

---

# THE

## House of Assembly Debates

### (UNOFFICIAL REPORT)

---

FIRST SESSION 2013 – 2018

---

#### HOUSE OF ASSEMBLY

*Tuesday, August 20, 2013*

Pursuant to the adjournment, the House of Assembly met at 10.00 a.m. on Tuesday, August 20, 2013.

#### PRESENT

The full list of Members present is to be inserted from the Votes and Proceedings. Members identified from the record of this Sitting:

His Honour M. A. CARRINGTON (Speaker)  
Mr. G. A. CLARKE, J.P.  
Hon. D. St.E. KELLMAN (Minister of Housing, Lands and Rural Development)  
Miss C. Y. FORDE, J.P.  
Mr. D. D. MARSHALL, Q.C.  
Hon. M. A. LASHLEY (Minister of Transport and Works)  
Hon. R. L. SEALY (Minister of Tourism)  
Hon. J. D. E. BOYCE (Minister of Health)  
Dr. the Hon. D. S. LOWE (Minister of Drainage and the Environment)  
Hon. S. A. LASHLEY (Minister of Culture, Sports and Youth)  
Hon. C. P. SINCKLER (Minister of Finance and Economic Affairs)  
Mr. K. D. SYMMONDS  
Mr. D. G. SUTHERLAND

#### MINUTES

Mr. SPEAKER: Members, the minutes with respect to our last meeting, which will have commenced August 13, 2013, are not yet ready, so that is the usual motion that those minutes be deferred.

Hon. J. D. E. BOYCE: Mr. Speaker, Sir, I beg to move that the minutes referred to are deferred.

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

#### PAPERS

Hon. C. P. SINCKLER: Mr. Speaker, Sir, I am commanded to lay the Financial Services Commission Annual Report 2011–2012 and the Productivity Council Annual Report 2010–2011.

#### SUSPENSION OF STANDING ORDERS

Hon. J. D. E. BOYCE: Mr. Speaker, I beg to move the suspension of Standing Orders Nos. 6, 16, 18, 20, 42(5), 43 and 44 for the remainder of today's sitting.

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

#### GOVERNMENT BUSINESS

#### ORDER NO. 6

Mr. CLERK: In the name of the Honourable Leader of the House, to move that the House resolve itself into Committee of Supply to consider the grant of sums of money for the service of this item.

Hon. J. D. E. BOYCE: Mr. Speaker, Sir, I beg to move that this House now resolve itself into Committee of Supply by the consideration of granting sums of money for the business of the island.

*The question was put and resolved in the affirmative without division and Mr. SPEAKER left the Chair and the House went into Committee of Supply, Mr. J. D. PAUL, Chairman of Committees, in the Chair.*

## COMMITTEE OF SUPPLY

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

Mr. CLERK: In the name of the Honourable Minister of Transport and Works, to move the passing of a resolution to grant the sum of \$3 741 500 from the Consolidated Fund and to place it at the disposal of the Government to supplement the Estimates 2013 to 2014, as shown in the Supplementary Estimates No. 1, 2013 to 2014, which form the schedule to the resolution. Head 40 - Ministry of Transport and Works - in the amount of \$3 741 500.

RESOLUTION - SUPPLEMENTARY ESTIMATES, 2013  
- 2014, NO. 1HEAD 40 - MINISTRY OF TRANSPORT AND WORKS  
- \$3 741 500

Hon. M. A. LASHLEY: Mr. Chairman, I rise to move this resolution.

Mr. CHAIRMAN: Honourable Member for St. Philip North.

Hon. M. A. LASHLEY: Mr. Chairman, I rise to move this resolution of \$3 741 500 to be granted from the Consolidated Fund. Mr. Chairman, the details of how this money will be allocated are obviously attached to the resolution before this House. We will go through them, of course, in terms of how they are allocated and where they will be spent.

Before I go into that, Mr. Chairman, based on instructions from the Ministry of Finance, these funds were allocated under account code 785 - that is, assets under construction. However, Mr. Chairman, the Treasury Department has agreed that since the Ministry carries out minor and major repairs to existing assets, the funds should have been allocated to account code 223 - structures - instead, as was the case previously. As a consequence, Mr. Chairman, security clearance to access these funds has not been granted and the Ministry was unable to carry out its programme. The Ministry therefore is asking for assistance and, of course, we are reinstating code 223 - structures - and allocating the funds voted under account code 785 - assets under construction - being \$3 241 500. That is basically the essence of this resolution, Mr. Chairman.

Mr. Chairman, of course, these funds, based on our programme, are allocated to assist in the country's road network services, particularly the Tenantry Roads programme. And Mr. Chairman, the sum of \$1 million is required to enable the Ministry of Transport and Works to carry out the following works in the following tenancies. If

I may look at the area of St. Philip - Brighton, Pond Road, Gainsborough Nos. one and two, and Bequest in St. Philip. The old Brighton, Pond Road and Gainsborough, I believe, are in St. Philip South and West. But we have not restricted our work to St. Philip. We have broadened and spread our wings to the area of St. John. From my understanding, repairs will be done in that particular area. In the area of St. Michael - Lord's Bernie, Phase two. St. Lucy - Fustet Road. St. Peter - Latchou Nos. one and two. St. James - Jordan's Road and Fitz Village. This was mentioned to me some time ago over the microphone - to get cracking on this particular road. It comes from the lips of the Member for St. James Central, but it came from an interested person who is interested in the constituency. And we have vowed, and it is our intention, to do whatever is necessary in that area to make the constituents comfortable, and also the travelling public comfortable in that area. Christ Church - I do not have details, but I know Greenland in Christ Church, Atkins Road and Rose Hill. Those roads are slated to be repaired again.

Mr. Chairman, the Ministry of Transport and Works - every day we receive calls from MPs, residents, and members of the travelling public in relation to roads. And of course, the state of the roads - particularly I receive a lot of calls in the area of St. George. And of course, I receive letters from St. Philip. And I must say that the Member for St. Philip South is consistent in his demands and his calls in relation to roadworks in that area. And I will not say we jumped on board as he pressed, but he started some of the matters that he complained of. And I am sure he has previously said in this House that the area of St. Martin's, where we have business houses, that road is now under construction. And having visited the area on many occasions - going out there at night and during the day, spending lots of time out there - I received a number of complaints from the business persons out there. We have actually met with the contractor to ensure that there will be some relief very shortly in terms of the inconvenience that is being caused thus far. Of course, the other problem is the fact that we have constructed that road near to a school and we have to complete that road before the new academic year begins. That is something that we are working on. And hopefully, in a matter of weeks, we would ask the contractor to really put some extra hands on that road so as to relieve the residents of that area.

To continue, Mr. Chairman - the area of St. Joseph. The Member for St. Thomas is telling me that Provo is in St. Joseph. Provo - part of St. Thomas or part of St. Joseph? Right, good. But it is your constituency, Mr. Chairman.

Miss C. Y. FORDE: Yes, Sir. If the Honourable Member will allow me - rising on a point of clarification. Provo's Village is in the parish of St. Thomas. None of it is in the constituency of St. Thomas; it is in the constituency of St. Joseph.

Mr. CHAIRMAN: None of it is in St. Thomas. Honourable Member, please continue.

Hon. M. A. LASHLEY: Carry on, Members.

Mr. CHAIRMAN: Please, you cannot have discussions across the floor.

Hon. M. A. LASHLEY: Mr. Chairman, we take it that the member for St. Thomas will obviously be working hard and of course cajoling the ministry to get to effect repairs to that road in the fullness of time. Mr. Chairman, in the area again, St. Philip, I did some touring on Saturday and I recognised that the road, Hampton, in St. Philip, Hampton Road, and Marshfield Village Road, those roads are in need of some repairs and I've asked the ministry to take a look and to give us a time when we will begin repairs and effect repairs to happen on Marshfield in St. Philip. Jackson, like Stafford, Factory Avenue, Baby's Lane, York City Development, St. Luke's in St. George, Ruins one and two, and Hainsville in St. James.

In St. James. I don't. St. James South, that's where you were beaten. I remember, please come on. Come on. Remember for St. James Central, I could recall in 2008, it was seen in his constituency with a bulldozer four days before elections. I saw Marley. I can't say he was driving, but I know he was a rung. He was a rung and he was praying desperately to get back in the House of Assembly. It didn't work. It didn't work at that time. It didn't work. But I assure members of the House that resources will be distributed evenly and equitably. Equitably. In the most equitable manner when it comes to repairing and of course constructing new roads.

In relation, Mr. Chairman, we've also, during this resolution, asked the House to agree to sums of money to carry out repairs to a number of government buildings, particularly, and that is extremely important based on the fact that we are committed - we have new legislation in place, of course, that places burden and obligation on the government to ensure that public workers operate in a safe environment. And before, Mr. Chairman, before we had this legislation, of course, we had to rely on the common law. But now we have legislation in place that places the obligations on the government, statutory obligation on the government. And of course, we've continued to carry out repairs to the old National Insurance Building. Of course, that being a major problem when I was at the Ministry of Housing and Lands, we also effected some repairs to the old National Insurance Building. I believe that there are

some proposals to ensure that workers in that building are comfortable. A number of years in fact, through both administrations, we've had complaints, although repairs were carried out to the best of the ministry's ability, be it Ministry of Housing or be it NTMW.

Mr. Chairman, we are committed to effecting repairs to the National Insurance Building to ensure that workers there are continuing to work in a safe environment. Mr. Chairman, the areas, particularly Elara Court, the Garrison, Block ABC, Block 789, the Osteens, Oil Rates and Taxes building, Resource Center, a country road - that matter has been going on for some time and I think we are close to completion. Yes, we have to now effect some other repairs and other renovations to that building. That Resource Center fits well into that community given the fact that you have housing units. And also, there's a proposed construction of other units particularly close to that area because there's some State Land, the old welfare building. That building has been approved for the construction of houses. So this Resource Center will fit well into that area. The member of the city looks rather surprised. But the number of government buildings - I wouldn't go through all - but of course that is the remit of MTW.

Certainly, Mr. Chairman, of course we continue to do work at Carlyle's Car Park and Lucas Car Park, and of course my nominations to other car parks. Mr. Chairman, we also require sums to improve the properties at Transport Board Headquarters and the various depots - Fairview Street Terminal, Spikestone Terminal, Princess Alice Terminal and Mangrove Terminal.

Mr. Chairman, the William F. Harts of the Transport Board - of course, successive administrations, in fact particularly the Barbados Labour Party administration, had acquired lands at Kendall Hill. I started the acquisition of lands at Kendall Hill for the build-up of a Transport Board headquarters. That did not come to fruition because, of course, of issues relative to the acquisitions. And we recognise that space is limited at the Transport Board headquarters, particularly even the UCOL operation. It is extremely cramped. The other areas, particularly the Quality Assurance Building, all of those areas need space. And it is time, or sometime in the future, we will have to look, of course, at constructing a new Transport Board headquarters so that the workers would be in a more comfortable environment.

So Mr. Chairman, speaking to the terminals, we continue to effect repairs to the terminals. There is a proposal which of course will be going to the Infrastructure Committee of Cabinet very shortly. There was a proposal before for the construction of a new Fairview Street bus terminal to the tune of, I think, at that time, \$25 million or thereabouts, as part of the redevelopment project. And taking into account what we intend to do, we also have to

incorporate the terminal, the ZR terminal over at the river - the river terminal, ZR terminal. And anyone can take a visit across it and see the conditions of that terminal and recognise that there's an urgent need to redevelop, and it will be part of the Fairview Street Bus Terminal development. And the fact is, Mr. Chairman, that we have numerous buildings going up there now. Some with permission, some without permission, Mr. Chairman. And we are basically and slowly developing what we would call up there a shanty place. We have some stalls operating without proper running water. The travelling public - I know the former Minister effected some repairs because of the constant flooding, but there's a need to do a whole total new development, incorporating it with the Fairview Street bus terminal.

Shortly, Mr. Chairman, we will also be constructing the terminal at Cheapside - what we call the CV terminal. CV terminal. Again, improving the conditions of the travelling public, of course, the workers of the Transport Board and workers of those in the private sector. Mr. Chairman, if I may speak to the Fairview Street terminal again - that would incorporate small businesses, improved conditions for workers, improved conditions for the travelling public, and shortly, hopefully the Infrastructure Committee of Cabinet under the chairmanship of the Minister of St. Philip West, we would there get a presentation from the Ministry in relation to the details of the project that is the Fairview Street Bus Terminal.

Mr. Chairman, in relation to - I know that the members would of course speak to roads in their constituency and of course the need for some presence or greater presence of MPW personnel in the area. We are basically trying particularly hard to speak to MPW personnel, to answer on time, and to answer the calls of particularly MPs and residents who of course are suffering some inconvenience as a result of the state and in some instances flooding in some areas. Because what is happening is a relationship between the drainage unit and the NTW to work hand in hand, because not only do we need equipment but also the drainage unit - they have the machinery and in some instances the personnel to assist us to solve these problems in a very quick manner. So again I want to assure members of the House that there will be a presence, again a larger presence, and of course resources will be distributed again in the most equitable manner.

I know, Mr. Chairman, when I was in opposition, I made numerous requests. In fact, remember St. Philip West, we did petitions. We did petitions throughout St. Philip. We got promises, but we got no assistance. In fact, in relation to St. Philip North, members who in this House who go to St. Philip North, travelling St. Philip North, St. Philip West, St. Philip South, we recognise the state of the roads in that area. The minister, the former minister, started some work in St. Philip South, St. Philip West, St. Philip

North, and we must thank him for that. But still, there's some more work to be done, particularly St. Philip and St. Lucy area. I did a tour with the member for St. Lucy. And when we travelled through that constituency again, yes, the member, the former minister, did some work, but of course he didn't have the time to complete the work in St. Lucy. But there's tremendous work to be done in St. Lucy and of course particularly the area of St. George.

Again we have to - not only the MTW can do it alone - but as announced by the Minister of Finance, the ministry will be partnering and going into PPPs, public-private sector partnerships, and he announced as part of the stimulus package that we were obviously starting a \$125 million package. I must report also that only yesterday I received the two packages, the roads that should be placed in these two packages. I received them yesterday. I received the costings and everything. The minister said he wants to start in November. But based on what happened yesterday, I believe that we can start before November. Again, the Minister of Finance has also agreed to a \$35 million package. That will go hand in hand with the \$125 million package. Again, it is already in the system. Again, Mr. Chairman, I have also received the package for that, the costing of the roads and everything for that - that also can start along with the PPP project. So again, Mr. Chairman, as I said, with the \$35 million road package, with the \$125 million road package, I think all members of this House will benefit from those two packages. And of course, they will be happy.

In the member for St. George South, I toured that area and work has started in that area. But of course, I haven't received any requests from the member in this House in relation to roads in his constituency. But I have received requests from the former MP in relation to roads in St. George South. And I have a number of letters from the former MP for St. George South, who requested from day one a number of roads to be fixed. I can release them, but I won't do that at this stage. But I have received numerous letters from the former MP, and again, I want to congratulate her for really, really coming up to the task and fighting for those people in St. George South, and particularly the condition of the roads.

