained about the lack of sidewalks and, therefore, we are hoping that these things could be done, including on the West Coast.

Sir, I believe this holistic approach that we have adopted would be beneficial to the country and to all of us. We, therefore, will press on to provide the service in the St. Lawrence Gap. We are glad that the Ministry of Tourism and International Transport, through the Barbados Tourism Investment Incorporation (BTII), has been doing such work to improve the lives of persons in these areas. I thank you.
4.30 p.m.

Hon. A. P. WOOD: Mr. Chairman, as a result of the issue raised by the Honourable Member for Christ Church East Central in respect of the development of the Oistins area, we on This Side have a responsibility to bring the House up to date on the Government's plans of this area. I will give a brief introduction to what is being planned for Oistins. The Honourable Member for Christ Church East Central is correct when he said that there is a lot of development taking place in St. Lawrence Gap. The Honourable Member for Christ Church West made mention that it should be brought from St. Michael to St. Lawrence and then he would have responsibility for seeing it brought from St. Lawrence to Oistins.

Sir, there is an economic windfall waiting to be realised in Oistins. All of us are aware of the type of activity that takes place in Oistins on weekends and we would agree that the area, notwithstanding its immense popularity, is in need of a major redevelopment and that the Government is preparing Oistins for this economic windfall of which I spoke.

I want to start with the fish fry bay. There is major work planned for this area and the Government is determined to separate the fish vending that takes place at Oistins from the entertainment provided there. It is indisputable that there should be a refurbishment of the market itself and the entertainment area has to be properly sorted out.

Sir, the Ministry of Agriculture has been mandated to treat to the operations at Oistins and the entertainment of the fish fry bay will be developed as an entertainment area and the management of the area should be consistent with what is required for an entertainment area.

The Cabinet has also taken a decision that all the services should be placed at one location. We have decided to establish a civic centre at the appropriate location in Oistins and not long ago a committee was established within Cabinet to deal with this matter with alacrity. This civic centre will bring together a library, post office, police station and all the other elements that will be part of the project.

Recently we saw the opening of thirteen vendors shops in Oistins and there are plans for another five shops. This is to be done in the area behind Granny's restaurant where the steel structure is at present. We are looking at the entire land available in Oistins for future development.

Sir, we cannot do all of this without treating to the transportation issue. The Transport Board has already been contacted with a view to making an input into the project which we are going to bring to Oistins to develop the area.

This Government recognises the strategic importance of Oistins from an economic, social and political viewpoint and we will be prepared during this term to give full expression to the concept of developing Oistins to its true potential.

Sir, I want the Honourable Member for St. Lucy to know that we cannot succeed in developing Oistins without empowering the communities and creating opportunities for small business persons. Sir, small business persons and communities will stand to benefit from the grandiose plans that we have for Oistins.
4.40 p.m.

This is one of the reasons that is driving us. Sir, something that should have been done already, is being done during this term.

Sir, we might have lost some time and events have overtaken the planning but we are happy for it because the events that we are talking about are events of a positive nature. There is the great excitement and attraction in the escalation of business in Oistins, that is the event that I am talking about that would have overtaken the planning. It started as an experiment but it is an experiment that has exploded.

Sir, we are thankful for that because many small business persons in the constituency of Christ Church East and Christ Church East Central are the beneficiaries of this experiment that has exploded. A sensible Government would do nothing to retard that type of expansion but more important to facilitate further expansion of that kind.

In the fullness of time, those who are responsible for the planning of these projects would speak to them. I thought that it would be remiss of This Side not to share government's plans with this Honourable House and those who are listening on the outside. They may be in the early stages but we will see the development of the civic centre, the development of the entertainment centre, modernisation of the fish vending area and the fish vending operations. These are very important projects.

Asides.

Hon. A. P. WOOD: There are thirty shops at the market and the other five will come. We would get a proper transportation terminal at Oistins as well and we will see that all of these things are done and that the land mentioned by the Honourable Member for Christ Church East Central is put to good use. Mr. Chairman, Oistins is an economic windfall waiting to be realised.

I thank you.

