
THE

House of Assembly Debates

(UNOFFICIAL REPORT)

PARLIAMENT 2008 – 2013

HOUSE OF ASSEMBLY

Tuesday, December 7, 2010

met at 10.10 a.m. on Tuesday, December 7, 2010.

PRESENT

His Honour MICHAEL A. CARRINGTON, B.A., LL.B. (Speaker)

His Honour KENNETH ST.C. BEST, LL.B. (Hons.), L.E.C. (Deputy Speaker)

Rt. Hon. O.S. ARTHUR, M.Sc. (Econ.)

Mr. G.W. PAYNE, Q.C.

Mr. RAWLE C. EASTMOND, B.A. (Hons.), Dip.Ed., LL.B (Hons.) (Lond.), LL.M. (Leic.), J.P.

Mr. G. A. CLARKE, B.Sc., Dip. Ed., J.P.

His Excellency DENIS ST.E. KELLMAN:

Hon. Miss M.A. MOTTLEY, Q.C., LL.B.

Miss CYNTHIA Y. FORDE, J.P., L.C.P.

Hon. RONALD D. JONES, J.P., B. A. (Hons.) M. A. (Ed.)

(Minister of Education and Human Resource Development) (Leader of the House)

Dr. the Hon. DAVID C. ESTWICK, B.Sc., M.B.,B.S. (Minister of Agriculture, Food, Fisheries, Industry and Small Business Development)

Mr. DALE D. MARSHALL, Q.C., LL.B (Hons.), L.E.C.

Hon. M.A. LASHLEY, LL.B. (Hons.) (Minister of Housing and lands, Urban and Rural Development)

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

Hon. R.L. SEALY, B.Sc., M.B.A. (Minister of Tourism)

Hon. FREUNDEL J. STUART, B.A., LL.M. (Prime Minister and Minister of National Security)

Hon. JOHN D. E. BOYCE, M. Sc. C. Eng., Minister of Transport and Works), (Leader of the House) (Minister of Transport and Works)

Hon. E. GEORGE HUTSON, F.C.C.A., C.A. (Minister of International Business and International Transport)

Hon. STEVEN D. BLACKETT (Minister of Social Care, Constituency Empowerment and Community Development)

Mr. JAMES D. PAUL, B.Sc. (Chairman of Committees)

Mr. ADRIEL D. BRATHWAITE, LL.B. (Hons.) (Attorney General and Minister of Home Affairs)

Mr. STEPHEN A. LASHLEY, B.Sc., LL.B. (Hons.), L.E.C. (Minister of Youth, Culture, Sports and Family)

Hon. PATRICK M. T. TODD, B.Sc. (Minister of State, Ministry of Housing and Lands, Urban and Rural Development)

Hon. DONVILLE O'N. INNIS, Dip., B.Sc., M.B.A. (Minister of Health)

Hon. CHRISTOPHER P. SINCKLER, B.A., M.Sc. (Minister of Finance and Economic Affairs)

Dr. the Hon. ESTHER R. BYER-SUCKOO, M.B.,B.S. (Minister of Labour)

Prayers were taken by Reverend Canon Ivan Harewood.

Mr. SPEAKER: The House is in Session.

MINUTES

Mr. SPEAKER: The Minutes of Meeting held on Tuesday, November 22, 2010.

Hon. J.D.E. BOYCE: Mr. Speaker, I beg to move that the Minutes being circulated be confirmed.

??? I beg to second that, Sir.

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

ORDERS OF THE DAY

SUSPENSION OF SANDING ORDERS

Hon. J.D.E. BOYCE: Mr. Speaker, I beg to move that Standing Orders, Nos. 6,16,18,20,42(5), 43 and 44, be suspended for the rest of this day's Sitting.

Hon. A.D. BRATHWAITE: I beg to second that.

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

GOVERNMENT BUSINESS

ORDER NO. 14 – TO MOVE THAT THE HOUSE RESOLVES ITSELF INTO COMMITTEE OF SUPPLY TO CONSIDER THE GRANT OF SUMS OF MONEY FOR THE SERVICE OF THIS ISLAND

On the motion of Hon. J.D.E. BOYCE, seconded by, the House resolved itself into Committee of Supply, Mr. J.D. PAUL.

COMMITTEE OF SUPPLY

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

RESOLUTION TO GRANT THE SUM OF \$8 626 186 FROM THE CONSOLIDATED FUND AND TO PLACE IT AT THE DISPOSAL OF THE GOVERNMENT TO SUPPLEMENT THE ESTIMATES 2010-2011 AS SHOWN IN THE SUPPLEMENTARY ESTIMATES NO. 4 2010-2011 WHICH FORM THE SCHEDULE TO THE RESOLUTION AND THAT THE EXPLANATORY NOTES TO HEAD 62 BE AMENDED AS SET OUT IN THE SCHEDULE 11 TO THE RESOLUTION.

Mr. CHAIRMAN: The House is now in Committee of Supply. The Honourable Member for Christ Church South.

HEAD NO. 40

MINISTRY OF TRANSPORT AND WORKS

\$7 594 292

Hon. J.D.E. BOYCE: Mr. Chairman, a place for us to probably start this discussion would be just for the benefit of the House to restate the objective of the Ministry of Transport and Works in Barbados because I do believe sometimes the restating of these Mission Statements, the overall objectives of our institutions, helps to guide our actions and guide the people who have to make decisions in

these places. It also helps to allow the listening public, and there are a number of Barbadians who listen to these discussions in this Honourable Chamber, to understand fully and grasp the extent of our considerations. So the objectives of the Ministry of Transport and Works as stated in the Estimates annually...

HA78 10.10 a.m. Sequence 1

Tuesday, December 07, 2010

House A78, Sequence 02, 10.29 a.m.

Hon. J.D.E. BOYCE: The objectives of the Ministry of Transport and Works are stated in the Estimates annually, is policy guidance to public accesses and for replacing strengthening and otherwise maintaining all bridges, jetties, walls and similar structures. The planning, design, construction and maintenance of all public buildings, again that has been modified a little over time and finally, the development, maintenance and regulation of road transport and ancillary facilities, conducted through the Licencing Authority and private operators and the provision of ancillary services.

Sir, it is with that objective firmly in our focus that the decisions are taken at the Ministry of Transport and Works on a daily basis to affect this process. This Supplementary speaks to the provision of some \$7 million and this is how it is made up. First of all, a sum of \$600 000 for the Joes River Bridge road works. We are all familiar with the situation at Joes River which occurred earlier this year. We were able as a Ministry to move in and carry out the urgent repairs with the replacement of gabion bedding, at what would have been the northeastern corner of the bridge wall. This has allowed us to reopen the bridge to traffic, under a controlled lighting arrangement. My latest information is that it is going fairly well.

I think it is worth restating our appreciation for the people of St. Joseph for the cooperation which they gave to us while this inconvenience was being suffered. Also, to restate our profound appreciation to the workers at the Ministry of Transport and Works, who worked hard to make sure that this bridge was put back in place in good time.

The history of the bridges and bridge work in Barbados is one which probably now needs careful study and careful reexamination. Numerous reports have been done over time and they have been read by Government after Government and in some cases there has been partial implementation from time to time.

I think however that we are beginning to zero in on the opportunities which we can accrue to Barbados if we have a well-planned development within the framework of

the national park, this planning must, of course, include the road networks. They are still persons who live there, there are still areas that are safe for building, there are methods of construction, which can mitigate the incidence of failure of foundations, be it the gabions as we spoke or be it some other more elaborate structure.

Sir, having looked at the Joes River Bridge and carried out those temporary repairs, I do not think that we can fold our arms and sit back but we need now to go into the entire Scotland District area and really carry out a full review. The signs are already there that there are troubled times ahead and there will be a need for extreme examination, design and costing of a project. I mean, if you go to the St. Martins area you can see the incidence of the bridge wall. Again, that is slowly eroding away and this is engaging our urgent attention.

Methods of construction, Sir, are extremely costly, and the Government will have to look for some kind of arrangement which can see us bring about a more permanent resolution to the question of the road network. The development of that network, Sir, over the next two to three years will really make Barbados into the attraction and the safe attraction that we often boast for our visitors so that bus tours, taxi tours and locals who want, can visit the picturesque St. Andrew.

Sir, we do not hear very much about St. Andrew in here, Sir, the Honourable Member who is supposed to be the representative for St. Andrew hardly speaks so it would be good, if we can get the people out there to see a lot more of that very picturesque area. Sir, that is the kind of programme, which the Joes River experience has brought starkly to us.

Sir, we are not going to spend the morning talking about what the Barbados Labour Party neglected to do. I am going to try to remain very clear in trying to let Barbados know what we are doing to make sure that this work is completed. I know that the Honourable Member for St. Thomas is very satisfied with the work and has written the Ministry on more than one occasion, to personally thank me for the good work we have been doing in St. Thomas. It appears as if it is a breath of fresh air because she has never had it so good. The Honourable Member was at a farewell function for one of our supervisors recently with me and she praised the work of the Ministry again and of those great men and women who work for the Ministry.

I think the arrival of the Democratic Labour Party and this Minister in the Department of Transport and Works has been a breath of fresh air for Honourable Member for St. Thomas, whom I am sure will add to that if she speaks on this item and we look forward to hearing from her again.

I think the point must be made that the Joes River repairs are not complete. The bridge has been made safe again for traffic. We are now examining the best way forward in terms of a permanent solution, clean, easy two lanes of traffic, clean, easy pedestrian handrail area on both sides of the bridge which is what modern bridge building is supposed to achieve. Sir, there will be obviously in the Estimates for next year or in a following Supplementary, request or identification of funds for that particular area. Sir, that takes care of Joes River, in terms of this Supplementary.

Sir, we need then to pass on to the area of Special Projects Road Improvements. I have said this before but it needs to be said again. Sir, towards the end of the life of the last administration two major contracts were put in place for delivery of road repairs in Barbados. One was under a mill and pave process by Rayside Construction Limited and the other was a foam bitumen process, very much similar but varying in terms of the extent of the removal of existing surface and a couple of specifications in terms of the application of the new asphalt. This rendered the road surfaces new, they rendered them smooth, they gave you nice asphalt finishes and nobody has a quarrel with that objective.

The problem we had was that in examining this programme, it did not take care of a very important area, that is, the question of drainage when you build roads and the technical people keep saying this to me. I see the Honourable Member for St. Michael South Central nodding his head who is, of course, trained in this area.

House A78, Sequence 2, 10:38:37

Tuesday, December 07, 2010

Hon. J. D. E. BOYCE: The technical people keep saying to me that if you build roads and you do not make provision for the removal of the water in the road... I see the Honourable Member for St. Michael South Central nodding his head, he is of course trained in this area. Wherever possible, we included the retention of the road surface by way of concrete, either sidewalks or just a concrete frame, and also by the introduction of opportunities for better drainage. This has resulted in what I call the wall cuts that you would observe around the island, the latest of which is occurring in my native parish St. Peter with the famous Station Hill. I believe that is almost done now. This is going to allow such better access on the road, it is not funny. It allows visibility for drivers. It allows the opportunity... We may not be able to build the sidewalks immediately because of funds but we will leave the service in a way that it can be used. All my reports from St. Peter are that this has improved things tremendously.

Sir, it is not only in St. Peter. We did it in St. George, we did it in Fortress Hill in St. Thomas and we did it on Highway 5 to a large extent all the way coming down Windsor and we are continuing that project. We want to go into Mollyneux. I think there is a couple of bad corners in these areas. Landowners generally are very cooperative. They gave the land generally and they cooperate with the Ministry in this exercise. This is what attended our approach to the road rehabilitation project and therefore it would have increased the cost on some of these projects.

Sir, I think it would be useful to examine some of the progress made and some actual road building that has occurred. Of course, we have made the point in here that as far as we could determine from the policy of the others, there was very little road construction in either St. Lucy or St. John and we took the opportunity to go into these areas either through the same PPP Project. We could talk about the content of that project and depending on the response we get from over there, I would have more to say. We went into St. John and we were able to do roads like Kendal and Glenburnie.

Asides.

Hon. J. D. E. BOYCE: The Honourable Member would be able to get as many roads as are required in St. Thomas to make it safe for the people of Barbados and that we can afford. We did Cox Hill. We did Supers. We did Haggatts to Belleplaine in St. Andrew. I have never heard any comments from the Honourable Member for St. Andrew in appreciation of anything that we have done up there. We have done a lovely road surface and we have done lovely sidewalks to make it safe for the road users. In St. Lucy, we had a situation where, I think they call it Husbands Road but it is the road between Checker Hall and Content, a road was left in a state under another programme by the Honourable Member for St. George North. We have gone in there and we have resurfaced this road for the people of St. Lucy and other visitors to Barbados. Down at the end of this road there is the North Stars Cricket Club and there is a lot of good cricket played down there.

Again, I think that the cooperation of the residents must be emphasised. Around the area of Checker Hall, we had to go into some bypass roads. There was a lot of inconvenience with dust, et cetera and once again the Barbadian public, although they made their point, cooperated in large measures and we really appreciate and express our thanks to them for that.

We have almost finish the road from the famous Crab Hill Police Station to the St. Lucy Church. I do not think that road is going to cost as much as the Police Station costed them. That road would soon now be completed. I believe that the contractor is in the last stages

of the construction of that road network. Part of this supplementary is to go in now and do the section of the Checker Hall to Colleton road as part of the final run. Colleton to Content was the full road project in St. Lucy, so we broke at Checker Hall and now we are asking for these funds so that we could go back and complete the Checker Hall to Content run. We therefore have a very clear idea of the kinds of works that we have been able to achieve.

Sir, part of the supplementary is also aimed at paying for the payment of \$300 000 to complete the roundabout at Lancaster/Orange Hill in St. James. Sir, that roundabout tells its own story, it has its own tale. Again, that is an example of absolute and total neglect and not being focussed on the Mission Statement of the Ministry, that is why I read the Mission Statement because we have to understand what we are about. That roundabout was recommended for years under the Barbados Labour Party Administration. The Honourable Member for St. George North or the Honourable Member for St. Peter should really tell Barbadians why they never did it and why did we had to endure the pain as Barbadians and the tragedy in so many cases.

Mr. Chairman, thanks to the technical staff at the Ministry and to this Administration and your humble servant, we were able to move in almost immediately and put in place a brand new or new brand roundabout at Lancaster.

Mr. Chairman, I want to invite Barbadians to use that road now and see the difference that road has made. I think that credit must be given where it is due, to the team at the Ministry, to the contractor and to the cooperation of Barbadians again in making sure that this solution work. These are the kinds of objectives and initiatives which we have taken in not only road building but in an understanding of our mandate to have safe accesses for the people of Barbados, whether walking or driving.

This brings me to the other two roundabouts under construction now, the one at Boarded Hall and the one at what is called Highway R and Q up by Coral Ridge. Yes, they are taking a little long and there are differing views of how the work is being done and the technical details but we sometimes cannot dwell on these things, we have to get ahead once we have made our minds up and make sure that we get the best solution and the best cost solution for the country of Barbados to make sure that the finances of the country are not frittered away. I think that those two roundabouts, when they are done, will serve immeasurably to ease the flow of traffic again down through one of the main arteries of Barbados.

Boarded Hall is a renowned difficult junction. The introduction of a roundabout there is an excellent and timely solution. It is probably long after its time in a lot of

ways. There are a number of other roundabouts which are being designed. I know that the Honourable Members over there would say that they design them. Well, I feel that a lot of people designed a lot of things but if they did not do them they are no help to anybody. We build them. We put them in place. We make sure that they are out there operating for the people of Barbados to use so we are going to use some of this money to help to pay for the two roundabouts at Coral Ridge and at Boarded Hall.

House A78 Sequence 3 10:48:50

7th December, 2010

Hon. J. D. E. BOYCE: Sir, it is not my call only but the people of Barbados are saying to us, the workers at the Ministry of Transport and Works, that we have to do better in terms of how we clean the roads, how we go about the whole process of maintenance, the kind of timeliness and the coordination of man, material and equipment. Sir, there is the most challenging process, that is why we have gone into the workshop. We have a consultant in place, who is working with us at the Ministry, to try to bring that workshop into the kind of place it should be, that is providing equipment.

We have more equipment at the Ministry of Transport and Works than any other construction firm in Barbados. We have therefore only one challenge, we need to be able to coordinate the movement of materials, men and machinery. None of them can exist on its own therefore that allows for technology, it allows for the introduction of Global Positioning Systems for locating equipment. What is wrong with that? These are techniques that are used all over the world. The smallest freighting company in Barbados keeps a check on where their equipment is located because if they have to make a change, they want to know where that equipment is located. The days of guessing, picking up the phone and hearing the other fellow on the other end are over, they are done with. We are now into a different world where we take up our blackberries and place our pencils on the page and we see exactly what is going on.

Asides.