And I must say, Mr. Chairman, that we have a very aggressive programme and not only will we be concentrating on the large companies in relation - there are only about two or three large companies who are into real construction. But we requested that as a condition that they include small contractors, small business people or small contractors to be part and that they can benefit from the programme of the NTW and as the programme announced by the Minister of Finance only a couple of days ago. So, Mr. Chairman, in any circumstances I move that authority stand part.

Mr. CHAIRMAN: Honourable member for - just a moment, please. Honourable member for St. George South.

Mr. D. G. SUTHERLAND: Thank you, Mr. Chairman. Mr. Chairman, I rise this morning to make my contribution to this supplementary resolution just proposed by the honourable member for St. Philip North. And I must first start by saying that there have been lots of work throughout the world and by very serious hypothesising that good infrastructure leads to economic development. And I am happy that after going on six years now, this government has seen fit to do some road works in rural Barbados. But let me take it further.

Hon. M. A. LASHLEY: The member for St. Philip - nor the member for St. John's leading this House. I can produce documents. In fact, the member can travel to his own constituency in Farm Road that was completed by the member personally. So when he was Minister, go to Farm Road. It's in your constituency. And you will see.

Mr. CHAIRMAN: That's not a point of order. Thank you. Proceed.

Mr. D. G. SUTHERLAND: I sat quietly and I listened to a number of comments which I disagree with, and I now have my chance to speak in this honourable House. And I maintain my point, Mr. Chairman, because the road at Farm Road - sorry, Mr. Chairman - the road at Farm Road was a project conceptualised by this Barbados Labour Party. And it was just a carry-on by the members of the Democratic Labour Party. And while I compliment them for executing, I must say, Mr. Chairman, that was the brainchild of this Barbados Labour Party. Nonetheless, let me move on because I heard a number of comments which in the next - I have 15 minutes to respond. Sorry. 15 minutes. So I will try to be brief and to the point.

It is amazing when I look through this supplementary and the roads that have been highlighted in St. Philip - these are tenantry roads. We see Brighton, Pound the Road, James Wick number one and two, Beckles - or Bequests, whatever, however you pronounce it - Bequest, Mr. Chairman. But I look and I see no tenantry roads in the constituency of St. George highlighted here in this supplementary. I see roads in St. John, St. Michael, St. Lucy. I am really, Mr. Chairman, from what I see here in the supplementary - I am speaking specifically to tenantry roads, and I will go on to other road works. St. Peter, well, Stone number one and two.

Hon. M. A. LASHLEY: In St. George. But of course, St. Luke's. Just turn your page. All right. St. George. Okay. And it's in St. George. St. Luke's. Yeah.

Mr. D. G. SUTHERLAND: Okay. Mr. Chairman, I don't understand the honourable member for St. Philip

North, because I am speaking to tenantry roads, I said, and I'm reading this supplementary. It specifically said tenantry roads. And I said I will move on to the other road works, which speaks to residential roads.

Mr. CHAIRMAN: Honourable member first. Please.

Mr. D. G. SUTHERLAND: This addendum says programme 510 Road Network Services subprogramme 0495 tenantry roads one million dollars. And I read the roads listed as tenantry roads in this supplementary. In this Honourable House, Mr. - sorry, Mr. Chairman. And I see four or five roads from St. Philip, one in St. John, but I see no tenantry roads in St. George and I will go further. I am speaking about tenantry roads. I don't see any tenantry roads primarily in the area of the Scotland District. We know what are some of the challenges with the Scotland District. We are at a stage now that we may find, if we don't do enough road repairs and infrastructural work - not just road repairs - that we may find that most of our people will be leaving the Scotland District and it will populate urban Barbados. And this poses a significant problem for development in this country.

But I am going to carry on, Mr. Chairman, because when we talk about tenantry roads, and I heard the Honourable Members speak about St. George South. But I will let the Members for St. George South know - let the Members for St. George South know, people who live in St. George South know, Mr. Chairman, that there are no roadworks listed for our tenantry roads in the parish of St. George South. And I have a whole list. And I heard the Honourable Member misleading this House, talking about no letters have been sent to the Ministry of Transport and Works requesting road works. And up to Saturday, Mr. Chairman, I have been in Jordan's Tenantry meeting with people, finding out how they feel about the actual budget. And one of the things - the road leading from Walkers to Workman, that is a thoroughfare into Jordan's and into Workman. And that is the road that has been promised by the former Member for St. George South. It has not been addressed. That is a tenantry road.

And I will go further - Campaign Castle. I don't know if the Honourable Member for St. Philip North knows Campaign Castle because it is pretty close to where he represents, and also the Honourable Member for St. Philip West. It is an area whereby the people are distressed, cannot get to their houses, and we are talking about they can't get to their houses when it rains. Some of them have to park their cars. And I want to challenge the Honourable Member for St. Philip North to come and take a tour with me into Campaign Castle. I want to challenge the Honourable Member for St. Philip North to tour with me. Tour with the sitting MP for St. George South. Tour with the sitting MP for St. George South. I have no difficulty touring St. George South with you so you can understand

what the challenges are with respect to roadworks in St. George South.

And Campaign Castle - I speak on behalf of the people of Campaign Castle. They are in dire need of road works. People have to park their cars on the main road and walk to their houses. And the Honourable Member is saying yes, but I would like him to review this supplementary and include Campaign Castle as one of the roads to be fixed. He is writing - take notes - don't just take notes, but I want you to fix Campaign Castle road. These are people too, a small village, but yet it is a significant tenantry road and these people should not be deprived of good infrastructure. There are businesses up in Campaign Castle. There is a record service. He said one shop - he doesn't know Campaign Castle. There might be one shop, but you have people doing baking, selling bread. There is a record service up in Campaign Castle. And I keep saying good infrastructure, the Honourable Member for Christ Church South, leads to economic development. And these are small businesses. You are depriving them of a good earning because people will not park their car at the front road leading to Six Roads and walk one quarter of a mile to get bread. And ensure the man with the record service - he has a significant deficiency because people have to take their car when the car gets fixed. Several businesses. I want you to prioritise Campaign Castle, the Honourable Member for St. Philip North.

But, Mr. Chairman, let me move on. I also have a fundamental difficulty during my tenure here, and it has been done probably under the Barbados Labour Party as well, and under the Democratic Labour Party, whereby we will see roadworks being done, and in two weeks after we see the road being dug up - water mains being laid, other lines from diverse telecom services, utility services. And this is something that we need to stop. Better coordination needs to happen between diverse ministries - the Ministry of Waterworks, the telecoms unit, and also the Ministry of Transport and Works, which is the real champion for roadworks in this country. So I am asking the Honourable Member who is sitting, taking copious notes, to make sure that when we go to these tenantry roads and the residential roads - they see one residential road at St. Luke's in St. George - and I thank you for the one, because you took about four years to finish the road leading from Brighton up to Halton. It is not finished yet. Many residents complained, we wrote letters, we asked for the Ministry to come and vet the roads, and this too has impacted businesses.

I would like to see, when we are doing road works, that a more concerted effort is placed on having these roads done within what I call the budgetary timeframe, because the majority of these road works - and mind you, Mr. Chairman, I know Government will say they don't have any money - but you can start a project and then stall it for

one full year, impacting businesses within St. George South, within rural Barbados and other areas. So I am asking that when you start these roadworks that have been listed here, that you finish these roadworks within the budgetary timeframe. Do not let these roadworks carry over, Mr. Chairman, four years and five years, and then go to the people and say you don't have any money. When you start the road works, it is part of your duty to make sure that you don't over-budget. We have been doing road works for years now. We have technical personnel who provide guidance to the Honourable Minister of Transport and Works and the former Minister, the Honourable Member for Christ Church. So if we have technical persons in the Ministry, we need to make sure that we budget properly for these road works and that we don't cause people to lose income as a result of the road works in this country. And that is a major point, especially given what you have brought here last week in your budgetary proposals. Don't let the roadworks now push us further into the rut. Let us focus on having these roadworks done timely.

Mr. Chairman, I also wish to spend a little time on St. George South, because I heard the Honourable Member speak, and I don't want him to mislead this Honourable House nor mislead the people in this country, because several letters have been written from my office as the then candidate and then as the MP for St. George South on the need to have good infrastructure in St. George South and how businesses are being impacted negatively from the lack of good road works. And I listed a few - Jordan's Tenantry, Eastland and Cain Hill. Only four weeks ago, the Honourable Member for St. Philip West would see that I wrote a letter to the Ministry of Water Works, his Ministry, for Herman Clark Road. And this is a road - Herman Clark Road - the Honourable Member is writing it down. And I want to go on record: when you visit Herman Clark Road, it has nothing to do with the former Minister. It has something to do with the present MP for St. George South, Dwight Sutherland.

Mr. Chairman, within Herman Clark Road, we have people - every week traffic passing through Herman Clark Road - and we are seeing water lines bursting. I have written the Water Authority asking them to focus on this matter, bring some resolution, because people cannot get to their houses. They have to park their car again on Herman Clark Road. It is a major problem. We need utilities being dealt with in terms of water lines being laid. There is no water main on Herman Clark Road. And yes, it has passed through the hands of ministers of both parties. But it is incumbent upon you, Mr. Chairman, to address this matter. It is a significant matter and I want you to pay some attention to it. We need, first of all, to have the water main laid. There is no water main and it is a safety issue. If for instance one of these houses catches fire on Herman Clark Road, we have a serious problem on our hands. There is no

water main. We have to tap on probably about 800 metres in order to deal with any fire on Herman Clark Road. After we have fixed the water issue on Herman Clark Road, that road is also a tenantry road that needs some major works. Needs some major works.

Mr. Chairman, those are not all the roads. We have just started the work at Greens and thank you. But, Mr. Chairman, what I would like to see is some of these tenantry roads become not just asphalt roads, but I would like to see some concrete roads being laid in this country. Because what you are talking about is sustainable development. You don't have to go back to these roads in say 25 to 30 years. And good tenantry roads - the former Minister, the Honourable Member for St. George North, was known for doing a lot of tenantry roads as concrete roads. And we are talking about saving foreign exchange. We have local indigenous product here and we are talking about saving foreign exchange. We have to bring in asphalt. Yes, we get some locally here, but when we do asphalt road, there is a cost in terms of foreign exchange going out of this country. And I would like us to focus on some concrete roads in this country.

Mr. Chairman, my call is for the Honourable Member for St. Philip North, not only to come to this Honourable House for supplementaries, but to make sure that these roads are done within the budgetary timeframe and that businesses within this country - not just in St. George South but businesses within this country - the small businesses, based on this current economic climate, do not suffer as a result of the lack of timely road works in this country. And my other call is for the Honourable Member for St. Philip North to review the roads that have been listed in this supplementary, and it needs to include at least 10 more roads within St. George South. I thank you, Mr. Chairman.

Mr. CHAIRMAN: Our Member for St. Lucy.

Hon. D. St.E. KELLMAN: Mr. Chairman, I rise to speak on this supplementary and I want to congratulate the honourable member for St. George South for reminding me that there was once in this house something called a transport levy and something also called a training levy and a health levy. Because we would have heard a lot about how you could finance this and finance that. And we would have heard a lot of criticism when we saw just last week to demonstrate how to finance certain things. And the impression was given that you should not ask anybody to pay for the education, which is the most important thing in a man's life. But the same persons who were saying that did not remember that not too long ago under them in financing roads, they had something called a transport levy. You would have heard all the talk about costs at the hospital and so on, but nobody remembered that there was also something called a health levy. So all the

grandstanding and so on, it is quite clear, sir, that we have some short memories in this house.

And it is also quite clear that there are people who believe that they have a right to do everything, but where it comes to the Democratic Labour Party, and we are about to build a strong foundation democratised, and that is exactly what we are hearing today, sir. That prior to this we heard about all sorts of royal packages in Barbados. We heard about royal packages for the North which we never saw. We heard one in St. Philip which is clear that it could not have been done because the honourable member for St. Philip North is now back in here having to deal with the same roads that we were told were supposed to be done.

I am shocked, sir, that the honourable member for St. George South will be here speaking about roads to be done after 14 years of that government and having senior people - not only senior, but a person who was even carrying the name, sir, representing that constituency. And now the honourable members are here begging after five years of government and in a crisis, asking this government to do what they could not do when, so they claim, they had all the honey flowing in St. George South. And what is even more distasteful is that the honourable member for St. George North could brag in this house about how many roads were done in his constituency, how many lots were provided in his constituency, right next door. The honourable member for St. George South has to be in here now begging. I cannot believe it.

So I would expect that to be happening for the member for St. Lucy because they said that I am not one of them and that they were not doing the roads for St. Lucy. One day they will say the time is now right for the roads to be done in St. Lucy and I will ensure that I speak to the honourable member for St. Peter North to ensure that all time is right and that delivery will occur. I am happy to see that at least we got to look in and that the first state road that will lead to the house lots on the National Housing Corporation - at least that road will be put in place and that the package under the construction group will at least reach, hopefully reach St. Lucy too. I will not only be stuck in the East, because I can rely on my friends from the North to do some work in St. Lucy.

We have waited a long time in opposition. We waited over 14 years. We did not get the delivery. In five years of crisis, we waited. But the time is now right for that wait to achieve a mature outcome and for some delivery to come. And I am happy that we have been able to endure everything that was thrown at us, everything that was said by all other members on the other side - how I neglected my constituency, how I did not deliver anything to the constituency, just because I was not in the newspaper talking and walking and showing people what I was doing. And now the same people who, a couple of months ago,

said how badly St. Lucy was neglected are now here saying that the roads in their constituency should be done before the roads in St. Lucy.

But we will have to be very wrong to do what they are asking. And I am going to say this - we cannot be Christians because the Bible taught us how to first look after ourselves in order to look after others. And not only that, when you are on the plane, you are told in case of a crisis to secure yourself first and then secure the others. So nothing wrong with that advice.

What I want to say to you, Mr. Chairman - I waited 14 years and now five. So I have waited long enough. The time is right and it is time for delivery. And I want to make this point: the building of roads in the North of Barbados cannot be just a road. And I made this point to the other members on many occasions - that when a road is done in rural Barbados, it is not just a road to houses, it is a road for houses and a road for businesses. And we have to understand, especially when one considers the time that we are in, that we have to be very selective and very developmental in the way we approach road construction. Because when we do a road, it must be a road for more houses, a road for infrastructure, for more businesses.

And last but not least on that matter, sir, we also have to take into account that the minister is also a minister for the Transport Board. And he has to ensure - the advice that I was giving the honourable minister, and he did not accept - that if he wants to reduce the cost of the Transport Board, he first has to fix the roads that the buses have to travel on. Well, I can speak about that. And I will tell you that because of the neglect of St. Lucy under the last Barbados Labour Party government, the Transport Board buses were destroyed because of the roads that they thought they were not doing for me. What they did not realise is that in not doing the roads in St. Lucy, they were not interfering with me and the people of St. Lucy - they were just extracting large sums out of their own pocket because of the repairs that they would have to do to the Transport Board buses and the downtime that they were creating for the Transport Board.

