
THE

House of Assembly Debates

(UNOFFICIAL REPORT)

PARLIAMENT 2013 – 2018

HOUSE OF ASSEMBLY

Tuesday, June 28, 2016

Pursuant to the adjournment, the House of Assembly met at 10.00 a.m. on Tuesday, June 28, 2016.

PRESENT

His Honour M. A. CARRINGTON, B.A., LL.B. (Speaker)
Her Honour Mrs. M-J. M. THOMPSON, B.A., M.Sc. (Ph.Ed.) (Deputy Speaker)
Rt. Hon. O. S. ARTHUR, M.Sc. (Econ.)
Mr. G. W. PAYNE, Q.C.
Mr. G. A. CLARKE, J.P., B.Sc., Dip. Ed.
Mr. R. St.C. TOPPIN, LL.B. (Hons.)
Hon. D. St.E. KELLMAN, (Minister of Housing, Lands and Rural Development)
Miss M. A. MOTTLEY, Q.C., LL.B. (Leader of the Opposition)
Miss C. Y. FORDE, J.P., L.C.P.
Hon. R. D. JONES, J.P., B.A. (Hons.), M.A. (Ed.) (Minister of Education, Science, Technology and Innovation)
Dr. the Hon. D. C. ESTWICK, B.Sc., M.B. B.S. (Minister of Agriculture, Food, Fisheries and Water Resource Management)
Mr. D. D. MARSHALL, Q.C., LL.B. (Hons.), L.E.C.
Hon. M. A. LASHLEY, LL.B. (Hons.) (Minister of Transport and Works)
Hon. R. L. SEALY, B.Sc., M.B.A. (Minister of Tourism and International Transport)
Hon. F. J. STUART, B.A., LL.M. (Prime Minister, Minister of National Security, the Public Service and Urban Development)
Hon. J. D. E. BOYCE, M.Sc., C. Eng. (Ministry of Health) (Leader of the House)

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

Mr. J. D. PAUL, B.Sc. (Chairman of Committees)
Dr. the Hon. D. S. LOWE, Dip. Theology, B.A., M.Ed., Ed.D. (Minister of Environment and Drainage)
Hon. A. D. BRATHWAITE, LL.B. (Hons.) (Attorney-General and Minister of Home Affairs)
Hon. S. A. LASHLEY, B.Sc., LL.B. (Hons.), L.E.C. (Minister of Culture, Sports and Youth)
Hon. D. O'N. INNISS, Dip., B.Sc., M.B.A. (Minister of Industry, International Business, Commerce and Small Business Development)
Hon. C. P. SINCKLER, B.A., M.Sc. (Minister of Finance and Economic Affairs)
Mr. T. A. PRESCOD, B.A.
Mr. K. D. SYMMONDS, B.A., LL.B.
Lt. Col. J. D. BOSTIC, MVO, B.A. (Hons.)
Mr. E. G. HINKSON, LL.B (Hons.) LEC, LL.M.
Dr. M. M. AGARD, J.P., B.Sc., M.Sc., D.D.S.
Mr. D. G. SUTHERLAND, B.Sc., M.Sc., MBA (Dist)
Miss S. J. O. BRADSHAW, LL.B. (Hons.)
Prayers were taken by Reverend Mark Harewood.

Mr. SPEAKER: Good morning Honourable Members, this Sitting of the House is now in session.

MINUTES

Mr. SPEAKER: Honourable Members, I am not yet in receipt of the Minutes of the Meeting held on Tuesday, June 21, 2016 and I therefore ask for the usual motion that those Minutes be deferred.

Hon. J. D. E. BOYCE: Mr. Speaker, I beg to move that the Minutes for the Honourable the House of Assembly for its Meeting of Tuesday, June 21, 2016, be deferred.

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

The question that the Minutes of the Meeting held on Tuesday, June 21, 2016 be deferred was put and resolved in the affirmative without division.

ORDERS OF THE DAY

SUSPENSION OF STANDING ORDERS

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

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

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

GOVERNMENT BUSINESS

ORDER No. 21

CIVIL AVIATION (AMENDMENT) BILL, 2016

Mr. SPEAKER: Yes, the Honourable Member for St. Michael South Central.

Hon. R. L. SEALY: Mr. Speaker, I rise to make a couple of amendments to the Civil Aviation Act, Cap. 288B. The actual amendments are not significant in terms of number, but of course I think it would be fitting to just give some background to these amendments and to speak generally to a few civil aviation matters.

Barbados, of course, is a signatory to the Convention on International Civil Aviation hence we are a member of the International Civil Aviation Organisation (ICAO). The International Civil Aviation Organisation is a United Nations body that is responsible for providing oversight to international, or should I say, air travel generally. The ICAO reviews its annexes on an annual basis and during the course of 2009 what was called a Universal Safety Oversight Audit was done on Barbados' civil aviation. As a result of that audit a number of deficiencies were identified with respect to the Civil Aviation Regulations which needed to be remedied in order for Barbados to become compliant with some of the international standards and recommended practices. Consequently, the Cabinet approved amendments to the Civil Aviation Regulations, and we, in fact, laid those amended regulations at last Sitting, but of course there are some changes that need to take place to the parent Act as well so these amendments were required, as I said, as part of the ICAO review. This is something that happens from time to time, for certainly as long as I have been in this House we have had to make adjustments to this Civil Aviation Act. We have had to amend it and we have to make sure that we are compliant

with what is required in terms of the international standards.

Mr. Speaker, if we look specifically at what we are amending, Section 2 is asking for Section 7 of the old Civil Aviation Act to be amended to reflect today's reality. There is no Technical Director of Aviation anymore, there is a Director of Civil Aviation, so that is what the amendment at Section 2 is about. Section 3 is also by way of providing clarity and speaks directly to what we are doing here today. It talks of the application of the Convention and the implementation of the obligations of Barbados under the Convention, so that Section 10 is going to be made a little clearer in terms of what we are required to do as far as our obligations as being a part of ICAO.

Moving along, Section 4 is again updating what is referenced to regulations that no longer exist. The existing regulations in terms of the Air Operator Certificate refers to 1984 Regulations. Those Regulations were superseded in 2007 and so we have to amend the parent Act to reflect that. Just to be clear, what we did last week was an amendment to the 2007 Regulations hence why we retained 2007 here and we are not saying 2016 because it was only an amendment last week that occurred to the Air Operators Certificate and Administration Regulations and the Aviation Airworthiness Regulations, so we are, in essence, fixing that anomaly that was in the parent legislation, again it referred to 1984 Regulation, now we have fixed that and have it as 2007.

Mr. Speaker, finally and perhaps the simplest amendment of all but arguably the most significant one is deleting the word "airport" and inserting "aerodrome." That therefore allows all other facilities like heliports and so on to be now covered by using that word "aerodrome" instead of "airport". Again it is very simple exchanging words but it could be very significant if you think of where we are as a country. We have had heliports in Barbados before, as a matter of fact, there was one in Bridgetown not too far from where we are now, so that is a significant amendment going forward.

Mr. Speaker, you will note that Subsection (2) does make the point that where the word "airport" appears with respect to the Grantley Adams International Airport that it should remain, obviously because that is the name of the facility. It does not now become the Grantley Adams International Aerodrome, it is still the Grantley Adams International Airport. Sir, that is really where these amendments are, they are very simple exercises and I am sure that they are without any controversy.

Mr. Speaker, as I said, I would still basically take this opportunity to speak a little about civil aviation, the vision of this Government and indeed where we need to take this very important activity. I have certainly said in

here before, as I have said elsewhere, that civil aviation should not be seen purely as an enabler for our tourism sector, that is the means where most of our tourists use to get here. Civil aviation in itself is a legitimate sector, it is an important axis of economic activity, it something that can create jobs, it is something that can create economic opportunities, it is something that can earn foreign exchange and something that can assist other sectors apart from the tourism sector, therefore, we have to start to see ourselves as we deal with the issues of economic growth and how we can grow this economy. We have to be prepared to look at all of the possible activities where we can have additional axes of economic growth and civil aviation presents one.

I think we recognised, Mr. Speaker, there is a limit to what we can do with agriculture given our land size that is not to say that we should not have a buoyant agricultural sector. There is a limit perhaps to where manufacturing can take us, given the obvious realities of the scales of economies that we operate at. Again, that is not to say that there are not certain specialised areas within the manufacturing sector that we should not be focussed on. Of course, it is splendid news to hear that our main export of rum is going in the right direction, that it is going back up, so that there are those activities, but a services-based economy is the future for Barbados. Sir, tourism has been leading the way, the International Business Sector is right there doing its part. In fact, in terms of tax revenue, it is even ahead of tourism.

Mr. Speaker, we do have services but the question of civil aviation services in the context of building a services-based economy and diversifying our economic base is something that we have to embrace as a nation. Mr. Speaker, it is not anything that should be seen as pie in the sky at all, it is instructive to note that very often we speak of the success of Dubai in the United Emirates and we think of the oil that they have discovered but a large part of the reason that Dubai has become its huge economic powerhouse is because of their embrace of civil aviation as a sector many, many years ago, even before they had discovered oil. It was a hub for the British Imperial Airways that preceded B.O.A.C. They were able to develop themselves as a hub and today a large part of their activity revolves around the civil aviation industry, one out of every five persons in Dubai is employed in civil aviation related activities.

Now, I know they do have an airline and other things but the point I am making is that 28 per cent of their Gross Domestic Product can be connected to civil aviation. I am not suggesting that we are going to become a Dubai of the west, I am just saying that there are legitimate opportunities to be enjoyed in civil aviation and Barbados does have some advantages, some gifts geographically and otherwise, that we can properly exploit to develop the sector.

Mr. Speaker, interestingly, they have been copying a lot of lessons from our tourism industry in building theirs. Why can we not copy one or two things from them in terms of building civil aviation, they have been at it now almost 100 years, literally? Mr. Speaker, I think we have to first believe and that once we do that we can then, of course, start to take things to another level.

Mr. Speaker, what has the Government done? We have taken on board the very legitimate criticisms that have been contained in the various audits that we have had. I mentioned one just now by the [International Civil Aviation Organisation (ICAO)](http://r.search.yahoo.com/_ylt=A0LEVrgseXZXhmQA4RwnnllQ;_ylu=X3oDMTByOHZyb21tBGNvbG8D YmYx BHBvcwMx BHZ0aWQDBHNlYwNzcg--/RV=2/RE=1467410860/RO=10/RU=http%3a%2f%2fwww.icao.int%2f/RK=0/RS=VKqpd9QFZO4Hx9_jt2G4FqvXz2Q-). We accept that by going forward we need to create a Civil Aviation Authority separate from Air Navigational Services. What I simply mean there is that a Civil Aviation Authority can regulate the sector, it can ensure safety, and it can provide the right environment for airlines to operate, for people who work around airlines and for all of these other activities that they can function properly. If you separate that from Air Navigational Services then those other operational activities the Government may be responsible for in terms of aviation can still take place, including the training centre and those things that would have to be regulated. Sir, it is better to have that separation.

Under our present structure, for example, where you have the Director of Civil Aviation, if there is an incident that occurs you could have a situation where the person who is charged with investigating the incident could very well be responsible for the navigational persons, those in the tower, et cetera, who may have to be investigated, so that you would literally be investigation yourself and so there is need to have that separation. I think it is the international accepted standard and one that we are prepared to embrace, but in order to make that happen we have had to do a couple of things. Sir, we have brought on a consultant, a retired aviation person, Captain Keith Robertson, who has come on board for the precise reason of taking some ownership of moving this process forward to creating a Civil Aviation Authority. Mr. Speaker, the business plan will have to be put because the Civil Aviation Authority will have its own revenue streams if it is managed properly and we have to get the business structure right.

Cabinet has already signed off on the concept, and naturally, along with the business plan we would have to give appropriate instructions to the Chief Parliamentary Counsel in order that the legislation can be finalised and we can bring it in here and have the Civil Aviation Authority.

We have in fact done some work in getting the business plan together. I mentioned the possibility of revenue. In order to navigate airspace, people pay, and it is a fact that based on the way this region is set up, the airspace in this southeastern part of the Caribbean is actually administered by Piarco. Piarco FIR (flight information region), which administers the space of 30 000 feet and above, has been collecting fees for navigating aircraft coming to Barbados, and apparently in the course of collecting those fees, even though there is an agreement that some of the fees would be shared appropriately with the other territories in the Eastern Caribbean, that process has not quite occurred. I will say it has slipped the Trinidadian authorities, and they need to send a cheque to Barbados. It is kind of ironic because Grantley Adams International is actually a busier airport than Piarco. We get 30 000 movements a year; a movement is a landing or a takeoff. Therefore, this issue of the navigational space and the upper space and the revenue which we are not getting has actually been kicked right up to the level of the heads of Governments, and I understand that they are supposed to meet in another couple of weeks. The meeting that was supposed to be in Dominica has been re-sited to Georgetown, Guyana, and I understand the matter is going to be raised again. The Trinidad Civil Aviation Authority has been building some lovely buildings and doing some good things, and I am very happy for them, but I would just like that whatever they have for the Eastern Caribbean and Barbados, in particular, if they could just get around to sending the cheque across, we would not object at all. In fact, the timing would be perfect because, as I said, we are putting our business plan together and we need to obviously have the revenue sources in order that we can build out the Civil Aviation Authority and, by extension, of course, the civil aviation industry.

Let me just refer to the important point of safety and security, Mr. Speaker. Even though we are maybe a little behind in terms of getting this correct regulatory framework in place, to be quite candid, others have gone ahead and established authorities before Barbados has, in the Caribbean and, of course, beyond. However, that is not to say that safety is in any way compromised or that security has been taken lightly. I need to say that the airport -- and I will probably speak to the airport and some specific airport issues in a few minutes -- is still a very secure facility. Whatever you want to say about Grantley Adams International Airport, it is a very secure facility. The security people are there, there is a contractor on site, there is in-house security, and of course the Police Force has a significant presence. It is a very secure facility. Safety is not at all compromised and that is something that I think the public should be assured of. I anticipate it will be raised during the course of the Debate, so let me just say that only recently there was an incident involving an Air Canada flight, and it is good to know that all of the protocols were able to function.

Mercifully, what the incident first was reported as is not what it was. Evidently, when the plane was in United States (US) airspace, the Transport Security Agency (TSA) allowed Barbados to know that there was a bomb scare on a flight approaching Barbados. It was reported that a passenger claimed to have had connections to ISIS and a bomb was on board. When you are in US airspace, you do not use language like that, so naturally everything went on high alert. In reality, it turned out to be a disruptive passenger. That happens from time to time, and is not unusual, but we were still fortunate that it was a disruptive passenger and not necessarily a security scenario. Having said that, we were able to still see our security elements function in terms of the correct protocol, where the aircraft was parked, how it was approached and how the de-planing exercise took place. That is the new word now; it used to be "disembarking" but I hear people talk about "de-planing" now. These new words that everyone has we can probably thank cellphone technology for. Soon from now, it will be 'DP'. Anyway, we were able to manage the exercise. Having said that, there is still some tidying up which we would like to do. This was a 65-year-old man who was diminutive. Obviously, flight attendants and a few passengers could restrain him, but clearly if it was a genuine security situation with a group of people fresh from an ISIS training camp, I do not think six flight attendants could have restrained them. I therefore think we need to learn from it and accept that we are in a different climate altogether and we have to be prepared for these possibilities. Having said that, I still think that the coordination from the report I read from the Defence Force, the police and airport officials, it worked well, but we are still going to make sure that it is above and beyond any reproach at all and that we can handle and deal with these situations as they occur. We are living in different times and we need to be aware of these realities.