Mr. R. L. SEALY: Mr. Chairman, I have been moved to make an extremely brief contribution to this debate in light of a few things that I heard. If we are going to hold up the efforts in St. Lawrence Gap to coordinate what the utility companies are doing to the east of The Gap, which is said could be a model elsewhere, I would want to encourage the Honourable Member for St. Philip South and to some extent the Honourable Member for Christ Church West, in his capacity as the Chairman of the National Petroleum Corporation, that while the wonderful work of paving the layby at the top of Tweedside Road to facilitate persons who patronise the coconut vendors is being done, that natural gas be installed in Fairfield and Goddard Roads. Residents of the area have already signed petitions to have natural gas installed in that area. I can assure you that the constituents would be very happy and you would not have to come back and interfere with the road again. This is your model. I am encouraging you to apply it to the same works that we were hearing about at the top of Tweedside Road.

Mr. Chairman, since I am on my feet, it is probably appropriate that I am discussing this under a Head, Development of Tourism Potential, because I do believe that Tweedside Road does have some tourism potential. I never agreed with the concept of special development areas at all and the Democratic Labour Party had opposed that for good

reason because the entire island is special and you will find that there are treasures all over this island that have tourism potential that can be buffed up and improved. For example, I have a vision for Tweedside Road.

Asides.

Mr. R. L. SEALY: Mr. Chairman, you are a person who interact with a lot of people in your line of work. Sir, imagine a tourist coming to Barbados and have the opportunity, starting at the bottom of Tweedside Road, to have a choice of protein, he could go at Freddie for a piece of pork or if he wanted a different kind of protein, there is chicken at Clo or further up the road by Perlita he could get fish and then wash it down with some coconut water.

Asides.

Mr. R. L. SEALY: Sir, we talk about community tourism but at the same time are we willing to walk the walk if we are going to talk the talk?

Asides.

Mr. R. L. SEALY: The serious point here is that there are potential opportunities throughout the island. We have already talked about expanding the beautification of St. Lawrence up to Oistin. I just gave you a workable idea for Tweedside Road. I am sure that every Honourable Member in here can identify similar projects within their constituencies.

Sir, we said that the strong point in our industry is our people, so we need to demonstrate that is so. Mr. Chairman, what I just suggested for Tweedside Road would cost a fraction of the sort of money that Barbados Tourism Investment Incorporated is throwing around the place in some of these projects, millions are being thrown around. A fraction of that could have real value in improving the livelihoods in some of our communities.

Mr. Chairman, with those few brief remarks in light of what was raised during this debate, I felt necessary to make that brief intervention.

I am much obliged to you, Sir.

Mr. D. St. E. KELLMAN: Sir, I want to congratulate the Honourable Member for St. Philip South for explaining the Addendum of this Resolution. It is clear to me that we have to be very careful when we come to this Honourable House because when one listens to what was said by the lead spokesperson, one would not have grasped the real intention of this Supplementary. It is only when the Honourable Member for St. Philip South spoke that we recognised that

we are dealing with a matter where the Ministry of Tourism is now subsidising the Bill of the various utility companies in Barbados.

Asides.

Mr. D. St. E. KELLMAN: Sir, the various utility companies are expected to do certain things. We have recognised that the Barbados Water Authority, National Petroleum Corporation and the various utility companies have now been able to increase their revenues by using the Ministry of Tourism. If I am wrong, I would like one of the Ministers on the Other Side, especially the senior Minister who has the responsibility for chairing the Committee of the Ministry of Tourism, to get up and deny what I am saying.

Asides.

Mr. D. St. E. KELLMAN: Sir, this money would now come from this particular Ministry to supplement the revenues of the various utility companies for the work that they are doing for the Barbados Tourism Investment Incorporated.

Asides.

4.50 p.m.

Mr. Chairman, I want to give the Honourable Member for St. Lucy the benefit of the doubt. I do not want to believe that he could be so unaware there are certain elements of costs, assigned to various activities which make up a road project.

It is customary. It is an accepted fact that when you are costing a road project that you include monies for activities, such as laying water mains or changing them if that is required. You should also make provision for the trenching and in some cases, the pipes that are required to facilitate the natural gas infrastructure. This is standard procedure.