Hon. J. D. E. BOYCE: Mr. Chairman, nobody is spying on anybody, we are trying to get to a stage where we have to understand what we have to achieve as a nation and as a Ministry of Transport and Works. Sir, we are serious about the business of reorganisation. The senior staff at the Ministry of Transport and Works have been told very clearly that there is to be a move to understanding these things have to happen. We have to move into the modern world and we have to be totally and fully accountable for what we are doing there. I believe they are

all on board in this objective, and I am glad to report that today.

Mr. Chairman, let me spend some time on the question of the Barbados Licensing Authority. Sir, under Account Code 210 - Supplies and Materials, \$303 322 is voted for the Barbados Licensing Authority. This is basically for the acquisition of 100 000 PVC cards and associated materials from C.L. Gibbs and Company Limited, for the continuation of the plastic licence project for the next 12 months.

Asides.

Hon. J. D. E. BOYCE: This is a project we have implemented, it was hanging around with the Honourable Member for St. George North for many years, for almost as long as repairs to the Joes River Bridge was hanging around.

Mr. Chairman, I saw a letter on file from the Honourable Member for St. Joseph about that bridge. There was one letter, it was written in 2006 to the Honourable Member for St. George North. The Honourable Member for St. Joseph was asking when would he get some attention. The Honourable Member for St. George North scribbled on the letter: "We are buying a bridge." Sir, I do not understand what the Honourable Member meant by that but that was his response. I do not know if the Honourable Member for St. George North sent back the reply to the Honourable Member for St. Joseph, but he had scribbled on the letter: "We are buying a bridge."

Asides.

Hon. J. D. E. BOYCE: Mr. Chairman, nobody knows from where he was buying that bridge, nobody knows how much it would have cost him but he said that he was buying a bridge. Sir, the Honourable Members over there would then come here in February, when they walked out of this Honourable House, when they had nothing to do, and gone up by the bridge saying how they want the Joes River Bridge rebuilt. Mr. Chairman, we were already working on the bridge.

Asides.

Hon. J. D. E. BOYCE: They found workers up there working on the bridge, yet they called in the media saying they wanted a bridge built at Joes River, four years after begging the Honourable Member for St. George North for assistance. Mr. Chairman, that is what I talk about having it in the mind and putting it into practice. The Honourable Members suggested that the two Honourable Members who went to Joes River that morning could have contributed to the final... One knows of the question of the straw that broke the camel's back, that could have been the straw.

Sir, the truth is that repairs to that bridge was ongoing, but that was the dramatisation of the moment, that is what Members of the Barbados Labour Party wanted to grandstand about. Sir, as I said, the Joes River Bridge did not just come to Barbados during 2005/2006, the Joes River Bridge is not a visitor, Joes River Bridge has been around since I know about Barbados, and I am a good few years. Therefore, I do not know why it is that we are pretending that Joes River Bridge turned up in either February or April, 2010. It was around here for a long time.

Mr. Chairman, \$303 322 has been voted for the plastic slides. Sir, basically, it is to replenish the stock for 12 months. We have to make sure that we have that stock of licence cards, we cannot afford the embarrassment of having a shortage of these cards any time next year. The lead time for delivery is about three months, so this gives us good time to get all of the material relating to the cards themselves, the front laminate, the clear back laminate and the ribbon in place, to have a continuous provision of plastic licences at the Barbados Licensing Authority.

Mr. Chairman, there are problems at the Barbados Licensing Authority, we hear about them every day. We hear about dissatisfaction from the public with respect to the handling of grievances. We hear about dissatisfaction from the public about the interpretation of the law. We are not going there now but we may, in a comeback comment later on, speak to the question of the Road Traffic Amendment, which is now with the Governance Committee, in preparation for resubmission to Cabinet and finally to this Honourable Chamber. Let us remember that an attempt was made to do the Road Traffic (Amendment) Act back in 2006. It went to Select Committee of Parliament and it died there. We have applied cardiopulmonary resuscitation and the Act is well on its way.

Mr. CHAIRMAN: The Honourable Member has five minutes in which to wind up.

Hon. J. D. E. BOYCE: Mr. Speaker, just like the Building Standard Authority Act... Sir, it is amazing, I listen to commentators in Barbados and I have learned patience. Sir, I have heard about this Building Standards Authority Act for as long as I joined the engineering fraternity.

Mr. G. A. CLARKE: On a point of order. Mr. Chairman, the Honourable Member is misleading this Honourable House. I think the Honourable Member may be misinformed. Sir, the Road Traffic (Amendment) Act, 2006, went to a Select Committee of Parliament but it came back with amendments. We then discussed it here and an Act was passed in 2007.

Hon. J. D. E. BOYCE: Mr. Chairman, the Honourable Member has a way of convincing himself of these things, so I would not get into an argument with him about that. I know that Act is coming to this Honourable House to be fully discussed and laid. It will then be proclaimed based on that. Sir, I do not know what the Honourable Member is confusing himself about, if there is a Road Traffic (Amendment) Act, 2006, the Honourable Member should show Barbadians where it is.

Asides.

Hon. J. D. E. BOYCE: Mr. Chairman, the point is that within that Act, we need to consider a number of the questions that are always asked of the Ministry of Transport and Works and the Barbados Licensing Authority. We also have to examine the opportunities to divest out some of the activities of the Ministry of Transport and Works. I have already indicated, and I gather it has been endorsed by the Cabinet of Barbados, that we need to look at allowing other mechanical workshops in Barbados to do some of these tests under regulations set by the Ministry, so as not to have the kind of congestion in numbers that we have at the Barbados Licensing Authority sometimes.

10.58 p.m.

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Hon. J.D.E. BOYCE: We need to look at allowing other mechanical workshops in Barbados to do some of these tests under regulation set by the Ministry so as not to have the kind of congestion in numbers that we have at the Licensing Authority. Sir, this leads to customer dissatisfaction and this is something which can be avoided and, in my view, given the correct planning and the correct approach, we will avoid it.

Mr. Chairman, the question too of this card is juxtaposed with the entire question of a total card in Barbados which speaks to our identification card, our social security card, our driver's licence, and this is being worked on too but, in the meantime, we have to make sure that the licence card, which we need to have available every day of business is readily available.

Mr. Chairman, in terms of training at the Licensing Authority, we have had a session with the NISE and we are trying to get the team at the Licensing Authority to appreciate even more how important it is, how they react and deal with the public. Sir, we hear the stories on the call in programmes all the time and sometimes they are justified and sometimes they are not justified. Sir, the laws are there and we, as Barbadians road users need to apply the laws as they stand and not try to find shortcuts around them.

Sir, that is as much as I would say on that at this time but, suffice it, and to make the point, a number of the issues, which have been holding up the implementation of the Act and the passing of the regulations will be addressed in the new amendments that are coming. They will look at this question of ticketing and they will look to expand the range of offences.

Mr. Chairman, in our Budget only a few weeks ago, we addressed the question of the PSVs and we can speak to that a little later on. We believe that we can be in a partnership with the people of Barbados, the private vehicle owners, the public sector vehicle owners and the Transport Board. We can be in a partnership which seeks to realise an efficient, effective, transport system for this country. Sir, the truth be told, the only answer to the kind of congestion we have here in Barbados on our roads, is when that marriage and that bond takes place where the public can make reasonable choices of comfortable alternative rather than always have to switch to their own private vehicles for access to their destinations. Sir, this is the kind of thinking which informs the direction in which the Ministry is going at this time and, which I am happy to report to Barbadians, is the kind of mission that I would like to see maintained at the Ministry of Transport.

Mr. Chairman, the truth is, I am satisfied that progress has been made. There have been enough positive comments in here and outside of here about the improvements at MTW. We have some long way to go still and, of course, no one can sit on their laurels but, Sir, we are getting there, with the help of God and with little contributions from the Ministry of Finance, like the one we are considering now, we will continue on that mission.

Mr. Chairman, I am obliged to you.

Mr. Chairman, I beg to move that Head 40 stand part.

Mr. CHAIRMAN: The Honourable Member for St. George North.

Mr. G.A. CLARKE: Mr. Chairman, I want to begin where the Honourable Member finished his discourse on the plastic licence cards. Sir, the Honourable Member made the point that the Road Traffic Act, which also informed the plastic licence, went to a Select Committee of Parliament. The Honourable Member should really check with the Clerk of Parliament and really discuss this with his colleagues to see that the Road Traffic Act was actually passed. It went to a Select Committee of Parliament because it had a number of ideas, which the Democratic Labour Party did not agree to, and our side agreed that it would go to a Select Committee. Sir, such things like the carrying the licence on your person and carrying the insurance policy on your person was also part of that and

we had to amend it because the Democratic Labour Party, at the time, did not support it. I believe that some of our members, at the time, I do not think they are here now, did not support the then Bill but, I am convinced that, in time, those amendments that were made would have to come back to this House. Therefore, the Honourable Member must understand that the Road Traffic (Amendment) Bill of 2006 was, to my mind, one of the highlights of this side, that we spent a number of years agonising over the Bill and then it finally came here but it was important because it informed the new thinking. Sir, the new thinking was that new definitions were made to that Bill.

Mr. Chairman, also, heavy (6:30) vehicles were restricted to some areas. Sir, we spent a lot of time on that particular Bill, as well as the Transport Authority Bill, which helped to inform the new direction of the minibus and those persons who now ply their trade across Barbados.

Mr. Chairman, I want to say that we, on this side, do not have anything to be ashamed of because we spent more than 14 years putting forward a programme to modernise the road infrastructure of Barbados. Sir, a lot of work was done during those years, so the Minister must be fair us.

Sir, I have said from 2008 that the Minister found a Ministry that was working, that he found a good Ministry that had new programme and that had ongoing programmes. He found two contracts in place, the contract with Rayside Concrete Works and the contract with C.O. Williams Construction Limited. Mr. Chairman, in those days, we were spending over \$70 million to refurbish the roads across Barbados.

Mr. Chairman, he talked about the Foamed Bitumen Programme, which was a new programme to Barbados. It was necessary, not only to resurface the road but it was supposed to widen the road because we also bought, at the Ministry, new equipment to help to widen the road.

Mr. Chairman, I remember the road from Workmans Corner through St. George South was widened in 2007. We also widened the road to Bath. Sir, the Bath Road was started under the programme of the Barbados Labour Party and the late Honourable Member for St. John came in here and praised the work of the Ministry before the last election.

Mr. Chairman, I am saying to you that a lot of work was done in St. John, and it must not be said that work was not done in St. John or in St. Lucy. We did the roads from Sealy Hall right up to Sargeant Street, Sir, Highway 5 was done. We did from Six Men's right through to Colleton. The Honourable Member for St. Lucy would say that the only road that was done by this side, was the road by the Cement Plant, so it cannot be said that no work was done

by this side. Sir, Judge Gap was also done. Sir, lots of roads were done across Barbados.

Mr. Chairman, on this side, we are proud that we were able to improve the infrastructure both in the urban corridor as well as rural Barbados. Sir, a lot of work was done across Barbados. Sir, we also improved the ABC Highway and all the infrastructure that the Honourable Member found in place. Sir, in terms of the roundabouts, I am of the view, that the roundabouts...

H/A78/11:08 Sequence 5

Tuesday, December 07, 2010

House A78, Sequence 07, 11.18 a.m.

Mr. G.A. CLARKE: Sir, to come in there to tell us to tell Barbadians that the Democratic Labour Party started or completed the ABC Highway is a waste of time and lies. This side is proud that we completed the ABC Highway. It was conceptualised by a former Barbados Labour Party government.

Mr. CHAIRMAN: One moment, please, you said the statement about it being a waste of time and lies. I still think though that the remark is unparliamentary language, so please...

Asides.

Mr. G.A. CLARKE: I am saying to say that is so, is not true. We were able to complete the ABC Highway and the present Minister found a lot of work being done in the Ministry.

Sir, regarding the plastic licence, we had a number of meetings over that because we talked about a multipurpose card and we got passed this. We found that a multipurpose card could not be used. A plastic licence is a plastic licence and we have agreed that we would have one card in those days.

Mr. CHAIRMAN: The Honourable Member has one minute to wind up.

Mr. G.A. CLARKE: Thank you, Sir.

Mr. Chairman, I will come back because the Ministry to my mind is at an all-time slow and very little work is happening. Based on what the Ministry found in 2008, it should have been faster and the Minister knows that, Sir.

I am obliged to you, Sir.

Asides.

Mr. CHAIRMAN: The Honourable Member for St. Lucy.

His Ex. D. St.E. KELLMAN: Mr. Chairman, I rise to support this Resolution and I want to thank the Minister for correcting the problem at Joes River, which took 14 years on the other side to look at but never took a penny to spend on the problem. Sir, for years we heard about the numbers of bridges in St. Andrew and St. Joseph that had to be corrected but at no time we hear of any action. I want to thank the Minister for the quick action that he took in ensuring that this particular problem was rectified because if you were to go back to the last 14 years, Sir, you will recognise that within St. Andrew there are still many bridges to be fixed that were broken previously and were never dealt with.

Sir, what was interesting is that one thing you could not say, in St. Andrew there were a lot of roads built at a particular time and I am happy to hear that the Minister could still find some money to spend re-paving some roads in St. Andrew, Sir, because that type of behaviour would not have been seen in St. Lucy and St. John in the last 14 years.

I also want to make the point, Sir, that as much as we continue to talk about the ABC Highway, we are really fooling ourselves in here when we believe that the only solution to the traffic problem is to continue to expand that road. Every time you add a lane, you add twice as much confusion. It is time that we recognise in here that the solution to the traffic problem cannot be the expansion of the ABC Highway but the building of parallel roads.

Sir, we cannot continue to attract traffic to one road. We need to build roads to take traffic off the ABC Highway and that is what is happening. We are in here all the time talking about the ABC Highway as if that is the only solution and the more you talk about it and the more you look at it, Sir, from the time the ABC Highway was built you had traffic confusion. Sir, from the time it was expanded, it got worse so what I am saying, it cannot be the expansion of the ABC Highway, there have to be parallel roads to take the traffic away from the ABC Highway.

There is no need, Sir, that we continue to put traffic in Warrens when there is no need for the traffic to be at Warrens. We need to find side roads to take the traffic away from Warrens and I think, Sir, if I am right, this is exactly what the present Minister of Public Works is about to do and that is, to take the traffic away from places like Warrens, Sir Garfield Sobers roundabout and places like that, Sir, if we do not do that, all we will get is confusion. I am sick and tired of hearing that the ABC Highway is the solution. It cannot be the solution. It has to be part of the solution.

I also believe that it is time we recognise that when we get to Content by the St. Thomas Church that you widen the road through Content, Cane Garden and all those roads. When you get to Warrens - and I have said that already to the Minister of Public Works - that instead of going to Prior Park by way of the Warrens roundabout, you need to go through the development to get into Clairmont.

Sir, it also does not make sense to have a road that leads to Collins and on the other side of the development you can stand and see from one road to the other road but yet still, you cannot traverse. It is time that we connect those two roads and take off the traffic, Sir, also in Arthur Seat where you go in by the Accord building. We have to find a way to put an exit onto the Arthur Seat road and take that traffic off the Jackson road. If we do not do these things, Sir, we will continue to have confusion.

Sir, ask anybody to come any evening at 4.30 p.m. and see the amount of traffic coming out of the Warrens development especially now the First Caribbean International Bank has its office in that development, and see the numbers of vehicles exiting from that road onto the Highway. It does not make sense. It is better to cut a road, link the Arthur Seat road to the Warrens Development road and let them use that road so that they could go through Cane Garden, Padmore Village and give us more opportunities.

Sir, we have to be serious because every time you hear in this House, the ABC Highway as if a Highway is the only thing to solve the problem. I am saying I am sick and tired of it. We have to provide the necessary outlets to take off the traffic.

Another serious thing, Sir, is that we might have to find a way to take the traffic off the Hothersal section to Warrens. Instead of coming to Warrens find a way to use that intermediary road to throw the traffic onto Green Hill, without having to come to the Warrens roundabout.

The truth is, Sir, I do not know why, after - the Member is now leaving the Chamber - witnessing the flow of traffic, how the Honourable Member could come to this House and honestly talk about flyovers again because you cannot take traffic off the Highway and throw it on the Highway. Any time you are taking traffic, you have to take it off the Highway and as I saw it and the demonstration, all you were getting is traffic moving from the Highway to the Highway. I do not understand the logic in that, if that is what is the flyover.

Sir, the only thing I saw useful in the flyover is giving somebody money. It would not have eased the traffic problems but what I would like to tell the former Minister that has now left, I hope he has been able to look at the Beautification Project that the new Minister has been

able to do at Warrens. It is really beautiful. It is a sight to see, instead of all that concrete, you are seeing some lovely plants. I am saying if that is what has replaced the flyovers, give me that, not the flyovers because at least you can see something that is appealing to your soul.

Asides.

His Ex. D. St.E. KELLMAN: The Honourable Member for St. Joseph is saying that the workers are not looking after the plants and they have dried up already.

Asides.

His Ex. D. St.E. KELLMAN: I passed there this morning but I have not seen any dried up plants. All I saw, Sir, are some pipes broke down and people watering plants. I saw no neglect of those plants and I do not agree with that, Sir, that the workers at NCC are neglecting the plants and allowing them to dry up.