On the issue of safety and how our airport functions, I think I should also speak a little to what is going on with our control tower. That has also been topical lately. We do not have the full complement of air traffic controllers that we should have under ideal circumstances, but having said that, we have been working assiduously with the Personnel Administration Division, the Chief Personnel Officer, and so on, in recruiting youngsters to come into the system so that we can have more cadets and create the necessary correct complement. It takes time to train an air traffic controller, and obviously we are looking to make sure we can get up to our full complement in the shortest possible time. The training centre has had some resources allocated so that they can get the simulator up to scratch, et cetera, and so that not only can we train new controllers but retrain the existing complement including the managers, who may not necessarily be always on the board, as they say, but should still obviously have their licences up-to-date so they can provide backup under certain circumstances. We are well aware that this issue of our air traffic controllers needs

to be properly addressed, and what we have done as a Government -- this is also an additional responsibility that has been given to the consultant -- is to ensure the improvement of the 40-year-old tower, whose condition has not been the greatest.

10.45 a.m.

We know the conditions of the tower has not been the greatest but of late the tower has received more attention in terms of fixing a lot of those naughty problems that have been niggling for so long. It was the elevator, the conditions of the bathrooms, the roof tiles and we have been working with the air traffic controllers and their representative body to make sure that have the situation as comfortable as possible for them. I am not saying that you cannot find some other things but the point is that we are working on them and we are making sure that we have all of those issues taken care of as much as possible. The manager as well also had some complaints when I toured some of the facilities they had to work in, the condition of the library and so on, so we have decided to give it a good dress up and make sure that the conditions that people are asked to work in, sometimes very difficult circumstances and that they are as comfortable as possible. We accept that the air traffic controllers work extremely hard and it can be quite stressful particular during the high season as you can imagine because of how the flight banks work out of London, Toronto, New York, we have a lot of flights converging on Barbados in a very short period of time and it can be very stressful. Sir, beyond those peak periods we have regional traffic, cargo traffic and so on, so it is very stressful work and it is very specialized work and we are working as a Government. We have covered much of the ground and we will continue to work on completing that exercise. The ideal thing, of course, is that the training centre can once again become the regional magnate that it once was.

Mr. Speaker, there was a time when Barbados was training air traffic controllers from as far away as Haiti throughout the entire Caribbean basin and people were coming to Barbados to get their training. It is not possible to do that now. We obviously have to take care of our own need at this moment but the idea is that if we have a quality training centre then we can have people coming here to be trained and that fits right into what I was saying earlier about civil aviation and the possibilities that exists.

Mr. Speaker, it is true that we have had an approach as well from some entities who are associated with Embry-Riddle Aeronautical University out of Daytona, Florida about a possible aviation university being set up in Barbados and I do not think that is anything that we should ignore. I think that it is sometimes that should be probably looked at, analyse and if it is deemed possible then that in itself also provide further opportunity for careers in and

around the university. Sir, universities are also research centres, so again we can become a hive of aviation activities in an academic environment. I think that in itself is also something extremely worthwhile that the Government is pursuing and will continue to look at.

Mr. Speaker, I hope I have got the point across about the whole question of careers. We have a light aircraft club that has done a lot to train aviators over the years but we are working with aircraft club as well and their challenges so that in itself people can come to Barbados to learn how to fly. Sir, again these are training opportunities that existed before previously and we need to once again see if we can make that a reality going forward.

Mr. Speaker, obviously, central to any move towards creating a civil aviation industry is to have the appropriate aerodrome, if you want me to use the language of the amendment. We, of course, have an excellent facility in but there are some issues that need to be addressed and that are being addressed and I will just give a little overview about some of the things that we are doing.

Mr. Speaker, one of the things that we are very much in the middle of is embracing the use of technology in the airport. Sir, some would say this should have happened sooner and I say that I agree. Sir, at the end of the month, defence and security will doing some training on the new system that would be put in place in the Immigration Hall. This is with respect to machine reading passports and doing these things that occurs as a matter of course in other jurisdictions and that embrace of technology is sometimes we are looking at. Of course, it will still involve the immigration officers and they are being trained on how to use these facilities.

Mr. Speaker, just so we do not have another debate, I am not talking about finger printing machine, so do not let us go down there, we are talking about machines that read passports that you see in other North American jurisdictions. Sir, you know that sometimes when people are desperate to find sometimes to say they will twist your language and you hear all kinds of things but this is what we are talking about. We want that the airport experience can be improved and that it can be made more efficient. Sir, two million people just about move through that airport every year. It is a lot of people and obviously we need to make sure that that we can effectively and efficiently move people in and out of the airport.

Mr. Speaker, with respect to Customs and what we are going to be doing to help the customs, we are also looking at modern scanners, the two-sided scanners that also exist in other airports where the bags can be scanned without having to turn them, with that labour component, that you can also get the bags move through much quicker. If you realise now even in the dreaded Miami airport the

customs hall is significantly improved because they are actually scanning bags now and so you do not have the lines snaking necessarily. I am not saying that there are not other issues with customs, I am speaking specifically about the work the airport is doing in terms of using technology to properly scan the bag. This, of course, is not only a matter of efficient moving of people but it is also a national security matter and I will, in terms of picking up contraband, firearms and other things that we do not want to come into the country.

We have already made the move on the machines in the Immigration Department and the two-sided scanners, the specialist scanners for bag will also be looked at and that is very much on the cards. Also, by way of technology, I can mention that there are plans for a solar farm photovoltaic and what can be done to reduce the electricity bill at the airport. If there one thing that they have a lot of spare space and roofs that can easily have photovoltaic mounted on them and that can generate, I am told, almost all the electricity needs of the airport. Sir, that is something that is also in the works and will be needed.

Mr. Speaker, what else are we looking at in terms of the future. Sir, I have mentioned earlier that we see two million people moving in and out of the airport back in 1980 that number was not even 500 000. It is true that the terminal has been modernized a bit since then and other areas have been made more spacious but, the reality is that we have to think going forward what exactly we are going to do with respect to our airport and if indeed we should not look at how we can properly deal with handling the numbers going forward.

10.54 a.m.

If you look at the way in which new rooms are coming on stream, if you look at the direction we are going in cruise with more home-porters we are going to need more space at the Airport. As it is right now, we have gone out in the eastern direction, we have put in additional coverage in order to handle the home-porters. We are already looking at quadrupling the size of that regional lounge, if you want to call it that, down the Gate 9-10 area where LIAT flights congregate, we have to make that bigger. There is more LIAT activity and Seabourne wants to come into Barbados and is talking about a bit of a semi-hub maybe in this region. We are going to need more space down there so obviously we have to put everything on the table. We have had a very serious approach about possibly another terminal on the Grantley Adams site. That might sound a little outrageous but think of how outrageous it was when you were at Seawell Airport in the 70s hearing that one of these days you would have 30 aircrafts on the ground and that this Airport would be moving 2 million people in a year in and out. You cannot think about next winter season or next year or even the next two years, you

have to plan and master plan effectively and that is why we are looking, given our hub potentially,... I was talking earlier about how Dubai was able to leverage their hub potential to the maximum and even if we can start to explore our hub potential more, we would have to look at the master plan for the Airport and make sure that we can have the necessary capacity to handle what is happening. Travel and tourism is still the world's largest and fastest growing industry. We are hearing that by 2020 1.6 billion people will be travelling. The Caribbean is a natural destination for Europeans, North Americans and South Americans to come here and we have an opportunity to become a hub and to earn major activity from civil aviation. I believe it strongly, and I want us to see it that way.

I have not even dented the crust about air cargo, Mr. Speaker, a huge opportunity there. Clearly the former Seawell Terminal, Terminal II, where we do that type of activity is woefully inadequate if you want to develop a modern air cargo and transshipping facility so we have to look at that as well and have a proper modern facility and that way we can expand our work in that department. Let me also say, because I suspect that if the Honourable Member for St. Lucy participates in this debate the one point that he will make, if he makes no other point, is that if you have the perfect geography for a second airport in the northern most parish, why not look at it. I know that this may actually surprise a few Members of the Opposition but it is not only the Honourable Member for St. Lucy who feels that way. Serious approaches have come from at least one local interest and one international interest on having an airport in the north of the island. It is a fact that during certain periods of the year, it is hard to get a parking spot for your aircraft and there are people, believe it or not, who are attracted to the idea of not having to be dropped off here and then sending the aircraft someplace else to park. They would love to park it at a facility here and take a drive down the west coast instead of having to come across from Grantley Adams, believe it or not. It is something that is at the prefeasibility stage so do not let us too excited either. It is nothing that will happen this year or next year but it is something at the prefeasibility stage and there is apparently a sight that is ideally suited for this type of facility and again, I am not committing to it but I would just say that in the context of where we are and where we are heading, we have to properly offer some proper, dispassionate empirical analysis at all of these options. As I have said, we do not have much else to offer but ourselves in services. As far as I know, we may have some deposits of oil offshore but there is nothing under the ground that anybody wants in Barbados, we have people and we have to look at opportunities to provide quality services to the world that naturally would want to be a part of. I think that is just an important point that I needed to make in that regard.

Having said that, we are planning to do some work on the existing terminal facility and there was a non-binding MOU as a result of the Government of Barbados and the Government of the People's Republic of China. There instance on assisting us with improvements to the Airport and so we have, in fact, established a plan that obviously would require approval from Cabinet in Creating a proper airside experience for disembarking, for embarking and for transiting passengers and those on the AC transfer; the shopping experience, improving it and that is something that would require, obviously some reconfiguring but if you are talking about a hub you have to go in that direction. If you have been to the Tocumen International Airport in Panama you would understand what I am talking about. For that matter, even the same Piarco Airport in Trinidad, to some extent, where you can have the departing and arriving passengers there is one shopping area and not this firewall that we have in Barbados. It also deprives the homeporting passengers who miss out on the whole experience all together so we have to rectify it if we are talking again about becoming a serious hub and that is among the plans that we are looking at for the adjustments to the Airport's expansion and rehabilitation of the existing Airport facility. It is the Anhui Foreign Economic Construction (Group) Company Limited (AFECC) and they are working with GAIA Inc. and we expect, not only to have that improved terminal facility but we also expect to have boarding bridges for the first time in Barbados. It is a fact that we should have had them earlier but again it is no point rehashing. In this day and age now, we really should not have to ascend or descend a treacherous stairway to get on or off and aircraft, even for abled-bodied people that experience can be a little nerve reaching at times and if you have vertigo or you are scared of heights, it can even be much more mind-wrecking but beyond that we are now in the stage where physically challenged people are doing their own thing and obviously you would require much less assistance if you have those boarding bridges. It is accepted and airports far less busy than Grantley Adams International Airport (GAIA) have them installed or are looking to install them. That is a part of it and naturally we would have to do some work on the parking aprons and the taxiways and the like and that is all included in the project. We do have to resurface the runway as well and that project would probably be a separate one because it has to be done by 2017. I think, if we do not do it by 2017 we could find ourselves in some trouble but we have local experience and expertise in that department so we should not have to worry too unduly. As a matter of fact, they are Barbadians contractors who have had to resurface runways in other parts of the Caribbean, but that of course is extremely important.

11.04 a.m.

We have local expertise in that department, but that is, of course, extremely important. So the drawings have

been submitted, we have just to review them and obviously get Cabinet to sign off and then take it from there, hopefully we will get that going in the shortest possible timeframe.

Mr. Speaker, again, I think I got the point across. Civil aviation is an opportunity and one the Government is determined to see that we can begin at achieving our maximum potential. In spite of the ministerial responsibilities I have, outside of civil aviation, I am not saying anything about tourism at all, because there is no need to speak on it, necessarily, because I really do believe and I deliberately did that because for too long civil aviation has been the Cinderella, and it was about tourism, but civil aviation, in my view, has a huge potential. Unfortunately if we have to be fair, I do not want to attack all of the former ministers responsible for civil aviation, including the ones that were half of ministers as well, I would not bother do that. Again, it is not about that, not about the ones that were chased out of the anti-rooms and so on. This is serious business that we do have the possibility to really make ourselves special, but I am not at all suggesting there is not work to be done. I probably should also mention something else in that regard, that is the categorisation of airports by the Federation Aviation Administration, FAA.

People hear that our airport is not Category 1. First of all that in itself is an incorrect statement, but the impression is given that somehow the airport is not safe, is not adequate or is lacking something. First of all the categorisation has precious little to do with the airport or the airdrome. The categorisation has to do with the aviation administration, the legislative and regulatory framework. The truth is, it is also not done by IKO. It is done by the US, through the Federal Aviation Administration. It simply means aircraft that are based here cannot fly into US cities. No other aircraft can stop here and go into any US cities, but aircraft that are based here can do it.

Now, the truth is, we do not have any significant airlines based here, and certainly none that can reach a US port without stopping. So it is not an issue necessarily, but clearly if we are going to build out an aviation industry it may become an issue. That is why precisely some of the activities I was speaking of, creating the Civil Aviation Authority, getting the regulatory framework right, getting the legal framework right, putting the great people in place, you will automatically get the Category 1, not automatically but you are better positioned to start to look in terms of getting it.

People heard that St. Vincent and St. Lucia are Category 1 and not Barbados, and they say, "How this airport got it?" It is nothing to do with the airport. St. Lucia, St. Vincent and Grenada and so on are all Category 1 because of an organization called ECCAA, East

Caribbean Civil Aviation Authority. The East Caribbean Civil Aviation Authority is Category 1, not the airports, and ECCAA is Category 1 by and large because they have a major airline they can regulate. You have to have something to regulate in order for your regulatory system to be assessed. They have an airline. It is called LIAT. So having said that we can get up and say what we have to say about Category 1 and Category 2. I think it is something very nice to have, and I believe Barbados will get it as naturally as night follows day, but we have to get all of the pieces in place in terms of building out a civil aviation industry in Barbados.

To put it quite blunt, if I had to choose between a civil aviation industry and Category 1, I would take the civil aviation industry first, and a Category 1 in and of itself there is nothing magic about it. It does not mean anything in of itself. It has to be in the context of something else and we are going to get there, I believe. We have all the ingredients and we can work on that and position ourselves to benefit from having that rating.

I have already made some reference to some of the new opportunities we have already seem to be moving towards. I think I just want to flag a couple of them, because I think it is the sort of thing that also should be encouraged. Avianca started coming out of Bogota, Colombia, and that flight is doing reasonable under the circumstances. It is, after all, a new market but it is the type of thinking where we are going into someplace different and we are happy to see that has happened. We also hear about Fly Always that will be coming out of Suriname. That is also a good thing because these are nontraditional gateways. Again, I do not need to get into the traditional ones. We all know what there are and how they have been doing, but I think we have to look now at relationships with carriers that may be a little less traditional to help build out the whole civil aviation story. I mentioned the Seaborne Airline that is doing extremely well, particularly well in the northern part of the Caribbean. They want to move into the southern part of the Caribbean. They want to have a relationship with Barbados, and we are going to have a relationship with them because, again, it makes sense. So we are having those discussions.

I know Europe is very topical at the moment. We already have the Condor flight that is doing extremely well, but we are talking to Air Berlin. It may not come from this winter season, but next winter season. Excellent Airline, they are a very progressive airline and we are happy to hear that they will be coming. We have had some discussions with Air France, but it is better because of the level of airlift going into Martinique and Guadeloupe, that we establish a relationship with Antillean Air Express, and perhaps bring people across from Martinique to get into the French market. So, again, another interesting route that is not necessarily of a traditional nature. That is seeing civil

aviation differently at building out civil aviation industry and, of course, taking what is a sub centre with the very large potential, a very high ceiling that we can take it from there. Mr. Speaker, I think I got the point across.

While these amendments are very simple, we can see them in light of what Government is trying to achieve. I have responsibility for tourism and we speak to our tourism dependency very often, but I do believe that services generally, and I do not think anyone in the house will disagree with me that we have enough talent here in Barbados that we can look at other areas within the huge services industry and aviation services is one such area. Little Barbados, I am told, is the only country in the world that has 100% fibre network to all the houses and businesses in Barbados.

11.33 a.m.

That says something, and that in itself tells us we have to think differently in terms of our capacity at being a service provider for the world, and what that can mean, business for entertainment, culture for everything. So I want civil aviation to also get a place at the table and to help create careers, to build economic opportunities and to create wealth as well for this country.

With those few words I beg to move that this Bill be read a second time.

Hon. D.O'N. INNIS: I beg to second that.