Sir, all we are doing with this Resolution is to allow the BTII to hold firm to what has been an accepted practice.

Mr. CHAIRMAN: Your point has been taken.

Mr. D. St. E. KELLMAN: Mr. Chairman, I have said in this Parliament that this House has a problem with revenue expenditure and capital expenditure. It is clear to me that today, we are back at the same basis, for the simple reasons, Sir, when you are building a new road...

Asides.

Mr. D. St. E. KELLMAN: I would hate to believe that I have to explain to this House, for the twentieth time, what is revenue expenditure and what is capital expenditure. I will not do it now because I have 15 minutes and it would

take up all my time. You can ask any first year student of accounts what is revenue expenditure. It is the expenditure that creates revenue. This is simple.

Mr. Chairman, it is interesting that we are now in a situation where we are behaving as if this particular project is now getting these utilities for the first time. I can support any call where you are engaging in a project and you are now asking for these utilities to be engaged for the first time, but when you tell me that the BWA has to change the main and you have to put in a figure for that, I have a problem.

Sir, I am glad that the BWA is getting some money. I am happy for them, because the more money the BWA gets, the faster they could correct their problem and the faster they could get before the FTC. Everybody knows the problem they have with leaks. If the BTA is now engaged in a programme to get the BWA before the FTC by the end of the year, they should explain that.

I am saying, Sir, that I should not have to come to this Parliament, see a Supplementary and then have to wait until the Minister responsible for the utility companies gets up, when it is not under his Head. The person who led the debate should have included that. I should not have had to ask who this money is for.

It is clear to me that if the Minister of Tourism said that, because the Minister responsible for utilities did not speak on it, that this House would have been misled. We would have passed this Supplementary without really understanding what it was for. This is why I have always said to my comrades that they should be careful of what they speak on in this House.

The Government side would know what this Supplementary was all about, but the public of Barbados would not have known and the Opposition would not have known. This is a very important point. I am telling the civil servants that when they are sending Supplementaries to the House to make sure they put the right explanatory notes to them. This is misleading and it is not acceptable in this House.

I also want to make another fundamental point. Sir, the Minister responsible for utilities made a very good point. He said that Oistins has surpassed Moon Town and they are now doing everything to make sure that Oistins receives all the Government support, but Moon Town must provide its own support.

Sir, Moon Town has a public road in front of it, just like Oistins. It has a fish market the same way. I am saying that if the Fish Market at Oistins can be used by the patrons

in Oistins, then the facilities in Moon Town should also be used and no one set of people should be able to carry all the costs. Also, if there are certain services provided in Oistins which are involved in community tourism, then you cannot have one law one place and another law somewhere else.

Sir, if it means that Oistins is getting this because of special development areas, then let us brand Moon Town as part of the special development areas. Sir, not only Moon Town, but every area in Barbados that provides community tourism to support tourism of Barbados, because we have to understand that we are dealing with a product to develop the country of Barbados.

Tourism is supposed to be our number one product so it means that we have to deliver the best services to that particular product to complement the particular service. I hope that when the Minister of Tourism gets up, that he fully explains this Supplementary because he has not done a good job.

Sir, it was the senior Minister, the Minister responsible for utilities who said that he shares everything that he is involved in, and that the Minister of Tourism is part thereof and also the Minister of Public Works. I did not say it.

Sir, if they are his two junior Ministers, in future, when he has to deal with a particular Head, he should allow them to speak on the Head first, so that he could take some notes and would be able to explain the particular Supplementary.

I thank you, Mr. Chairman.

Hon. N. A. LYNCH: Mr. Chairman, let me deal with some of the issues very quickly in relation to this particular Resolution.

Sir, I thought I outlined very clearly why we were bringing the Supplementary. I spoke about the communication that I had with the utility companies upon the commencement of the activities in St. Lawrence Gap on the eastern side.

I made it clear. I said at the time in this Chamber that we had consulted with both the NPC and the BWA. The NPC said at the time that they have pipes and they could replace them if pipes were needed to be replaced, but they had not budgeted for trenching on either side of the Gap.

In the case of the BWA, they were not interested in replacement of mains. Once the work was started and excavation began, it was clear to us that the mains under the BWA were in a state of disrepair. In addition, there was breakage after the excavation started.