Sir, I also want to thank the Minister of Public Works for the road leading from Content to Colleton and the one leading from Content to Nesfield but I think to complete the job he would not have to come back and give us the asphalt that was taken from us twice, the road leading from the cut rock in St. Lucy to Josey Hill down to Rock Hall.

House A78, Sequence 7, 11:28:51

Tuesday, December 7, 2010

Mr. G.A. CLARKE: In terms of the roundabouts, I am of the view that the roundabouts should have been completed faster than the Minister has now laid claim to, because so far they are only working on about three of them.

Mr. Chairman, the truth of the matter is, the designs for these roundabouts were completed. There was a Cabinet Paper in 2007 identifying out a number of roundabouts to be serviced and to be improved. We recognised and were informed by a Cabinet Paper, through a technical committee which was set up, to inform the then Government of the need to improve the Boarded Hall junction, Carmichael, Constant, the Combermere/Waterford junction, Stadium Road, the Stadium junction at Combermere, Highway R, Orange Hill, Windsor junction, Prior Park corner and Lears. We were able to complete Lears, Constant and we designed the road at Orange Hill, that is the road leading to Greenidge Village. Remember we did a lot of work in the Orange area down to Greenidge. Highway 1 was completed and we were in a public/private sector partnership with two insurance companies to complete the junction at the Orange Hill corner. That design was completed as well as the

design at Grooves corner. Sir, all of these designs were done by the private sector. These designs went out to tender and private engineers designed all of these roundabouts.

Mr. Chairman, by the time the Honourable Member became Minister of Public Works, he found all of these things on his desk ready to be done. Sir, I am surprised that the road from Combermere School, Waterford junction, to the ABC Highway has not been completed. That was supposed to be a three-lane highway as well, from there down to Hindsbury Road. All of this was done and designs were made within the Ministry of Public Works. Mr. Chairman, I am satisfied that all of this work was started under the Barbados Labour Party Government.

Sir, the plastic rifles which the Honourable Member spoke about were designed by this side.

Hon. J.D.E. BOYCE: On a point of order. The Honourable Member is misleading the Chamber. The whole question of the Highway- I do not think the Honourable Member should try to explain anything about the ABC Highway to Barbadians. He has to remember what we inherited in 2008. There was wall down Waterford. The Government did not know what they were doing with the ABC Highway. There was no contract to work with the ABC Highway. So there was no contract to do a road at Waterford. All these are figments of the Honourable Member's imagination. He has a problem between facts and what he thinks about. There were no agreements to bring a road down Waterford. Sir, do not let the Honourable Member mislead this Chamber?

Mr. G.A. CLARKE: Mr. Chairman, we initiated plans and a design was completed. Check the Manifesto of the Barbados Labour Party. The Manifesto shows that we had completed with designs for a three-lane highway from the junction of Hothersal Turning.

Hon. J.D.E. BOYCE: On a point of order. The Honourable Member is misleading the House. Sir, you cannot use a Manifesto as any proof of anything he was doing. A Manifesto of the Barbados Labour Party ...

Asides.

Hon. J.D.E. BOYCE: That is not the point. It is not a document that represents action.

Mr. CHAIRMAN: Honourable Member, proceed, please.

Mr. G.A. CLARKE: Mr. Chairman, the record will show that over the past 14 years extensive road work was done by the Barbados Labour Party Government. It will

also show that the extension of the Highway was extended by this side, into a four-lane highway.

Mr. CHAIRMAN: Just a moment. The Honourable Member for Christ Church West Central.

Hon. S.A. LASHLEY: On a point of order. I believe the Honourable Member is misleading the House. I do have before me the Manifesto of the Barbados Labour Party, on Page 63. The Honourable Member stated a few minutes ago that they initiated and completed designs for the Hothersal Turning to Combermere Road. That does not appear anywhere in this Manifesto. The Honourable Member quoted the Manifesto and said that it expressly appeared in the Manifesto. It does not. I would invite the Honourable Member to correct himself.

Mr. CHAIRMAN: Thank you. The Honourable Member for St. George North continue.

Mr. G.A. CLARKE: Mr. Chairman, I do not have the Manifesto in front of me now, but Highway 3 - I am saying to this Honourable House that designs were completed for the junction between Hothersal corner down to Hindsbury Road, as Phase 1.

Hon. S.A. LASHLEY: On a point of order. The Honourable Member has to correct the record. He stated that in the Manifesto they initiated and completed designs for the Hothersal Turning to Combermere Road, and this is not stated in this Manifesto, which noted the road improvement in Barbados.

Mr. CHAIRMAN: Just a moment please. Honourable Member, I thought you were quoting from a document but you apparently do not have the document in front of you. Since you do not have the document, it is not correct. So we can proceed...

Asides.

Mr. CHAIRMAN: Honourable Member for St. George North, please proceed.

Mr. G.A. CLARKE: Mr. Chairman, I am stating as fact that while I was Minister of Public Works plans and designs were in place to complete the junction between Hothersal Turning...

Hon. J.D.E. BOYCE: On a point of order. The Honourable Member is misleading the Chamber. He has continually said in here he has no idea about the 3S contract, he knew nothing about the ABC Highway, he did not sign a contract, he did not know the people, or he did not know about any design. How can you talk about designs for Hothersal junction to Combermere? That is part of the ABC Highway. The Honourable Member has got to

stop misleading this Chamber. These are figments of his imagination. I am serious.

Mr. G.A. CLARKE: Mr. Chairman, the DLP is now claiming the extension of the ABC Highway, when every Barbadian knew that the Democratic Labour Party at one of their last meetings in Haggatt Hall told Barbadians a lot of untruths about the ABC Highway. They knew that. Do not tell me that the Democratic Labour Party...

Hon. J.D.E. BOYCE: On a point of order. The Honourable Member for St. George North is misleading the Chamber. The point that we have made and the public of Barbados understands is the wanton spending of money by the Barbados Labour Party on the ABC Highway in a contract that was not signed, rates were not agreed, conditions were not agreed, or nobody knew what the designs were. The Honourable Member knows that it was an absolute ludicrous situation which had to be rescued. The Honourable Member has come in here and supported the position that when he gets back to Government he would build the flyovers, all of these things. There are no designs to support these ideas that the Honourable Member stated. That is precisely the point which the Barbadian public spoke to in 2008. That is precisely the point.

Mr. CHAIRMAN: Honourable Member proceed.

Mr. G.A. CLARKE: Sir, it is a well-known fact that the Barbados Labour Party was committed to the flyovers, because we want to improve the infrastructure and road traffic in Barbados. Since 2008 the road traffic in Barbados has become worse under the present Minister. There is no traffic plan. The Minister and the Democratic Labour Party told Barbadians that they are going to ease the traffic in Barbados and it has gotten worse.

Mr. CHAIRMAN: Honourable Member you have two more minutes.

Mr. G.A. CLARKE: Sir, they are persons sitting 30 or 40 minutes on the ABC Highway at its junctions and the Government has not done a single thing. So come in here to tell Barbados that the Democratic Labour Party started the ABC Highway is a waste of time and lies.

HA78 11.20 p.m. Sequence 6

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His Excellency D. St.E. KELLMAN: I think that to complete the job, he would have to come back and give us back the asphalt that was taken from us twice from the road leading from the cut rock in St. Lucy to Josey Hill down to Rock Hall because in the 1990s, that same road that the Honourable Member for St. George North spoke about, the plan was that the road would have gone from St. Lucy

Church right up to Date Tree Hill and the remaining material would have paved the road from the cut rock to Rock Hall but that asphalt was taken and put on a road called Maynards Road in the constituency in St. Peter. Sir, I want to repeat that the asphalt that should have fixed the road leading into Josey Hill and Rock Hall was taken from that project and taken to Maynards Road in St. Peter. Sir, I have seen Maynards Road paved two times and I have not seen a piece of asphalt going on the road leading to Josey Hill even though I have personally received permission from the plantation owners to get the bush cut leading to those roads.

Sir, I only hope that when the Minister of Public Works turns his attention to those roads, nobody complains. For 14 years I had to suffer and I took my pain, not the pain like what the former Minister of Tourism spoke, I am talking about the pain of having to see others receiving and not to get. Sir, as the Honourable Member for St. Andrew would tell me that he is in here and the other one who spoke with the pain is nowhere around, then I agree with you. You take your licks and you make statements that are sensible and you made a sensible one, that is, that you still have your seat and the other pain gone.

Sir, there is no doubt that the constituency of St. Lucy has been neglected in the last 14 years that we have 115 tenantry roads, these are roads that I talked about... I have always said that when you speak about roads being done for me, highways belong to Barbados but the roads that lead to the homes of constituents are the important roads and I expect to see some work between the Ministry of Public Works and the Rural Development Commission on those roads, the list is too long. One hundred and fifteen roads are too great for any one constituency. The closest to that, I am told, is in St. George South which has 57 which means that they only have half of my problem.

Sir, I do not expect the Ministry of Public Works to spend all the money trying to solve the road problems in St. Lucy but I believe that we have the personnel and they have demonstrated through a pilot programme that if given the material and the equipment they can build suitable roads to help solve the road problems in St. Lucy.

I am saying to the Minister of Public Works that what the Honourable Member needs to do is to ensure that he sends the necessary plans to the Ministry of Finance... He knows he would get my support in fighting to get some additional funds because there is no doubt when one looks at the importance of roads to tourism and when one looks that nearly every tour bus in Barbados can be found traversing the roads in St. Lucy that clearly we not only recognise that the tour buses need good roads to travel on and the public transport vehicles need good roads to travel on but the constituents also need some good roads especially when you consider the amount of rain that we

have had in the last few months. I am saying that we have to understand that a road in a place like St. Lucy is not a road anymore, it is real development.

Mr. CHAIRMAN: The Honourable Member has two more minutes.

His Excellency D. St.E. KELLMAN: If you put a road any place in St. Lucy tomorrow and you come back six months after you would see not only housing construction but you would find that where there are houses there are also businesses. I am saying that if we want to help create a stimulus based on roads all we need to do is to come to a place called St. Lucy and the constituents will do the rest. I will be back, Sir. I thank you.

Mr. CHAIRMAN: The Honourable Member for Christ Church West Central.

Hon. S. A. LASHLEY: Thank you very much, Mr. Chairman. I rise in support of this Resolution to compliment the Minister of Public Works and Transport for bringing to this House a very important measure to conclude several important projects in the area of transport. Certainly, we are aware that the Joes River Bridge in St. Joseph has been a source of concern and certainly the area of the Lancaster Roundabout in St. James. These have posed some challenges which the Barbados Labour Party obviously could not fix and I am very happy to see measures being brought very swiftly into this House to remedy these problems.

Mr. Chairman, of course, we have 15 minutes in these interventions but I really would like in addition to appealing to the Minister to quickly have a look at this prevailing problem in Barbados, the breakage of red lights which have become now a fad and is beginning to endanger lives. Too many of our road users are breaking red lights across Barbados and I believe that this problem needs to be arrested very quickly. If we need to get to the stage of installing cameras that would ticket offenders, I believe that this is something that we have to do very urgently to safeguard not only the motoring public but our pedestrians particularly our elderly and our youth. It is becoming a source of grave concern.

I want, Mr. Chairman, to switch very quickly to a number of comments made on the other side because I believe that when misleading statements are made in this House that it is very important to correct them especially when the record of the Democratic Labour Party government is being attacked. I want to refer very quickly to some comments made by the Honourable Member for St. George North, who in his presentation stated categorically that the Barbados Labour Party Government left office with a road network that was enhanced. In fact, he made the point that the former Government would have

spent a lot of years improving the road network and the road infrastructure in Barbados and left some very important programmes.

Mr. Chairman, I want to question that kind of analogy and to dismiss it because when you analyse the record certainly of the last Administration, and I took a very careful look at their manifestoes because he did rely on the manifestoes and claimed that in fact their manifesto particularly the one of 2008, and I thought that somebody was alluding to a prior one, did visualise and indicate a number of strategic projects...

Mr. Chairman, I want to reflect particularly on the manifestoes of 2003 and 2008 of the Barbados Labour Party just to make the point that in fact that last Administration really did not pay any close attention to road improvement in the way they are claiming. This Manifesto actually gave road improvement not even a full page of the attention of the last Administration and it talks about a number of things. It said: It would encourage the private sector to construct multi-storey car parks on the outskirts of Bridgetown and we know that has never materialised. That was one of their initiatives to improve the flow of traffic but it never happened. If you go up and down the ABC Highway you would not see any multi-storey car parks at all.

It has always been the practice of the Barbados Labour Party, Mr. Chairman, to use some very nice language in manifestoes that they never intend to implement in any event so when we talk of road improvement and improving traffic flow I think they really need to listen to the progressive policies of the Democratic Labour Party. I like to do this because I think the public needs to know what we are talking about. They talk too about investigating the feasibility of mono-rail and subway systems and so on, again, to improve traffic flow apparently but we know that this was never done. In terms of mono-rail, I have spoken in this House about my preference for this kind of technology but we know that for this to happen, it will only happen under the Democratic Labour Party Government.

House A78 Sequence 8 11:38:50

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Hon. Stephen A. LASHLEY: Mr. Chairman, whenever spokespersons from the Barbados Labour Party speak, they always tend to indicate that the ABC Highway was an innovative project and that they practised a lot of due diligence in the execution of the project. Sir, we do not have to rely on anybody on this side to put lie to that kind of analogy. Sir, I want to do so very quickly and swiftly by referring to the Auditor-General's Report, 2009. This report speaks to why the Barbados Labour Party continues

to come to this Honourable House and mislead Barbadians as to their stewardship in relation to road improvement. Sir, in my submission, they cannot do it, when we bring progressive measures in this Honourable House, not only to improve road development and to solve problems but to ensure that we are going to keep faith with the undertakings and promises that we have made in our Manifesto. That is what this Supplementary is about.

Mr. Chairman, I need to refer very swiftly to page 106 of the Auditor-General's Report, in relation to the famous project, which is known as the Barbados Road Network Infrastructure Improvement Project. This would have been touted as one of the most successful projects under the Barbados Labour Party administration. Sir, what occurred in the judgment of the Auditor-General is very atrocious and should be something for which the Barbados Labour Party should apologise. It has certainly left us with a significant money outlay, in terms of debt.

Sir, this is what happened, and I quote:

"Cost Determination:

The agreed method of executing the project allowed for the work to proceed with cost being agreed upon later. This placed the Ministry at a disadvantage of having to negotiate with the contractor for works already in progress. In addition, an important element in determining cost for road works projects is the verification of the quantities of material excavated from the construction site but the Ministry indicated it was unable to verify quantities for this project because of lack of staff."

Mr. Chairman, it gets worse, the Auditor-General's Report continues:

"The commencement of the project without complete designs..."

Mr. Chairman, I heard the Honourable Member for St. George North said that they left complete designs to do this work but not so says the Auditor-General. Mr. Chairman, the Auditor-General continues:

"The commencement of the project [the ABC Highway], without complete designs and agreed cost contributed to disputes between the Ministry and the contracted firm about the total cost of the project. The Ministry claimed that at a meeting held with the firm, an amount of \$117 million for Section One was agreed on, while the firm claimed that this figure did not include design stage costs and other costs of approximately \$9 million."

Mr. Chairman, the Auditor-General says that this matter remains unresolved at the time of writing. I

sincerely hope that the Honourable Minister of Transport and Works now has to deal with this problem.

Mr. Chairman, I quoted the record of the Auditor-General to show, in my brief intervention in this debate, that, in fact, the Honourable Member for St. George North was, in fact, misleading this Honourable House. Sir, speakers on that side, if we are not vigilant - and they know we are always vigilant - will continue on these important discussions on transport and road works, to seek to mislead the public as to their stewardship. Mr. Chairman, I wish to assure the Honourable Members on that side, certainly once I am here and I hear any misleading remarks through their own language, Manifestos and through the findings of the Auditor-General, who is an independent public officer, I will show the public that, in fact, they are just running after shadows.

Mr. Chairman, in this brief introduction, I would like to congratulate the Minister of Transport and Works. Sir, in the constituency of Christ Church West Central, we are doing a number of road works for which I would like to thank the staff at the depot and the ministry. We have started work in Silver Hill/Gall Hill area to deal with some very dangerous junctions. Certainly the junction from Silver Hill to Kendal Hill has been widened to ensure that not only minibuses and other vehicular traffic could move on that road safely but that pedestrians are also safeguarded. Sir, there are a number of other roads in the constituency that we have earmarked for improvement, we need to look at least to two roads in Church Hill. Of course, there are other roads extending from Kendal Hill and Briar Hall that I have already indicated to the Ministry that are in need of attention.

Mr. Chairman, I would like to compliment particularly the staff at the South Point Depot for being very responsive to my calls and to the calls of constituents. I wish to assure the constituents of Christ Church West Central that we will continue to embark on the road improvement programme and that once funds provide and permit, we will ensure that those roads are paved and that the areas, particularly dangerous junctions, are corrected and pavements laid.