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

Mr. R.C. TOPPIN: Mr. Speaker, obviously no one on this side is going to oppose the amendments that were sought to be made, and were made by the Minister this morning, but central to this debate and what the Minister only touched on briefly in the last two or three minutes of his speech was the fact that Barbados still has Category 2 status in terms of Barbados' safety oversight standards, as set by the International Civil Aviation Organisation. Barbados has Category 2 status in the context of the reality that there are only two categories. There is Category 1 and there is Category 2. There used to be a Category 3, and the only reason that Barbados does not have Category 3 is because there is no longer a Category 3. The fact is, Barbados as I speak to you, Sir, still has not been able to reach the status of Category 1, in terms of its safety oversight standards as prescribed by the International Safety Aviation Organisation called ICAO.

Now I am not seeking to indicate that was an easy task. I am not seeking to say that at all. I understand the magnitude of that task, but really and truly prior to 2008 a lot of work was done to move Barbados to Category 1

status, and two-and-a-half-years after January 2008 when the Government changed, when an audit was done of Barbados safety oversight standards by the American agency, the Federal Aviation Administration, Barbados was found in July of 2010 to be compliant with IKO safety oversight standards in only one single category, one. That category was in respect of Barbados' civil aviation primary legislation, which had been implemented by the previous Barbados Labour Party administration. Mr. Speaker, you must realise that there are 8 critical areas which a country must, in fact, comply with if it is to gain Category 1 status, and of the 8, as I speak to now, today, in 2016, 6 years after that FAA audit in 2010, and 8 years after the change of Government in 2008, Barbados is no better off today than it was 8 years ago, in terms of compliance with the our safety oversight standards as prescribed by the world international aviation body.

Mr. Speaker, even in relation to our regulations under the Act, which were up-to-date as at January 2008, by 2010 when the FAA came to Barbados, we had fallen back in terms of our regulations under the Act. So we did not even meet the standard as prescribed even in relation to our regulations we made under the Act.

I am of the view, I do not know if the Minister is aware, but regulations are very dynamic. Regulations change very, very often. Every single year there are changes to the IKO Convention, which automatically trigger changes that have to be made to our regulations, and we have not even been keeping up-to-date with these triggered amendments to our regulation. I think the time may well come when you have to look at establishing some sort of legal department in our Civil Aviation Authority because you have people in that Authority who cannot be expected to know how to keep abreast of these things without legal guidance, and without legal assistance at all times. That is the first thing we need to do. We could not even comply with our regulations made under the legislation.

Mr. Speaker, do you know -- I am going to say the 6 other critical areas because people have to know. The Minister just spoke glowingly for almost an hour, I believe, on everything except what is before Parliament is really about. The other six critical areas are, Barbados Civil Aviation System and Safety Oversight Function, which include things like staffing levels of the Civil Aviation Department; the extent to which the department uses CASOS, which is the transnational inspectors from the OECS area, primarily, to assist us in carrying out our oversight functions. We failed that requirement as well.

Sir, you had the technical personnel qualification requirement, again, Barbados fell short in that area; technical guidance tools and provision of information of safety critical information. Things like having up-to-date

manuals that contain the procedures, guidelines and check lists to be used by inspectors in carrying out their responsibilities in the area of certificate and surveillance of operators. We failed, Mr. Speaker, in that category as well. Licencing certification authorization and approval obligations, which, again, examine the way Barbados went through the five phases that culminated in the granting of air operating certificates to applicant airlines, Barbados failed in that critical area as well. Sir, Barbados surveillance obligations that looked at the implementation of a surveillance programme to ensure that carriers comply on a continuum basis with national regulations and with international standards. Barbados failed to meet that requirement as well.

Mr. Speaker, the eight critical areas that we were assessed and supposed to have passed, Barbados Resolution of Safety Concerns. That means when a carrier is in violation of its safety obligations, how Barbados deals with those violations. In several of the 8 critical areas, Sir, in July 2010 Barbados failed. Even if today as a result of regulations laid last week, even if we say we now satisfy the second requirement in terms of regulations, we are still falling short in respect of six and therefore not really any better today, some six years after an FAA audit was done, six years ago. Sir, that is unsatisfactory.

The Minister mentioned it as if it was no big deal. Other countries have managed to do it in the region. Trinidad has done it, reached Category 1 status. Jamaica has Category 1 status. The OECS has Category 1 status, and in case the Honourable Minister does not know, even Suriname has Category 1 status. Why not Barbados? Mr. Speaker, the simple reality is, there is not the political will. There has never been the energy in the Minister of Tourism, period, on anything, but there is also not the political will to do this, and it is something that has to be prioritised.

Sir, from as far back as 2008, the then Minister of International Transport, the Honourable Member for Christ Church South, came in here and made a profuse statement of all the difficulty and deficiencies that were identified that needed to be fixed to make Barbados reach Category 1 status, and indicated that as a priority he was going to be dealing with them. Nothing was done.

Mr. Speaker, the former Minister upon whom the present Minister reflected just now as the Minister of Civil Aviation, the former Honourable Member for St. James Central, he came in here in 2009 and said -- I said, "Please withdraw the statement." He said in 2009 that Barbados was ready for Category 1 status but they could not tell the FAA when to come to do the inspection.

11:23

I asked him to withdraw the comment because it was so manifestly absurd. To have invited the FAA to come to Barbados to do an audit when you knew that you were deficient was an act of lunacy, Mr. Speaker, but that happened, but they came. After eight years after a change of Government when the Democratic Labour Party had a good wicket to bat on, work was progressing at a rapid rate, and eight years you can say that we are no better off today and no closer today than we were eight years ago to acquiring category 1 status.

Mr. Speaker, do you know what was significant? When the Federal Aviation Administration came to Barbados in July of 2010 and did that audit, they said that such was the state of things in Barbados with its Safety Oversight Administration and Standards, that certification of the Barbados Civil Aviation Department do not meet ICAO standards. That is what was published abroad by a reputable aviation body, the FAA. We were certifying aircrafts and granting Air Operators Certificates and Air Worthiness Certificates and the body is saying that they do not meet ICAO standards. Mr. Speaker, that is a very, very serious indictment upon this country.

I heard the Honourable Minister made a statement just now that was so profoundly ignorant, as in lacking in knowledge, Mr. Speaker, that really if he has a choice between a civil aviation industry and category 1 status then in effect to hell with the category 1 status. That in effect was what the Minister was saying. To think that you would have a prosperous civil aviation industry that is separate and apart from the categorisation that you have in terms of your compliance with safety oversight standards as prescribed by the world body is to fundamentally misunderstand what a civil aviation industry is all about.

Mr. SPEAKER: Yes, Honourable Member.

Hon. R. L. SEALY: On a point of order. The Honourable Member is misleading the House. I never said to hell with category 1.

Mr. R. St.C. TOPPIN: That is what you meant.

Mr. SPEAKER: He said that is what you meant effectively.

Hon. R. L. SEALY: I said that the civil aviation industry should precede category 1. You need to have something to regulate, that is the point. The Honourable Member is making much ado about nothing. Surinam has an airline, Trinidad has an airline, the East Caribbean has an airline, there is something to regulate in order to get the categorisation of your regulatory framework up to scratch. There is no issue. If you have nothing to say, sit down, you will talk about Sandals the next time.

Mr. SPEAKER: Honourable Member, please continue.

Mr. R. St.C. TOPPIN: Mr. Speaker, the Honourable Minister does not seem to understand that the notion of having category 2 status, which is the lowest possible categorisation that you can have and that Barbados has under him, conjures up all sorts of impressions and perceptions in the minds of travellers, commuters and so on who, as the Honourable Minister said just now, perceive it as a categorisation of your airport. Now, there was a time when categorisation was moving towards actually having airports categorised as well but that did not go to fruition, and as the Honourable Minister said you categorise countries not airports, but there are perceptions in people's mind that your airport is unsafe. You have to prioritise getting to the level of category 1.

It also affects, Mr. Speaker, airlines because in case the Minister does not understand, you do not have to have a national airline to have an airline on your register. The Honourable Minister does not think that because Surinam has a national airline, fine; Trinidad has a national airline, fine; but in Barbados... In case the Honourable Minister does not know, at one stage BWIA was Barbados designated carrier, Air Jamaica was also a Barbados designated carrier and even REDjet was also a Barbados registered carrier. You do not have to own an airline to have an airline on your register, but airlines are not going to come on your register when they know that if they come on your register they cannot fly to the United States of America because the United States of America says that Barbados is category 2 designated, and that is a basic fact in this whole thing, so we are not going to attract commercial carriers to come on our airlines because they are going to know that if you are registered on the Barbados register you cannot fly into the United States of America because Barbados has category 2 status and that is basic, so you must move as far as you can to category 1 status.

Mr. Speaker, the Honourable Minister is saying something that is again entirely false. Barbados did not have category 2 or category 3 status under the Barbados Labour Party, it never did. Do you know why, Mr. Speaker? It is the fact, and the Honourable Minister does not know this either, that the FAA only has jurisdiction to categorise you if you have a carrier on your register that is seeking to fly into the United States of America, which begs the question: How could an Administration had been so fundamentally ignorant to have invited and/or allowed the FAA into Barbados in 2010 having no carrier applying to fly into the United States of America to carry out an audit?

I remember, Mr. Speaker, when I was in charge of international transport a situation I inherited from the

previous Administration. Barbados was faced then with the prospect of being categorised and we had to leave Barbados, because you have to know when to push back the FAA as well, and go to the United States of America, when word was out that they were thinking about categorising Barbados to let them know that they had no jurisdiction at all in the matter in terms of the categorisation of Barbados because Barbados had no carrier on its register that was applying to fly into the United States of America, but these weaklings, I have to say it, would sit down and allow an aviation authority, the United States of America, to come into Barbados with no...

Mr. SPEAKER: Who are you referring to when you say these weaklings? That is derogatory.

Mr. R. St.C. TOPPIN: Sorry, Mr. Speaker, I meant the Honourable Members on the other side.

The Honourable Members on the other side would decide that the FAA can come into Barbados without any carrier at all on the register seeking to fly into the United States of America but still allowed them...

Asides.

Mr. R. St.C. TOPPIN: When they were saying that they would come and categorise Barbados we said no because you have no basis for doing it, it is a matter of logic. We have no carrier to enter the United States of America.

Asides.

Mr. R. St.C. TOPPIN: Mr. Speaker, carriers are not going to come onto the Barbados register now because of the fact that this Government has allowed Barbados to become categorised as category 2, and that is the current position that this Government has allowed Barbados to find itself in.

Asides.

Mr. R. St.C. TOPPIN: Mr. Speaker, I would really like to hear myself as I speak, with your help.

Mr. SPEAKER: I am hearing you. All the Honourable Members are doing are shouting across the Floor as you were doing when the Honourable Member was speaking but if it gets unbearable I will intervene.

Mr. R. St.C. TOPPIN: Did you hear me shout when the Honourable Member was speaking?

Mr. SPEAKER: Yes, but I will intervene.

Mr. R. St.C. TOPPIN: I certainly was never shouting when anyone on that side was speaking.

Mr. SPEAKER: Honourable Member, continue please.

Mr. R. St.C. TOPPIN: Mr. Speaker, as the Honourable Member for St. Andrew said, your left ear works better than your right ear.

Mr. SPEAKER: That is alright, but you continue.

Mr. R. St.C. TOPPIN: I am also saying, Mr. Speaker, that you have to be mindful of the fact that civil aviation authorities also look at countries that have category 2 status. If you remember the issue with REDjet, when REDjet was a registered carrier in Barbados, it was not planning to fly into the United States of America but it was applying to fly into Trinidad and Trinidad Civil Aviation Authority took the position that the United States of America has given Barbados a failing grade in relation to Barbadian registered aircrafts flying into the United States of America but yet still Barbados expects that Trinidad should allow that same aircraft to fly into Trinidad although the United States of America did not allow it to fly into the United States of America.

11.35 a.m.

Mr. Speaker, that is the position that the Civil Aviation Authority in Trinidad and Tobago took in relation to RedJet and the matter was only resolved after the Right Honourable Prime Minister of Barbados got into the issue and decided that it was now going to be resolved at the political level. Mr. Speaker, that is the perception that countries hold of you when you have a Category 2 rating, which is a negative rating. Sir, so that all the plans that the Minister has espoused that he is going to do, that he is going to develop a civil aviation industry, all of these things have to fit into the reality that Barbados' ability to attract aircrafts onto our register is now impossible and until the Minister converts his usual words of promises and so on into reality...Mr. Speaker, there is nothing the Minister has said now that we have not heard over the last six or seven years from this Government, that we are going to move to Category 1, but it has not happened because it requires action and it has not been done by this Government.

Mr. Speaker, I have already made the point but I will say again that it is something having said that the Federal Aviation Authority has categorised Barbados, I will repeat that it is ICAO, the world body who is responsible for civil aviation standards, it is not the F.A.A. of the United States of America and therefore the Barbados Government will have to know when and how to say to the F.A.A. that these are the requirements we have to meet, they are not their

requirements but the requirements of the International Civil Aviation Organisation (ICAO) and therefore let the F.A.A. understand where its boundaries clearly lie.

Mr. Speaker, there is also the need to erase some of the red tape that obtains when airlines apply for licences, permits or air operator's certificates. Sir, the truth is that those can take way too long in terms of being granted. Yes, sometimes you have to take time to ensure that safety standards are met but Mr. Speaker, on my information sometimes files are passed back and forth, left and right, 12, 13 or sometimes more times, over several months or maybe over a year or more before decisions are made. Is this a case of insufficient staff? Is it the usual, what we say sometimes the civil service mentality? At what level does the problem lie? That has to be taken care of because there is no point in having the civil aviation industry that the Minister is fantasizing about and believes can exist in a vacuum, while, in fact, Mr. Speaker, all these things need to be changed?

Mr. Speaker, the fact is that Barbados needs to develop an air services development strategy to be able to move forward. This air service development strategy has to involve all of the stakeholders, including representatives from the Barbados Tourism Marketing Inc., especially people from the civil aviation section which who should perhaps lead the charge, hoteliers, and all the relevant stakeholders, to be able to develop a proper air services development strategy.

We also have to revise the role of airport management and the main objective in this new strategy has to be generating business, attracting services and revenue for the airport and ultimately for Barbados. An airport management job can no longer be seen as something that is desk-bound, people have to get out there and market what you have to maximise the returns. We have to get aircrafts on our register, that has to be a priority.

Mr. Speaker, all of the arguments that I have just made about Category Two apply only to commercial aircraft but there are also private corporate aircrafts as well. There are jets in particular that can be registered on the aircraft register that are not affected at all by whatever categorisation that Barbados has, so we need as a priority to see if we can get out there and get these private corporate jets registered on our aircraft register.

Mr. Speaker, again, as in the case of Category 1 status other countries have gone ahead way ahead of Barbados, they see this as quite a lucrative business, which it is, they have attracted quite a few private corporate aircrafts on their registers. Mr. Speaker, there is Bermuda, the Cayman Islands, the British Virgin Islands, the Isle of Mann, just to name a few. These are countries that went out

there and decided that they are going to attract these private corporate airlines to come onto their register. Mr. Speaker, as the Honourable Member responds, can he tell me how many of these private jets have we managed to secure, or how many have we even tried to attract over the years to make some additional revenue?

Mr. Speaker, this Government now has in its hands as an airport the facilities that it can market, a far cry from what we on this side inherited when we came to Government. When we came to Government we found an airport that had basically a sieve for a roof, once the rain fell it was basically a sieve for a roof, it had cramped check-in counter space, toilets that did not flush, drainage problems, it had tiny, tiny car parks, substandard office facilities and practically no Executive Lounges. That is what we inherited when we came to Government in 1994. We handed over to the Democratic Labour Party a totally modernised airport and it has failed to do anything to really capitalise on the marketing of that airport in order to attract revenue. Mr. Speaker, there has to be a political will which the Government is obviously lacking.