But what they do not do is a total analysis. They see everything in the political aspect of it and not in the developmental aspect of it. And that is the difference between the two political parties. One - the Barbados Labour Party - can always tell you what you have in an empty cup. But we will tell you what they have in a full cup. Because whereas we are positive, they are always negative. If you go back - if you really want to understand the difference, sir, between the two political parties - go back and see what the Democratic Labour Party was saying in 2001, right after the 9/11 crisis, and compare it to the actual Barbados Labour Party now in 2013, and you will see that one is for mashing up and destroying and one was

for providing ideas to pull the country out of a crisis. And that is a fundamental difference between the two. And that is why we are here today, sir.

And we are bringing roads right across Barbados. Because we cannot only think about our constituents - we have also to think about the Transport Board, how we will save costs in the way we implement these road policies so as not to damage the buses of the Transport Board. So, Mr. Chairman, I am saying I love the Minister of Public Works. I appreciate what he is doing. I love the government because we understand, sir, that what we are doing - we are not just building roads, but we are creating infrastructure for future development for Barbados. And we are about to ensure that everything we do is developmental in nature and not political in nature only. And that is the difference.

And you know, they love to criticise us. But as I would say, sir, I also look forward to the day when the Minister of Finance can also give us some money for the roads so that we can truly do the building out in rural Barbados. Because the truth is, \$40 million spent in urban Barbados does not have the same effect as \$10 million spent in rural Barbados. Because when you spend \$40 million in urban Barbados, the majority of that money is spent going to infrastructure that is there already. But when that money is spent in rural Barbados, what you are doing is creating the enabling environment for development. And this is the point that people need to understand - that in rural Barbados you are creating more house spots, you are creating more businesses, and you are developing rural Barbados for the take-off. I know that some members would not understand that simple point, but that is the thing. Some will even call it foolishness. But the truth is, what they call foolishness from me is really common sense for them. And they love to say so - but do not worry, because the truth is, ten years after they come back and they implement it and change the name.

So, Mr. Chairman, I am saying, sir, that I support this supplementary, and I look forward to the first state road being done, like how we have done the roads in other areas. But what I am saying, sir, is that I also look forward - because the truth is, when one considers now that being the rainy season and so on, that some of the roads that previously we would have called good roads would not be good roads anymore. And we have to have a rethink. But what we have to do is to ensure that any future road development is structured right so that we can get development. We are not about doing roads to behave like the cosmetologists - the Barbados Labour Party is well known and branded by me for many years as doing things to look good. We are not in that business for the look-good concept. We are in the business for developmental purposes. And that is exactly what we are doing here this morning, Mr. Chairman. I thank you very much.

Mr. CHAIRMAN: The honourable member for St. George North.

Mr. G. A. CLARKE: Mr. Chairman, I would want to make a few comments on this proposed supplementary. First of all, I must say that the member for St. Lucy seems to be living in prehistoric times. He is speaking in terms and I have made the point over and over again and I want to reiterate my point that when ministers get up to speak, they must speak in a way that informs the country and the parliament. A minister cannot come today to tell us he is hoping that he will get money from the Ministry of Finance. He's hoping to do this. He's hoping to do that. I am saying, Mr. Chairman, the Minister of Finance - I thought the Minister of Finance, the Member for St. Lucy - I was saying that the Minister of Finance, the Member for St. Michael North West, outlined a concept which both sides agree to. A concept in which the government will be focusing on the private-public sector partnership, which makes sense. And for the minister to say he's hoping that government could give funds, it is only stressing the Ministry of Finance to a point where they cannot take this sort of argument.

Mr. Chairman, we have in this country to start a new paradigm shift. And this is \$3 million - with the best will in the world - cannot do all the roads. \$1 million for tertiary roads can only do one tertiary road. I mean, let us - we are educated people. We have educated the population. And therefore to come to say to me that \$3 million in today's world can really make a difference - it's a drop in the bucket. And the member for St. George South, outlining a number of roads that have to be built in his constituency - every member today. But again, the member for St. Lucy is suffering from a delusion. And this delusion is that government can do everything.

Mr. Chairman, let us be fair. Let us carry this debate to a higher height. The Minister of Public Works cannot with three million dollars do all the roads in Barbados. The \$130 million that the government will be involved in through a public-private partnership - we will not be able to do all. We have to start somewhere. I am saying, and the minister was fair - the Minister of Public Works was fair when he said that an attempt was made by this side. We started a public-private sector partnership. This was never started before we came to office, and the government has to put a programme in place, Mr. Chairman, in order that this will be the concept of the future.

What I'm saying is this - every area, there are still a number of tenantry roads to be fixed. It was our Manifesto and the DLP Manifesto that said that tenantry roads would be fixed by the year 2000. We are 30 years behind and there are still more than, I would think, 40 to 50 tenantry roads that need to be fixed across the country. We have to agree that these supplementaries are not sufficient to do a

lot of work. The funds may have been allocated already, so we have to pay for work done. And this is what the government has to understand. We could get up here and talk about roads, but these supplementaries are merely to pay for work that has been done already. I am saying, Mr. Chairman, we have to start looking in earnest at government involving the private sector to complete these roads.

And I was very fortunate in the year 2000 to go to Washington to attend a Capital Finance Market conference in which, at the time, people in the developed world were talking about how to get infrastructural development undertaken with the help of the private sector. That's all it is. Government cannot - we cannot have government trying to do everything. And therefore, Mr. Chairman, government has to understand that they must spend in any one year over \$150 million on roads across Barbados. But they cannot do it. Government doesn't have the resources. So if government does not have the resources, allow the private sector that have the resources to do this work. What government has to do is manage the programme.

When, as Minister of Public Works, we went into St. Philip and we said, look - the Prime Minister, I said, look, we want to spend \$30 million in work in St. Philip. But that would not have completed the work in St. Philip. Government must spend a lot of money in St. Philip because St. Philip is still the biggest parish in Barbados. It has the most roads. And in St. George South - every member of St. Lucy knows - St. George South has the biggest plantations. History taught us that plantations all have three or four different tenancies. So it must have the most roads. You cannot fix all. But let us agree that we will get the private sector to start putting a programme in place to fix these roads within a ten-year programme, or a five-year programme, whatever you want - roads and bridges. We have to do it. But the government cannot do it alone. And it's time, Mr. Chairman, that we stop saying that the government will do this, the government will do that. The government has to manage the programme and ensure that the programmes are managed.

And I can say, for example, five years ago, the roads through Groves were designed, but government doesn't have the money to do it. Allow the private sector to do it. Highway 3, Mr. Chairman - Highway 3 is from Andrews Factory through Groves, through Market Hill, into Haggatt Hall, and into Waterford, by Waterford School. I am saying that the government is talking about a single factory for the sugarcane industry, which makes sense, but that road has to be developed. And that's the point that the member for St. Lucy made today - the only point he made - that you have to be able to develop infrastructure in order to provide for growth. And I'm saying if you have a single factory, you have to provide the infrastructure, the road leading to that factory, which has to be widened. And that's what we

started to do - we started to do it under a public-private sector partnership. But the road and the sidewalk at Marikana has not been completed after five years. So we are asking the minister to allow the private sector to complete that road. Put that in your programme. To complete Groves, to complete Highway 3 - all through there, trees need to be cut down. It needs to be widened in order to provide the infrastructure for those big tractor trailers that have to carry the sugarcane into the factory.

We also need to look at areas, and I would like to see a programme come here which involves all the roads, and then we prioritise them in order, Mr. Chairman, so that the infrastructure can be built out and that the industries that we want to develop can do so. Because in today's society, Mr. Chairman, we have to think in terms of how we are going to create industry, how we are going to create services. I want to say to the country and to this parliament - when the ABC Highway and the Spring Garden Highway was developed, it was not developed by accident. It was developed in order to put in place industry leading from the airport to the harbour. And this is why it was so fundamental that the ABC Highway, the one leading to St. Peter, was developed. All of these highways are important because they help to develop the country itself.

And when we look at new development, we have to be able - and that's why I have been saying that we need a new highway leading into Christ Church from St. David's, through Daws Valley, into St. George, through St. Thomas, into Highway 1. We need it. Not for me, but because of future development. And if you look at the Manifesto of the Labour Party, it was done because we recognised that in order to promote industry, it has to be done.

I remember the member for St. Lucy - he is misleading the house because he is making a statement and giving the house the impression that it's something new. And really he should have said - and I quote, sir - all I have said is that both political parties agree, both political parties agree, that we have to develop the infrastructure and we have to do it in such a way, Mr. Chairman, that builds out industry, to build out industry for the future of the country. But in doing so, we have to be mindful that we do not have the money and we have to borrow the money or allow those people with the money to come in and put a programme in place. But it has to be that the legal people of this country, those persons in the Attorney General's office, must put a programme in place for it. The legislation must come here.

As a member, we will have to go forward into new thinking - that government is not all. I am sure the Prime Minister would have heard me say so a thousand times that governments that want to enlarge government all the time - you've got to cut back on government and allow government to manage. But the private sector must be

involved in order to push infrastructure. I have been saying this all the time. Over ten years I've been saying so, and I must say, the former Prime Minister understood where we were going. He understood the public-private partnerships. He understood that governments must manage, must manage the economy, must manage the social services. But you must not get and want everything from the Minister of Finance. Where are you going to get it? And therefore the legislation must come to involve the private sector that have the money. But you manage the programme. And if they do so, we will build out the infrastructure and make Barbados a modern society. That's all we have to do. Modernise the country. But you cannot do it alone. You have to do it with the help of the private sector. You have to do it with the help of private initiative and private capital.

Mr. Chairman, last point - how many people in the world will want to invest in Barbados' road infrastructure? For example, you saw what China did. You saw what Japan did - new train lines. What do you think? They came by accident? Do you realise how many people you can be employing by using the private sector? That's what government is all about. Use new initiative, but don't go back into prehistoric times where the member for St. Lucy will ask us to get the Minister of Finance to support this. Minister of Finance - it cannot happen in this world. I want to thank you.

Mr. CHAIRMAN: It can happen. Honourable Member for Christ Church South.

Hon. J. D. E. BOYCE: Mr. Chairman, sir. I want to join this discussion for a little bit as we consider the motion by the Minister of Transport and Works. And I think that it's important we recognise what the Minister said in his opening remarks, and I think it was recognised so far only by the member from St. George North, that this is in fact money which has in large measure been expended already and has to be paid for. I hope the Honourable Member for St. George South is listening so that we can appreciate what the House is doing today.

And it is even further than that, because it's actually moving funds from another account to the account so that they have access to the funding to carry out the works. The larger point, though, sir, of course, is in the debate - the question of infrastructural development. This was spoken to by the Minister along with the member for St. George South and North. Infrastructural development is so important in Barbados. Of course, the member for St. George North is enthusiastic about the private sector paying for it. Let the private sector pay for it, he said, sir - let the private sector build it. But, you know, he knows what he's talking about, because the private sector built out the widening of the ABC Highway. He left it for us to try and pay for. And again, the private sector had, according to

them, three contracts with them to build, to do road works - one was properly executed. The other two, sir, we had to fudge along with, as they say - try and hold it together bit by bit out of government finances. So although in one breath, or one side of his mouth, sir, he's speaking about letting the private sector do it, he's not making any arrangements for it. And we came in here, as a matter of fact, last week with a budget which brought a \$125 million package. And he didn't support it, sir. He did not support it. He abstained. On the -

Mr. G. A. CLARKE: Point of order, members of the House. I remember for a sentence - the matter is dismissed. I made a point in my speech, Mr. Chairman, that was the only strong programme that the government was bringing to the House. It was the only programme that the government brought out in all of the state of this country. It was the only strong point - allow the private sector, Mr. Chairman, to bring the finances and government money. That's all I was saying.

Mr. CHAIRMAN: Honourable Member, honourable member, please proceed.

Hon. J. D. E. BOYCE: I'm happy for the clarification because I know, I recall what they have standing, what he had stood against was the \$500 million - up to \$500 million - loan. But he voted against the budgetary proposal to do the records of Parliament will show. He voted against the proposal to do this private sector work with the roadworks in Barbados. He's quite right and the Honourable Minister made the point, Roadworks is an expensive undertaking. And in a country where it is no longer satisfactory just to cut a track and put down marl and then put over asphalt surface. As a matter of fact, the Ministry of Transport and Works, to their credit, from time to time have tried to go back to the old traditional way of coalescence and tar to try to complete roads with a kind of a sand seal on top, and this has been rejected by the people. The residents don't like it - they want to know why are we being treated as second class. So you can't even resort to that.

Truth is, my observation was that in large measure the skill of putting down those roads may have been lost over time, in that the older generation who would have been experts at getting these roads completed - I don't want to cast any aspersion on anyone who is presently employed at the Ministry; they are all very competent persons, of course - but the point is this tradition, the large-scale use of marl and coalescent tar, has been outstripped by an option which can be seen alongside what we call the fast-food mentality of today. That is the asphalt surface where we come in with the asphalt machines, the paving machines, and we roll out metres and metres of roadworks in a day. This is wonderful, but it costs a lot of money. And it would require millions and millions of dollars. We can't even

contemplate the kind of money that would be required. And if we do then try - even as we are doing the roadworks we have contemplated - to do the kind of foundation and drainage work that would really guarantee these roads to be in place for a long time, again we come up against substantial costs.

I recall while we were doing the roundabout at Coral Ridge - you know, we had, as a Ministry, to undergo quite a lot of public comment about it - because these are the facts. You would have encountered during that construction very, very deep soil in a very plantation rural environment. And the engineers had to take the decision as to what do we do. Do we create a road that in five years' time will suffer the kind of stresses it will undergo? Because sometimes we think we only appreciate dead weight on the road creating these issues. But when you are turning on the road, of course, where we have corners or curves, then we have other stresses - lateral stresses - which have to be properly calculated and dealt with so that the road will last. So that is what we finished with in that corridor. A lot of people still call in and say how our roundabouts are wasted. But I believe, Sir, having been there, I believe this is a slightly short-sighted view. And we need really to remember how useful they are in eliminating the technology of the street light and allowing traffic to pass, in my view, much quicker.

Sir, the question of road distribution, roadworks distribution throughout Barbados will always be a matter for debate. And the Honourable Member for St. George South, in his enthusiasm, is saying that he had no work done. I mean, we can say these things, but the records will show what work was done, what work was done by the Barbados Labour Party in their 14 years and indeed what work was done by the Democratic Labour Party administration. I am in the fortunate position, Sir, that I keep my records, so I can tell this Honourable Chamber all the roads that were constructed under my tenure as Minister of Transport from 2008 until 2012. And these include every one of - I'm not going to call them out - but any member who wants to know what was done in their area can consult with me afterwards.

I know, but I have to talk about St. George. Because obviously our member does not want to talk about the roadworks done there. I am treating St. George in total - north and south. You see, if the member for St. George North is jealous of the member for St. George North, he should say that. The member for St. George North still had his tentacles in the Ministry of Transportation all during the time that I was Minister. I remember the member for St. George North - and now he still has his tentacles in there. So I mean, in St. George, and they complain about St. George. We had Draxhall Road, Byemoor Road, Flat Rock Road, St. Jude's, Windsor, Redland, and Jordans. Somewhere it was done. The Jordans main road is a long,

long road and we have had different issues on that. We go back now to 2009 - in St. George again, Ruane Spar, Grove Tenantry, Flat Rock again, and Upright Street. I don't know where Upright Street is - Upright Street is St. George North too. We could get to Prerogative. Again, it's St. George, 2010 now - St. George, we got Flat Rock again, completing the Flat Rock Junction, along with Prerogative Road. I think Prerogative is definitely St. George South. So Prerogative Tenantry was done.