Mr. Chairman, with those few remarks, I would like to reassert my support for this Supplementary and to commend the Honourable Minister for the job he is doing, in spite of the mouthings on the other side of this Honourable House. Mr. Chairman, I am obliged.

Hon. Patrick M. T. TODD: Mr. Chairman, I rise to support this Resolution before this Honourable Chamber and to congratulate the Minister of Transport and Works and his team at the Ministry for their tremendous and serious attitude towards transport and works. In this regard, road improvement throughout Barbados, including the

constituency which I have the honour of representing, the City of Bridgetown. Sir, for example, we saw the Cabinet having toured strategic areas in Bridgetown, including the River Road Minibus Terminal. Since assuming office, we realised that the Barbados Labour Party had left the exit to that terminal in very poor condition, thereby causing much discomfort to the travelling public and to the owners of those ZRs and minibuses, as those bad roads would have damaged their vehicles.

Mr. Chairman, we swiftly resurfaced that entire exit to the River Road Minibus Terminal, in fact, we pressed ahead with the Barbados Tourism Investment Inc. Redevelopment project of that entire Constitution River area, including the western side of that bus terminal. I know that the Transport Authority has been working assiduously with vendors, minibus operators and all concerned, to ensure that some degree of normalcy returns to the operations of the ZR and minibuses at that terminal.

Mr. Chairman, we went further, throughout the City of Bridgetown, we have improvements in terms of the provision of sidewalks at the entrance to St. Mary's Primary School on Mason Hall Street. Prior to this recent intervention by this administration, the children, parents, staff and pedestrians, who would have been walking along Mason Hall Street, would have risked life and limb because of the fact that those box drains that take water across Murphy's Pasture, out to the sea, were really deep. We were able to cover completely those drains and to provide very spacious and comfortable pedestrian sidewalks for the general public. Therefore, we congratulate the Ministry of Transport and Works for taking this very important initiative.

Mr. Chairman, we have also improved the sidewalks at other points in Bridgetown, for example, at the entrance of Queens Park, at Constitution Road, further down on St. Michael's Row and other areas. We have also improved the sidewalks along Broad Street, opposite Hopes Alley. At the northern side of Trident House, we had, for example, the covers to manholes leading to drains protruding out above the surface of the sidewalks. Sir, before our working on this, many pedestrians would have stumped their toes and hurt themselves.

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Hon. P.M.T. TODD: ... protruding out above the surface of the sidewalk and many pedestrians having to stomp their toe, as we say, and hurt themselves by slipping and falling and MTW has been able to change a lot of these covers to the manhole so that they no longer protrude out to the surface.

Sir, even in areas where drains are broken and, from time to time, we hear that pedestrians fall, get injured, sue the Government and, therefore, cause the taxpayers thousands of dollars, and sometimes millions, when you accumulate the several incidents.

Mr. Chairman, it is very important for the teams at MTW to be proactive. I encourage the supervisors to do regular visits to their catchment areas to ensure that we pick up, in a timely manner, any of these simple issues that can be solved to reduce the likelihood of members of the public being injured. Sir, this is where the Constituency Councils because their members can go out into the various communities and identify these problems so that they can then feed this information to the various Government agencies such as the nearest MTW depot, so that we have several persons working together to ensure that these necessary public services are provided in a timely manner.

Mr. Chairman, those who seek to ridicule the Constituency Councils are really not visionary, they are not appreciating the important role they play in terms of bringing good governance, and good Government to the people at the grassroots level. I know that the Constituency Councils of the City of Bridgetown led by Monsignor Harcourt Blackett is very serious about working with Government and with the civil society in improving the quality of life of residents in the City and, Sir, I congratulate them.

Mr. Chairman, we would have celebrated the international day for the disabled last week and I take this opportunity to encourage MTW to continue their efforts to make the sidewalks accessible to persons with wheel chairs because where sidewalks meet driveways or roads perpendicular to them, there is a need to ensure that surface is smoothen down so that you do not have six inches or more of sidewalk or drop, thereby making those sidewalks inaccessible to persons in wheel chairs. Sir, thousands of Barbadians are disabled as well as tourists. I know that the National Disabilities Unit, the Council for the Disabled and other bodies of disabled persons appreciate this, and I know they have a project where they reach out to the various business houses to certify that they are fully accessible to persons with these disabilities, such as persons in wheelchairs.

Mr. Chairman, again, there is a tremendous market out there of persons with disabilities who would wish to travel as tourists to a destination such as Barbados so long as the necessary amenities are available such as accessible sidewalks, washrooms at a lower level and the necessary fittings like wider washroom doors that persons with wheelchairs can access. Sir, these simple interventions can go a long way in ensuring that we can tap into that market in terms of persons with disabilities and ensuring that persons with disabilities, who live in Barbados are not in

any way inconvenienced. Sir, we must be our brother's keeper.

Mr. Chairman, I also would wish to congratulate the Ministry of Transport and Works for working assiduously to ensure that, at this Christmas time, we are now able to have the Wharf Road open even if it is one lane because we know that some times these projects can take a bit too long to be executed, so I congratulate them for working assiduously to ensure that we can reduce any inconvenience due to the closure of that road.

Mr. Chairman, I look forward to a comprehensive analysis of the implications of the type of vehicle that use that road and the viability and the durability of these roads. Sir, persons may not know but actually, if you go along the Wharf Road across Parry Street on an evening when there is a high tide, you can actually see and hear the waves crashing through the box drains right up through some of those alleys perpendicular to Broad Street. Sir, it is nothing that we should be alarmed about because when you look at Venice, a city with several channels of water passing throughout the various streets, modern engineering, with floating foundations and so on, can ensure that safe buildings can be constructed around waterways but, we must ensure that the necessary engineering application is applied to ensure that these roads can last for several years. Sir, there are issues such as weight restriction and we have to look to see if we need to limit the weight and height of vehicles traversing that Wharf Road. Sir, sometimes we have 10-wheeler trucks coming down there and, can that road take that sort of weight?

Sir, it is nothing new because you would remember many years ago, it seems so long, that the Chamberlain Bridge was opened to vehicular traffic. Sir, in the latter days, there was a bar, where the current Independence Arch is, to limit the height of vehicles crossing that bridge. Sir, I look forward to that Chamberlain Bridge being reopened to vehicular traffic and to see that Swing Bridge swinging again because thousands of dollars were spent on it, and certainly I look forward to the engineers looking to see how we can rehabilitate that bridge.

Mr. Chairman, the Barbados Labour Party administration, in my view, did not have a proper plan for that area because when you look at the fact that prior to the last General Elections, the Barbados Government built some kiosks that even the vendors for whom they were built were not satisfied such that these kiosks were protruding in the path in terms of blocking the entrance to the same Chamberlain Bridge and, clearly, the Barbados Labour Party had no intention of reopening that Chamberlain Bridge because they actually built the kiosks in the front of the entrance to that Chamberlain Bridge. I am sure that adjustments would have to be made to those kiosks but the engineers should have a frank analysis to see

if we can get that bridge reopened. Of course, it would mean adjustments to the traffic in terms of where that bridge now exists on to the Wharf Road and, maybe, there will be a need for a traffic light there but, certainly, as a tourist attraction to have that bridge swinging again to accommodate the safe harbour of pleasure craft, yachts and fishing boats during stormy weather in the inner basin of the Careenage. Sir, these are tourist attractions that would bring tourists to Barbados to see our Parliament Building. Sir, we are seeking to recognise Bridgetown and the historic Garrison as a UNESCO World Heritage Site, so that as tourists come and see our old Parliament Buildings here and they can look over and see the Swing Bridge. Sir, that is something for us to consider.

Mr. CHAIRMAN: The Honourable Member has two minutes more.

Hon. P.M.T. TODD: Mr. Chairman, in terms of other road construction, I agree with the Honourable Member for St. Lucy that the Rural Development Commission must recommence its road programme. I know that the Urban Development Commission has had a good history, in recent years, of road works in terms of the construction of tenantry roads and alleys. Sir, in the City, for example, there are still some alleys that need the construction of concrete roads and I look forward to the Urban Development Commission working assiduously to ensure that residents of Man's Gap, Passage Road, Cats Castle, Watkins Alley, Bamboo Alley, Bayville, St. Paul's Avenue and the New Orleans, connecting 8th Avenue Orleans to Beckles Land, that these alleys, which are dirt tracks now and which are very muddy during the wet weather, can be properly equipped with concrete pathways. This is what the Urban Development Commission has done. Sir, they have retired MTW personnel who are very experienced in this regard....

H/A78/10:09 Sequence 10

Tuesday, December 7, 2010

Hon. P.M.T. TODD: They have retired personnel who were experienced in this regard. I am sure that I will do all in my power to ensure that synergies can be created between RDC, UDC and MTW to ensure that the best practices are obtained relative to the construction of these tenantry roads and alleys, to make sure that proper foundations are laid with proper drainage so that the roads do not sink and break up due water settling in the roads. There is a tremendous opportunity to service the needs of working class Barbadians. I would pledge my part as Minister responsible for Urban Development Commission and Rural Development Commission to press this work forward.

I thank you.

Mr. CHAIRMAN: The Honourable Member for St. Andrew.

Mr. G.W. PAYNE: Mr. Chairman, the Democratic Labour Party obviously has a problem when dealing with the programme. It is obvious from what we have seen here in the House today, they cannot speak about their own programme, and in order to speak on any particular Head they have to attack the Barbados Labour Party and perceive failings which never actually took place. It was evident in the speech from the Minister of Public Works, because he could not even mention a single thing in the Democratic Labour Party's Manifesto that they have attempted to do, since they came into Government. It would seem to me that after two-and-a-half years the Democratic Labour Party has not realised that they are in Government. If they continue like this, it is fairly obvious that they will go down to 2013 attacking the Barbados Labour Party without realising that they have not even started their programme, but I am not surprised.

Sir, it is interesting because the Honourable Member for Christ Church West Central seems to sleep at night with the Auditor General's Report, out of the pillow as the Honourable Member for St. Joseph reminds me. I do not know if the Honourable Member for St. Joseph actually has seen him, but every time he comes in here he quotes from the Auditor General's Report and it is fairly obvious the Auditor General's Report would cover a period about two years before this time. I am wondering what he would say. I am listening very carefully because all the speakers on that side - there is a little trademark.

Hon. J.D.E. BOYCE: On a point of order. The Honourable Member is misleading this Chamber. The Honourable Member for Christ Church West Central quoted the Auditor General's Report because it spoke to the mismanagement of the Barbados Labour Party of its road programme, the famous 3S ABC Widening Project. That is the point that was made and that is the important fact that the Honourable Member for St. Andrew has to come to grips with, and stop trying to mislead the Chamber. It was a total mismanagement of funds. There was no contract. There were no agreed rates of work. Prices moved from day to day. Payments were made on a roll-on basis. It was totally unacceptable and the Auditor General is the highest financial propriety in the land.

Mr. CHAIRMAN: Honourable Member for St. Andrew.

Mr. G.W. PAYNE: Sir, the Honourable Member for Christ Church South is preparing for the next general election. I do not know if he knows something that I do not know, because I thought that there would be a by-election but he is speaking now to a general election. I do not know if that is a point of order.

Sir, as I was saying, when I was rudely interrupted by the Honourable Member for Christ Church South, I withdraw the word rudely, when I was interrupted. The Honourable Member for Christ Church West Central is just echoing the sentiments of Members on that side. They cannot speak to any particular project unless they attack the Barbados Labour Party.

Sir, when you look at the Manifesto of the Democratic Labour Party with respect to their work programme, there is nothing really of substance. There are three things in their programme that they are obsessed with. No wonder coming in here in this Supplementary, they cannot actually speak to anything that they told the people in 2008 that they would do, so they have to refer to the Barbados Labour Party and attack our programme, because it is their programme.

The Honourable Member for Christ Church South should actually come in here and say that he is very thankful that he came and found a good programme by the Barbados Labour Party and they did not have to do anything. All they had to do is to ensure that the programme has been carried out. He did not do that. He was not gracious at all. I think that the Members of the Democratic Labour Party on that side should do that.

Sir, when you look at his Manifesto - The Democratic Labour Party's Members believe that the Manifesto is an approval with the people of Barbados. They said that already. In other words they put things in their Manifesto and they are not serious about them.

Sir, when the Honourable Member for Christ Church West Central was talking about certain things that were said by the Honourable Member for St. George North that were not in the Manifesto, I can quote from our Manifesto to show you the facts of what he was saying, but their Manifesto spoke to exploring the feasibility of using ferries, to take passengers and goods from secured berthing points around the island to and from Bridgetown, and other towns. A modern efficient ferry service would be replacing such at Six Mens, Speightstown, Holetown, Bridgetown, Oistin, St. Lawrence Gap, Silver Sands, Foul Bay, Martins Bay and River Bay, thereby taking the pressure off the roads. What nonsense they are talking about?

Sir, they cannot come in here and speak to their Manifesto, so they have to attack the plans we had which the Honourable Member for St. George North spoke so eloquently about. They made some sense in here when they spoke to completing the East Coast Road. I do not know what they mean when they talked about the East Coast Road because there is a certain natural beauty in St. Andrew, on the East Coast. I do not want them to spoil the East Coast Road and the Scotland District. The Scotland District Programme, conceptualised by the Barbados Labour

Party, they have actually abandoned that. So they cannot speak to any East Coast Road Project.

Asides.

Mr. G.W. PAYNE: The Honourable Member is putting emphasis on improving the road drainage. I do not know if Members have realised the fiasco since Hurricane Tomas, with respect to the drains and cleaning up the debris from along side the road, since the Drainage Unit has become a separate entity from the Ministry of Public Works. Maybe they should revisit that aspect of their programme, but to come in here and be critical instead of complimenting the Barbados Labour Party for putting good things in place.

I think the Honourable Member for Christ Church South, instead of interrupting every five minutes, should be ashamed of himself. The Barbados Labour Party's Manifesto is very clear and they need to read it. The Honourable Member for Christ Church West Central took the Manifesto but he could not read it. I will read it specifically for him, just a paragraph or so with respect to road works.

"Barbados' road, highways and bridges provide leading mobility for commercial and personal travel. As critical elements of our development, greater improvements are needed particularly to our major highways to help boost economic activity and maintain a high level of social satisfaction."

Sir, are you telling us that the flyovers - Barbados Labour Party's Manifesto, Page 63 - You are telling us that the flyovers which we conceptualised are a waste of time, but I want the Honourable Members on that side to know that when we are returned to office we are going to build those flyovers.

Asides.

Mr. G.W. PAYNE: Sir, when you look at the congestion in the Warrens area, the work that is going on there, the administrative office, something needs to be done. No emphasis whatsoever on traffic management. I do not understand, but come in here complimenting themselves at a time when people cannot even find work at the Ministry of Transport and Works. They are complimenting themselves for planting a few flowers in the road. I do not understand what they are talking about.

Sir, they are trying to make heavy weather of the Honourable Member for St. George North not speaking to the plans by the Barbados Labour Party to extend the ABC Highway to Waterford. This is in our Manifesto, extend into four lanes, The Ronald Mapp Roundabout to Simpsons Motors.

Ha 78 12.00 p.m. Sequence 11

Tuesday, December 07, 2010

House A78, sequence 12, 12.08 a.m.

Mr. G.W. PAYNE: We have gotten back Highway from Simpson Motors to St. Thomas Parish Church and the ABC Highway to Waterford. The Honourable Member for St. George North did not have the Manifesto at the time. It makes interesting reading too, to go forward because I want to see some more of these projects so that when you come back here, the people of Barbados would know and must be reminded.

Sir, upgrade Highway 5 from Six Roads to Bussae and construct a new road between St. Davids and Dash Valley, improve Content Road, St. Thomas and the road from St. Thomas Church to Highway 1. Upgrade and resurface the road from Belleplaine to Bathsheba and the Honourable Member for St. Lucy who should know better, in his presentation I thought he would have been lauding the Honourable Member for St. Andrew when he was the Minister of Public Works for the amount of work that was done in St. Andrew because he is aware of that work. I think that he couched it in different language, in order to say that when he was a member of...I think what he wanted to say that when he was in Opposition nothing was done in St. Lucy and a lot of work was done in St. Andrew. I believe that is what the Honourable Member wanted to say but I would not take issue with that at all. Complete roundabouts at District D, Groves in St. George, Orange Hill in St. James, St. Davids junction, Waterford and at the National Stadium. Upgrade all tenantry roads.

Sir, the Minister of Public Works cannot come in here to make heavy weather of the Barbados Labour Party for not doing anything when they were in government. It was a continuation of their programmes. When you look at the road infrastructure now and you make a comparison of what it was prior to 2008, you believe that you are in a different country.

A friend of mine who was staying at my house the other day who was here about two years ago and spent some time in St. Lucia and then he went on to one of the other Caribbean islands wanted to know how the roads in Barbados got so badly in such a short space of time. Sir, it is failure to have a proper road maintenance programme.