Mr. Speaker, the Minister has also talked about rolling out a plan for the airport. Sir, the Minister rolls out plans on a daily basis but they never come to fruition, but there is being prepared an Airport Master Plan and I wish the Minister would make that document available to all of us so that we can see what is in it, so that we would be able to debate it and have some comments made on it. The Minister made reference just now to an Airport Master Plan, I am not aware that any such document has ever come to this Honourable Chamber. If one really exists, then I will ask the Minister to please make it available so that we can see it.

Mr. Speaker, I would also caution the Minister about being over anxious to talk about these massive expansion plans and additional airport in St. Lucy and so on. Sir, the fact is that very, very recently the Minister and some of his cohorts very cleverly looked at the issue of arrival numbers in Barbados. Mr. Speaker, in the first quarter of this year there was an increase, but not as much as it had increased last year, but in June, 2016, a major Press conference was called by the Barbados Tourism Marketing Inc. and when I was listening for updated figures on tourists arrivals, certainly there was April and May, again the Minister went back to the figures for the first three months of the years, that is old news. What happened in April? Why is the Minister not talking about the decline in arrivals in April? What about the figures for May? The Minister has not said anything about the figures for April or May.

Mr. Speaker, I made the point some time back -- and I was not planning to get into tourism today either, but the fact is that one swallow does not a whole summer make. Sir, the Minister was quick to jump up and talk...

Asides.

Mr. R. St.C. TOPPIN: Mr. Speaker, the Minister continues to talk about additional airlifts, the easiest thing in the world to do is to attract additional airlifts..

11.52 a.m.

The easiest thing in the world to do is to attract additional airlift in the manner in which this Government is doing it. All you have to do is go to the airline and say, "I am going to pay you a certain amount of money every month. I am going to guarantee you a certain amount of money every month to bring people to Barbados." There is no airline in the world that is going to say no to that. Ask GOL, the airline from Brazil that is coming off now; they too were told, "I am going to guarantee you a certain amount," and they were flying most months with more crew than passengers. Now, however, after the millions have mounted which they are owed by the Government which said "I will guarantee you X dollars to come", they are now pulling off the route. It is easy. You can buy airlines. That is the new approach by this Government to getting airlift. You have to look at the longer term strategy, however. You have to generate demand for your product and all these sorts of things. It is not just a question of buying airlines.

Mr. Speaker, you can also sit down one day, as has happened with the Minister, and get lucky. By that, Mr. Speaker, I mean, and this is not coming from me but this is on reputable Internet tourism websites, people have said that they are opting to shy away from terrorism hot spots and are coming instead to the Caribbean, of which Barbados is one country. Incidentally, the other countries in the region are getting more than we are, but we are getting some. You can get lucky, but it is unfortunate that you are getting lucky at the hands of terrorists. At the same time, that is what the people have said: They are shying away from terrorism hot spots and, therefore, that is why we saw a little bump in numbers.

Mr. Speaker, you can also sit back -- you can check the TravelMole and other websites which the Minister would be aware of and see the surveys that were done -- and let one local company go out and do all of the marketing in relation to cruise tourism. One company has been doing all of the marketing in relation to cruise tourism. Then when cruise passengers come to Barbados, they decide to spend a day or two before the cruise and maybe a day or two after, or both. This is nothing at all to do with Government policy. It is nothing at all to do with Government policy in relation to tourism. Nothing. You get lucky. That is all it is, Mr. Speaker. I would therefore caution the Minister, given, as I said, that there is a deafening silence in relation to the April and May arrival figures. We just hope in the interest of the country. I do not

mind the luck; I wish it would continue. However, just for the Minister's sake, do not get over-anxious, because one swallow does not a whole summer make.

Mr. Speaker, on this side, as I said, we will not oppose the Amendments. It would be foolhardy to do so, but I wanted to focus this Debate, as I did at the beginning, on the fact that Barbados is languishing far behind its neighbours. To say that Barbados does not have a carrier and therefore it does not need Category 1 status, we will never get any carriers on our register which are desirous of travelling into the United States unless we get Category 1 status. The Minister does not understand the importance of Category 1 status if he takes that approach. Mr. Speaker, I believe that there needs to be the political will. It cannot be accepted that a Government would sit back and, in virtually eight years, not take a process forward by more than a millimeter, if by any measurement at all. Mr. Speaker, I would hope that we would soon be able to hear - not that we will or we are working toward acquiring a Category 1 status as we heard in 2008 - that we have acquired Category 1 status. With those words, Mr. Speaker, I am obliged to you.

MR. SPEAKER: Yes, the Honourable Member for St. Lucy.

Hon. D.St.E. KELLMAN: Mr. Speaker, I too rise to speak on the Amendment to the Civil Aviation Bill, and to say that I am very happy for the last speaker. The last speaker has admitted that when they left Government they did not advance the cause....

MR. SPEAKER: Honourable Member, do not encourage the Member from St. Michael North West in shouting across the Chamber. Honourable Member for St. Lucy, please continue.

Hon. D.St.E. KELLMAN: Yes, please. What the Honourable Member just said to this House is that with all the money in the world, they were not able to advance the requirements of the Federal Aviation Authority (FAA). Sir, when one considers what the Minister has been able to do with limited resources, there is no doubt that when you look at value for money, it pays the Democratic Labour Party to operate in times like these better than when the Barbados Labour Party operate when they have a lot of money. The Member admitted that the positions are the same, which means that even though we are in a crisis we have been able to advance better than when the Barbados Labour Party had all the money in the world and did not advance. The Member also said that when they came to Government, they found an airport whose roof was leaking and all of those things. What he did not tell the House was that when they came to Government, they found all the money to do the work which they were able to complete at that airport, and that the money was placed there by the

Right Excellent Errol Barrow. Mr. Barrow was not titled that way at the time but he borrowed the money from Canada and left it there for the Barbados Labour Party to complete the work. This was unlike what the Honourable Member was able to leave for us when we came to Government, because when we came to Government we found no money to advance this cause, but we were able to go and do some work to advance the cause. I agree with the Minister that we need to build an industry, because the truth is that once we build an industry, we will be able to correct all the problems since we would have something to deal with.

Mr. Speaker, there is no doubt that Barbados finds itself in a wonderful location, of which we have not taken advantage over the years. The truth is that we should not be in here discussing civil aviation as if it is some toy. Civil aviation is an industry, and we should not be arguing about being able to operate on one foot as we do now at the sea port and the airport. Because of our location, we should have been so advanced that we should not be discussing matters like this in this age, Sir. Mr. Speaker, it hurts me to know that as far back as the 1970s that Mr. Barrow had been advancing. Not only was he advancing but he brought the infrastructure to put Barbados in a position that we should have had a civil aviation industry. The Honourable Member talked about eight years but I am talking about nearly 40-something years. It was over 40-something years ago that the Right Excellent Errol Barrow understood that civil aviation was not a toy but an industry. He appreciated our location and recognised that because of our location, we should not now be arguing about Grantley Adams International Airport but we should have had a second airport. He appreciated it so much that he went forward and bought the land. The Barbados Labour Party came to Government and left it there. As usual, they did not understand and never saw it as an industry. Now they have come in here today and given the impression that they are on top of things. Can you imagine that we gave them all the money to complete the Grantley Adams International Airport? How far did they take it after? They did not even take it as far as to achieve Category 1 status, even though they had the money to complete the infrastructure. They are now coming in here talking at a time when the world is in a crisis. There is one thing about the Barbados Labour Party that I like: What they cannot do when they have money they expect us to do when we do not have. I congratulate you because it means that you have more faith in us than you have in yourselves. I thank you for that because when you listen to them, you would not believe that they were the ones who had the honey and the milk, and now that we are in difficult economic times, they are asking us to do what they could not do when they had the money.

11.53 a.m.

Sir, that is why we are going to continue to manage this country with little resources but with great gains, so that people would understand that unlike the Barbados Labour Party who can have large amounts of money, set up all kinds of Boards but, at the end of the day, you can see no progress in the country but under the Democratic Labour Party you find a situation where you do not have the resources but you manage your resources in such a way that you can create capital gains for your country and develop the fixed assets of your country.

Mr. Speaker, like the Minister, I believe that at this time the aviation industry should be contributing more than 29 per cent to this country Barbados. Sir, look at our location and look at where we are but we believe in the country that we should bring all tourists here and create all the traffic confusion in Barbados and what they will say is that it is better to go and spend \$200 million on a road than to take the money and spend it on an airport. Sir, can you imagine that, that is what they did. They prefer to spend all the money on a road than to build a second airport, or even a second harbor but we believe that if you want to develop a country that you have to put down the infrastructure because infrastructure brings infrastructure. Sir, there is no doubt that wherever you travel in the world and you see countries that are developing, they just do not develop a road infrastructure but they ensure that they build out airports and seaport, et cetera. Sir, a good example of that is Panama, when you go to Miami, you see it also and when you go to Mexico you see it also and when you go to Haiti, you are also going to see it. We talk about how backward Haiti is and all of that but at least one of the brightest things that happened during this crisis is the building out of Haiti. Sir, do you know what they did, they build another airport and they build another seaport because they understand that when you put down this type of infrastructure, that an airport is not a stand alone, a seaport is not a stand alone but there are other services that must come around them to help develop your country.

Mr. Speaker, I make the point and I will continue to make the point that Barbados will never, ever become a develop country until it understands the importance of its civil aviation industry. Sir, that is, if we feel we can develop Barbados and make it a developed country with one airport, we are fooling ourselves. If we continue to believe that we can put a seaport and cruise terminal in the same location, we are fooling ourselves that would create development. There is nothing that you can do down at the Port now that would create more infrastructure in that location because all the infrastructure for it is there already. You would probably have to go and reclaim all the sea and make more land or something like that but that still would not allow you to maximise the development you need. What you need is a green area with the land mass around it because, as I have said already, when you build an airport that certain infrastructure must also come with the airport,

that it is important and that it will create the necessary revenue, the necessary jobs and create the necessarily foreign exchange.

Mr. Speaker, tell me why if we have an airport in Christ Church, and our major tourism sector is on the west coast. We have over one hundred and something thousand motor vehicles, so why would we want to continue to focus and bring more traffic on the road and block up the road and create down time and frustrate the tourists when we can easily add another one and ease that problem. Sir, the Barbados Labour Party would tell you that instead of building another road somewhere else that you expand the highway. Sir, that is madness because the more you expand one highway, the more traffic you bring on that highway and the more confusion you create. What you do instead of expanding that particular highway, you go and build another one and give people choice. Sir, the Barbados Labour Party is not about choice. They are about making something look good and create confusion and people talk about how many cars are on the road. They are not about solving the problem but on this side, we are about solving the economic problem, solving the social problem, solving the environmental problem and most of all creating work for our people and development for our country. Sir, that is why there is a clear difference between the two political Parties and they will always be a clear difference because we are the Party of ideas, the Party of solution and they are the Party to make things look good but when you cut under the belly of it, you recognise that you have an empty bag with nothing holding it. Sir, I am saying that this Party, the Democratic Labour Party must understand that even though we do not have the resources that we must find the resources to build out this country because if we ever do what we did in the 70s, borrow the money and leave it for them, we will still have to come back and build air bridges in 2016, when we could have done them in 1976. They are 40 years behind us in everything. Sir, let me tell you something. If we do not put down those air bridges, they will never get put down because they will find something to do with the money and they will run all the tourists from Barbados. They are not good for this country, a lot of pretty long talk but no deliverance. Sir, I am saying that when one considers our location, we should not be playing second class to Piarco Airport. Sir, Grantley Adams International Airport or some other airlines should have been ahead of them. Sir, it is not the Honourable Member for St. Michael South Central that all the money was left to build out the airport and create the infrastructure. It was left by the Democratic Labour Party because of its foresight and its understanding.

Mr. Speaker, imagine we knew that we wanted a second airport and we bought the land. We knew that Seawell Airport was not good enough and we borrowed the money but when one asks the question today, we are worse off after giving them all of that than we were when we

bought the land in the 70s. Sir, we bought the land in the 70s, the land is still there. We gave them the money to build out Seawell Airport and it is still what we left. Sir, there is no doubt that we need to have forward-thinking people on this side to carry out the work because if we leave it on the other side, we will only get what was left and no more. You may even get less because that Government is known for cost overruns, so what we would have been able to do had we been able to complete the airport in the 70s, we got less when we left it to them because they did not understand what we wanted.

Mr. Speaker, I am saying that we are in wonderful times. We saw what is happening in Panama. We had a vision as far back as the 70s, we were ahead of Panama and now we need to get back where we were and that is why we need to separate from the cruise down in the harbour and that is why we need to understand that we cannot operate on one leg at the Grantley Adams International Airport because tourism is too important for Barbados for us to continue to : ... operate on a one leg at the Grantley Adams International Airport because tourism is too important in Barbados for us to continue to operate with one Airport for the simple reason that we had a couple near misses lately and we should learn from those. Do not wait until we get a serious case where we have to divert planes elsewhere. We cannot afford to divert planes away from Barbados. When we divert, we must divert to Barbados but not away from Barbados. Everybody knows that the present Minister of Tourism is not one that would be in here like the one on the Other Side who could not admit that St. Lucy was the best place for the second airport who once said in this House that we have to find somewhere on the west coast to build the second airport. I was in here when she said it and I got up and said, Mr. Speaker, the Honourable Member, is asking us to build an airport at Sandy Lane and Royal Westmoreland. She argued that she never said that but that is true because I knew that she could not mean that either but when you think logically, the only two locations that she could have been thinking about on the west coast would have to be the Royal Westmoreland or Sandy Lane but the Honourable Member could not say St. Lucy because she felt that had she said St. Lucy it would have been a feather in my cap. It is not in my cap, it was the Right Excellent Errol Barrow who bought the land not me. I am only carrying out his vision and understanding an appreciation for where Barbados must go. As long as we stall that, we would be stalling the development of Barbados. I am not talking about any fly-by-night proposals either because we have to understand that we need to have it and those who do not want to see real development in St. Lucy I am very sorry for them. It will come because the development in St. Lucy is the development of Barbados and anytime you frustrate the development of St. Lucy you are frustrating the development of Barbados. Barbados will only become a developed country with St. Lucy is developed because we

have all the land space for any type of infrastructure you want to put down to advance Barbados. It is the only parish that offers all of those facilities, do not care what you want, we have the land space. We have been blessed with having water on three sides and planning the right way because whereas everybody ran and did what they had to do, we quickly planned. Do not ever believe that there was no planning in the development to St. Lucy because as I said, as far back as the 70s, we bought additional land for another airport and we also bought land that you can have national parks. We have been blessed with 30 bays and coves so it means that even in terms of developing tourism that we have the infrastructure and once developed the right way could create the atmosphere for having a good tourism industry. I keep making the point that if we are to keep our tourism fresh, we have to build out the infrastructure in areas like St. Lucy and you cannot have 30 bays and coves and not have an appreciation for what that can offer the tourism industry and that why I keep making the point that agencies like Rural Development Commission, et cetera, must understand and get the necessary resources to be able to build out National Park of Barbados and rural Barbados so that we can keep our tourism fresh and stop allowing people to treat our tourism like how we treat the prison buses on a daily basis sending them to particular areas and not allowing them to see the real Barbados. That is why I am saying that we need sooner, rather than later, to build out the national park areas of Barbados so that the masses of people too can share in the bounty because tourism cannot be for a too few or for particular locations and development cannot be for particular locations but development must be for Barbados and for us to have an appreciation of what real development is and if you want to see real development well then come and let me take you on a tour of the most beautiful parish in Barbados and the only female parish.

I thank you, Mr. Speaker.

Mr. SPEAKER: The Honourable Member for St. James South.

Hon. D. O'N. INNISS: Thank you, Mr. Speaker, I rise to give support to this Bill before us which is to amend the Civil Aviation Act, CAP 288 (b). As the Member of Parliament for St. Michael South Central, the Minister of Tourism and International Transport eluded to in his opening comments, the amendments in terms of wording and style may not be significant but it certainly affords us in this Honourable Chamber to wrap our minds around the important industry of civil aviation and important to the Barbados scenario.