Therefore, as not to compromise the safety of Barbadians as it relates to the NPC, or the issues of leakages of pipes under a refurbished and resurfaced St. Lawrence Gap, it was agreed that the BTII would take on the entire exercise. The Supplementary funds that are being provided, cover both the trenching and the laying of pipes for both the NPC and the BWA.

Sir, I thought it was absolutely clear. I do not know what more I have to explain, such as a senior Minister, or a junior Minister and all these journeys that we are taking on in here with long talk on nonsense.

Mr. Chairman, the other issue relates to some more pertinent issues that were raised by Honourable Members who have their heads in the right place, such as the parking in St. Lawrence Gap and the matter of the vendors.

First and foremost, once the refurbishment was completed, it was planned that we would have designated parking spots for taxi drivers.
5.00 p.m.

Most people do not recognise that most of the business places in St. Lawrence Gap have parking facilities. It was agreed by the business consortium in St. Lawrence Gap that those parking facilities would be utilised by all the patrons of St. Lawrence Gap. There is an expansive area at the back of the Ship Inn, so if someone wants to go to the After Dark and there was no parking space there, they could go to the Ship Inn and park if there was available space there.

Additionally, it was agreed that there would be a shuttle system, like what the Honourable Member for St. John mentioned, that would operate in St. Lawrence Gap. The real challenge there was in finding a parking space outside of St. Lawrence Gap or in close proximity to St. Lawrence Gap that the people can be shuttled in and out of the area. So we have identified an open area on Highway 7 just behind the swamp area which is owned by a Mrs. Ward that was being utilised for the storage of equipment under the South Coast Sewerage Project. Now that the equipment has been moved, we have cleared away an area adjacent to the old Dover Convention Centre which we are going to utilise as parking spaces so that patrons can be shuttled in and out of the Gap this winter.

St. Lawrence Gap also faces another issue, that of vending. Sir, the Ministry of Tourism and International Transport in collaboration with the Ministry of Public Works and Transport have designated spaces for vendors in

St. Lawrence Gap. The areas and the sidewalks in front of the business places are the properties of those business places. Therefore, permission has to come from the business entities to allow people to carry on business in front of their establishments.

Sir, the two most prominent places in St. Lawrence Gap are the places right in front of the Ship Inn and on the other side of the road in front of the hotel. There have been longstanding feuds between the vendors and the people who run those establishments in those areas. The management of the Ship Inn claims that the man who operates on the outside, blocks their menu board, but the man is not prepared to move.

Sir, at the end of the day we want to accommodate both entities in St. Lawrence Gap. The vendors are claiming that the places further down St. Lawrence Gap which the Ministry of Public Works and Transport have assigned to them, are in many ways stranding their investment and so they do not want to move to those designated places. I am sure that you are familiar with this, Sir. Sir, we are in a dilemma over trying to solve the issue of where we can best place them so that they would not be disadvantaged.

We have already asked the Attorney General and the Commissioner of Police to ease them a little because they do not have permission to operate from the places they are now vending from. So we are seeking to regularise the issue so that they will be within the four corners of the law so as to allow them to be able to vend in peace. So, there is no move afoot to disadvantage anyone. As you know, Sir, many of the vendors of St. Lawrence Gap do not clean up afterwards. So the business houses have complained that when their guests and other patrons come out on mornings they are faced with greasy oil that seeped down between the new development we put in which makes it difficult to clean.

Sir, someone has told the Honourable Member for St. Lucy that he should associate himself with the small black man in Barbados which is a political stance he has taken and a political philosophy that he consistently brings in here, but there is no track record on That Side of the House of helping the small businessman. As a matter of fact, the small business people in Barbados were most disadvantaged in this country under the Democratic Labour Party Government. The worst time that poor people in Barbados ever suffered was under the Democratic Labour Party. Sir, they are not grounded philosophically in anything that deals with the development of anyone.

The Democratic Labour Party has moved away from being a mainstream Party and is not the Party of first choice because that Party do not know if it is for the big businesses or for the poor people.