Sir, I am very glad, as a resident, I like to think of myself as a resident of Orange Hill in St. James to see the improvements at the Lancaster Junction and I would compliment the Minister of Public Works for that work. It is unfortunate that the Minister of Public Works had to wait for two tragic accidents on that road, when calls were being made after the Democratic Labour Party took office.

Hon. J.D.E. BOYCE: Mr. Chairman, on a point of order. The Honourable Member is misleading the House by imputing improper motives. The junction at Lancaster has been a danger to Barbados for a long time and the Barbados Labour Party Government did not implement the construction of this junction. There were numerous accidents prior to the two that the Honourable Member speaks to and the Honourable Member and his team and the Barbados Labour Party did nothing to erect this roundabout. It was part of the solution when the whole Lancaster development was done. The Rt. Honourable Member for St. Peter refused to do it and the Honourable Member for St. Andrew knows that very well. Sir, we have put it in place.

Asides.

Mr. CHAIRMAN: The Honourable Member for St. Andrew.

Mr. G.W. PAYNE: Mr. Chairman, the Rt. Honourable Member for St. Peter was never the Minister of Public Works as far as I know. I was not the Minister of Public Works when this project was conceptualised. It was conceptualised under the Ministry of the Honourable Member for St. George North.

Sir, in 2008 at the time of the general election, this was high priority and it was supposed to be started, I think it was the next month and it was delayed. It was only after you had two traffic accidents on that spot that attempts were made to by the Hon. Minister to speed up the work.

Asides.

Mr. G.W. PAYNE: Sir, nothing was done. A lot of complaints were made. There were reports in the press about the dangers being posed to traffic in that particular area and they did nothing. Sir, again, it was only after those two serious traffic accidents that the Minister realised that it was necessary to treat it with an emergency.

Mr. CHAIRMAN: The Honourable Member has two minutes.

Mr. G.W. PAYNE: Thank you, Sir.

Sir, I must applaud him even though it took two people who could be alive today listening to us. Two people who could have been alive listening to us are no longer here as a result of the tardiness of the Minister of Public Works. I would not want to say that he is responsible for those two deaths but they are deaths that could have been avoided.

Another matter of urgency, even though it is not mentioned here is the junction at Westmoreland. I hope that

the Minister is not waiting for a tragic accident at that junction before some action is taken. I would like to hear him with respect to the junction at Westmoreland because at least that is one of the projects that they could claim as their project. It is a very serious area. The Honourable Member for St. Lucy is fully aware of that junction. He knows the dangers of that area. It is extremely difficult using that junction on mornings for people turning left and right on that Highway and it is important that these matters are addressed. Sir, those are the types of projects that I would like to see the Honourable Member for Christ Church South deal with, rather than coming in here making people believe that the Barbados Labour Party did nothing.

Mr. CHAIRMAN: The Honourable Member for Christ Church West Central.

Hon. S.A. LASHLEY: Mr. Chairman, on a point of order. The Honourable Member is not only misleading the House but he is casting aspersions on the integrity of an Honourable Member and he is using some language, which I hope he does not intend to get away with, by suggesting that in somehow or someway the Honourable Member for Christ Church South may be responsible for the deaths of persons on the Highway and that is not permitted.

Asides.

Hon. S.A. LASHLEY: No. Sir, after casting an aspersion, he said that he is not going to say that the Honourable Member is responsible but the slur, Mr. Chairman, is contrary to the rules of this House and should be withdrawn. It should never be suggested in this House, Mr. Chairman, and he is making that kind of insinuation. I call on the Honourable Member through you, Mr. Chairman, to withdraw those remarks.

Asides.

Mr. CHAIRMAN: The Honourable Member for St. Andrew.

Mr. G.W. PAYNE: Mr. Chairman, I would also like to hear the Minister of Public Works speak to the extension of the Orange Hill...

Mr. CHAIRMAN: The Honourable Member for St. Andrew, to the extent that the remarks you made might indicate some personal responsibility on the part of the Honourable Member for Christ Church South and I have heard both side so I think maybe you might have gone overboard in terms of your suggestions.

Asides.

Mr. G.W. PAYNE: Mr. Chairman, I said that if those roads were treated as an emergency, with the priority that

was given by the Barbados Labour Party in that we were to address those roads in February 2008, those two persons would be alive. This is all I am saying. I have not cast any aspirations on anybody.

Mr. CHAIRMAN: Honourable Member just a moment, please. To the extent you can say with a measure of definitiveness that those persons would have been alive if not for, I think that in itself might have been going too far. I would just ask that you withdraw those remarks.

Mr. G.W. PAYNE: Mr. Chairman, I am saying that if those works were done those people would have been alive. I did not cast any aspersions on the Minister of Public Works. What specifics should I withdraw?

Mr. CHAIRMAN: Honourable Members, please.

I would really like you to withdraw that remark.

Mr. G.W. PAYNE: Mr. Chairman, if you want me to withdraw the remarks, that if those works were...

Asides.

Mr. G.W. PAYNE: I do not know what in those remarks is offensive.

Asides.

Mr. CHAIRMAN: Honourable Members, please.

House A78, sequence 12, 12:18:27

Tuesday, December 07, 2010

Mr. CHAIRMAN: Honourable Members, please, we need to get on.

Mr. G. W. PAYNE: I withdraw those remarks.

Mr. CHAIRMAN: Thank you.

Asides.

Mr. CHAIRMAN: Honourable Members, please, let us have a sense of order. Before you proceed, however, Honourable Member, I would just tell you that you have one minute left.

Asides.

Mr. G. W. PAYNE: I would like the Honourable Member, instead of interrupting all the time, to tell us about the wider extension to the Orange Hill Road. There were plans to extend that road to the East Coast and work on that particular road had already started.

His Excellency D. St.E. KELLMAN: The Honourable Member is misleading the House by trying to give the House the impression that when he was the Minister of Public Works he was able to bring that road from Highway 1 up to Orange Hill. The Honourable Member is giving the impression that he had included a roundabout in that road.

Mr. G. W. PAYNE: I would also like the Honourable Minister to tell us whether or not the improvements in the Orange Hill area have anything to do with the wider programme for the Deanes Town Development Project. I have heard the Minister of Housing and Lands... He has been in here for quite some time and at least he should tell us not about the Deanes Town project because the Deanes Town Project and the expansion of the Orange Hill Road and Lancaster were linked hand in hand... I hear about building houses in Lancaster but at this stage you cannot talk about building houses in Lancaster without improving the road network especially seeing that more people would be using the road.

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

Mr. G. W. PAYNE: I thank you.

Mr. CHAIRMAN: The Honourable for Member Christ Church East Central.

Hon. R. D. JONES: Thank you very much, Mr. Chairman. Sometimes men can be moved to vain imaginings and what we heard just now from the Honourable Member for St. Andrew and what you heard earlier from the Honourable Member for St. George North can be placed within such a category. I know that the human mind can sometimes 'frivolate' out of the state of its own confusion. These are men who are now seeking glory after years of failure. You have these two Honourable Members who would look at the new Honourable Member from Christ Church South, just about two and a half years old, who has done a remarkable job regardless of the uncertain economic circumstances that existed in this country.

The Honourable Members on the other side, particularly those two Honourable Members who have spoken, have failed the people of Barbados miserably. They speak all the time of plans, we were about to start, we were thinking of. That was the extent and limits, I should say, of their action. One saw it aptly demonstrated in housing as well. We speak in this Honourable Chamber about the mismatch and the mash up policies and practices of the Barbados Labour Party particularly under those two Honourable Members, the Honourable Member for St. Andrew who blusters now in this Honourable House as though he wants to do something, his time is up and, in fact

comes the next time around, you would be on the outside as you like to be...

I want to move on as I speak to this Head 40, Mr. Chairman, and look at the tremendous work which this Honourable Member has done. I do not have to speak about work in the constituency of Christ Church East Central because this Honourable Member has demonstrated a fairness not hitherto saying under the Barbados Labour Party. Every single constituency has been touched for some work because the Democratic Labour Party does not divide Barbados into some minute entity called constituencies, that is a political domain. We see Barbados as a holistic enterprise so when I speak of work being done that work is being done as part of the holistic exercise. When I speak of the work that was done in Kingsland Heights, in Amber Drive, in Crystal Crest and all of those roads and the work being done in widening the junction of Durants Road onto Lodge Road and Water Street and the putting in of the sidewalks in that particular area...I know that project will continue as long as resources are available.

Asides.

Hon. R. D. JONES: The Honourable Member wants to disturb my mind in the protestations that are really particularly invalid at this point in time. There is work still to be done right across Barbados. We know the frugality of the Barbadian landscape relative to the kinds of foundational structures that we have on our roads. Sir, there is a heavy turnover in repair and maintenance of our roads. The Honourable Member has been trying to do that along with all of those persons who work at the particular depots across Barbados.

Sir, one has seen a new vigour in the Ministry of Transport and Works. I am seeing markings in roads now and constant marking in roads that never use to exist. One is seeing the kinds of carefully laid out plans to ensure that Barbados, which is a middle income country... I think that the Honourable Members on the other side is missing this point. We are living in a middle income country and therefore citizens in a democracy have a right to source their own transport and they are doing that. I believe that we have about 133 000 vehicles on our roads. Barbados was a plantation society, Honourable Member, and therefore its roads infrastructure was set up to deal with a plantation economy, cart roads. The Honourable Member for St. George North knows a lot about cart roads even now.

Asides.

Mr. CHAIRMAN: The Honourable Member for St. George North.

Mr. G. A. CLARKE: On a point of order. The Honourable Member for Christ Church East Central is misleading the House. We have not only the most plantations and the biggest plantations across Barbados but we have a lot of cart roads and we have been able to improve those cart roads over time. More so, it was the Barbados Labour Party's programme to upgrade all tenantry roads before 2012. So far we have seen a slackening of that programme that started under us.

Mr. CHAIRMAN: Proceed, Honourable Member for Christ Church East Central.

Hon. R. D. JONES: Mr. Chairman, I am not talking about well-lit tenantry roads, I am speaking about the cart roads that the Honourable Member for St. George North is well known for. There were no plans by him or any of the other Honourable Members on that side to bring any development to those cart roads because by bringing development to those cart roads you are also bringing lights and their deeds would become known to all men so I would leave that alone.

The point that I am making is that there is work ongoing in Barbados. Sir, because of the nature of our society and economy you would find that individuals would be purchasing their own means of transportation. We are now trying to match roads to housing developments in some instances that were haphazard. We are creating main arteries and subsidiary arteries to feed on to those so we are pouring more and more vehicles onto a few main arteries. It is a lot of money to be expended for relocation exercises.

House A78 Sequence 13 12.28 p.m.

Tuesday, 7th December, 2010

Hon. R. D. JONES: Mr. Chairman, I remember when the St. Patrick's/Lowlands Road and that road going back to Six Roads were being constructed. I remember the large amounts of money that had to be spent for various relocation exercises because of unplanned development in a plantation economy. We are now in a modern economic framework and work has to be done.

Mr. Chairman, the Honourable Member for Christ Church South has pellucidly outlined what this Government is doing. Sir, sometimes I am challenged by the motion that there is no continuing work and all kinds of straw men that they create on that side. We are doing the work on the behalf of and for the people of Barbados. Sir, this Government is not like the previous Government who abandoned brilliant projects therefore if a roundabout is to be placed at Lancaster, this Government is going to take it up and do it for the good of the people of Barbados.

Mr. Speaker, I want to compliment the Honourable Minister for the roundabout at Lancaster, it looks real good, that is because of first-class effort. It was not like the facility in Oistins, where all the steel was exposed to the wind, where that steel became rusted. It is not like the previous Sherbourne Conference Centre or the polyclinic in St. John, which suffered as a result of callous disregard for the investments for the people of Barbados, in those instances, structures were going up. In these instances, you are only talking about “we were about to think.” Sir, they want to make it as though we could read their minds, they talked about “we were contemplating.” Sir, we have gone many steps beyond their contemplation, we have started the projects, which all have a finite deadline. They will be finished and completed on time.

Mr. Chairman, occasionally I have to trek from St. George South to parts of St. Philip and according to the route it takes to get where I am going, I sometimes pass by the Coral Ridge junction. Sir, there is brilliant work taking place there, which would give you good line of sight. This is being done by the Democratic Labour Party Government, the Government of the people. Sir, brilliant work is also taking place at the Boarded Hall Roundabout. Mr. Chairman, at no time in the history of Barbados have we seen the unfolding of simultaneous projects such as that, and in a situation of scarcity.

Sir, sometimes I like to be gentle with the Honourable Member for St. George North because the Honourable Member does not know any better.

Asides.

Mr. G. A. CLARKE: Mr. Chairman, on a point of order. I do not want the Honourable Member for Christ Church East Central to be gentle with me, the Honourable Member has to be gentle with the opposite sex. I want the Honourable Member to be brutal with me.

Asides.

Mr. CHAIRMAN: The Honourable Member has three minutes more in which to wind up.

Hon. R. D. JONES: Mr. Chairman, sometimes when you give this Honourable House an explanation and you get an Honourable Member from the other side speaking of sadomasochism, it really would cause us to shudder. It is so unfortunate that the Honourable Member would take his mind to such a level. Sir, the point I am making is that failure is what should be emblazoned first on the back of the Honourable Member for St. Andrew. Sir, I am sure that the Honourable Member for St. Thomas, since the Honourable Member now refers to him as ‘Brutus’, would be proud if he could have emblazoned on his back ‘failure’

and on his front emblazoned “Judas.” We would recognise whom we are speaking about.

Mr. Chairman, the point is that great work is taking place. We need more. I am saying to the Minister that we also need a roundabout at the junction near Deighton Griffith Secondary School. I have already spoken to the Honourable Member about it. I am not saying it has to happen this year because I know the rigidity of finances.

Mr. Chairman, I believe that the work will start sometime in the new financial year on the road from Deighton Griffith, through to the Aberdeen Resource Centre, Gall Hill, to make that road that connects East Central and West Central usable for those persons who ply the Oistins route, along Highway 7, along the south coast.

Mr. Chairman, this is great work. There is no need to heap on the head of the Honourable Member for Christ Church South such burning coals as the Honourable Member would want to heap. What you need to do, as part of the humanity that I hope the Honourable Members possess, would be to praise the Honourable Member for Christ Church South for the great work he has been doing. Sir, in doing that, it does not take away from your own failures but you recognise that there is success being taken place in this manner.

Mr. Chairman, I support 100 per cent Head 40 and the resources being provided to the Ministry of Transport and Works to carry out this great exercise. Sir, I would want to say that this almost miasma that has inflicted or infected the bosoms and brains of the Honourable Members for St. George North and St. Andrew relative to flyovers, this would be their death. When one was talking about a flyover costing \$115 million on detail and they were talking about building between five to ten flyovers...

Mr. Chairman, this was unimaginable, Barbadians were rescued from the incomprehensible madness of those Honourable Members on the other side. We cannot condone these flirtatious adventures with the resources of the people of Barbados. I would hope that we would come up with other solutions, that persons would use our roadways wisely, safely and that there will be decent, so that all of us could move across Barbados as good as and well as we would want.

Mr. Chairman, I thank you.

Hon. J. D. E. BOYCE: Mr. Chairman, I want to make a number of brief interventions on this Head before we break for lunch. Sir, it is important to clarify certain aspects that have been referred to by speakers, especially on the other side. I start with the Road Traffic (Amendment) Act. Sir, the truth is that a complete redrafting of the Road Traffic (Amendment) Act is going to

be brought to this Honourable House. This Act will address a number of the issues which have been bugging the police, the Barbados Licensing Authority and other road users.

Mr. Chairman, at the Ministry we are signed onto one of the Charters of the United Nations, that is the Decade of Action for Road Safety, 2011-2020. This worldwide effort is to see a reduction by some 50 per cent of the incidents of road accidents and of course the resulting fatalities and danger to the well-being of survivors.

Mr. Chairman, a few weeks ago I had the opportunity to join the Barbados Road Safety Association at their church service at the Cathedral. It was a very touching service in which we were able to sign on with the victims of road accidents in Barbados and to share with them our concerns. Sir, the Ministry of Transport and Works is working now in establishing a National Road Safety Council, which will be headed at the highest levels, to demonstrate the seriousness with which we will be looking at the question of road safety. We will be guided by road safety reports and statistics which speak to the incidents and location of accidents.

12.38 p.m.

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Hon. J.D.E. BOYCE: We will make sure to include in our amendments to the Road Traffic Act, as the Honourable Member for St. George North mentioned, the carrying of our driver's licence and our insurance certificate. Sir, it is not good enough that Barbadians want to leave it at home and say that they will deliver it whenever they feel like or in 24 hours or 48 hours, or whatever. If the police are to carry out an efficient, effective job, they must be tooled up to do so, and even if we give you leeway in terms of reproduction of your licence, it will be under the conditions and terms set by the police and not necessarily by the fancy of individuals. We have to nip the incidence of misuse of our roadways with misuse of vehicles on our roadways in the bud. (1:10) We have to deal with incidences of road users exceeding the speed limit, racing on our highways at night and the Ministry is prepared to sit down and discuss with these organisations dedicated area, not necessarily in our road network but helping them to identify safe areas where we can carry out the sport of car racing in a controlled environment which is sanctioned by the police and which is sanctioned by the Ministry. Sir, as I have, these are discussions, they are no final decisions but as Minister, I am saying to the officials of the Ministry to let us discuss the ideas with the stakeholders and make it right.