Mr. Speaker, I sat and listened to the Honourable Member for St. Michael North who has spent the last 25 years of his life focussing exclusively on tourism and international transport and I must say that at the end of 1

hour and 10 minutes of discourse I remained as unenlightened about the industry as when he spoke, thanks to him. The Honourable Member for St. Michael North must appreciate that such weighty matter cannot be guided exclusively by what he reads on Google but perhaps calls for a deeper level of reading and understanding of the industry. I am not disappointed by his comments, Mr. Speaker, because I continue to accept that in this Honourable Chamber there are some Honourable Members who seek not to be deep thinkers because they do not read far and wide. The Honourable Member for St. Michael North really and truly therefore does not surprise me because he falls well into that category 1 of Members who are rather shallow in their thinking and their pronouncements.

Mr. Speaker, the reality is that the Government is seeking to further develop the aviation industry and perhaps the conversation emanating from That Side should have been more a critic of what is an aviation industry and what is the Government doing about it. From where I sit, in my limited knowledge, I have not worked in the industry, my role perhaps would mainly be as one who, for the last 33½ years have been flying around the world doing things constructively, I must say, unlike the Honourable Member for the Other Side. As I think of an aviation industry, it cannot be just about getting category one rating, it must also be building out the kind of infrastructure, physical legislative and also administratively that makes civil aviation matters grow in Barbados. Civil aviation, let say, as opposed to the other aviation issues that people speak to which are military in nature therefore this conversation must be about what is a civil aviation industry in the Barbadians context. Yes, it must be about having an airport that functions and functions 24/7 not just having a building that does not leak, not just having toilets that function and does not back up, not just having adequate parking space out there, not just having a runway to accommodate certain size aircraft, it must also be about the Immigration Department, it must be about the Customs Department, it must be about all of the support services that make an airport function. Mr. Speaker, of course, as I said, I am speaking from my limited knowledge of aviation on the whole but it must also include having a Civil Aviation Authority that is adequately staffed, well supported by the work enshrined in the laws of the country and certain that has the right vision for growing out the industry. I think that certainly at that point you must give some credit to the Government for its desire and its efforts in marching towards getting that Civil Aviation Authority going frontally. It is not one of those department that you would hear a lot about sometimes but, believe you me, there are very critical in helping us to have safe skies in our jurisdiction and certainly to help to the Government march towards the Civil Aviation Industry. Of course, as a Government and as a parliamentary group, we certainly have to recognise that development and growth of a civil

aviation industry must also include the opportunities for those who may do aeronautical engineering, for example, the pilots and support staff who work on aircrafts. We just cannot be talking about building a civil aviation industry and limit the conversation to which airlines or aircrafts are allowed to fly into the United States of America. We want to know that wherever they are going that they go with aircrafts that are safe and that have been maintained by Barbadians in Barbados. We want to know that where they fly they fly with airline crew that are Barbadians that are trained in the best possible schools and carried with them the best that Barbados has to offer to the rest of the world.

We also want to know that we have an aviation industry that has within its context a maintenance department that functions, and of course we have some of that already. All of the airlines that fly into Barbados, all of the aircrafts... An airline does not fly into Barbados with a maintenance crew sitting in the back of the plane hoping that there is something they can fix if something goes wrong. There actually are people here in Barbados. There are Barbadians stationed at the Grantley Adams International Airport that do provide the maintenance to aircrafts that fly into Barbados, so we want to grow out that as part of the industry as well and then you look at the catering side. You get on a 7 o'clock flight at the Grantley Adams International Airport - it is true they do not serve you much these days, you got to buy the things - but the truth of the matter is that we have partly emerged airline catering industry in Barbados, and may I give credit to Goddards Enterprises because they have now spread that far and wide throughout Latin America and the rest of the Caribbean, a company with its origins right here in Barbados so to speak of growing out a civil aviation industry. Let us not limit our conversations like that of the Member of Parliament for St. Michael North to the same comments that he makes every time he speaks in this Honourable Chamber about aviation, which is category 1, category 2 et cetera. You are talking about developing an industry.

We must, Mr. Speaker, also have within that context training facilities. If Barbados wants to really develop a civil aviation industry, we cannot dismiss the critical importance of having training facilities that trained in various areas. We are not talking about opening a school for pilots to do a four-year programme to be a commercial pilot or a five-year engineering aeronautical school but there may be training facilities that are needed to augment what is done at the small aircraft club in Barbados, for example. Also a lot of training is done on assimilators I think they are called and we can also build out those kinds of facilities here. We must not limit ourselves to just what we can provide for those who exist in this 166 square mile area but must also have a vision of what we can provide for the rest of the Caribbean and the rest of the world, so I fully

support the call for us to have a civil aviation industry and a real focus on it.

The other aspect of it, Mr. Speaker, is in relation to the private aircraft industry in Barbados. Maybe there is merit in saying that we need to have category 1 so that these aircrafts that are registered in Barbados can fly into the United States of America - most people want to go to the United States of America - but I also want to see as we march towards a more resilient international business and financial services sector as we roll out more programmes on the immigration side that target high net-worth individuals and as our tourism sector grows fully into the high-end side of the tourism sector that we are able to not just accommodate more private jets that fly into Barbados but that we get towards the point where there are more and more that are registered in Barbados where they realise that Barbados is the hub from which they can operate. These things, Mr. Speaker, must be part of that vision for developing a civil aviation industry so the conversation has to go much wider than the Honourable Member for St. Michael North has sought to take it thus far.

Mr. Speaker, as we look at what we are trying to achieve here, much has been talked about the International Civil Aviation Organisation (ICAO) which I believe was established as a United Nations body back in 1944, so it has been around quite a long time. They are responsible to look at matters of administration and the various conventions of governance issues related to the International Civil Aviation Convention, which I think, was done in Chicago back then.

It is a very significant thing, Mr. Speaker, because what the Honourable Minister is guiding us here on is the fact that Barbados is prepared to adhere to the highest possible standards. It is a journey that we are on. We cannot achieve everything overnight but at least we recognise that the International Civil Aviation Organisation for civil aviation matters and we are prepared to be guided by them. I believe that in the brief I would have seen on it, the primary aviation legislation, operating regulations and aviation systems, security issues and what not, that the International Civil Aviation Organisation today, just like the Barbados Government, in matters of aviation looks at issues such as safety, convenience, and of course environmental or financial sustainability of the airlines that we fly on.

I say that we must look at things in a broader context just do not narrow it to Barbados alone because we are part of a world that is very dynamic, technology is really ramping ahead, people want to get from Point A to Point B as fast as possible but as safe as possible and we cannot talk about building out a tourism sector or an international business sector and then do not have the right kind of overarching infrastructure and support systems to get our

people around the world and we do that fully within the ambit of what the International Civil Aviation Organisation provides around the world, so our changes to legislation today, Mr. Speaker, is part of that journey as we go forward.

Mr. Speaker, we need to look at the context in which the aviation industry globally is rolling out. I am told that the aviation industry globally has currently about 58 million jobs in the aviation industry globally. We only want a small portion of that in Barbados and we can get it but we have to make these changes to the legislation so while there are those who focus on category 1, which by the way, Mr. Speaker, my understanding in achieving that is really that we ought have an airline based in Barbados that wants to fly into the United States of America because as much as it is International Civil Aviation Organisation issues a lot of it is driven by the Federal Aviation Administration of the United States of America so really and truly it is who wants to fly into the United States of America and that we must have an airline in Barbados that the Barbados authorities regulate. We do not currently have that. The last one I believe was REDjet which really and truly did not for all intents and purposes get off the ground. The reality about it is that while we could talk about the category 1 and you hear all of the excitement from the Honourable Member for St. Michael North, let us look at some more substantive issues upon which this economy and society ought to be judged when it comes to civil aviation matters and rolling out and developing an industry.

We are not saying that Barbados must not get category 1 but there are a lot of things that have to be done to get towards that and the Government has done things and continues to do things. It cannot be a matter of reflecting just upon what the Honourable Member for St. Michael North who occupied that ministry for seven days and six nights did back then, there are more substantive matters. Mr. Speaker, as we look towards what is happening globally, as I said 58 million jobs in the industry and some US\$2.4 trillion annually in business activity taking place but we do not realise... We look at the flights coming out of Barbados on a daily basis, we are a very small portion of the 100 000 flights that take place on a daily basis around the world. Barbados is playing a part in our role with the International Civil Aviation Organisation apart from the civil aviation issues and we want to ensure that even though we get only a few out of the 100 000 flights on an daily basis that each and every one that comes in and goes out of Barbados do so in a very safe manner and with the competent authorities around while supported by the right piece of legislation to do their job.

Mr. Speaker, I am told that every year there are about three billion passengers that fly around the world, that is about 40 per cent of the world's population, a significant amount. We are getting a fair share but we want

more of them but we want them to arrive here safely and those who leave this island we want them to go safely as well. As we talk, Mr. Speaker, about building out a civil aviation industry you must have a good glimpse into the environment and the market within which you are functioning.

12.25 p.m.

You cannot build out a business without first doing some research into the market in which that business is going to function, you have to do a SWAT analysis of where you want to go to. Mr. Speaker, as we look around and see that there are three billion people flying around the world, 100 000 flights per day, 58 million jobs, Barbados is therefore doing the right thing by positioning itself in growing out a sustainable civil aviation industry.

Mr. Speaker, for those who talk about the risks, a small point where every time a disaster or some other kind of incident happens people usually panic, the reality is that it is actually safer to fly in an aircraft than it is to drive a motor car. The chances of an incident occurring in an aircraft, if I reflect upon the last set of statistics that I saw, was about one incident in about 2.4 million trips; out of every 2.4 million trips somewhere there is a one per cent chance of something happening, which is very profound. Sir, we do not want anything to happen but certainly when compared to other modes of transportation it is the safest way to travel. Mr. Speaker, herein that could not have occurred unless Barbados had committed itself, like the other 191 Member States of the International Civil Aviation Organisation towards that body and adhering to the rules as far as possible.

Sir, I do not want people in Barbados who have been forced to listen to my friend, the Honourable Member for St. Michael North, to leave this debate thinking that this is only about getting Category 1, it is not. I would like the Honourable Member to get category one when it comes to political intelligence and commonsense because one has to realise that we have to get serious about our work. We are talking about taking this society 50 years after Independence to a new level. One of the founding leaders of this Democratic Labour Party was an aviation man himself. The late Right Excellency Errol Walton Barrow was a man who took to the skies. Perhaps that explains his great vision that he had for Barbados, the fact that he was able to take this island from a village and get it to punch above its weight and to soar to higher heights, I do not know, but as we reflect upon our 50 years of Independence, I think we can do much more towards making a paradigm shift towards developing a civil aviation industry.

Mr. Speaker, we have done well in tourism, we have done well in International Business Sector and the State has identified this as another sector that we will grow out.

Perhaps we need to disabuse our minds a bit and stop linking civil aviation with tourism, civil aviation perhaps is the overarching structure that gets the tourists here and there but it is not the be-all or end-all of what we are talking about. Sir, tourism is perhaps byproduct of a vibrant, well-regulated, adequately financed and properly staffed civil aviation industry on a global level and Barbados is not shying away from its responsibility in continuing along that trend. We are satisfied that as a nation we can do better in this area.

Mr. Speaker, I fully support the work of the Minister of International Transport, his technical advisors, the folks who work in civil aviation in Barbados and to say to all and sundry that Barbados is committed to the work of the International Civil Aviation Organisation. More importantly, though, we are committed to building out a strong and sustainable civil aviation industry, one that can really grab ahold of the talents of our young people, and one that can create new opportunities for them in this global industry.

Mr. Speaker, really and truly, we are talking not just about creating opportunities for them but by extension creating opportunities for this nation. There is no reason Barbados could not aspire to be the civil aviation hub in the Eastern Caribbean or in the Caribbean as a whole and we have identified the things we need to get there. Mr. Speaker, while this legislative reform is perhaps not one that would occupy many pages in the documents before the Honourable Chamber, it is profound in the sense that it forces us to open our minds and our eyes to recognise the great potential of this civil aviation industry and to march towards that.

Mr. Speaker, with those few words, I am obliged to you, Sir.

SUSPENSION

Hon. J.D.E. BOYCE: Mr. Speaker, I beg to move that this Honourable House be now suspended, to be resumed at 2.00 p.m.

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

The question was put to the Honourable the House and resolved in the affirmative, without division and Mr. Speaker suspended the Sitting accordingly.

12.35 p.m.

RESUMPTION

MR. SPEAKER: Yes, Honourable Members. This Sitting is resumed. When the Suspension was taken, we

were on Government Business, Order No. 21, and to that we shall return. Yes, the Member for St. Michael South East.

Miss S.J.O. BRADSHAW: Thank you, Mr. Speaker. I rise to lend my voice to the Amendment to the Civil Aviation Act, CAP 288B. I listened attentively this morning to the Honourable Minister of Tourism and International Transport in his presentation regarding the Amendments, and from this side you would have heard the Honourable Member for St. Michael North indicating that the Barbados Labour Party has no opposition to the Amendment. It is a relatively straightforward Amendment, and I believe we do appreciate that over time there have been changes within the aviation industry. Certainly with respect to the issues of safety as it relates to airlines, this would require from time to time Amendments to be made to upgrade our existing legislation. The initial Act would have been 1998, and a series of Amendments would have taken place, particularly because of our relationship with the international organisations and our requirements to subscribe to ensuring that we have certain safety requirements that meet international standards.

Mr. Speaker, the Civil Aviation Act would have been amended in 2007, and back in 2007 there was extensive debate in this Chamber, both by the Honourable Minister who is now responsible for the portfolio and by the former Minister of Tourism who was a representative of the Barbados Labour Party at that time. When the Amendment to the Act was introduced, I had the opportunity to read the Hansard Report of that particular Debate in preparation for today, and in reading the contribution of the present Honourable Minister of Tourism, much of what he said today he said back then. He described at that time, in criticism of the Barbados Labour Party Administration, a scenario where so much time had been spent on the area of tourism that little attention was being paid to the area of aviation. In fact, he rehashed his earlier speech and described it as the Barbados Labour Party not paying attention to that particular area and treating it as if it was a Cinderella. Therefore, here we are today with the Honourable Minister now holding the portfolio for the Ministry of Tourism and obviously having aviation under that.

Mr. Speaker, I am a little concerned that perhaps the Minister ought to reflect on his own performance over the course of the past eight years as well, because it would appear that this Administration, particularly this Minister, has sought to treat this area as though it was the Cinderella Ministry of this Administration. I say that, Sir, because when I look back at the Democratic Labour Party's position in the last Election -- and I do so by way of its Manifesto -- there is absolutely nothing in the Democratic Labour Party's Manifesto which addresses the area of aviation. I often reflect on this document, because I know

Members on the other side have not taken the opportunity to read what they promised the people back in 2013. There are at least two pages talking about what the Administration would be doing in relation to tourism, but this document seeks not to provide any insight by the current Administration as to even an understanding or a peripheral approach toward the area of aviation. Mr. Speaker, I believe that speaks volumes to the current Administration's approach to the aviation sector since it took office.

It did not start here, Mr. Speaker, because I believe in that same Debate, mention was also made of the fact that the Barbados Labour Party came to office and when it did so, it came to office against a background where the Democratic Labour Party had not acted on the British aerospace study of 1991. In fact, that study had been allowed to languish, and it was the then Barbados Labour Party Administration that had to then put in place a number of measures to be able to, as you would have heard earlier, bring the airport to the condition that it is in today. The Barbados Labour Party would have expanded the airport at that time, and created more airlift and also more gateway, which obviously is the reason why for the last eight years we have said to this Administration time and time again that it has a responsibility to ensure that it increases not only the airlift, and not only that it is supposed to pay its creditors on time to keep the good name of Barbados in good standing amongst its creditors, but certainly to ensure that while you are getting more airlift you also expand the infrastructure of the Grantley Adams International Airport.