Mr. C. A. MASCOLL: On a point of order. The Honourable Member for St. Michael South is misleading this House. Contrary to what is being stated by him about the Democratic Labour Party not being a party for the small man, it is a fact of life that during the difficult period of the Democratic Labour Party there emerged a business class in Barbados who became creative by selling food across the island out of Suzuki vans which was as a direct result of the difficulties the people experienced at the time. The other area of enfranchisement at that time was in the area of transport, so in spite of the difficulties of the early 1990s two classes of business persons emerged in Barbados, those selling food from Suzuki vans and small people in transportation in Barbados. That is a fact of life.

Asides.

Hon. N. A. LYNCH: Mr. Chairman, every time we speak about being grounded philosophically, the Honourable Members on That Side of the Chamber brings some small bus fare and lunch money philosophy such as people selling food out of the back of Suzuki vans as if that is a solution to the myriad economic problems we had in Barbados or for grounding people in playing a real participatory role in the development of this society.

Mr. Chairman, we have not on This Side at any level sought to disadvantage those who are the smaller players in Barbados. At the first signs of economic problems in the early 1990s, the Democratic Labour Party Government of the day threw away all of the grounded philosophy that the Right Excellent Errol Barrow had proposed and had run Barbados on. That is why they are so different from him and that is why the people do not associate them with Mr. Barrow's Party, that is a fact.

Asides.

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

Asides.

Hon. N. A. LYNCH: At the first sign of trouble, they threw away the entire philosophy and allowed international organisations to lead them down the road of divesting and selling off everything Barbadians had become a part of. That is what they would always be remembered for.

Asides.

Mr. CHAIRMAN: Honourable Members, let us hear the Honourable Member for St. Michael South, please. Although I am not presiding over a morgue, I still believe that he should be heard in silence, please.

Hon. N. A. LYNCH: Mr. Chairman, the Honourable Member for St. Philip South outlined issues relating to the development of Oistins and what is planned for Oistins.
5.10 p.m.

Sir, the debate has roamed from Oistins, to St. Lawrence Gap, to Moon Town, to Tweedside Road but the issue is that there are communities that could play a wider role. Sir, I would like Honourable Members to be sensitive to the issue of tourism development in this context.

Sir, one morning I was exercising and met a man on University Hill. He asked me if Government had ever given thought to include table tennis as a means to help promoting tourism in Barbados. I told him I had no doubt it would but that if we were to place our tourism industry solely upon table tennis, we would starve.

Sir, the point I am making is that all of those areas in sports are fringe benefits to our tourism potentials but what it takes to run a tourism industry on a yearly basis is something to which many persons do not seem to be sensitive. Sir, we have a structured tourism community development programme and I do agree with the Oistins concept because this forms an integral part of that programme.

Mr. Chairman, I must say that this Government is not seeking, in any way, to disadvantage any person in the St. Lawrence Gap or anywhere else. I take the enlightened comments of all Honourable Members. The Honourable Member for St. Lucy knows that whenever he gives me a

good idea, I run and implement it but usually his ideas are few and far between.

Sir, with those words, I move that Head 27, in the amount of \$316 317 stand part.

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

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

On the motion of Hon. N. A. LYNCH seconded by Hon. R. R. FARLEY, Mr. CHAIRMAN reported to his Honour the SPEAKER, the passing of one money Resolution in Committee of Supply and Mr. SPEAKER resumed the Chair and reported accordingly.

On the separate motions of Hon. N. A. LYNCH, seconded by Hon. R. R. FARLEY the Resolution was read a first and second time and passed.

ADJOURNMENT

Hon. Miss M. A. MOTTLEY: Mr. Speaker, this brings us to the end of Government's Business for today's Sitting. I beg to move that this House be now adjourned until Tuesday, November 11, 2003, at 10.00 a.m.

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

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

5.15 p.m.

CONTENTS

MINUTES

Hon. Miss M. A. MOTTLEY 1

Confirmation of Minutes of the Meeting of
Tuesday, October 28, 2003.