So, Mr. Chairman, Sir, the point I am making then - of course we fixed the Possum Bridge that is at the connection there between St. George and St. Philip, right at the end, and the connecting Highway 4B, which is under serious construction at that. And yes, that was done too. But the main point is that there is already a fair distribution of these road repairs. And the point must be made, as the Minister made the point, he has already received a list from his technical people as to what roads they would like to see completed in the new packages being contemplated. And these technical persons will not develop a road repair programme based on constituencies or favouring constituencies. They will develop a programme based on the urgencies and where they think the priorities and the energies of the Ministry should be placed. So, Sir, that is an important fact.

And indeed, as the member for St. George North again referred to the need for a new highway - obviously he has heard me saying here many, many times that we have under design a new highway from St. David's into St. Thomas Church. We have under design in the Ministry of Transport and Works, in this administration, a widening of Highway 2A, not only to Mile and Quarter, Sir, but indeed to St. Lucy's Parish Church, because we recognise the need for that important artery to be created and not only to be created, but created under an international standard that will keep Barbados in the kind of first-world consideration that it is.

Further than that, Sir, and I want to push this idea because I really think it is one of the answers to some of our major road linkage - a programme between Highway two and Highway one. Highway one and two are linked by about seven or so arteries that are really not, with the exception of the one up East Street, in very good condition. What we need, I believe, in Barbados is another roadworks programme which contemplates making all these arteries - from the WIM road further up into St. Silas, that kind of area, going right up St. Albans even -

- all of the Payne's Bay, all of these linkage roads really need to be properly designed, properly rehabilitated, with the provision of sidewalks. The other thing we have to bear in mind, Sir, is that as we build out our road network in the future - not only our highways but in our tenantry roads - we need to create sidewalks. We need to put in

place sidewalks. More and more we are asking people - at the Ministry of Health certainly, and indeed many other organisations, the Diabetes Association, the Heart and Stroke Foundation, all these NGOs who work to create a healthy Barbados with us - they are asking that people exercise more. And I have always said that I consider walking on the road in Barbados to be quite a chancy undertaking. And I admire those who do and I want to encourage them, but I beg drivers on the road to be very mindful of the fact that in Barbados we have this constraint - we don't have a large array of sidewalks that people can use, and therefore drivers need to exercise due caution when our walkers are using our road network.

And then on the other hand, the walkers who are exercising need, of course, Sir, to also exercise due caution - wear brightly coloured clothing. Since I was a child at school, the police at District E always visited and said you should walk on the side of the road where you can see the oncoming traffic. So I believe that would require that you walk on the right-hand side of the road rather than the left-hand side of the road, which means that the traffic is behind you. But if you are on the right-hand side of the road, you can see the traffic coming towards you and if necessary you can take the proper precautions.

Sir, just quickly then, in the two minutes left - the important factor of building repairs, and this, Sir, unfortunately, and I battled with it for a long while, is an underfunded activity in the Ministry of Transport and Works. The amount of funds allocated for the repair of government buildings is not sufficient to meet the needs of this country. This Parliament, for instance - I take pride in the work done by the Ministry of Transport and Works in continuing in this Parliament and creating this very excellent environment which we enjoy today. And indeed, as we get ready to celebrate our 375th anniversary of the Parliament of Barbados, there is really little that has to be done to really bring us up to scratch, so to speak, and to keep this Parliament building and its environs as a flag bearer for Bridgetown and its important heritage. It is a vital part of that programme and we need to continue this work. And I must commend the Clerk and the staff here at the Ministry who have treated this activity here as a priority.

The Minister mentioned some other buildings, like the old National Insurance Building. There is nothing particularly wrong with the old National Insurance Building. It really just needs a complete cleaning, probably a rehabilitation of its air conditioning system, et cetera, and it continues to provide important accommodation for the public service. Of course, the members on that side don't have any record in public accommodation to speak on, because what we came and found was an excuse for where the people, the workers of the public service in Barbados, have been asked to work. And I am proud, for instance, of

the fact that we were able to create Verona House for the Government Electrical Engineering Department - an excellent facility, again maintaining architectural excellence in the city of Bridgetown and demonstrating what Barbados really stands for. Sir, this money is being required for very important work, Sir, and I unreservedly support the resolution. Thank you.

Mr. CHAIRMAN: Honourable Member for St. Thomas.

Miss C. Y. FORDE: I wish to add to this debate and to state up front that Provo's Village is in the Parish of St. Thomas, but the constituency of St. Joseph. And therefore there is no work here for the tenantry roads in St. Thomas. I do not expect the impossible, sir. But I believe that when you talk about equity, when you talk about accountability, transparency and fairness and all those things, that the pie needs to be properly shared in every sphere of development.

I support the aspect of this supplementary, sir, that speaks to the maintenance of buildings, government buildings or office buildings. I believe that workers should always be employed in facilities that are good for their health and well-being and that those facilities are conducive to productivity. And so we have absolutely no problem with the National Insurance Office and of course what used to be, I think, the welfare department over in Country Road to become the resource centre because the people of the Garden Land and those communities, I am sure, will benefit by that kind of development.

I also note, sir, that the school meals building is included and I wish for the honourable minister to indicate which school meals building. I know that the one on Country Road that occupied the offices was under repairs in 2006-7. A large amount of money was spent. And then I learned that the Coles building was being rented for the past seven or eight years by the School Meals Department. Nobody will go back to reoccupy the facility. And I know that it will now cost even three times as much as what was put into the repairs that MTW did, and they did a good job according to what I witnessed when I had a part of that institution. The windows are falling off and so on, and I do not know why we would be paying so much rental, high rental rates when that facility is there.

I want to refer to comments made by the Honourable Member for St. George South, when he questions what plan does this government have for the Scotland District? We must acknowledge, sir, that the Scotland District is one-seventh of Barbados' landscape. And there is heavy rainfall, a lot of unseasonal rains, as we know, always in that general area, a lot of land slippage. And we know that the roads in St. Andrew, St. Joseph, and sections of St. Thomas and closer to St. Peter have always been

undermined by the gushing rain and so on. I will agree that there are some individuals who put or set their houses down without the necessary permission and they put them in areas that are a part of the water course and so on. That too, having diverted water, that too has an impact on what is happening.

But I am fearful that for the transportation services it really causes a lot of dislocation. We know of years when Springvale Road was under repair and people had to go all the way through that whole Parks Road and so on to get into general St. Andrew. So the dislocation when it comes to housing - I know that many people grow up in traditional villages who do not want to move, but sometimes the land slippage creates that kind of negative impact and therefore we have people to be relocating, as has been done with White Hill. People have gone over to Farmers and they are really very happy there. But it is a tremendous cost on government to relocate those persons. I know there are some who are waiting patiently to be able to get an opportunity. And of course it causes problems for persons who recreate.

Now before I go further, Mr. Chairman, I would wish to publicly express my gratitude to the members and staff at the Depot at Bagatelle because I know that they have now been making bricks out of straw, where the staff members are extremely cooperative, very respectful, and hard working. Yes, I know some sites people may pass and see them resting, but human nature has to rest too, and I believe that those who are responsible for them will monitor to make sure that they are productive. It is no easy task, Mr. Chairman, to work in the sun. I have had the experience from a child for many years. So I know how difficult it is when you are in the sun - the SSA workers, the NCC workers and so on. The MTW work is really hard.

But I want to publicly thank them because in small requests - and I shall never write to the Honourable Minister, he will get a copy, but I shall deal with the Permanent Secretary for past experience in this honourable chamber - and having written and asked for some assistance, I want to thank the staff at Bagatelle for the Whitehall Village retaining wall. They have done an excellent job there, and they are doing the other side of it because there is a lot of deterioration in that area; the topsoil is going. And of course, in Carrington's Village, near Wychmalgal, where they have built the bridge and the path to be able to allow safe passage because we all recognise that this is a bus service and that the roads must be safe for pedestrians.

The Honourable Minister may not be able to tell us, but I am sure that the government pays millions of dollars for persons who get injured on our roads that are unsafe. And I believe that is critical to whatever we do. They have been patching the roads; large holes have been opening up

because of the heavy rains and poor drainage, and those MTW workers at Bagatelle are doing a good job. I will not call any names, sir, because I did not seek your permission, but the entire staff there knows that I am grateful for their assistance.

Now, I know that in a past Barbados Labour Party government, there was a plan for each of the depots to be given basic equipment to be able to work in the zones where they are. I thought it was an excellent idea. I know it started. Each of them was allocated a bobcat, a patching truck and a roller. And sad to say, I can only speak of the one in St. Thomas. Those pieces of equipment were borrowed by the central location in Bridgetown, and they have nothing now except a few wheelbarrows and so on. They have to be borrowing equipment from elsewhere to be able to satisfy the needs. And I am sure that the Bagatelle Depot does not only serve St. Thomas, but it also serves St. James Central, especially because of where it is located. And I believe that a new look at that whole exercise will make a lot of difference in persons having to wait for many long months to be able to get small things done.

I also agree with the Honourable Minister for St. George South that there is need for collaboration among the various ministries and the utility companies. Too many projects are put on pause. Government spending is high when one has to wait for reconnections for the Water Authority or the National Petroleum Corporation, operations of the light and power and the telephone company. And I know that the gas main that runs to the back of Millennium Heights is on pause now. And I believe that it will put the rest of the road works on pause because of its relocation. I believe that if there were better collaboration, it would make a difference. Often we see a whole long stretch of road where the Water Authority has to dig up mains, and because there is poor collaboration, it stays like that for months, gathering water, dislocating commuters and so on. And I believe that there is need for us, if we are a developing country and we want to make sure that every dollar counts, then we have to have that kind of arrangement so that as soon as the road is dug up, it is paved to make passage smoother for everybody else.

Now, I know it with interest, and I think it came out earlier, but I will still make the point that the budget of August 13th, at page 58, speaks to - at five - there will be a strict policy of limiting supplementaries to within budget expenditure targets. Ministries and departments have been advised that the Ministry of Finance will not accept any requests for supplementaries where commensurate savings from their overall budget cannot be found, or except in cases of serious national emergency; special exemptions may be made on account of such areas as public health, national security, child and elderly care.

This supplementary, sir, speaks to repairs or maintenance to a Laro Court. I am not so sure, sir, if that is an emergency or if that work has been done already and the funds need to be paid because if persons were business people they must be paid. But I am not so sure either, because it cannot be an emergency as far as I am aware. I do not think anybody lives there. So it cannot be an emergency.

They have a problem, Mr. Chairman. If at this time persons in government departments are being scheduled for loss of employment - they have got letters, I understand, and I stand to be corrected - some of them are living under tremendous pressure because they do not know when they will be employed again, what they will do at this time with their children having to go home. But if that large amount of money is to be expended at Laro Court, where perhaps the Honourable Prime Minister probably has plans, I do not know. But I want to say - I live in a wonderful little house that I worked for, very honestly, sir, and I shall live there till I die. I have no plans of moving. So the Honourable Member for St. Philip North cannot make that kind of comment.

I believe that if it is an emergency, then fine. If there is no emergency, I believe that those funds could be expended to keep those individuals employed who are now being pulled apart, for the Permanent Secretaries to do it when the Permanent Secretaries did not do the hiring.

I also want, as I come to the home drum, sir, to refer to the places of interest in St. Thomas, and it will be my call till I die, that the network of roads leading to these places of interest leaves a lot to be desired. And I have heard of the Honourable Minister for Tourism speaking about all these packages - remember all these packages? Very well, sir. All these packages are being offered. But when you look at Jack in the Box, one of the best link roads you could ever want in the parish, it has been halfway done. Yes, the MTW staff did the Gabions well, but nothing else has happened for the link that goes from Jack in the Box Walk, Spring End, over to Potts Village. Mount Hillaby, another place of interest where every day vehicles go up and down with tourists, vans, buses, you name it, Mr. Chairman. Mount Hillaby has not gotten the help that is necessary, and the deterioration is as a result of the heavy rains in that sloping area. Warren's Terrace, we have been asking for some maintenance there, small maintenance. Cane Garden development by the funeral home - absolutely nothing is happening.

Mr. Chairman, my final comment is to do with signage. We cannot continue to boast of tourism and even Barbadians are butting about and knocking about when there is poor signage. As a matter of fact, sir, a lot of the signs that were up have now collapsed as a result of termite-eaten material that was used and so on. Road signs

are some of our biggest problems. It is no wonder why we get so many accidents when we hear of them as a result of the poor signage. And I believe that there should be some special arrangement for island-wide signage to take place so that persons using the highways will be careful.

We have too many people turning in, turning out from an insurance corporation, making a right turn to come down to Roebuck Street, when that traffic just needs to go to the roundabout by the Globe. Another accident waiting to happen. And there are so many others. There are persons who come to the junction just above the University lights to go into West Terrace. And when they come to make the right turn, they are crossing two main lanes. And that too is a problem. I think small things like that will really add to some comfort and save the danger that so many people experience as a result of poor signage and adherence to the signage, because motorists and road users have got to adhere to signage and make sure that their trip to and fro is safe.

But I am happy to see that things are happening for other constituencies to make the lives of those who live there comfortable. And I quietly but eagerly await when something happens for the good people of St. Thomas who too deserve a piece of the cake because they are taxpayers and they are Barbadians - as well. I thank you, Mr. Chairman.

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

Hon. S. A. LASHLEY: Thank you very much, Mr. Chairman. I too would like to lend my support to this supplementary - some \$3 741 500 - which the government is making available essentially for a number of important projects. Most of them are road rehabilitation, but of course the supplementary also touches and concerns the very important area of building refurbishment and building repairs.

I could not help, Mr. Chairman, but to not only compliment the Minister responsible for transport for bringing the supplementary to this House at this time, but I could not help but to hear the cries for help coming from the members of the Barbados Labour Party opposition and carefully paying attention to the sounding of the various road works and the areas in their respective constituencies that are in need of attention. And if I were to pick up in particular, Mr. Chairman, in relation to the last speaker who would have drawn attention once again to a number of areas in the constituency of St. Thomas which she has highlighted to be in need of attention, one would not believe that this is the same opposition that only a couple of days ago voted against the budgetary proposals and financial statement, which if you were to read it, you would

recognise that it dealt quite extensively with a number of infrastructural matters.

I cannot believe that the road works which we have heard are in need of repair just suddenly came on the scene. We have had the Democratic Labour Party, Mr. Chairman, particularly in St. Thomas, because I want to pay attention to St. Thomas. The Honourable Member for St. Thomas cited Jack in the Box Gully. Of course, she correctly said that it has been halfway done - on the Democratic Labour Party. And I hope that she gives credit to that. I have roads in my constituency that have not been fully completed as well. But she also cited Mount Hillaby and I think she practically cited all the roads in St. Thomas that she has now suddenly discovered are in need of some attention.

Mr. CHAIRMAN: Honourable Member for St. Thomas. Honourable Member is misleading the [Inaudible.]