Mr. Speaker, given that I can find no vision anywhere articulated by the Democratic Labour Party Administration in relation to aviation, it therefore does not surprise me that the Honourable Minister found himself at pains to point out what exactly was the vision for the aviation industry. While I am sure the Honourable Member for St. Lucy would jump at the idea that others now share a view that there should be an airport in St. Lucy, and that this is now not only his pipe dream but certainly is now shared by others who, if I am correct, may not necessarily need Town and Country Planning permission to set up the airport down in St. Lucy, the fact remains that this Administration continues to make pronouncements about things that it would like to do. However, this Administration does not tell the country how it intends to achieve what it says it would like to do. We have no difficulty if you say there is going to be an expansion of airport facilities or further infrastructure, but explain to the country by way of whether it is a study that has been done, some sort of cost analysis of it, and how it is that this Administration, given all that we have heard about the constraints the country faces at this point in time, intends to basically move this country forward, in particular, the aviation sector. The Barbados Labour Party will join you if it is that we can appreciate fully what it is that you intend

to do in the aviation sector, but to come here today and say there is a pre-feasibility study for an airport down in St. Lucy and that investors are on the outside looming to come in, and that one local investor is in the midst, is to give a suggestion that these things are on the table. If there is a study, then we want to know how much the study is costing. We want to know when the groundbreaking ceremony is going to happen, because we know that this Administration is famous for groundbreaking ceremonies and then nothing takes place thereafter.

We appreciate the resurfacing of the runway, but again I ask what is the cost implication of so doing. We appreciate we have people here who can do it. We have no difficulty with that, but if it is that you are going to say to us that these are the list of things that we see have to happen in the future, I would ask this Administration to take us on a journey as to the step-by-step process, the cost analysis that has been done, so that we and the people of this country can feel comfortable that this Administration actually knows that it is going to achieve the things it has set out to do. Mr. Speaker, I am all for the expansion of Grantley Adams International Airport. I have travelled frequently and I appreciate that in other territories across the world airports have become a port through which persons spend money as they are traversing, whether as passengers staying for a few weeks, or persons going onto the other ports of exit and entry to be able to reach their additional destinations. However, again mention is made of expanding the shopping experience of passengers, and I ask the Honourable Minister in his wrap-up to perhaps take us through where we are as it relates to the costs that are going to be involved in the expansion of Grantley Adams International Airport. Where is this money going to come from? What is the time frame through which this study or the talk of this expansion is intended to take place? We are seeing in neighbouring St. Vincent a building-out of their new international airport, which no doubt will have implications for Barbados. It is already the talk of the town, in relation to persons who are travelling, that St. Vincent will have a new airport very shortly. Therefore, I think these are genuine concerns which the people of this country have. Yes, get us excited that things are going to happen, but certainly take us into your confidence and say exactly how it is that these things are going to happen.

When we talk about things like the jet bridges, the Honourable Minister indicated about four years ago that jet bridges were coming. Of course, on that occasion he indicated that it was around \$20 million that was going to be spent on these jet bridges. There was no indication then, and no indication today, as to whether this money has been budgeted, and maybe the Honourable Minister of Finance may want to enter this Debate to indicate where the coppers are going to come from because we on this side have totally agreed that the jet bridges need to come but we would certainly appreciate a fuller understanding of where

the money is indeed going to be coming from and if, in fact, it is even realistic that we can expect in the foreseeable future that jet bridges are going to be the order of the day at Grantley Adams International Airport.

Mr. Speaker, it is perhaps in the interest of persons who are disabled particularly because we have heard of stories of persons having to be lifted down the steps. We have heard of stories of persons having to go into the Goddards' truck to be lifted off the plane and, Sir, on both sides of the House, we appreciate that those things need to come to an end but again, it cannot be a thrown out figure of \$20 million without any full appreciation by anyone as to where the money is going to come from and how many bridges are we going to get for it. Are we getting two and a half, are we getting five or are we getting. Sir, from all the studies that I have seen, it is also going to come with a re-organisation of the Grantley Adams International Airport. Sir, in most countries, in most jurisdictions both in the Caribbean and outside, you would note that usually the jet bridges are on a higher floor and then you come into the main lounge in terms of arrivals and also departures. Sir, again, it sounds to me as though this will come at a considerable cost and for the benefit of all those listening, we would just like to know if this is realistic and what is the time frame within which this is actually going to happen.

Mr. Speaker, I have a particular Concern as it relates to where we are going particularly with the airline carrier, LIAT. Sir, I say so because I am perhaps the baby in the Chamber and one who has perhaps had the opportunity to mix the most amongst persons of other territories both in the cultural industries and otherwise and one of the peeves that I have is the increasing cost of air transportation cost throughout the region. It is becoming increasingly costly for persons to get from one territory in the CARICOM region to another. Sir, whether it is that individual countries are holding on to nationalistic approaches and therefore are not pushing forward the agenda of CARICOM integration, I believe that we have to ask ourselves whether we are serious about integration because LIAT stands to service the entire Caribbean but we cannot sit idly by and ignore the fact that there are constant concerns and constant issues with whether it is the timing of the arrival of the aircraft, whether it is the delivery of service, whether it is the fact that there are criticism online about the scheduling of the planes and we have a responsibility to our people particularly a generation that is coming up that we are encouraging to embrace Caribbean integration to ensure that an airline that is so important to not only our trade but our relationship with our neighbours is actually working. There was a time when the Barbados Labour Party had a leader who was at the forefront of CARICOM and maybe the forefront of CSME. We do not hear the similar representations being made, through you Mr. Speaker, I want to address the Honourable Prime Minister. I believe

that it is time that Barbados has a voice again in relation to Caribbean integration and in particular as it relates to LIAT because it does all of us an injustice when we hear these criticisms being levelled but we do not have any positive advancement of an airline that is that is so critical to the movement of our people throughout the entire region.

Mr. Speaker, I say that it is almost a backward step for us to be taking when we are speaking so much about movement of people, moving towards better trade relationship throughout the region but we cannot get it simply right on the issue of air transportation between the various States in CARICOM.

Mr. Speaker, I say that there have been studies that have been done which have indicated the steps that need to be taken by our leaders and by the policymakers to move in that direction. We appreciate that what has been happening over the course of the last couple years and perhaps the last couple of decades has been that Governments have paid monies to ensure they were enable certain routes to come to their particular territory. Sir, instead of us taking an approach which ensures that we get value for money, that routes that are profitable, that we deploy as much resources as we can on those routes instead of taking a typical Governmental approach to it, perhaps we need a more private sector attitude towards encouraging LIAT airline industry to be able to work to the benefit of our people. I urge the Honourable Prime Minister to certainly not be silent on this issue because it is too important and I do believe that deep down he shares a similar sentiment that this airline is perhaps integral to the further development and advancement of integration as we would like to see it in the region.

Mr. Speaker, much has been said about the issue of Category 1 status and for a moment I was a little confused by the Honourable Minister of Tourism because he sought to convey the impression that it was not that important. Sri, I take the view that if other territories in the Caribbean are advancing with category 1 status and Barbados has been known for punching above its weight, it has been known for blazing the trail, particularly in the Caribbean, I find it a little odd that we would sit on our laurels now and decide that category 1 status is not so important to us, that according to him, we are developing an airline industry and aviation industry but it would stand to reason that the two go hand in hand. I could appreciate if the Honourable Minister said we are working towards Category 1 status while we develop the civil aviation industry in this particular way. Again, all we ask on this side is that there is clarity, there is clarity of thought and there is clarity of approach but instead, we are given the impression that do not mind the other island in the Caribbean have it, Barbados does not have it, and it is nothing for us to worry about.

Mr. Speaker, equally, it is not that we can sit on this side and we can say that administration is getting all the other parts of the puzzle correct and, therefore, we can accept blindly that it is okay that we do not have the Category 1 status.

Mr. Speaker, I want to take you back to the same debate when the Civil Aviation Act was amended in 2007. I want to take you back there because, at the time, the Honourable Minister of Tourism and International Transport at the time indicate to this Chamber that Barbados was on the verge of obtaining Category 1 status. The debate took place in October 2007, and the Honourable Minister gave the assurance at the time that by December 31, 2007, this country would have have obtained Category 1 status. He indicated that a number of the requirements that would allow us to reach that threshold had either been complied with or there were at least 80 per cent completed. I want to take you through some of those requirements, Mr. Speaker, for the benefit of the Chamber.

Mr. Speaker, one of the things he indicated was that personnel requirement had been satisfies, flight operation inspectors had been appointed, aviation security inspectors for the aerodome were appointed as well as air traffic inspectors, 80 per cent of the technical requirements had been fulfilled and at the time, when he was amending the legislation in 2007, those amendments to the legislation was intended to ensure compliance with international obligations.

Mr. Speaker, that was 2007. The Barbados Labour Party left office by 2008. The Democratic Labour Party became the next administration. I would love the Honourable Minister to let this Chamber know what has happened since 2007 because my reading of it is that we had situation with 911, where additional safety required have been imposed on countries throughout the world but 911 came in 2011, so the Democratic Labour Party came to office in 2009 and therefore, if my maths is correct, would have had three years prior to any additional requirements being required ...

Asides.

Miss. S. J. O. BRADSHAW: My apologies, Sir, my apologies. Since 9/11, we have had a situation where addition requirements have had to be imposed on various member states.

Mr. SPEAKER: Let us hear the Honourable Member, please.

Miss. S. J. O. BRADSHAW: As a consequence of that, this Administration still needs to explain to this Honourable Chamber why nothing has been done in this area since then because we are only seeing amendments of

the regulations coming last week. That is the first time that amendments to the regulations have come. The problem with this Administration, Mr. Speaker, is that it does not like to have pointed out to it that it has been the Administration for the past eight years and it came to office with a slew of proposals, policies and recommendations left there by the Barbados Labour Party that allowed it to be able to take the proposals and run with them, to continue what had been started. They do not like to hear that because it is a poor reflection on their Administration and the Honourable Prime Minister instead of asking me when 9/11 was should perhaps speak more on the issue of integration in CARICOM.

Asides.

Miss. S. J. O. BRADSHAW: Mr. Speaker, I know the Other Side does not like when I highlight their deficiencies but it is necessary to highlight their deficiencies because it is a reflection of where we are as a people.

Asides.

Mr. SPEAKER: Please, please, Honourable Members, let us hear the Honourable Member speaking, please. Honourable Member, please continue.

Miss. S. J. O. BRADSHAW: Thank you, Mr. Speaker. It therefore means that this Administration has allowed a situation to develop in this country where it is clear that even in the wrap up the Honourable Minister is not going to be able to explain to us what has happened because whether or not conditions have been imposed, we are still years later behind in advancing a sector which, we all agree, is important for tourism, it is important for international business and it is important for trade. We can go through all the notes of all the previous debates and we will see where both Administrations have contributed in some way big or small to the development of the sector, but in 2016, eight years after you have been the Administration, you need to tell this Honourable Chamber and the people of this country what is it that is happening in the aviation industry that gives them the confidence that as just another sector in the economy that you are doing enough to propel this sector along with all the others. Mr. Speaker, that is the difficulty that I have more than anything with the nature of where this debate has gone. The Honourable Minister spoke to a number of airlines that he is in discussions with that are being added to the fleet of services being offered here and the other issue that concerns me is the issue of this Gol Airline from Brazil because much has been said about this airline, much defence has been made of it by this Administration. We have held photos up in here of 50 passengers on a flight coming from Brazil, we have asked questions over and over again: are you getting the value back in terms of

visitor spend from the passengers coming to Barbados from Brazil? Do you have the resources both marketing and promotion to ensure that the amount that you are paying out to the airline to come here is giving you a return on the investment and finally we are now seeing the termination of this airline from Brazil at the end of August. The Prime Minister can say that it is a suspension, it is coming to an end and I am sure the people of this country can appreciate that they have suspended or terminated this airline because this route is unprofitable because the Barbados Government does not have the resources or the foresight to have recognise that the money that it was putting into Brazil needed additional support to ensure that the airlift that was coming out of there gave a return on the investment but you see, Mr. Speaker, it is like my grandmother saying, child you hard ears, you do not want to listen and does so repeatedly because you are not listening to the advice that is given. We on This Side has repeatedly said to this Administration, the money that you are putting into the airline could be better spent elsewhere. If it is that you have additional resources, put it into the promotion and marketing if you are going to spend the money there, but it has taken us all of this time to reach this position, Mr. Speaker. I will be perhaps travelling on this airline in the next few weeks, not to Brazil, the Honourable Minister need not get excited it is not to Brazil. It is, in fact, to Tobago, because the Pinelands Youth Soccer Academy youth are travelling to Tobago and conveniently the airline is perhaps the cheapest right now on the route from Brazil to Barbados to Tobago and perhaps would give the airline the opportunity to have maybe more seats that it has had in its entire duration of operation. I would be able to report the Honourable Minister on that trip to Tobago.

Mr. SPEAKER: Honourable Member, you have five minutes in which to conclude.

Miss. S. J. O. BRADSHAW: That is fine, Sir. I just wanted to make those quick interventions.

My final comment relates really to the latest to trendy transportation sector. I am seeing more and more a traveller coming to this country that is prepared to take public transport, whether from the airport to the hotel, from the hotel, guest house or the apartment back to the airport. I believe it is time that we have a serious engagement with respect to public transportation as it relate to the linkages with aviation. We have to become more aware that people are making and planning from early on, in terms of their travel arrangements, deciding when they get to a destination, what method of transportation they are going to be utilising, if they are going to be having a tour operator pick them up, somebody from the hotel or if they themselves want to make their way to their particular accommodation. I think a serious discussion needs to be had with the Ministry of Transport and Works as it relates to linkages between the public transportation system and

the scheduling of the airlines to enable persons who may want to take advantage of that particular method of transportation to do so but we also have another issue that we need to be mindful of because the Transport Board cannot provide all of the transportation. Given that this Government is now on the rampage giving out licenses left, right and centre we may find ourselves in a situation where a number of the operators that now have these licenses and persons who would have had licenses before may need to be engaged in a discussion to be able to provide some of the transportation that is required by some of the people who are coming in. If, in fact, the Honourable Minister is correct that we have this flooding of people coming to our shores, then again these are issues that I believe we need to look at.

My final point will be that I think that this Administration in coming to this Honourable Chamber pronouncing on these things, telling us that there are tourism master plans that we have been hearing about for the last five years but have not seem to have gotten the approval of Cabinet, have not been able to come to this Honourable Chamber, pronouncing on airports in other parts of this country, we need to hear the costs. We can only agree to things and work with you if we appreciate fully what it is that these things are going to cost. Again I will make a plea that our Standing Orders enable us to have committees to discuss these things jointly and these are issues that I cannot see that there will be a divide on in this Chamber but there are issues that I believe, on Both Sides, we have views that we may want to express to be able to take this country forward. The Standing Orders provide for it, it only requires the political will of the Government to be able to ensure that these types of committees can exist and, of course, the Leader of the Opposition Business.

I thank you, Mr. Speaker.

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

Hon. C. P. SINCKLER: Mr. Speaker, I just wanted to say a few words on this particular matter before the Chamber and in doing so, to offer my congratulations to the Honourable Member for St. Michael South Central, of course, the Honourable Minister of Tourism and International Transport for the outstanding job which the Minister and his team at the Ministry are doing in relation to our tourism, in particular, but of course very critically, together with that the international transport sector particularly aviation part of it and others. I think that though we have had, I think, a reasonably unfortunate discourse from the Opposition particularly the Honourable Member for St. Michael North when he spoke about Barbados status and classification... We like these things because we believe that in order for there to be acceptance of what we do that we must have somebody externally say

you are Category 1 or Category A or Category B or whatever. I presume that is part of the process that has to be engaged. I think I did hear somewhere in between there suggestions, if not explicitly, somewhere implicitly that Barbados' airport may not be considered to be a safe place. In fact, I think the way how they framed it is that people need to know that they are coming to a safe airport. I think that is how it was said so it was not explicitly said but the implication of the statement was somehow or the other that the airport that we manage, the Grantley Adams International Airport, the only one on the island is not entirely safe for Barbadian citizens and visitors alike. It is a very dangerous and unnecessary comment but we have come to expect that from the Opposition. I say that not likely because it is not something that we should come to expect from a responsible Opposition in relation to matters of that nature.