PAPERS

Hon. Miss M. A. MOTTLEY 1

1. Value Added Tax (Refund) (Dr. Desmond A. Gale) Order, 2003.
2. Value Added Tax (Refund) (A.R.C. Associates Ltd.) Order, 2003.
3. Value Added Tax (Refund) (Substance Abuse Foundation, Inc.) Order, 2003.
4. Value Added Tax (Refund) (Variety Club Caribbean (Barbados)) Order, 2003.
5. Annual Report of the Securities Commission for the year 2002.
6. The Land Tax (Rebate) Order, 2003.

FIRST READING OF BILLS

Hon. Miss M. A. MOTTLEY 2

The Fair Trading Commission (Amendment) Bill,
2003.

SUSPENSION OF STANDING ORDERS

Hon. Miss M. A. MOTTLEY 2

Suspension of Standing Orders Nos. 6, 16, 18,
20, 42(5), 43 and 44 for the remainder of the
day's Sitting.

GOVERNMENT BUSINESS

ORDER NO. 7 – BARBADOS PORT INC.
(TRANSFER OF MANAGEMENT AND
VESTING OF ASSETS) ACT, 2003 (resumed) . . . 2

Mr. R. L. Sealy, 2; Mr. R. St. C. Toppin, 4; Mr.
D. J. H. Thompson, 7; Mr. R. D. Jones, 10; Hon.
G. A. Clarke, 12; Mr. R. D. Marshall, 13; Hon.
Miss B. A. Miller, 13; Dr. D. C. Estwick, 17; Mr.
Speaker, 21; Hon. R. R. Farley, 21; Hon. N. A.
Lynch, 25.

ORDER NO. 5 – RESOLUTION TO APPROVE
THE GUARANTEE BY THE MINISTER FOR
FINANCE OF THE PAYMENT OF THE
PRINCIPAL AND OF INTEREST IN RESPECT
OF THE LOAN OF BDS \$34 MILLION TO
THE BARBADOS PORT AUTHORITY FROM
THE CARIBBEAN COMMERCIAL BANK . . . 31

Hon. N. A. Lynch, 31.

ORDER NO. 10 – HOUSE RESOLVED ITSELF
INTO COMMITTEE OF SUPPLY 31

Hon. Miss M. A. Mottley, 31; Mr. R. D.
Marshall, 31.

RESOLUTION TO GRANT THE SUM OF \$316 317
FROM THE CONSOLIDATED FUND AND
TO BE PLACED AT THE DISPOSAL OF THE
GOVERNMENT TO SUPPLEMENT THE
ESTI-MATES 2003-2004 AS SHOWN IN THE
SUPPLEMENTARY ESTIMATES NO. 3,
2003-2004 WHICH FORM THE SCHEDULE
TO THIS RESOLUTION 31

HEAD 27 – MINISTRY OF TOURISM AND
INTERNATIONAL TRANSPORT – \$316 317 .. 31

Hon. N. A. Lynch, 31, 42; Mr. D. J. H.
Thompson, 32; Hon. Miss M. A. Mottley, 32;
Mr. D. St. E. Kellman, 33, 40; Dr. W. F. Duguid,
34; Hon. A. P. Wood, 35; 39; Mr. R. D. Jones,
37; Hon. G. A. Clarke, 38; Mr. R. L. Sealy, 40.

SUSPENSION 17

ADJOURNMENT 44

Hon. Miss M. A. Mottley, 44.

SPEAKERS IN THIS ISSUE

CLARKE, Hon. G. A. (St. George North)
DUGUID, Dr. W. F. (Christ Church West)
ESTWICK, Dr. D. C. (St. Philip West)
FARLEY, Hon. R. R. (Christ Church East)
JONES, Mr. R. D. (Christ Church East Centr)
KELLMAN, Mr. D. St. E. (St. Lucy)
LYNCH, Hon. N. A. (St. Michael South)
MARSHALL, Mr. R. D. (St. Michael West Central)
MILLER, Hon. Miss B. A. (City of Bridgetown)
MOTTLEY, Hon. Miss M. A. (St. Michael North East)
ROETT, His Honour I. A. (St. Michael Central)
SEALY, Mr. R. L. (St. Michael South Central)
THOMPSON, Mr. D. J. H. (St. John)
TOPPIN, Mr. R. St. C. (St. Michael North)
WOOD, Hon. A. P. (St. Philip South)