Mr. Chairman, in this National Road Safety Committee, the umbrella organisation, we will work with

all the road safety bodies, along with the Barbados Road Safety Association to bring about more awareness of the pain and hurt which is inflicted on families and survivors of these horrific accidents. We believe they can be avoided and, of course, the economic cost to the country can, therefore, be avoided. Sir, this is our commitment and is part of the programme of the Ministry.

Mr. Chairman, I need also mention the question of the Warrens area because only about a week ago, the Cabinet of Barbados considered a contract for the Warrens Safety Improvement Project. This Project will be carried out over a two-and-a-half year period to a three-year period at a total cost of some \$43 million inclusive of VAT. Sir, the design details have been signed off on, the rates to be used have signed off on, are all available and have been agreed by the contractor and the Ministry. Sir, financial arrangements for the project, as I have said, will be spread over three years. (3:43)

Asides.

Hon. J.D.E. BOYCE: Yes, it will be financed by the Central Government. The project really speaks to the introduction of a number of rotary solutions or roundabouts, if we may, starting as far north as Redman's Village on Highway 2A, coming down by Automotive Art - I am not making any advertisement for any business place - into the Darcy Scott roundabout which is referred to, sometimes, as the Simpson Motors Roundabout. There will be improvement there to remove the leg which now takes us into the Simpson Motors' business area. Sir, we will have a dedicated leg to that area. We will go up to the Everton Weekes Roundabout, we will turn left to Jackson, and we will create a roundabout by the Baobab Towers. Sir, if you remember, we have two large office buildings belonging to Government, which are coming on stream in another two years or so, and then there are a couple of commercial building coming on stream also. We envisage the need, therefore, to allow traffic to move faster. Sir, when you have traffic crossing lanes around traffic, we need to look at solutions which take them to convenient roundabouts and rollout an easy solution.

Mr. Chairman, the Jackson Roundabout will also include the completion of 1st Avenue, Jackson. Sir, there was a story of Sarah Palin in Alaska who had a bridge to no where. Well, there is a road to no where in Jackson, built by the Barbados Labour Party and, Sir, if you are ever up there, you should pay a visit and, Sir, we are going to link that road on to the Baobab Roundabout. (5:30)

Asides.

Hon. J.D.E. BOYCE: Sir, The Honourable Member for St. Thomas would have to send a message to the Honourable Member for St. Michael North East and see if

she sends a reply. Sir, you would have to ask the Honourable Member for St. Thomas to ask her about this road to no where.

Mr. Chairman, that roundabout will be improved and we will then go down to another roundabout at what is now the PriceSmart, Manor Lodge area, which is another rotary solution (6:08) and then you go into the Warrens central area by the Barrack Towers. Sir, I spoke about the Baobab Towers and, by the Barrack Towers, again, another creation of the Honourable Member for St. George North but, Sir, we can talk about that another time. The point is, this traffic solution is envisaged to move the traffic around the Warrens area more effectively. Sir, Warrens is, in truth and in fact, a town centre and, at this time, it can easily be described as a town centre.

Asides.

Hon. J.D.E. BOYCE: Yes, up Lodge Hill there will also be improvement in terms of rotary solutions. The contract will be started soon, I believe after the Christmas holiday and we look forward to an early completion.

Mr. Chairman, the Ministry is also responsible for building works. We talked about the question of building standard authority and the Act. Sir, the truth is that there has been a building code in existence for many years. It has been said, on this Floor of the Chamber, by numerous members on both sides but the point is that it has never been signed as being officially signed on to. It has never been made compulsorily and it does not have the legal clout to be put in place. We have presented to the Governance Committee, the first draft of the Building Standard Authority Act, which will administer the Building Code. In the meantime, we have directed that the Building Standard Authority be directed...

Asides.

Hon. J.D.E. BOYCE: There is a director there. Sir, all these things are there and have been there for a while and the Honourable Member St. George North knows that but there was nothing being done. We have thrashed out a way forward. He has been instructed and he has written the Barbados National Standard Institute indicating that the Barbados Building Code should be propagated and used, so he is sanctioning the use of the Barbados Building Code, something which I believe should have been done a long time ago. Sir, that speaks to all the measures which should take place in our construction methods.(8:42)

Mr. Chairman, the terms of the Act, we will see then to create a group of self-regulated, competent persons, who will be drawn from the industry from architects and building service engineers, which is another field that is becoming very popular now, so that commercial building

may want to employ these kinds of professionals who would present a certificate to the Building Standard Authority which would be a self-starting certificate. In other words, the Building Standard Authority would design a certificate, signed by the competent person, who has been registered with the Building Standard Authority and that person would then go ahead and sign off that the Building Code and standards have been met by developer and we can go forward with that.

Mr. CHAIRMAN: The Honourable Member has two more minutes.

Hon. J.D.E. BOYCE: Sir, the other group will be the private sector, which are the normal householders who build houses every day. Again, they can either use the services of a competent building services engineer...

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Hon. J.D.E. BOYCE: Again, they can either use the services of a building service engineer, a competent person, to have a pre-approved form signed off on and submitted to the building authority to remove that threat of bureaucracy which is also hindering the implementation of this building code. So we have come up with this approach. Again, the General Insurance Association of Barbados is onboard in this regard and they are telling us if persons who build homes are able to meet the conditions set by the Building Standards Authority and the building code, then they will be entitled to very reasonable reductions in the rates of insurance premiums, and this would certainly help to defer the cost of the building.

Sir, in the case of the public sector buildings, they will be dealt entirely by the Buildings Standards Authority, and they will work in conjunction with Government to make sure - very much like that which is done with persons, at the Government Electrical Engineering Department and the Town and Country Planning Department.

I believe that Barbadians and developers in Barbados would be happy to hear that we have reached this stage. I would envisage that within the next six months, at most a year, we will have the entire Act brought to this Chamber for consideration and if so, for passage into law giving the Building Standards Authority, the power and the right to regulate building construction methods and standards in this country.

Sir, I made this presentation a couple of months ago to the engineers and the Barbados Association of Professional Engineers, and the Barbados Association of Professional Engineers are aware of it. This kind of

solution is something they were looking for a while. In other words you do not want to have a system which is totally dominated by Government regulating powers, but it is one which recognises the ability of the private sector and other persons, to join in the solution that we are trying to achieve. I believe this is a win/win situation for Barbados and a win/win situation for our engineering fraternity. This is part of what the programme of the Ministry will be shaped like going forward.

Sir, I look forward for an opportunity after lunch may be to come back to make a few more comments.

I am obliged to you, Sir.

On the motion of Hon. J.D.E. BOYCE, seconded by..., the CHAIRMAN reported progress to His Honour the SPEAKER and asked for leave to sit again and Mr. SPEAKER resumed the Chair and reported accordingly.

SUSPENSION

Hon. J.D.E. BOYCE: Mr. Chairman, I beg to move that this House be now suspended until 2.00 p.m. this afternoon.

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

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

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House A78, sequence 17, 2.07 p.m.

RESUMPTION

Mr. SPEAKER: Good afternoon, Honourable Members. This Sitting is resumed. When the suspension was taken, the House was in Committee of Supply and to that we shall now revert.

Mr. Speaker left the Chair and Mr. Chairman resumed the Chair.

Mr. CHAIRMAN: This Honourable House is in Committee.

The Honourable Member for St. Thomas.

Miss C.Y. FORDE: Thank you, Mr. Chairman.

I sat and listened with interest, Sir, and then, of course, I always have my bits and pieces of notes. I smiled very sweetly when I heard the Honourable Members who spoke so far on the other side, speak to this whole issue of road works and transport.

Sir, I looked at the Manifesto of the Democratic Labour Party for 2003, a one pager. It says absolutely nothing about road works. This was an Opposition waiting to become the Government. As I peruse the Manifesto of 2008, which has more pie in the sky stories than anything else. I looked at three aspects on page 31 of the Manifesto and I quote:

1. Improve the major roads in rural areas and complete all outstanding tenantry roads.
2. Improve the visibility on the traffic flow at several dangerous junctions.
3. Improve signage and road markings.
4. Put emphasis on improving road drainage, sidewalks and gutters.

Mr. Chairman, while I would not expect that miracles would happen since this Government is just one month short of three years as a Government, I do not expect the impossible and my favourite expression is that Rome was not built in a day. I shuddered, Mr. Chairman, when the Honourable Members spoke about the Barbados Labour Party for 14 years not doing anything. I know that this is a document of the House for this Honourable Chamber and if needs be, I will leave this document.

Sir, I would like to say that between 1997 and 2007 until 2017, it speaks to 67 roads being built in Barbados in the rural development area at a cost of \$20 million to accommodate 820 households and then there were 18 additional roads that were started. Sir, the document at page 22 speaks to a number of subsidiary and tenantry roads in southeastern and southwestern Barbados that were built and completed to the tune of \$34 million to cover 150 residential roads. Sir, 20 roads were completed in St. George, 16 in St. Philip, 10 in St. James, 45 in St. Michael, seven in St. Thomas, 30 in Christ Church, seven in St. Joseph, five in St. Lucy, 10 in St. John, eight in St. Peter and two in St. Andrew.

Mr. CHAIRMAN: The Honourable Member for Christ Church South.

Hon. J.D.E. BOYCE: The Honourable Member is not speaking about the Resolution, Mr. Chairman. The Resolution is not speaking about that. The Resolution is for money to do roads now, not what she is reading out there. That has no relevance to the discussion.

Asides.

Miss C.Y. FORDE: Mr. Chairman, I was only trying to set the record straight because Honourable Members continue to say from since February 2008 that the Barbados Labour Party did not do anything.

Sir, the document that the Honourable Member for Christ Church South has access to, outlined the Minister's brief for Estimates 2007 to 2010. I believe it is a document of this Honourable Chamber but I could make it a document. Sir, for the Ministry of Public Works and Transport, the projects completed 2005-2006. Highway construction and maintenance, Colleton in St. Lucy - I want the Honourable Member for St. Lucy to hear - Colleton to St. Lucy Parish Church, St. George, Lashley Road in Salters, Christ Church, Lower Grays to Highway R, St. Philip, Long Bay Development, St. Peter, Collins Phase 3. Residential roads, St. Michael - Wildey to St. Stephens Hill, Christ Church - Sherbourne road and Brier Hall. Sir, let me just pick out the roads in St. Lucy and St. John that were mentioned, Butchers Road in St. Lucy. Sir, tenantry roads were done in Christ Church, some in St. George and it goes on and on but that is not all.

Mr. Chairman, it also speaks to the 2006/2007 completion of roads, completion of projects complete, highway construction and maintenance, Messiah Street in St. John to St. John Parish Church.

Mr. CHAIRMAN: The Honourable Member for Christ Church South.

Hon. J.D.E. BOYCE: Mr. Chairman, Mr. Chairman, on a point of order. The Honourable Member is misleading the Chamber by speaking about the historical ego massaging that she is going through. This Resolution speaks to \$8 626 186 to be granted from the Consolidated Fund and placed at the disposal of Government to supplement Estimates 2010-2011 so she has to speak about that, Sir, but she is not attempting to address the Resolution.

Miss C.Y. FORDE: Mr. Chairman, I shall not be moved and I will be guided by you, Sir.

Mr. CHAIRMAN: The Honourable Member for St. Thomas all I ask is that you link it back into the debate, please.

Miss C.Y. FORDE: Mr. Chairman, I am linking it with the roads because the Honourable Member in his presentation, as well as all Honourable Members on that side spoke about nothing being done. I have to put the record straight. We cannot erase history.

Asides.

Miss C.Y. FORDE: Mr. Chairman, let me move on because I could have gone to Messiah Street in St. John to St. Philip Parish Church and I could have gone to a number of other areas but another occasion, I will treat to it, Sir.

Mr. Chairman, I want to say that the Barbados Labour Party's performance, not only in the Ministry of Public Works and Transport but also in rural and urban catered to the needs of Barbadians to afford them roads, where most people who lived in rural communities wore two pairs of shoes. Thank God, those two Commissions, coupled with the work of the Ministry of Public Works, under the Barbados Labour Party helped to save the day.

Mr. Chairman, there was a policy in the Barbados Labour Party as a Government that each depot will be assigned at least one bobcat, one truck so that when the roads are being cleaned we do not have to borrow the necessary equipment to strengthen the depots. Sir, that no longer happens.

Mr. Chairman, I want to further state that in these modern times when a Government chooses to raise road Tax to the astronomical level as it did in 2008 where persons who paid \$265 are now paying \$400 and the increase in bicycle Tax and so on, I believe that whole pothole situation should have gone when Red Plastic Bag made his song.

Mr. Chairman, for many years, we had not been seeing the potholes in Barbados as we are seeing again. I wonder if the Honourable Minister comes to rural area like mine in St. Thomas or St. George, St. Andrew, St. Joseph, St. Lucy, St. Peter so that the Honourable Member could feel and experience the roller coaster rides that we have every time we travel on certain roads that are having a serious impact and are deteriorating the vehicles that we use, since we have been asked to pay so much Tax.

Mr. Chairman, I do not support, as I did on the call-in programme about two weeks ago a call for any toll on any Highway because Barbadians are currently reeling under the pressure of the taxes and other impositions by this Government and they cannot carry any more of the cost in this country. Sir, this new pothole era is really having a serious impact.

Mr. Chairman, I want to speak about equity because the Honourable Member for Christ Church South, in particular and I think the Honourable Member for Christ Church East Central spoke a lot about every place in Barbados. Sir, I cannot enjoy that kind of comfort. I have not enjoyed what the Honourable Members spoke about because at this time, Mr. Chairman, I have tremendous difficulties in the parish...

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Miss C. Y. FORDE: Sir, I have not enjoyed that sort of comfort that the Honourable Members spoke about because at this time I have tremendous difficulties in the parish that I have the privilege to represent. They are not giving the depots the adequate materials and sometimes when the material is there the equipment is unavailable so they stand on the job for days and can do nothing. They do not have a shovel, they do not have a fork, they do not have a hoe, they have nothing to help them. When they are on the scene and there is no material then they waste time as well and therefore I want to take this opportunity again to publicly thank the members of staff of the Bagatelle Depot, an honourable bunch of people, they are some unsung heroes there who use their initiative - I cannot speak for the other depots - and for the team that was at Prospect who at every request for road markings and for better signage did the best they could with the resources that were available to them. Sir, I believe that their efforts should be lauded.

Mr. Chairman, I wonder if this Democratic Labour Party understands the importance of rural communities to the growth and development of this society. When you look at tourism, manufacturing, agriculture, heritage tourism and culture you can tell that were it not for the rural communities we would not be able to go too far because tourists are no longer looking for sea and sand alone, they want to enjoy the ocean but they also want to have other creative things to do while here on holiday. I am not knocking tourism. The point I am making is that the parishes of St. Thomas, St. Andrew, St. Joseph and a little few pieces in St. George and indeed more so to the farther and northern and western parts of the island are exceptionally good aspects of tourism and agriculture and the other facts that I mentioned to the economy of this country.

I am hurting, Mr. Chairman, at the challenges that we are experiencing in St. Thomas in particular now as it is my area simply because people now have begun to say to themselves, the Government has changed now so they think we are nobody. No taxpayer in Barbados should be saying that.

Sir, when you look at the places of interest, the vistas and the panoramic views that you can get from the parish and the hundreds of taxis and hired cars and coaches and so that bring persons from the various mega ships and so to the parish as part of the package of coming to the beautiful island of Barbados... You are talking about Highland Tours, Welchman Hall Gully; Harrison's Cave; Coves Cave; the Rock Hall Freedom Village, although the money that voted for last year nothing has been spent but that is another discussion; the Flower Forest that borders St. Thomas and St. Joseph; the Vault in the Vault Road; the Sharon Moravian Church; Jack-in-the-Box Gully; the aerial trek

location over in Clifton Hill; Mount Hillaby, the highest point in Barbados and the various other open windows to the sea, we are not being able to accommodate our tourists and our locals in the way that I expect because our roads are in shatters not because they were not attended to in our time as a Government but because the continuous maintenance is not being offered.

Hon. J. D. E. BOYCE: On a point of order. The Honourable Member is misleading the House. I have in my possession a letter from the Honourable Member in which she praises the conditions of the roads in St. Thomas only a couple of months ago and if she continues in this way I would be forced to read the letter because she writes these letters to the Ministry and compliments us and then she comes in here and tries to grandstand about little petty foolishness. I have the evidence here.

Mr. CHAIRMAN: Honourable Member continue, you have three minutes.