Barbados' standard in terms of safety, regulations and operations at our airport have all passed international standards, have been considered to be of acceptable and above acceptable levels and therefore I think that message should go abroad from no less a place than the Parliament of Barbados or it should not be set abroad from no less a place in Barbados that anything other than that is the truth, and therefore I believe that we should all frown on any attempts explicit or implicit to try to do so.

I have heard this debate about the Category 1 status. For some time when I was Minister of Foreign Affairs and Foreign Trade I hear this debate as well and I enquired and did go on the Federation Aviation Administration (FAA) site and read a number of stuff about this thing, not that I understand the whole lot of it because it is a lot of technical stuff, but in meeting members of the Civil Aviation Department staff when they come to Estimates and we have to have a discourse on these matters they pointed out a number of issues that Barbados has had for a number of years. Now, I heard the Honourable Member for St. Michael South East proclaimed a repetition of what the Honourable Member for St. Michael North said that when he was Minister or when they left office they were 80 per cent ready to be categorised as being put into Category 1 status and all that was left to be done was the paper to be signed off on and Barbados would have gotten and they do not know what has happened since then.

Mr. Speaker, that is not quite my recollection of the files that I read because I know that that is not entirely the case. In fact, if you take the issue of staffing, for example, this has been a bugbear for the Civil Aviation Department as it has been for the Air Traffic Control Department at the airport. It has been around for a very long period of time. Indeed, we inherited a situation where in that very Air Traffic Controller Department a number of people were in there acting or considered to be temporary without any permanent status, posts had not been created or were not

created or are still to be created. The Honourable Minister has been working on that, I know, with the unions and so forth, so these are issues that have been going on for example where personnel issues are concerned.

The reality is too that because of the highly specialised nature of what you are dealing with, it is not as if you can wake up one day and go out there in a barn somewhere or in some shop or on some tree and pick these people. These are highly specialised positions. There has been training for them. We do not have a whole lot of that talent around here or in the Caribbean even though we are developing it and it takes time to get people to the standard levels that they would be considered to be acceptable after having passed all of the various tests, examinations and so forth that they have to do to get the accreditation, so we should not give the impression to the public...

I must say that where there are gaps we would hire in external talent external of the region or even external to Barbados, but we should not give people the impression that it is a matter that can be solved just like that overnight because the truth is certainly in relation to trained, competent personnel that have been certified in their fields of operation it is not as easy and simple as giving a speech in Parliament even if the notes were provided for you like the Honourable Member for St. Michael South East who, thank God for lunch, was able to go downstairs and get the notes from whomever gave her in the yard. One thing you cannot trouble the Honourable Member about is that the Honourable Member has very good reading skills. She can look at a paper, retain and read back what she has seen on the paper even if she does not believe in or understand what she has read.

Asides.

Hon. C. P. SINCKLER: Yes, she looked at the paper wrong so the Maths, the English nor the History was good in that particular regard but I forgive the Honourable Member because the Honourable Member admitted that she is the baby of the House so I forgive her for that.

The point, Mr. Speaker, is that if we want to move towards the classification or the designation of Category 1, it is for a particular purpose. I believe the Honourable Member for St. Michael North said so. The Honourable Member admitted as much. It is for a particular purpose.

Asides.

Hon. C. P. SINCKLER: Yes, he said they chased away the FAA but he chased away the FTC too and up to now he does not know why it is that he chased them away or they chased away him. The fact of the matter is that if we want to go for that, we know we have to go for that and

we should aspire of that if that is what we want. I do not know if that is really the thing, but if that is what we want...

What we want to have as a country absolutely in terms of our central principal objective is to have a world-class international airport that is functioning at the highest possible levels given our resource constraints but at the highest possible levels with the highest possible levels of safety, comfort and organisation. That is what we should aspire to. If in achieving those goals somebody decides that we are Category 1, Category A or whatever, thank God for that, but our principal objective is not to get on any list in the United States of America per se but to achieve the things that we know an international standard airport ... our objective as a Government and as a people. If we are saying as an adjunct to that that we want to develop a competent well-organised and profitable aviation sector particularly from the perspective of having carriers registered from Barbados to fly into the United States of America or in any other part of the world or having other carriers registered elsewhere to fly into Barbados, then we know what we have to do to accommodate that and we have to do it.

One of the things that I have always said, and I have been fortunate enough in my life middle as it is now going into the middle years, is that I have been able to have the fortunate opportunity of travelling practically all over the world. In fact, we used to make a joke in the civil society that the only place that we have not gone is where a plane cannot land.

2.48 p.m.

Unlike some people in the Opposition who want to get into Government so that they can travel, I did all my travelling when I was in civil society, so that travelling does not appeal to me at all now. Mr. Speaker, having travelled all over the world, I have made the observation that other people who had the opportunity and the privilege to travel have also made, that is, if there is one thing that is never finished constructing is an airport. Sir, an airport is always in perpetual expansion, there is always some place blocked off or they are always building something someplace else.

Sir, the reason is that there is and will continue to be as living standards improve among citizens across the world. Mr. Speaker, let us take, for example, there are over one billion Chinese and the living standards are being raised as China is doing a lot better and is becoming an economic superpower, more people are travelling, more Chinese are travelling, more Indians are travelling, more Barbadians are travelling, more Caribbean people are travelling. Sir, as standards of living increase and a lot more people have the privilege and opportunity to travel, it means that the airports that we constructed 10, 15, 20, 30 or

40 years ago can no longer stay as they are because they have to accommodate and provide for the accommodation for increased levels of passengers for higher; they have to accommodate and provide for bigger and more powerful flying vehicles in terms of airplanes, and people are now far more demanding of what they want. Sir, people now want airports to look like malls when they enter them, they want all the modern services. You now have to specialise in providing areas for persons who may be of diverse religious orientation for them to have their prayers. All of these things have to be provided for in airports, so that an airport can never be really be finished, it is an ongoing project and as the business grows it will expand.

Sir, Barbados is no different, therefore there has to be a continuous plan of improvement and upgrade not only of the physical infrastructure but also of the instrumentation of the human resources available and of all of those things that are critical for the functioning of a modern international airport. Mr. Speaker, the Grantley Adams International Airport is no different, so that Governments of Barbados have seen it fit over time to allocate resources to airports for them to be able to do the work that is necessary to keep them relevant in the aviation and tourism business and long may that continue.

Mr. Speaker, some of the biggest projects undertaken by most Governments in the world have been the expansion of their airports. Some of them have got a lot of people in trouble too, I can tell you that, because we know of one country in the Caribbean where some of that occurred, but airports are big infrastructural installations and they cost a lot of money. Sir, constructing, maintaining, expanding and operating an airport is an extremely expensive piece of business in which to engage. Mr. Speaker, I heard the Honourable Member for St. Michael North East making the point but one of the good things that we have had is that the Grantley Adams International Airport Inc. has been able to put our airport in a position where it has been at least been able to meet its day-to-day operational costs from the fees and other things that it charges for the usage of the space that people occupy there, and long may that continue.

Mr. Speaker, as the shareholder representative, the Government of Barbados, they have not paid me in the Ministry of Finance and Economic Affairs a dividend. I am saying that advisedly to the Minister of Tourism and International Transport in the hope that I could twist his hands a little bit so that the Honourable Member could put something into the Treasury. I heard everybody up there, the workers, the unions and everybody else having their eyes winking at the little tra-la that they make when the year comes, but I have to remind them that I am a shareholder who would like to get a little bit of the change that they are making too.

Mr. Speaker, I make the point that we in the Ministry of Finance and Economic Affairs and certainly the Government generally, even though like anybody else we would like to have a dividend paid out and to put some money in the Treasury to help to do some other things, we would be more than happy, we are more than happy to support the airport's reinvestment of whatever profits it makes after taxation and after it meets its statutory liabilities, to ensure that the very things to which I have just alluded can be done at that airport.

Mr. Speaker, I give the assurance to the Minister, even though I do not have to, but I give the assurance to the Honourable House and to the country, as the Honourable Member for St. Michael South East has asked for, that we will stand four-square behind the airport in its expansion plans, in its upgrade plans and in its improvement plans, providing by way of guarantees or whatever we have to do as the airport approach creditors and investors to be able to do the work to ensure that it continues at the highest possible level and that it is even able to exceed those standards that it has already set for itself, standards which have been considered to be very high. Sir, that is our position in relation to the airport.

Mr. Speaker, I feel, for example, that one of the things that has been affecting us at the airport is a matter that cuts across both International Transport, airport management and Customs is that we have to do a far better job. Sir, I know that the Minister is working on this, together with the Office of the Prime Minister, the staff, everybody else including myself, about operational flows in the context of the Grantley Adams International Airport. It has not been raised here too much here today but I think that as an responsible Government we have to let both the local and visiting public know that we are not at all enthused by what has transpired in recent times in relation to the long lines that people have seen when coming through the airport, through Immigration and Customs. It really is a bother to many of us, we have discussed it at Cabinet, we have had meetings with the relevant authorities and we need to find a more effective way to do it.

Mr. Speaker, space allocation needs to be worked out. Sir, I know that as a part of the Master Plan for the airport expansion that was one of the critical issues discussed by the consultants who were looking at that in terms of the space allocation for Customs and Immigration because the operational flow of how we move people into and out of the airport safely, of course, with the ever important variable of national security in mind, including the comfort of the persons who have to use the airport, either local or visitors, that that needs to be borne in mind. I think that as we begin to approach new methods of dealing with this, we are going to have to find a way to expedite the movement of passengers, without compromising the national security of Barbados.

We are working on that because I think that is absolutely critical, the Minister of Tourism and I have had internal discussions about this, we have spoken to a number of our official institutional partners and we are looking at a plan that if we can execute it in the next few months we should be able to bring some of that trouble to an end, both in terms of the level of equipment that would be available to Customs to do their job, that is by way of scanners and so forth, so that we can have most of our baggage scanned even before they get to the internal Customs areas, so that Custom Officers will be freed from having to search through bags and so forth and so on, that it can move a lot more quickly, but also to the method at which the Barbados Revenue Authority, certainly Customs operate in relation to the revenue functions at the airport in relation to Custom's procedures at the airport.

3.11 p.m.

We are knocking around a particular proposal, and I give the assurance to the House and to the public, of course, that we will meet very shortly on that, and if it is proven technically that it can be done, I believe that we may very well have struck on a firm solution to that problem once and for all.

Aside.

Hon. C.P. SINCKLER: The other point that I wanted to make is in relation to tourism. I think this is absolutely critical because the Member for St. Michael South East made some very unnecessary remarks. You wanted to score political points of whatever value, cheap or intermediate price, and you feel that you must say certain things, but the truth is that we have always said, and it has always been an accepted principle among the policymakers and the technical people and practitioners, that we need to have a positive diversification of our tourism source markets. That has always been the policy and has certainly been the policy of the Democratic Labour Party Government, and I laud the Minister because "nothing fared, nothing lost". I congratulate the Minister on pursuing the South American and Latin American markets, because we are also looking at Central America, because it is critical that we do so.

Everybody got the jitters last week and into this week when the British voted to leave the European Union, and the pound has fallen or is falling. They got the jitters and said, "We get all our tourists from Britain," but the reason why we will continue to have jitters and nervousness when anything affects the British market is because such a large proportion of our visitors come from the United Kingdom (UK). We are happy to have them. We want to have as many from the UK, but we do not only want to have all from the UK or too large a proportion from the UK. We want to have a diversified market. I think we have been successful in attracting carriers that have now

given us back the United States in numbers, and the Canadian market again to some extent where we had fallen to such considerable lows, certainly under the last Administration and continuing into ours until we took positive action to bring it back. We have now begun to turn around the Caribbean market again. We are beginning to see these things but we need to push even further. We need to push the envelope. It is not just for the shortsighted to say, "Every year I am looking at the GOL flight and the GOL flight only has 80 people, and look at how much money you are losing on GOL." If you do it that way and if you do not take a long term approach to developing a new market, you will always get scared and shudder when you look at a plane that may come with 40 people on it, and say "I finish. I done. I am not bothering with that anymore." They want instant success, and we operate in a society where everything must happen now. Developing a new source market in tourism takes time. It is not like a barbecued pigtail. You cannot throw it on the fire, brush it with barbecue sauce and take it off and eat it. It takes time to develop. It has to cook. You have to do the work. You have to put in the ingredients if you want to have a tasty pot at the end of the day, and if you want the pot to be big enough that people can benefit from it. We therefore cannot have this approach to planning.

I understand the Opposition's thing because everything with them is a rush. They are rushing to name candidates; half of them are not worth the paper their names are written on. They are rushing to march; nobody turns up. They are rushing to put on white; somebody turns up in red. Everything is a rush. They also rushed to have the World Cup and it flopped. They even rushed to have an Air India flight, which they spent millions of dollars on, and up to now nobody can find the plane. It disappeared like MH370. It just dropped out. Nobody could find the plane. Nobody could find the travel agent. Nobody could find the passengers nor the money that was supposedly spent on this plane. The Opposition is in a rush. They want to rush into Bay Street; the rushing waters of Bay Street. They want to rush into the Prime Minister's Office. Everything is a rush. They rushed down Greenland. Just take your time. If you are doing proper public policy planning and implementation, you have to take your time sometimes. There are times when emergencies emerge and you have to intervene. Yes. However, when you are developing something like a new source market, you have to have patience and you have to understand that it is an investment now for a benefit in the future.

MR. SPEAKER: Honourable Member, you have five minutes in which to conclude.

Hon. C.P. SINCKLER: Yes, Sir. I am going to wrap up. Of course, the Honourable Member for St. George North appreciates it, Mr. Speaker, because he knows you

have to prepare the meal before you eat it. He better than anybody else knows that.

Aside.

Hon. C.P. SINCKLER: He knows that. The Honourable Member for St. Michael South East, again, rushed in to be manager of a football team, Pinelands, and they have now had their worst year in the Premier League, Mr. Speaker. They got beaten 25-0 or something like that by UWI, but not to worry, Mr. Speaker. In a little while when the time is right, we are going to relieve Pinelands of her - South East of her -- and get on with the job. We need to take our time and develop that market. The Member asked how much money we are putting into it. We went and negotiated an agreement with the Inter-American Development Bank (IDB), and the bank is prepared to spend considerable resources marketing and developing the Brazil market, because they see that there is potential there for Barbados to penetrate, as well as the Caribbean. In fact, they have said it is one of the groundbreaking loans, because they have never done that type of loan before Barbados. This is one of the first countries, certainly in the region, that the IDB has done that type of thing in terms of a country programme to go and market Barbados in that part of the world to get enough tourists here, to fill the planes and to develop that market for Barbados. We have a long term plan in relation to that, as we have a long term plan for the buildout of the airport, as we have a long term plan for the civil aviation sector and, in particular, for the aircraft industry in Barbados. We are prepared to take our time, as opposed to the instant coffee approach, and let this thing brew properly so that you have a well-balanced, properly organised, productive and profitable industry in Barbados. Sir, I think these Amendments bring us a little closer along the way to achieving those particular goals. It certainly gives a lot greater certainty to what we are doing in civil aviation, and again I congratulate the Minister, and of course the Government as well as the staff at the Civil Aviation Department in the Ministry of International Transport, for the excellent work they are doing. With those few words, Mr. Speaker, I am obliged to you.

Asides.

MR. SPEAKER: Yes, Honourable Member.

Hon. R.L. SEALY: Mr. Speaker, I rise to wrap up Debate on this matter that is before this House; this Amendment Bill. I want to start by doing some very important business, because based on what you would have heard in here from the Opposition, I would not want it to necessarily go abroad that we are dissatisfied with the work of the people employed in this sector, the very hard-working people in civil aviation. You heard questions of the quality of the offerings in the airport because of safety being questioned, and that is very unfortunate really. I am

going to respond to that. Sri, but I want to salute all of the workers in the sector. It is an industry that is driven by deadlines and it is hard work, it is a 24-hour scenario. I am not saying that everybody does not work hard but I want to salute the workers in this sector because a lot of what they are doing is in the background. It is down and dirty work and no one really remembers them. You just pick your bags off the conveyor belt and you do not know what goes on behind that, the ladies at Caribbean Aircrafts having to clean out the airplanes, the maintenance personnel at the airport and the people in the private sector that work day and night, and I want to salute all of them, again, as we build out this sector. It is important that we do that.