Miss C. Y. FORDE: Mr. Chairman, I rise on a point of order. The honourable member is misleading the chamber to suggest that I have not only discovered that there are roads in St. Thomas that need repairs. I have constantly been asking and writing about roads in St. Thomas, and there are tremendous roads that require maintenance. Six years of nothing happening in a rainy community will impact on every road.

Mr. CHAIRMAN: I would like to proceed please. Thank you very much.

Hon. S. A. LASHLEY: But once again the honourable member speaks with authority on the need for attention to be paid to so many areas in the constituency in St. Thomas. And each time hardly brings any credible evidence to the House to substantiate her claims in relation to these matters. And why I speak very frontally to them, Mr. Chairman, is that what the member does not do is to also condemn the neglect from her own side, the Barbados Labour Party, because by extension, in difficult times after six years, the honourable member is still preoccupied with complaining about the neglect of roads in St. Thomas. That to my mind, by extension, Mr. Chairman, amounts to a condemnation of her own stewardship and the stewardship of the Barbados Labour Party administration in that they did not do these things. And now that we are attempting to do it - because she did acknowledge that we have started Jack in the Box - there still is a problem. So I don't know how we can attempt, even in difficult financial and economic circumstances, to please the Barbados Labour Party.

I also want to say, Mr. Chairman, that several road works have started in my constituency. We've had some excellent work being done in Brier Hall and of course we know that road is to be completed to take it right down to

the other end of the Sheraton section. But Mr. Chairman, I happen to acknowledge that the government cannot fix all of the roads in Barbados at the same time, and that there has to be some prioritisation of how we expend the monies available. But Mr. Chairman, if you were to somehow magically transpose ourselves to another place where the Barbados Labour Party would have mounted their platforms and attempted to condemn this government for not having its priorities right - I think it was on Sunday night - after having gone there and lambasted the government according to them for not having any priorities at all in terms of its fiscal policy, recognising of course that we have said that we are experiencing fiscal issues, and yet still coming here on Tuesday, bright and early, with a shopping list, a virtual shopping list, asking for everything on the despatch.

All of a sudden, Mr. Chairman, we have the Scotland district that is in need of urgent attention, irrespective of the fact that this government brought the bill just before they left. This government has spent a considerable amount of resources in the Scotland district - Joe's River Bridge, among so many others. But what this debate, Mr. Chairman, highlights, even looking at a supplementary which is really not the government's entire road infrastructure programme, is an indication that there are areas of priority and that even in difficult economic times we are committed to bringing to this House remedial measures to take care of them. That is what it is all about. And rather than stand up here and compliment the government for coming very quickly with a supplementary to deal with some of these same issues that they are complaining about, I am hearing complaints and complaints. You either want us to fix the infrastructure of the country or you don't. You are either going to join with us in here in relation to placing public expenditure in those areas of critical importance or you are not going to do it. So where do you stand? Where do you stand? We are saying here in this supplementary that there are some critical areas that require attention. We have set out a number of roads - they are not all the roads that have been identified. I have given, and I am sure other members as well would have passed to the Minister, a number of priority roads, as I am sure members of the opposition have. But I think we have to recognise that the government here is on the road of starting programmes in areas that have been neglected for many years. And I dare say that many of those years are not the years on which we were in government.

I want to say, Mr. Chairman, that one of the areas that I would want to readily support in this supplementary has to do with the repairs to a number of buildings. And I remember in 2008 lamenting that the Barbados Labour Party government really did not have any programme of repairs of our buildings, and many of them have gone into a state of disrepair. It really appalls me, Mr. Chairman, that with so much money available to them - as they go through

the various manifestos and so on - that so many of our public buildings are in need of repair, and therefore I have to compliment the Minister for bringing a supplementary that will see repairs and refurbishment done to a number of government buildings. And I think it is basically a signal that we will commit public funds to these very important structures. Some of them lie within the historic city of Bridgetown and its Garrison. I noticed that there are repairs to the Garrison Block A, B, C and Lots 7, eight and nine.

That area falls within the historic Garrison area, which is within our World Heritage property. And it is very clear that the Minister recognises and certainly understands that as part of our requirements to maintain our built heritage, we will have to place money in repair of these structures from time to time. And, Mr. Chairman, I must say that we recognise that even this allocation in relation to these buildings is basically a start, or a continuation of what has to happen. But it is an indication that we have taken this particular work seriously. And to my mind it is something that ought to receive the support of the Barbados Labour Party because it is the right thing to do. And even although they may not have done it and they may have been lacking in having any policy or approach to this, I think they should get up in here and compliment the government when we are doing these kinds of things, because they benefit the entire country. They benefit your constituents and mine. And therefore I think we have to get off the proverbial partisan political wall and meet us halfway in support of these things, Mr. Chairman.

I also want to say, Mr. Chairman - I have spoken to the Minister on this - I believe, and I think the honourable member for Christ Church South did make the point, that there is never enough money allocated to the upkeep of our buildings. And I think we are going to have to find ways and means of sourcing funding to maintain our built heritage buildings in particular. We started - because I would have taken to the Cabinet a proposal which has been accepted to establish a national task force for the restoration of our built heritage - and I have started the work in terms of sourcing funding that will help us to maintain our buildings, particularly our historic structures. But much time has elapsed, Mr. Chairman, that has caused many of these buildings to be within the realm of being very seriously in danger. And we have had to put in place a number of rescue measures to bring these buildings back into a state of normalcy. Yes, the Empire Theatre is one of them and very soon that work will begin in terms of ensuring that building is refurbished. But never again should we get back into that phase where you just ignore these structures, you boast of having a very decent fiscal situation, you boast of growth, but yet still so many of our roads - Jack in the Box, Gully and all the other places that the member for St. Thomas cried about - so many of our roads, so many of our buildings are neglected, but then you

boast of having economic growth. That to me cannot argue well.

And I believe that we have embarked on a focus which is evident in this supplementary to ensure that even in difficult economic times, monies will be allocated to road rehabilitation. I hope, Mr. Chairman - because while our roads are being rehabilitated, one of the things I want to appeal to - I notice in one particular example, taking a drive down to Bath Beach, and I did take a few photographs of some damage done to our roads, particularly by those excavators and those heavy-duty equipment which are used sometimes to move from plantation yard to a field. And much of that equipment is really not equipment that should be used on our roads. Those excavators and tractors are driven on the road and destroy and damage our roads. And I believe that those persons who are using that heavy equipment really should ensure that there is a measure of respect shown in relation to the amount of monies that are expended on our roads. We don't want to refurbish and rehabilitate roads and have them damaged and literally destroyed by equipment that should not be on them. And I would like to make that appeal, Mr. Chairman, as we embark on a programme designed to keep our roads in ship shape. It is important - I think everybody recognises that it is important - that our roads are kept in good repair, because our roads are what all of us travel from one place to the next and what our visitors use to move from one point of Barbados to another. And I would like to leave those words of appeal to all Barbadians, in particular those who use heavy-duty equipment, to respect our roads and to work with us to ensure that they are kept in pristine condition. Mr. Chairman, I am obliged.

Mr. CHAIRMAN: Honourable member for Christ Church South.

Hon. J. D. E. BOYCE: Mr. Chairman, I beg to move that you do now report progress to His Honour the Speaker and ask for leave to sit again.

*The question was put and resolved in the affirmative without division, and Mr. SPEAKER resumed the Chair.*

Mr. SPEAKER: Members, this full sitting of the House is resumed. Members, your Chairman of Committees has reported progress and asks for leave to sit again.

#### SUSPENSION

Hon. J. D. E. BOYCE: Mr. Speaker, I beg to move that the sitting be suspended for lunch until two o'clock this afternoon.

*The question that the House be suspended until 2.00 p.m. was put and resolved in the affirmative without*

*division and Mr. SPEAKER suspended the House accordingly.*

#### RESUMPTION

*On the resumption, the House went again into Committee of Supply, Mr. J. D. PAUL, Chairman of Committees, in the Chair.*

#### COMMITTEE OF SUPPLY

Mr. CHAIRMAN: The House is now in committee of supply. Honourable Member for St. Joseph.

Mr. D. D. MARSHALL: Sorry, Mr. Chairman. I apologize for that. You know, sir, we are here debating a supplementary. And the Minister in his speech - I suppose he didn't have much of a choice - but he tried to make it appear as though this supplementary was intended to cover a whole raft of work done by his Ministry. What piqued my interest of course, sir, was the fact that there was a mention of a district in my constituency called Provo. Now an earlier speaker, Mr.

Hon. J. D. E. BOYCE: Chairman, so the Honourable Member was not in his seat so he's not aware the Minister was at pains to point out this supplementary does not cover any whole graph of work but in fact gives the Ministry the authority to use another account to cover the cost of the foreign. So this - the debate went on to discuss issues of road works. But if the Honourable Member doesn't know what he's speaking about, he should try and, you know, arrange to address the Chamber accordingly. Let's - let's somebody teach him.

Mr. D. D. MARSHALL: Mr. Chairman, I - you know, sir, there's a supplementary here. And this document was not issued out of any opposition office. This document came, sir, out of the Ministry of Finance, and it is under the head which relates to the Ministry of Transport and Works. And under the first addendum, sir, it says the sum of \$1 million is required to enable the Ministry of Transport and Works to carry out the following programmes. It lists a series of roads, sir. It goes on...

Hon. J. D. E. BOYCE: Yes, sir. I remember - for quite some time. The Minister in his presentation made the point that all this administration seeks to do is move the money from account 758785 to 223 in order to make the payments related to some of the works. That's the only point that was made.

Mr. CHAIRMAN: Okay, noted. In that regard, proceed, Honourable Member.

Mr. D. D. MARSHALL: To carry on, sir, it goes on that a further sum of \$1 million is required to enable the

Ministry of Transport and Works to carry out another set of road works, sir. I counted them, Mr. Chairman. 26 roads, sir. 26 roads. \$2 million further. And in point of fact, sir, one of the members on the government benches who spoke earlier talked about prioritisation. Now, Mr. Chairman, I believe that any member of Parliament who represents a Scotland District constituency is well in a position to speak on the matter of prioritisation, sir. It is a fact that the rural network of roads in Barbados has been crumbling and significantly so over the last six years. The Member for St. Thomas has spoken about the fact that the Scotland District is one seventh of Barbados' landmass. And I know that the members on the government side like to view the Scotland District, sir, as a district that is so distant from them that they can forget about it as they go about their daily routine. But as I speak to you, sir, a road which is commonly called Melrose Hill has broken away, sir, to the point now where it is near impossible. Melrose Hill, Mr. Chairman. And all across the Scotland District, there is clear and irrefutable evidence of the road network falling into such disrepair that several things are bound to happen, sir. There are a number of bridges that are already threatened, of which George's River is one of them. We've heard about George's River. We've heard that a contract has been signed. There's no money in the estimates for it. There's no money in the estimates for it. But we've heard the contract has been signed. There's the bridge at Batchelors, sir, that has been almost completely undermined. And all throughout the Scotland District, sir, we have these serious issues. But yet still, this is a government that wants to tell us that it is intent on being on a growth path, sir.

Now, government is interconnected in all of its facets. We cannot have a serious tourism thrust unless that most scenic part of Barbados remains accessible to the hundreds of thousands of tourists who wish to visit those areas to see it. We cannot have a successful thrust to a new sugarcane industry unless the road infrastructure - and I'm very happy about the member who spoke earlier - unless the road infrastructure that is intended to deal with that factory is built up to such a point that it can handle the vehicles, sir. So this whole idea of treating the Scotland District and placing it in my constituency, sir, as something that is not to be really seriously bothered with, has to come to an end. So this is a dribble. This \$2 million, sir, is a dribble. We have all across the Scotland District - and, you know, it's not just BLP seats, because part of the Scotland District includes St. Lucy, and part of the Scotland District forms St. John and parts of St. Philip. So this is a Barbados-wide issue, sir. So the Democratic Labour Party really is doing this country a disservice. Then, at least so it appears to us, they take the Scotland District and say, well, people just vote for the B's so let's ignore them. The fact of the matter is, sir, this country cannot have a serious tourism programme, it cannot have a serious developmental programme, it cannot even have a serious agricultural programme, sir, unless the road network in rural Barbados,

and especially in the Scotland District of Barbados, is dealt with.

There is no doubt, sir, that it will require vast sums of money to fully rehabilitate it. But there is no excuse - there's absolutely no excuse - for the government hiding behind its current fiscal problems and deciding that the Scotland District can wait. The tourism product of Barbados means absolutely nothing if we do not have a viable set of destinations in rural Barbados and especially in the Scotland District. Thousands upon thousands of visitors visit the East Coast. They travel to the Flower Forest, they go to Cherry Tree Hill, they go to Belle Plaine, they go to Tank Bay, they're in Bathsheba all the time, sir. And therefore, it behoves this administration to recognise the importance of these areas to our national development. And as a Member of Parliament for St. Joseph, sir, I really am not heartened by any of this money that I'm seeing here.

The fact of the matter is - they talk about Provo. They talk about Provo. So I don't know. I don't believe the Minister knows anything about Provo. He's not going to even show him. Because they carried this Minister of Public Works to a place called Suriname, and they showed this Minister of Public Works the slippage that was taking place in Suriname. Well, he wasn't Minister of Public Works then, sir - he was the Minister of Housing. And I took this Minister, who was Minister of Housing but is now Minister of Public Works, into Suriname and I showed him the peril that people in the Scotland District were living under in the year 2008. I sent him letter after letter, I sent him pictures, sir. It will be on record that I even treated the Minister to breakfast at a place called Naniiki after the tour. I showed him, sir - you think it's only the Member for St. James Central who could talk about people eating food. I showed him, sir, places that could be relocated, that the individuals could be relocated to, sir. This present Minister of Public Works, wearing that hat as Minister of Housing, did not even see it fit to use the resources of his then Ministry to try to deal with the conditions of people in St. Joseph who were on the slippers, sir. Since then, one house was fully lost. A second house is near loss. But of course, we're in the hands now of the Member for St. Lucy. And the Member for St. Lucy has promised me immediate satisfaction. Of course, sir, he promised me that. He promised me that a few months ago, and I haven't seen anything yet, sir.

So it is clear in my mind that the people of St. Andrew and St. Thomas and St. Joseph and St. Peter should not expect anything in the way of works coming from the hands or from the efforts of this current Minister of Public Works. He has shown that, sir, by the disregard he has shown to us. But I want to say to his colleagues who will depend on his efforts - the Minister of Tourism in particular - that the Minister of Tourism would like him to

join me and encourage - well, he's not doing it for me. When the government does these things, they're doing it for the benefit of Barbadians. Can you imagine a Barbados, sir, where Barbadians do not have full and uninhibited access to the Scotland District? Can you imagine that kind of Barbados, sir? It is the most picturesque part of our country, our most picturesque part, sir. I am not going to take him. I am not. I have already treated the Minister of Public Works to St. Joseph's hospitality. I ain't carrying him nowhere again because it yields no meaningful results. But as a collective, sir. As a collective.