Miss C. Y. FORDE: Thank you, Mr. Chairman, Sir. Mr. Chairman, the Honourable Member always takes up the Permanent Secretary's information and reads it, it is amazing but I am not going to deal with that because I know that last year the Honourable Member put in almost \$300 000 for the Lion Castle bridge and then another supplementary and so far there is no bridge and there is no exit if we have serious problems in Lion Castle, St. Thomas.

That is not all, Mr. Chairman. Bloomsbury Road, the Honourable Minister knows of Bloomsbury Road, I sent photographs as well, is an accident waiting to happen. Fortress Hill, where the Honourable Member cut the rock as I have requested previously, is one of the most dangerous roads as well. The rock has been cut, all kinds of holes and so have been left along the sides of the road but absolutely nothing more. Vacluse Road because of the race track and whatever has happened there, there is now enough water there, if the rain is not falling, to accommodate a swimming pool. It is that kind of thing. I am not talking about building a whole new road, I am talking about the road maintenance that is necessary.

Mr. Chairman, I want the Honourable Member for Christ Church South to know, and it can go into the records of this Honourable Chamber, that when he and the late Honourable Member for St. John grandstanded about the Vault Road and the collapse because of heavy rains and so - I want to let the Honourable Member's soul be rested - that I fixed it out of my pocket because my life is an open book. Any file could be opened on me, Mr. Chairman, and anybody could write anything but the road was fixed out of my pocket to thousands of dollars because I wanted my constituents to have a safe ride and I wanted for the tourists

and the locals who are in the area to be able to get to and from there.

Certain remarks made by the Honourable Member for St. Thomas were ordered expunged from the record by Mr. Chairman.

Miss C. Y. FORDE: Mr. Chairman, that is your privilege in here and I respect it.

Mr. CHAIRMAN: Proceed. You have one minute.

Miss C. Y. FORDE: Very well. As I close, I just want to encourage the Honourable Member to inform us of what plans there are since this over \$6 million is going towards those roundabouts and so would not really accommodate us in the rural communities who are not getting the equity.

Asides.

Miss C. Y. FORDE: I would like for the Honourable Member to pay attention to the resurfacing of areas that the utility companies, like the Barbados Water Authority and the National Petroleum Corporation, excavate because there is a road at the junction of Carrington Village/Vault Road and Canefield where for six weeks now there is an opening as big as a hole for a coffin, no signage, no nothing and I could call to the cows come home there is no attention.

The final quick question is: What about the funds for persons whose properties have been compulsorily acquired? There are persons who are reeling under the pressure, no funds available to them. Will the Honourable Minister give us any word on that? How much is provided for them? Which roads in St. Thomas would get any help at all in the light that we have so many challenges? When will attention be paid to the potholes that are so seriously impacting on residents and people's vehicles and so?

Mr. CHAIRMAN: Your time has expired.

Miss C. Y. FORDE: Treat to the wells and so on, the problems in St. Thomas.

Mr. CHAIRMAN: Your time has expired.

Miss C. Y. FORDE: I have no problem with that, Sir. I am obliged.

Mr. CHAIRMAN: Just a minute, please. The Honourable Member for St. Michael East.

His Honour K. St.C. BEST: Mr. Chairman, I rise at this stage to support this Resolution. I think the Resolution speaks for itself.

House A78 Sequence 18 2.28 p.m.

7th December, 2010

His Honour K. St.C. BEST: Mr. Chairman, there was a problem at Joes River regarding the commuters and public at large. Mr. Chairman, I want to see a greater road maintenance programme in Barbados. It is critical that we pay special attention to a greater road maintenance programme, there is no sense in spending this money on building roads and not having a proper road maintenance programme.

Sir, within the constituency of St. Michael East, I am faced with numerous requests from the constituents who speak about the deteriorating conditions of those roads. Sir, these roads did not begin deteriorating within the last two years, as I traversed the constituency of St. Michael East, prior to 2003 and 2008, those roads were in a terrible state of disrepair. I have already made several requests, when we were in Opposition, for road works to be done and nothing was done. I am now calling on the Honourable Minister and staff at the Ministry of Transport and Works to pay special attention to the roads in the constituency of St. Michael East.

Mr. Chairman, those roads are heavily used every day. On mornings, persons take all manner of short cuts through every avenue in the Ivy, to beat the traffic on Government Hill. It therefore means that the amount of traffic traversing those roads are increasing, which means that the conditions of those roads are fastly deteriorating. It is with a sense of urgency that I am calling for the Ministry of Transport and Works to look seriously at maintaining those roads.

Mr. Chairman, those roads are Ivy Road, Martinique Road, Roberts Road, Haggatts Hall and Monroe Road. I must say that part of Monroe Road was fixed under this administration because I remember complaining, since 2003, for the problems existing there by the Barbados Light and Power Company station to be fixed. Sir, whenever rains set up, vehicles were unable to pass there. Since this administration came into power, the Ministry was able to divert some of the water off the road and raised the road to a level that allows that flooding to be eradicated.

Mr. Chairman, on the question of flooding, I want to speak to a proper road maintenance programme. Sir, this bad practice of the weeding of roads and allowing the weed to stay at the sides of those roads for too long before it being removed is causing too many problems. I believe that a programme should be put in place, where when the road is weeded today, that immediately after that grass should be removed. Sir, if that does not happen, what happens, as there is no certainty when the rain would fall, is that the rain comes and the grass is again washed back into the

drainage. Therefore, additional sums of money would now have to be spent to clear out those drainages.

Sir, I believe it would be less costly to have a vehicle there, a bobcat and a truck, to remove that grass as soon as the workers weed it, so that problem would not occur. Mr. Chairman, it not only happens in the constituency of St. Michael East, I believe that every Honourable Members in this House is faced with the same problem. Sir, that problem did not start under the Democratic Labour Party but I want to see the Democratic Labour Party bringing it to an end.

Mr. Chairman, this Resolution also speaks about licences. I believe that we are a globalised country and that we have to start looking at the issue of personalised numberplates. In England, there are personalised numberplates. It is your choice. It therefore means that Government could raise additional revenue because the cost of personalised numberplates is higher than the ordinary numberplates that you would get when you renew your road taxes. In that way, we would be able to raise additional revenue, as it would be the choice of the individual, who wants a personalised numberplate, to determine whether or not he wants to pay \$1 500 or \$2 000.

Mr. Chairman, I believe that, sooner rather than later, this whole question of licence plates being manufactured by any and everybody in Barbados should come to an immediate halt. I believe what should happen is that all persons who go to the Ministry of Transport and Works should get a letter from that Ministry to take to the manufacturer of that licence plate, to prove that person is the registered owner of that vehicle. Sir, what happens is that anybody could go to any manufacture of licence plate and say that he or she wants a licence plate, without having to produce any proof of ownership. Sir, if we are to reduce the incidents of fictitious numberplates on our roads and from persons changing numbers in order to commit criminal activities, we must immediately have legislation to deal with that.

Mr. Chairman, I know the question would be raised that we would be putting young entrepreneurs out of work. Sir, at the expense of that, we must look at the safety of the society. Sir, the safety of society is paramount with respect to these things. Therefore, we must weigh everything and put everything in the balance to see whether or not it is profitable to go forward with the question of whether or not we are putting small business persons out of work or whether or not we should continue to let the criminal activities perpetrate throughout this country, by the constant changing of numberplates because of the fact that numberplates can be easily made anywhere in Barbados. Sir, in England, when a vehicle is registered, that numberplate remains the number of that vehicle.

Asides.

His Hon. K. St.C. BEST: Mr. Chairman, the Honourable Member for St. George North is heard to be saying... Sir, there is no letter that is issued.

Mr. G. A. CLARKE: Mr. Chairman, on a point of order.

The Honourable Member is misleading this Honourable House. Sir, the Road Traffic (Amendment) Act, 2006, speaks to approved dealers for the manufacturing of licence plates. These manufacturers have to be approved by the Ministry of Transport and Works and so any and everybody cannot manufacture numberplates.

Mr. Chairman, if the Democratic Labour Party has reversed that, then they must say so, but the Act states only approved dealers can manufacture licence plates. The Honourable Member must not speak of things that he does not know anything about.

His Honour K. St.C. BEST: Mr. Chairman, the Honourable Member for St. George South should be the last person to rise in this Honourable Chamber and speak to the question of legislation. Sir, I am saying that persons should be given a letter from the Ministry of Transport and Works. That does not happen today, and the Democratic Labour Party has not changed nor reversed any legislation. It does not happen, you go to the Ministry of Transport and Works, licence your vehicle, you get a registration disc, where you can take to any manufacturer and say you want a numberplate made. You do not have to produce any identification or anything else to get that licence plate made.

Sir, I am the owner of vehicles and so the Honourable Member for St. George North does not understand what he is talking about. The Honourable Member was in charge and it is well-known that while in charge, the Honourable Member said he does not know anything about the firm SSS Construction Company.

2.37 p.m.

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HIS HONOUR K.St.C. BEST: Sir, I attended a Town Hall Meeting at Parkinson School and the Honourable Member was part and parcel of that meeting and he said it was the first time he was meeting the people from 3-S. Sir, I also said...

Mr. G. A. CLARKE: Mr. Chairman, on a point of order. Sir, the Clerk of Parliament is in the House. I am saying to you that under the Laws of Barbados that only recognised persons can manufacture licence plates. We

have gone past that and the Ministry is supposed to implement the whole programme.

Mr. CHAIRMAN: Thank you, Honourable Member. Just to note that we have just about five minutes to go.

HIS HONOUR K.St.C. BEST: Sir, the Honourable Member was not aware of 3-S but he was part and parcel of that meeting. Sir, we are in here making all sort of noise about flyovers but in that presentation the flyovers were being presented with one lane going one direction and one lane going the other direction. When a question was asked, if a vehicle breaks down on that flyover how it would be removed, nobody could answer, neither the Minister nor any other person.

Mr. Chairman, I will wrap up now but, Sir, I would also want to ask what is the latest position with respect to the tariff for taxi operators. I would want an update from the Ministry as to the latest position in respect of the tariff for taxi vehicles.

Mr. Chairman, as I wrap-up, I want to leave this small quotation with this House:

“It takes courage to risk the easy life by standing up to the truth and integrity”.

Sir, that I want to leave with this House. Sir, with those brief remarks, I thank you.

Mr. CHAIRMAN: The Honourable Member for Christ Church South.

Hon. J.D.E. BOYCE: Mr. Chairman, it is obvious that there is a lot more to be said in respect of this whole Resolution in terms of transport and works. There are other Heads in the Resolution but time has overtaken the Resolution and the Rules of the House are paramount.

Sir, I just want to wind up the debate on this Resolution by thanking all Honourable Members who have contributed and who have supported me, even without contributing, in moving this Resolution. I believe we have been, on this side, clear to explain to the public of Barbados exactly how this money is intended to be used, and that is the important thing about this Resolution. Sir, Honourable Members on the other side have contributed. They have talked about what they were hoping to do in the period 1994 to 2007/2008 but did not complete. Sir, that is fine and that it is there in the records of the Ministry and, indeed, of all Ministries. It is part of our policy to try, wherever possible, to deal with these issues.

Mr. Chairman, I feel I have to speak a little bit to the Honourable Member for St. Thomas in respect of road repairs in St. Thomas. She is quite right when she says that

there are serious issues with a number of the roads in St. Thomas. The truth is, as you know, Sir, and this Honourable Chamber is fully aware, the approach to that kind of road repairs is one which is extremely costly and I believe in my early presentation with respect to the Scotland District, I spoke to what we are looking at in the Ministry in terms of an entire programme to deal with some of the major arteries that are so important, as the Honourable Member puts it, to maintenance and sustenance of our very important tourism product, so we are on all-fours with respect to that.

Mr. Chairman, I have listened to the suggestions of the Honourable Members in respect to licensing. The question of accredited manufacturers of licences will be looked at. The Ministry is actively pursuing a programme now for electronic vehicle identification which would assist both the Ministry, the Barbados Licensing Authority and the Barbados Police Force in identifying vehicles which are legally registered and that way, too, controlling the ones that maybe illegally used. There is an increasing amount of information which speaks to the fact that unlicensed vehicles are being used, more and more, to commit crime in Barbados and the police are looking forward to the evolution of this kind of solution in Barbados.

Mr. Chairman, the team from the Ministry has visited overseas to a couple of locations where this system is in place and I look forward to some form of early partnership to, at least, have a pilot programme on this electronic vehicle identification going, so that we can use this information to support the further development. Sir, of course, all this is being dealt with in the whole consideration of the amendments to the Road Traffic Act, which will be coming again.

Mr. Chairman, just bear with me for thirty seconds, while I make this point. Sir, the question of the breathalyser will be considered as part of the Road Traffic amendments. We have to be matured, I believe in Barbados now, in our whole management of road safety and, sir, we are committed to this full approach. I want the public of Barbados to become sensitive to the fact that this will be part of the discussion going forward in the final roll-out of the Road Traffic (Amendment) Act, which will now be, of course, 2010 or 2011, and I think the Honourable Member St. George North should know that.

Mr. Chairman, with those few words and, again, thanks to the Honourable Members who spoke, I beg to move that Head 40 stand part.

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

HEAD 62

MINISTRY OF FINANCE, INVESTMENT, TELECOMMUNICATIONS AND ENERGY - \$622 039.

Hon. C.P. SINCKLER: Mr. Chairman, in begging to move that this Head stand part, I wanted to indicate that the Explanatory Notes be amended as set out in the Schedule.

Hon. J.D.E. BOYCE: I beg to second that, Sir.

The question that Head 62 stand part was put and resolved in the affirmative without division.

HEAD 65

MINISTRY OF TRADE, INDUSTRY AND COMMERCE AND INNOVATION - \$84 855.

Hon. C.P. SINCKLER I beg to move that Head 65 stand part as amended, the amendment being that in the original Explanatory Note, the Ministry of Trade, Industry and Commerce was not mentioned.

Hon. J.D.E. BOYCE: I beg to second that, Sir.

The question that Head 65 stand part was put and resolved in the affirmative without division.

On the motion Hon. J.D.E. BOYCE, seconded by Hon. C.P. SINCKLER, 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 motion of Hon. J.D.E. BOYCE, seconded by Hon. C.P. SINCKLER, the Resolution was read a first, second and third time and agreed to.

H/A78/2:48 Sequence 20

Tuesday, December 7, 2010

On the motion of Hon. J.D.E. BOYCE, seconded by Hon. P.M.T. TODD, Mr. CHAIRMAN reported the passing of one Money Resolution in Committee of Supply and Mr. SPEAKER resumed the Chair and reported accordingly.

On the separate motion of Hon. J.D.E. BOYCE, seconded by Hon. P.M.T. TODD, the Resolution was read a first and a second time and agreed to.

ORDER NO. 12 – THE NATIONAL INSURANCE COMMISSIONER (VALIDATION) BILL, 2010

Mr. SPEAKER: The Honourable Member for St. Michael North West.

Hon. C.P. SINCKLER: Mr. Speaker, thank you very much for giving me the opportunity to deal with this matter. This actually is relatively simple in terms of parliamentary procedure. It is a validation Bill to validate the functions performed by the Head of the Tribunal National Insurance Commissioner pursuant to the National Insurance and Social Security Determination of Claims and Questions Regulations 1967. These actions having been performed from January 1, 2004 to September 26, 2010.

Sir, it is a common practice that has developed as a convention almost that the persons who acts as NIS Commissioner is really the sitting Chief Justice of Barbados. However, on the occasion of the appointment of Sir David Simmons, as Chief Justice, he had indicated that he would have preferred Sir Denys Williams, the former Chief Justice, to continue to function in that particular role, which he did and did with some degree of distinction. However, the last appointment that would have been afforded to Sir Denys as National Insurance Commissioner would have been on December 31, 2003. This matter, unfortunately, came to our attention only recently as it went unnoticed from that time until now.

Asides.

Hon. C.P. SINCKLER: The Commissioner in his right continued to exercise judgement on matters referred to him. Therefore, it is necessary for us to validate the actions pursuant to those meetings, and to ensure that those are fully clothed in the law of Barbados, and to this extent I would like to ask that this Bill be read a second time.

Hon. J.D.E. BOYCE: I beg to second that.

Mr. SPEAKER: The Honourable Member for St. Michael North West.

On the motion of Hon. C.P. SINCKLER, seconded by Hon. J.D.E. BOYCE, the House resolved itself into Committee for consideration of the Bill, Mr. J.D. PAUL in the Chair.

COMMITTEE

Mr. CHAIRMAN: The Honourable House is now in Committee.

Clauses 1 to 2 were called and passed

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

On the motion of Hon. C.P. SINCKLER, seconded by Hon. J.D.E. BOYCE, Mr. CHAIRMAN reported the passing of one Bill in Committee and Mr. SPEAKER resumed the Chair and reported accordingly.

Mr. SPEAKER: Honourable Members there was one important step which we need to put in place. Before the Bill went to Committee the question was actually not put, so we need to rectify that for the votes of doubt.