Mr. Speaker, much was said again about the categorisation issue and, again, I anticipated that might come and might come in the manner in which it did. Sir, maybe when I made the point about prioritising what we needed to do. We need to establish the civil aviation authority, we need to get the structures correct and in so doing, we can then deal with categorization. It is rather ironic, and if there was one point the Honourable Member for St. Michael North made that was actually quite accurate is when he said that they chased the FAA. We did not need to have categorisation because we did not have an airline, so after criticising the Government for achieving Category 1 status, he said that my Government did not want it because we had no airline nor did we have any intention of getting none, so what are you doing here? He said he chased them away.

Asides.

Hon. R.L. SEALY: That is what he said. He said you have to be strong and that you had to fly up to the FAA and tell them that we do not want you. Sir, that is true, so now we have, thanks to the Honourable Member for St. Michael East, reference to a debate when his successor, the former Honourable Member for St. Michael South, who was the then Minister, in a debate in October 2007 spoke about having completed 80 per cent of what was needed for Category 1 but, Sir, do you want to hear the truth, I had to get this confirmed from technical people. It was not even Category 1 that the former Minister was talking about. It was something call virtual Category 1 because we did not have any airline to regulate. Sir, the Honourable Member for St. Michael North was actually correct. He was wrong when he said he had to fly up to FAA and tell them that but, Sir, the people are not foolish, they do not need to hear from a half idiot like him. Sir, how could you have your regulatory system assessed and you do not have anything to regulate.

Mr. Speaker, I withdraw those words. Sir, if you have nothing to regulate, you cannot have your regulatory system assessed. Sir, that is elementary. Sir, the member came around to it. The Honourable Member said that they

had to tell the FAA do not come down here and give us any categorisation because we do not have any to regulate. I do not understand the point here but, Sir, honestly I start to worry for that member's health. All of that bitterness inside of you and the bile starts. Sir, your organs will shut down if you harbour all that bitterness inside. Sir, this Honourable Member is obsessed and just peddling in negatively.

Mr. Speaker, the tourism industry had a record year last year. This year we are trending up on last year. Can the Honourable Member say that? Sir, January was up, February was up, March was up, April was down by 4.8 per cent but, Sir, do you know why, because last year April, we had the English tour and you always get a spike for an English tour, so we knew April was going to be down slightly. May was back up, June is trending up and year to date, we are up by over five per cent. Sir, the only point he could make was that April was down and he conveniently forget to mentioned that you had the English Cricket Tour last year around that time and if you know anything about tourism, even if you live in Barbados and you are not even associated with tourism, you know that you always get a spike in your arrivals when there is an English Cricket tour, just go and look at Kensington during the match. In fact, a lot of people are offended by what they see down there because it is practically a home game for England. They sometimes have home field advantage when they play here in Barbados and, Sir, that is the reality.

Mr. Speaker, I am saying that sort of negatively, that bitterness, that constantly looking for sometimes negative to the point where you would scare people into believing that the airport or how we manage our aviation space is not safe. Sir, when you are prepared to that low, I think you need to reassess what you are doing.

Mr. Speaker, the Honourable Member St. Michael South East is researching apparently my speeches when I was in Opposition but you can check the Honourable Member for St. Philip North or the Honourable Member for Christ Church East Central, check the Honourable Member for St. Philip West and the Honourable Member for St. Philip South and you will find out that we never behave like that when we were in Opposition. You always have to conduct yourself with a certain level of responsibility because you love Barbados and you are Barbadians first, so I do not understand that. Sir, that is what we had to say.

Mr. Speaker, the virtual Category 1, the assessment that was done, it was the same result. The only critical element which we passed was one of providing primary legislation. It does not make sense if you are telling me we came to office in 2008 and we dismantle all the other critical elements that were put in place. What sort of foolishness is that, so we dismantle the regulations?

Sir, Critical Element 2 - Specific of operation regulations, criticism element three, state civil aviation system and safety oversight function. Did we dismantle that too?

Critical Element 4 -- Technical Personnel Qualification and Training. Did we dismantle that? It does not make sense.

Critical Element No. 5 -- Technical Guidance tools in the provision of safety critical information. Sir, so we burn up and tear up the manuals, apparently, that is what happened.

Critical Element 6 -- Licences certification authorization and approval of obligations. Sir, we scuttle that apparently.

Critical Element 7 -- Surveillance obligations.

Critical Element 8 -- Resolution of safety concerns. Sir, according to the Honourable Member for St. Michael North, we do not have any of that at all.

Mr. Speaker, I really do not get this. What we done as a Government is to bring on a consultation for the expressed purpose of getting the civil aviation authority up and running and by extension, certainly, the categorisation of the airport would improve because along with that, we are hoping to get airlines here, airlines to regulate, airlines that would be flying into the United States of America and airlines that would be flying elsewhere and we would have an aviation industry. Sir, that is what we did and that is what the Government is in the process of doing. Yes, we would like it to go a little quicker but the Honourable Member for St. Michael North West made the point that we are taking our time to get it done correctly.

Mr. Speaker, the private aircraft registry. The Honourable Member for St. James South spoke to that. Barbados does have an aircraft on its registry at this moment. It is an aircraft that I believe have interest in South America.

3.17 p.m.

We think we can get more and we are going to get more but we are looking to develop that business as well and the Honourable Member for St. James South spoke to that. Regarding the airport in St. Lucy, both of the Honourable Members from the Opposition that spoke tried to highlight that. It was the late Prime Minister in 2008 in one of his Budgets actually mentioned that it would be looked at. He was mainly interested in private jets, that is true, but what I spoke to was a prefeasibility study. It is a little previous to be asking for costing and numbers at this point. I was at pains to make the point, this is not an airport

that is going to be built this year or next year, we now have to look at several considerations. There is an area of land that belongs to the Government that might be suitable from an aviation point of view but there are still many other considerations. The population centres in St. Lucy, the environmental considerations, you have to store fuel in bulk at an airport. How do you handle that? The issues of the relationship between that airport that would be privately owned and the Government-owned airport. Are you going to move the private aircraft club to the new airport and that might open up the south of the runway for another taxi-way which is one of the things that is being looked at in the masterplan or has been considered by some. How do we balance these issues? We are at the prefeasibility stage and it would be pointless to put out a number now that does not make sense and I can assure you where capital costs are concerned and certainly from my time in Government I have always tried my utmost to make sure that we are thorough in preparing budgets and that we finish them on time and on budget. That is how I operate with all of my agencies and I will not have any HRL situation under my watch. With respect to the airport plans, when they are finalised, let not your hear be troubled, the costings will be made public for everyone and we will finish them on time and on budget and I would not have to come back and change the currency either and say that I was speaking in Barbados or US dollars when it was the other one. I have experienced that in here already but we do not operate like that. When the projects are at that point and we have completed our feasibility and our planning exercise, et cetera, and we have prepared the appropriate budget we would be in a position then to go public with those issues so we need not worrying about the budgeting element where the airport is concerned. I am talking about our existing airport and again, do not get too excited about anything in St. Lucy, we are at the prefeasibility stage, internal, knocking around and trying to determine if we would then have a series of feasibility studies.

Mr. Speaker, the other matter that was raise, of course, is the question of the Gaol flight.

Asides.

Mr. SPEAKER: Honourable Members, stop shouting across the Floor. We were very comfortable this morning in here. Honourable Member, please continue.

Hon. R. L. SEALY: Do not worry, we are not bothering with "She-BC" right now.

Mr. Speaker, I want to thank the Honourable Member for St. Michael North West for his intervention and putting things in correct perspective in terms of having a vision for offering tourism services to the world and not offering tourism services to a few north Atlantic countries. The Honourable Member was very modest but I will tell

you, as Minister of Finance and a Governor of the InterAmerican Development Bank to have pushed for tourism to be part of Barbados' country strategy and to get it done for the first time in the Bank and that has actually become, as I understand, a bit of a benchmark for other members of the Bank and, I think, the Honourable Member for St. Michael North West should be commended for pushing that and successfully allowing us to have that programme. If people in the Bank, technical people and people in leadership positions understand the importance of Caribbean countries offering tourism services to that large economy and very populace country I do not see why people should have such difficulty on our end. The Vice CEO, Eduardo José Bernardes Neto, we just call him Eddie, you know these Brazilian have these long names. That is why Pele has a nickname because if you see Pele's real name, a big long thing, so Eduardo, the VICE CEO has been a good partner to Barbados and he came to us. Gaol has been having issues not surprising like so many airlines. Delta just actually made an investment in Gaol. The Brazilian dollar was weakening, they were getting smashed the world over with the Zika/Microcephalie issue. These images of these babies and so on was hitting them quite hard. Apart from that they, of course, then had a political crisis of mega proportions. As you know since then, Mr. Speaker, President Rousseff has been impeached and is now in a bit of limbo while they sort out their issues and the person that has succeeded her, apparently, we are learning that he has his own issues as well too so there are political and economic issues and Gaol made a statement that they were going to suspend the flight for the time being. It is not only Barbados, they suspended flights to several destinations because they are going through a difficult period. If you know anything about Brazil and Brazil's economy you better understand that the fundamentals are still strong and you cannot confuse a moment in time for an eternity, you have to bear with them while they work through these issues because ultimately we still know that economy would still be quite strong. The Gaol flight was doing well, it was doing not so well at time, but the point is that I heard they that it only had 50 people on it but the plan used to hold just over 100 people and in the context of developing a new market, there is nothing wrong with that. Just for the record, even though the Gaol flight has already come off the system for after August, because it is going to run right through to the Olympics and so on, we still have good positive forward bookings through Avianca. The Bogota hub actually works well for people coming to and front Brazil and other parts of Latin America. The Prime Minister was in Panama lately and I think over the weekend, Pedro Heilbron from Copa was on his list of people, the CEO of Copa because we still think that there is a possibility for benefitting from that Central American hub and getting more business from out that side and in fact, all over Latin America as well. We think that this market can be developed but it needs attention and we have to bear with it. Again, this nonpoint

about supporting flights, that did not start with this Government, it did not start with the last Government talking about if we do not write a cheque to Gaol they would not come here. How do you think Virgin Atlantic started coming here? How do you think any of those airlines started coming here? You go through the phase where the Government supports airlifts and one of the reasons why we have so many airlifts is because generally speaking, we have supported airlines. What we would like to do now is to phase them out of those revenue guarantee arrangements and do co-op marketing as the service matures, but that is still a form of support as well, Mr. Speaker, so let us not fool ourselves about this.

3.27 p.m.

It has been the policy of this Government, the last Government, the one preceded that one and the one that preceded that one to support flights coming to Barbados, it did not start with this Government, and let us not pretend that oh we are wasting the taxpayers' money supporting flights. As a matter of fact, given where we are now and the level of seats that are coming in we have been very good, we have been able to save money in that respect, I just wanted to make that point fairly clear, so we are not doing anything extraordinarily different with respect to supporting flights. I am not surprised again God has been a favourite target for whatever reason and I sincerely hope that they get over their issues and that we can once again have that direct service to Brazil along with whatever offerings other parts of Latin America have, so we look forward to that.

Mr. Speaker, once again I want to thank everyone for participating in this debate, and with those few words, I beg to move that this Bill be read a second time.

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

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

On the motion of Hon. R. L. SEALY, seconded by Hon. R. D. JONES, the House resolved itself into Committee, Mr. J. D. PAUL in the Chair.

COMMITTEE

Mr. CHAIRMAN: This House is in Committee.

Clauses 1 -- 5 inclusive, were called and passed.

On the motion of Hon. R. L. SEALY, seconded by Hon. J. D. E. BOYCE, Mr. CHAIRMAN reported to His Honour the SPEAKER the passing of one Bill in Committee

and Mr. SPEAKER resumed the Chair and reported accordingly.

On the separate motion of Hon. R. L. SEALY, seconded by Hon. J. D. E. BOYCE, the Bill was read a third time and passed and cited as the Civil Aviation (Amendment) Act, 2016.

ADJOURNMENT

Hon. J. D. E. BOYCE: Mr. Speaker, with that we have come to the end of Government Business for today and I beg to move that this House do now adjourn until Tuesday, July 12, 2016 at 10.00 a.m. in the morning.

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

The question that the House do now adjourn until Tuesday, July 12, 2016 at 10.00 a.m. was put and resolved in the affirmative without division and Mr. SPEAKER adjourned the House accordingly.

3.35 p.m.

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EDITORIAL NOTES — NOT PART OF THE REPORT

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

EDITORIAL QUERIES

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

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

Q2. Order No. 21, opening of Opposition reply. The first speech of the Member for St. Michael North is labelled ‘Mr. R.C. TOPPPIN’; his later speeches are labelled ‘Mr. R. St.C. TOPPIN’. Printed as in the source.

Q3. Order No. 21, references to the FAA. The United States agency is named in different ways in the debate: ‘Federal Aviation Authority (FAA)’ (Hon. D. St.E. Kellman) and ‘Federation Aviation Administration (FAA)’ (Hon. C. P. Sinckler). Printed as in the source.

DEBATE SUMMARY

(Editorial summary — not part of the record.)

The House of Assembly met at 10.00 a.m. on Tuesday, 28th June, 2016, with Mr. Speaker in the Chair; prayers were taken by Reverend Mark Harewood. As the Speaker had not received the Minutes of 21st June, they were deferred on the motion of Hon. J. D. E. Boyce, and Standing Orders were suspended for the rest of the Sitting.

The only item of business was Order No. 21, the Civil Aviation (Amendment) Bill, 2016. The Minister of Tourism and International Transport, Hon. R. L. Sealy, explained that the amendments to the Civil Aviation Act, Cap. 288B, replaced the Technical Director of Aviation with the Director of Civil Aviation, updated references to the 1984 Air Operator Certificate Regulations superseded in 2007, and substituted ‘aerodrome’ for ‘airport’ so that heliports and other facilities would be covered. He spoke more widely of civil aviation as a services industry, noting a country where 28 per cent of Gross Domestic Product was connected to civil aviation, of improvements to the

control tower, of an approach from entities associated with Embry-Riddle Aeronautical University, and of new airlift from Avianca, Condor and possibly Air Berlin. He argued that Category 1 status had little to do with the airport and that, given the choice, he would take a civil aviation industry first.

Mr. R. St.C. Toppin, for the Opposition, did not oppose the amendments but said that work had been done before 2008 to move Barbados to Category 1 and that Category 2 status, the lowest, created damaging perceptions and kept carriers off the Barbados register, citing REDjet. Hon. R. L. Sealy rose on a point of order to deny that he had said ‘to hell with category 1’, and the Speaker asked Mr. Toppin whom he meant by ‘these weaklings’.

Hon. D. St.E. Kellman said that Barbados had not taken advantage of its location and that civil aviation should be treated as an industry. Hon. D. O’N. Inniss supported the Bill and spoke of the need for a functioning aircraft maintenance capacity. After the suspension, Miss S. J. O. Bradshaw recalled the 2007 debate on the Act and asked why nothing had been done since then, the amendments to the regulations having come only the week before. Hon. C. P. Sinckler said that the airport’s standards of safety and operations met international levels and defended the Government’s position on tourism.

Replying, Hon. R. L. Sealy said that a civil aviation authority had to be established and an industry built before the regulatory system could be assessed, withdrew certain words, thanked Hon. C. P. Sinckler, and said that support for flights to Barbados had been the policy of successive Governments. The Bill was read a second time without division and passed through Committee, with Mr. J. D. Paul in the Chair, without amendment; it was read a third time and passed as the Civil Aviation (Amendment) Act, 2016.

On the motion of Hon. J. D. E. Boyce, seconded by Hon. A. D. Brathwaite, the House was adjourned until Tuesday, 12th July, 2016 at 10.00 a.m.