As I've said, sir, Melrose Hill broke away last week. There are other parts of my constituency that are in severe peril. Their lives at stake and their property interests at stake - property interests not of any plantation owners, but of people like you, Mr. Chairman, and like me. And therefore, I would like to urge this administration to see remedial and restorative work in St. Joseph not as being a drain on the country's difficult economy, but to see those works in rural Barbados, sir, as works that must go hand in hand with this administration's developmental plan and this administration's growth plan. Tourism has no opportunity of growth if, when the tourists come, they have no place to go. Agriculture has no opportunity of growth, sir, if the Scotland District roads are not able to handle the trucks that are going to be bringing the maize to the factory at Andrews. And therefore, sir, while we will support the supplementary, the fact of the matter is that I don't think there's any promise in it for rural constituencies. A little bit here and a little bit there. So I've calculated that the \$2 million, when you divide it by the 26 roads, you get \$76 923 - approximately \$25 000 a road. And by the time you take two-thirds of that in the way of the labour costs, you are left with \$25 000 in material. I do not know what \$25 000 in material, sir, will do for any of these 26 roads, sir. And therefore I would like to encourage the Minister of Public Works, as they say, in his neck of the woods, to wheel and come again, sir.

Mr. CHAIRMAN: I am obliged to you. Honourable Member for St. Michael South Central.

Hon. R. L. SEALY: Mr. Chairman, I rise to speak to this.

Mr. CHAIRMAN: Honourable Members, please. Honourable Members, please. Please. Remember.

Hon. R. L. SEALY: Mr. Speaker, I remember that just took his seat, the Honourable Member for St. Joseph, decided to echo a point made by the Honourable Member for St. George South, lamenting the fact that this supplementary didn't have anything in it for the Scotland District area. Now, while we may forgive the member for St. George South, surely the member for St. Joseph would be aware that you have to look at the supplementary in

conjunction with this document, the actual estimates. And I'm only saying that there is provision made in the estimates for work in the Scotland District area. I'm just saying, but you should know better. The Reverend George Seltzer excused him. I actually was prepared to help him since his colleagues weren't in seeing him struggle with the beast of burden. And I was going to assist him, but surely a member with the experience of the Reverend for St. Joseph should know better than to simply say that there's nothing in there for the Scotland District when you need to look at the whole picture.

And then this rather putrid analysis of the size of the supplementary as opposed to all of the road work that we are doing. The member for St. George North got up and spoke about PPPs and took ownership of having more or less initiated that within the context of road work. Of course, he made a meal of it through yes and no, but the point is we are going that route as well of using packages. You're not going to do a supplementary for a package like that. If subdivisions and so are not being done at a great rate, so you engage with the private sector to help you improve your infrastructure, then obviously that is appropriate and we'll see an improvement in rural Barbados and for that matter urban Barbados as well with the packages, et cetera.

Remember, the member of course just decided to glance on the Joe's Rivers Bridge, didn't think that it would be nice to maybe express a little gratitude that yes, in these times, tough times, and it is times of high debt, we have engaged in a relationship with the Caribbean Development Bank, and we are seeing the Joe's River situation rectified, something that could have been done a long time ago. All of these tears for the Scotland District area. His government, to the best of my knowledge, put a dump in the Scotland District area, and we're hearing about tourism and so on. His government, I said. You take it easy. Let's chat up Moontown. I remember, I'm just saying. So I think we need to be fair here. We need to be fair. And that in spite of all of the challenges that we've had, we continue to do our very best to maintain our roads.

Mr. Chairman, there is a simple reality. Barbados has 1 600 kilometres of paved road. That is close to 1 000 miles. We are actually, in terms of the density of paved roads per square mile, we have the highest density of any country in the Western Hemisphere. And we're either fifth or sixth internationally. A lot of roads. And the truth is that even if times are booming, it is no point every single MP getting up in here and listing every single road they want paved because we can't afford it. Even if we had struck oil, as the last government promised, and eliminate the national debt and everything else, we probably still couldn't afford to repair or replace every road in Barbados that was in a state of disrepair. So we need to be realistic in terms of our expectations, but I also think we need to be fair.

There is nothing wrong with a member for St. Joseph or a member for St. George South getting up and listing all the roads they want. But I also think you should be fair as well about it. I don't say you have won the seat. You can be gracious and recognise the fact that work was done. I am told that bridge, it's the Possum Bridge. I thought it was Possum Bridge. It's Possum, I'm told. Possum, P-U-S-S-U-M. That bridge was in a state for decades and it has been repaired by this government. And you have to give some credit where it is due. And that is all I would wish to say.

And again, turning back to the Scotland District area, the programme, the ministry with respect to the McAfee Gabriels that continues to protect as much as possible the roads and indeed the lots. It is not fair to simply say that people's land started slipping since the Democratic Labour Party took office. That has been going on for a while. But we are trying to get to the bottom of it, indeed, in some fairly difficult times. We have, there are what, 10 or 11 depots? There are two in St. Michael, I know, and we have to make sure they're adequately resourced and so on. But we are going to have to again prioritise and use the right mix of engagement with private sector interests that have the capacity to help us. And that is the only way that we can go forward.

But there's a reality that you have to face. I mean, we all represent constituencies, and we want nice roads, we want streetlights all over the place, and we want even the speed-retarding or traffic-calming devices. Some people call them speed humps, some people call them speed bumps. Everybody wants them, but there's only so much that can be done, and I think we need to come back to reality.

Having said all of that, and so as not to appear inconsistent with the position I'm putting, with respect to St. Michael South Central, I don't have any shopping list of roads for you. I simply just make the point that I've been making now for my entire time in this House, that some of the busiest roads in Barbados - that is no exaggeration - traffic going in and out of Bridgetown, trespass over the constituency I represent, the call of Morocco Road and so on, and indeed residents in the case of Flight Staff suffer not because of what they're doing but because of people making hasty retreats in and out of town on mornings and evenings and anxious to get a short cut. And so we have really, many of our roads have taken a battering.

I am fair in recognising that we had some success in Martin's Road, for example, the member for St. George North would recall that we did a tour when he was Minister. I thank you, no you didn't, it was done, any government change it was done, but I had a nice tour and you didn't buy me no breakfast neither, but that's all right. We had a good time, we had a good time, we had a very good time and I'm only saying that those issues had

obtained for a long time. And yes, as an MP, including as an opposition MP, you should write letters. Indeed, the reason that Tweedside Road was paved was not because of any royal visit, but because this MP had been writing letters for 10 years to get that road done, including to the member for St. George North. And as I say, he could tell you because he walked those roads when he was a Minister of Public Works and so on.

So I'm not going to be disingenuous and come here with a list. I say that I understand that there are areas that are still to be done, bits left back in Quaker's Road, bits in Halls Road and so on, but that's part of the H-Nut programme, hopefully that will get going too, but we have to be reasonable. And I will want to say that things are tight now, but when there are improvements, we should also look at a model where, as far as the estimates are concerned - I know the member for St. Lucy has always had strong views on this - but you should be able to look at an estimates document up front as a member of parliament and see precisely what level of resources will be deployed in your constituency. Even if that level of resources is zero, and I think that again it's not much of an issue now, but I don't think it is unreasonable for a member of parliament to know upfront the extent to which you can see resources deployed in terms of infrastructure and public amenities and the like. And I think that we should eventually move in that direction as things get better.

I say that again based on my experience on both sides of the House and the tendency to be in the dark too much. And also this habit of equipment sometimes migrating under cover of darkness and going from one location to another based on the results that the returning officer brings back in. I can tell you real experiences about that. Equipment that left the Flight Staff area and went up in Haynesville after 2003 because the result didn't go as they expected. So anyhow, that's a long time ago, but the point is that by tearing away all of that potential for mischief, if you have a more transparent process in terms of the estimates and laying out exactly where resources are supposed to be allocated, that's not to say it needs to be set in stone, and that it can't take into account special projects and the like. And we can maybe have a different approach taken as we go forward.

I also note the supplementary also speaking to the public transportation system. And I know the transport authority has engaged experts to look at maybe a different method of having a more effective public transportation system, including the concessionaire system, one that I think they should look at where we get away from the PSVs being operated in a rather maverick manner, but rather if you have concessionaires who have access to routes, then you can have a more ordered system as well in terms of the privately owned public transportation arrangements. But that has been looked at along with other

things including having more eco-friendly buses. I mean that 200-number fleet just using diesel is highly inefficient, however you look at it. I mean effective as compared to maybe other islands in the Caribbean in terms of having a public transportation network that functions relatively effectively. But I think in terms of again going forward and trying to be more eco-friendly, there is plenty of scope for some improvement there and I sincerely hope that again the ministry will continue in that vein.

I again want to say that I support this resolution and I will again salute the work of the ministry in these difficult times, all that we are trying to do to make sure that we have a good road network and of course effective system of making sure that our infrastructure is up to scratch. Thank you very much, Mr. Chairman.

Mr. CHAIRMAN: A brief reminder. Just a moment. We only have a limited time left. So if you can sense his focus already, if it's going to be brief, I was going to go on to someone else. Going to be brief? Yes, sir. Okay. Sir,

Mr. K. D. SYMMONDS: I'm very happy that the member who just spoke referred us to really the substantive estimates. When you look at the estimates, Mr. Chairman, that were approved by this chamber at the end of March, you will see in fact that there are a number of new roads that were added. There were a number of new roads that were added. But only a number of new roads that were added, sir. So the question still raises, how much of these resources that are being budgeted by way of supplementary will be available to cover those new roads.

But perhaps, Mr. Chairman, a more salient question needs to be asked. How is it, sir, that just four months after we went through an entire budgeting exercise where we were in Parliament for five days and almost five nights, dealing with the estimates prepared in this particular instance by the Ministry of Public Works - how is it possible, sir, that just four months later we are forced to come back to this chamber and ask for additional resources, sir? The question has to be asked. The question has to be asked, what is the nature of the preparation that is being done for these estimates by the government, sir? Now we remain concerned, we remain concerned sir, that there are a number of issues in relation to these estimates and they are now compounded sir by the fact that just a few months later we are asking for more money, sir.

Now Mr. Chairman, the work at PRO has not started yet. The Ministry of Public Works has done no work - I probed. They have done work. They have done work, sir, in the Jack in the Box Gully. But they've done no work at PRO, sir. So how is it that even before they've done work at PRO, they have come back, sir, and said that they want more money to do the work at PRO that they haven't started yet. Sir, those are questions that are legitimate in

terms of the analysis of these estimates, and the opposition wants these answers on behalf of the people, sir, that we have been elected to Parliament to serve. I have said it will be brief and I will limit my comment to that.

Mr. CHAIRMAN: Honourable Member for St. Michael.

Hon. C. P. SINCKLER: Mr. Chairman, sir, I think that first of all, let me, because I understand we don't have a whole lot of time, Mr. Chairman, and I want to basically clarify because I think the Honourable Member for St. Joseph and perhaps his colleagues are not paying attention to the debate. They want to make a point and they're making a point irrespective of what the Minister has put on the table. So let me see if I can bring some clarity to this. The monies which have been identified here, which are really minor road repairs allocations, are already in the estimates listed under a subhead account code - in fact, let me give you the specific account code. The account code is 223, currently listed, sorry, on the 785. And the Ministry of Finance has asked the Ministry of Public Works and Transport and Works and they have graciously acceded to the request to have it properly placed under Code 223 structures instead of 785 where it should properly be put. And because that had not been done previously and we discovered that error, the security clearance for the use of those resources was not given. This is now the process of doing so and of course it requires parliamentary approval and that is why we are here.

No, but the point is we can argue a case of how much money is apportioned, how much money is given in the estimates. We went through all of this already, Mr. Chairman, sir. The point of the fact is this, that the opposition cannot have its cake and eat it too. If we are supposed to be a country that is fully broke according to them, if we are supposed to be a country that has no money according to them, if we are a country that is about to collapse according to them, how is it possible therefore for members of the opposition to gather in this chamber and to be parading with a list of things that they want done to roads which frankly, Mr. Chairman, sir, ought to have been done when they were in office and had all the money at their disposal?

What is even more miraculous, Mr. Chairman, sir - but I forgive him because he is new. The Honourable Member is new. I remember saying St. George South - I speak to him through you, Mr. Chairman, sir. He is new. And the Honourable Member got up and said he needs this road done and that road done. We recall very well that a former member of this House for the Opposition Labour Party had said that St. George South was treated like an outside child. Mr. Chairman, sir, in the last term of office, I just did a little bit of research and some documents I had on here. In the last term of office, Mr. Chairman, sir, we did

Farm Road. Let me see the roads we did in St. George South after it was treated like an outside child - Farm Road, Drax Hall, Wilkinson Road, Free Hill Road, started Milton Road, Highway 4B, Boarded Hall Roundabout, Benning Road, Brighton Road, started Breaks Hill, Walker's Road, Fair Pilgrim Tenantry, Mr. Chairman, sir. I can go on - there is another page here, you know. There is another page. There is another page.

No, the incredible thing is, Mr. Chairman, sir, that the Honourable Member for St. George South really and actually today conceded a fact - apart from the fact that he has already told us that Parliament is too much of a burden, he has today even conceded why he should not be here. Because all these things were done. I am not going to go into the other things that were done in that constituency either. But why are we horse trading here on roads and the Scotland District? Each time that we have a debate, we are going to have this horse trading - oh, you did not do here, and you did not do there, and oh, this place was not doing, and that place was not doing. We all know that there are a number of roads, Mr. Chairman, in Barbados that need to be done. Government does not have all of the resources that it needs to do all the roads that need to be done. We therefore have to prioritise. We have to find innovative ways like the PPPs that the Honourable Member for St. George North likes so much. We have to look at all those things, ways in which we can get major infrastructural work done. The Minister did not mention it, but we are already approving funds for work to be done on a PPP basis for the Turnpike Road - for the Turnpike there - and we have all those accidents there in St. George. And that is going to be rolled out in the coming weeks. We did not say so in the budget, but that is part of the thing that we are now negotiating to do. So we know that we have to find innovative ways because the central government budget is not expansive enough to do all of this, and we will try to do the roads.

But I think we have come to the stage in this Parliament where we need to move past this horse trading, you know. We created a Scotland District Authority. Put people on the Scotland District Authority. Did not give them any resources to do any roads or bridges. We did not give them the equipment needed. And so the Scotland District Authority was basically only in name. Only in name. Now, I appreciate the lament of the Member for St. Joseph, because it is not easy to represent a constituency and see major parts of it cracking apart and moving apart and so forth. We have St. John - you all remember St. John - who also has the problem out in Featherbed, out in those areas, Newcastle and Zoers. We understand that. And we have said in this House - I believe the former Minister of Transport said, and the Member for Christ Church South has said - we need a major project to deal with the Scotland District problem. It cannot be done through the regular government vote of the estimates. It is a major issue. We

have been working and looking at various options, including low-cost financing from some of our development partners to deal with the issue, both as an issue pertaining to infrastructural development, agricultural development, and also in some instances, national security. So we are going to be dealing with those things over time.