On the motion of Hon. C.P. SINCKLER, seconded by Hon. J.D.E. BOYCE, the Bill was read a second time.

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

HA78 3.00 p.m. Sequence 21 Tuesday, December 07, 2010

House A78, sequence 22, 2.57 p.m.

COMMITTEE (Cont'd.)

On the motion of Hon. C.P. SINCKLER, seconded by Hon. P.M.T. TODD, Mr. CHAIRMAN reported to His Honour the SPEAKER, the passing of one Bill in Committee and Mr. SPEAKER resumed the Chair and reported accordingly.

On the separate motion of Hon. C.P. SINCKLER, seconded by Hon. P.M.T. TODD, the Bill was read a third time and passed and be cited as the National Insurance Commissioner (Validation) Act, 2010.

ORDER NO. 13 – THE GUARANTEE OF LOANS (COMPANIES) (AMENDMENT) – BILL, 2010

Hon. C.P. SINCKLER: Mr. Speaker, the matter before the Honourable House is to allow the Government under this particular Act to allow for an increase in the limit allowed for Guarantees to public companies or such entities in which the Government may have substantial share ownership or other interest.

It has come, as we have heard on many occasions, because we have been here several times and since I have been the Minister of Finance I have done about two or three of them, to allow for these public enterprises to raise money on the private capital markets to support their various operations and programme activities in the effort to build capacity at varying levels or to add otherwise to the development of the society through their various work programmes.

Sir, over time, successive Government have utilised this particular provision to allow for such resources to be raised and it has come to us particularly in this period of some economic constrain, given the decline in the domestic economy as a direct result of the fall off in global output for some of these companies to be able to access resources that would not normally at this stage come from central Government's budget.

I have spoken to this matter extensively. I think that it is a matter that we need to very seriously consider because some of these companies, in fact, are going to need to undergo some level of restructuring to ensure that they can be able to continue to function as effective instruments in the developmental process in the country.

I think under the existing published expenditure review which is being conducted in conjunction with the InterAmerican Development Bank, this is a matter to which we are going to train our minds laser like to ensure that we do keep this type of facility in check and that some discipline is exercised on it to ensure that we do not have a situation where we over extend ourselves.

Sir, to the extent that successive Governments have utilised it, we have had a situation where over time, we have allowed for the guarantee of a number of loans which now need to be captured in the process. I will go through some of these so that Honourable Members would have a fair idea of why we are making what would appear to be a fairly significant jump in the amounts to be guaranteed under this particular Act. Sir, under the Act the Government has guaranteed loans, the outstanding balance of which stands at BDS\$241.44 million as follows:

The Barbados Tourism Investment Incorporated for a Special Development Bond issue of \$25 million and these bonds were guaranteed by the previous administration in 2003. The Grantley Adams International Airport, Inc., a European Investment Bank Loan of BDS\$28.8 million and BDS\$15.0 million loan from the National Insurance Board, respectively to assist with the financing of the Airport Expansion Project. The total outstanding balance under these loans is \$31.34 million and these loans were contracted in 2001 and 2004 respectively.

The Needhams Point Holdings Limited costs over runs not exceeding US\$10 616 733 million and debt service payments not exceeding US\$7 million annually. The total outstanding balance under this loan is \$92.5 million and these contracts were signed on the 12th July, 2000, the 15th October, 2003 and the 22nd November, 2006 respectively.

Sir, Needhams Point Holdings Limited \$8.2 million loan from the National Insurance Board which assisted in meeting the cost of a settlement in a dispute arising out of the construction of the Hotel. This contract was signed on the 28th June, 2007. Caves of Barbados, Harrison's Cave as we normally call it, BDS\$34.4 million from the Caribbean Development Bank for the Harrison's Cave Redevelopment Project. This contract was signed on the 14th February 2007. The Barbados Port Authority \$50 million which is utilised to finance existing debt and to a lesser extent, fund the Capital Works Programme at the Port and this loan was guaranteed in 2008.

Previously, there were pending guarantees totalling BDS\$484.3 million. Subsequently, it became necessary, Sir, to guarantee a \$40 million loan as we did here to the National Housing Corporation from the First Caribbean International Bank to assist with the Housing Every Last Person programme. As a result, we had the following current guarantees pending under this Act which would have brought us to \$543.3 million in total. These are as follows:

The National Housing Corporation loan of \$40 million which I told you about. The Barbados National Oil Company for \$120 million and this is an outstanding matter. The funds were to assist with the Barbados Petroleum Distribution project. The Barbados National Oil Company BDS\$160 million, a bond arranged by the Barbados National Bank Finance and Trust and intended to replenish the company's working capital. The Barbados Conference Services Limited which we did about two or three weeks ago for \$58.1 million to finance the construction of the office facility, the multistoried car park and to repair the kitchen facilities at the Lloyd Erskine Sandiford Centre, as well as to pay the VAT associated with that Centre.

Caves of Barbados had an additional loan what we call an add-on loan of \$26.2 million to complete the project. This is a matter which we had to deal with the Caribbean Development Bank, in addition to what we had before which was the \$34.4 million.

When the Democratic Labour Party Government came into office, we found that the project was almost at a stage of being stalled because they needed additional resources to bring it to completion. The assessments done by the consulting engineers and quantity surveyors indicated that an additional \$26.2 million would have been necessary to bring it to the stage where it could be reopened and we therefore facilitated that, Sir. Of course, it is now open and I would encourage all Honourable Members and members of the public to visit the Cave. It really is almost a completely different place from what it was before.

Sir, one of the big ones that we have heard of over the last few months to a year, has been the guarantee for the Four Seasons Hotel of BDS\$120 million or US\$60 million to assist Clearwater Bay Limited, which is the company responsible now for getting the Four Seasons Project going.

House A78, sequence 22,03:08:01

Tuesday, December 07, 2010

Hon. C. P. SINCKLER: Of course, one of the big ones that we have heard of over the last few months to a

year has been the guarantee for the Four Seasons Hotel of BDS\$120 million or US\$60 million, which was to assist Clearwater Bay Limited, which is the company responsible now for getting the Four Seasons Project going again, to guarantee that loan with the Ansa Merchant Bank to the Paradise Group. These funds are to cover the initial short-term financing necessary to repay existing debt and to continue construction of the Four Seasons Private Residence and Resort pending the raising of more long-term financing.

I am happy to report to the House that under this particular facility, which legally we are going to bring the Special Purpose Vehicle legislation here to provide for that early in the new year, the managers of that project Clearwater Bay Limited have been able to liquidate those debts to several Barbadian service providers and artisans who would have been working on the project when it was under previous ownership. That now clears the way for the project to restart hopefully in the early part of next year, which we anticipate. Of course, that would add some major value-added to the tourism product in Barbados as it will add some brand name properties which the Minister of Tourism and tourism officials have been making that point for a number of years. Sir, we are happy that project is moving forward and that \$120 million is now being guaranteed here under this particular Bill.

In addition to the above, it is also expected that an amount of approximately US\$35.5 million will have to be guaranteed for the Needhams clean up at the beach land next to the Hilton Hotel. As you know, the former Mobil Plant was operating there and it really is a very messy situation up there. It is going to cost a considerable amount of money to get a lot of that oil out of the ground to facilitate the work which the Barbados Tourism Investment Inc. and Needhams Holdings are intending to do on that particular site including putting down new conference facilities and possibly other accommodation. Sir, before we could proceed with any of that infrastructural capital works, this process has to be engaged. It is very expensive. I think there are lessons there to be learnt by all of us in Barbados particularly when we are dealing with these types of operations and the impact which they can have on the environment in terms of spillage and leakage into the ground of oil and other types of chemicals.

Mr. Chairman, in light of the foregoing, it is necessary to increase the limit. Originally, it was our intention to increase it to \$850 million but that would bring us almost close, if you add this up, to that limit but since we anticipate that there are some others that may likely come particularly for the restructured sugar industry project and others, we thought it would be necessary not to stop at \$850 million but to really take it to BDS\$1 billion. We have done that to give ourselves...in anticipation of some other things that should come.

Mr. Chairman, there is also a request that is likely to come in as I indicated in the Budget from the Barbados Industrial Development Corporation for a \$50 million guarantee to facilitate work in building out their capacity and also that of their clients in the manufacturing and small business sector of Barbados. We are eagerly looking forward to that particular project because we feel that would add a tremendous value to our productive sectors.

Sir, as you can see, it has now become incumbent on us and necessary for us to ask Parliament's approval for this limit to be increase to \$1 billion. With those few words, I would like to ask that this Bill be now read a second time.

Hon. P. M. T. TODD: I beg to second that, Sir.

COMMITTEE

On the motion of Hon. C. P. SINCKLER, seconded by Hon. P. M. T. TODD, the House resolved itself into Committee, Mr. J. D. Paul in the Chair.

Mr. CHAIRMAN: This House is in Committee.

Clause 1 - 2 inclusive were called and passed.

On the motion of Hon. C. P. SINCKLER, seconded by Hon. P. M. T. TODD, Mr. CHAIRMAN reported to His Honour the SPEAKER, the passing of one Bill in Committee and Mr. SPEAKER resumed the Chair and reported accordingly.

On the separate motion of Hon. C. P. SINCKLER, seconded by Hon. P. M. T. TODD, the Bill was read a third time and passed and cited as the Guarantee of Loans (Companies) (Amendment) Act, 2010.

ADJOURNMENT

Hon. J. D. E. BOYCE: Mr. Speaker, Sir, we have come to the end of Government Business for the day and I therefore beg to move that this House be now adjourned until Tuesday, December 14, 2010 at 10.00 a.m.

Hon. P. M. T. TODD: I beg to second that, Sir. The question that the House do now adjourn until Tuesday, December 14, 2010 at 10.00 a.m. was put and resolved in the affirmative without division and Mr. SPEAKER adjourned the House accordingly. House A78 Sequence 23 3.18 p.m.

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BOYCE, Hon. J.D.E. (Christ Church South)

BRATHWAITE, Hon. A.D. (St. Philip South)

CLARKE, Mr. G.A. (St. George North)

FORDE, Miss C. Y. (St. Thomas)

JONES, Hon. R. D. (Christ Church East Central)

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KELLMAN, His Excellency D. St.E. (St. Lucy)

LASHLEY, Hon. S.A. (Christ Church West Central)

PAYNE, Mr. G.W. (St. Andrew)

SINCKLER, Hon. C.P. (St. Michael North West)

TODD, Hon. P.M.T. (City of Bridgetown)

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EDITORIAL NOTES — NOT PART OF THE REPORT

Prepared with the transcript; for checking against the recording and the Minutes.

EDITORIAL QUERIES

Points noted while preparing this report from the edited transcript. The text has not been altered except where stated.

Q1. Masthead. The session is not stated in the source, so no session line is printed.

Q2. Dates in the text. The source gives ‘Tuesday, November 22, 2010’ (22 November 2010 was a Monday). The weekday and date do not agree; printed as in the source.

Q3. Opening to Committee of Supply, take-slip HA78 Sequence 1, about 10.10 a.m.. The source carries two reporters’ versions of the opening of the Sitting, from Mr. Speaker’s ‘The House is in Session’ through the Minutes, the suspension of Standing Orders and the move into Committee of Supply to the first part of Hon. J. D. E. Boyce’s speech on Head 40 (take-slip HA78 10.10 a.m., Sequence 1). The second version, which runs on into the rest of the speech, is printed here; the first (about 430 words, together with the duplicated opening line ‘This House is now in Session. 2009.’) has been left out. Please confirm.

Q4. Minutes and Committee of Supply, seconds. In the version printed, the seconder of the motion on the Minutes appears as ‘??’, and the seconder is not named for the motion to go into Committee of Supply (‘seconded by’) or for the report of progress before lunch (‘seconded by...’). The version left out names Hon. A. D. Brathwaite as seconder of the Minutes and of the motion to go into Committee of Supply. Printed as in the source.

Q5. Committee of Supply, report of the Money Resolution. The passing of the Money Resolution is reported twice, once seconded by Hon. C. P. Sinckler with the Resolution ‘read a first, second and third time and agreed to’, and again, seconded by Hon. P. M. T. Todd, with the Resolution ‘read a first and a second time and agreed to’. The National Insurance Commissioner (Validation) Bill is likewise reported from Committee twice. Printed as in the source.

Q6. Order No. 12. Mr. Speaker notes that the question on the second reading was not put before the Bill went to Committee, and it is put afterwards. Printed as in the source.

Q7. Order No. 13, take-slip about 3.08 p.m.. Mr. Sinckler’s sentence on the Four Seasons guarantee of

BDS\$120 million appears twice, once either side of the take-slip. Printed as in the source.

Q8. Committee of Supply, Head 65. Mr. Sinckler’s motion on Head 65 is set as an ordinary paragraph (‘Hon. C.P. SINCKLER I beg to move...’) without a speech heading. Printed as in the source.

Q9. Headings and adjournment. The heading reads ‘SUSPENSION OF SANDING ORDERS’, and Head 62 is titled ‘MINISTRY OF FINANCE, INVESTMENT, TELECOMMUNICATIONS AND ENERGY’. The adjournment question and the take-slip ‘House A78 Sequence 23 3.18 p.m.’ are run into Hon. P. M. T. Todd’s seconding line. Printed as in the source.

DEBATE SUMMARY

(Editorial summary — not part of the record.)

The House of Assembly met on Tuesday, 7th December, 2010 at 10.10 a.m., with Mr. Speaker, His Honour Michael A. Carrington, in the Chair; prayers were taken by Reverend Canon Ivan Harewood. The Minutes of the meeting of Tuesday, November 22, 2010 were confirmed and Standing Orders were suspended on the motion of Hon. J. D. E. Boyce, Minister of Transport and Works and Leader of the House.

In Committee of Supply, with Mr. J. D. Paul in the Chair, the House took Order No. 14, the Resolution for \$8 626 186 under Supplementary Estimates No. 4, 2010-2011. Mr. Boyce introduced Head 40, Ministry of Transport and Works, for \$7 594 292: \$600 000 for the Joes River Bridge road works, where gabion repairs had let the bridge reopen under controlled lighting; \$300 000 to complete the roundabout at Lancaster/Orange Hill, St. James; and \$303 322 for 100 000 PVC licence cards for the Barbados Licensing Authority. He called for a full review of roads in the Scotland District and spoke of the Building Standards Authority Act, amendments to the Road Traffic Act and letting other workshops carry out vehicle tests.

Mr. G. A. Clarke, Member for St. George North, disputed the account of the Road Traffic (Amendment) Act, 2006, and of the ABC Highway, insisting that his party had completed the Highway and designed the flyovers; the Chairman ruled one remark unparliamentary, and Mr. Boyce and Hon. S. A. Lashley rose on points of order, Mr. Lashley over what the Barbados Labour Party Manifesto said about the Hothersal Turning junction. His Excellency D. St.E. Kellman thanked the Minister for correcting the problem at Joes River and urged more roads in St. Lucy. Mr. Lashley and Hon. P. M. T. Todd supported

the Resolution, Mr. Lashley criticising the due diligence on the ABC Highway. Mr. G. W. Payne, Member for St. Andrew, criticised drainage since Hurricane Tomas and congestion at Warrens, and withdrew remarks linking deaths at the Lancaster junction to delays after the Chairman intervened. Hon. R. D. Jones replied to him and to Mr. Clarke.

After the suspension until 2.00 p.m., Miss C. Y. Forde, Member for St. Thomas, spoke on the state of roads in her parish and on damage left by utility companies, Mr. Boyce rising on points of order; His Honour K. St.C. Best urged a greater road maintenance programme and exchanged points of order with Mr. Clarke over the 3S contract. Mr. Boyce wound up, promising a pilot of electronic vehicle identification and consideration of the breathalyser in the Road Traffic amendments. Heads 40, 62 and 65 were agreed and the Money Resolution passed.

Hon. C. P. Sinckler, Minister of Finance, moved the National Insurance Commissioner (Validation) Bill, 2010, to validate decisions taken by Sir Denys Williams as National Insurance Commissioner after his last

appointment ended on December 31, 2003, up to September 26, 2010. After Mr. Speaker noted that the second-reading question had not been put, it was put, and the Bill passed as the National Insurance Commissioner (Validation) Act, 2010.

Mr. Sinckler then moved the Guarantee of Loans (Companies) (Amendment) Bill, 2010, raising the limit on Government guarantees to BDS\$1 billion. He said guaranteed loans outstanding stood at BDS\$241.44 million, including those to Needhams Point Holdings, the Caves of Barbados and the Barbados Port Authority, with pending guarantees bringing the total to \$543.3 million, among them \$40 million for the National Housing Corporation, \$120 million and \$160 million for the Barbados National Oil Company, \$58.1 million for Barbados Conference Services Limited and BDS\$120 million for Clearwater Bay Limited to restart the Four Seasons project. Further guarantees were expected for the Needhams Point clean-up and the BIDC. The Bill passed without debate, and on the motion of Mr. Boyce the House was adjourned until Tuesday, December 14, 2010 at 10.00 a.m.