So, you know, I mean, I have roads in my constituency. I can get up and start to list them. I want this road done, and I want that road done, and I want this road done, and I want Goodland Road done, and Plaisance Road done. But to what end will that come if we cannot find the appropriate ways in which to get the resources and to get the roads done? I think if anybody in this House of Assembly has a legitimate argument and case to make, it is the Honourable Member for St. Lucy, because St. Lucy was badly neglected under the last administration. And I think anybody will admit that. We tried to play catch-up with St. Lucy in the last administration, but I mean it was so overwhelming. They were punished because of their support for the Democratic Labour Party. And we know that, but inevitably wrongs will be made right and we will do so, but we have to do so with a degree of responsibility as to what government can afford in the circumstances, what the laws permit, because we are not going to start any roads without the legal authority to do so or without properly signed contracts like the highway. We are not going to do that, as well intentioned as it is. But we have to find ways and we will find ways to get these things done.

When I was Minister of Rural Development, I discovered that there were 34 roads that were started by the previous administration - tenantry roads - that were never completed, were never properly funded. But I stopped counting at 24 because it was going beyond there. We had all kinds of people. We had all kinds of situations. But it is a fact. So we have to understand that we have to do a better job of this. There was one company - I will not call the company name - who did a road in the Honourable Member for St. Michael Central's constituency at St. Stephen's Hill. And the road cracked right down the middle. And that was before the earth tremor that we had. It is a fact. And the engineers made them dig it up and put it down again and it cracked again. And they had to dig it up and put it back down again because invariably the people who were doing that road clearly did not have the competence to do a road - and it was a concrete road. So we have to get serious in this business that we are dealing with.

And I feel that the time has come, maybe, Mr. Chairman, sir, that we have to start apportioning - we have to find a better way of apportioning the resources. I think we must make that point in terms of getting these roads and so forth done so that we do not get a situation where some constituencies or some parts of the country get a whole lot of things done, and then the other parts do not get the

provisioning that is required and fall too far behind the rest of the country. What I would like to see as Minister of Finance is that we concentrate a good part of our resources in terms of road infrastructure to ensure that those highways and byways that are critical both for commerce and tourism and so forth and so on get the appropriate treatment that they deserve. I think that is a better argument that we can make in this House of Assembly. And we need to. But if you make that point, I am supporting it because we need to do that. And I think we have not been paying sufficient attention to this. It has caused delays in business, it has caused uneasiness among visitors, and I think that we need to pay closer attention to that type of thing and that is what we as parties should be debating.

Let us get to the stage where we move away from, as I said, the horse trading and the back and forth politics about who did what and who did not do what and why and the little dollars and cents allocated to minor repairs - because this is really an account for minor repairs to roads. It is not a major road building account. It has been moved to the correct account. The Ministry of Finance requested the Ministry of Transport and Works to do so. There is no additional supplementary so it does not add to the deficit. It does not break our policy on supplementaries, which I reminded the House we said we are going to hold to a strict line. You are going to have to show savings or use of existing resources, or in cases of national security or other emergencies of that nature. This does not abridge any of those particular rules and therefore is really a matter of administrative reclassification and I think we can move on, Mr. Chairman, sir, from this. Mr. Chairman, sir, so I am obliged to you in this particular regard.

Mr. CHAIRMAN: Honourable Member for Christ Church East.

Dr. the Hon. D. S. LOWE: Mr. Chairman, I want to pick up where the last speaker rested his contribution and talking about discussions on matters related to roads and so forth are more than just dollars and cents. The whole fact is that road infrastructure is very critical to national development. And as we look at our national development model that talks about economic viability and socially balanced, this falls under the ambit of the socially balanced pillar of our social development, of our national development. And roads are important because, Mr. Chairman, they are the conduits to commercial activity, they are the conduits to educational activities, they are the conduits, Mr. Chairman, to recreational activities, and I would also say to social and spiritual activities where people use road infrastructure to get from point A to point B to execute their activities in various spheres of life.

I should also like to note, Mr. Chairman, that roads and the whole issue of road infrastructure falls under three main categories: road construction, roads rehabilitation,

and roads maintenance. And of course, when we begin to look at the allocation of dollars for roads and road infrastructure, this government has more than just the paving of a road or the building of the road in mind. It has in mind the broader social picture, where roads facilitate a significant majority of the national activity in this island. And in order for us to be able to advance our development along a sustainable development continuum, it would become very necessary for the government to continue to focus on a careful, sensitive, and responsive allocation of monies to ensure that roads and all areas in Barbados are critical, not just on the coastline that attracts most of our tourist-based traffic, both pedestrian and vehicular and so on. But as one member pointed out, the whole area of the Scotland District is also important in that regard.

And let me say of Scotland District, I am a product of the Scotland and for many, many, many years, Scotland District has suffered a lot of setbacks because of climatic conditions, because of the poor utilisation of land, because of other types of challenges that Barbados has faced over the years. And in this debate, I've heard some conversations on some specific roads that I would like to revisit quickly. And talk about if you have a vision for social development that is sustainable, that involves infrastructure, that looks at road works, then you have to ask yourself some questions.

Now, I heard the Honourable Member for St. Joseph mentioned the road Mellows Hill. I know Mellows Hill very well. I walked that road several times as a kid going into that area to visit the Kelmans and my good friends down that area. That road, as a matter of fact, yes, coming from King Garden, and you come up, you come up the Spa Hill, and you come right up there to the junction of the Spa. And you come to that junction and you go down Mellows Hill. Let me remind you, Mr. Chairman, when you walk up Borden Hall from King Garden, Borden Hall is the next big district in the area. The next district is the Spa, and you walk up - you can walk up as a boy, you could walk up this bar hill. I ride scooters down this bar hill as a boy. You see, that's part of the problem. You cannot manage and advance a constituency if you don't know it.

Now, I'll say this. It is not only Mellows Hill - the deterioration of Mellows Hill is really a recent thing. You know the road that the members of St. George will be talking about - Mellows Hill. Now in case he doesn't know where Mellows Hill is, Mellows Hill is when you leave King Garden as a centre point, you come up and go through the little river, go up Fruitful Hill and Fruitful Hill takes you to Mellows Hill. Now Mellows Hill was broken down since the late 1970s and has not been repaired. So when you begin to talk - I heard whispers from the member for St. James Central who lives now in Mellows Hill. He who lives now, but it's impossible because of wear and tear, and they're now giving some attention. The MPW, particularly

the depot at South Point, is now giving attention to rectifying that hill.

As a matter of fact, I want to get back to the St. Joseph issue. So you come up Mellows Hill, Mr. Chairman - Mellows Hill has been in disrepair for many, many years. Mellows Hill connects you to Lower Parks, which takes you all the way up to Sugar Hill. And that road went through 14 years of plenty - really, the Barbados Labour Party administration did nothing to that road. And you know, we can't keep coming in here and pretend as though everything that's going wrong started going wrong in 2008. That road was in disrepair and it affected residents. It affected the Kelmans and the Roches. It affected all of those folks coming up through the holders and all those folks going back up to the Thompsons at the top of Mellows Hill and nothing has been done.

And it is known, Mr. Chairman, it is known that that area of St. Joseph heavily supported the Barbados Labour Party over the years. That is known. The Honourable Member for St. Joseph would not know that. They don't walk through those areas. Mr. Chairman, I lived in the area. As a matter of fact, my mother has a piece of land in that area. That is why when we are doing horse trading - as the electorate reduces these debates to - do not bring donkeys to the trade. This is horse trading. You want to make a horse trade? Bring horses. Don't bring jackasses. So, Mr. Chairman, these are issues that we have to deal with.

Mr. CHAIRMAN: Honourable Member, just a moment please. Just a moment please. All right, proceed, proceed.

Dr. the Hon. D. S. LOWE: Thank you, Mr. Chairman. So if we are talking about seeing road infrastructure as part of your social development thrust, it means that in allocating your resources, road infrastructure has to be given full consideration and not for just one area. I heard another member talk about Mount Hillaby. Now, Mount Hillaby is a road that takes off Hillaby Main Road - when you come past Pam's shop there, rather than going on down one area, you go across and go up Mount Hillaby. Mount Hillaby is one of the most picturesque areas in Barbados. Listen to me - Mount Hillaby has not been touched by the Barbados Labour Party for many, many, many, many years. You understand what I'm saying, sir? Has not been touched. There are scores of residents up that hill on Mount Hillaby. And to come in here today and to raise that as an issue that the Democratic Labour Party's government has not attended to, it really begs reason - you can't understand it.

What I do know is this: that as part of our sustainable development thrust, we are going to focus on all areas, not just some areas, as our resources allow us to do. And therefore, we intend - I have roads in my

constituency too that need to be done. I have roads in Chance Free Lane and Elin Park, and thank God that the system is now doing the road at St. Christopher from the roundabout up to the church. And that's a welcome activity done by the former Honourable Minister. But there are other areas. The Member for St. James Central who lives in my constituency talked also about Wilcox Hill, and Wilcox Hill is now being given attention. It's possible, but before it gets worse, the depot at the MPW - and I must congratulate them - they do very good work in the area. They are constantly out doing surveillance. They are constantly out attending to the challenges of the road network in the area and I applaud them for the work that they are doing.

I will ask the Minister to continue to give them the wherewithal so that they can do the basic road maintenance issues - potholes and so on - and identify those major areas that need to be fixed. But all in all, Mr. Chairman, let me say this. I am confident that even under the very difficult economic times we are now passing through, that this government is sensitive enough to respond to the challenges of every single district in this country. And as long as the resources allow us to do it, we will attend to all of the areas that were neglected during the 14 years of plenty, and we will make it happen this time around. I thank you, sir.

Mr. CHAIRMAN: Honourable Member, just one minute.

Hon. D. St.E. KELLMAN: Mr. Chairman, earlier in the debate, the Honourable Member for St. George North made a very substantial point in this House of Assembly, where the Honourable Member said that they're into PPPs and that under the PPPs there was no need for the government of Barbados to spend any money. And he mentioned the highway, which was an admission, as we have always claimed, that they had planned to charge a toll on that highway. And I am very glad that the Honourable Member, after years of denying, finally admitted that they were going to charge a toll on that highway. And I thank you, sir.

Mr. G. A. CLARKE: Honourable Member is misleading the House. I have never said that under a PPP arrangement that government is not supposed to spend money. I have never said so. I have said that the majority of work should be done by private partnership in order to assist government. I never said that. And I never thought about tolls.

Mr. CHAIRMAN: Honourable Member for St. Philip North.

Hon. M. A. LASHLEY: Thank you. I thank all my Honourable Members who contributed to this debate. Of course, members from this side made some outstanding

contributions; from the other side, I do recall the response - the main response - from the Honourable Member for St. George South. And he made comments to the fact that we have to coordinate with utility companies. But I must state, Mr. Chairman, I must state that in the Ministry of Transportation Works there is a draft Street Works Act that will take care of utility companies who obviously damage roads and other persons who cause damage to roads - that a toll will be levied based on the Street Works Act. And that is in draft. And hopefully we will get that to the governance committee and get it to the Attorney General's chair, and hopefully to Parliament as soon as possible.

There are a number of roads mentioned by Honourable Members and as I said, as Minister we will distribute the resources in an equitable manner. I would make sure that we answer the calls of members from this side and members from the other side. And the member for St. Lucy did mention that, of course, the parts of St. Lucy that were neglected for a number of years - that we have to take notice of that. Of course, we have to take notice. We have to treat with that.

Mr. CHAIRMAN: St. Lucy.

Mr. G. A. CLARKE: The member is misleading the House. St. Lucy was never neglected in this country. And I recall a road was named after the member for St. Lucy. A road was named. Secondly, Mr. Speaker, all the roads from St. Michael to St. Lucy Parish were done. So he cannot say so. The member for St. Lucy is always -

Mr. CHAIRMAN: Honourable Member, please proceed.

Hon. M. A. LASHLEY: So, Mr. Chairman, we have to take note of what was said by the member for St. Lucy. I did visit with the member for St. Lucy, and we recognise the state of the roads in St. Lucy. And we have to pay special attention to the roads in St. Lucy, particularly to St. Philip as well. We've done a lot of work in St. George South. We will continue to do the work in St. George South. The member for St. George North did mention that the government should enter into PPP packages. He started it and he started with 3S, and it was managed by him. And we know the history of 3S, but I won't get into that now, Mr. Chairman.

But of course, we have a PPP package which would touch many constituencies - in fact, all 30 constituencies. I know the member for St. George South is eager for work to be done in that area. And as I said again, we will distribute the resources equitably and do the most that could be done. But, Mr. Chairman, I don't want to go over what has already been said. I believe that the debate centred on -

Mr. CHAIRMAN: Honourable Member, you have a minute - on the number of roads to be done.

Hon. M. A. LASHLEY: To be done. And I pledge, Mr. Chairman, that I will be able to utilise the resources in that critical manner. The matter of billions raised by the member for St. Thomas - we will continue to do that. Of course, infrastructure and roads leading to the tourism belt, we will also pay special attention to that. And the member for St. Thomas also mentioned the area of signage and road signs - that is something too that we will pay special attention to. So I want to thank all Honourable Members for really speaking to these issues. The other area too is the concern of the bridges. As I said, the contract has been signed for the River Bridge, and there are other bridges that we will deal with under the CDB project. So the contract has been signed and that will be starting very shortly. Mr. Chairman, in the circumstances I beg to move that you now report to His Honour the Speaker the passing of one money resolution in Committee of Supply.

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

*On the motion of Hon. M. A. LASHLEY, Mr. CHAIRMAN reported to His Honour, the SPEAKER, the passing of one Resolution in Committee of Supply and Mr. SPEAKER resumed the Chair and reported accordingly.*

*On the separate motions of Hon. J. D. E. BOYCE, the Resolution was read a first time and a second time and agreed to.*

Mr. CLERK: Order number three, sir. In the name of the Honourable Minister of Finance and Economic Affairs, to move the second reading of National Insurance and Social Security Amendment Number Two Bill 2013.

#### ORDER NO. 3 – NATIONAL INSURANCE AND SOCIAL SECURITY (AMENDMENT) (NO. 2) BILL, 2013

Mr. SPEAKER: Honourable Minister.

Hon. C. P. SINCKLER: Thank you very much, Mr. Speaker, sir. The matter before the House to amend the National Insurance and Social Security Act actually stems from Cap 47. I should say, it stems from a particular predicament that the Fund and its management have found themselves in, arising out of a judgment of the courts of Barbados. On May 13th, 2009, to give some factual background, the National Insurance Board filed an action in court - in the Magistrates' Court - pursuant to Section 43 of the Act, to recover some contributions owed by a self-employed person in the community for a specified period between April 2003 and December 2004.

On the 17th of June, in a decision of the court, that action was dismissed because the defendant's lawyers - or the respondent's lawyers - successfully argued that the National Insurance Board's claim actually fell outside the time period within which it was statute-barred, in other words, which was provided for under the Act itself at Section 43(1)(7).

Subsequent to that, Mr. Speaker, sir, the Board lodged an appeal against the decision, but the Court of Appeal upheld that the basis upon which the National Insurance Board was seeking such an order to recover the resources was in fact not proper in law, or not properly covered in law, because they were seeking to use the Limitation of Actions Act, Cap 231, and to suggest that the time period for which you can identify a claim and then proceed to recover the resources should really be six years as under that particular Act, as opposed to the three years in the governing Social Security legislation, which of course was passed in 1966.

And the court held that it failed on two grounds. One, that the law which they were trying to rely on was not sufficient to make that argument; and that given that the National Insurance and Social Security Act was passed in 1966, the clauses thereupon on which the Magistrates' Court would have relied for the decisions had in fact been saved and carried forward into the Limitation of Actions Act at Cap 231. And in fact that the three years as identified under Section 43(1)(7) were still standing in law and properly could be applied.

With that decision, it really put the Board in a very precarious position because it meant that all of the actions which it had instituted against defaulters would now fall under ultra vires those particular acts, and therefore would not have proper legal standing. But equally as well, because the department knew very well that its resources practically could not allow it to be able to proceed to recover those resources - given the vast numbers of persons on whom actions have been filed to recover those resources within the three-year time period - and therefore, on the advice of the lawyers in the Office of the Attorney General, and of course the National Insurance Board's legal counsel, the advice tendered was that they should seek to have this section amended, to give themselves the requisite time as was their intention in the first place, to have that time period expanded from three years to of course six years. And that meant that we had to amend Section 43 of Cap 47.

And so today this matter, of course, which I doubt very much will bring much contention, is to do just that. And so we are seeking the House's concurrence in agreeing to have that section amended by deleting Section 43(7) and substituting it with the replacement as is listed in the bill, which says the proceedings for summary recovery of national insurance contributions may, notwithstanding

anything in the Act to the contrary, be brought at any time within six years from the time when the matter complained of arose.

And with those very few words, Mr. Speaker, sir, I think we have properly explained the matter. I beg to move that this bill be read a second time. Thank you.

*The question was put and resolved in the affirmative without division and the Bill was read a second time.*

Hon. C. P. SINCKLER: Mr. Speaker, sir, I beg to move that you do now leave the chair and the House resolve itself into committee in consideration of the bill.

*The question was put and resolved in the affirmative without division and Mr. SPEAKER left the Chair and the House went into Committee, Mr. J. D. PAUL, Chairman of Committees, in the Chair.*

#### COMMITTEE

Mr. CHAIRMAN: The House is now in committee.

*Clauses 1 and 2 were called and passed.*

*On the motion of Hon. C. P. SINCKLER, Mr. CHAIRMAN reported to His Honour, the SPEAKER, the passing of one Bill in Committee without amendment and Mr. SPEAKER resumed the Chair and reported accordingly.*

*On the separate motions of Hon. C. P. SINCKLER, the Bill was read a third time, passed and cited as the National Insurance and Social Security (Amendment) (No. 2) Act, 2013.*

#### ADJOURNMENT

Hon. J. D. E. BOYCE: Mr. Speaker, sir, we have come to the end of government business for the day and I beg to move that the House be adjourned until the 15th of October at 10.00 hours in the morning.

Mr. Speaker, speaking on the adjournment, of course I would like to wish all honourable members a happy short break from the duties of the House of Assembly. It doesn't mean that anything changes outside of here, because there are other works that we on this side certainly have to continue to carry out. I want to wish honourable members, however, a decent summer recess. And when we return, of course, we'll be ready for another continued people's work here in the House of Assembly.

Sir, I'd like also to, at this time, wish the staff of the Parliament - although they do not get a break either, so to speak, but they get a break from the rigours of the actual

House meeting. The Senate meets tomorrow, so they're back in the other place tomorrow. But other than that, there will be a break after that too, I believe, and then they'll be able to deal directly with matters of the House, the normal work of Parliament.

Sir, I would like to also take the opportunity to wish you a happy break, so to speak, and look forward to your return to continue chairing this honourable House. Sir, with that, I beg to move that the House therefore be adjourned until October 15th at 10 o'clock in the morning. Thank you, Mr. Speaker.

Mr. K. D. SYMMONDS: Mr. Speaker, sir, just to briefly speak on the adjournment. I too would want to echo, on behalf of the opposition, the sentiments expressed, Mr. Speaker, sir, with respect to wishing all the very best to members of staff, the clerks at the table, sir, the security, and all those others who make very valuable contributions towards making the people's business possible, sir.

To you as well, Mr. Speaker, may I wish you not only a pleasant summer recess but a safe trip. I gather that you may be doing some travelling. And indeed to members on the other side who I know will be busying themselves with the people's business even though the Parliament is on recess - I trust that they will enjoy this brief summer recess and we look forward to meeting them across the aisle in October, sir, so that robust debate in the interest of the people of Barbados may once again be pursued. I'm obliged, sir. Thank you.

Mr. SPEAKER: Members, let me take this opportunity to associate myself with the comments, particularly those with respect to the staff. We know what we do here would not be possible were they not to go beyond the call of duty, and so we want to thank you very much for that. I want to thank members for your cooperation as we continue to do the people's business. Enjoy the break.

And although I don't know how to interpret the smile of the honourable member for St. James Central, I want to think that he is sincere and looking forward to meeting us here again to continue that matter.

*The question that the House be adjourned until Tuesday, October 15, 2013 at 10.00 a.m. was put and resolved in the affirmative without division and Mr. SPEAKER adjourned the House accordingly.*

## CONTENTS

## MINUTES

Hon. J. D. E. BOYCE.....1

## PAPERS

Hon. C. P. SINCKLER.....1

## SUSPENSION OF STANDING ORDERS

Hon. J. D. E. BOYCE.....1

## GOVERNMENT BUSINESS

ORDER NO. 6.....1

Hon. J. D. E. Boyce, 1; Mr. D. D. Marshall; Hon. R. L. Sealy; Mr. K. D. Symmonds; Hon. C. P. Sinckler; Dr. the Hon. D. S. Lowe; Hon. D. St.E. Kellman; Mr. G. A. Clarke; Hon. M. A. Lashley.

RESOLUTION - SUPPLEMENTARY ESTIMATES, 2013  
- 2014, NO. 1

HEAD 40 - MINISTRY OF TRANSPORT AND WORKS  
- \$3 741 500

Hon. M. A. LASHLEY.....2

Miss C. Y. Forde, 3, 13, 15; Mr. D. G. Sutherland, 5; Hon. D. St.E. Kellman, 7; Mr. G. A. Clarke, 9, 11; Hon. J. D. E. Boyce, 10, 11, 17; Hon. S. A. Lashley, 15.

## RESUMPTION

ORDER NO. 6 (resumed)

ORDER NO. 3 – NATIONAL INSURANCE AND  
SOCIAL SECURITY (AMENDMENT) (NO. 2)  
BILL, 2013.....25

Hon. C. P. Sinckler, 25, 26.

SUSPENSION.....17

ADJOURNMENT.....26

Hon. J. D. E. Boyce, 26; Mr. K. D. Symmonds, 27.

## SPEAKERS IN THIS ISSUE

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

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

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

**KELLMAN, Hon. D. St.E. (St. Lucy)**

**LASHLEY, Hon. M. A. (St. Philip North)**

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

**LOWE, Dr. the Hon. D. S. (Christ Church East)**

**MARSHALL, Mr. D. D. (St. Joseph)**

**SEALY, Hon. R. L. (St. Michael South Central)**

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

**SUTHERLAND, Mr. D. G. (St. George South)**

**SYMMONDS, Mr. K. D. (St. James Central)**

**DISCLAIMER.** This transcript was prepared with the assistance of artificial intelligence tools and is provided for reference only. It has not been reviewed, verified or approved by the Hansard Department of the Parliament of Barbados and does not constitute an official parliamentary record. It may contain errors or omissions, including inaccuracies in wording or speaker identification. For authoritative quotations or confirmation of proceedings, consult the official Hansard record when available.

---

**EDITORIAL NOTES — NOT PART OF THE REPORT**


---

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

**EDITORIAL QUERIES**

*Points noted while correcting and preparing this report. Members are named as in the 2013–2018 Parliament.*

**Q1. Front matter.** The source does not record the PRESENT list or the officiant at Prayers; the Members listed are those identified from the record. The time of meeting, 10.00 a.m., is as stated in the source. Please supply from the Votes and Proceedings.

**Q2. Throughout.** The bracketed time-checks in the source are out of sequence (for example ‘[ 12.30 p.m. ]’ followed by ‘[ 1.00 a.m. ]’ during the morning) and have been omitted. Italic passages, where they occur, are uncertain readings from the recording.

**Q3. Committee of Supply; Committee.** The Chairman is not named in the source; Mr. SPEAKER refers to ‘your Chairman of Committees’, and Mr. J. D. Paul, Chairman of Committees, is presumed. The Committee stage of the National Insurance and Social Security Bill is condensed to the Official Report formulae; Clauses 1 and 2 were called and passed without amendment.

**Q4. Order No. 6, Hon. M. A. Lashley.** The Minister gives the sum voted under account code 785 as ‘\$3,241,500’; the resolution and the Clerk’s reading give \$3 741 500. Printed as spoken. Please check against the recording.

**Q5. Order No. 6, Miss C. Y. Forde.** Her point of clarification reads in the source ‘Provo’s Village is in the constituency of St. Thomas. None of it is in the constituency of St. Joseph.’ The Chairman’s reply (‘None of it is in St. Thomas’), her later statement that the village is in the parish of St. Thomas but the constituency of St. Joseph, and Mr. D. D. Marshall’s reference to ‘a district in my constituency called Provo’ show the reverse was meant; corrected. Her later ‘Potts Village’ is printed as Provo’s Village. Please confirm.

**Q6. Order No. 6, Hon. D. St.E. Kellman (first speech).** Headed ‘MR. PETER R. PHILLIPS, J.P., M.P.’ in the source; he was not a Member of the 2013–2018 House. The Chairman called ‘our Member for St. Lucy’ and the recording names Mr. Kellman at this point; printed under Hon. D. St.E. KELLMAN.

**Q7. Order No. 6, Hon. J. D. E. Boyce.** The passage beginning ‘I’m happy for the clarification’ follows the Chairman’s direction after Mr. G. A. Clarke’s point of

order and continues Hon. J. D. E. Boyce’s speech; it is printed under his name.

**Q8. Order No. 6, Hon. S. A. Lashley.** Headed ‘HON. MICHAEL A. LASHLEY, S.C., M.P.’ in the source. The Chairman called the Member for Christ Church West Central, and the speaker compliments ‘the Minister responsible for transport’ on the supplementary, so the speech is printed under Hon. S. A. LASHLEY. Please confirm.

**Q9. Order No. 6, after the suspension.** The source does not record the resumption of the Sitting after the luncheon suspension; it begins with the Chairman’s call in Committee of Supply. Part of the record may be missing at this point.

**Q10. Order No. 6, Mr. D. D. Marshall.** Two passages after Hon. J. D. E. Boyce’s interventions are headed ‘HON. KERRIE D. SYMMONDS, M.P.’ in the source. The speaker describes himself as ‘Member of Parliament for St. Joseph’, speaks of Provo and Melrose Hill in his constituency, and Hon. R. L. Sealy and Dr. the Hon. D. S. Lowe refer back to the Member for St. Joseph; printed under Mr. D. D. MARSHALL. The words ‘Okay, noted. In that regard, proceed, Honourable Member.’ are printed as the Chairman’s. The later short speech headed Mr. K. D. Symmonds is left under his name. Please confirm.

**Q11. Order No. 6, Dr. the Hon. D. S. Lowe.** The Chairman’s call reads ‘Christ Church East Central’ in the source; the recording shows the Chairman correcting himself to ‘East’, and the speaker refers to St. Christopher in his constituency. Printed as the Member for Christ Church East.

**Q12. Order No. 3.** The Clerk reads the National Insurance and Social Security Amendment (No. 2) Bill, 2013, while the Minister moves that it be cited as ‘the National Insurance and Social Security Amendment Act 2013’. Printed as the (Amendment) (No. 2) Act, 2013. Please confirm the short title.

**DEBATE SUMMARY**

*(Editorial summary — not part of the record.)*

The House of Assembly met at 10.00 a.m. on Tuesday, August 20, 2013, with Mr. SPEAKER presiding. The Minutes of the meeting of August 13, 2013 were deferred as they were not ready. Hon. C. P. Sinckler laid the Financial Services Commission Annual Report 2011–2012 and the Productivity Council Annual Report 2010–

2011, and Standing Orders Nos. 6, 16, 18, 20, 42(5), 43 and 44 were suspended. On the motion of the Leader of the House, Hon. J. D. E. Boyce, the House went into Committee of Supply under Order No. 6.

In Committee Hon. M. A. Lashley, Minister of Transport and Works, moved the Resolution for \$3 741 500 to supplement the Estimates 2013–2014 under Head 40. He explained that the funds had been placed under account code 785, assets under construction, rather than code 223, structures, so that the Ministry could not use them, and listed tenantry roads, government buildings and Transport Board terminals to be repaired. Miss C. Y. Forde clarified that Provo's Village lies in the constituency of St. Joseph. Mr. D. G. Sutherland said the supplementary had few roads for St. George South, named Campaign Castle and Herman Clark Road, and asked for at least 10 more roads there. Hon. D. St.E. Kellman recalled the transport, training and health levies of the previous administration and spoke of roads for development in St. Lucy. Mr. G. A. Clarke said \$3 million could not do all the roads and urged public-private partnerships and new highways. Hon. J. D. E. Boyce said the money had in large measure been spent already and was being moved between accounts, said Mr. G. A. Clarke had not supported the \$125 million package, and spoke of roads built during his tenure as Minister from 2008 to 2012.

Miss C. Y. Forde said there was no tenantry road work for St. Thomas, described the Scotland District as one-seventh of Barbados, thanked the Bagatelle depot, cited the policy at page 58 of the Budget of August 13 limiting supplementaries, and called for island-wide signage. Hon. S. A. Lashley supported the repairs to buildings in the Garrison, part of the World Heritage

property, and appealed to operators of heavy equipment to respect rehabilitated roads. Progress was reported and the House was suspended for lunch until 2.00 p.m.

When Committee of Supply resumed, Mr. D. D. Marshall said the supplementary offered little for the Scotland District, that Melrose Hill had broken away, and that \$2 million across 26 roads would leave about \$25 000 in materials a road. Hon. R. L. Sealy said Barbados had 1 600 kilometres of paved road, the highest density in the Western Hemisphere. Mr. K. D. Symmonds questioned new spending four months after the Estimates. Hon. C. P. Sinckler called the Resolution an administrative reclassification from code 785 to code 223. Dr. the Hon. D. S. Lowe spoke of Mellows Hill and Mount Hillaby, and Hon. D. St.E. Kellman and Mr. G. A. Clarke disagreed over tolls. Replying, Hon. M. A. Lashley promised equitable distribution across all 30 constituencies and a draft Street Works Act. The Resolution was reported, read a first and second time and agreed to.

Under Order No. 3 Hon. C. P. Sinckler moved the second reading of the National Insurance and Social Security (Amendment) (No. 2) Bill, 2013, which amends section 43 of Cap. 47 to allow summary proceedings for national insurance contributions to be brought within six years instead of three, after the Magistrates' Court on June 17 and the Court of Appeal ruled against the National Insurance Board on the existing limit. The Bill passed through Committee without amendment and was read a third time and passed. After Hon. J. D. E. Boyce, Mr. K. D. Symmonds and Mr. SPEAKER exchanged good wishes for the recess, the House adjourned until Tuesday, October 15, 2013 at 10.00 a.m.